

Metro | Agenda

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Regional Transit Work Group - Meeting # 5

Date: August 10, 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.

Agenda items

1:00	Welcome and introductions <i>Who have you talked to about this work? What have you heard?</i>	Jamie Snook, Metro
1:15	RTP Performance Measure draft recommendation/wrap up <i>Review and recommend performance measures for the system wide performance evaluation of the 2018 RTP</i>	Jamie Snook, Metro All, Discussion
2:00	Introduction to the Regional Transit Vision <i>Provide an overview of the various components to the Regional Transit vision</i>	Jamie Snook, Metro
2:10	TriMet's Service Enhancement Plan Provide an overview of TriMet's Service Enhancement Plan: process, community engagement and status	Tom Mills, TriMet
2:35	SMART Master Plan Provide an overview of SMART's Master Plan: process, community engagement and status	Stephan Lashbrook, SMART
3:00	Adjourn	

Meeting Packet	Next Meeting
<ul style="list-style-type: none"> Agenda Summary from July 19th meeting Memo – 2018 RTP Performance Measures Recommendations 	<p>Tuesday, September 13, 2016 Regional Transit Work Group Meeting #6 1:00 – 4:00 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 #4
Tuesday, July 19, 2016
9:00 to 11:00 a.m.
Metro Regional Center, Room 370 A/B

Committee Members Present

Dan Bower	Portland Streetcar Inc
Karen Buehrig	Clackamas County
Brad Choi	City of Hillsboro
Teresa Christopherson	Clackamas County
Mike Coleman	Port of Portland
Chris Deffebach	Washington County
Steve Dickey	Salem-Keizer Transit
Roger Hanson	C-Tran
Eric Hesse	TriMet
Jon Holan	City of Forest Grove
Andi Howell	City of Sandy
Luke Pelz	City of Beaverton
Mauricio LeClerc	City of Portland
Alex Page	Ride Connection
Lidwien Rahman	Oregon Department of Transportation
Steve White	Oregon Public Health Institute
Julie Wehling	Canby Area Transit

Metro Staff Present

Grace Cho
Chris Meyers
Cindy Pederson
Jamie Snook

I. INTRODUCTIONS

Members of the work group introduced themselves, described who they were talking to about the transit Strategy and answered the ice breaker question.

II. REGIONAL TRANSIT STRATEGY VISION

Ms Snook provided an introduction to the regional transit vision. This is the beginning of the conversation that we will be having through the end of the year.

- So often we talk about transit in a heavy urban environment but diversity of transit and land uses is important. It's not just a Portland or Beaverton, transit is needed on the fringe.
- In a lot of cases, performance measures help to make funding decision. Rural services will never perform at urban levels and this creates a challenge. Rural is often time boxed in by political or financial constraints and therefore service is compromised and then people are discouraged from using transit.
- Comparing similar transit lines and services is important so we are measuring appropriately.
- Support for the wording regarding frequency.
- Didn't see the discussion of equity and it needs to be in there.
- We need to be clear when we talk about transit dependency and equitable.
- Need to understand how we measure demand and where the demand is.
- The vision should also look at where the transit demand is expected.
- Under the "Convenient" slide, the issue of seamless connections should be added.
- Convenience should also consider the convenience of using transit to perform daily needs like grocery shopping .
- Regional land use vision is part of the transit vision, every mode has a vision.

Ms. Snook wrapped up the transit vision introduction and asked the work group: **What outcomes do you want to see come out of this process?**

- MAX should be used as a regional system with fewer stops and buses should be used as a local system, similar to Bay Area Transit. Stops are too close together and it adds to the time or length of a trip.
- One reason commuters in Vancouver didn't want Yellow Line extension is that it would take too long on MAX to get downtown or wherever one is going. Express buses would work better.
- Would like to see us weave in the work that is being done in new urban areas, supporting the areas that we anticipate new growth over the next twenty years.
- Would like to consider express service to meet longer trip demands.
- How do we facilitate connections from providers outside the MPA. Those connections are very important. Fare collection, shelters and safe places to wait are also important.
- Mobility and placemaking role of transit. Land use role that Light Rail plays. How do we think differently about downtown. Express service is what we are hearing about but you need to really strong end points or you won't have ridership.
- Need a strong HCT component, create new capacity; make it so attractive that we can put it in a bond measure to fund. Similar to Seattle and Denver, what can we deliver that we can fund locally rather than rely on federal dollars to fund the larger projects.

