**CLACKAMAS COUNTY**
TRANSIT DEVELOPMENT PLAN

PAC Meeting #1
May 12, 2020

jla
Public Involvement

**KITTELSON**
& ASSOCIATES

# 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.

# Introductions

| Group or Organization Represented | Representative |
|---|---|
| SCTD Board of Directors | Cristina Reynaga |
| SMART Dial-a-Ride Steering Committee | Linda Howland/Tom Cole |
| N. Clackamas Chamber of Commerce | Laura Edmonds |
| CCC Student | Maggie Anderson |
| Minority/Underserved Community | Michelle Emery |
| Seniors | Glenn Koehrsen |
| Disabled Users or Advocates | Michael Parker |
| Clackamas Co. Housing Authority | Stephen McMurtrey |
| Youth Representation | Rex Putnam Earth Club |
| Redland-Viola-Fischers Mill CPO | Bobbi Bryan |

# Meeting Purpose and Agenda Review

| ITEM | LEAD PRESENTER |
|---|---|
| **Introductions** | Brett Setterfield, Clackamas County |
| **COVID-19 Impacts** | Karen Buehrig, Clackamas County |
| **Welcome, Meeting Purpose, Agenda Review** | Susie Wright, Kittelson |
| **Project Overview** | Susie Wright |
| **Overview of Background Information & Existing Conditions** | Krista Purser, Kittelson |
| **Overview of Goals, Objectives, and Performance Measures** | Susie Wright |
| **PAC Member Desired Outcomes** | Susie Wright |
| **Next Steps** | Susie Wright |

# Project Goals

The Transit Development Plan (TDP) will guide transit investments within Clackamas County. The TDP will guide future investments under House Bill 2017's Statewide Transportation Improvement Fund (STIF) by:

Identify connections to area with no service

Provide a coordinated vision for transit service

Take actions to improve transit use

| Within TriMet service area, the TDP will: | In unincorporated areas with no transit providers, the TDP will: |
| --- | --- |
| • Provide detailed analysis and level of service information<br>• Inform future STIF plans<br>• Inform TriMet service implementation | • Make recommendations for how transit service providers can cover these areas in the future<br>• Understand how existing transit services can be better connected |

# What's in a plan?

The Clackamas County Transit Development Plan will include:

- The vision of what transit service in the county can become, with an implementation plan and strategies
- Transit goals, policies, and practices
- Level of service analysis and travel patterns
- Discussion of future service opportunities
- Prioritized transit service needs
- Measures to ensure access to transit is incorporated in future developments within close proximity to transit routes and stops
- Monitoring program to track performance of the implemented alternatives
- Land use strategies

# Project Tasks and Schedule

**2020**

| PAC 1 | PAC 2 | PAC 3 | PAC 4 | Task | When |
|---|---|---|---|---|---|
| | | | | 1 - Project Management | \| **Throughout** |
| PAC 1 → | | | | 2 – Public Engagement Plan and Existing Conditions | \| **Winter** |
| | PAC 2 → | | | 3 – Need Analysis | \| **Spring** |
| | | PAC 3 → | | 4 - Future Service Opportunities and Evaluation | \| **Summer** |
| | | | PAC 4 → | 5 – Draft Clackamas County TDP | \| **Fall** |
| | | | | 6 – Final Clackamas County TDP | \| **Winter 2021** |
| | | | | 7 – TDP Adoption | \| **Winter 2021** |

**2021**

# Role of the PAC

Attend PAC meetings

Review draft memos prior to PAC meetings

Provide comments based on your unique perspective and expertise

How do you interact with transit in Clackamas County?

# Project Outreach Approach

| | | |
|---|---|---|
| Technical Advisory Committee | Project Advisory Committee | Project Website |
| Online Surveys | In-Person Events | General Outreach Efforts |
| Clackamas County Planning Commission | C4 Meeting | County Board of Commissioners |

Project Website:
https://www.clackamas.us/planning/transit

# Existing Conditions Memo

- Purpose:
  - Document the baseline transit service
  - Anticipate changes to demographics, land use, and transit service;
  - Catalog existing policy frameworks

- Includes:
  - **Transit Service and System Overview** – Overview of providers and service areas and how these interact
  - **Existing and Future Demographics** – Examines population, employment, and land use
  - **Outreach Findings** – Review of past public engagement efforts
  - **Background Policies** – Goals and policies from existing plans
  - **Planned Service Improvements** – Detailed transit service improvements or transportation improvements to transit

# Transit Service & System Overview

Providers
  Canby Area Transit
  Clackamas Community College
    *Xpress Shuttle*
  Clackamas County
    *Mt Hood Express*
  Sandy Area Metro
  South Clackamas Transportation District
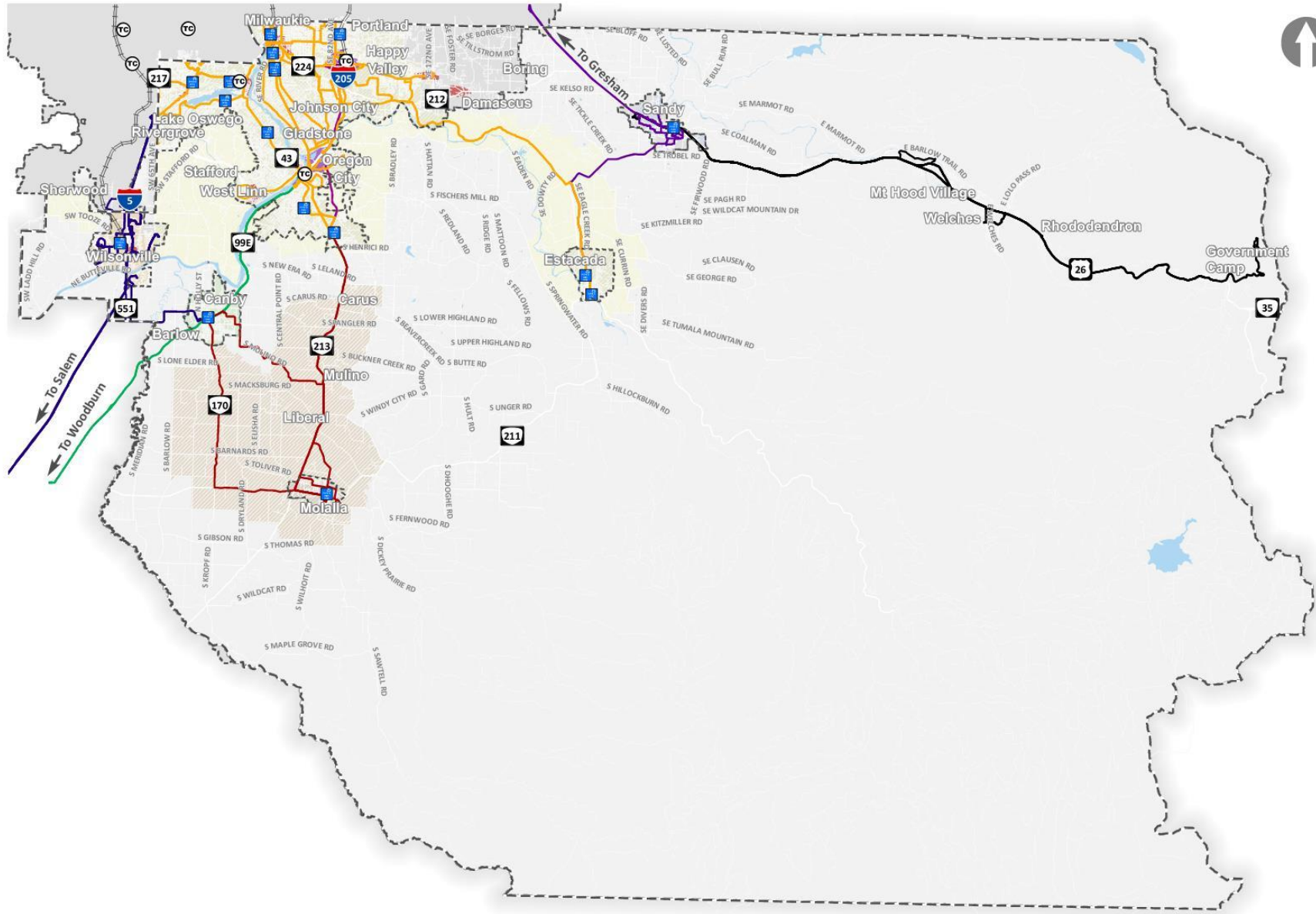  South Metro Area Regional Transit
  TriMet

In Clackamas County, there are

- **46** fixed-route bus, shuttle, light rail, and commuter rail routes
  - **26** operate on Saturdays, **19** on Sundays

- **18** existing and informal park & ride facilities

- Paratransit and non-profit demand-response services
  - TriMet LIFT, Ride Connection, etc.

