

HB 2017 Transit Advisory Committee

May 24, 2024



Webex

Chat

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- Chats are recorded

Participants

- Right side window
- Raise your hand

Video On/Off

Reactions



Leave Meeting

Mute/Unmute



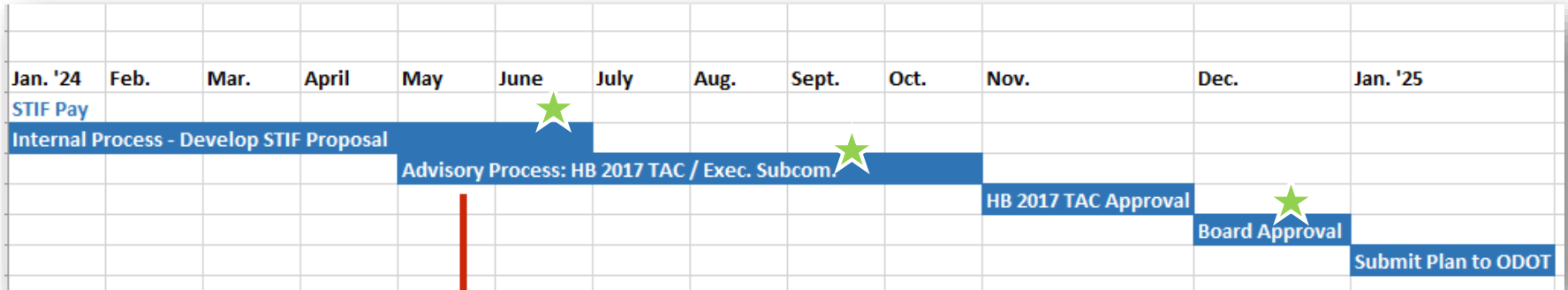
Meeting Agenda

Public comment	10:00 a.m.
Timeline Check-in	10:05 a.m.
Human Services Proposal Discussion	10:10 a.m.
Forward Together Review	11:00 a.m.
Meeting Adjourns	11:30 a.m.

Public Comment



Timeline for STIF Plan Process



We are here

★ TriMet Board of Directors Review

Human Services Transportation Proposal

Older Adults/People with Disabilities

ATFAC

- STIF Population Based Formula Funds - \$10.5 mil in FY26-27
- State 5310 Funds – not yet known

Proposal

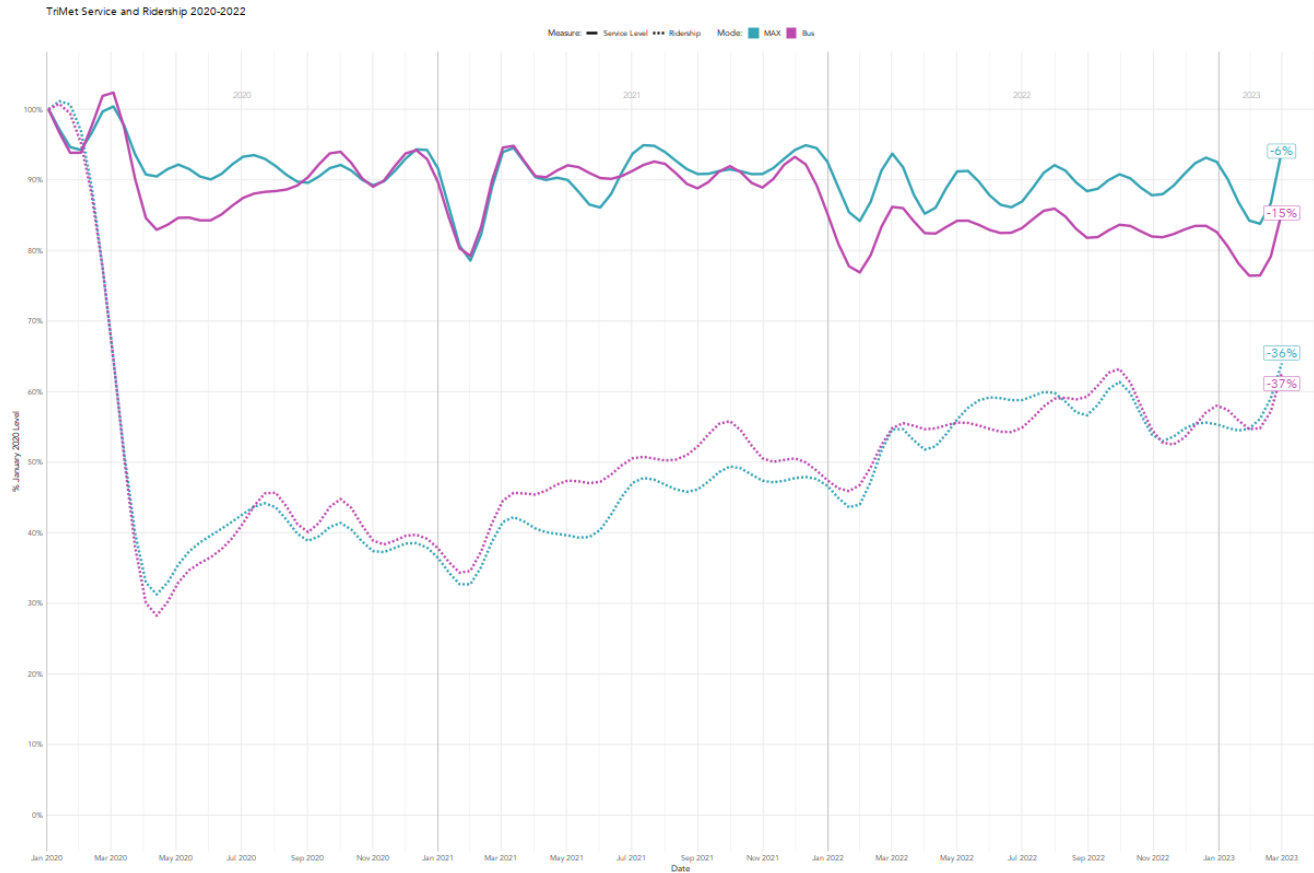
- STIF Human Services Program

Discussion

Forward Together Review

Pandemic Impacts

- Ridership dropped precipitously by as much as 70%
- Service levels were cut by as much as 22%