- More investment in suburban areas to help alleviate some of the land use and parking issues. If you make smart decisions and investments the demand is there.
- Need diversity in transit options to meet the varying needs of the region. We need to look at different modes for different outcomes. Need to understand which tools need to be used for which job.
- Need to dive into the first mile and last mile connections.
- We shouldn't be afraid to have varying fares cause express costs more to run.
- Need to be able to purchase more rail cars to increase service on our existing lines.
- Need to stay up with the ITS advancements and investments and there should be an emphasis on technology.
- Balance the conversation about express service or eliminating stops between MAX. Need a density of coverage to ensure everyone can get to a stop.
- Would like to see transit investments align with affordable housing strategies both local and regional.
- There are different modes for different needs. Private shared ride service should also be integrated with the system. What mode serves what needs.
- Some of the conversations and visioning with the shared ride service companies is already happening.
- Need to consider mobility on demand and technology. How can we coordinate these technologies and how do we expand successful projects.

III. RTP PERFORMANCE MEASURES

- Affordability is a tough issue to tackle. It's a good measure but tends to be easier to do under existing conditions. This one hangs us up a lot.
- In regards to the affordability measure (housing + transportation costs), we do account for home ownership, not just renters, which was mentioned as a concern.
- Make transit affordable needs to be more focused on transit.
- We can't control the housing portion of this measure, but we can control the transit costs.
- Worried about the non-drive alone but limiting it to central cities and regional centers is too limited, especially for the regional transit vision. It has to work for rural and suburban areas too.
- We should match up the travel time between key origins and destinations with the Mobility Corridors, like we have done in the past. If we have used this measure in the past we should look at how it has worked in the past. If helpful keep it going, if not maybe time for a new measure to go into the future.
- Do we know the address of monthly pass purchasers? If we know who is buying monthly or annual we could add that to a base map, would be fundamental to help in making decisions. TriMet is hopeful that with FastPass we will be able to have more of that information and can use it in the future.
- Using the Mobility Corridors is an interesting point and we should coordinate with the Performance Work Group.
- How do we show that the transit is more affordable and should we consider time lost at work or with family as part of the transportation cost.

- We should verify or be looking at origins and destinations, when measuring travel times, are the right ones. Key origins and destinations have to be relevant in order to be useful. Need to make sure the key origins and destinations are equitable.
- Express service concept, how does that fold into the measure about travel times? Related to origins and destinations, express time should go down.
- Recommended a measure that looked at cut lines across congested corridors and measure the people through-put and how are we doing along the most congested corridors.
- Access to jobs is really important and taking the bus to remote areas is difficult.

VI. NEXT STEPS

Ms. Snook reviewed the next steps with the group:

- Recommend performance measures to consider regarding transit
- Continue to discuss the Regional Transit Vision
- Prepare for the Regional Leadership #2
- Begin discussing the Transit System Expansion Policy

VI. ADJOURN

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

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	7/19/16	July 19, 2016 Meeting Agenda
2	Meeting summary	6/9/16	June Regional Transit Work Group meeting Summary
3	Memo	7/19/16	2018 RTP Performance Measures potential recommendation memorandum

 **Metro | Memo**

Date: August 3, 2016
To: Regional Transit Work Group and interested parties
From: Jamie Snook, Principal Planner
Subject: 2018 Regional Transportation Plan (RTP) Performance Measures Recommendations

Purpose

The purpose of this memorandum is to summarize the Transit Work Group's recommendation regarding performance measures to support the 2018 Regional Transportation Plan (RTP). The Transit Work Group is charged with supporting the 2018 Performance Measure Work Group in identifying the appropriate performance measures as it relates to transit.

Background

As part of the 2018 RTP, Metro is working with regional partners to implement the Climate Smart Strategy and 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 vision for transit and transit supportive elements for the region.

It is important to note that we are not starting from scratch, a lot work has gone into defining transit performance measures in the past. The most recent past includes the 2014 RTP and the Climate Smart Strategy.

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 RTP includes the following transit related system evaluation measures in Chapter 4:

- Motor vehicle and transit travel time between key origin-destination for mid-day and 2-hour PM peak.
- Non-Drive alone mode share system-wide and for central city and individual regional centers (% of daily walking, bicycling, shared ride and transit trips).
- Transit productivity (transit boarding rides per revenue hour) for high capacity transit (HCT) and bus.
- By 2040, increase by 50% the number of essential destinations accessible within 30 minutes by bicycle and public transit for low-income, minority, senior and disabled populations compared to 2005 (currently a target and not a measure).

The following table shows how the current RTP performance measures related to the overall goals of the plan. The highlighted rows call out the transit specific performance measures.