- Other transportation programs that complement fixed-route service
  - Get There Oregon, RideWise, etc.

**Transit Overview**
**Clackamas County Transit Development Plan**

Legend:

- **TC** 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)
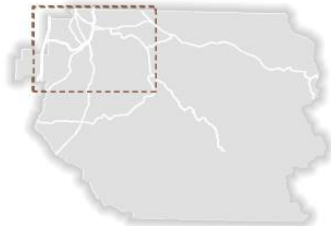- Urban Growth Boundaries
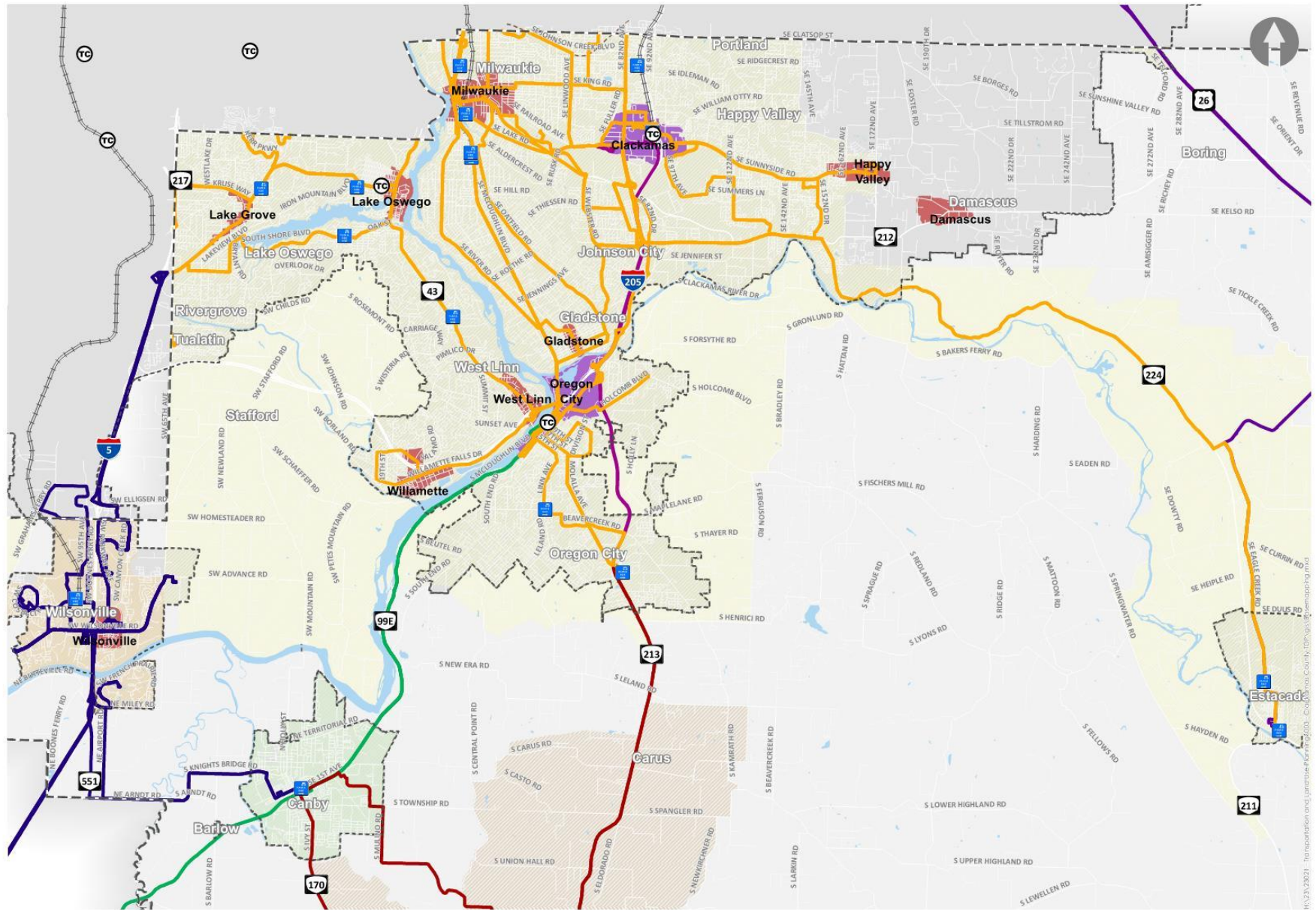- County Boundary

CLACKAMAS COUNTY
TRANSIT DEVELOPMENT PLAN

0    5 Miles

Figure

1

13

**Transit Overview**
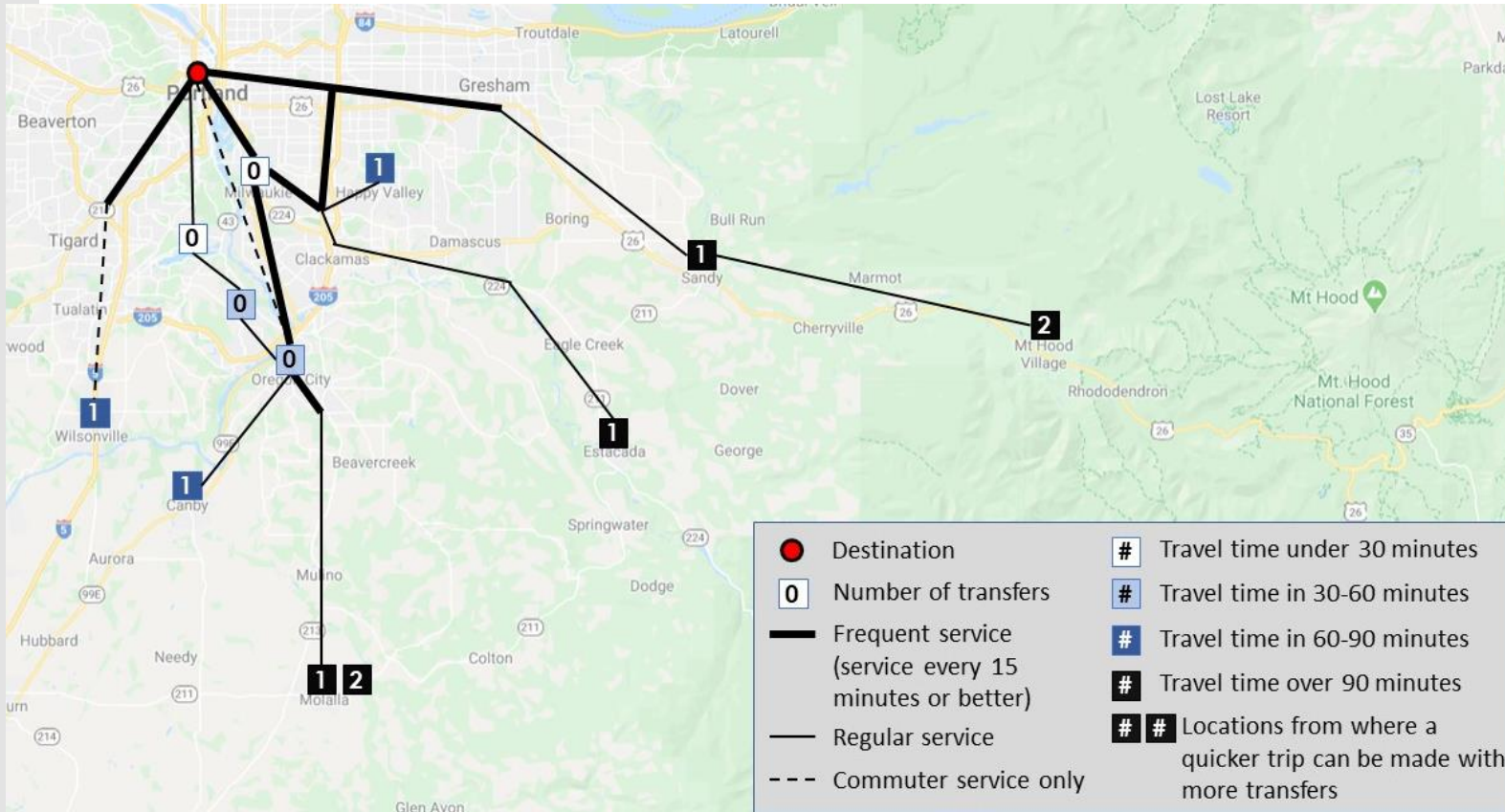**Clackamas County Transit Development Plan**

Figure

**2**

Legend:

- **TC** 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

CLACKAMAS COUNTY
TRANSIT DEVELOPMENT PLAN
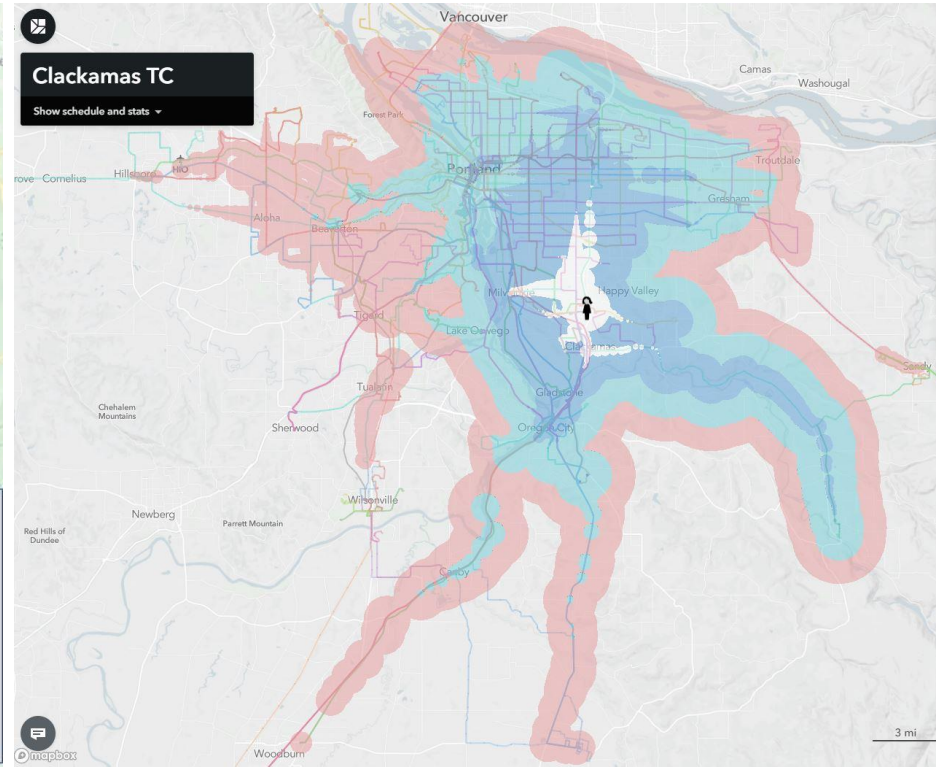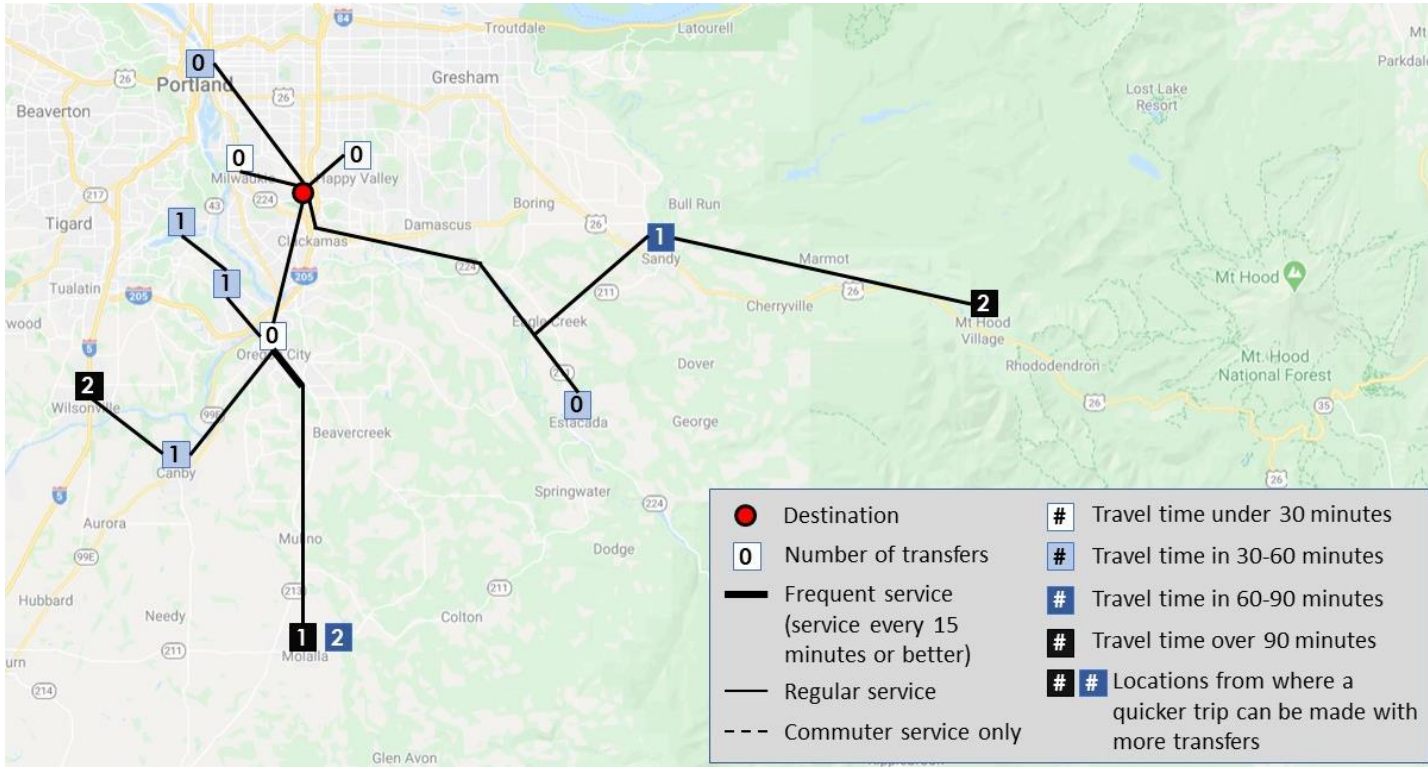
0     3 Miles

# System Connectivity

Evaluated travel time and number of transfers to key jobs and activity centers

Evaluated travel times and population coverage within 30-minute blocks

Downtown Portland is accessible with one transfer or less from nearly all locations in Clackamas County that are connected to transit