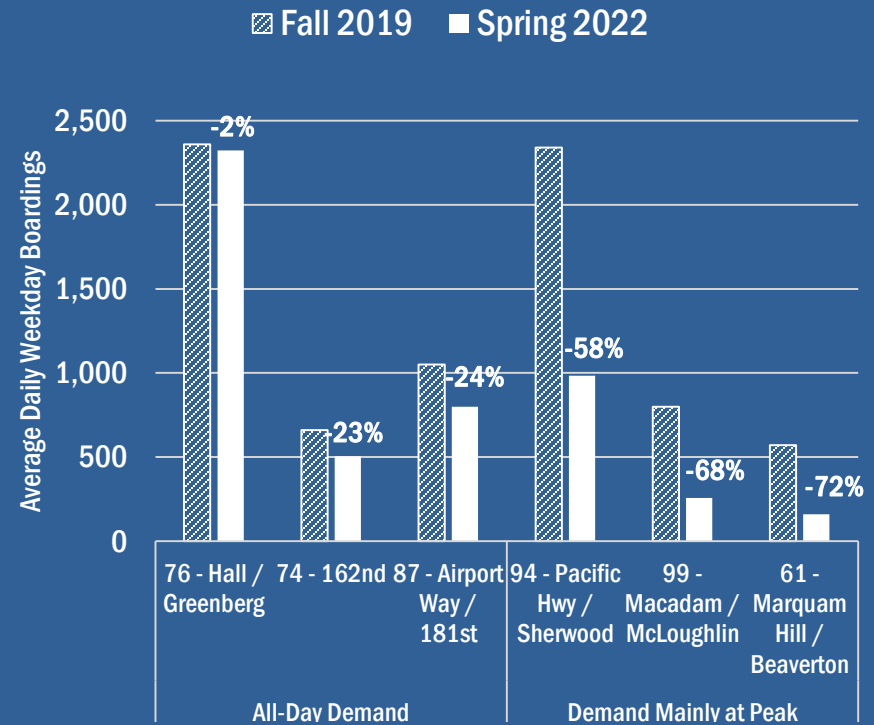


- TriMet's post-pandemic service concept to guide restoration, growth, and ridership recovery.
- Network changes that respond to:
 - Changes in **ridership patterns**.
 - Changes in **goals and expectations**.

What is Forward Together?

Changes in Ridership Patterns

- Lines that have retained ridership serve:
 - Centers of in-person work
 - Low-income communities
- Lines that have lost ridership more significantly serve:
 - Work centers where hybrid and remote work have become the norm
 - Higher-income communities



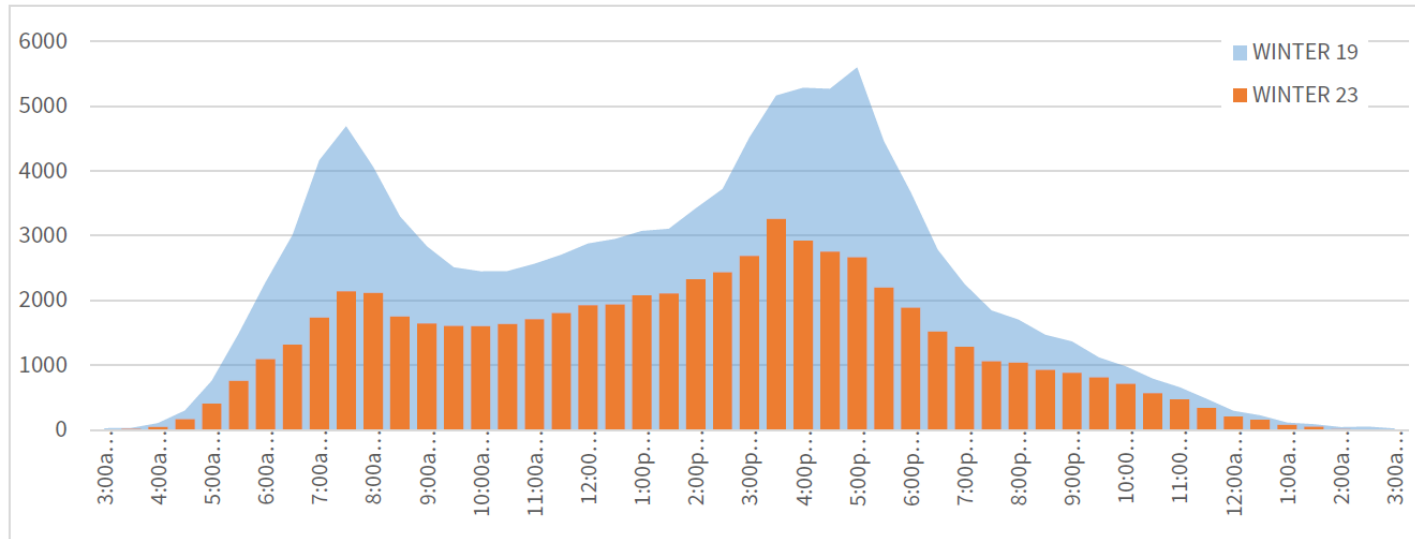
Want to learn more about how TriMet's network and ridership has changed since 2020?

