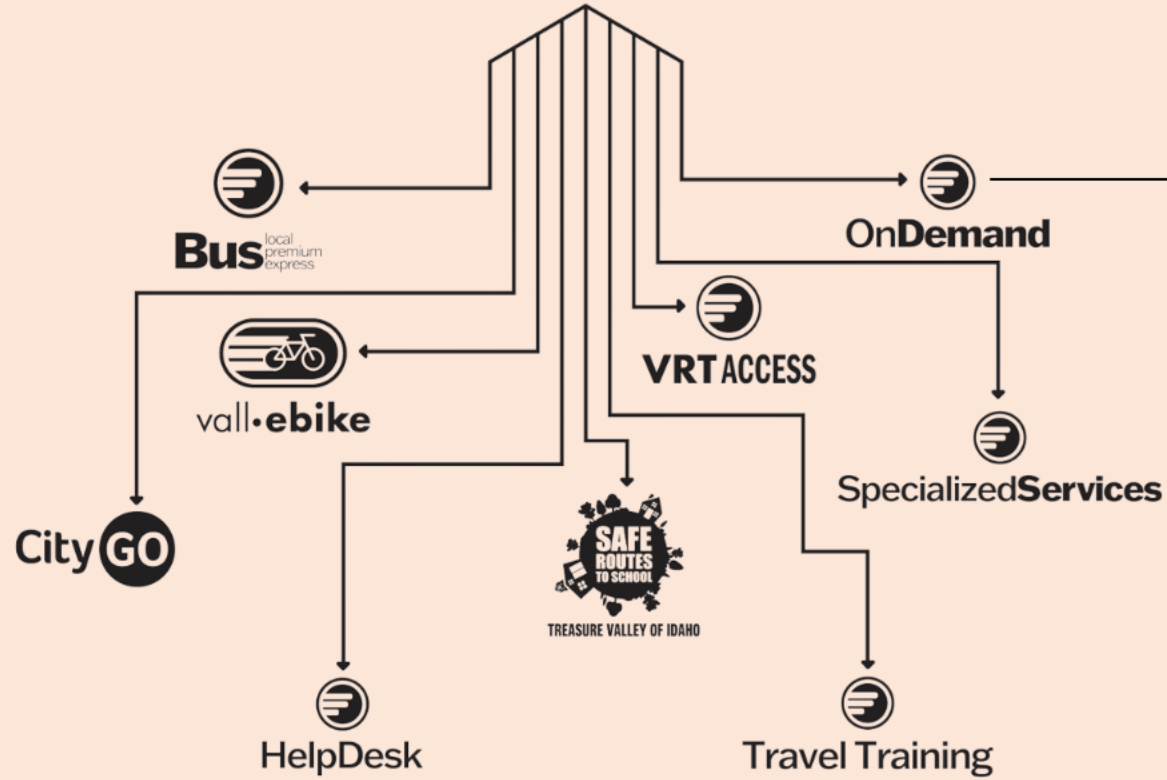NORTHWEST TRANSIT EXCHANGE
EUGENE, OR · 2023

WELCOME
to the
Northwest Transit Exchange
Conference 2023

Hosted by Lane Transit District &

the City of Eugene

Up Next:

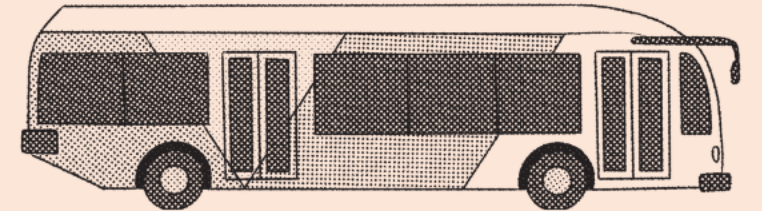Valley Regional Transit
Boise, ID

BETTER BUS ROUTES

EXPERIENCE BETTER SUMMER 2024

valley regional transit

HOW WE BETTER BUS

PHASE 1 — APRIL 2023
VRT asked the public to define their priorities for this network redesign
407 SURVEY RESPONSES
3 OPEN HOUSES

PHASE 2 — MAY 2023
VRT requested feedback on 3 scenarios which were developed with public input & ridership data
386 SURVEY RESPONSES
3 OPEN HOUSES
507 ROUTE COMMENTS

PHASE 2 EXTENDED — JUNE 2023
Enabled by the vast community engagement for Better Bus Routes, Phase 2 was extended to assess funding options
PRIMARY REASSESS AREAS: BOISE'S NORTH END, CENTRAL BENCH, & SOUTHEAST BOISE

PHASE 3 — AUGUST 2023
VRT released a final redesign proposal, based on public feedback & increased funding options, for public coment
480 ROUTE COMMENTS
4 OPEN HOUSES
186 SURVEY RESPONSES

FINAL NETWORK REDESIGN — EXPERIENCE BETTER SUMMER 2024
October 2, 2023: VRT Board voted in favor of the highly collaborative Final Network Redesign which improves frequency in high-ridership areas & maintains service to major destinations
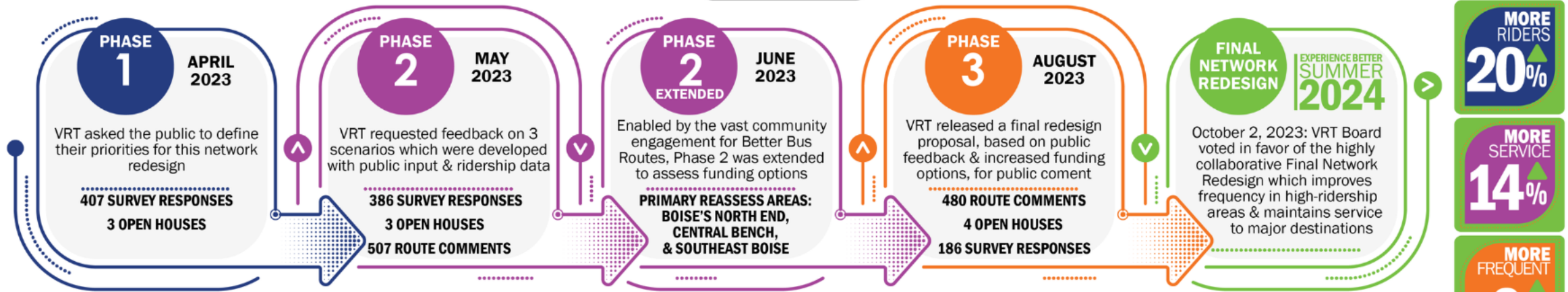
MORE RIDERS 20%
MORE SERVICE 14%
MORE FREQUENT 9%

2024 ROUTES AT A GLANCE

IMPROVED & NEW ROUTES
2 3
7 8
20 21
24 42
45 56
58

ADJUSTED FOR EFFICIENCY
10 16
17 28
29 30
40 150
lyft

NO CHANGE
5 9
160

Notice something different with the route colors?? Check this out!

TRIP PLANNING SIMPLIFIED

	WHEN DO BUSES RUN?	HOW OFTEN DO BUSES ARRIVE?
#	ALL DAY!	15-30 MINS
#	ALL DAY!	30-60 MINS
#	RUSH HOUR	30-60 MINS
#	N/A	N/A

WHERE'S MY OLD ROUTE?

ROUTES WITH NEW NUMBERS
6 → 20
8 → 24
8x → 8
12 → 21

ROUTES CONSOLIDATED
1 → 17
4 → 4
7A → 21
7B → 7
43 → 40

LEARN MORE

2024 Change Details

rideVRT.org/changes

Session Two

LTD
Reimagine the Ride

Community Outreach and Communications Assessment (COCA)

Fixed Route COA

RideSource Operation Analysis (ROA)

Mobility Management Framework

Strategic Business Plan

Long Range Mobility Plan

Tom Schwetz
Director of Mobility Management and Policy
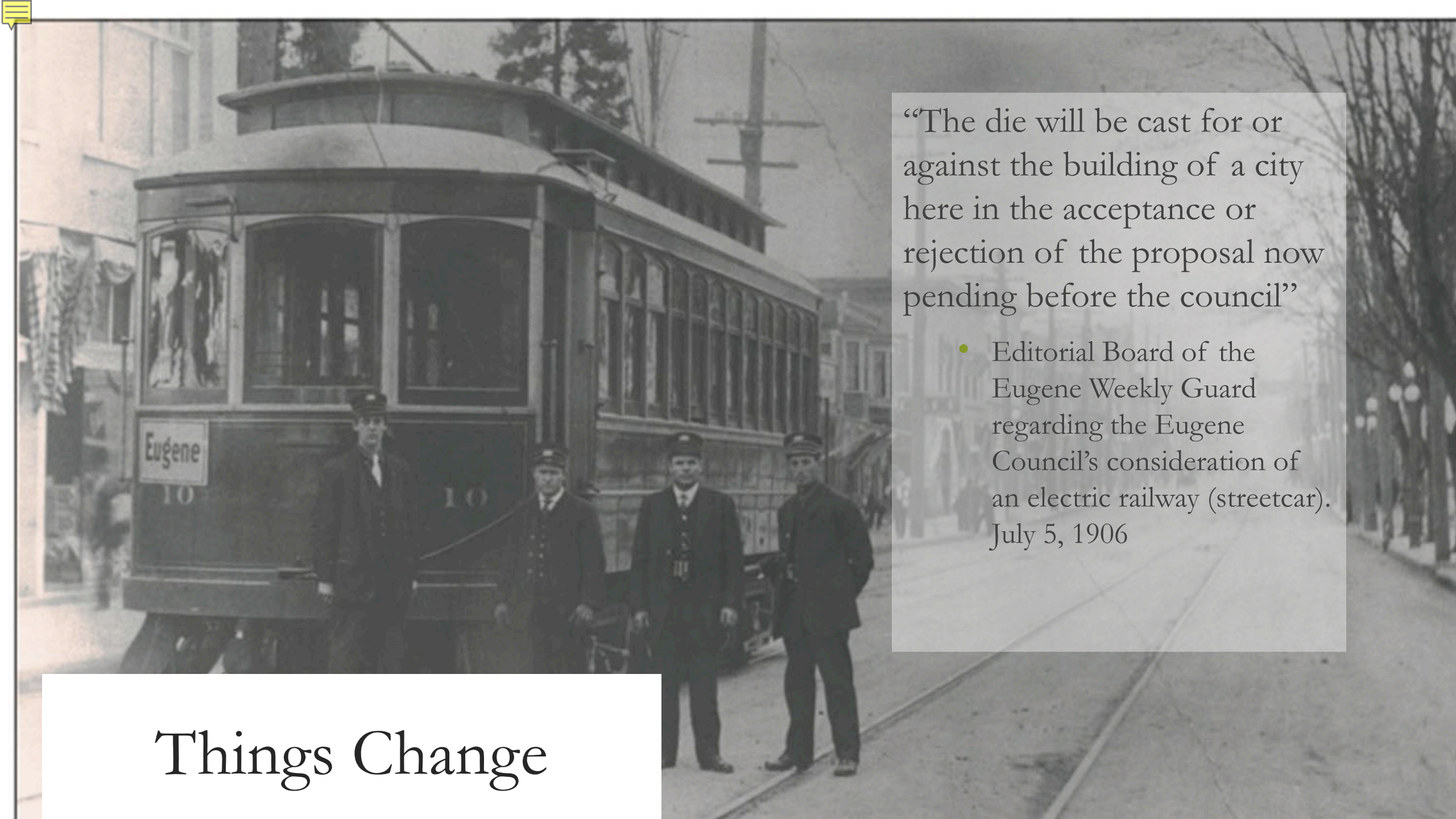**Lane Transit District**

Reimagine the Ride

The Planner's Reality

- Things Change
  - Everything is Connected
    - Pay Attention!

- Jane Hershfield

"The die will be cast for or against the building of a city here in the acceptance or rejection of the proposal now pending before the council"

- Editorial Board of the Eugene Weekly Guard regarding the Eugene Council's consideration of an electric railway (streetcar). July 5, 1906

Things Change

Everything is Connected

- Oregon Senate Bill 100

- Goal 1 – Public Involvement should be widespread, easily understood, leading to effective two-way communication

- Oregon Land Use and Transportation Planning Coordination

Pay Attention!

- LTD's Existential Question:

- *What does our community need us to be?*

Answering the Question

…And so we lift our gazes not to what stands between us, but what stands before us.
We close the divide because we know, to put our future first, we must first put our differences aside….

- Amanda Gorman - from "The Hill We Climb"

Up Next:

King County Metro
Microtransit, On-Demand Mobility in King County

King County Metro Microtransit: Metro Flex

Northwest Transit Exchange

October 05, 2023

King County METRO

Moving forward together

Background

- Metro Flex is part of Metro's broad range of mobility services
- Current service developed from Alternative Services Demonstration Program established in 2015-2018 followed by on-going learning and testing
- Evolving direction:
  - Consistent with Strategic Plan for Public Transportation
  - Collaborative process with communities where fixed-route may not best meet needs
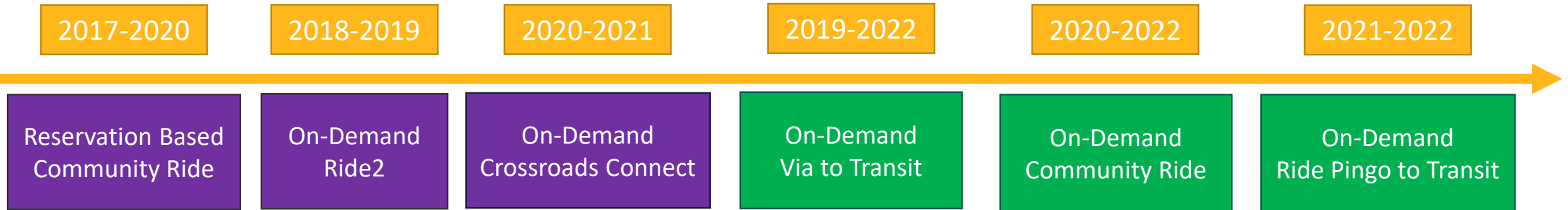 - Focus on where needs are greatest

Policies

- **Strategic Plan for Public Transportation**
  - Adopt innovative services and products
- **Metro Connects**
  - Pilot new innovative flexible service models
  - Design, implement, evaluate new services
- **Service Guidelines**
  - Priority – equity, access, density
  - Evaluation – equity, productivity, efficiency
- **Partnership Guidelines**

On-Demand Services Timeline

2017-2020	2018-2019	2020-2021	2019-2022	2020-2022	2021-2022
Reservation Based Community Ride	On-Demand Ride2	On-Demand Crossroads Connect	On-Demand Via to Transit	On-Demand Community Ride	On-Demand Ride Pingo to Transit

Partner/Grant Funding:
- Via to Transit
- Ride2
- Crossroads Connect
- Ride Pingo to Transit

Operations:
- Hopelink
- Chariot
- Via
- Yellow Cab

Tech:
- Ford Smart Mobility
- Routematch
- Via
- The Routing Company
- Sparelabs

King County METRO

Moving forward together

Metro Flex: Launched March 6, 2023

- Provides operational efficiencies
- Builds on innovations, preserves those achieved
- Streamlines branding, reduces customer confusion
- Reduces staff demands
- Achieves cost savings
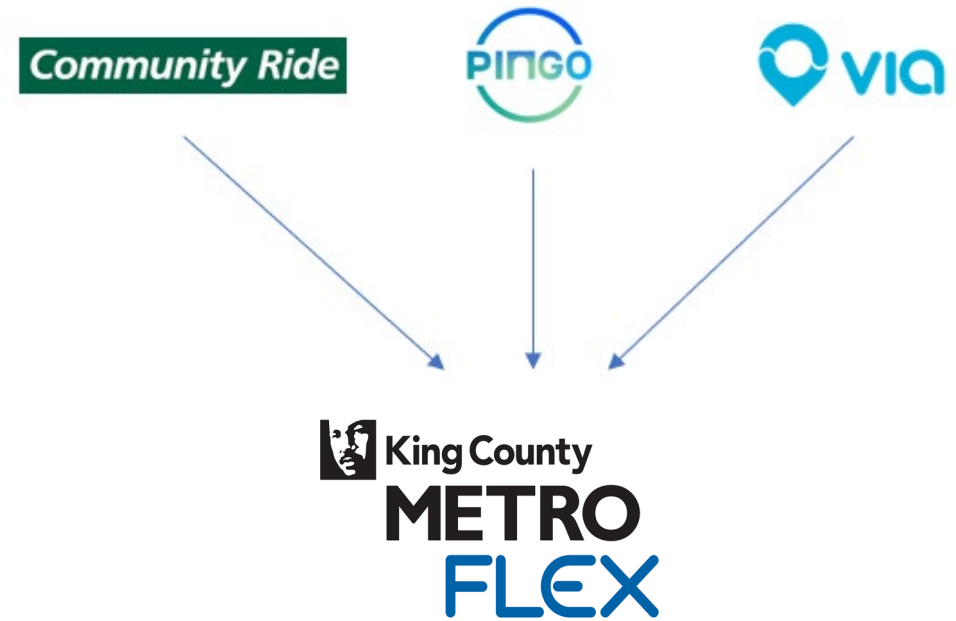
Metro Flex Basics