System Evaluation Measures		RTP Goals										
		Foster Vibrant Communities and Compact Urban Form	Sustain Economic Competitiveness and Prosperity	Expand Transportation Choices	Effective and Efficient Management of Transportation System	Enhance Safety and Security	Promote Environmental Stewardship	Enhance Human Health	Ensure Equity	Ensure Fiscal Stewardship	Deliver Accountability	
1.	Vehicle and bicycle miles traveled (total and per capita)	●		●			●	●				
2.	Total delay and cost of delay on the regional freight network in mid-day and PM peak		●		●							
3.	Motor vehicle and transit travel time between key origin-destinations for mid-day and 2-HR PM peak	●	●	●	●	Unable to predict/forecast system safety. To be addressed in plan monitoring.					Unable to predict/forecast accountability. To be addressed in plan monitoring.	
4.	Congestion - Location of throughways, arterials, and regional freight network facilities that exceed RTP motor vehicle-based level of service thresholds in mid-day and 2-HR PM peak		●		●							
5.	Mode share and non-drive alone trips system-wide, by mobility corridor and for central city and individual regional centers (Number of daily walking, bicycling, shared ride and transit trips and % by mode)	●		●	●		●	●				
6.	Transit productivity (transit boarding rides per revenue hour) for High Capacity Transit (HCT) and bus	●		●	●					●		
7.	Number and percent of households within 1/2-mile of regional trail system			●			●	●	●			
8.	Environmental justice measure (under development)			●					●			
9.	Tons of transportation-related air pollutants (e.g. CO, ozone, and PM-10)			●			●	●				
10.	Tons of transportation-related greenhouse gas emissions (e.g. CO ₂)			●			●					
11.	Percent of projects that intersect high value habitat areas	●					●					
Additional land use-related measures to be developed as part of the <i>Making the Greatest Place</i> .												

Note: the transit specific performance measures are highlighted in the blue rows

Climate Smart Strategy performance monitoring targets

In addition the RTP, the Climate Smart Strategy recommended the following transit-related performance monitoring targets be considered in the 2018 RTP update:

- Daily transit service revenue hours
- Share of households within ¼ mile all day frequent transit
- Share of low-income households within ¼ mile of all day frequent transit
- Share of employment within ¼ mile of all day frequent service
- Transit fares (measure to be determined with the 2018 RTP update)

In addition to the performance measures for the RTP, the Transit Work Group could develop additional evaluation/performance measures for the regional transit vision. The purpose of this would be to ensure that the proposed improvements in the regional transit vision support the goals and vision for the RTS. These measures could build off of the RTP, Climate Smart Strategy and the previous HCT Plan.

Transit vision statement

Transit is a key component of achieving our region's six desired outcomes and our climate strategy goals. To do this, the region needs to invest to make transit more frequent, convenient, accessible and affordable.

- **Frequent:** 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.
- **Convenient:** 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.
- **Accessible:** Provide safe and direct biking and walking routes and crossings that connect to stops makes transit more accessible. Expand the system to improve access to jobs and essential destinations/daily needs.
- **Affordable:** Ensure transit remains affordable, especially for those dependent upon it.

Planning and implementing transit investments should be done in an equitable way, understanding the range in the types of transit investments as well as the diversity in needs around the region.

RTP performance measures for transit recommendation

The following section describes how the transit related performance measures correspond to the overall transit vision statement. This combines the performance measures from the 2014 RTP, Climate Smart Strategy, input from the Transit Work Group and coordination with the RTP Equity Work Group.

Frequent: 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.

- Increase daily transit service revenue hours per mode
- Transit productivity (transit boarding rides per revenue hour) for mode or service characteristics

Convenient: 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.

- Motor vehicle and transit travel time between key origin-destination for mid-day and 2-hour PM peak.
- Non-Drive alone mode share system-wide and for central city and individual regional centers (% of daily walking, bicycling, shared ride and transit trips).

Accessible: 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.

Accessibility can be defined in many ways, here there are three definitions used: 1) time based, 2) proximity and 3) infrastructure.

- 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.)*
- Destinations accessible within 30 minutes *(travel time to be discussed later)* by public transportation for the region and historically under-represented communities:
 - For daily needs
 - Important services
 - Jobs
- Proximity of households and employment with a ¼ mile of transit and frequent service transit
 - Share of households
 - Share of low-income households (to be coordinated with the Equity Work Group)
 - Share of employment

Affordable: Ensure transit remains affordable, especially for those dependent upon it.

- Housing + Transportation costs relative to cost burdened designation

Recommendation summary

The Transit Work Group recommendation is to keep the existing RTP performance measures and incorporate the Climate Smart Strategy performance monitoring targets. In doing this, it will take some reframing and to accommodate the combining of measures from the two plans. In addition to incorporation and consolidating these measures, the Transit Work Group proposes to add two new performance measures:

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- System completeness for bike and pedestrian access to transit – in order to help measure the accessibility to transit; and
 - Housing + Transportation costs relative to cost burdened designation – in order to measure the affordability to ensure that housing and transportation for everyone.

The Transit Work Group will continue to coordinate the methodology and analysis of these performance measures with the RTP Equity Work Group and the RTP Performance Measure Work Group. Additionally, there were additional transit related measures identified that may be evaluated through the greater Regional Transit Strategy process. These additional analyses will be shared and coordinated with the broader groups at a later date.

DRAFT