



## PAC MEETING #1

May 12<sup>th</sup>, 2020 – 5:00 PM to 6:30 PM  
[Zoom web meeting](#)

### Meeting Purpose

Provide an overview of the project, discuss existing conditions, review goals and policies and evaluation framework, and discuss PAC member roles, interest in transit, and desired outcomes.

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
5:00	Introductions	Brett Setterfield, Clackamas County	How do you interact with transit in Clackamas County?
5:15	COVID-19 Impacts	Karen Buehrig, Clackamas County	COVID-19 will impact operations, ridership, and revenue for transit, and outreach for this project. Are there other concerns?
5:20	Welcome, Meeting Purpose, Agenda Review	Susie Wright, Kittelson	Confirm Understanding, Questions for Clarification
5:25	Project Overview (purpose, tasks and schedule, TAC role, public involvement overview)	Susie Wright	Confirm Understanding, Questions for Clarification
5:35	Overview of Background Information and Existing Conditions	Krista Purser, Kittelson	Is there additional information you think would be helpful for guiding the plan?
5:50	Overview of Vision, Goals, Objectives, & Performance Measures	Susie Wright	Are there any goals or objectives you think should be modified?  Are there any performance measures you think should be modified or added?
6:00	PAC Member Desired Outcomes	Susie Wright	What do you know about transit use and users in Clackamas County?  What are two things you'd like to see achieved through the TDP process?  Is there anything missing?
6:30	Next Steps & Adjourn	Susie Wright	

## Introductions

- Karen Buehrig, Brett Setterfield, Ellen Rogalin – Clackamas County
- Maggie Anderson – Clackamas Community College student
  - Maggie is the transportation data intern at CCC. She doesn't regularly use transit but is familiar with it. She looks at college student survey results so has some insight into what others are thinking
- Glenn Koehrsen – Seniors representative
  - Glenn serves on a number of senior committees in the county, as well as TriMet and Metro. He lives off of Highway 213, which has transit service but no shelters, and the stops are right on the shoulder of the road. If he couldn't drive, he says he would be in trouble for transportation. He knows Andi Howell (SAM) – he understands that it takes 2-3 hours to get to medical care from Sandy to Portland by transit with many transfers. The fastest growing demographic in the country/county is 85+, and 65+ is not far behind. He notes that we should not want all of those people driving.
  - Glenn would appreciate hard copies of the memo when possible.
- Jackson Calhoun – Rex Putnam Earth Club
  - Jackson is a member of the environment club at Putnam High School. In September, he was going into Portland a lot using the MAX Orange Line for climate activism work. His interest in transit is centered around the climate crisis.
- Bobbi Bryan – Redland-Viola-Fischers Mill CPO
  - Bobbi lives in the Redland area and is a member of the CPO board. She doesn't have any personal transit experience, but she's on a volunteer with a non-profit that is starting to help service seniors living in outlying areas of Redland.
- Stephen McMurtrey – Clackamas County Housing Authority
  - Stephen was born in Milwaukie, and today he lives in Oak Grove. He has access to TriMet bus 34, as well as TriMet bus 33 on McLoughlin. He can get to the Orange Line but bus service connecting there isn't super frequent.
  - At the Clackamas County Housing Authority, transit is top of the list for their Metro affordable housing bond work. There are limited opportunity areas that are zoned multifamily that is near well-established transit lines. He doesn't use transit as much as he'd like to anymore because he's not going into Portland as much.
- Michelle Emery – Minority/Underserved Community representative
  - Michelle lives in Sandy, and she has talked with SAM about having transit service that is more available for school students. She also works at a non-profit that connects students with resources at home. She first went to transit meetings in Sandy to collaborate for more services for kids. Her goal on the PAC is to be a rural advocate, on the edge of underserved areas in the county.
- Cristina Reynaga – SCTD Board of Directors
- Susie Wright, Krista Purser, Russ Doubleday – Kittelson & Associates, Inc.

## COVID-19 Impacts

- Karen started the meeting by acknowledging that this is happening and that every organization and transit provider is dealing with it in different ways.

- This is a very different paradigm now than what was happening even four months ago, and it could bring up things that we hadn't necessarily anticipated or considered.