Read the Transit Existing Conditions report, available at trimet.org/forward/.

Changes in Ridership Patterns

TriMet BUS + MAX Ridership

SIGNUP WINTER 2023: Half-hour breakdown of Weekday Boardings



^^ where the 6:00am column denotes the half hour between 6:00 and 6:29:59am, etc.

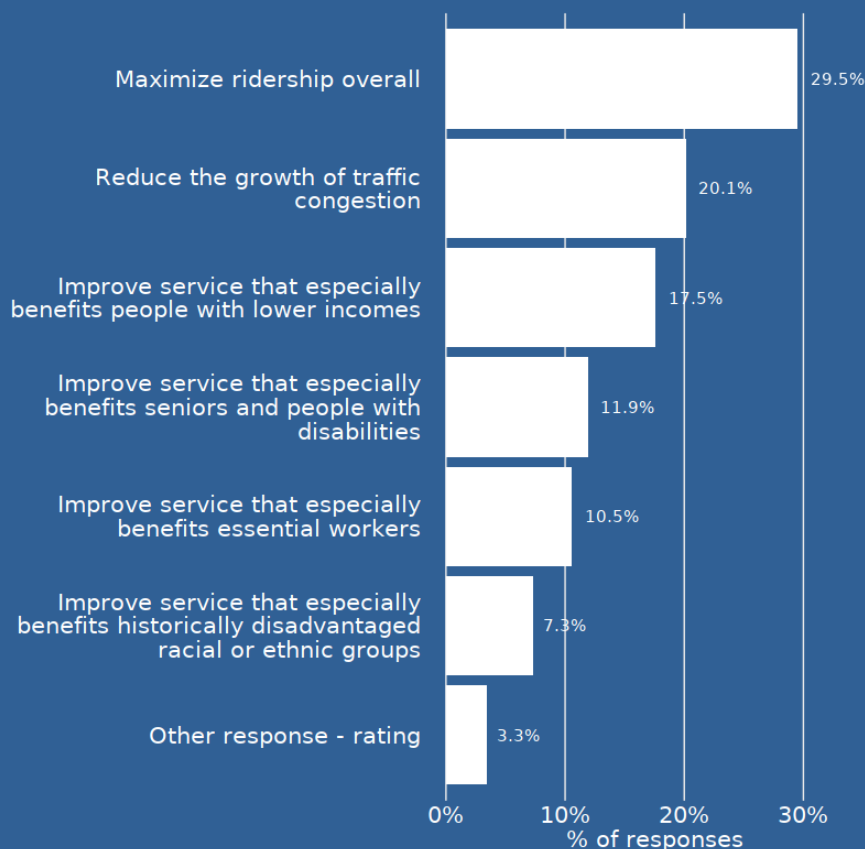
Compared to pre-pandemic travel patterns:

- AM Peak transit demand is very gradual, and PM "Peak-est" is actually 3:30-3:59pm (no longer 5-5:30pm).
- Proportionally, midday and evening transit demand are closer to pre-pandemic levels.

Changes in Goals

- In spring 2022, TriMet engaged in a public outreach effort intended to guide its service recovery planning.
- This survey focused on asking about what TriMet's priorities should be as it restores service. Over 5,500 people responded.
- The three most popular responses:
 - Restore ridership.
 - Reduce congestion.
 - Improve services for lower-income people.

Forward Together Survey
Top Service Restoration Priority



What is guiding these changes? Access to Opportunity

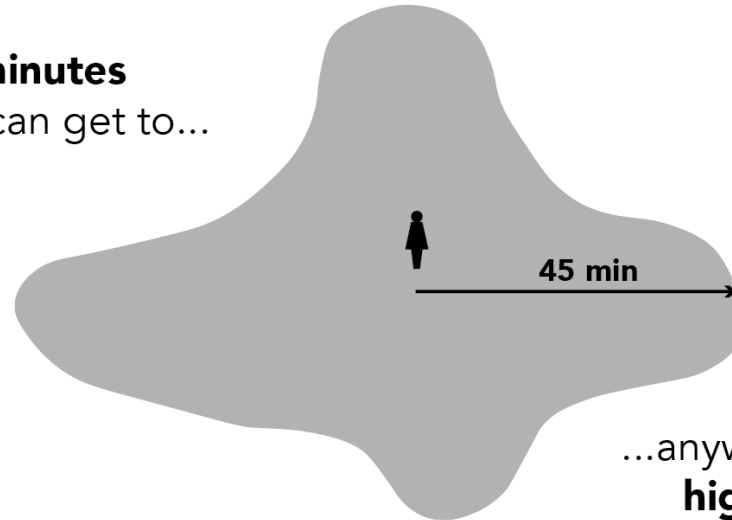
Here is a person.



JARRETT
WALKER
+ ASSOCIATES

Access to Opportunity

In **45 minutes**
she can get to...