- Open to general public

- Request ride on-demand using app, call center, or web booking

- Provide start/end anywhere within service area, get ETA

- Walk to nearby pick-up location

- Join a shared ride with 15-minute ETA on average

- Same fare as bus, free transfers with ORCA

Service Areas & Hours

Service areas	Weekdays	Weekend
Juanita	7am to 7pm	Saturday - No service Sunday - No service
Sammamish	7am to 6pm	Saturday - 9am to 6pm Sunday - No service
Kent	5am to 7pm	Saturday - 7am to 7pm Sunday - 7am to 7pm
Othello Rainier Beach Skyway Renton Highlands Tukwila	5am to 1am	Saturday - 5am to 1am Sunday - 6am to 12am

Service zones
- Juanita
- Sammamish
- Othello
- Tukwila
- Rainier Beach/Skyway
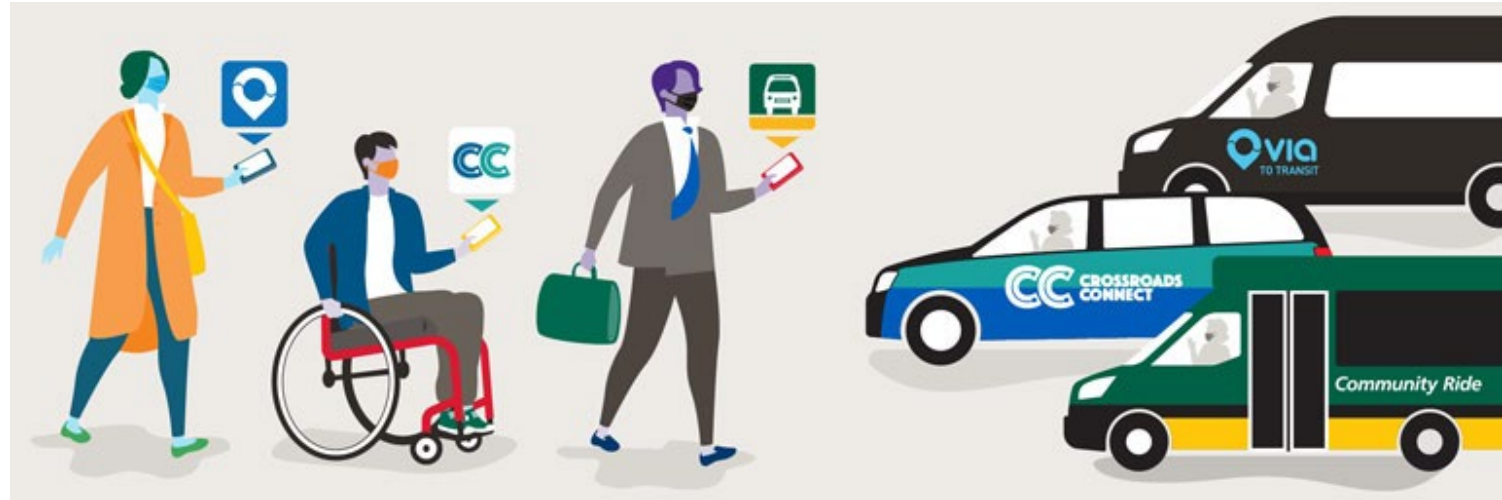- Renton
- Kent

Moving forward together
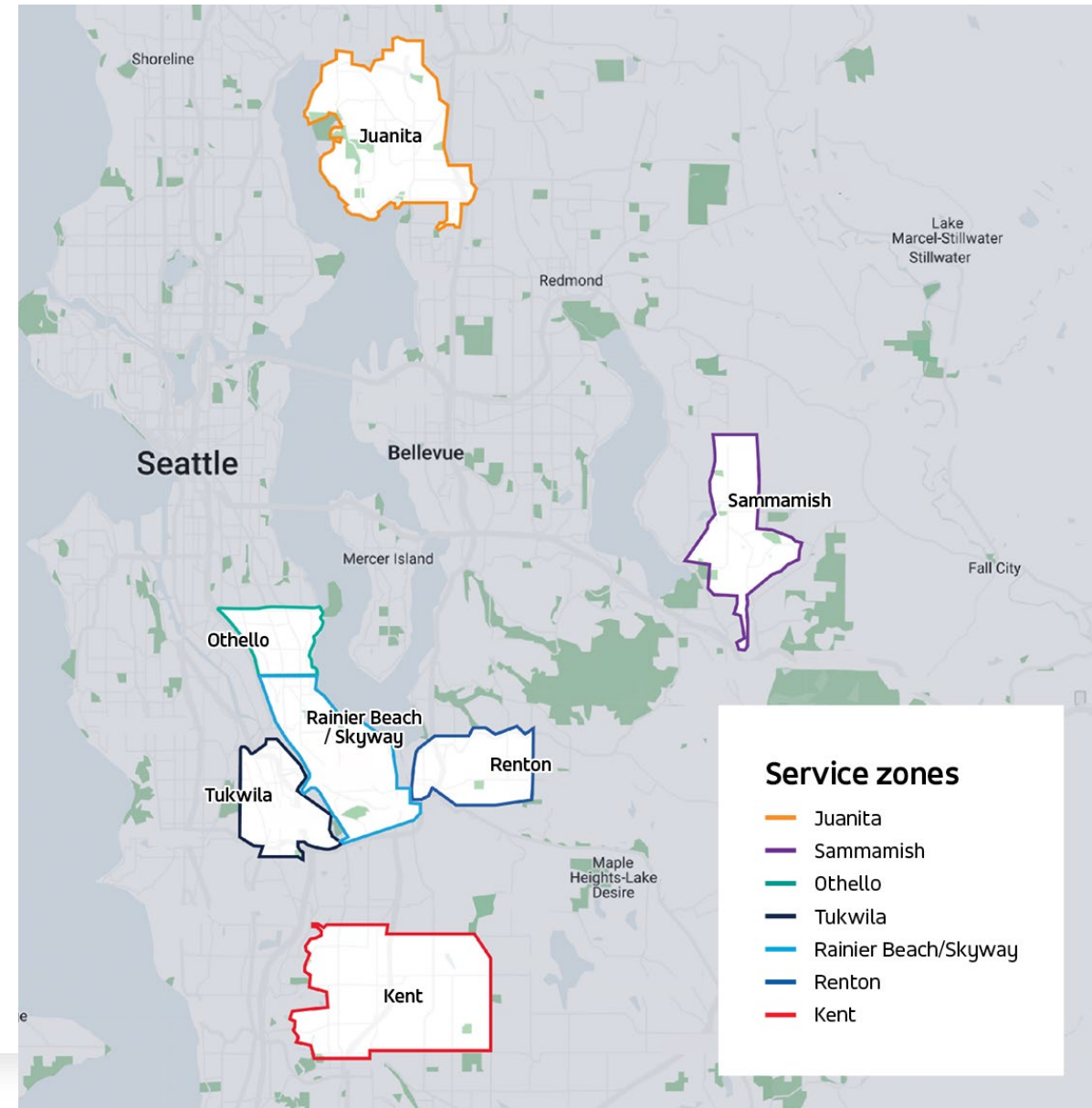
Fixed Route Integration

- Showing all options (max 6)
- Fixed Route Filtering
- Will not show Metro Flex if fixed route:
  - 400m
  - 15 minute ETA
  - 1 leg

King County METRO

Moving forward together
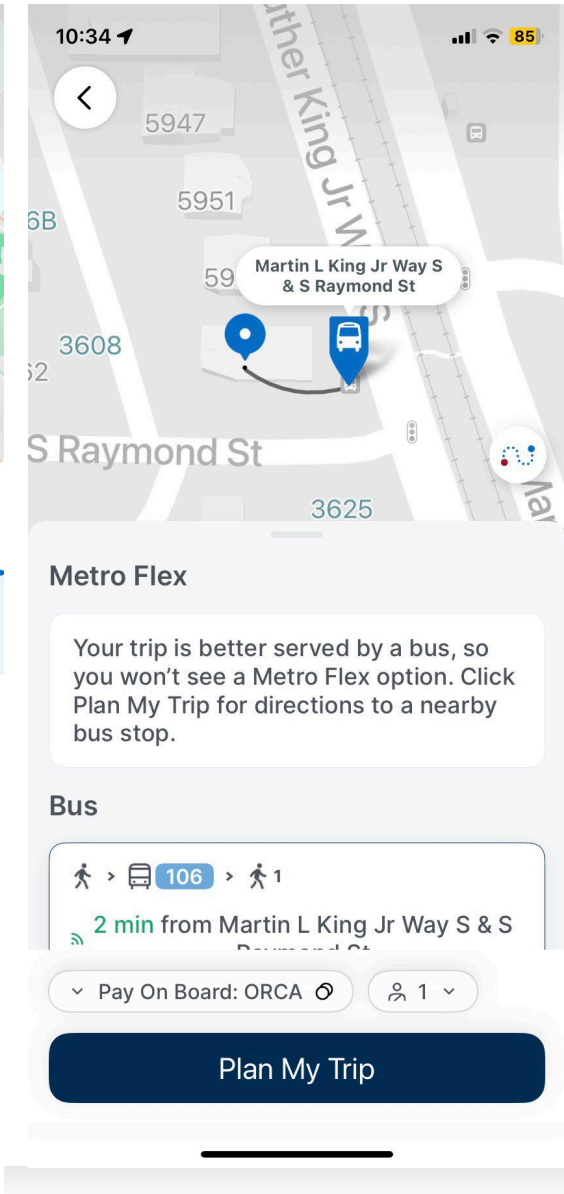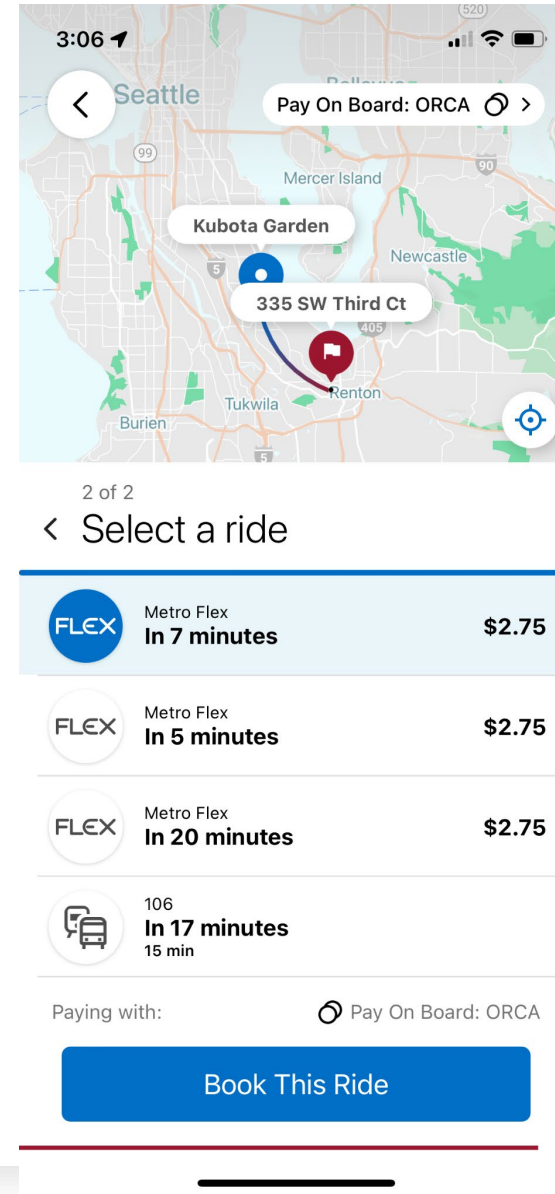
Prioritization

- **Equity:** serving those who need access the most

- **Partnership:** looking for opportunities to leverage resources

- **Access:** reaching jobs and community assets

- **Density:** serving areas with adequate ridership, and without high quality fixed-route service

King County **METRO** *Moving forward together*
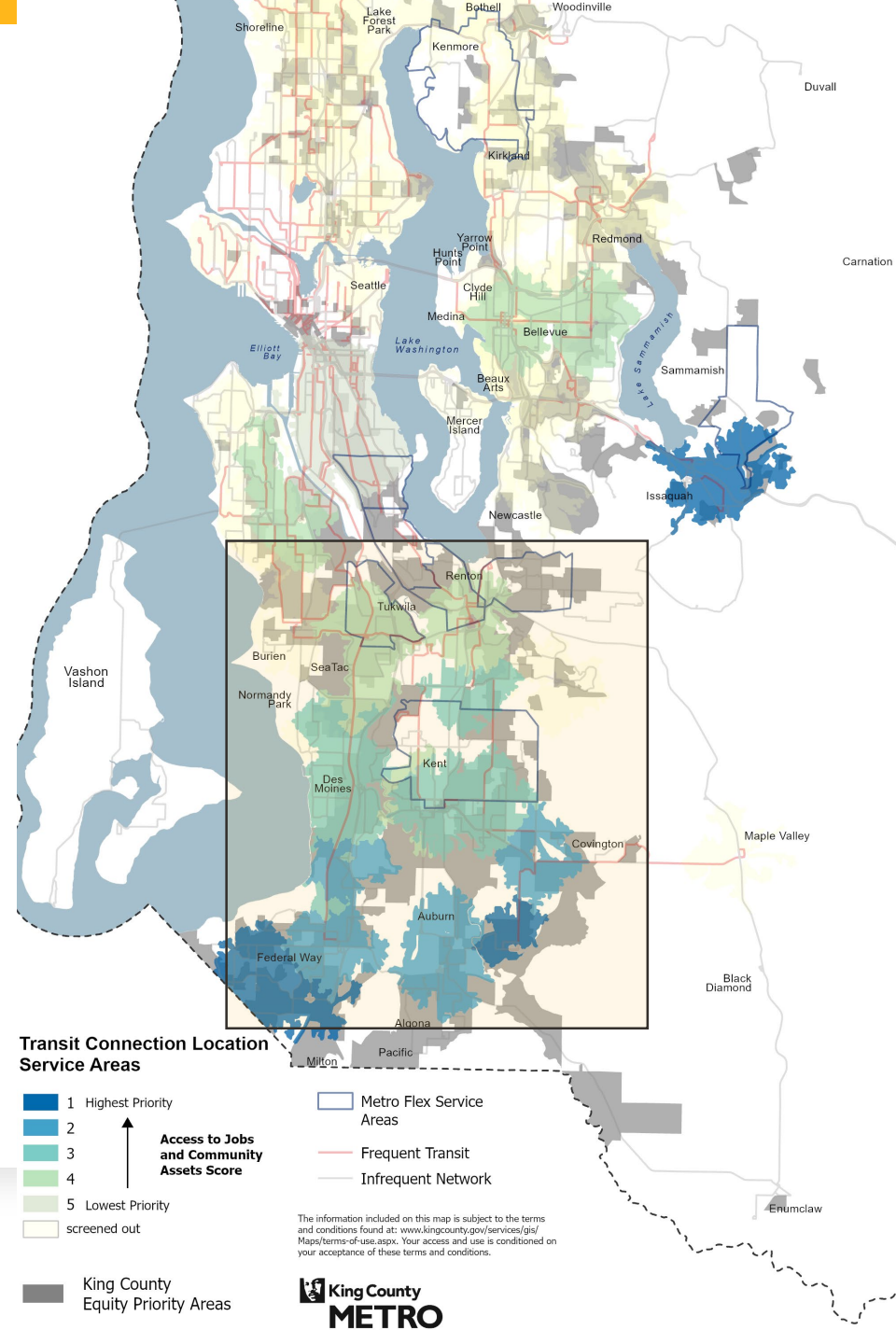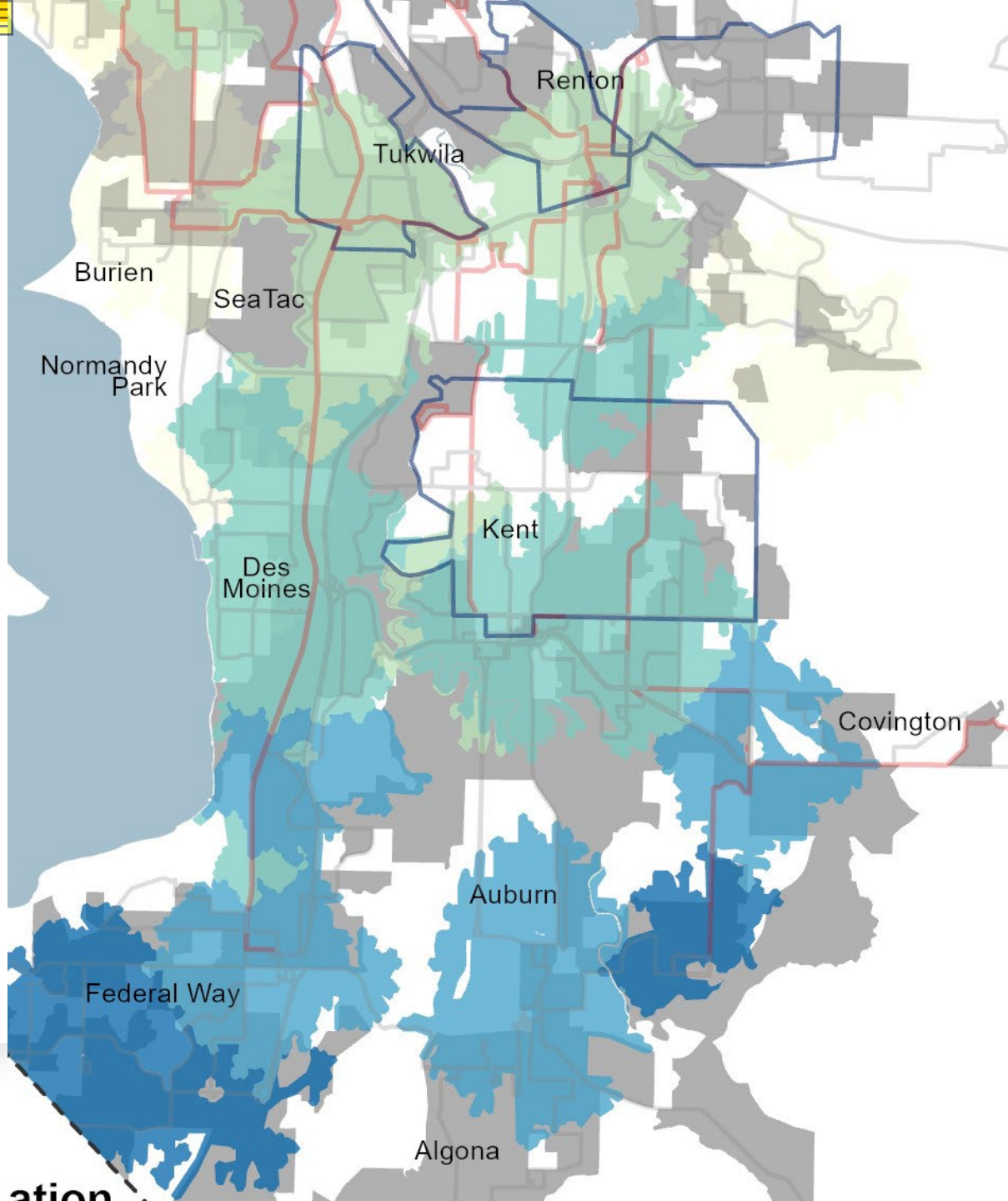
Transit Connection Location Service Areas

