



PAC Meeting #2

July 28, 2020


Zoom Etiquette


- Mute your microphone outside of discussion time
- During discussion, remember to unmute yourself on both the Zoom app and your device
 - Ex. On computers, there's often a microphone mute button on the keyboard in addition to the mute button on Zoom.
- Use the chat function if you have a question mid-slide. We'll also pause to ask for questions throughout!
- If your internet connection is slow, turning off your camera can be helpful to speed things back up.


Meeting Purpose and Agenda Review


ITEM	LEAD PRESENTER
Welcome, Meeting Purpose, Agenda Review	Brett Setterfield, Clackamas County
Overview of Needs Assessment	Krista Purser, Kittelson
Overview of Stakeholder Outreach and Preliminary Findings (Online survey and listening sessions)	Susie Wright, Kittelson Russ Doubleday, Kittelson
Process for Creating Transit Service Alternatives	Susie Wright
Next Steps & Adjourn	Brett Setterfield


2020

 1 - Project Management | **Throughout**


 2 – Public Engagement Plan and Existing Conditions | **Winter**

 3 – Need Analysis | **Spring**

 4 - Future Service Opportunities and Evaluation | **Summer**

 5 – Draft Clackamas County TDP | **Fall**

 6 – Final Clackamas County TDP | **Winter**

 7 – TDP Adoption | **Winter**

2021

Project Tasks and Schedule

Project Goals



Enhance Connectivity



Prioritize Equity, Health & Safety



Promote Sustainability



Improve Customer Experience and Mobility

Evaluation Criteria

Evaluation Criteria	Evaluation of Service Opportunities	Performance Benchmarking
Connectivity		
Intercommunity Connections	X	
Communities with Transit Access		X
Walking and Bicycling Access		X
Equity, Health, and Safety		
Service to Transportation-Disadvantaged Populations	X	X
Access to Jobs	X	X
Promote Sustainability		
Service on Regional Corridors	X	X
Capital Costs	X	
Annual Operating Costs	X	X
Low- or No-Emission Fleet		X
Customer Experience and Mobility		
Population Served		X
Service Span & Frequency	X	X
Service Hours Per Capita	X	X
System Ease of Use	X	X

Needs Assessment

Transit needs have been identified through a combination of:

- Applying findings from the existing conditions memo and the project evaluation criteria

- Reviewing previous regional planning documents for transit improvements

- Analyzing gaps from the public engagement findings



Needs Overview: Areas Lacking Transit

Intercommunity connections without transit service or connectivity:

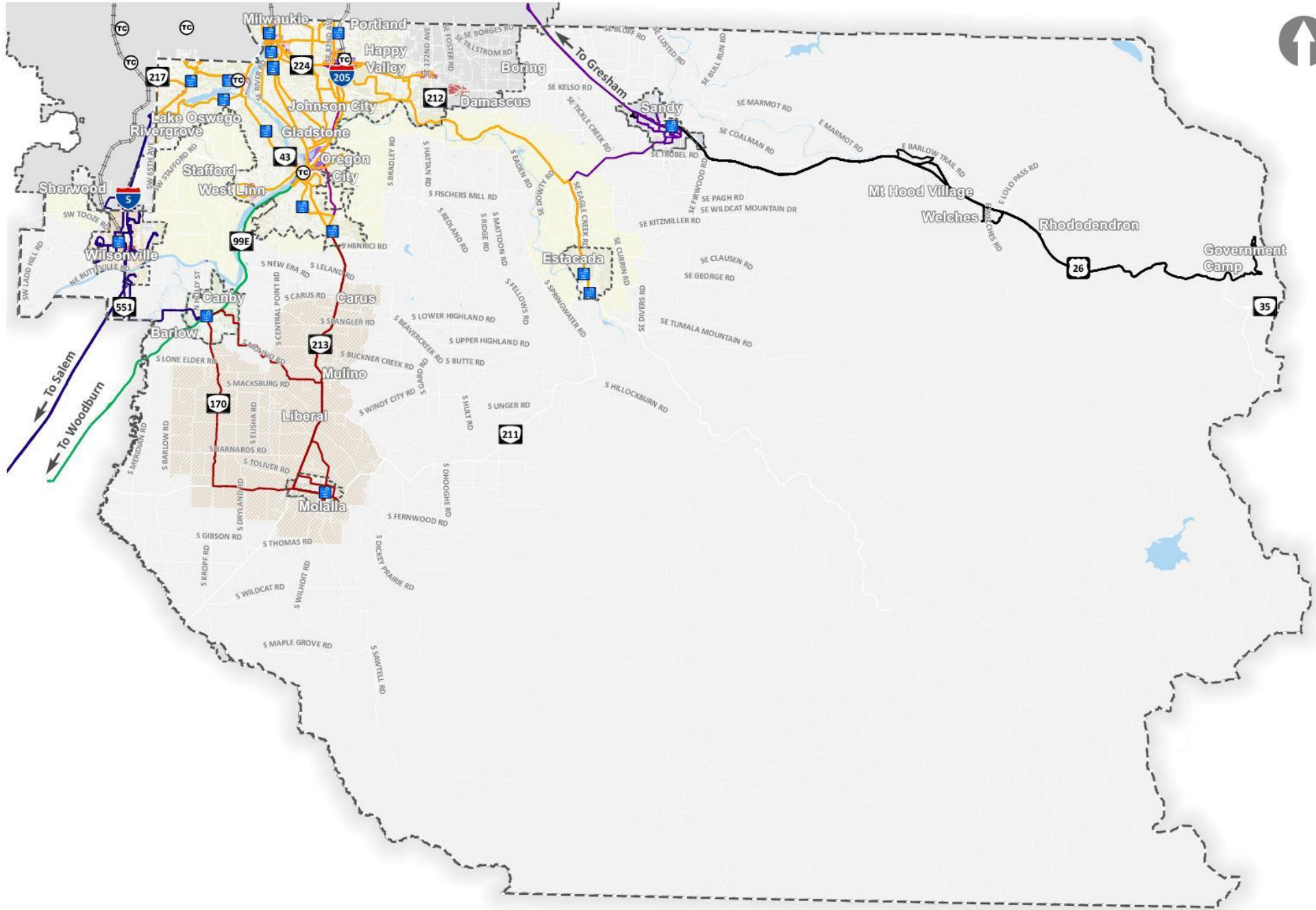
- Highway 212 to Damascus and Boring
- Damascus-Gresham
- Happy Valley-Gresham
- Tualatin-West Linn-Oregon City
- Highway 211 between Estacada-Molalla-Woodburn

Communities without local transit access:




















- Damascus
- Boring
- Estacada
- Eagle Creek
- Clackamas Industrial Area
- Additionally, much of Happy Valley has no transit access