Gresham, a major regional jobs destination for Clackamas County residents, is challenging to reach by transit from Clackamas County
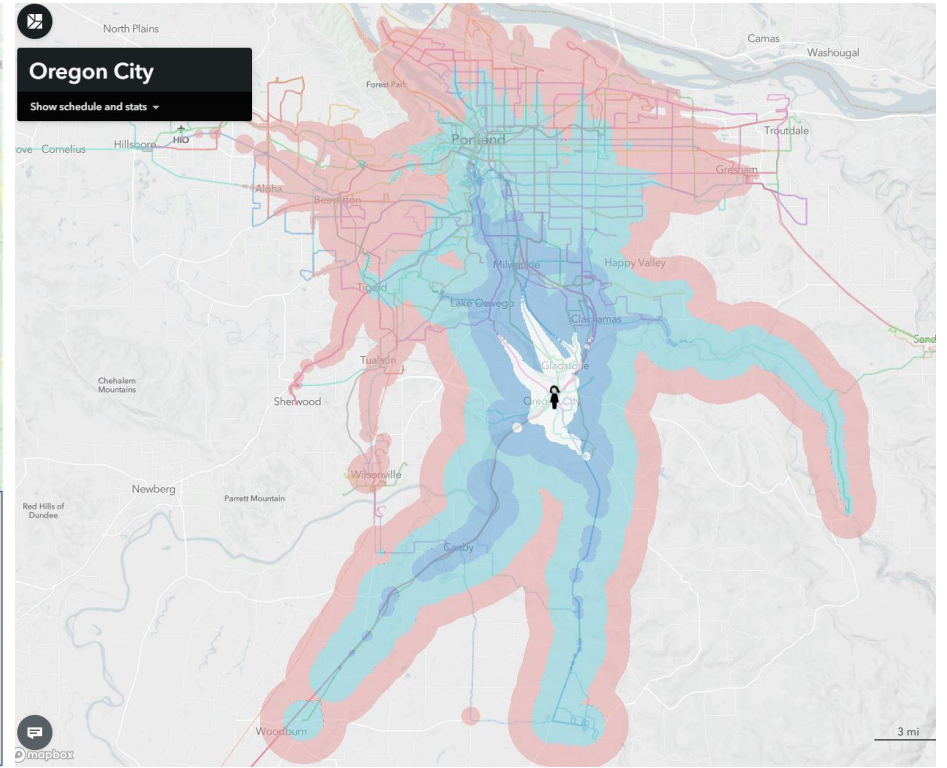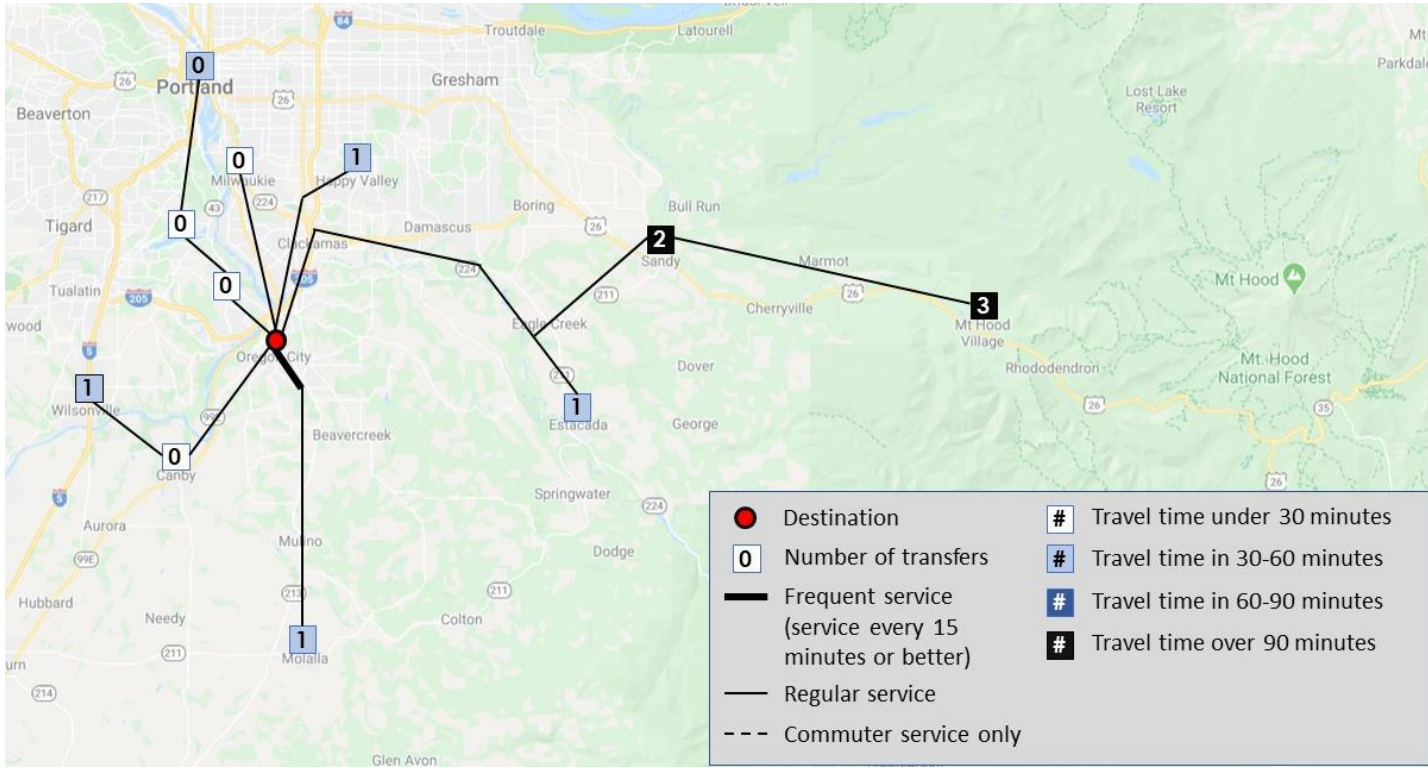
Clackamas Town Center

# Oregon City Transit Cent

SE Park Ave
MAX Station

| | Destination | | # | Travel time under 30 minutes |
| :--: | :-- | :--: | :--: | :-- |
| 0 | Number of transfers | | # | Travel time in 30-60 minutes |
| | Frequent service (service every 15 minutes or better) | | # | Travel time in 60-90 minutes |
| | | | # | Travel time over 90 minutes |
| | Regular service | | | |
| | Commuter service only | | | |

Gresham Central
Transit Center

| | Destination | | # | Travel time under 30 minutes |
| :--: | :-- | :--: | :--: | :-- |
| 0 | Number of transfers | | # | Travel time in 30-60 minutes |
| | Frequent service (service every 15 minutes or better) | | # | Travel time in 60-90 minutes |
| | | | # | Travel time over 90 minutes |
| | Regular service | | # # | Locations from where a quicker trip can be made with more transfers |
| | Commuter service only | | | |

18

**Wilsonville TC**

Show schedule and stats ▾

**Sandy TC**

Show schedule and stats ▾
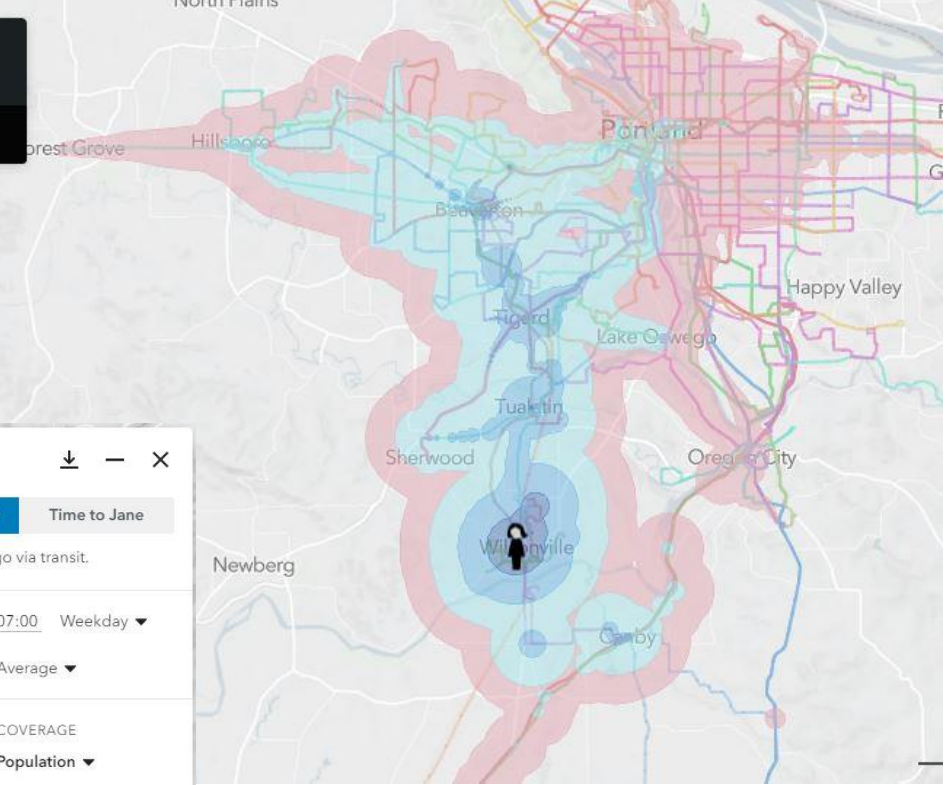
**Jane** ⤓ — ✕

| Time from Jane | Time to Jane |

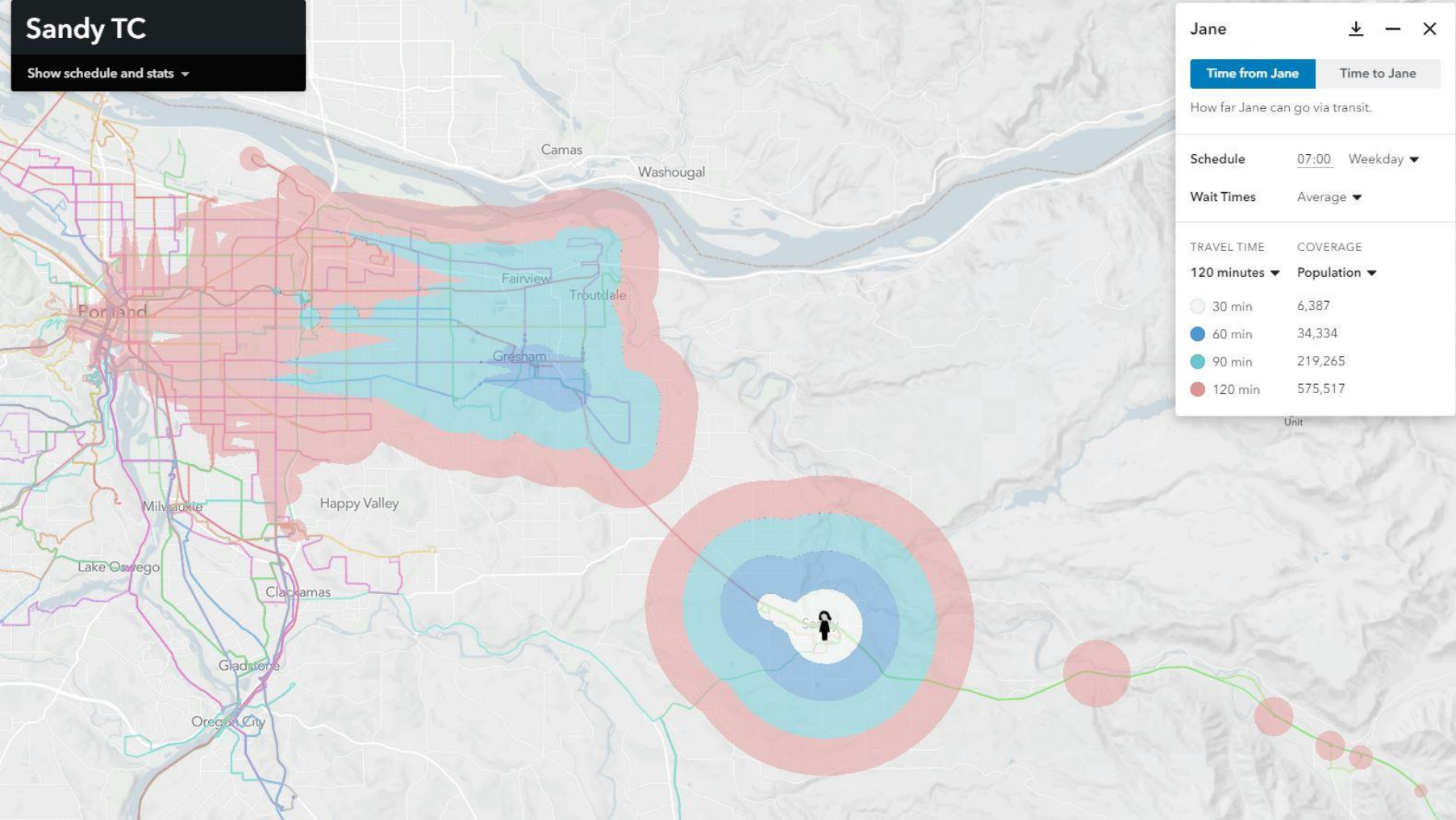How far Jane can go via transit.