Access to Jobs and Community Assets Score

- 1 Highest Priority
- 2
- 3
- 4
- 5 Lowest Priority
- screened out

- Metro Flex Service Areas
- Frequent Transit
- Infrequent Network

King County Equity Priority Areas

The information included on this map is subject to the terms and conditions found at: www.kingcounty.gov/services/gis/Maps/terms-of-use.aspx. Your access and use is conditioned upon your acceptance of these terms and conditions.

King County METRO

Metro Flex Ridership
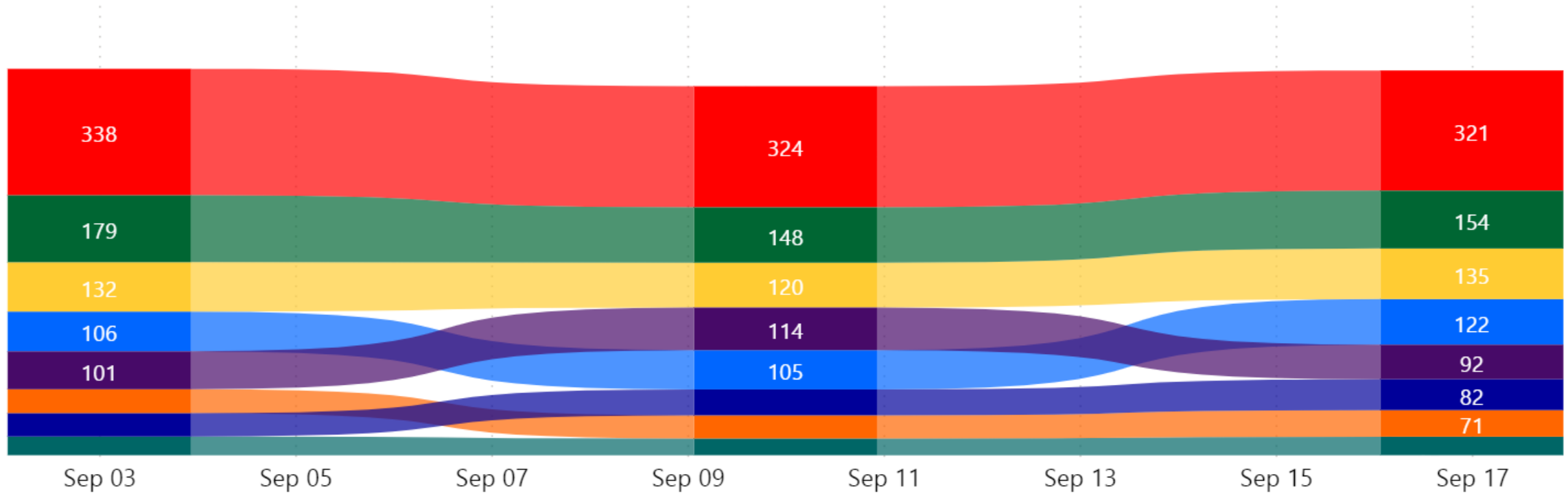
Key evaluation measures

Service area	Equity (Q2)	Rides per hour (9/17)	Cost per ride (9/17)
Rainier Beach	96%	3.8	$14.73
Skyway	65%	3.5	$15.79
Renton	78%	3.2	$17.50
Othello	90%	3.7	$14.95
Sammamish	10%	3.0	$18.70
Tukwila	84%	2.8	$20.14
Kent	76%	1.9	$29.47
Juanita	28%	1.6	$34.37

Equity: percent of rides originating in an equity priority census block group.

King County METRO

Moving forward together

Other key performance indicators

Service area	Seat unavailable	Ave wait / travel time (min)	Ave trip distance (mi)	Walk distance (ft)	Shared ride %	PMT:VMT
Rainier Beach	1.3%	12/9	2.5	197	71	0.73
Skyway	1.7%	16/9	2.8	189	69	0.74
Renton	0.9%	17/10	2.5	150	64	0.63
Othello	0.8%	11/7	1.5	170	48	0.42
Sammamish	0.8%	14/10	3.0	221	71	0.68
Tukwila	0.1%	12/7	1.9	142	49	0.46
Kent	0.7%	12/9	3.0	153	52	0.45
Juanita	2.9%	12/10	2.6	166	45	0.37

King County METRO

Moving forward together

Destinations

King County METRO

Moving forward together
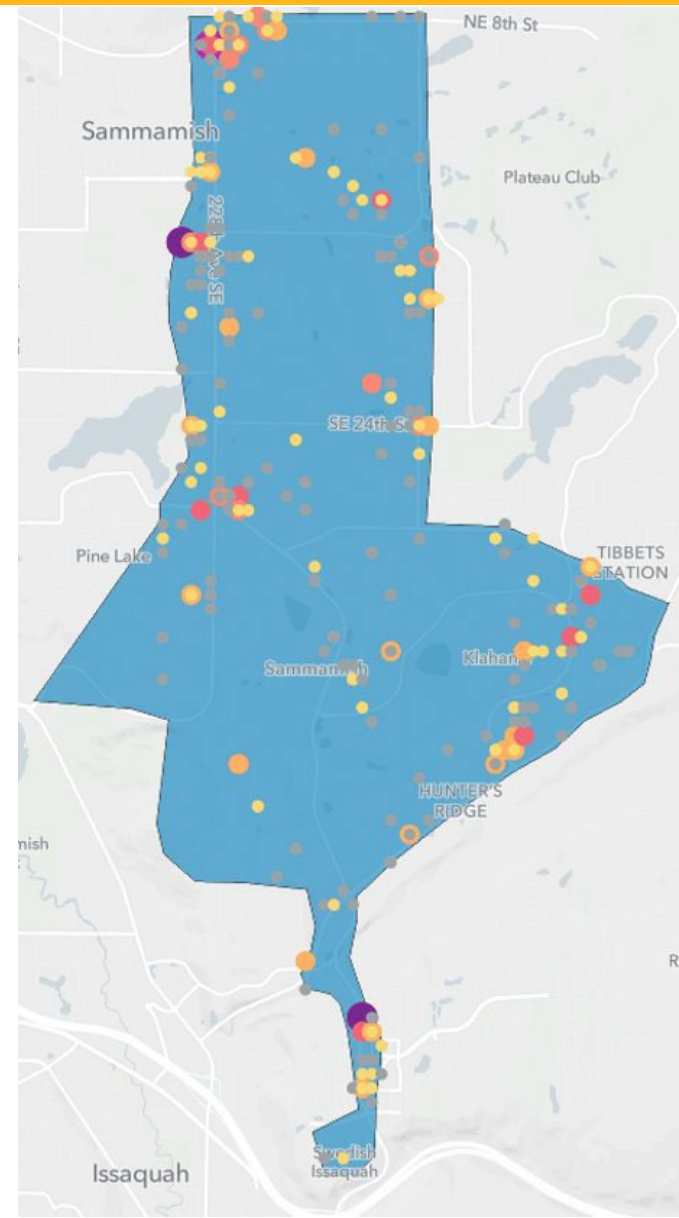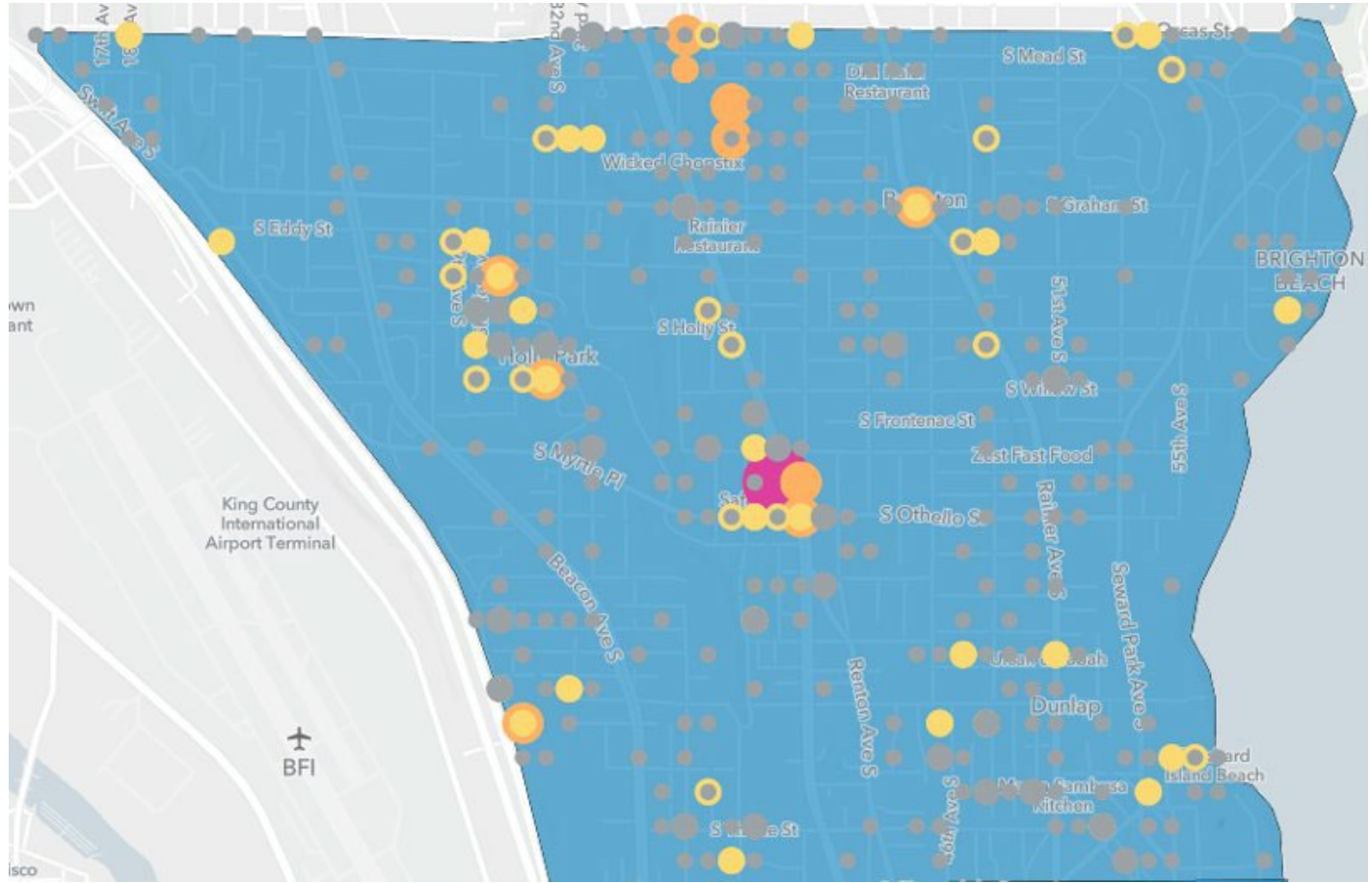
Post-pilot Evaluation

- Equity
- Productivity
- Efficiency
- Strength of transit network

What's next

- Pilot evaluation at year end
- Integrations with paratransit
- Electrification
- Integration w/trip planners
- Non-dedicated service providers for high demand times/overflow
- Supporting families w/children
- Planned expansion: Issaquah, Kenmore, Overlake, Auburn, Federal Way

Questions and Discussion

King County **METRO** *Moving forward together*

Thank you!

Contact info:
Brian Henry
King County Metro
Service Planning
brhenry@kingcounty.gov
206-263-6639

King County
METRO

Moving forward together

Up Next:

Corvallis Transit System (CTS)
Going Fare Free

"Going Fare Free", Corvallis Transit System

Presented to
Northwest Transit Exchange
October, 2023

Transit Operations Fee Facts

- The Transit Operations Fee (TOF) was established by the Corvallis City Council in 2010

- It is collected monthly from all Corvallis utility customers - residential, commercial, non-profits, and OSU Dining/Housing

- Indexed to the average price of a gallon of regular grade gasoline in the state of Oregon from previous 12 months, with a floor of $2.75 for a single family home

Transit Operations Fee Facts (continued)

- The new fee is calculated each January, using a trip generation methodology for fees other than residences

- The fee is expected to generate $1.2 million in FY 23-24

- Lower TOF revenue is offset by lower fuel costs

cts
going your way.

TOF Examples
(monthly amount)

- Single family home $ 4.72
- Apartment $ 3.26
- Medical office $ 8.94
- Bank $ 8.17
- Sit-down chain restaurant $ 25.24
- Fast food restaurant $ 66.95
- Large retail store $ 272.99

cts »
going your way.

Why is the TOF Important?

- No more property tax support for transit – More available for Fire, Police, Parks & Rec, Library

- TOF provides a stable source of local funding for matching state and federal funds

- Approximately one-third of the fee is used to replace fares to make the system fareless

Ridership trend
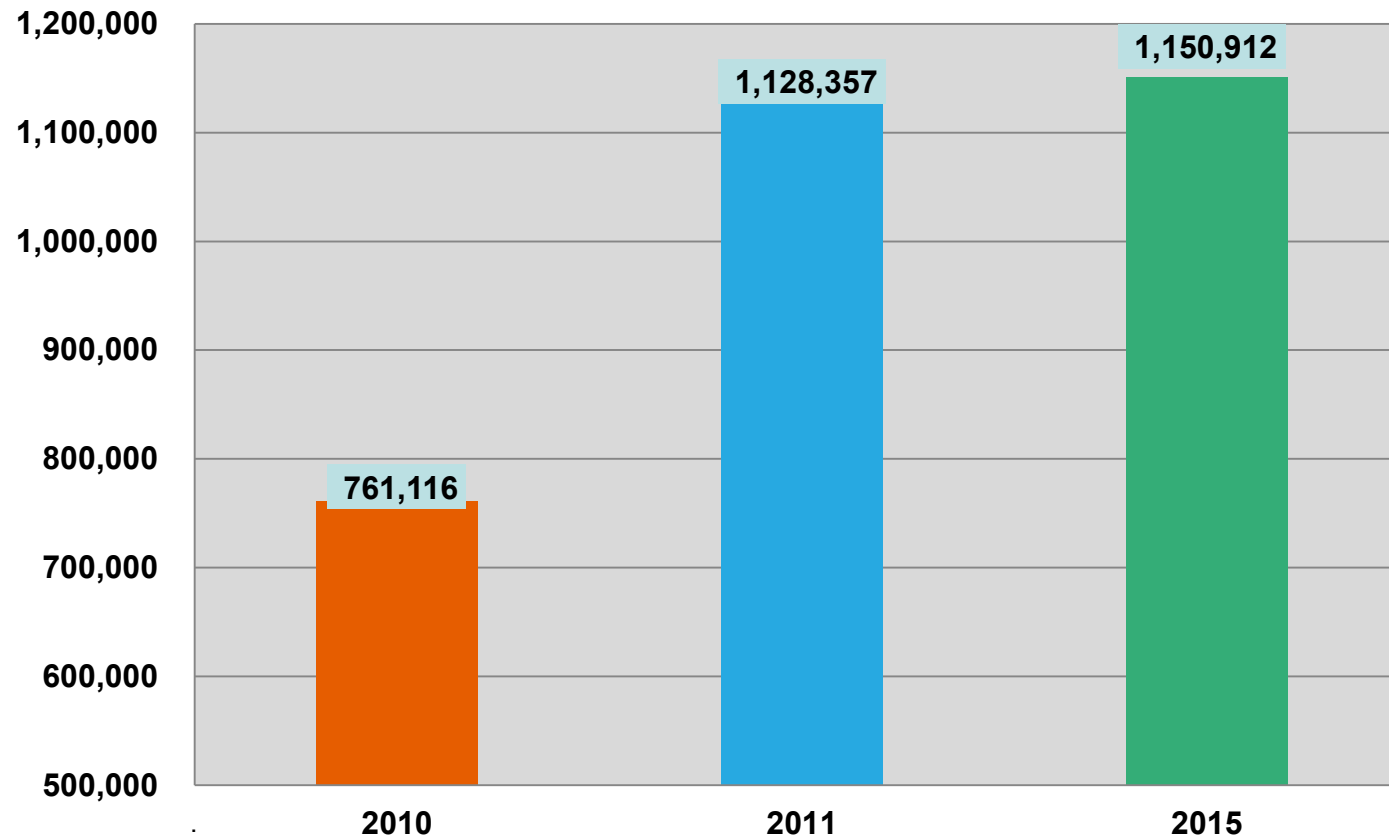
Benefits of Fare Free

- **Social Equity** – Same fare for all rider demographics. Social service agencies LOVE it.