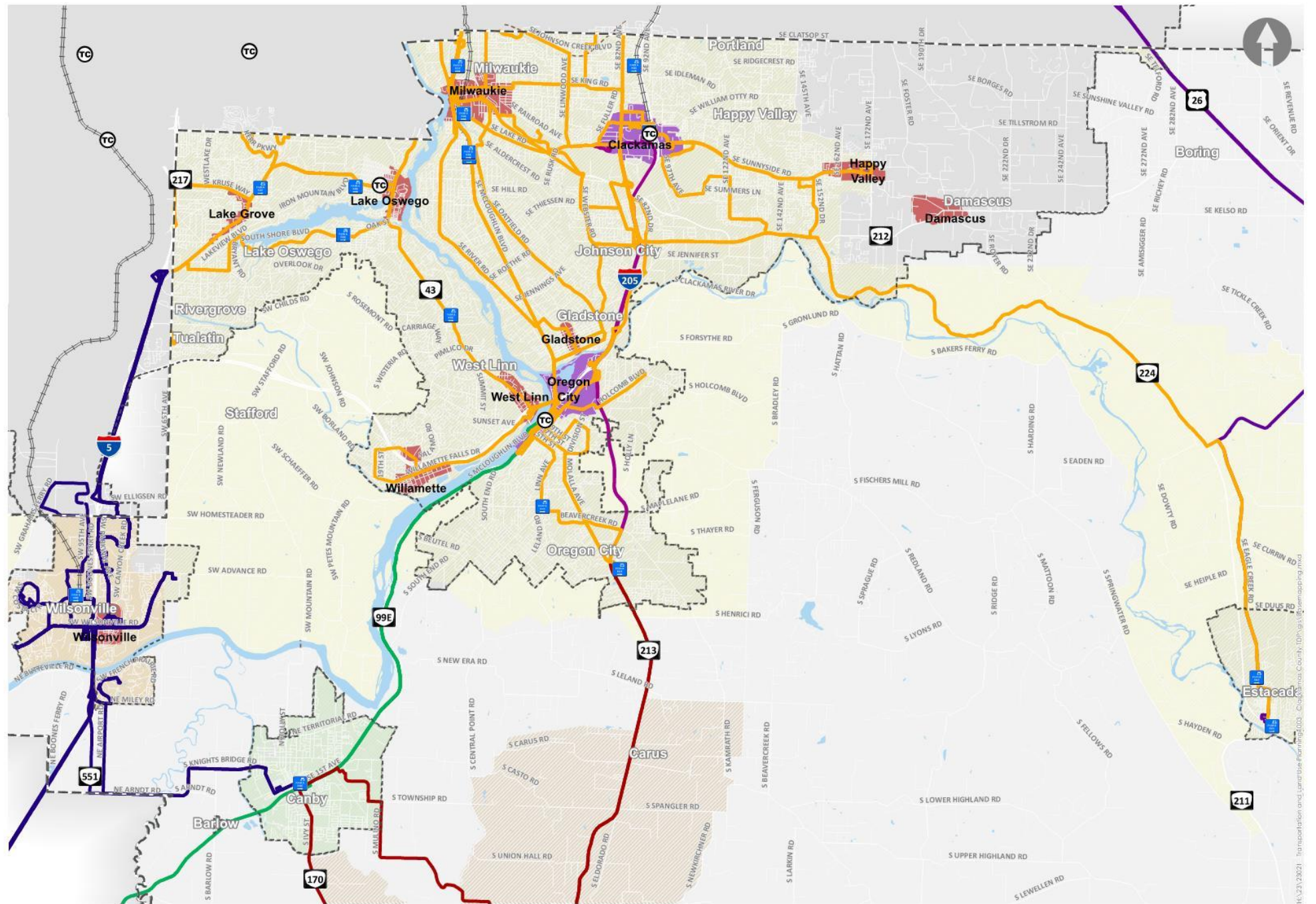


- TriMet Transit Centers
- Park and ride lots
- TriMet Bus Routes
- South Clackamas Transit District (SCTD) Routes
- Canby Area Transit (CAT)
- Sandy Area Transit (SAM)
- South Metro Area Regional Transit (SMART) Routes
- Mt Hood Express Routes
- CCC Xpress Shuttle Routes
- Existing TriMet Rail
- Regional Center
- Town Center
- Canby Area Transit
- Sandy Area Transit
- South Clackamas Transportation District (SCTD)
- South Metro Area Regional Transit (SMART)
- Tri-County Metropolitan Transportation District of Oregon (TriMet)
- Urban Growth Boundaries
- County Boundary





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Needs Overview:

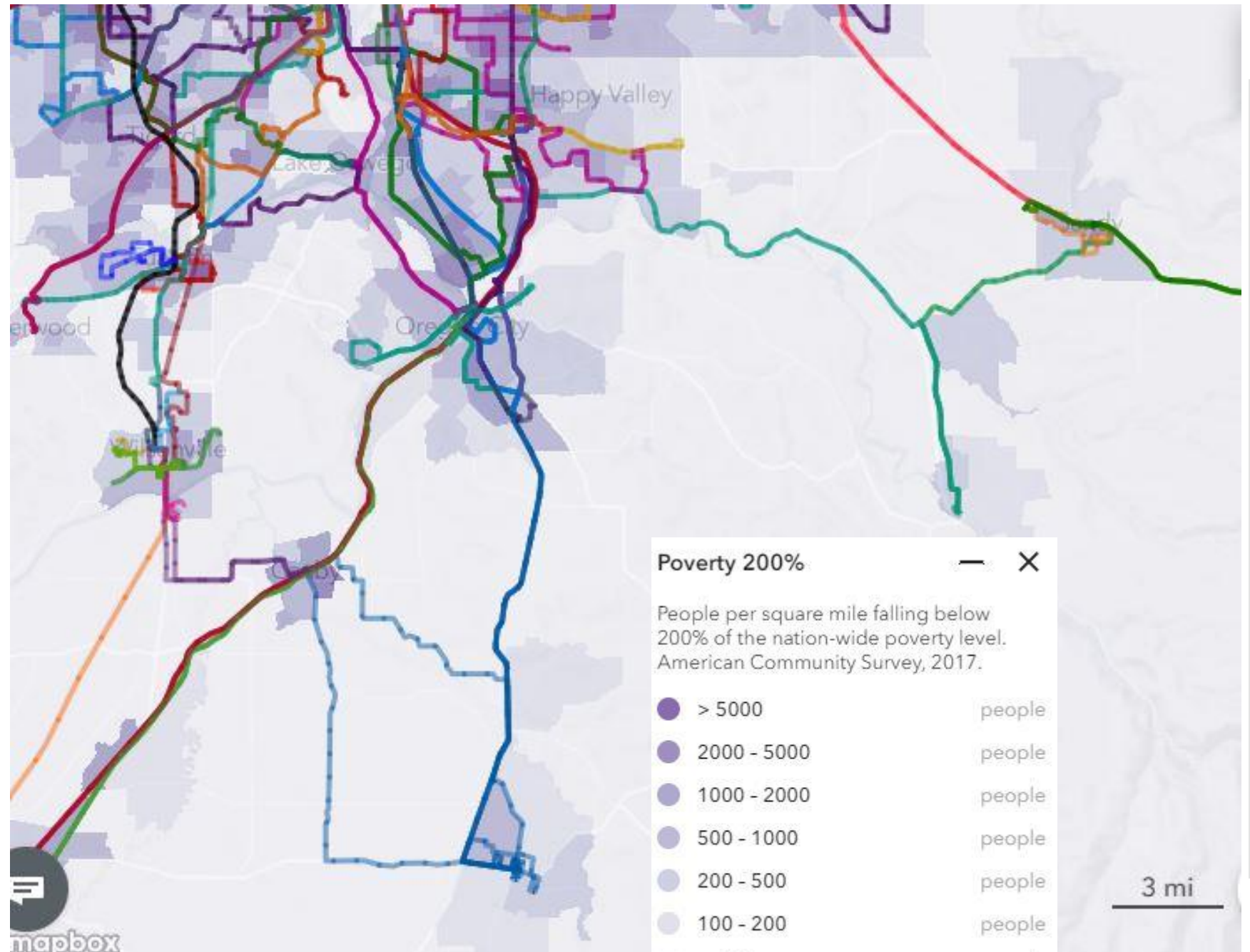
Service to Underrepresented Groups

Areas with significant or concentrated underrepresented communities that also lack transit service:

- Oregon City outskirts
- Canby
- Eagle Creek
- Happy Valley
- Damascus

Needs Overview:

Service to Underrepresented Groups



Needs Overview:

Ped/Bike Access and Jobs Access

Key areas that lack pedestrian and bicycle access:

- Rural highways without ped/bike facilities
- Shoulders that can be used as waiting areas and bus pullout

A lack of job access:

- Few direct connections from Clackamas County to employment areas in Gresham or Washington County
- Clackamas Industrial Area
- Wilsonville from other areas in Clackamas County
- Future land use growth in Wilsonville/Stafford, Oregon City, and Damascus/Boring

Needs Overview:

Regional Corridors and Transit- Supportive Areas

Lack of service on several regional corridors, including:

- Highway 212 between Clackamas Industrial Area and Damascus/Boring
- I-205 between West Linn and Tualatin/Wilsonville
- Highway 211 between Molalla and Woodburn