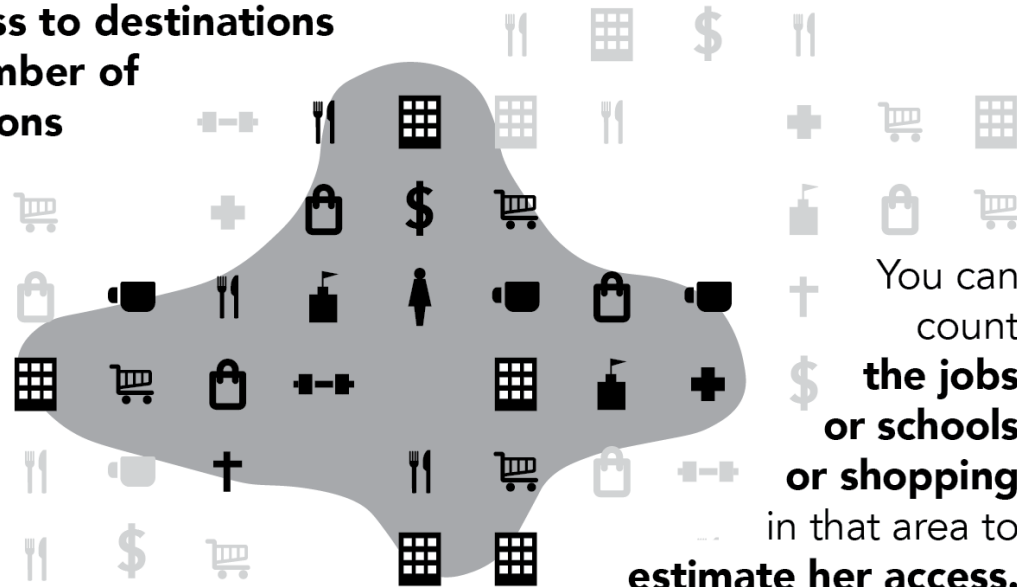


JARRETT
WALKER
+ ASSOCIATES

...anywhere in the
highlighted area.

Access to Opportunity

Her **access to destinations** is the **number of destinations in that area.**

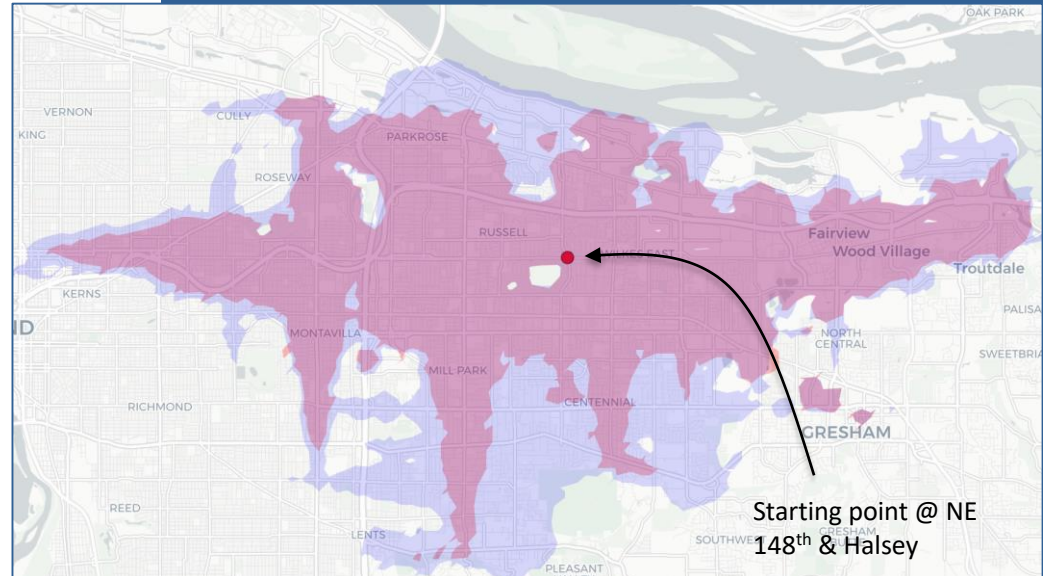


You can count **the jobs or schools or shopping** in that area to **estimate her access.**

A more useful network

- The median number of jobs reachable by service area residents in **45 minutes** would increase by over **45%**.
- Over **80%** of service area residents would see some improvement in access to jobs.
- Access to other important destinations increases as well:
 - e.g. +4 more grocery stores reachable in 45 minutes by median resident