- **Time Saved** – No counting of farebox, no printing fare media, no fare interaction between passengers and drivers

cts

going your way.

Challenges of Fare Free

- **Continued Funding** – Not an issue right now
- **Ridership Demands** – Some routes were overburdened. Service hours were increased
- **Riders with no Destination** – We beefed up our Code of Conduct to include a "ride to destination" requirement
- **Paratransit** – Paratransit service became fare free and paratransit applications increased, increasing staff time for certification process

Questions?

Tim Bates● 541-754-1761
Timothy.Bates@corvallisoregon.gov

Up Next:

Take a Break!

Up Next:

King County Metro
Equity in Action

Equity in Action:

King County Metro Service Planning's Equity Impact Review Process

NWTX
October 5, 2023

Morgan Cowick (she/her)
Transportation Planner, Service Planning

Dave VanderZee (he/him)
Transportation Planner, Service Planning

King County METRO

Equity Focused Quantitative Analyses from a Service Planning Perspective

WHY

- Support and partner with qualitative analyses

- Produce measurable results leading to positive outcomes

- Help ensure that the equity goals of King County Metro Transit are met

- Improve the transit system for everyone – but most especially those who have the greatest needs

- Ensure that when tough service decisions need to be made, equity issues are front and center

History of Equity in Service Planning at Metro

- Planner expertise (Always – Present)

- Title VI Reports (1964 – Present)

- Sounding Boards (1994 – 2018)

- Compensated Mobility Boards (2019 – Present)

- EIR Analysis (2019 – Present)
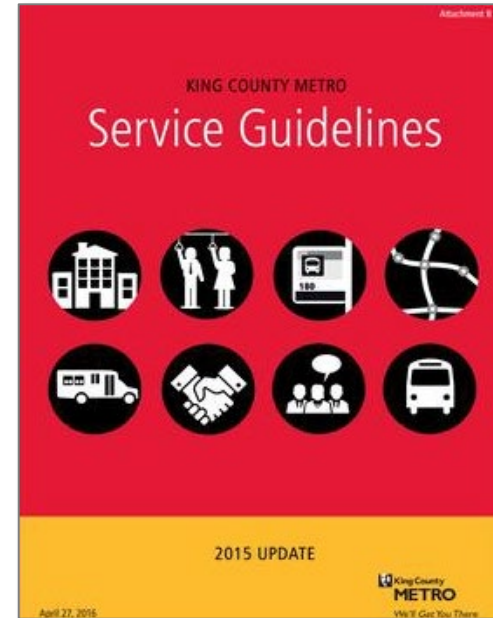
Mobility Framework & Equity Cabinet

- Guiding document for all Metro policy updates
- Led by the Equity Cabinet, a group of paid diverse community members
- Intended to connect racial equity directive with planning & outcomes

King County METRO

Using Equity Analyses in Service Planning

WHAT WE USE

- **Equity Impact Reviews**
- Census-Derived Data
- Community-Derived Data
- Compensated Individuals/CBOs
- Title VI Analysis
- Equity-Informed/Prioritized Engagement

Today's Focus

WHERE/HOW WE USE IT

- **Fixed route restructures**
- Outreach
- Covid suspensions & restorations
- Service Guidelines

Today's Focus

King County METRO

Using Equity Impact Reviews (EIR) in Service Planning

EQUITY IMPACT REVIEW PROCESS

1. Scope
2. Assess Equity & Community Context
3. Analysis & Decision Process
4. Implement
5. Ongoing Learning.

Guided by community priorities

Informed by current equity conditions

CHALLENGES

- Continuously changing/improving the process
- Be willing to change methodologies as new information is available
- Understand how data was developed/make sure the data is usable
- Data is biased
- Include impacted communities in the development process

King County METRO

Equity Impact Review

Stories + Numbers = A Balanced Approach

Data & Analysis

- Equity Analysis
- System Evaluation Data

Community Input

- Stakeholder Meetings
- Mobility Board Workshop
- Employer Engagement
- Rider Survey
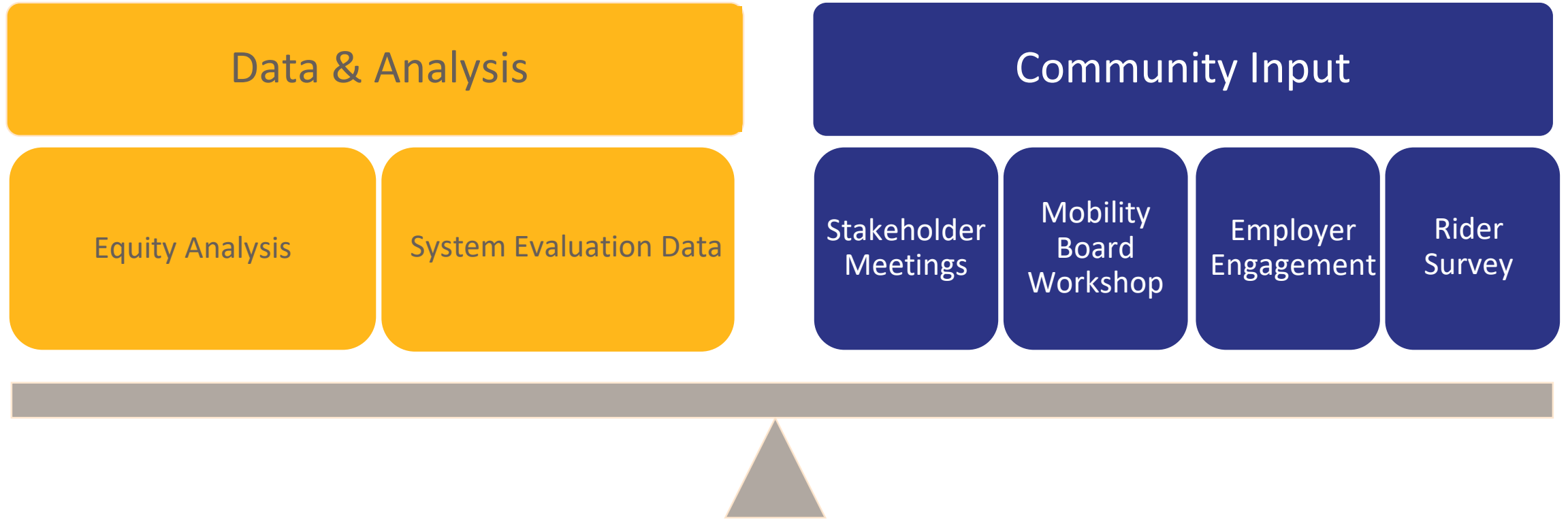
Three Decision Making Factors: Community Input, Equity, Service Design Best Practices

King County METRO

Quantitative Products Used in EIR
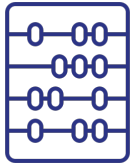
Data

Metrics

Analyses

Apps

Service Planning's Quantitative Equity Impact Review

How the EIR Analyses Have Evolved

2015-2017	2017-2019	2018-2020	2019-2021	2020-2022	2021-2024	2024+

University Link
- Title VI
- Mostly Tract level
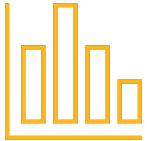- First use of GIS generated walk sheds for population and household analysis
- Frequency improvements by route

NEMP
- Title VI
- Mostly Tract level
- GIS generated walk sheds for population and household analysis
- Community Assets to measure impacts
- Frequency improvements by route

RKAAMP
- EIR and Title VI
- Mostly Tract Level
- Access to Frequent Routes (by stop)
- Access to family wage jobs
- Access to Community Assets
- PSRC Displacement Index

North Link
- EIR and Title VI
- Mostly Block Group Level
- Equity Priority Areas
- Route Opportunity Index Scores
- Access to Frequent Network
- Access to Community Assets
- Block level trip change
- Reach Maps

East Link
- EIR and Title VI
- Mostly Block Group Level
- Equity Priority Areas
- Route Opportunity Index Score
- Access to Frequent Network
- Access to Community Assets
- Block level trip change
- Reach/Compare Maps
- Jobs Priority Areas
- Jobs Priority Routes

Lynnwood Link
- EIR and Title VI
- Mostly Block Group Level
- Equity Priority Areas
- Route Opportunity Index Score
- Access to Frequent Network
- Access to Community Assets
- Block level trip change
- Jobs Priority Areas
- Jobs Priority Routes
- Reach/Compare Maps
- Access to Subsidized Housing
- Access to Park Space (potential)

South Link
- EIR and Title VI
- Mostly Block Group Level
- Equity Priority Areas
- Route Opportunity Index Score
- Access to Frequent Network
- Access to Community Assets
- Block level trip change
- Jobs Priority Areas
- Jobs Priority Routes
- Reach/compare Maps
- Access to Subsidized Housing
- Access to Park Space (potential)

King County METRO

EIR Analysis Deep Dive

Equity Data and Metrics

- **Four locational data sets:**
  - Community Assets
  - Low and Medium Wage Jobs
  - Subsidized Housing
  - Parks

- **Three statistically derived metrics:**
  - Equity Priority Areas Scores
  - Opportunity Index Route Scores
  - Job Equity Priority Route Scores
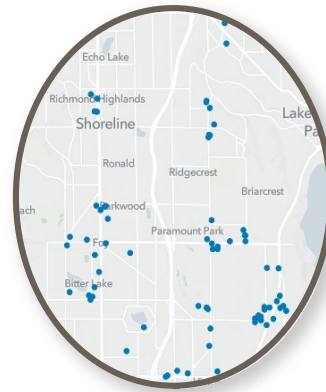
Community Assets
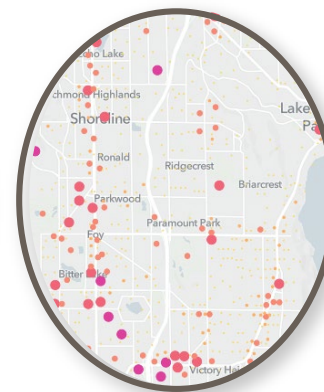
Low and Med Wage Jobs

Subsidized Housing

Parks

Equity Priority Areas
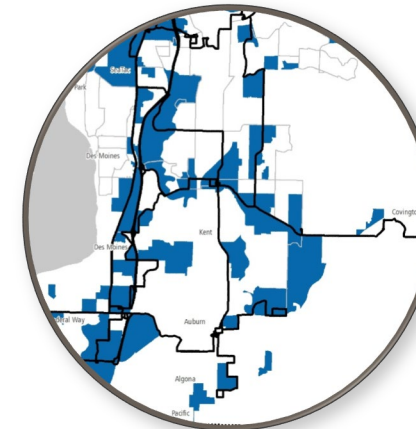
Opportunity Index Route Scores
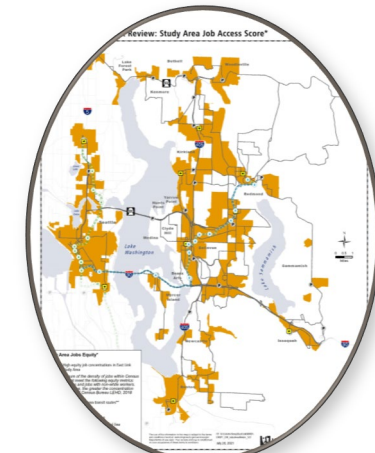
Job Equity Priority Route Scores

Metrics: Equity Priority Areas

- Identifies where there are priority populations*

- Composite quintile score based on 5 census datasets:
  - People of color (40% of score)
  - People with low/no income (30% of score)
  - People with a disability (10% of score)
  - Households with low English proficiency (10% of score)
  - People who are born outside U.S. (10% of score)

- The higher the score, the greater the concentration of equity populations

*As identified in the Metro Transit Mobility Framework

King County Equity Priority Areas 2022 (ACS 2016-2020) Census 2020 Geography

2022

Equity Priority Area Scores*
- 4
- 5
- Metro bus routes operating in Spring 2022

*2020 Census Block Group ACS data

Equity Priority Areas are those Census Block Groups with the two highest scores (4,5) representing concentrations of priority populations - as defined by the Metro Transit Mobility Division Equity Cabinet

Note: there are 1544 Census Block Groups in King County (2020 Census geography)

Equity-Focused Analyses

1. **Access Changes**
- Population
- Community Assets
- Subsidized Housing
- Low and medium wage jobs
- Parks
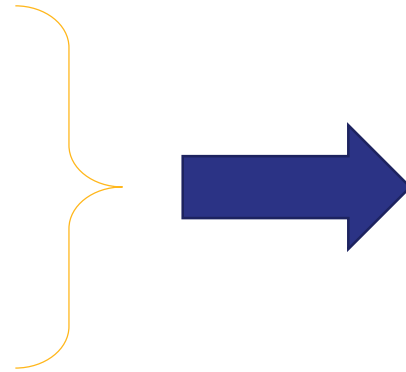
2. **Trip Changes**

3. **Travel Time Changes**

Network Changes Analyzed
(baseline vs. proposed):

	All Access	Priority Population Access
Full Transit Network	change	change
Frequent Transit Network	change	change

King County METRO

Analysis: Access Changes

Frequent Transit Network
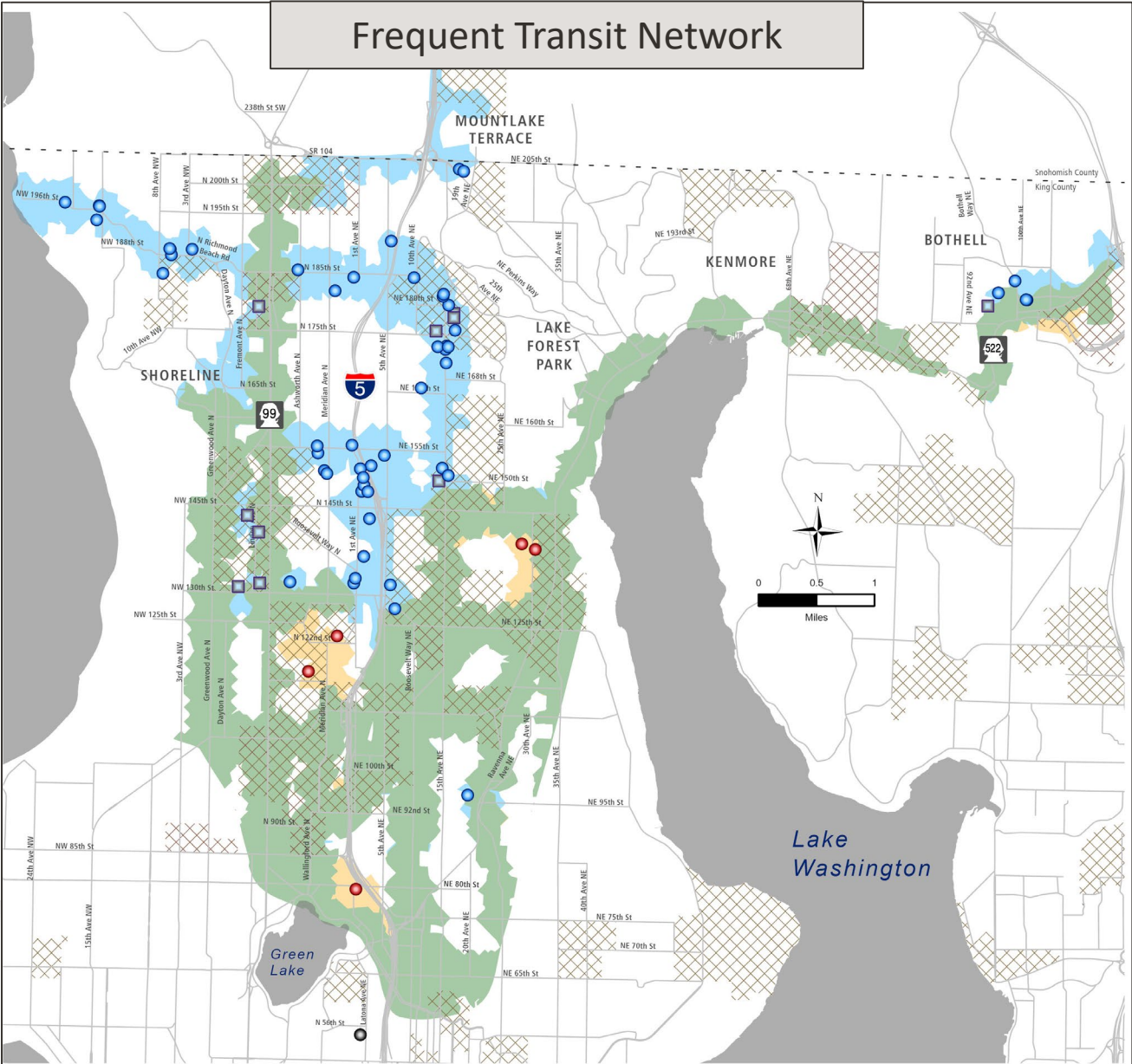
Analysis: Trip Changes