| Schedule | 07:00 | Weekday ▾ |
| Wait Times | Average ▾ | |

| TRAVEL TIME | COVERAGE |
| 120 minutes ▾ | Population ▾ |

| | 30 min | 6,387 |
| ● | 60 min | 34,334 |
| ● | 90 min | 219,265 |
| ● | 120 min | 575,517 |

**Transit Supportive Areas**
**Clackamas County Transit Development Plan**

**CLACKAMAS COUNTY**
TRANSIT DEVELOPMENT PLAN
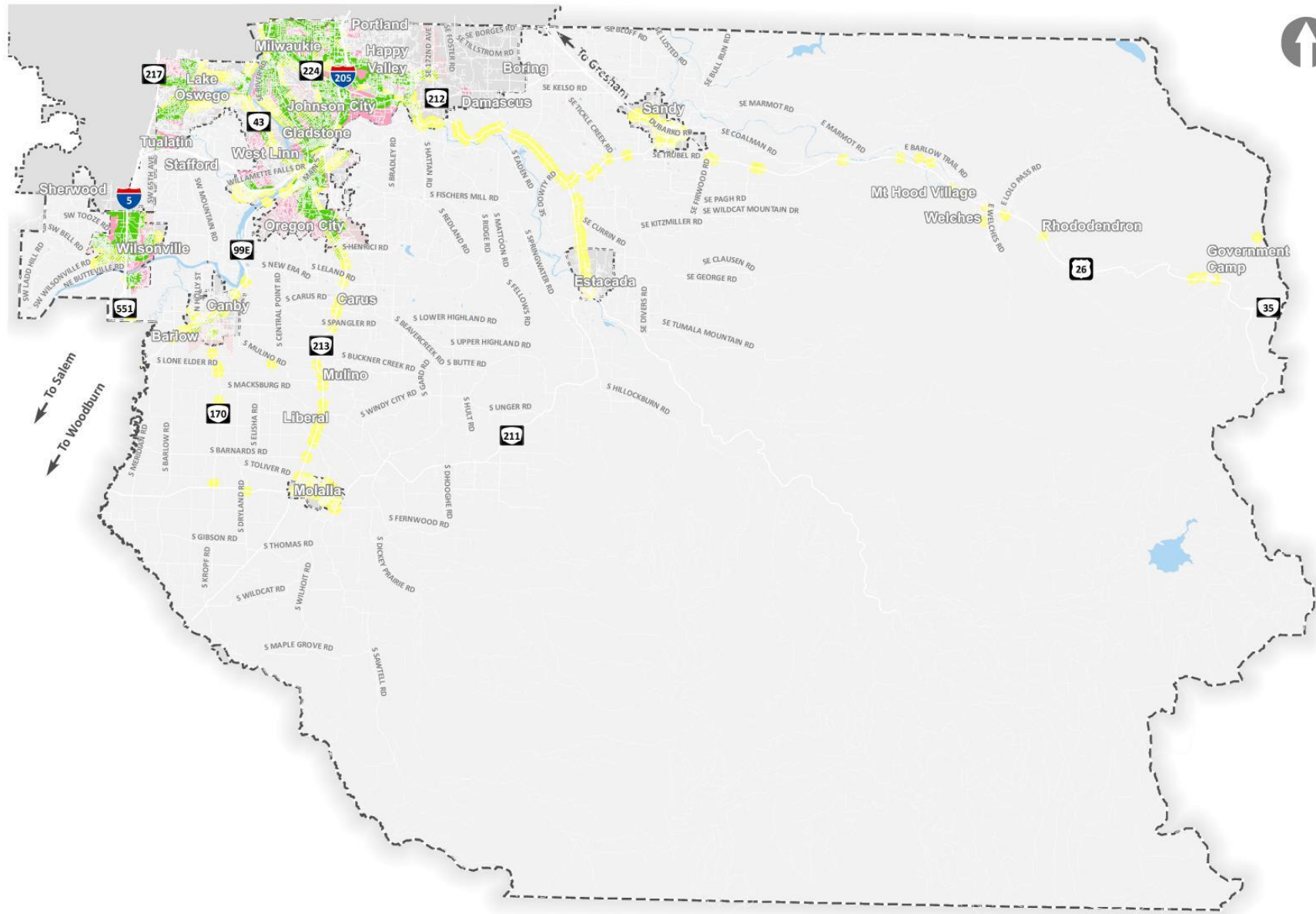
Legend:
- Transit Supportive Areas Served in 2015
- Transit Supportive Areas Served in 2040
- Transit Supportive Areas Not Served in 2015
- Transit Supportive Areas Not Served in 2040
- Non-Transit Supportive Areas Served
- Urban Growth Boundaries
- County Boundary