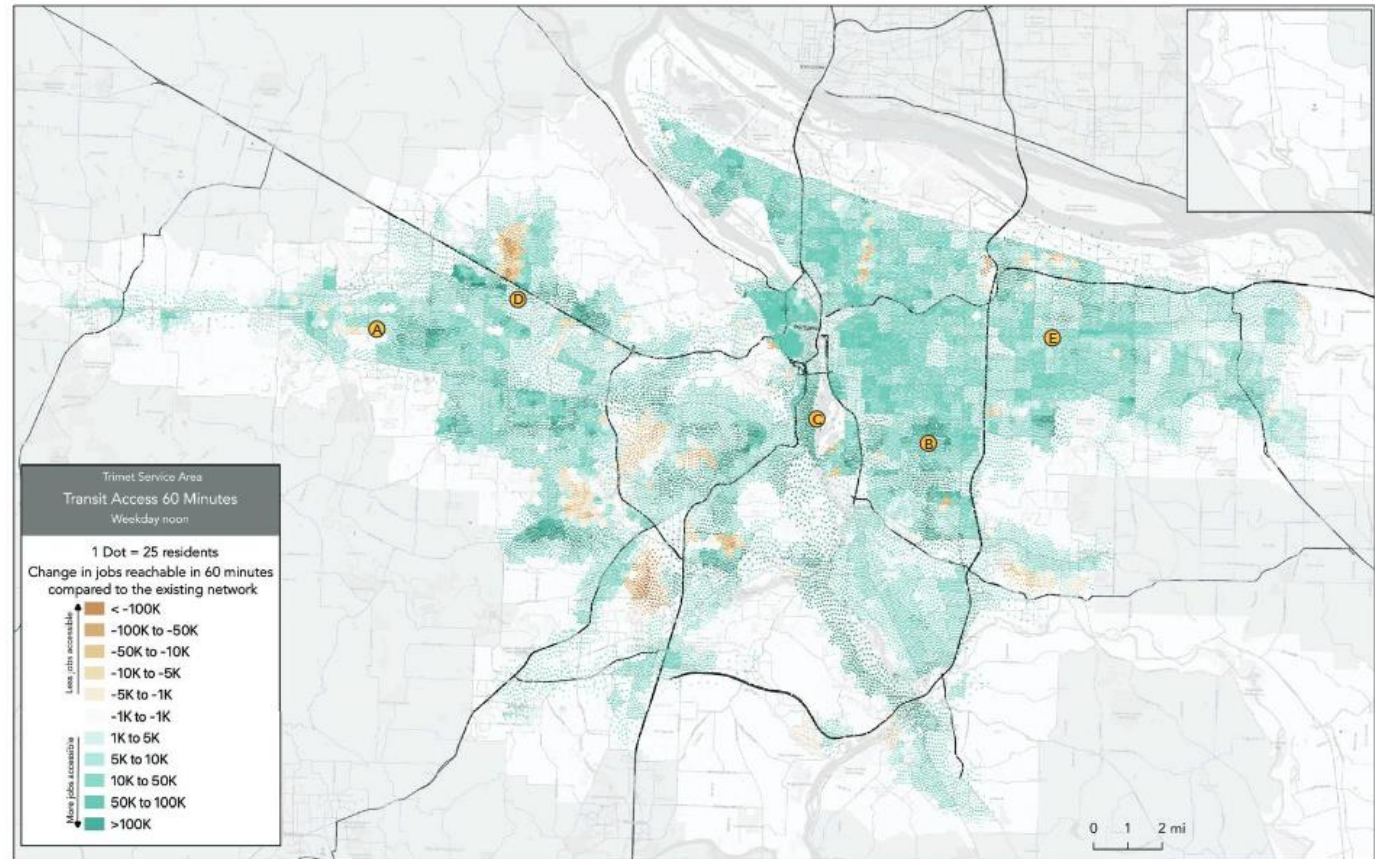
Where could I reach in 45 minutes from NE 148th & Halsey using transit?



Purple = reachable with Existing Network
Blue = newly within reach with Forward Together.

Region-wide Transit Access Analysis

- Access improved across most of the region.
- Small areas of loss were within reason as a consequence of ridership and equity goals.



What's in the service concept?

- More than 30% more service.
- An expanded Frequent Network.
- More local services running every 30 minutes.
- Expanded weekend service.
- New lines serving areas that are far from transit today.
- Reduced service to some low-demand, mostly higher-income areas.



Where did these ideas come from?

Many of the ideas come from the TriMet's Service Enhancement Plans (2011-2016).

The Forward Together "Transit Existing Conditions Report" added more recent data and insights.

Municipal staffs participated in workshops to develop the concept.

