



October, 2022

Service Concept Overview



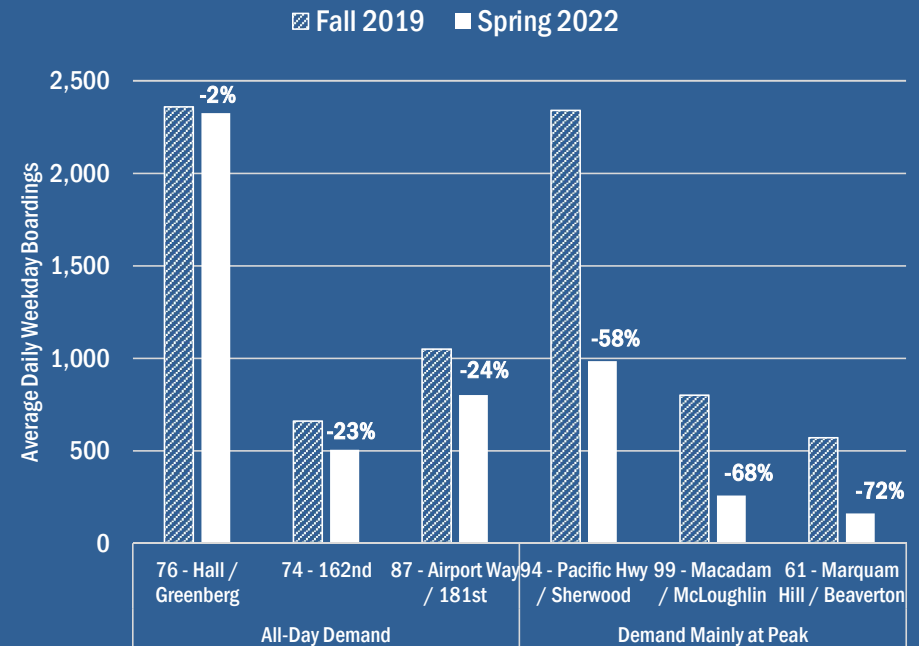
- TriMet's new post-pandemic service concept.
- Network changes that respond to:
 - Changes in demand.
 - Changes in goals and expectations.
 - Changes in resources available to operate bus service.

The COVID-19 pandemic has changed the way people travel, so we're evaluating our plans to move forward together.

Changes in Demand

- Since 2020, the pattern of ridership on TriMet's services has changed.
- Peak commute ridership, driven by more affluent workers, has declined the most and stayed low.
- Ridership in other places has fallen less, and recovered faster
 - Commercial and educational destinations,
 - Retail/industrial/service job centers
 - Areas high on TriMet's equity index.