0    5 Miles

Figure

**15**

**Transit Supportive Areas**
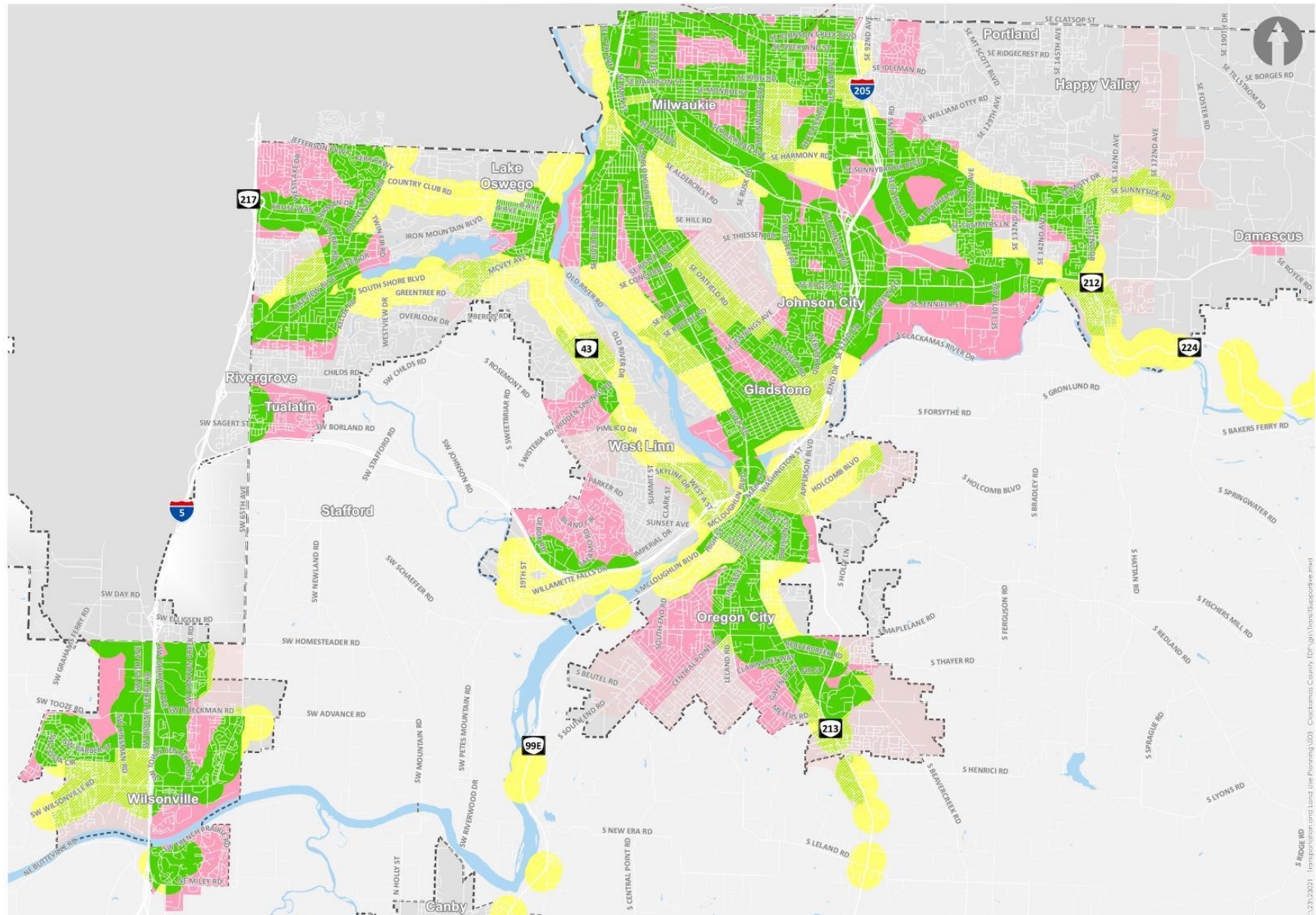**Clackamas County Transit Development Plan**

**CLACKAMAS COUNTY**
TRANSIT DEVELOPMENT PLAN

Legend:
- 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
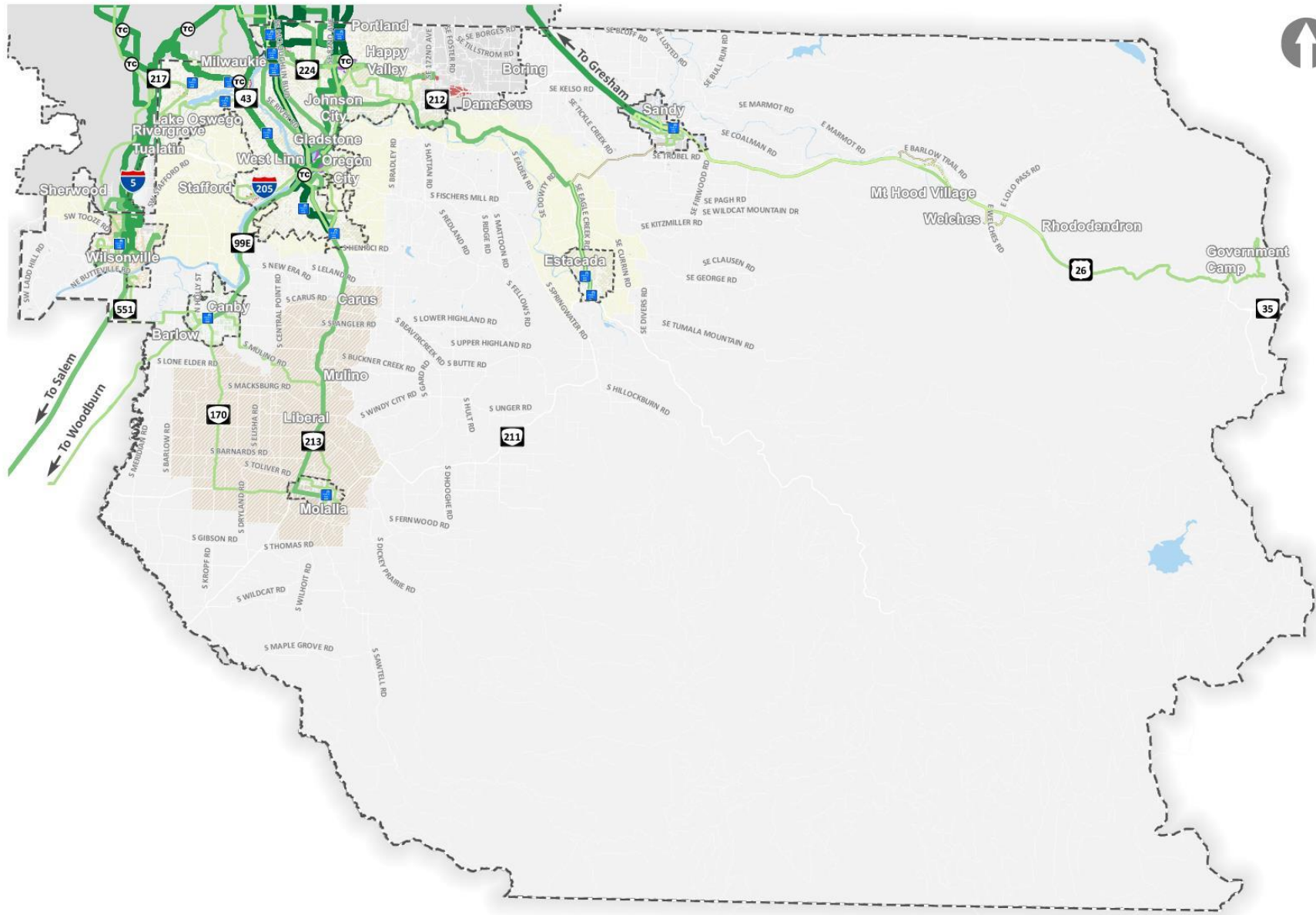- Non-Transit Supportive Areas Served
- Urban Growth Boundaries
- County Boundary

Figure
**16**

# Service Frequency

*Evaluated number of trips per day on each route and who is served by that level of service*

**Service Frequency Map**
**Clackamas County Transit Development Plan**

CLACKAMAS COUNTY
TRANSIT DEVELOPMENT PLAN

**Legend**

- ⓉⒸ Transit Centers
- 🅿 Park and ride lots
- 8 or Fewer Runs per Day
- 9 - 16 Runs per Day
- 17 - 32 Runs per Day
- 33 - 64 Runs per Day
- 65 or More Runs per Day
- 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

0          5 Miles

Figure

**17**

**Service Frequency Map**
**Clackamas County Transit Development Plan**

Legend:

- **TC** Transit Centers
- Park and ride lots
- 8 or Fewer Runs per Day
- 9 - 16 Runs per Day
- 17 - 32 Runs per Day
- 33 - 64 Runs per Day
- 65 or More Runs per Day
- 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