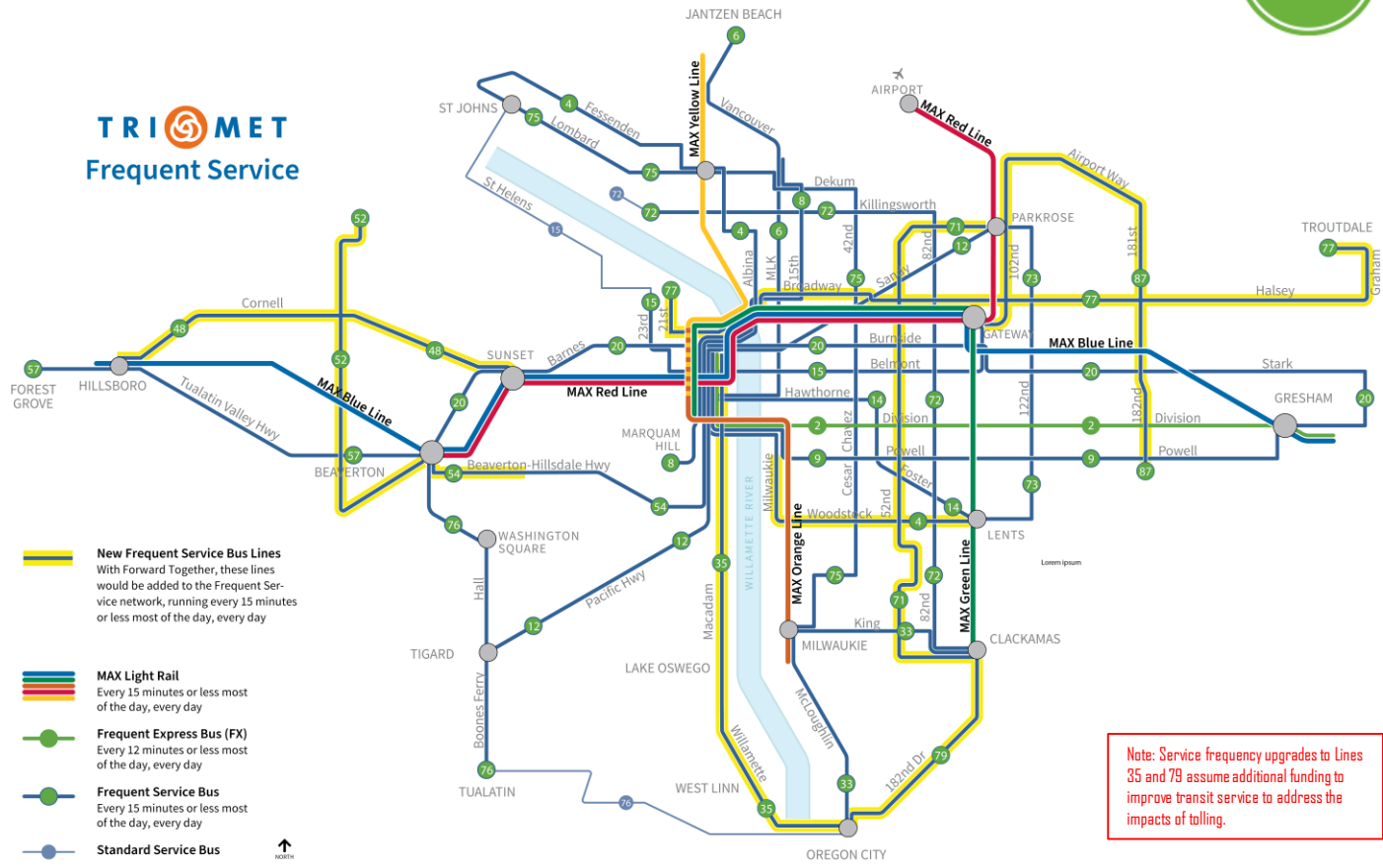
An expanded Frequent Network



50% more residents and jobs within ¼-mile walk of Frequent Service.

New Frequent Service corridors:

- Woodstock (Line 4)
- Macadam (35)
- Cornell Rd (48)
- 185th Ave (52)
- 52nd / 60th (71)
- Broadway / Halsey (77)
- 82nd Dr (79)
- Airport Way / 181st (87)



Note: Service frequency upgrades to Lines 35 and 79 assume additional funding to improve transit service to address the impacts of tolling.

Enhancing standard service

- Many standard service bus lines run less frequently than every 30 minutes or not at all.
- Where these lines have strong ridership potential, or serve areas of high equity concern, the service concept increases midday frequencies.

Just a few examples

Line	County	Current Midday Frequency	Service Concept Midday Frequency
Evergreen Pkwy	Washington	35 min	30 min
158 th / Bethany	Washington	60 min	30 min
Walker Rd	Washington	(none)	60 min
NE San Rafael	Multnomah	60 min	30 min
Outer NE Glisan	Multnomah	60 min	30 min
SE Webster Rd	Clackamas	40 min	30 min
River Rd	Clackamas	60-65 min	30 min

New service areas

- The network concept creates some new coverage, addressing gaps in the network and some limited areas of new development.
- Examples include:
 - On the westside – Cornelius Pass Rd, Century Blvd
 - In central Portland – Columbia Blvd
 - On the eastside - SE 112th, SE 148th, SE 201st, SE 242nd
 - In Clackamas – SE 172nd, Mt. Scott Blvd, Jennings Ave

50,000 more residents would be within a ¼-mile walk to a bus stop.

26,000 more jobs would be within a ¼-mile walk to a bus stop

Improved Weekend Service

- Today, many infrequent and peak-only lines do not run at all on weekends.
- Lower income people and essential workers rarely have weekends off.
- Forward Together provides weekend service on nearly all standard service bus lines.
- This would add new weekend service on secondary lines all over the region.

+100,000 more people near service running on Sunday.

+130,000 more people near Frequent Service on Sunday.

Service reductions

- While this is a growth plan, there are some services that would be reduced compared to today / pre-pandemic.
- These are all lower-ridership services focused on:
 - peak commuters, or
 - higher-income neighborhoods.

Examples

Area	Lines	Change with Forward Together
Southwest Portland	Lines 18, 26, 45, 51, 55	Reduced to trips at school bell times.
Rush-hour express routes	Line 61, 64, 65	Marquam Hill peak services replaced by all-day access via Line 43 and 56
	Line 94, 96	Reconfigured to provide local service
	Line 66, 68, 92, 99	Discontinued
Lower-ridership service in Higher income neighborhoods	Line 17 – Broadway	NE 24th / 27 th segment discontinued
	Line 50 – Cedar Mill	Discontinued
	Line 36 – South Shore	Discontinued

Summary

**+38% more
resources.**

**+45% more
jobs
reachable by
the median
resident.**

**+50% more
people and
jobs near
Frequent
Service.**

**+50,000 more
residents near
service.**

**New routes
serving new
areas in all 3
counties.**

**+100,000
people near
service running
on the
weekend.**

More at: trimet.org/forward

Progress



Key highlights from initial changes in FY24:

- Ridership growth over the same week last year: 20.6%
- Weekend ridership growth to OHSU: >35%
- 3 new Frequent Service Lines where buses arrive every 15 minutes or better including Cornell Road on the Westside.
- 7% service growth since December '22 out of a projected >30% total growth.