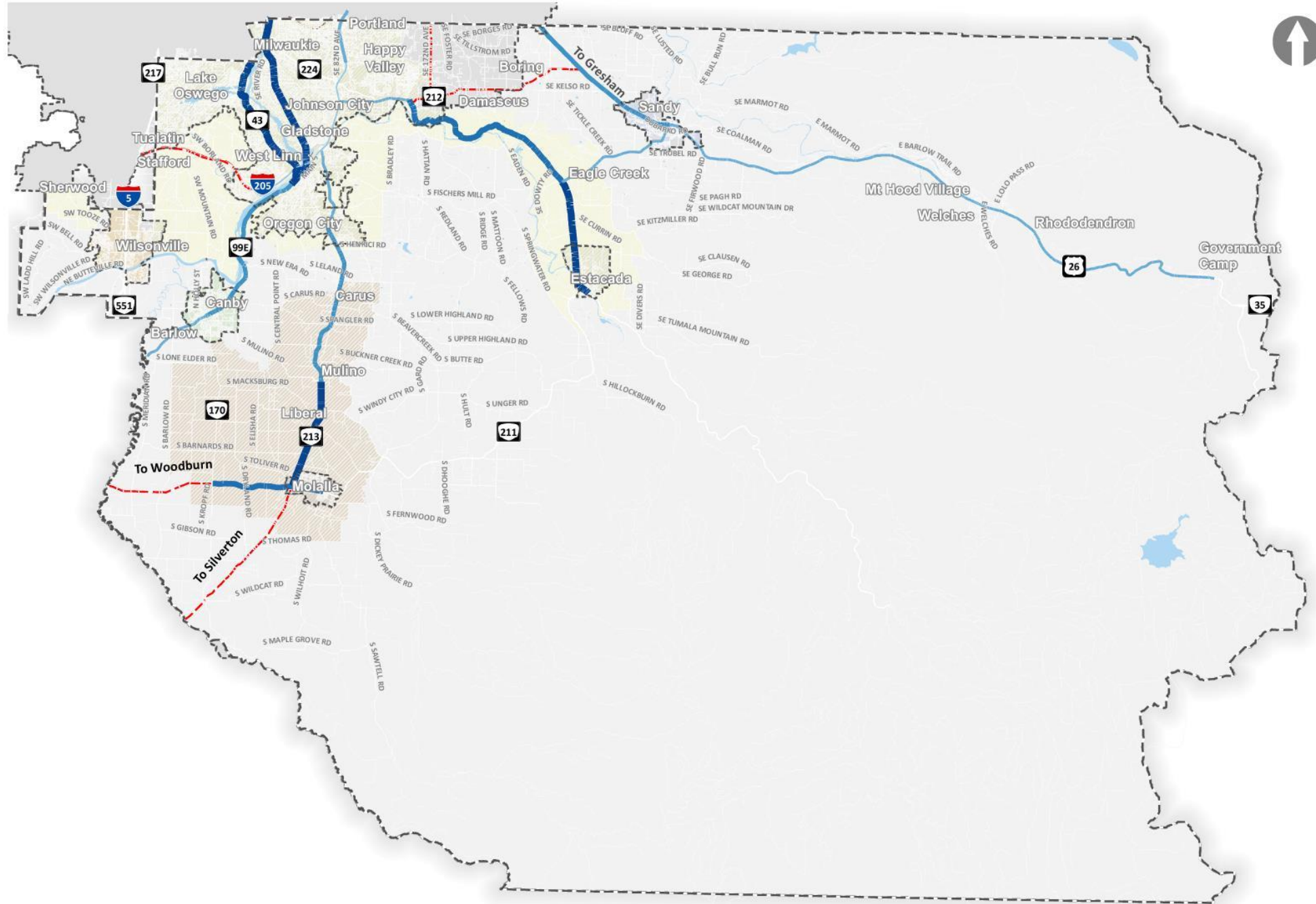
Population: Transit-supportive areas without transit include:

- Clackamas Industrial Area
- Western West Linn
- Southern and western Oregon City
- Damascus
- Southern Canby
- SE 172nd Avenue (future C2C Corridor)



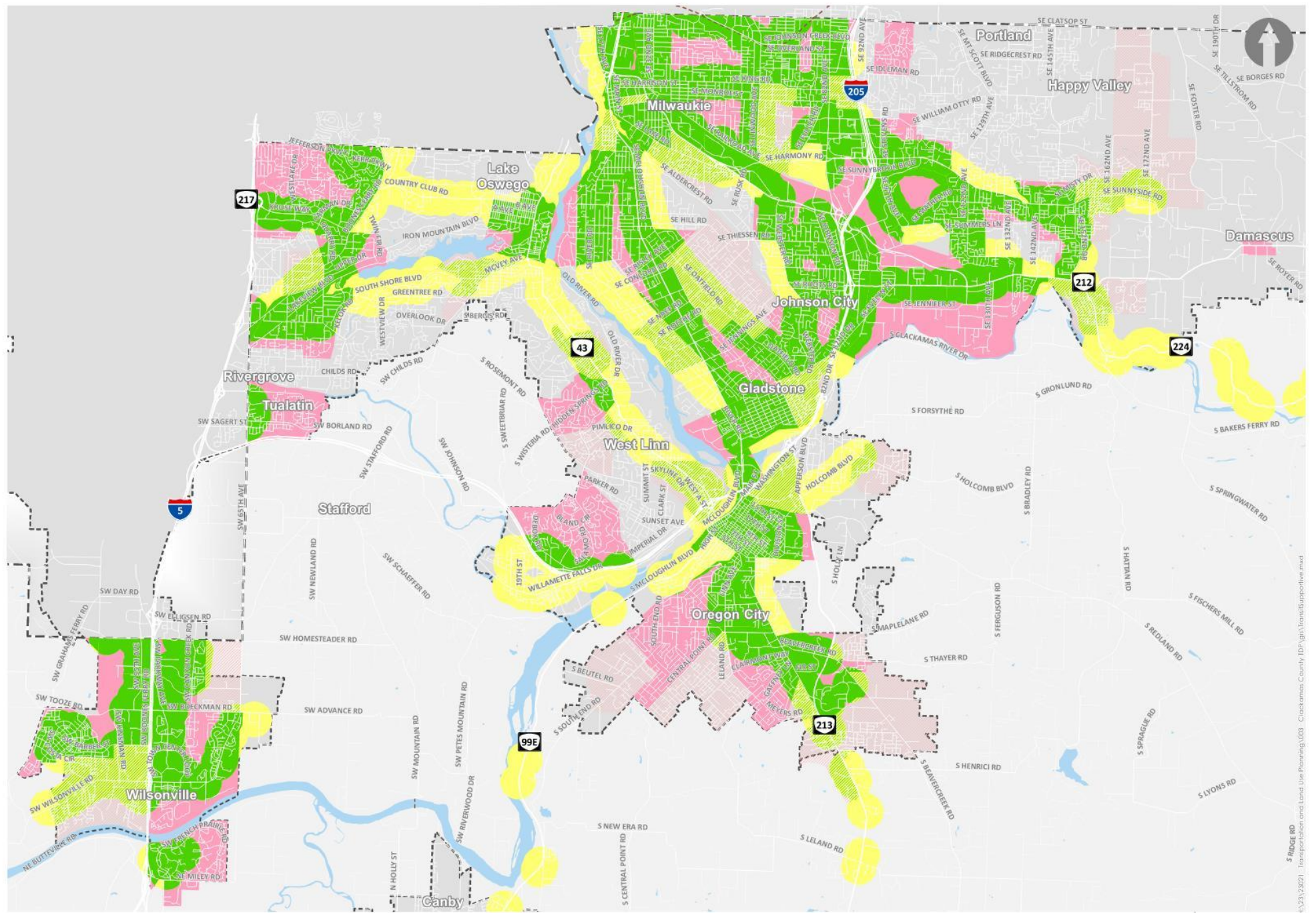
Transit Trips per 10,000 AADT

- No Existing Transit Service
- 10 or fewer Trips
- 11 - 20 Trips
- 21 - 30 Trips
- 31 - 40 Trips
- More than 40 Trips
- Canby Area Transit
- Sandy Area Transit
- South Clackamas Transportation District (SCTD)
- South Metro Area Regional Transportation (SMART)
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- Transit Supportive Areas Served in 2015
- Transit Supportive Areas Served in 2040
- Transit Supportive Areas Not Served in 2015
- Transit Supportive Areas Not Served in 2040
- Non-Transit Supportive Areas Served
- Urban Growth Boundaries
- County Boundary



Needs
Overview:
*Service Span
& Frequency;
Service Hours;
Ease of Use*

Service Span & Frequency:

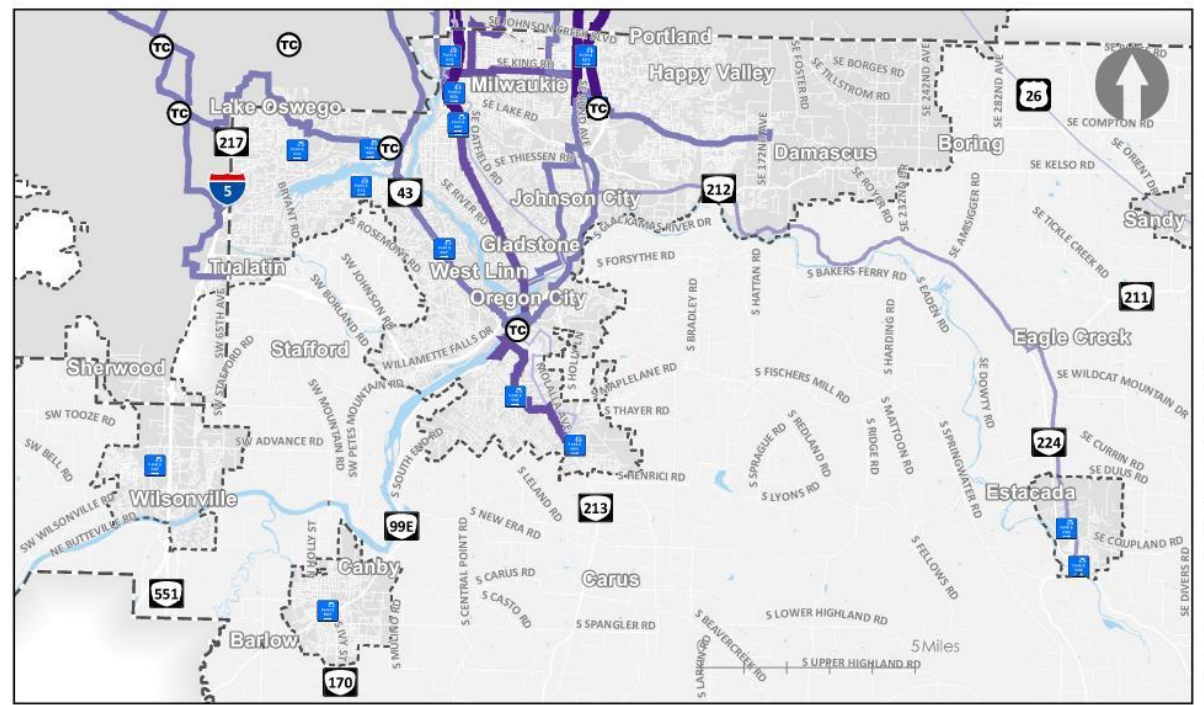
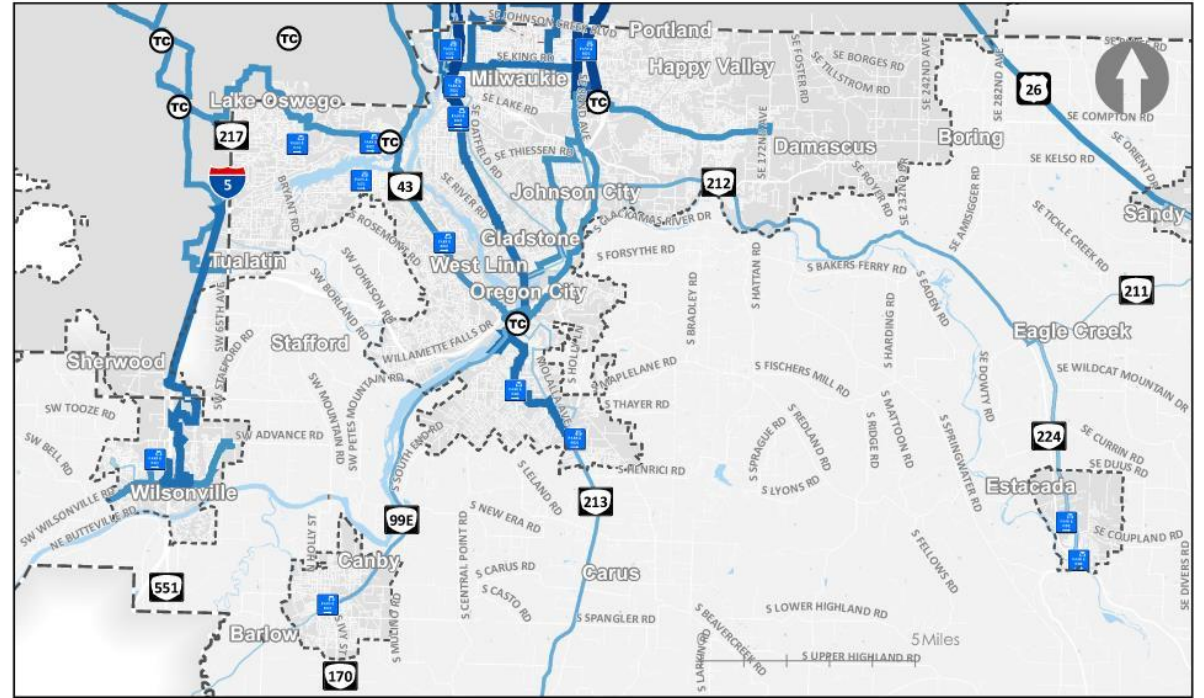
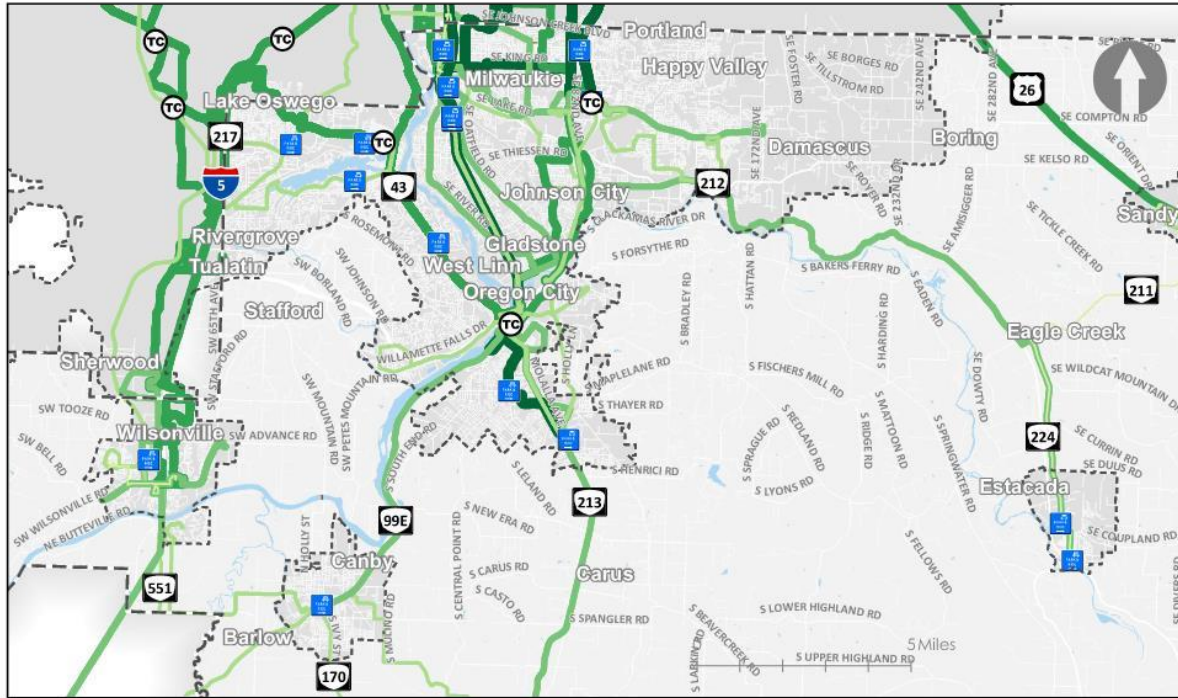
- Limited weekend service outside of TriMet, especially Sundays
- Lack of weekend intercommunity connections to Wilsonville, Canby, Molalla

Service Hours Per Capita:






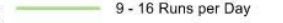



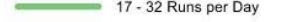
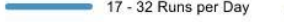
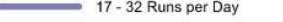
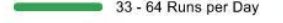
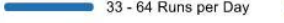

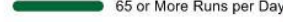
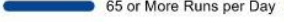
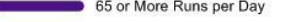
- Increases to service span, service frequency, or both can improve transit service to people in rural areas

System Ease of Use:

- No common fare system or reciprocity across providers
- Few providers use real-time vehicle arrival technology
- Improvements to ease of fare payment and information (such as real-time vehicle arrival) can improve the transit experience



Legend

 Transit Centers	Weekday Transit	Saturday Transit	Sunday Transit
 Park and ride lots	 8 or Fewer Runs per Day	 8 or Fewer Runs per Day	 8 or Fewer Runs per Day
 Urban Growth Boundaries	 9 - 16 Runs per Day	 9 - 16 Runs per Day	 9 - 16 Runs per Day
 County Boundary	 17 - 32 Runs per Day	 17 - 32 Runs per Day	 17 - 32 Runs per Day
	 33 - 64 Runs per Day	 33 - 64 Runs per Day	 33 - 64 Runs per Day
	 65 or More Runs per Day	 65 or More Runs per Day	 65 or More Runs per Day

Needs Overview:

Gaps Identified in Previous Regional Plans

TriMet's *Service Enhancement Plans*:

- Community/job connector shuttles in Oregon City, Clackamas Industrial Area, Milwaukie, and between Oregon City, West Linn, and Tualatin
- Additional east-west bus service, including a connection from Happy Valley to Highway 212 and Oregon City
- New service between West Linn and Lake Oswego west of Highway 43

Metro's *Regional Transit Strategy*

- Enhanced Transit Concept from Clackamas Town Center on 82nd Avenue and from Milwaukie on Cesar Chavez Boulevard
- A bus route from Clackamas Town Center to Happy Valley and Damascus
- A future high-capacity transit project on the C2C Corridor



Needs Overview:

Gaps Identified in Previous Regional Plans

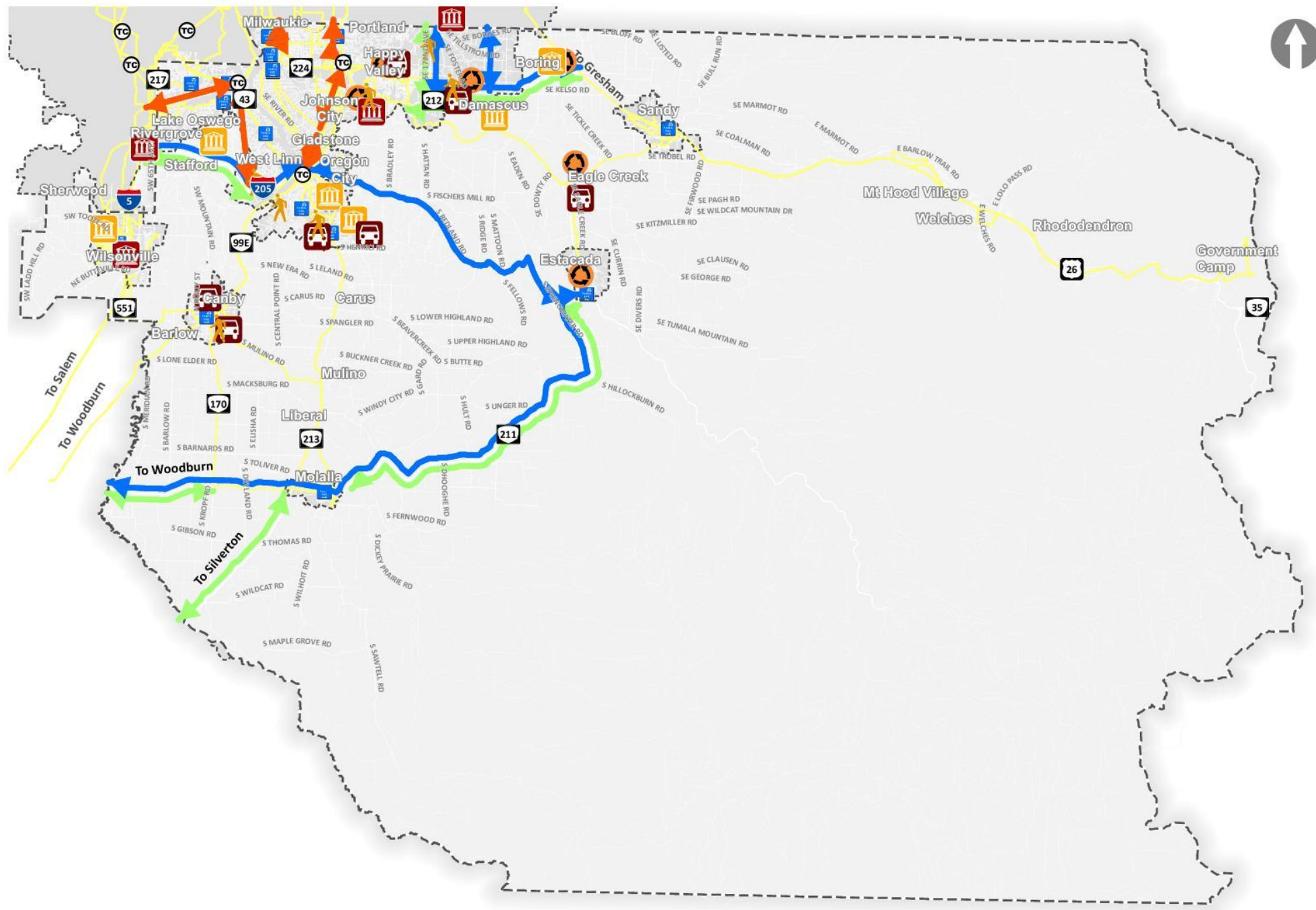
Other Regional Improvement Findings:

- A new connection between Sandy and Clackamas Town Center on Highway 212
- A new connection between Molalla and Woodburn on Highway 211
- Increased frequency on CAT's 99X route on Highway 99E
- CCC identifies focused service on Clackamas Town Center and adding shuttle stop along the existing route
- This group noted that there was no transit connection between Estacada and Oregon City

CLACKAMAS COUNTY
TRANSIT DEVELOPMENT PLAN

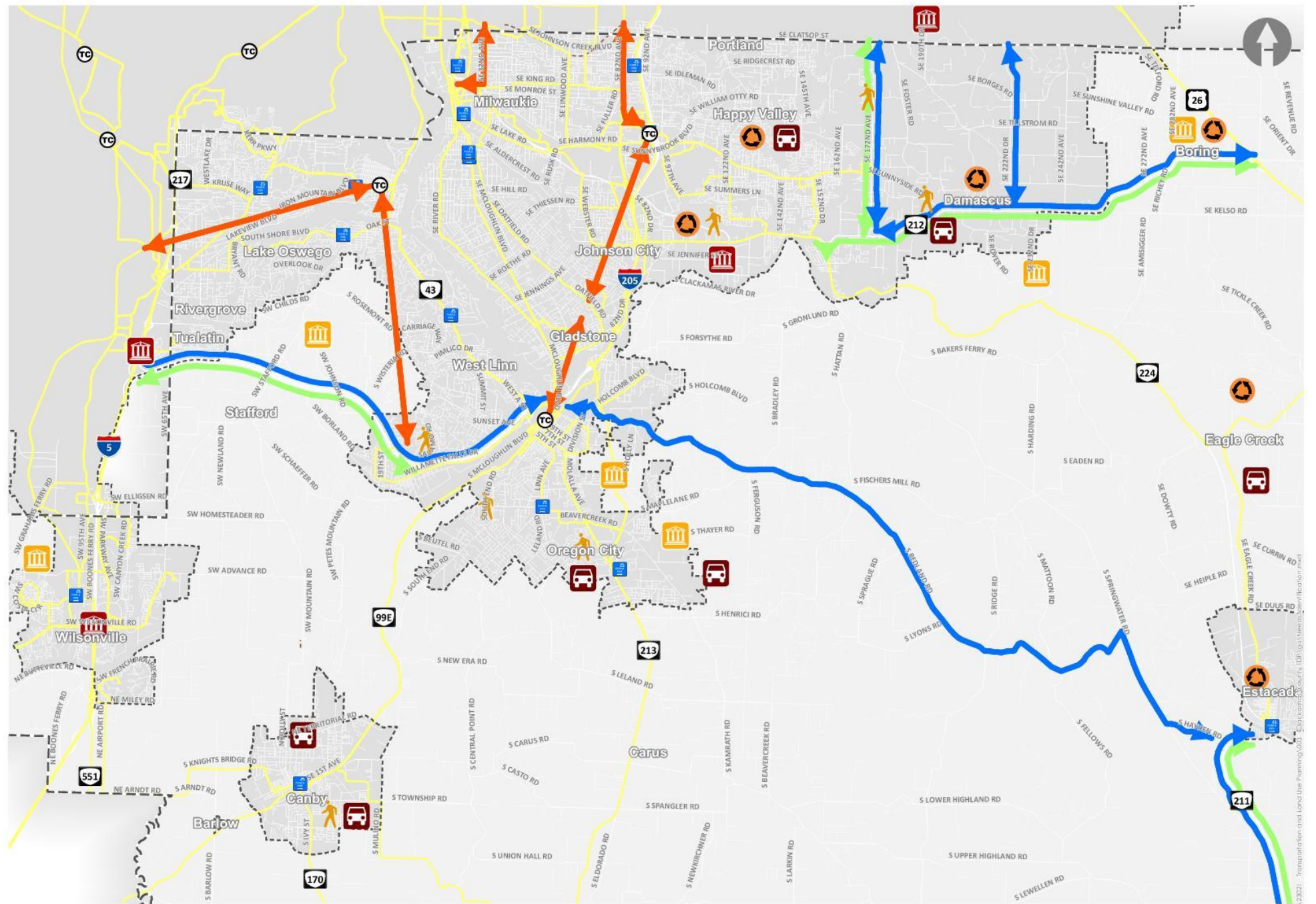


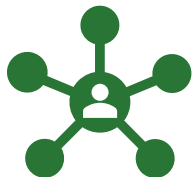
-  Transit-Supportive Areas Without Transit
-  Transportation Disadvantaged Populations
-  Major Job Centers
-  Future Land Use Growth Areas
-  Communities Without Local Transit Service
-  Transit Needs Identified in TriMet and Metro Regional Plans
-  Intercommunity Corridors With No Transit Service
-  Regional Corridors With No Transit Service
-  Existing Transit Service
-  Urban Growth Boundaries
-  County Boundary





-  Transit-Supportive Areas Without Transit
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New Connections

Hwy 212 to Damascus/Boring
Future C2C to Gresham
New Service on I-205
Between Hwy 211
communities
Cesar Chavez and 82nd Ave



New Local Service

Damascus
Boring
Estacada / Eagle Creek
Clackamas Industrial Area



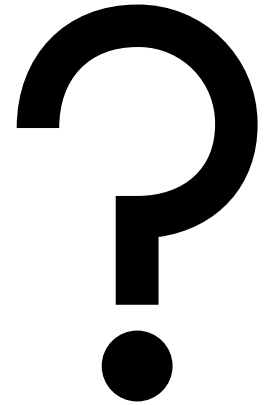
Additional Transit Service

Happy Valley
Oregon City
Canby

Common Identified Needs

Questions?