- Count of change in **unique** trips by block group between baseline network and proposed network
- Performed for multiple time ranges
- Produces both interactive internal maps and static public-facing map
- Focus is on summarizing findings within EPAs

East Link Connections
Phase 3- Changes in Trips within Census Block Groups: Weekday - AM Peak (6AM-9AM)

Census Block Groups:
Average Change in Trips
Weekday AM Peak

trip loss
3 to166

Neutral

trip gain
3 to 111

Equity Priority Areas

East Link line and station
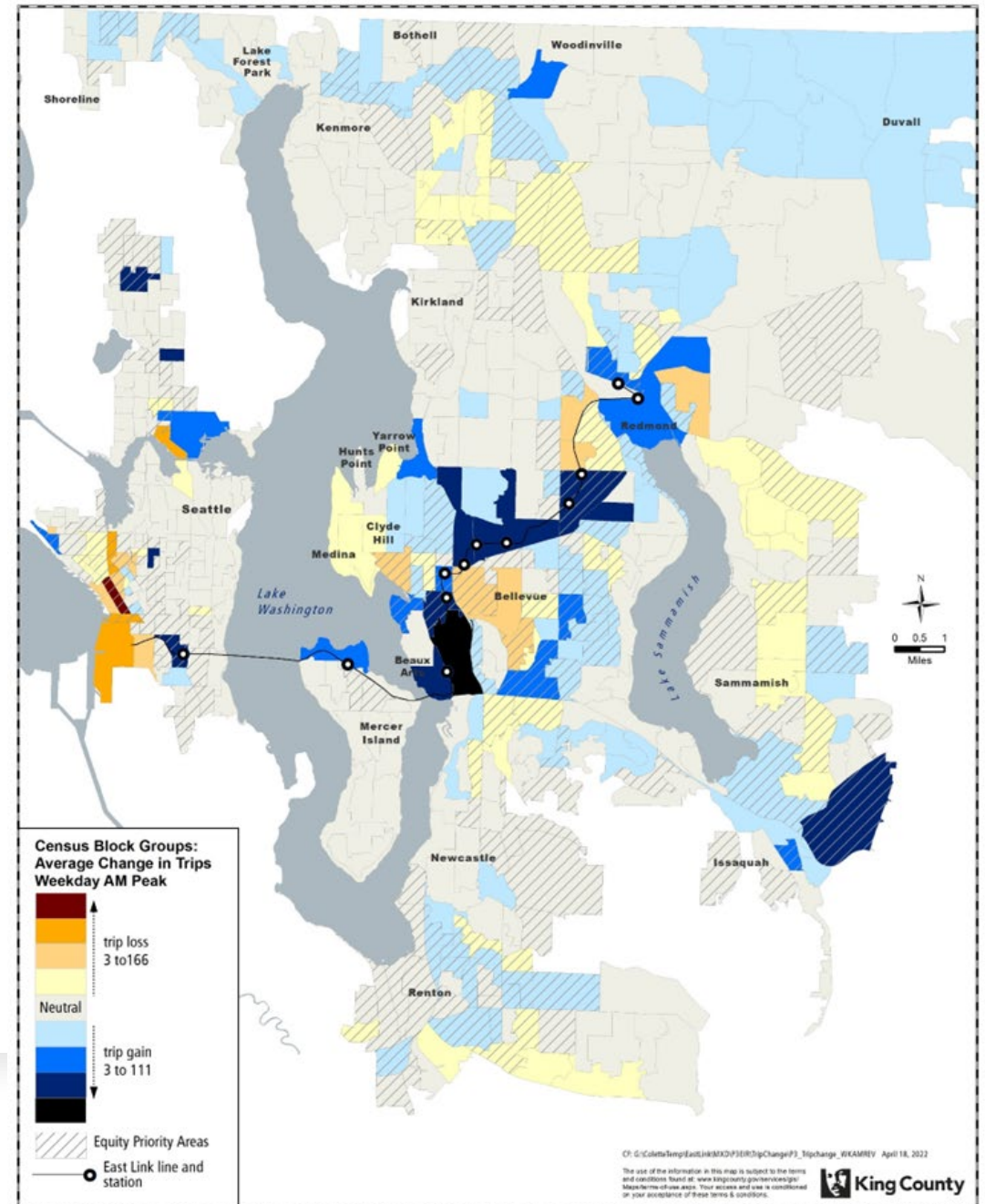
Analysis: Travel Time Changes

- ReachMap Compare

- NetPlan-based comparison of the changes in **how far** someone can get on transit and **how long** it will take at a specific day/time

- Locations selected for analysis are within EPAs

Reach map - From origin
Time to travel - Scenario vs Base at 12:00

- Newly covered
- Gained more than 11 minutes
- Gained 6-11 minutes
- Gained 1-6 minutes
- Neutral
- Lost 1-6 minutes
- Lost 6-11 minutes
- Lost more than 11 minutes
- No longer covered

King County METRO
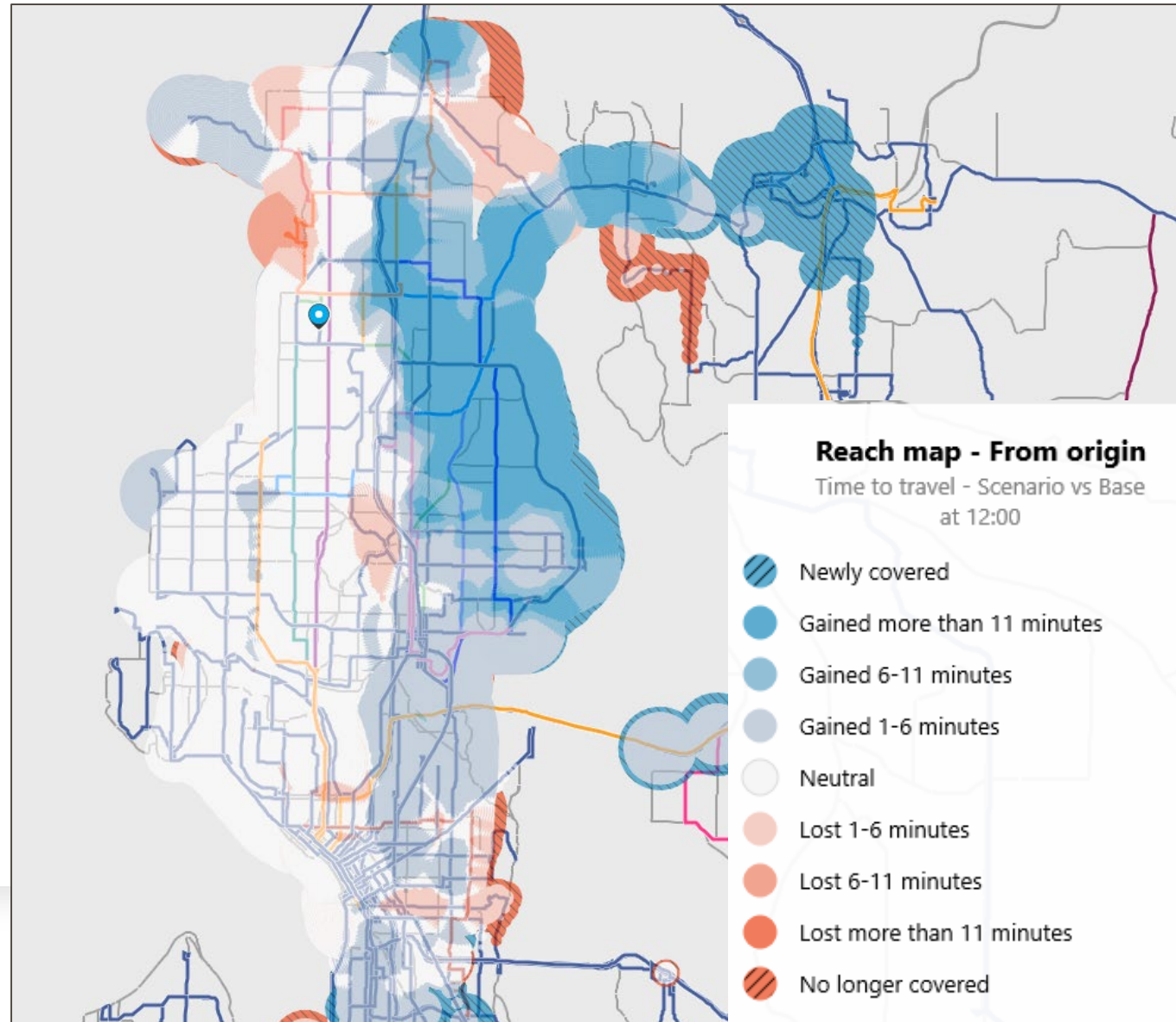
EIR In Practice

Equity Impact Review Phase

Scope | *Assess Equity & Community Context* | *Analysis & Decision-making* | *Implement* | *Ongoing Learning*

Lynnwood Link Connections Process

Phase 2 Concept Network **Phase 3 Proposed Network** **Final Proposed Network**

| Pre-Phase 1 | Phase 1 Engagement | ★ | Phase 2 Engagement | ★ | Phase 3 Engagement | ★ | Service Change | Post-Implementation Evaluation |

Engagement

Mobility Board Recruitment

Public Engagement Plan

ID Community Needs & Priorities
- Centered on priority populations
- Co-planned with Mobility Board, ECR results shared

Feedback on Phase 2 Network
- Centered on priority populations
- Co-planned with Mobility Board, EIR analysis shared

Feedback on Phase 3 Network
- Centered on priority populations
- Co-planned with Mobility Board, EIR analysis shared

Service Design Best Practices

EIR and Service Existing Conditions Report (ECR)

Ph 2 Network Planning
- Driven by: 1) service design best practices, 2) equity, and 3) engagement
- Draft Concept Network developed and refined with MB/PRB

Ph 3 Network Planning
- Driven by: 1) service design best practices, 2) equity, and 3) engagement
- Draft Proposed Network developed and refined with MB/PRB

Final Network Planning
- Driven by: 1) service design best practices, 2) equity, and 3) engagement
- Draft Final Network developed and refined with MB/PRB

Equity Impact Review

EIR Analysis on Concept Network

EIR Analysis on Proposed Network

EIR Analysis on Final Network

Future/In-Progress work

- Applying lessons learned to future projects
- Refining analysis methods
  - Using hexagon geography for trip change analysis
- Formalizing post-implementation evaluation

EQUITY IMPACT REVIEW PROCESS

1. Scope
2. Assess Equity & Community Context
3. Analysis & Decision Process
4. Implement
5. Ongoing Learning.

Guided by community priorities
Informed by current equity conditions
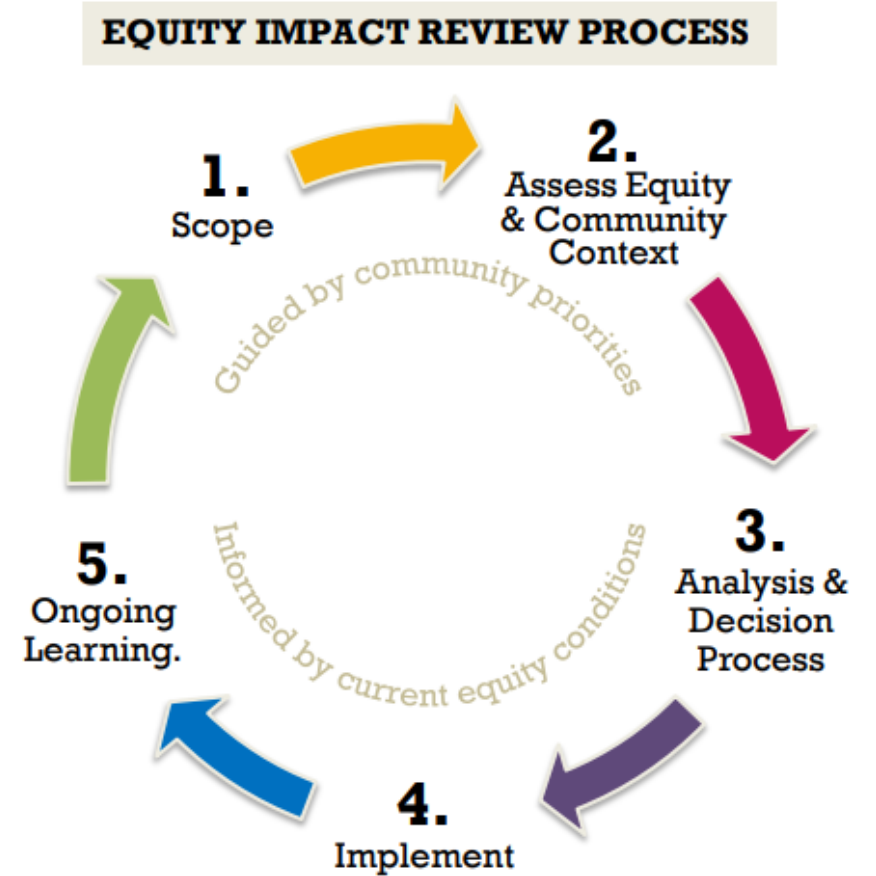
Thank You!

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King County METRO

Extra Analysis Slides

Using Equity Data Throughout the Project
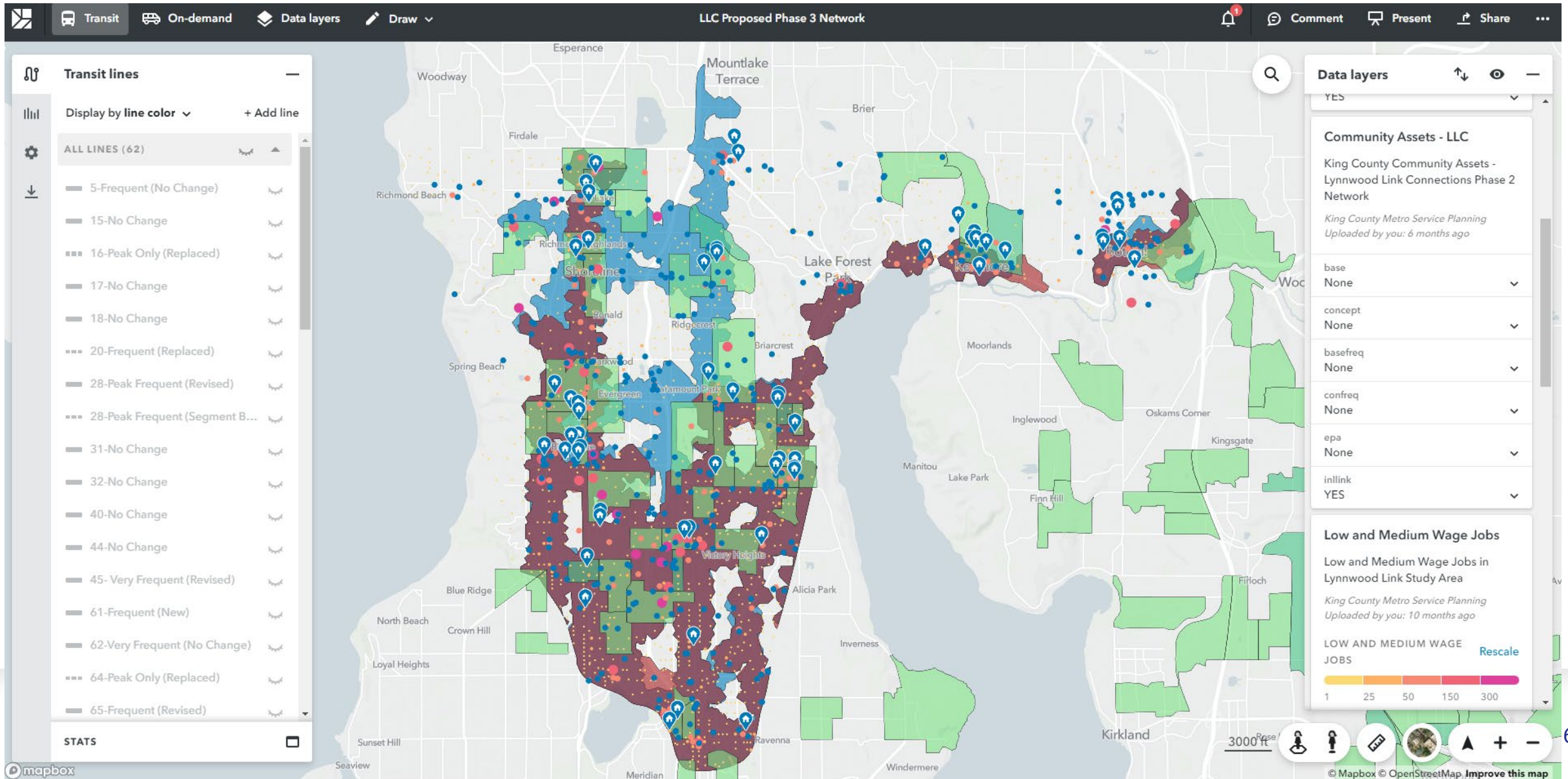
Data: Frequent Network