Implementation



- Forward Together is being implemented through our annual service plan and budget process each year until completed.
 - includes 2 rounds of public outreach
 - Opportunities to revise and adapt to evolving needs
 - Operator hiring is biggest challenge.

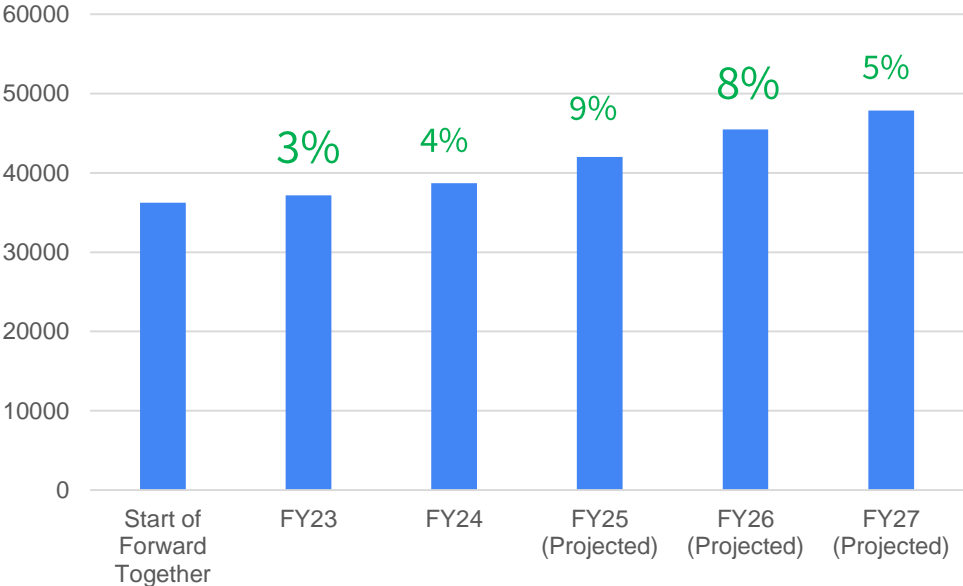
Annual Service Plan Process

- Study & Revision
- Outreach
- Study & Revision
- Outreach
- Public Hearing
- Board Adoption
- Routes changed

Implementation



Tracking >30% Weekly Vehicle Hour Growth



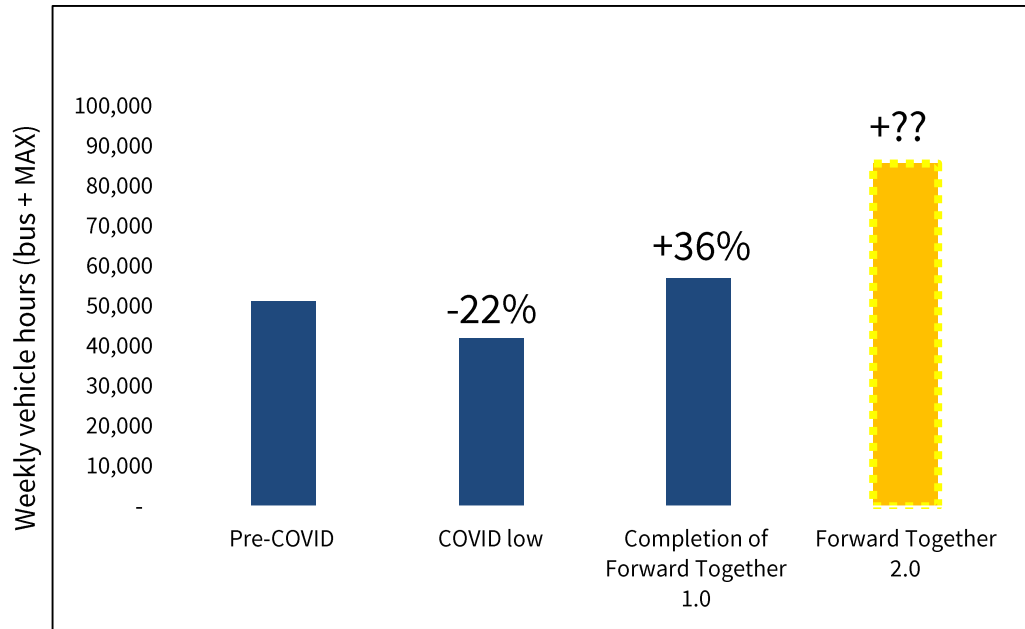
Forward Together 2.0

- Provide aspirational vision for TriMet service growth
- Respond to community desires and support TriMet's Vision 2030
- Identify how to meet targets for ridership in the Regional Transportation Plan
- Catalog unmet needs from Forward Together 1.0

Goals for Transit Ridership

Plan	Goal
Regional Transportation Plan (2023 update)	<ul style="list-style-type: none">• <i>Triple</i> transit mode share by 2045, to 12.2% of all trips<ul style="list-style-type: none">• Current modeling shows an increase from 4.1% to 5.4% by 2045, better but way short of the goal
TriMet Vision 2030	<ul style="list-style-type: none">• 120M Annual Boarding Rides by 2030<ul style="list-style-type: none">• 57.4M in last fiscal year (FY23)