Change in Ridership 2019 - 2022

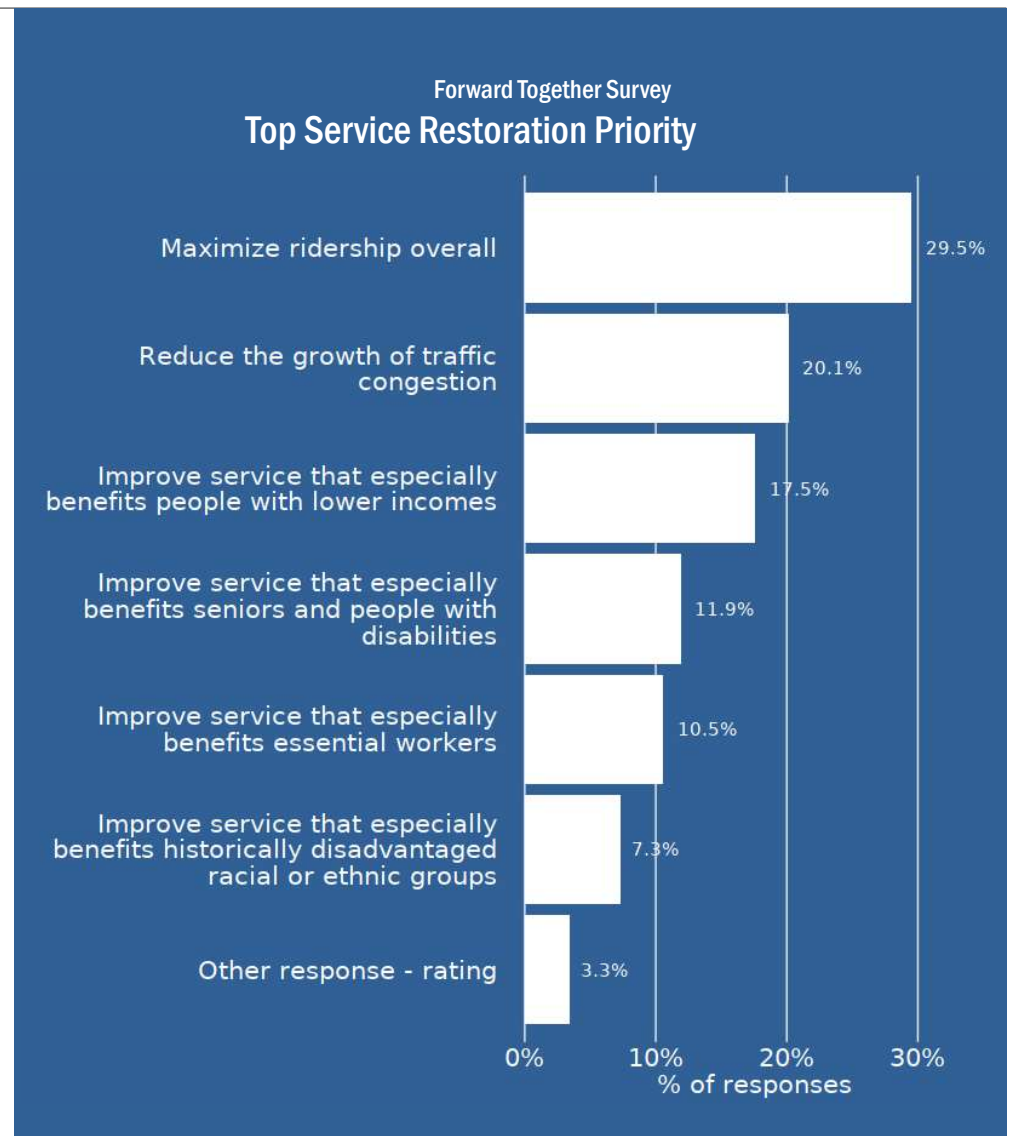


Want to learn more about how TriMet's network and ridership has changed since 2020?

Read the Transit Existing Conditions report, available at trimet.org/forward/.

Changes in Goals

- In spring 2022, TriMet engaged in a public outreach effort intended to guide its service recovery planning.
- This survey focused on asking about what TriMet's priorities should be as it restores service. Over 5,500 people responded.
- The three most popular responses:
 - Restore ridership.
 - Reduce congestion.
 - Improve services for lower-income people.



Changes in Financial Resources

- TriMet has the resources to restore and expand service. But the staffing shortage means that we can't deploy all those resources today.
- How quickly this happens will depend on TriMet's success recruiting and retaining operators.
- Eventually we anticipate being able to increase TriMet's overall service level by:
 - +38%, compared to existing levels.
 - Over +10% compared to 2019 levels.



This is a network concept.

- It is not yet a proposal.
- Its purpose is to start a conversation.

We're saying:

- Based on the values and goals that the community expressed in the survey, the network would look something like this.
- Do we have the balance of goals right?
- And are there other good ideas for improving the design?