CLACKAMAS COUNTY
TRANSIT DEVELOPMENT PLAN

0    3 Miles

Figure
**18**
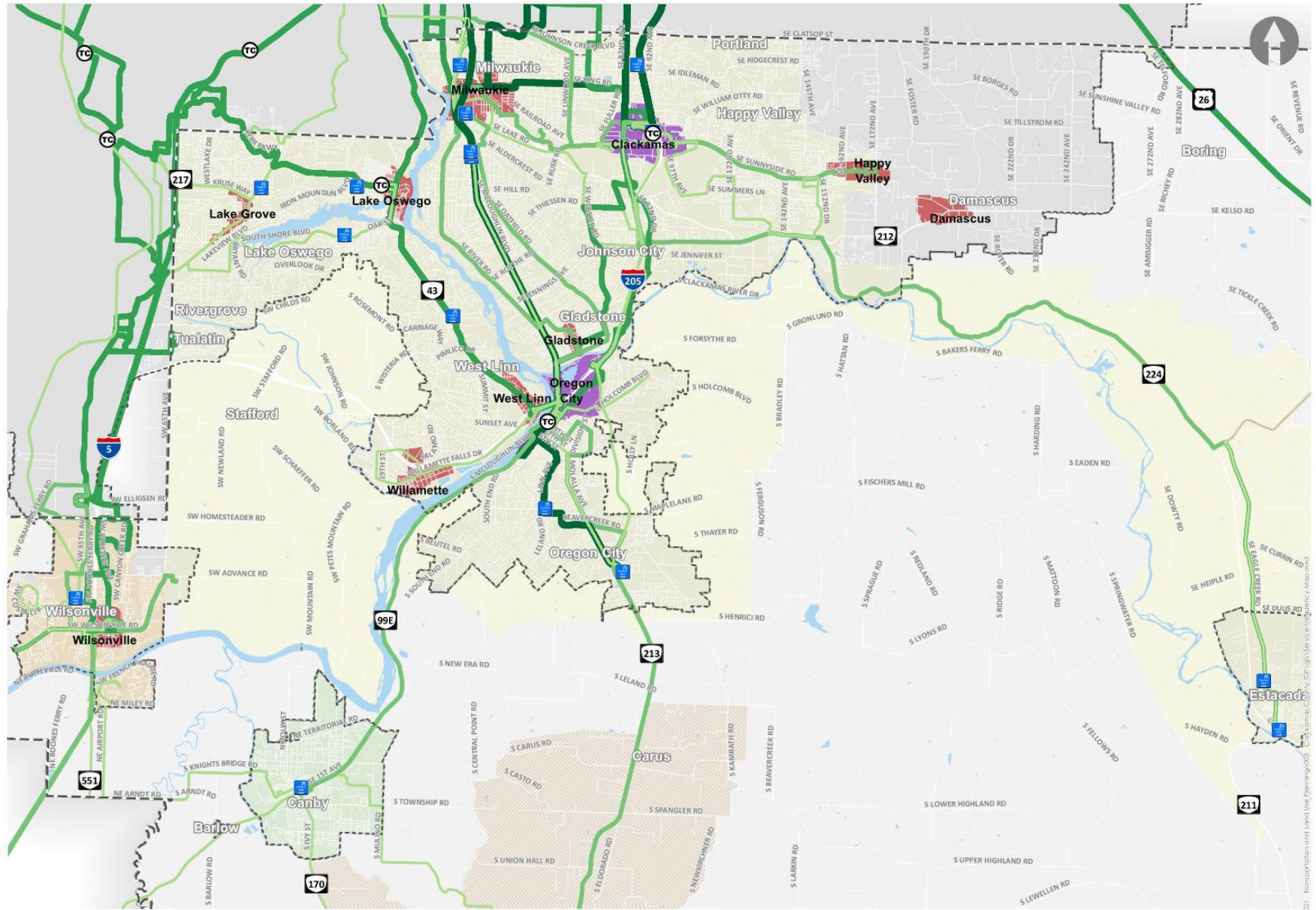
24

# Transportation-Disadvantaged Populations

Clackamas County serves:

> a lower percent of youth and elderly than those ages 18-64

> a higher percent of people with a disability than those without

> a higher percentages of ethnic minorities than non-ethnic minorities

> a higher percentages of non-English speakers than English speakers

> higher percentages of households below the poverty line compared to households above the poverty line.

| County | Ability | |
|---|---|---|
| | Persons with a Disability | Persons without a Disability |
| **Clackamas County** | 40% | 38% |
| **Washington County** | 54% | 51% |
| **Multnomah County** | 83% | 82% |

| County | Household Income | |
|---|---|---|
| | Above Poverty Line | Below Poverty Line |
| **Clackamas County** | 37% | 49% |
| **Washington County** | 50% | 60% |
| **Multnomah County** | 81% | 88% |

# Employment and Commute Patterns

## County Resident Work Locations
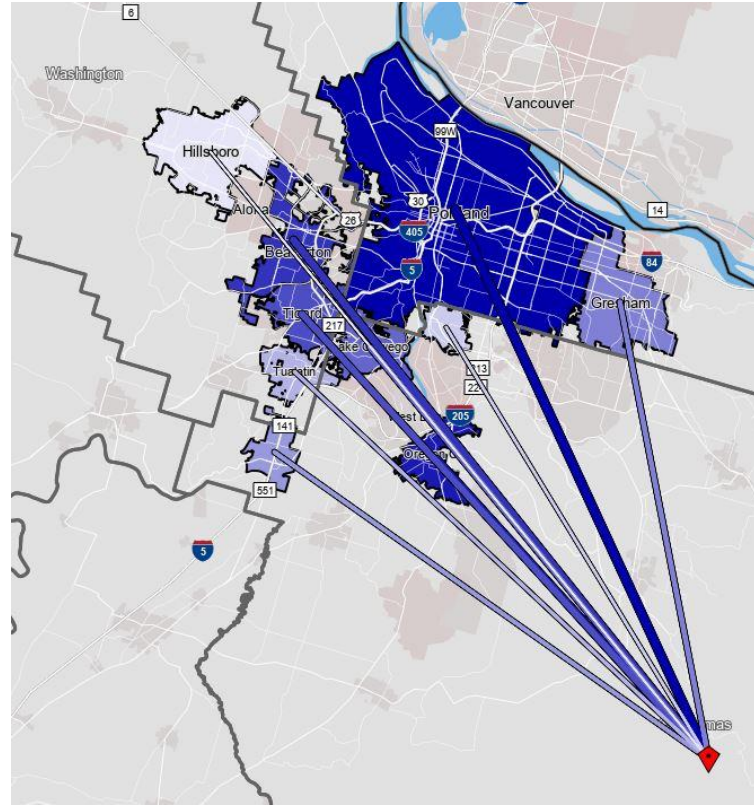
## County Employee Home Locations
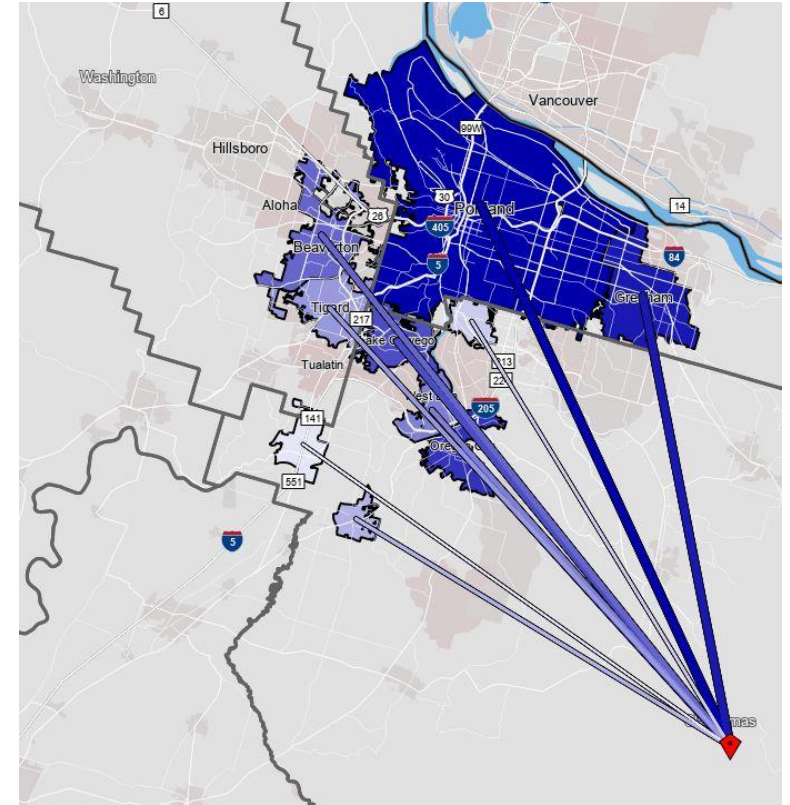


*Commute Patterns for Clackamas County Residents and Employees, LEHD 2017*

- Portland is the most common destination for employed county residents. Portland is also the most common home location for employees working in Clackamas County.

- Four of the top 10 locations for employed county residents are cities in Washington County.

- Just over half of all employed Clackamas County residents and employees in Clackamas County commute 10 miles or less to reach work.

# Employment and Commute Patterns

» The most common times for employees who live in Clackamas County to leave for work is between 6:30 a.m. and 8:00 a.m.