Potential Service Growth

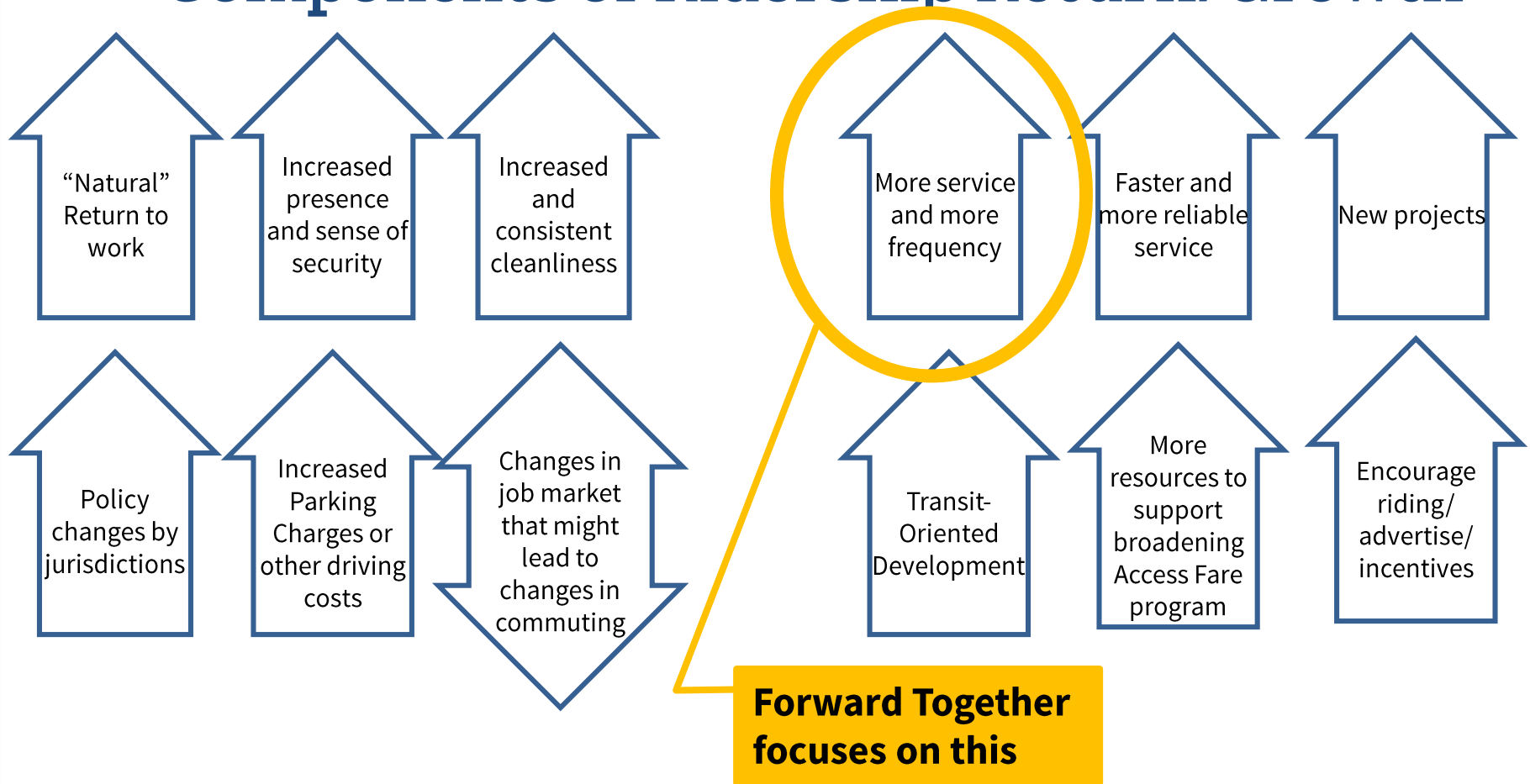


Forward Together 2.0 will help define a desired future service level that would include:

- ✓ New bus routes
- ✓ More frequent service on existing bus routes
- ✓ More frequent service on existing MAX lines

Implementing Forward Together 2.0 would require new financial resources for TriMet.

Components of Ridership Return/Growth

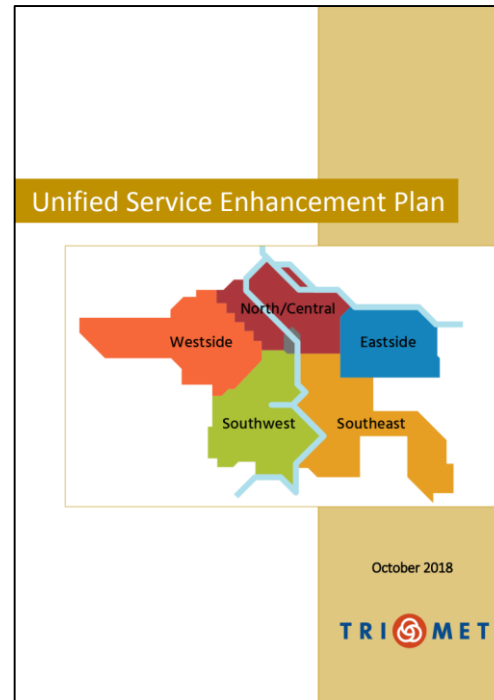
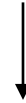


Build on this



[Trimet.org/forward](https://trimet.org/forward)

Replace this



Next Steps

- **Forward Together 1.0**
 - Continue implementing through annual service plan cycle until complete. Current projection is FY27
- **Forward Together 2.0**
 - Modeling and analysis currently underway
 - Public engagement around draft future transit network in late Summer and Fall.
 - Finalize vision by the end of the calendar year.

Questions

Meeting Adjourned