Access to Opportunity

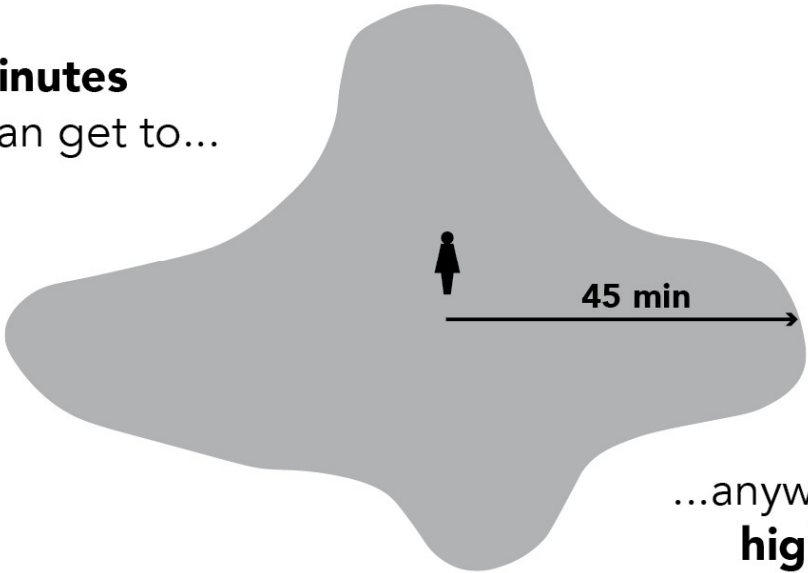
Here is a person.



JARRETT
WALKER
+ ASSOCIATES

Access to Opportunity

In **45 minutes**
she can get to...



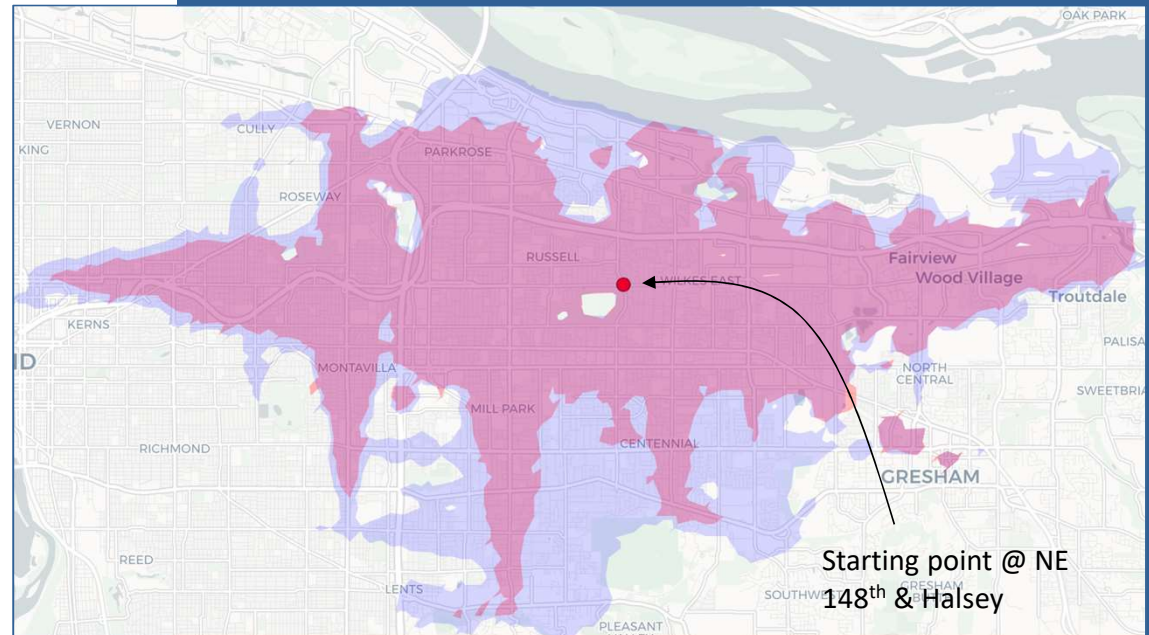
JARRETT
WALKER
+ ASSOCIATES

...anywhere in the
highlighted area.

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

Where could I reach in 45 minutes from NE 148th & Halsey using transit?



Purple = reachable with Existing Network
Blue = newly within reach with Forward Together.