- Defined by Service Planning

- Based on Metro Connects Service Families (excluding Peak-Frequent)

- Updated with every service change

- Maintained as a spreadsheet and GIS dataset consisting of frequent routes, route segment, frequent stops, frequent stop buffers

Service Family	AM Peak	PM Peak	Off-Peak	Night	Weekend
Hourly	60	60	60	0	0
Local	30	30	30	60	60
Peak Frequent	15	15	30	30	30
Frequent	15	15	15	30	30
Very Frequent/RapidRide	10	10	15	15	15
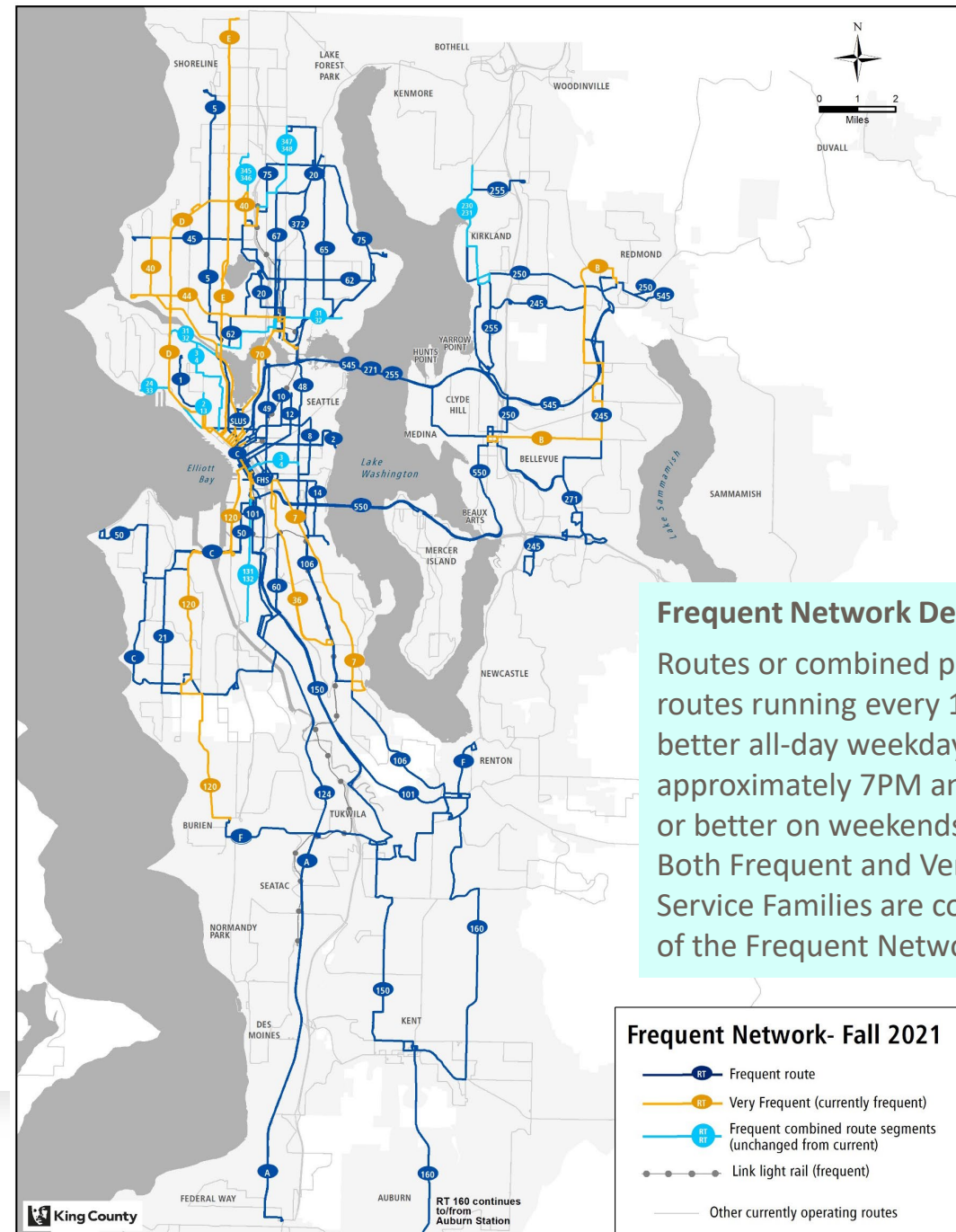
Frequent Network Definition

Routes or combined portions of routes running every 15 minutes or better all-day weekdays until approximately 7PM and 30 minutes or better on weekends.
Both Frequent and Very Frequent Service Families are considered part of the Frequent Network.

Data: Community Assets

- GIS database of important locations for community wellbeing*

- Updated annually by Service Planning and on-the-fly through community input

- Contains:
  - Medical centers
  - Educational facilities
  - Community Centers
  - Libraries
  - Food banks
  - Grocery stores
  - Places of worship
  - Shopping centers
  - FQHC/Tribal
  - ORCA Lift centers & Fare outlets
  - WIC Clinic and Vendors
  - Work Source sites
  - Subsidized housing locations
  - Ballot drop box locations
  - Locations for visually impaired
  - Emergency shelters
  - Treatment facilities
  - Adult Family Homes
  - Nursing Homes

*Locations originally selected based on King County's Determinants of Equity –updated and improved through community input.

Current Metro Transit Service and King County Community Assets

LEGEND

Community Asset Locations
- Affordable housing assets
- Medical/health care service assets
- Social gathering assets (library, school, places of worship etc)
- Transit products (Orca, Lift assets)
- Metro transit routes
- Incorporated King County

King County
August 12, 2019
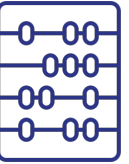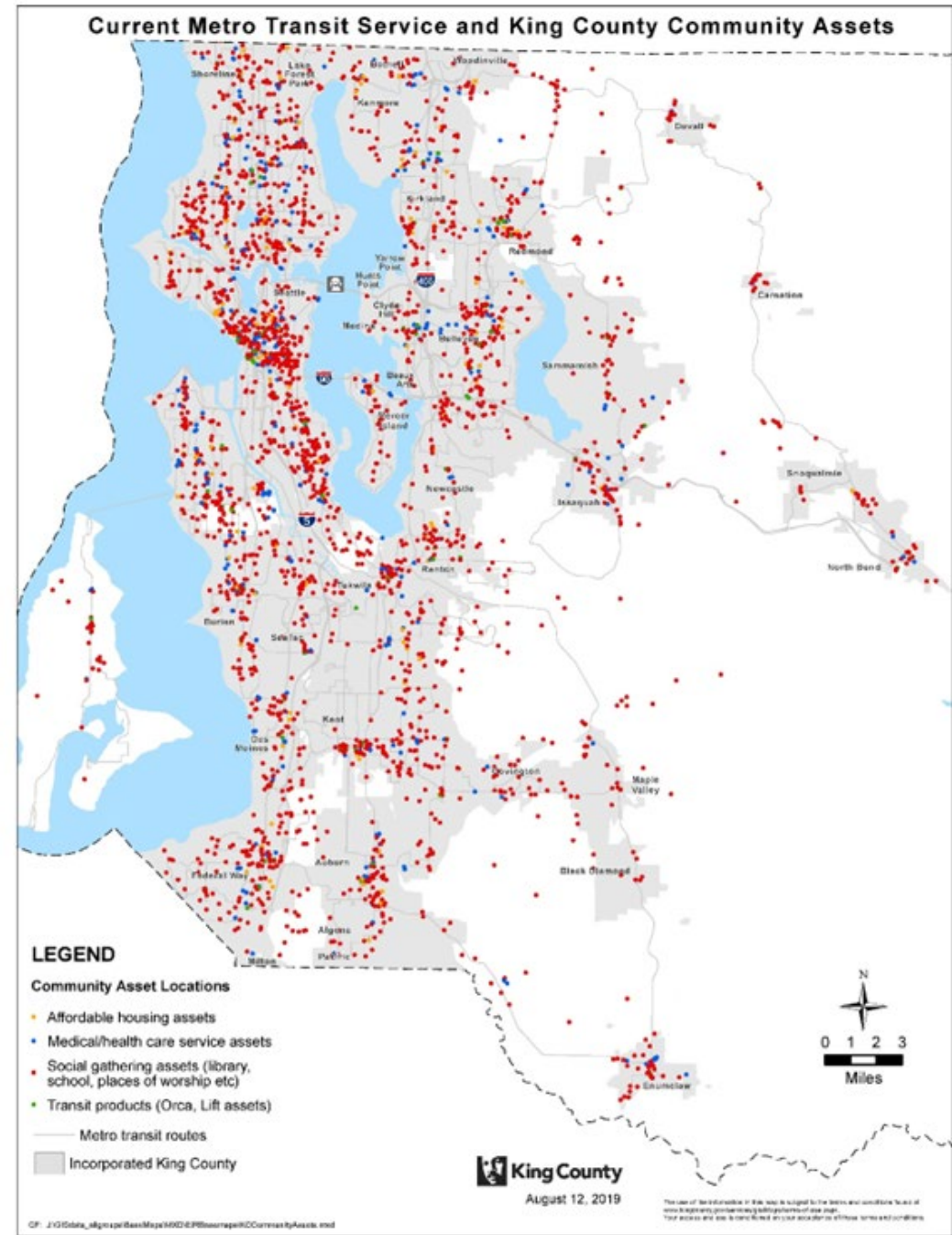
Metrics: Route Opportunity Index Scores

- Route based demographic indicator - identifying routes that serve highest Equity Priority Areas (EPA)

- Based on block group EPA scores

- Available for all routes with stops

- Updated at each service change

- Quintile ranking of the percent of route's stops in block groups with an EPA score of 5

The more stops in the highest equity priority areas - the higher the Opportunity Index score

Opportunity Index Routes Spring 2022 and
King County Equity Priority Areas 2022 (ACS 2016-2020) Census 2020 Geography

Opportunity Index Routes:
Routes that best serve the highest Equity Priority Areas. The highest score is 5 - representing routes with the greatest percentage of their stops within the highest Equity Priority Areas.

Opportunity Index Routes - Spring 2022
— Routes scoring 5
— Routes scoring 4
---- Other routes

Equity Priority Areas*
Highest Equity Priority Areas (scores of 5)
*2020 Census Block Group ACS data

Metrics: Job Priority Areas

- Based on Census LEHD

- Count of selected jobs/sq acre for two job classifications

  1. Each block group receives a quintile (1-5) score for the density of low/medium wage jobs.

  2. Each block group receives a quintile (1-5) score for the density of jobs held by people of color.

- The two scores are combined for a final metric with the low/medium wage jobs score given **60%** of the total weight and the score for jobs held by people of color given **40%.**

- Block groups with scores of 4 and 5 are considered Job Priority Areas
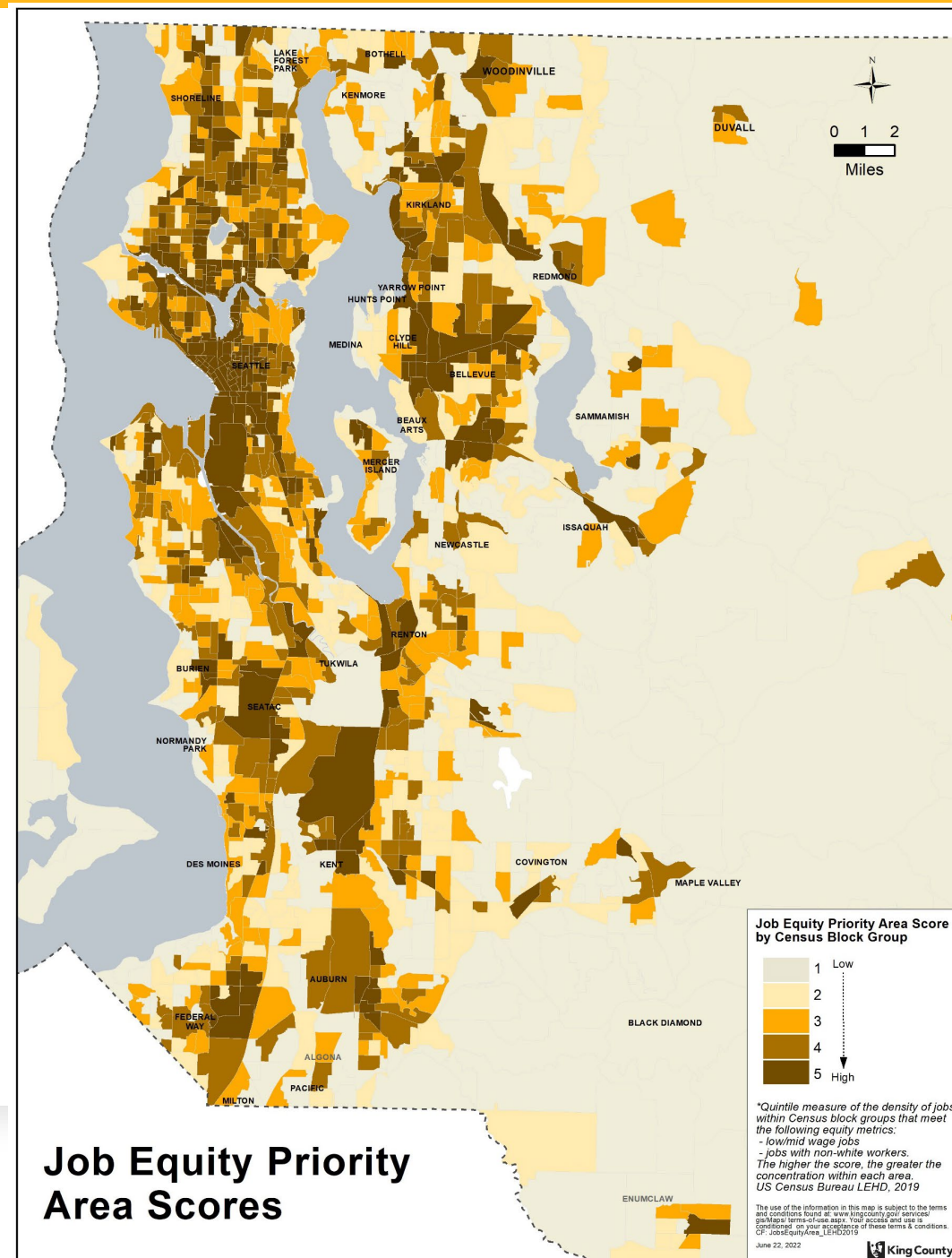
Job Equity Priority Area Scores

Metrics : Job Opportunity Index Route Scores

- Route based job access indicator

- Based on block group job priority area scores

- Available for all routes with stops

- Updated at each service change

- Quintile ranking of the percent of route's stops in block groups with a job equity score of 5

More stops in high equity block groups, the higher the Job Opportunity Index score

Job Opportunity Index Routes

Score of 5 - highest priority routes

Score of 4 - second highest priority route

Highest Job Equity Priority Area - 2019 LEHD

Other Metro Routes**

Quintile measure of the percentage of stops along each route that are within the highest Job Equity Priority Areas (score of 5). Routes with a Job Opportunity Index Score of 4 or 5 are considered Job Opportunity Index Routes.