## Project Overview

- Glenn noted that social services has a big role for transit for senior services in the county. He asked how is the county being incorporated into planning work?
  - Karen said that the existing conditions and background information memo talks about the umbrella of services, which will be covered in this meeting. The county sees the Mt. Hood Express as a transit service instead of a transportation service.
  - Susie noted that this project has a technical advisory committee, and we'll be meeting with both groups at major milestones to keep this going. This group has representation from the providers and county social services.
- Transit funding could go through a dip in the near term, but funding should be higher in the long term with STIF/HB 2017 funding. This plan is helping identify projects for STIF funding from the state
- Susie explained how there were two focus areas in the plan – generally TriMet and unincorporated areas with no transit provider – and how the county is more of a convener than a transit provider from this plan's perspective.
  - Glenn asked where the rural providers fit into these focus areas.
  - Susie said that they fall into the unincorporated areas focus area. The TDP is not trying to revisit the plans that these providers have made, which is the needle that we're trying to thread.
- Glenn asked where he could find all of these transit plans
  - The plans will be made available at the TDP's website.
- Glenn noted that the project team should make contact with adult centers. They have good access to seniors and people with disabilities
  - Susie asked if people have suggestions for other groups or organizations that the project team should reach out to.
  - Jackson asked if the group has to be from Clackamas County? Susie say that the group should be tailored to people who have transportation needs in the county. Jackson mentioned OPAL Environmental Justice
  - Cristina said to contact the churches. They have groups that can disseminate information. Apartment complex managers often have events in the evenings for residents.
  - Glenn wonders about the chambers of commerce. He noted that people may change their transportation patterns. We should get businesses involved and see what input they have. Brett noted that a chamber member is on the PAC, but something must have happened because they're not in attendance.

## Overview of Background Information and Existing Conditions

- Krista walked through the background information and existing conditions summary for the TDP.
- Glenn noted that Medicare has started to pay for transportation services. He said this plan should talk to health providers for coordination purposes. Transportation is one of the biggest factors for missed appointments.
- Krista noted that the TSA analysis did not account for sidewalk access.
  - Glenn noted that the PowerPoint shows the county not doing as well as other metro-region counties on serving transportation-disadvantaged populations.

- Krista noted that the county provides more service to rural residents, and it is more difficult to serve the same amount of people when they're more spread out.
- Susie said that this background information is laying the groundwork for identifying transit needs in the county, which will be the subject of the next PAC meeting.

## Overview of Vision, Goals and Objectives and Performance Measures

- In reviewing the equity goal, Glenn asked for a definition of equity. Is it based on income, age, race, socioeconomic status, etc? He said that the group needs to make sure that when we're talking about the same thing.
  - Susie agrees that equity has a lot of definitions and this plan shouldn't necessarily focus on just one. There certainly needs to be an equity focus on geographic access. She noted that equitable access to all does not necessarily mean an equal distribution of resources.
- Jackson asked how land use planning relates to transit
  - Susie said that all cities and counties need to plan for zoning and densities – what is allowed and how compact is the use. These jurisdictions also need to determine whether there is a mixed-use nature to zoning. Coordinating this transportation and thinking about transit as a viable option will necessitate a more compact and dense land use pattern, as well as an easier to walk and bike. In short, the connection is how can we better coordinate between cities and transit to make transit feasible with new development.
  - Susie noted that this is a push/pull on transit and equity. If the goal is to get cars off the road, then projects will focus in areas that are already well-served, but this may not line up with the community that is most in need of transit service. In general, we are looking for projects that check the most boxes of our goals, objectives, and criteria.

## PAC Member Desired Outcomes

- Cristina said she's been asked around town about a route from Molalla-Silverton or Molalla-Woodburn. There are community members who commute Molalla-Canby-Woodburn on transit to work or go to Chemeketa Community College. Especially with canneries opening back up, there will be more traffic on these bus routes.
- Glenn said he's thinking about OR 213. He lives in the Mulino area, and there is no place to park to catch transit near him. He sees bus stops, but what do you do if you're not within walking distance? The project team needs to think about these things. If people are going to use transit, there will need to be parking. He would use the Orange Line more, but if you don't get there before 6 a.m., there is no parking availability at the MAX station.
- According to Maggie, CCC survey results show that there are a lot of students who have missed classes or been unable to register due to transportation issues. More connectivity to those places is important. She's also talked to students about safety and comfort. Young women, specifically, don't feel comfortable on transit.
- Stephen said that transit is a critical part of daily life with the populations at the housing authority. Limited transit really impacts the clients that they serve. The housing authority generally serves people at 0-30% of area median income who have major barriers to getting housing, so having access to transit is critical. Their housing portfolio was built in locations that were convenient at the time, which includes some housing in Oregon City from the 1940s. These do not necessarily correlate with today's high capacity transit corridors. For their clients, they need better access to high-user transit corridors. The TDP identifying these areas will be critical to this success, and the housing bond will help with funding.

- Michelle said she's on the information-gathering stage on the PAC. In Sandy, they have people who can't get to where they want to because of the transportation network. She did not have anything more to add that hadn't already been discussed.
- Jackson said that the outcomes are what he's looking for. From youth, having unreliable or late transit is problematic. The earth club talked today, and two things came out of that are free transit or reduced transit fares, and lower carbon emission vehicles. He was happy to see the second of these items listed in the project goals.