| Time | Count | Share |
|---|---|---|
| 12:00 a.m. to 4:59 a.m. | 9707 | 5.1% |
| 5:00 a.m. to 5:29 a.m. | 8,707 | 4.2% |
| 5:30 a.m. to 5:59 a.m. | 10,201 | 5.4% |
| 6:00 a.m. to 6:29 a.m. | 17,035 | 9.0% |
| 6:30 a.m. to 6:59 a.m. | 21,118 | 11.2% |
| 7:00 a.m. to 7:29 a.m. | 27,632 | 14.6% |
| 7:30 a.m. to 7:59 a.m. | 20,893 | 11.1% |
| 8:00 a.m. to 8:29 a.m. | 16,095 | 9.0% |
| 8:30 a.m. to 8:59 a.m. | 8,439 | 4.5% |
| 9:00 a.m. to 9:59 a.m. | 10,591 | 5.6% |
| 10:00 a.m. to 10:59 a.m. | 5,181 | 2.7% |
| 11:00 a.m. to 11:59 a.m. | 2,925 | 1.5% |
| 12:00 p.m. to 3:59 p.m. | 10,243 | 5.4% |
| 4:00 p.m. to 11:59 p.m. | 9,749 | 5.2% |
| Total | 188,856 | 100% |
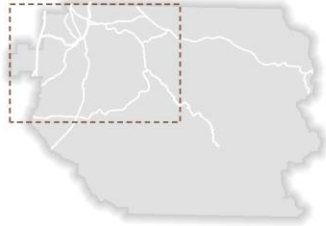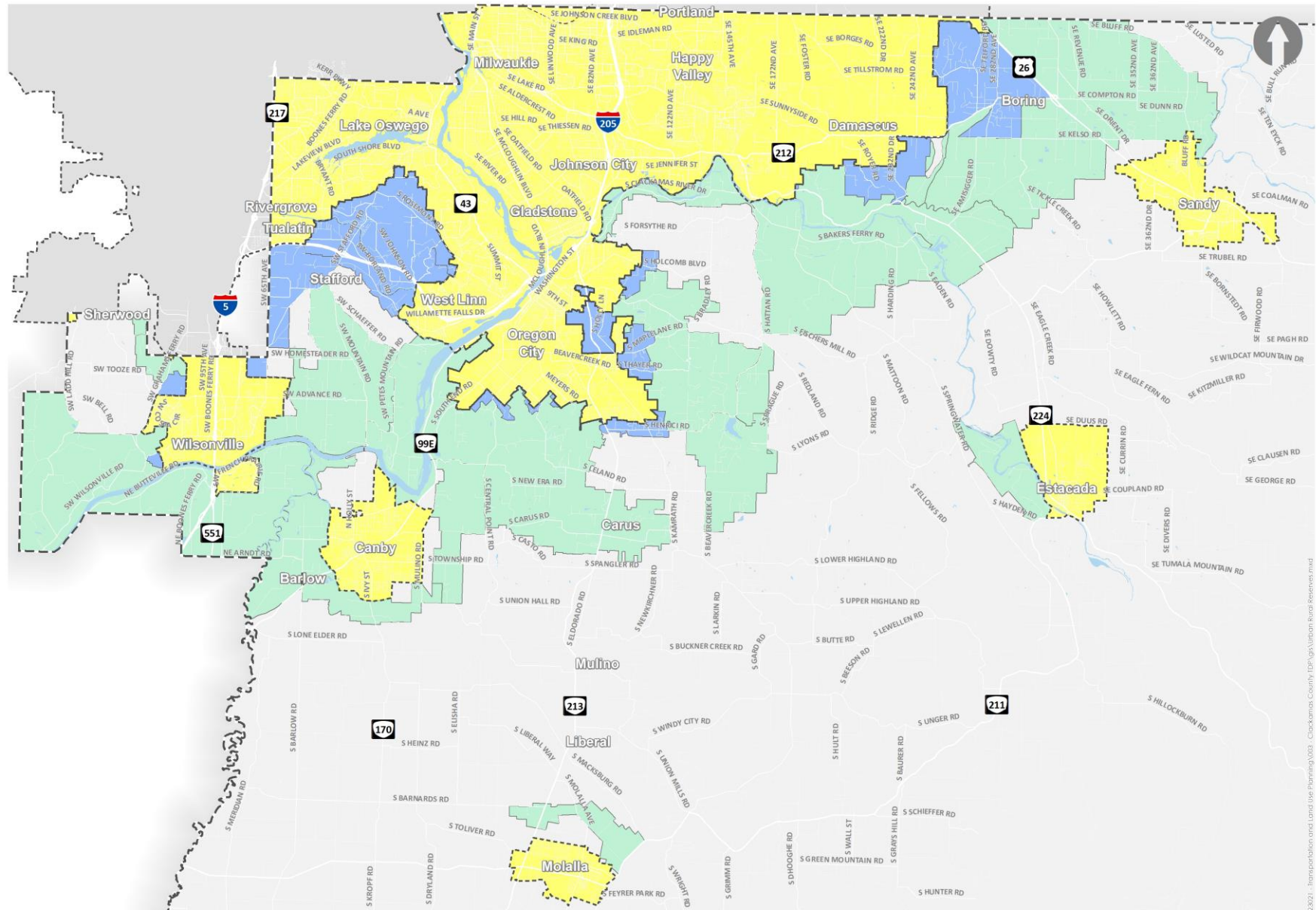
**Urban and Rural Reserves in Clackamas County**
**Clackamas County Transit Development Plan**

Figure

**25**

# Background Document Review

*Comprehensive Review of Existing Documents*

- Clackamas County Transportation System Plan (2013)
- Clackamas County Active Transportation Plan (2015)
- Clackamas County Mt. Hood Service Implementation Plan (2016)
- Clackamas County Adopted Budget Fiscal Year 2019–20 (2018)
- Blueprint for a Healthy Clackamas County (2018)
- Clackamas County Housing & Community Development Action Plan (2019)
- Oregon Public Transportation Plan (2018)
- Metro Regional Transportation Plan (2018)
- Metro Regional Transit Strategy (2018)
- TriMet Unified Service Enhancement Plan (2018)
- TriMet Public Transportation Improvement Plan (2018)
- TriMet Coordinated Transportation Plan for Seniors & Persons with Disabilities (2016)
- CAT Transit Master Plan (2017)
- SMART Transit Master Plan (2017)
- SCTD Transit Development and Master Plan (2020)
- Sandy Area Metro

- The vision statement for transit in Clackamas County:

  *Provide guidance for an equitable, safe, convenient and connected transit network throughout Clackamas County that will support the health and well-being of Individuals, communities the economy and the environment.*

- Plan review helped establish policy framework
- The policy framework led to goals, objectives, and performance measures that are compatible with existing goals
- Some goals and objectives are applied differently in urban and rural portions of Clackamas County

# Policy Framework and Vision Statement

# Project Goals

Enhance Connectivity

Prioritize Equity, Health & Safety

Promote Sustainability

Improve Customer Experience and Mobility

# Goal 1: Enhance Connectivity

**Objective 1A**

Identify where connections can be made between communities within the County and between significant County destinations including housing, shopping, recreation and employment areas.

**Objective 1B**

Collaborate with all transportation service providers, pairing traditional fixed-route and demand-response services with first-/last-mile connection options such as shuttles, transportation network companies (TNCs), sharing of bikes and other mobility devices, and cooperative programs such as those within assisted living communities.

**Objective 1C**

Facilitate improved coordination between transit providers through technologies, fare policies, timed transfers, and other approaches to provide seamless transportation within and beyond Clackamas County.

**Objective 1D**

Coordinate with other public agencies and divisions, such as those responsible for land use planning and development review, to strengthen transit effectiveness and include transit considerations in growth and development.

# Goal 2: Prioritize Equity, Health, & Safety

**Objective 2A**

Seek feedback from and partnerships with community members and organizations to ensure people of all ages, income, backgrounds and abilities are represented, especially those who are transportation-disadvantaged.

**Objective 2B**

Focus on access to education and employment opportunities through transit service, capital projects, and programs, especially for low-income residents.

**Objective 2C**

Focus on access to health-supporting destinations, including medical/health care, social services, groceries, recreation and community spaces, parks and natural areas, and social opportunities.

**Objective 2D**

Provide walking and biking access to transit stops that are ADA-accessible, safe, comfortable, and convenient.

**Objective 2E**

Encourage transportation affordability initiatives and seek equitable outcomes from transportation investments.

# Goal 3: Promote Sustainability

**Objective 3A**

Make county-level investments that help reduce single-occupancy vehicle use and greenhouse gas emissions by helping make transit a competitive alternative, such as park-and-rides near regional corridors or support for intercommunity services.

**Objective 3B**

Foster environmental sustainability by supporting fuel and propulsion alternatives for transit fleets.

**Objective 3C**

Support strategies to implement transit-oriented development, mixed-use development, and other transit-supportive development in the growing areas of Clackamas County, with specific strategies that reflect the differences between urban and rural areas.

# Goal 4: Improve Customer Experience and Mobility

**Objective 4A**

Support improvements to service frequency (especially where needed within dense urban areas and between communities) and service reliability.

**Objective 4B**

Help transit agencies maintain safe and comfortable transit facilities to enhance customer experience, especially at transit centers and major transit stops.
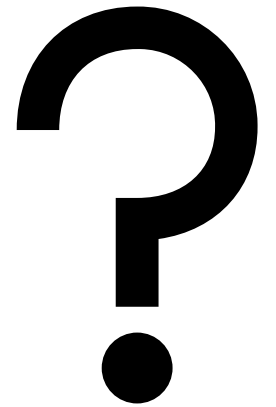
**Objective 4C**

Collaborate with transit agencies to share public transit information in a variety of formats and media to inform and attract new transit users.

# PAC Member Desired Outcomes

- What do you know about transit use and users in your community?

- What are two things you'd like to see achieved through the TDP update process?

- Is there anything missing?

?

# Next Steps

- Revise Vision and Goals based on TAC and PAC input
- Identify needs and gaps in service
- Public involvement – conduct surveys and outreach
- Summer 2020
  - PAC Meeting #2 to review needs and gaps in service
  - Identify Future Service Enhancements

# Other Items?