**Includes currently suspended service*

Job Opportunity Index Routes - Spring 2022

Analysis: ReachMap

- NetPlan-based analysis of how far someone can get on transit at a specific day/time

- Must carefully place pin to get accurate results

- Simplified versions included in public-facing EIR

- Locations selected for analysis are within EPAs

Reach map - To destination
Time to travel
at 19:00

- Less than 5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes
- 30-35 minutes
- 35-40 minutes
- 40-45 minutes
- 45-50 minutes
- 50-55 minutes
- 55-60 minutes

Based on 10/04/2021
Data available under ODbL license (openstreetmap.org)
Cartography available under CC BY-SA license (creativecommons.org)
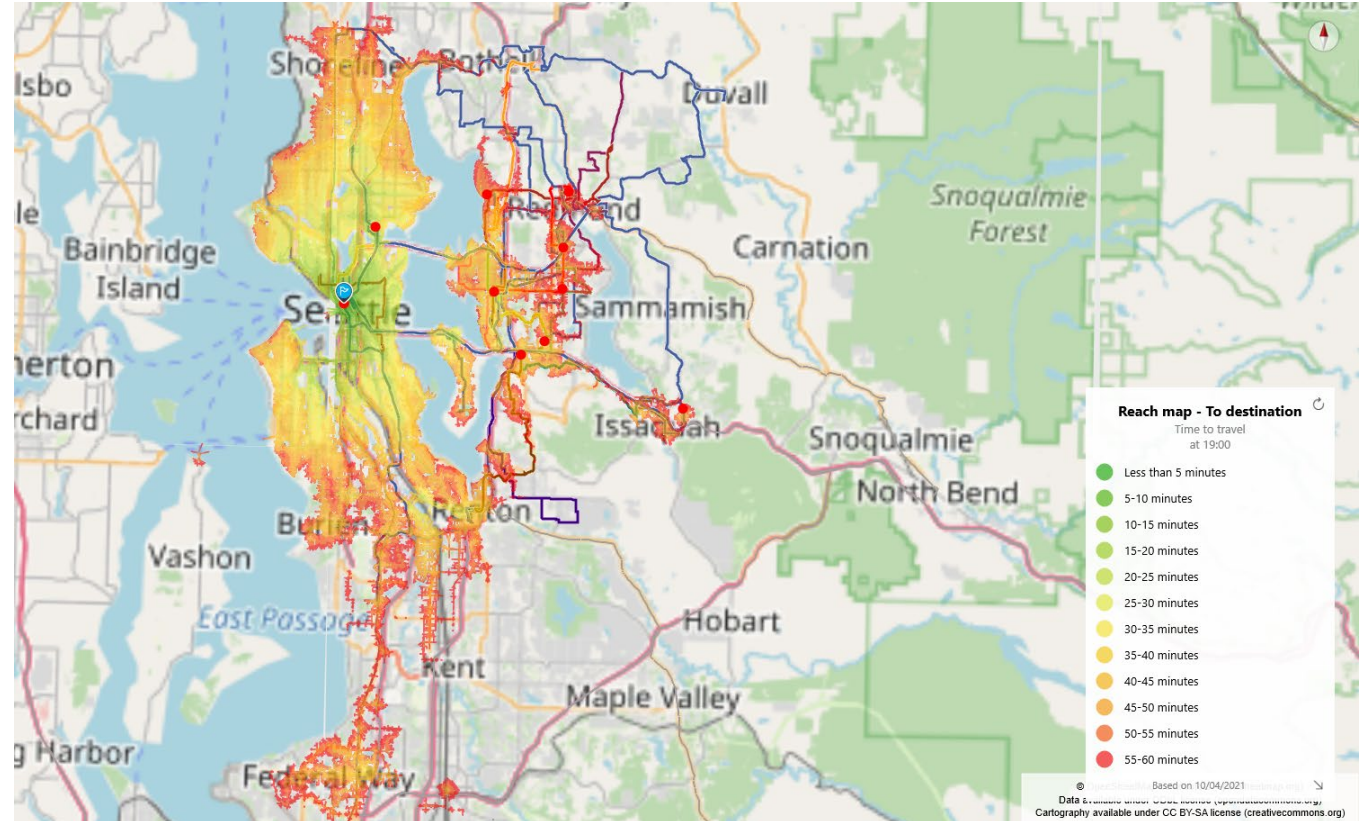
Analysis: Change in headways and span

- GTFS-based analysis

- Produces a table of current and past headways and spans on a route by day, period and direction

- Useful for planners who need to communicate high-level information quickly

Route	Trip Headsign	Direction	AAM Headway	AM Headway	MID Headway	PM Headway	XEV Headway	XNT Headway
1 Kinnear - Downtown Seattle	to Kinnear	0	15	15	15	14	30	30
1 Kinnear - Downtown Seattle	to Downtown Seattle	1	60	15	15	14	22	36
2 West Queen Anne - Downtown Seattle - Madro Park	to Madro Park	0	30	15	15	11	18	26
2 West Queen Anne - Downtown Seattle - Madro Park	to Downtown Seattle	1	40	15	17	13	22	30
3 North Queen Anne - Downtown Seattle - Madro	to Madro	0	40	12	10	12	22	30
3 North Queen Anne - Downtown Seattle - Madro	to Downtown Seattle	1	30	11	10	15	22	36

King County METRO

Up Next:

TriMet
Forward Together

10/5/2023

Service Concept Overview

Northwest Transit Exchange

FORWARD TOGETHER

- TriMet's new post-pandemic service concept.

- Network changes that respond to:
  – Changes in **demand**.
  – Changes in **goals and expectations**.
  – Changes in **resources available** to operate bus service.

Change in Ridership 2019 - 2022

Legend: ▨ Fall 2019   ▪ Spring 2022

Y-axis: Average Daily Weekday Boardings (0, 500, 1,000, 1,500, 2,000, 2,500)

Route	Fall 2019	Spring 2022	% Change
76 - Hall / Greenberg	~2,350	~2,300	-2%
74 - 162nd	~660	~500	-23%
87 - Airport Way / 181st	~1,050	~800	-24%
94 - Pacific Hwy / Sherwood	~2,350	~990	-58%
99 - Macadam / McLoughlin	~800	~250	-68%
61 - Marquam Hill / Beaverton	~570	~160	-72%

All-Day Demand: 76 - Hall / Greenberg, 74 - 162nd, 87 - Airport Way / 181st

Demand Mainly at Peak: 94 - Pacific Hwy / Sherwood, 99 - Macadam / McLoughlin, 61 - Marquam Hill / Beaverton

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/.

Access to Opportunity

Access to Opportunity

She is in **a city full of possible destinations.**
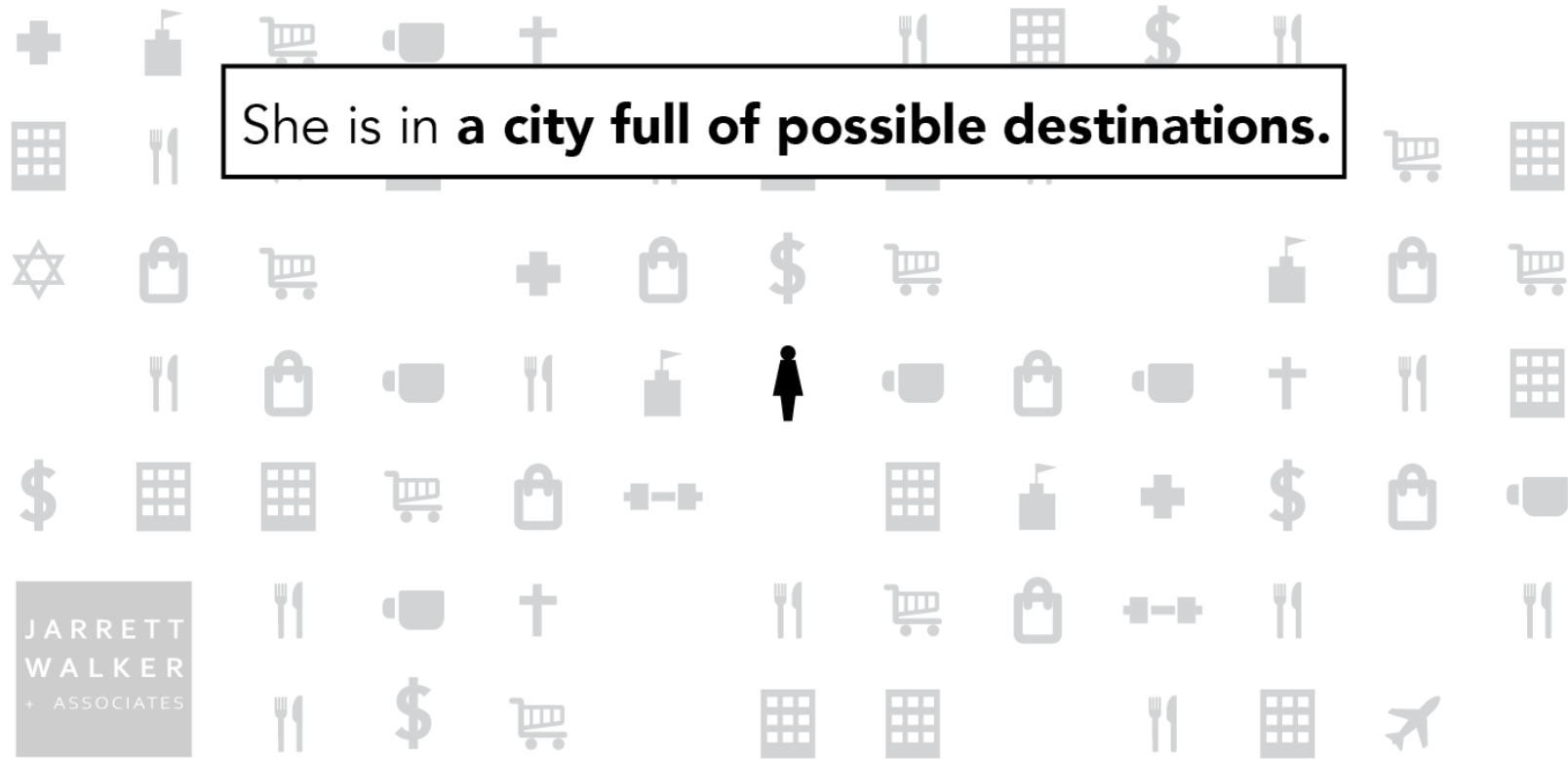
Access to Opportunity

In **45 minutes** she can get to…
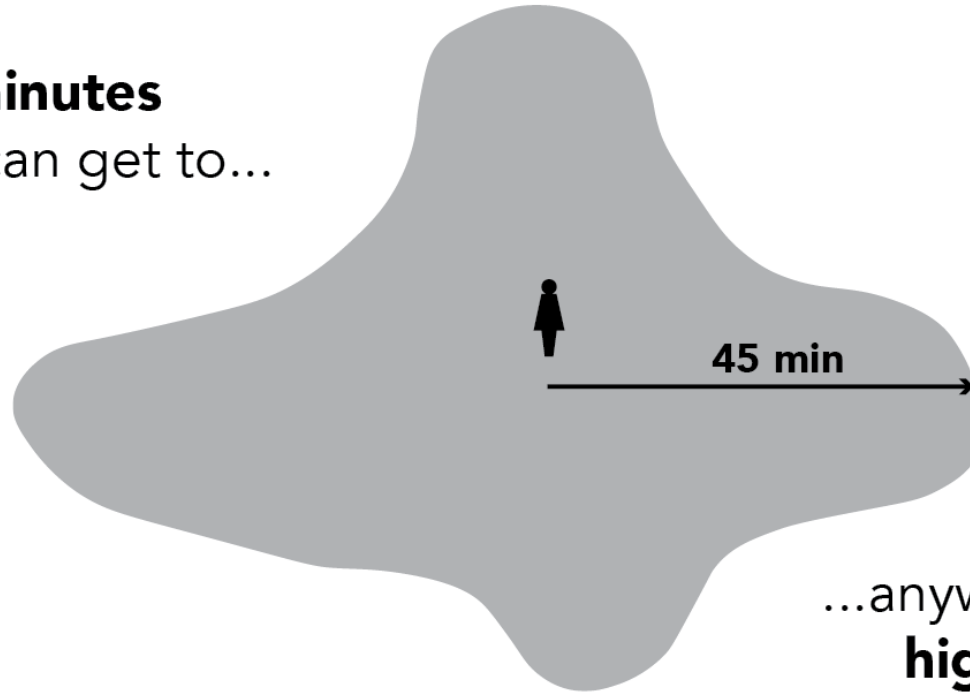
45 min

…anywhere in the **highlighted area.**

JARRETT WALKER + ASSOCIATES

TriMet Forward Together Revised Service Concept

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.**

JARRETT WALKER + ASSOCIATES

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

Starting point @ NE 148th & Halsey
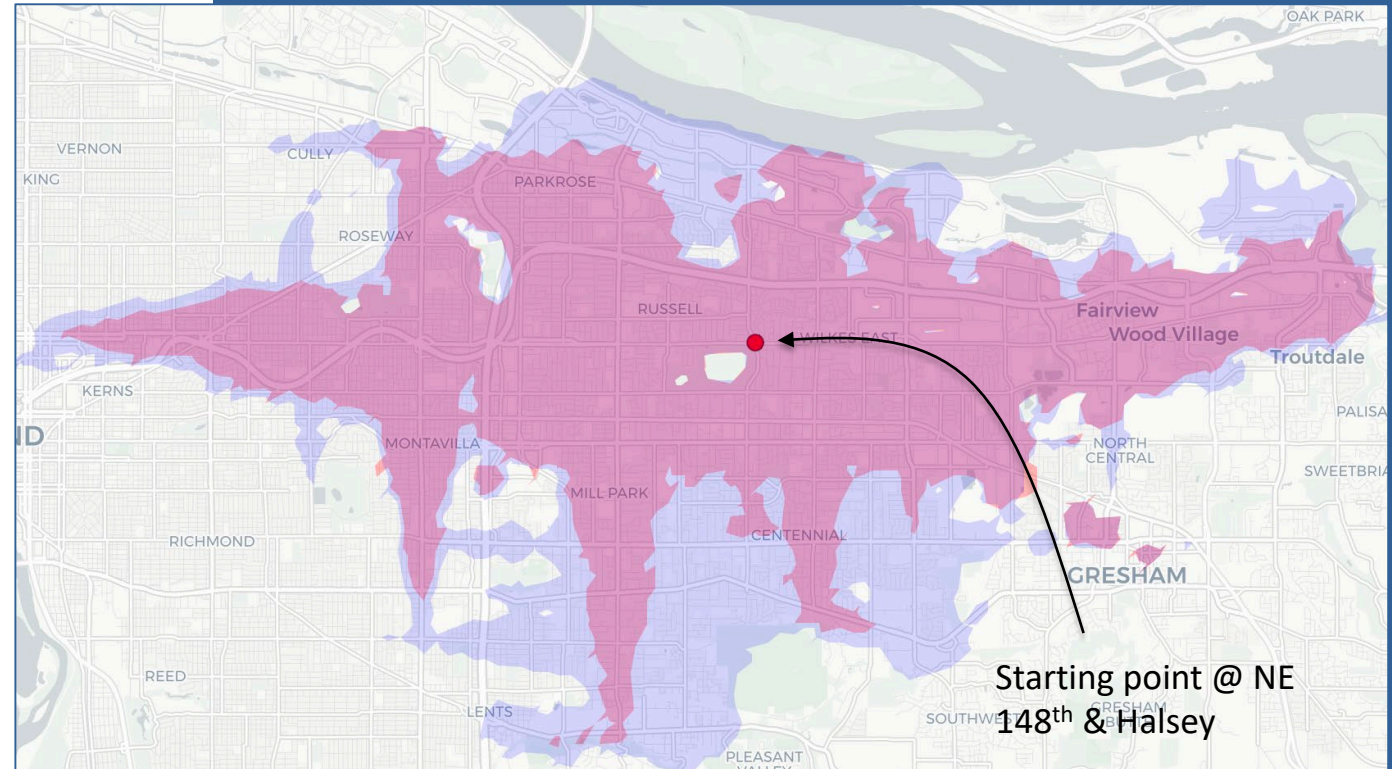
Purple = reachable with Existing Network
Blue = newly within reach with Forward Together.

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.