- Is there anything you did not see that should be considered?
- Is there anything you want to clarify?
- Any other questions related to the needs assessment?



Outreach Overview

Open from June 3 - July 2, 2020

720 respondents- 715 in English, 5 in Spanish countywide

Transit Use:

54% currently use TriMet

40% currently do not use any transit

Transit Familiarity:

Nearly everyone (**98%**) had heard of TriMet prior to this survey.

30% knew about CAT, SAM, SMART and Mt Hood Express or Other options.

12% knew about SCTD

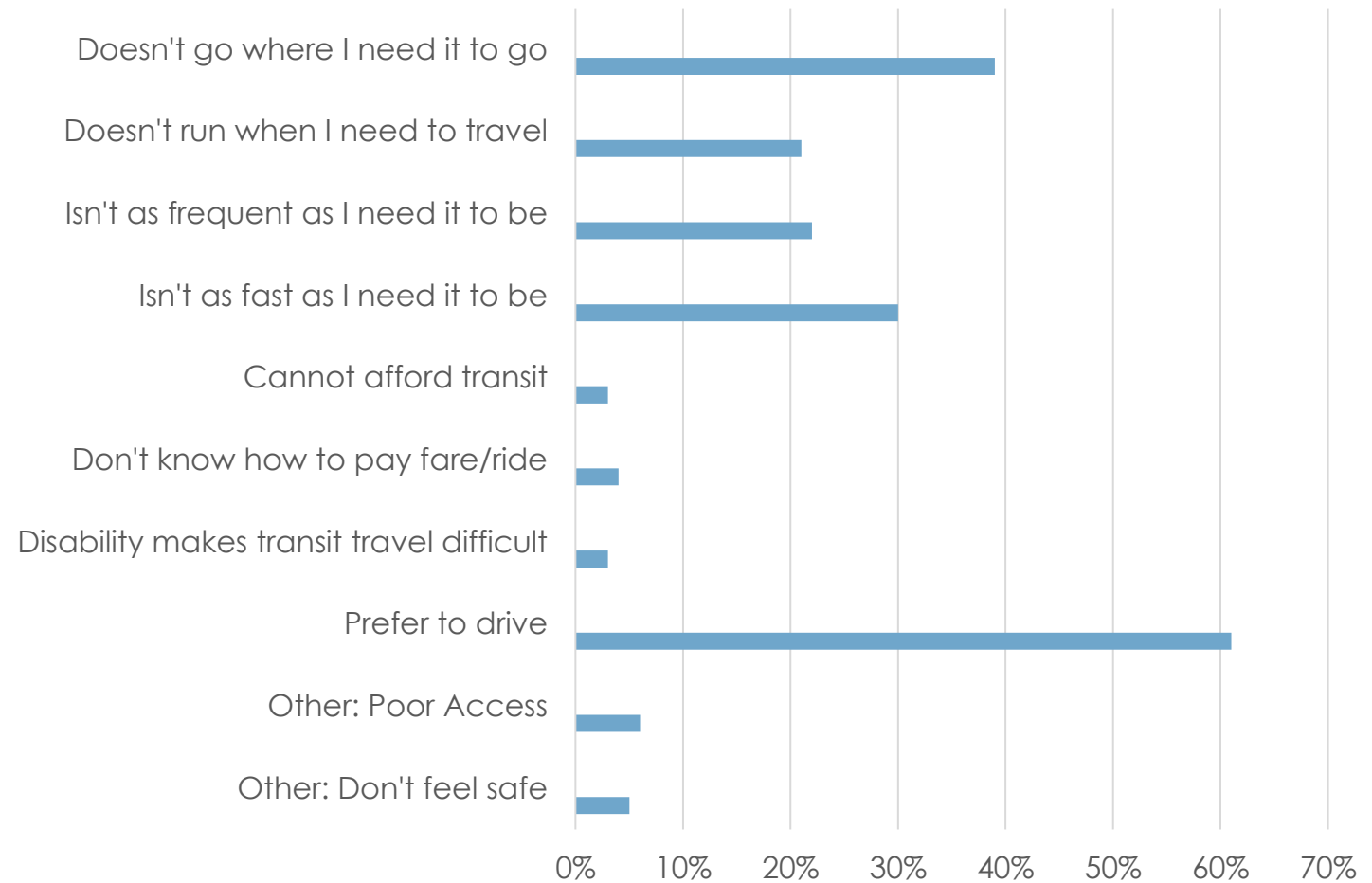
22% knew about CCC Xpress Shuttle



If you don't ride transit, why don't you use transit in Clackamas County?

Answered: 285
Skipped: 435

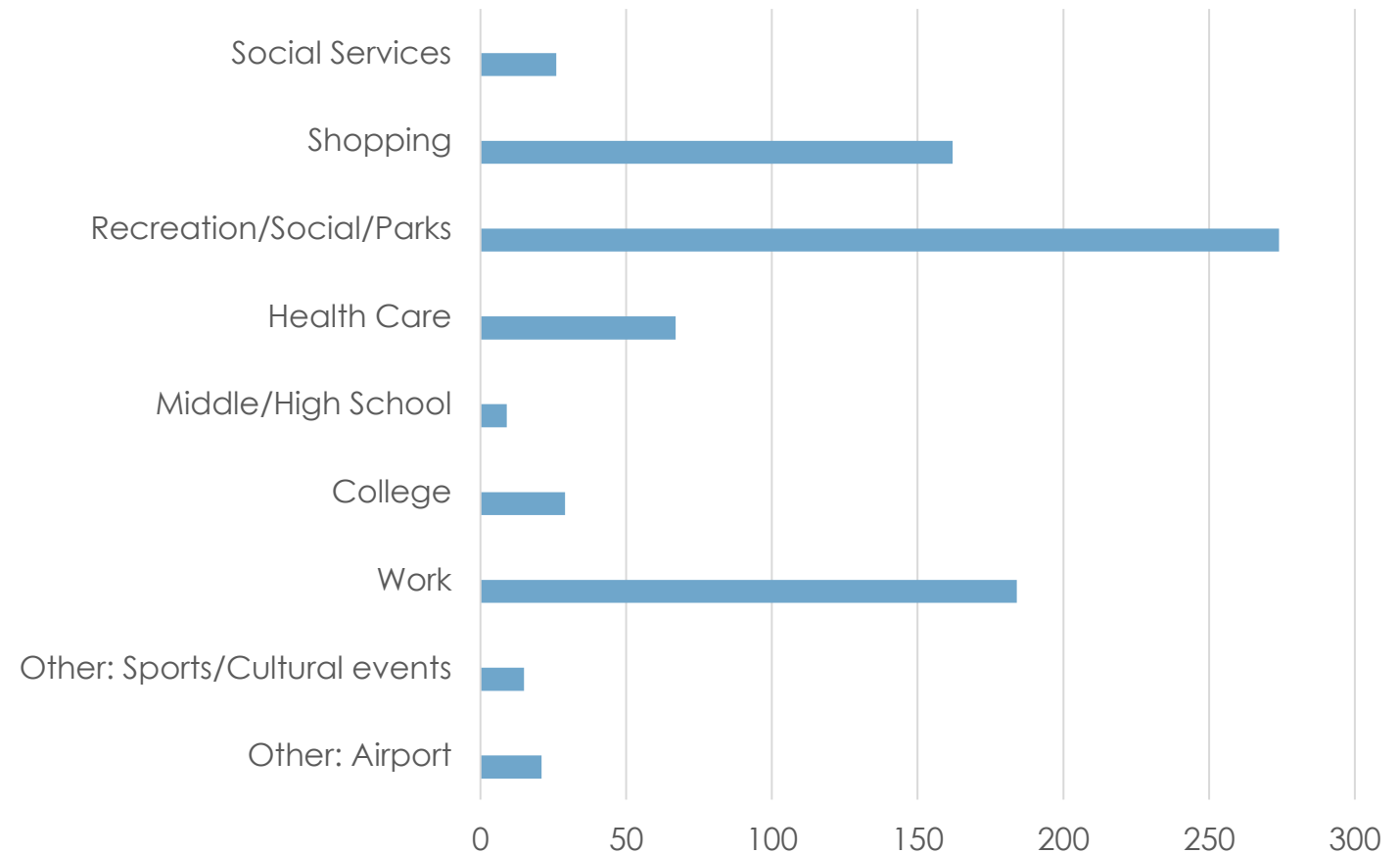
Why People Don't Use Transit



Where do you go on the bus and MAX/light-rail?

