



PAC MEETING #4

January 26th, 2021 – 5:00 – 6:30 PM
Zoom Web Meeting

https://clackamascounty.zoom.us/webinar/register/WN_IQZwlmfFTNW3jHKI9S5EoQ

Meeting Purpose

Review the draft TDP and gain feedback on capital recommendations and the monitoring program.

| TIME | SUBJECT | LEAD PRESENTER | GUIDANCE REQUESTED |
|------|---|-------------------------------------|---|
| 5:00 | Welcome, Meeting Purpose, Agenda Review | Brett Setterfield, Clackamas County | |
| 5:10 | Future Service Network and Priorities | Krista Purser, Kittelson | Confirm Understanding, Questions for Clarification |
| 5:30 | Infrastructure Plan and Land Use Strategies | Susie Wright, Kittelson | Are there recommendations that you would add or remove from the Infrastructure Plan? Are there land use recommendations in sync or at odds with your community's code? |
| 5:55 | Funding, Implementation, and Monitoring Program | Susie | What implementation considerations should be added or modified? |
| 6:20 | Next Steps, Final Questions, & Adjourn | Brett | Does the Clackamas County TDP meet the needs of your organization? Do you have any final thoughts or considerations for the TDP? |

Meeting Notes

Attendance

- Ray Atkinson – Clackamas Community College
- Laura Edmonds - CEO of the North Clackamas Chamber of Commerce
- Glenn Koehrsen – Representing seniors, used to be a member of TPAC (Metro), current a member of TriMet's Special Transportation Fund Advisory Council
- Michelle Emery - Representing Todos Juntos
- Casey Fergeson - City of Tualatin
- Jamie Stasny – Department of Transportation and Development at Clackamas County
- Richard Nepon - Board Member, Oak Grove Community Council, has been living in the county for about 1.5 years

- RJ Cook (no group introduction)
- One additional attendee on the phone
- Brett Setterfield – Clackamas County
- Karen Buehrig – Clackamas County
- Ellen Rogalin – Clackamas County
- Susie Wright – Kittelson & Associates, Inc.
- Krista Purser – Kittelson & Associates, Inc.
- Russ Doubleday – Kittelson & Associates, Inc.

Future Service Network and Priorities

The project team asked PAC members how well these recommendations meet your expectations for transit service in the county.

- Glenn said that he saw an email from ODOT that they allocated \$50 million in Statewide Transportation Improvement Program funds for seniors and people with disabilities. He asked if we know what this \$50 million is set aside for specifically and how it may fit into planning for the TDP.
 - Karen said that the state is allocating a little bit more funding to the category that Glenn alluded to. Typically, these funds are guided by a coordinated services plan.
- RJ asked if trips were calculated as one-way or round-trip trips.
 - Russ clarified that these were round-trip.
- Ray said that the plan works pretty well. He was reviewing results from a previous student survey and he found some support for a direct shuttle from Canby to the Clackamas Community College in Oregon City, as opposed to transferring in downtown Oregon City. He also noted that only 11% of students in the survey would use this shuttle. The Oregon City campus is very auto-centric.
- Laura said that the TDP looks pretty expansive. She was trying to wrap her head about the timing for new service, as well as the costs. In a perfect world where costs are not a factor, she loves the systemwide coverage and the number of trips that the TDP calls for.
- Glenn had a couple of observations. First, he said that it's an expansive proposal, and having served on the Albany City Council, taxpayers get upset when they see buses with only one passenger. Glenn pondered if it made sense to add transit or to improve existing service (such as access to service). Second, Glenn said that he lives near Mulino. The bus frequency along Highway 213 is good, but he did not know of anywhere where he could park and then take the bus, let alone have a comfortable experience at the stop. If he could ride a bus from where he is to Clackamas Town Center, he could take the MAX.
 - Susie clarified that SCTD's planning goals include improving bus stops, and the mobility hubs called out in this plan will address some of these shortfalls.
 - Glenn noted that getting from Colton to OHSU is a three-hour trip by transit for people he knows. Transportation is a major issue for the social determinants of health.
- Michelle said that her knowledge is based in the rural area by Sandy and toward Mt. Hood. She said that she what development is coming in the future, and that this plan does a good job of anticipating these changes.

Infrastructure Plan and Land Use Strategies

The project team asked PAC members what types of supporting infrastructure seem most relevant to them and the community they represent, and what infrastructure seems most critical for local and regional travel across the County.

- Glenn said that this section has touched on several important issues. He asked if there is data on the total costs relative to the amount of money raised through fares. In essence, do transit fares discourage people from riding and would it be better to go fare-free? Concerning Highway 213, Glenn said that he knows of some bus stops near manufactured home parks and he wondered if there was a way to paint crosswalks and include signage. He agreed that there needs to be coordination between systems, especially on timing. He noted that many seniors do not have smartphones.
 - Susie said that when agencies drop fares, ridership goes up. She said that fares typically cover 10-15% of a budget, which could cover several hundred thousand dollars and is often fairly significant. Ridership can be tied to qualified federal funding – these decisions can get complicated quickly and each agency will need to make their own decision.
 - Glenn wondered how a demand-response service would perform instead of fixed-route service.
- Richard wondered about adding marketing for the various areas that transit can access to encourage day trips and recreation. This could include pictures, video while waiting, etc.
 - Susie noted that service out to Mt. Hood is an example of the need to get transit to recreation. The project team is looking to those opportunities where there is a need or an obvious pairing.
- Ray noted that in his survey to CCC students, many students said that they only use the paper shuttle schedule, and 55% of students do have access to a smartphone (meaning that 45% do not). In addition, around two-thirds of students do not have a mobile data plan.
 - Susie noted that this plan does not advocate for removing paper schedules.

Funding, Implementation, and Monitoring Program

No question during this portion of the meeting.

Final Discussion

The project team asked PAC members of the TDP meets the needs of their organization or community, what implementation considerations should be added or modified, and if they had any final thoughts on the TDP.

- Ray noted that CCC Xpress Service has stop at Clackamas Town Center. He asked that the project team add CCC to parties involved with transit capacity discussion for Clackamas Town Center.
 - Russ said that Clackamas Community College will be added as a partner to this item in the TDP.
- With regard to mobility hubs, Ray said that he asked about bikeshare/scootershare in the CCC student survey. He found that students need to carry things when traveling, and these modes of transport usually do not have storage capacity.
- Glenn asked if Statewide Transportation Investment Program should be included in the funding sources

- Krista said that the STIP is primarily a roadway fund. Karen noted that the project team will look into that.
- https://www.oregon.gov/odot/STIP/Documents/OnlineSTIP_Public.pdf
- The project team confirmed that some transit providers are receiving STIP funding to improve services and facilities for ADA accessibility via pass-through funds from the FTA Section 5310 program.
- Laura said that she has no new final thoughts. She said the plan was very thoughtful. Her concerns related to funding and timing – there is no way to make every community happy. She noted that the road improvements that would need to be made around Jennings Lodge point to the complexity of this problem, and that it is not possible to work on every roadway where people would want a bus to run. From what she's seeing, the plan covers a great portion of the region to be able to help different areas. She noted that in the business community, people may be walking up to a mile to get to a bus stop.
- Michelle said that she looks forward to seeing this plan adopted.
- Richard asked if driverless cars can add to the picture.
 - Susie said that this technology could be applied to buses or shuttles. At some point, this will impact the transit fleet, but we are still a ways away from that point. She noted that there could be a model of demand-responsive service around driverless vehicles. In general, she said that driverless vehicles will have an impact someday, but we cannot say right now what that will look like.