TriMet Service Area
Transit Access 60 Minutes
Weekday noon

1 Dot = 25 residents
Change in jobs reachable in 60 minutes compared to the existing network

Less jobs accessible
- < -100K
- -100K to -50K
- -50K to -10K
- -10K to -5K
- -5K to -1K
- -1K to -1K
- 1K to 5K
- 5K to 10K
- 10K to 50K
- 50K to 100K
- >100K
More jobs accessible

0   1   2 mi

TriMet Forward Together Revised Service Concept
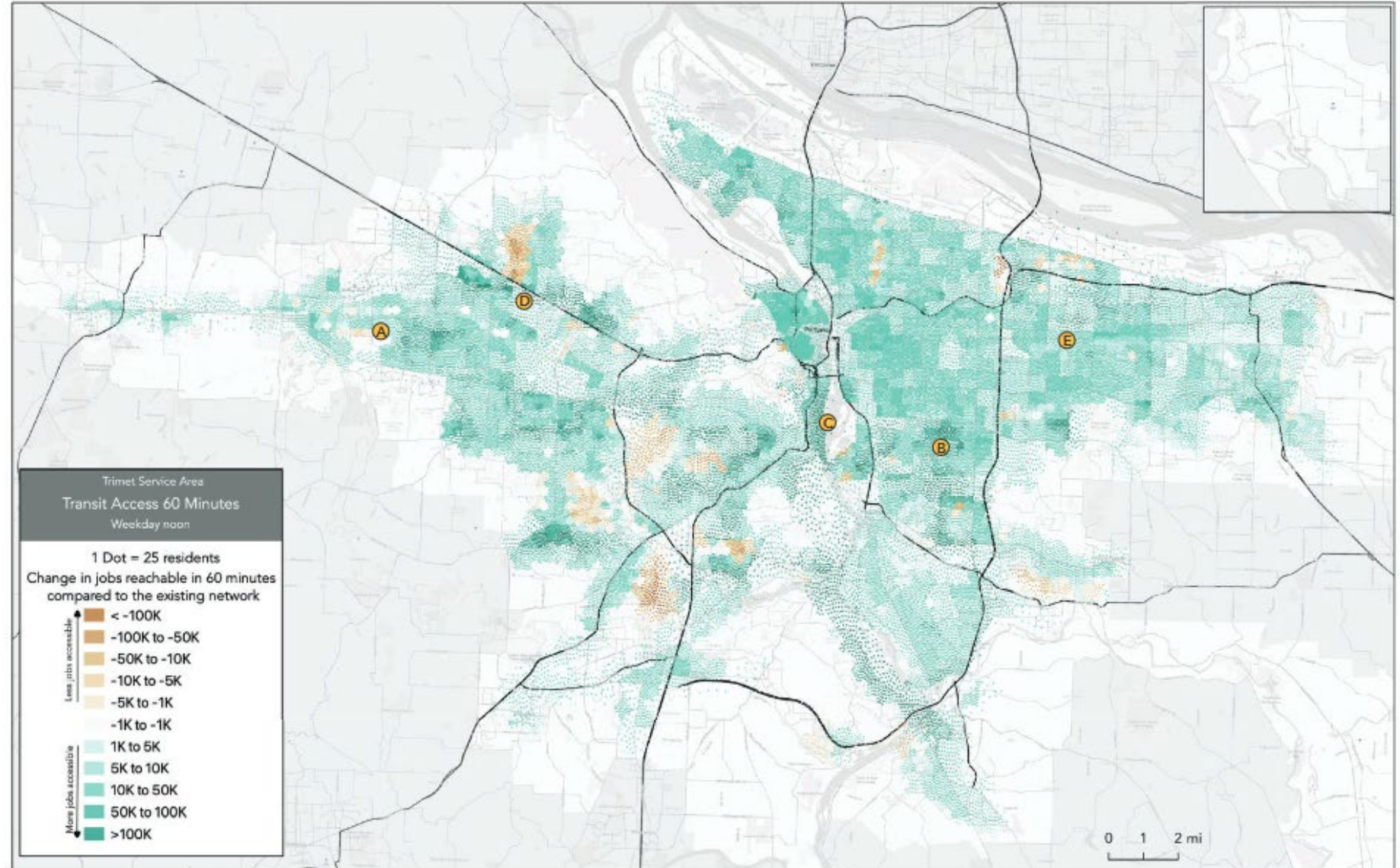
What's in the service concept?

- Over 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.
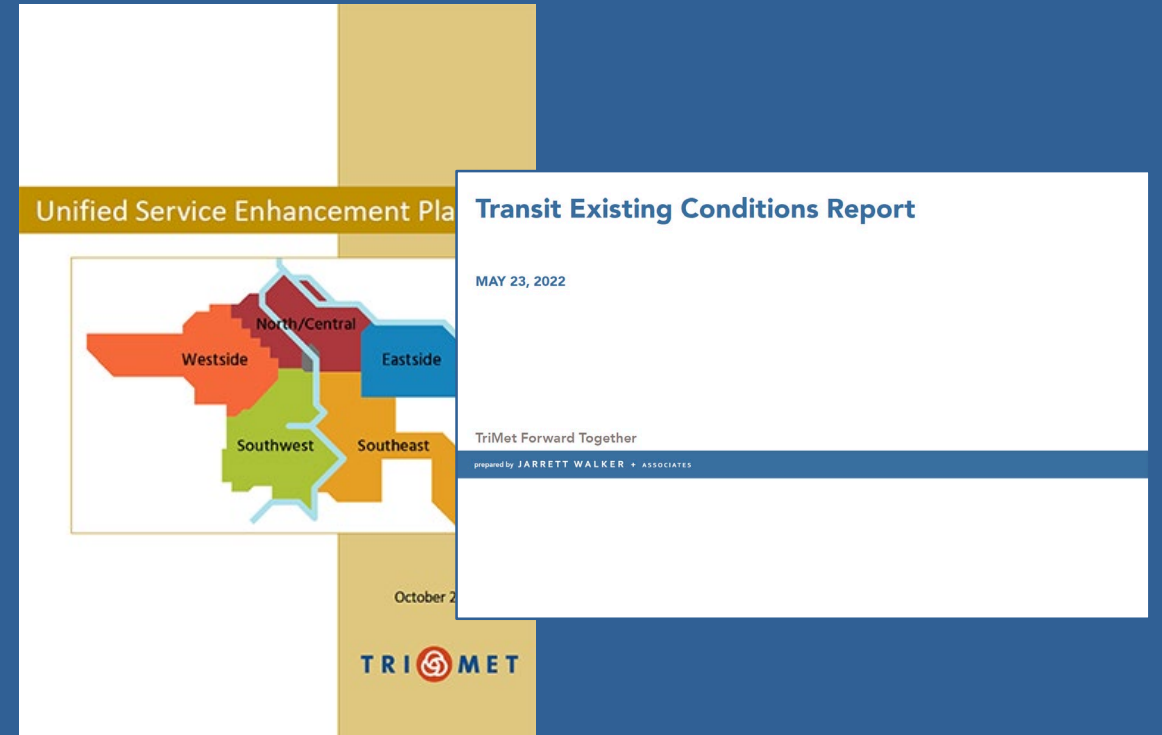
Where did these ideas come from?

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 helped us with an earlier draft.

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)

TRI☉MET
Frequent Service

New Frequent Service Bus Lines
With Forward Together, these lines would be added to the Frequent Service network, running every 15 minutes or less most of the day, every day

MAX Light Rail
Every 15 minutes or less most of the day, every day

Frequent Express Bus (FX)
Every 12 minutes or less most of the day, every day

Frequent Service Bus
Every 15 minutes or less most of the day, every day

Standard Service Bus

NORTH

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

TriMet Forward Together Revised Service Concept

Enhancing standard service

- Many standard service bus lines run less frequently than every 30 minutes.

- Where these lines have strong ridership potential, or serve areas of high equity concern, the service concept increases frequencies to every 30 minutes, all day.

Just a few examples

Line	County	Current Midday Frequency	Service Concept Midday Frequency
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
Evergreen Pkwy	Washington	35 min	30 min
158th / Bethany	Washington	60 min	30 min

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.

New service areas

- The network concept creates some new coverage, addressing gaps in the network and some limited areas of new development.

- Examples include:
  - In central Portland – Columbia Blvd
  - On the eastside - SE 112th, SE 148th, SE 201st, SE 242nd
  - On the westside – Cornelius Pass Rd, Century Blvd
  - 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

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 rush-hour expresses	Line 1, 18, 26, 51, 55	Reduced to trips at school bell times.
OHSU rush-hour expresses	Line 61, 64, 65	Marquam Hill peak services replaced by all-day access via Line 43 and 56
	Line 66, 68	Discontinued
Lower-ridership service in Portland	Line 17 - Broadway	24th / 27th segment discontinued
Lake Oswego services	Line 36 – South Shore	Service to South Shore discontinued
	Line 38 – Boones Ferry Rd	Service to Boones Ferry Rd N of Country Club discontinued

Forward Together Implementation

FY23 Revised Service Plan

- ✓ Study & Revision
- ✓ Outreach
- ✓ Public Hearing
- ✓ Board Adoption
- ✓ 5 lines changed

- ✓ **3% Growth**

FY24 Annual Service Plan

- ✓ Study & Revision
- ✓ Outreach
- ✓ Public Hearing
- ✓ Board Adoption
- ❑ More than 30 lines changed

- ❑ **9% yoy Growth**

FY25 Annual Service Plan

- ❑ Study & Revision
- ❑ Outreach
- ❑ Study & Revision
- ❑ Outreach
- ❑ Public Hearing
- ❑ Board Adoption
- ❑ 34 lines changed

- ❑ **10% yoy Growth**

FY26 Annual Service Plan

- ❑ Study & Revision
- ❑ Outreach
- ❑ Study & Revision
- ❑ Outreach
- ❑ Public Hearing
- ❑ Board Adoption
- ❑ Remainder of lines changed

- ❑ **4% yoy Growth**

❑ Indicates projection based on budget forecast and rates of operator and mechanic hiring and attrition

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Implementation – FY25 Approach

1. Focus on ridership guided by access analysis

2. Restore some of the pandemic service cuts

3. Redistribute from low-performing lines
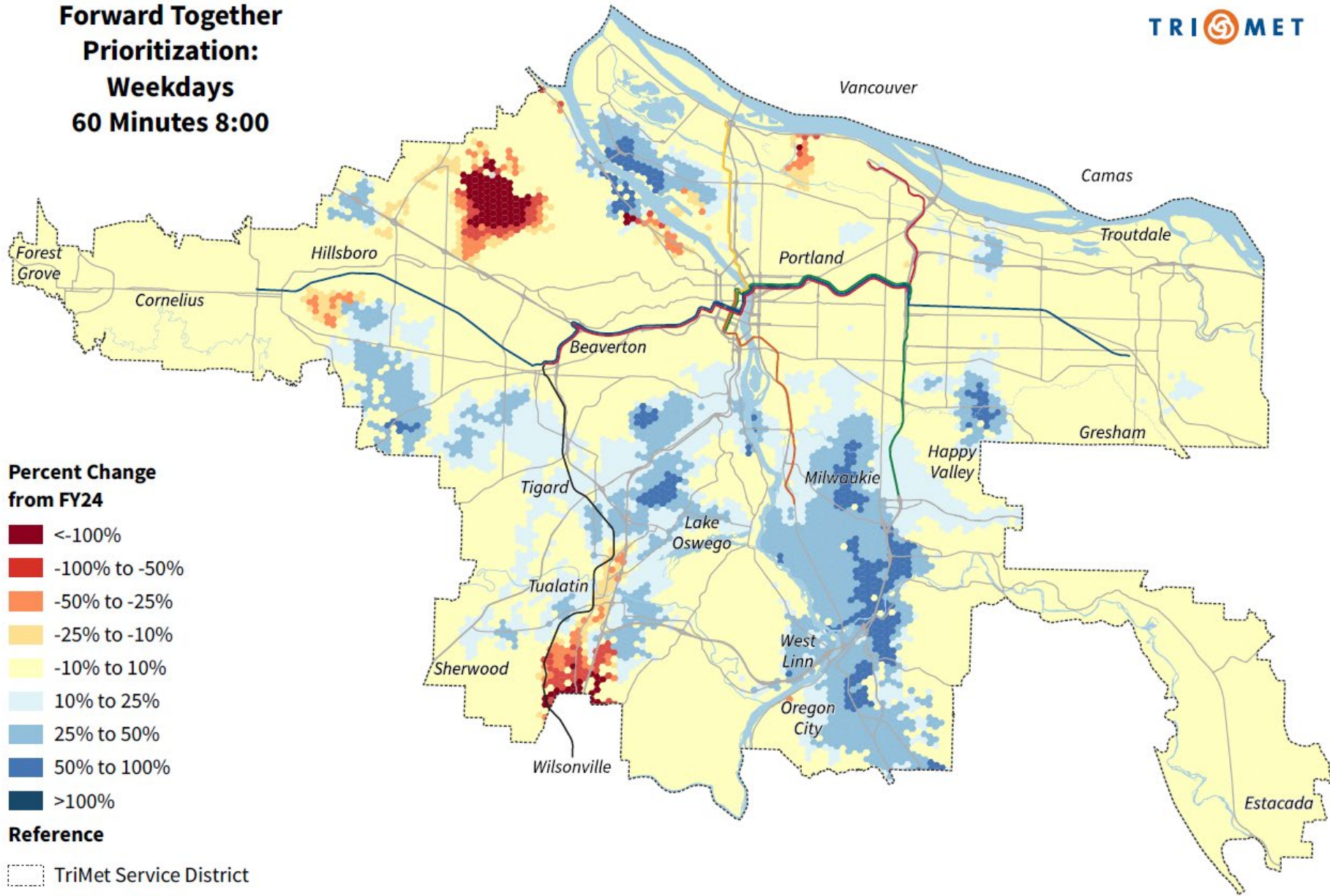
4. Invest in new service

"Bundle" Access Analysis
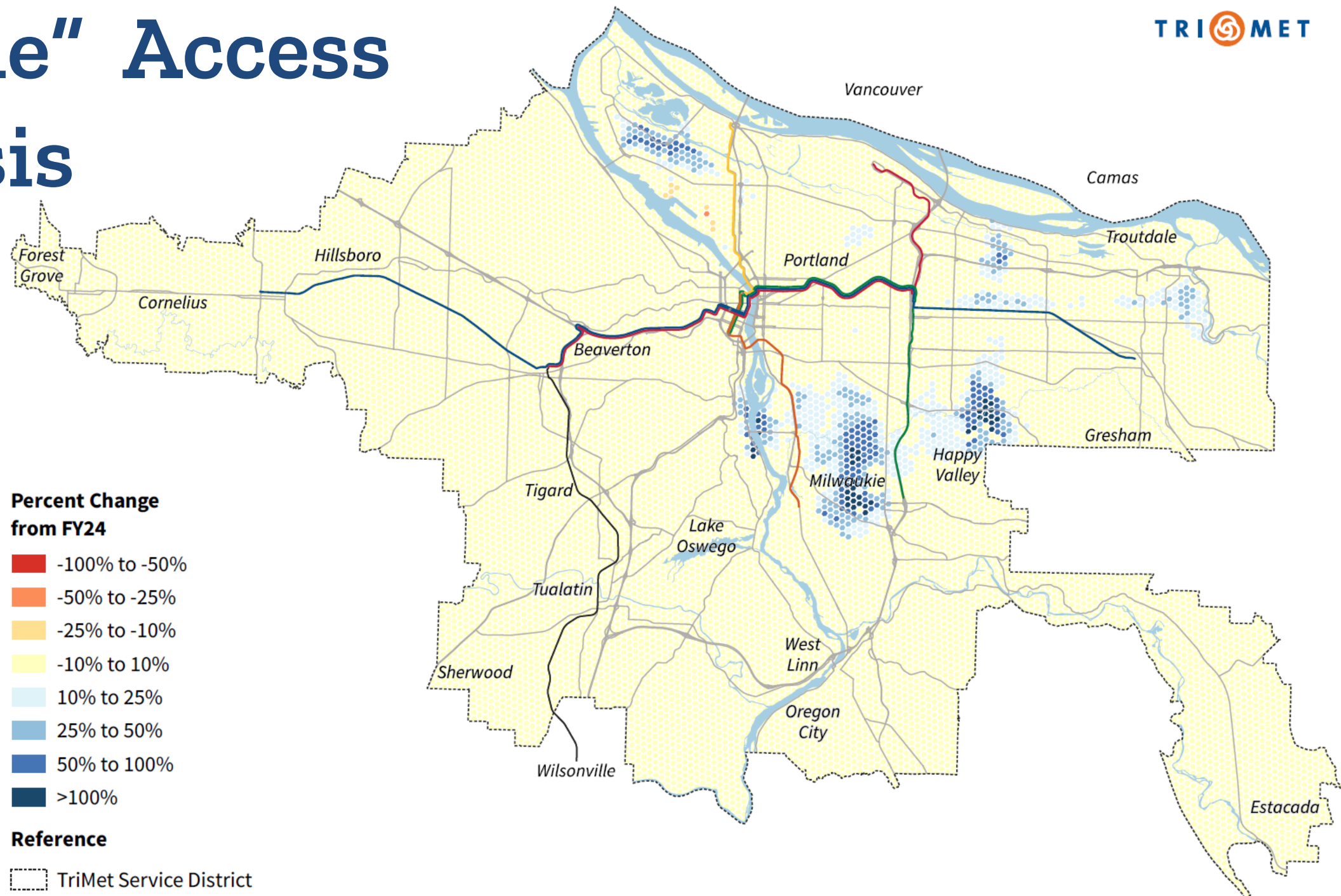
FY25 Overview

- **34 total lines**
  - **30 current lines & 4 new lines**
- **2 new Frequent Service lines**
- **9 frequency or span upgrades**
- **7 lines discontinued or replaced**

TRI✪MET

Lessons Learned

1. Access Analysis has many variables
2. Operational capacity for pace of growth
3. Equity Analysis is complex
4. Political Implications and understanding
5. Value of "Concept" over "Plan"

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Forward Together 2.0

1. Restoration Plan for MAX Service hours

2. Long-term service growth vision for bus and rail beyond Forward Together 1.0

3. Develop fleet and infrastructure needs and cost

4. Optional: System Plan with FX (BRT) integration

Up Next:

Social Gathering 7-10:00 PM
Beergarden, 777 W 6th Ave, Eugene

Reminder!

Peacehealth Rides App

- Select Monthly Plan
- Promo Code: **NWTX23**
- Don't Forget to Turn Off "Auto Renew"