Answered: 464
Skipped: 256

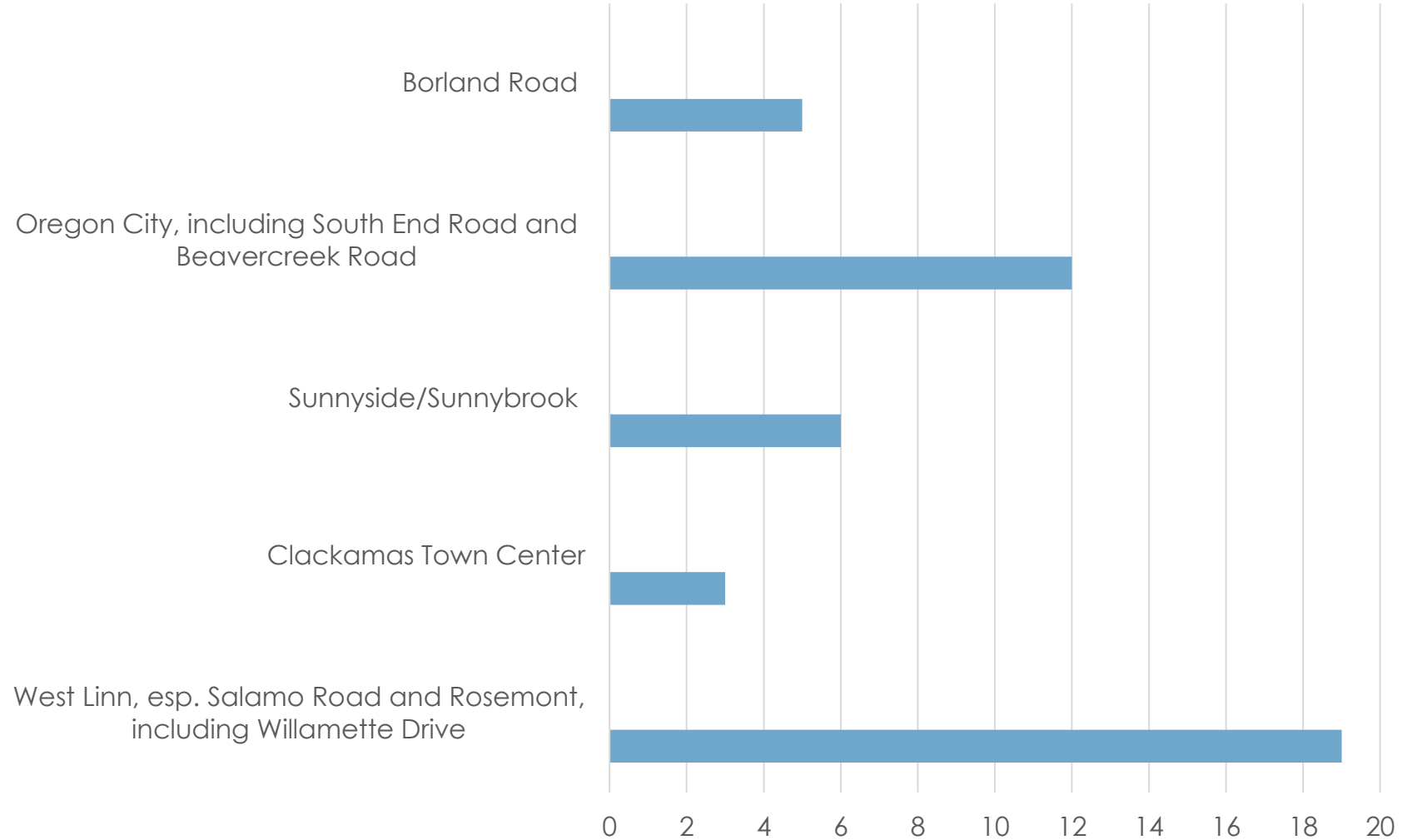
Where People Go on Transit



Where specifically would you like to be able to travel to by transit if it was available? (List the cross-streets.)

Answered: 165
Skipped: 555

Where People Would Like to Travel Specifically

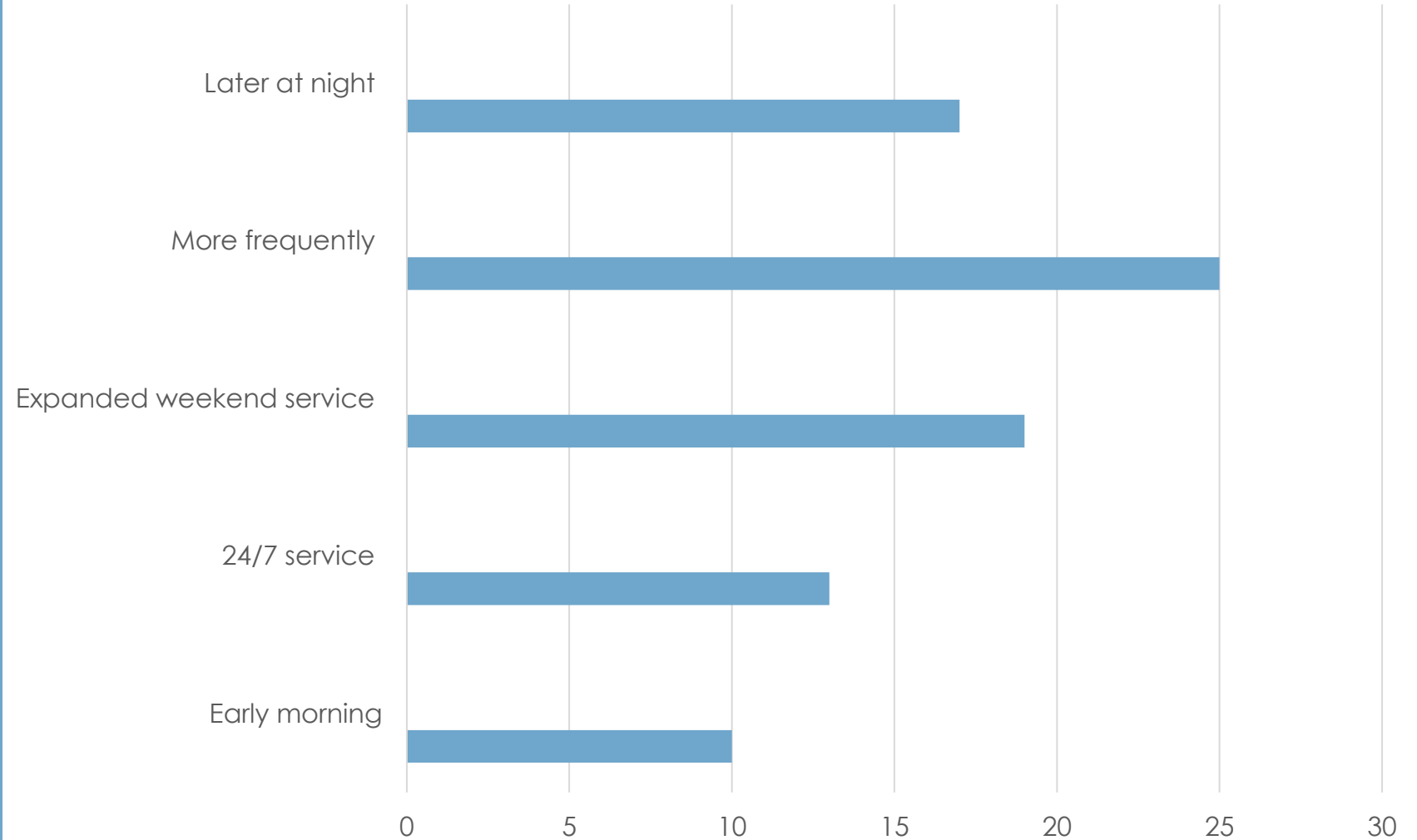


If transit service doesn't run when you need it to travel, when would you like it to run?

Answered: 145

Skipped: 474

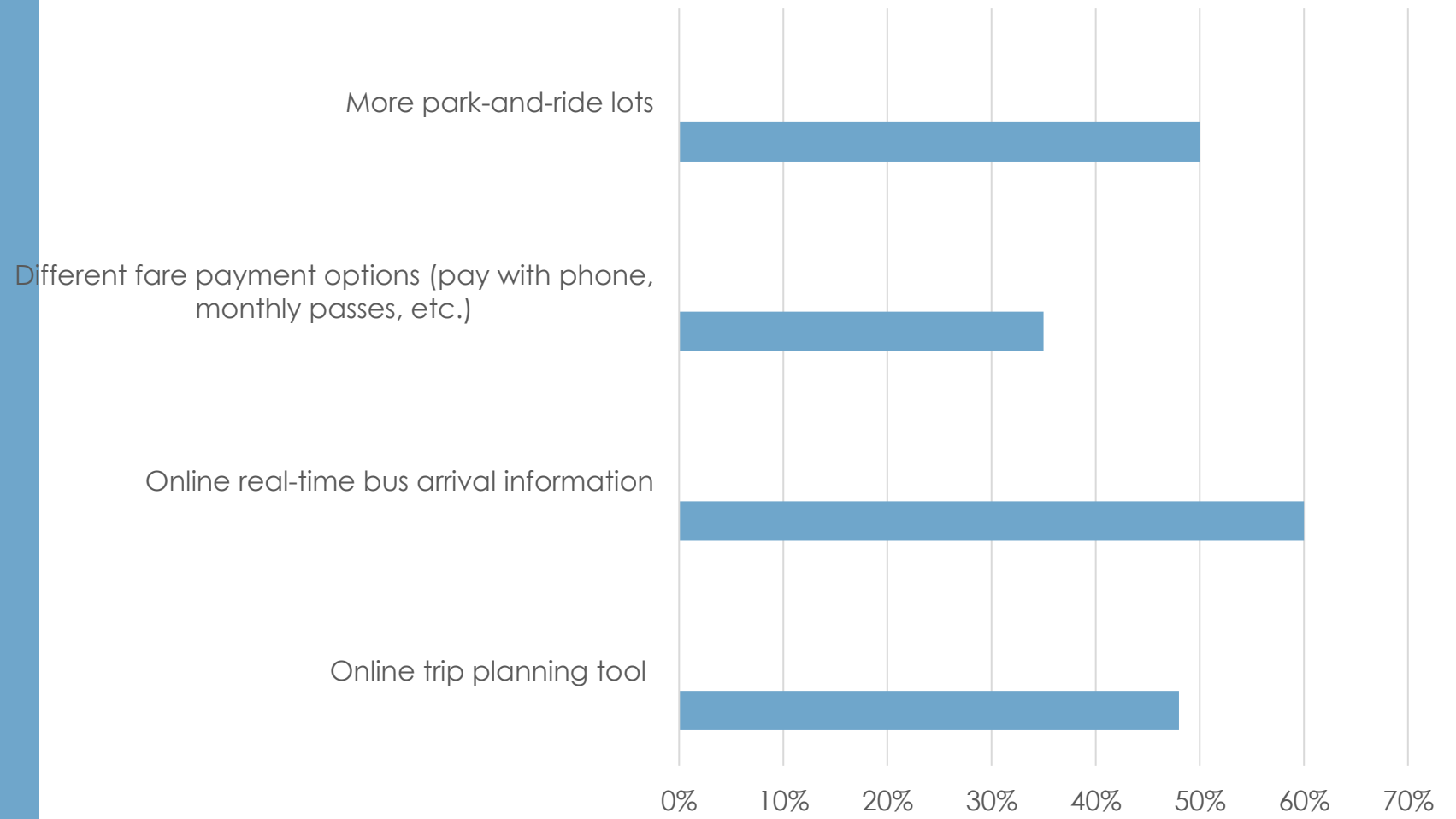
When People Would Like Transit to Run



Please check any tools listed below that would make riding transit easier for you.

Answered: 391
Skipped: 324

Tools to Make Riding Easier

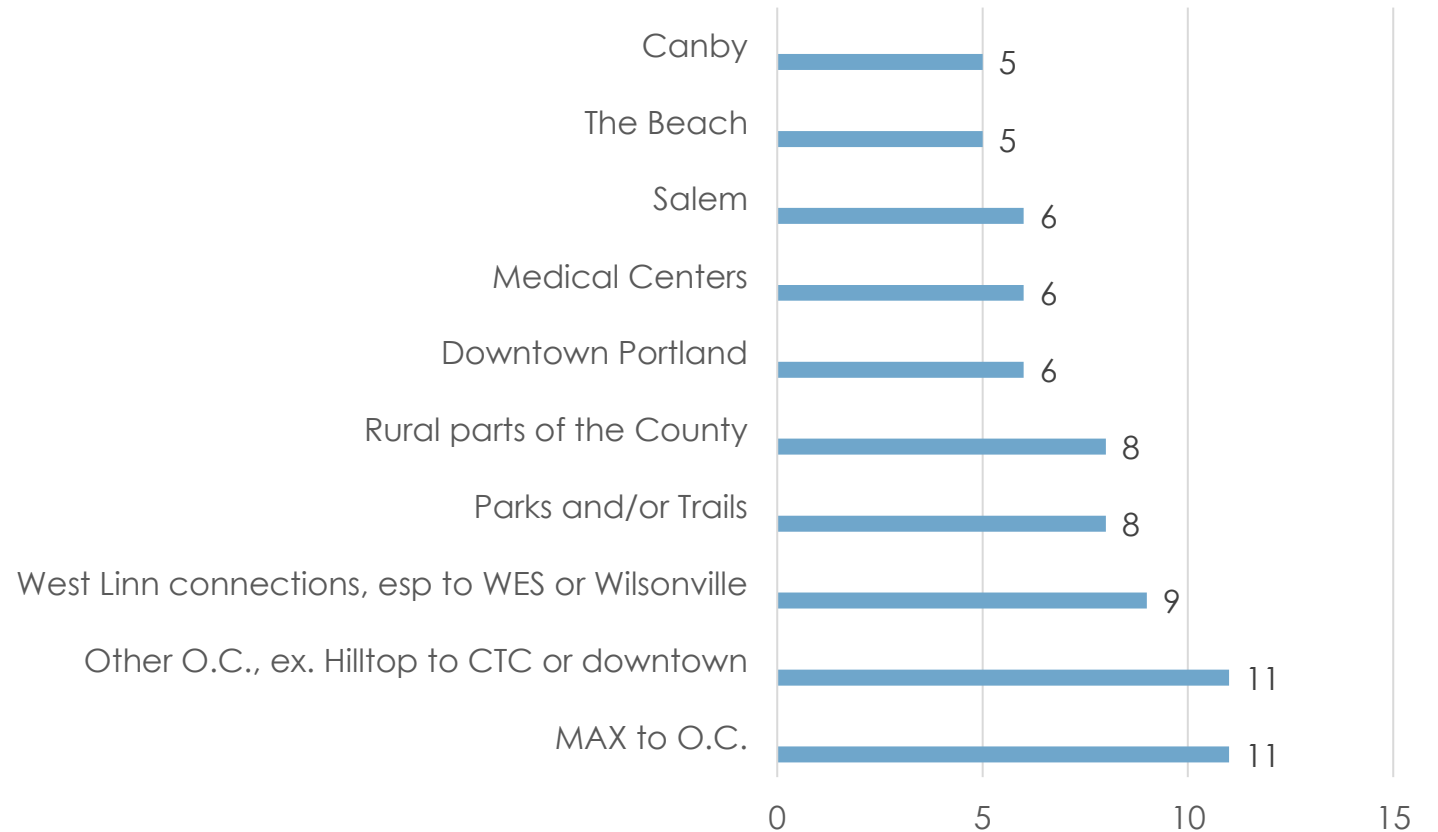


Are there any specific places you would like to travel to by transit if it were available?

Answered: 175

Skipped: 545

Where Riders Want to Go



From Needs to Service Alternatives

Alternatives:

*Identifying
Types of
Service*

Public transit is designed with several factors in mind:

- Characteristics and travel needs of riders
- Balancing geographic coverage and frequency
- Examining population and employment densities
- County and transit provider readiness to start and maintain transit service

Alternatives:

Identifying Types of Service

The service model may focus on one or several types of services, including:

- Local fixed-route services
- Deviated fixed-route services
- Demand-responsive services
- Shuttles
- Vanpools
- Micro transit
- TNCs
- Rural intercity or commuter service
- Express service
- Park-and-ride/bike-and-ride facilities

Each of these service models is suited to a typical coverage area, a level of service flexibility, varying vehicle sizes, operating costs, and typical number of riders per hour

Alternatives:

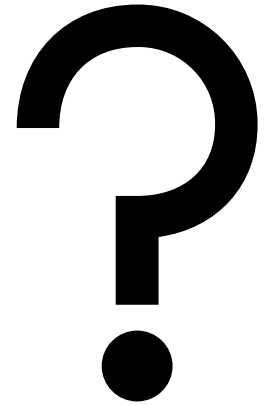
Applying Service Types to Transit Needs

- The various service models are then applied to transit needs, which provides a framework for creating and analyzing alternatives
- Routing will be laid out to understand travel time for potential routes.
- Population and employment densities and travel demand will be considered in determining how often the service should be provided.

Service Area	Local-Fixed Route	Shuttle/Deviated Fixed-Route	Intercity/Express	Vanpool	Demand-Response / Micro Transit	TNCs
Highway 212 to Damascus/Boring	Potential	Potential	Planned (long-term)	Potential	Potential	Potential
Future C2C to Gresham	Planned (long-term)	Potential	Planned (long-term)	Potential	Potential	Existing

Questions

- Are there service alternatives that you would like to have evaluated?
- Is there anything missing?



Next Steps

- Revise Needs Assessment memo based on your and TAC input
- Develop and evaluate future service opportunities to meet needs
- Conduct second round of outreach to gain feedback on service opportunities