Focus on equity

The concept addresses gaps in the network and prioritizes Frequent Service in areas with more

- lower-income people.
- people of color.
- retail, service and industrial workers.

+35%

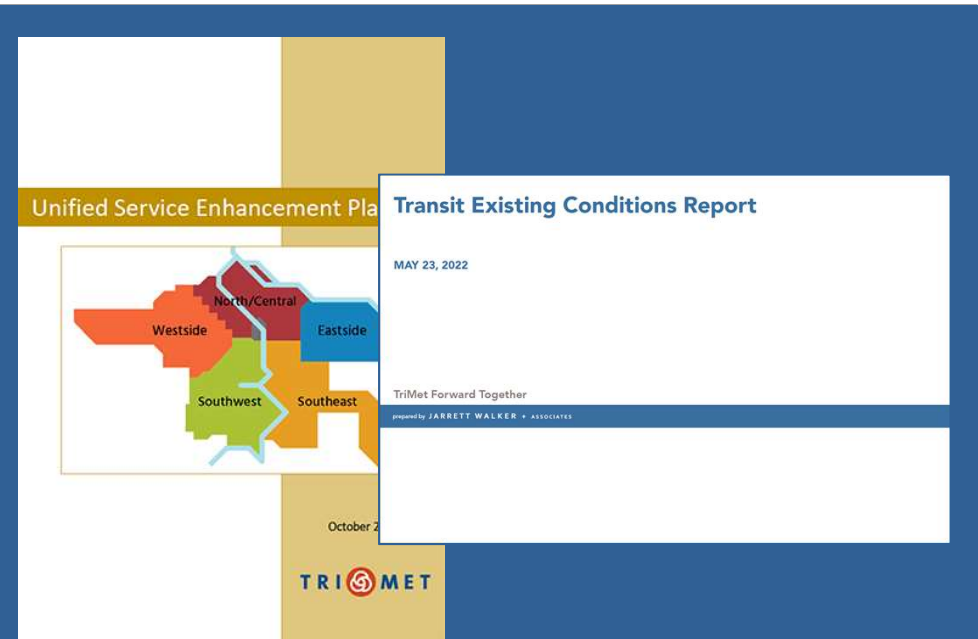
Median number of jobs reachable by a person living in any of TriMet's Equity Areas

+50% for residents of the Equity Areas outside of the Central City

+50k more lower-income residents and +33k more people of color would be near Frequent Service than today.

What's in the service concept?

- An expanded Frequent Network.
- Extending the grid to new areas.
- 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.

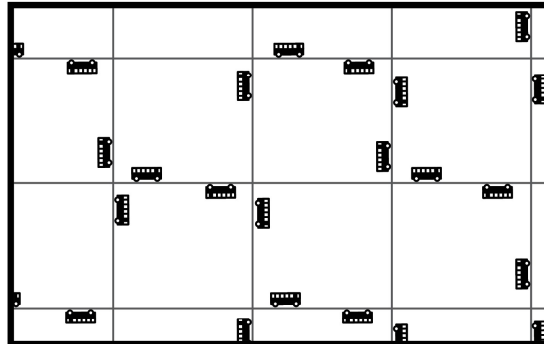
Extending the Frequent Grid

TriMet's inner city network is organized as a frequent grid.

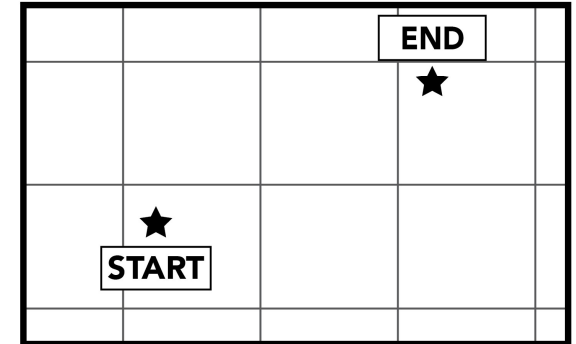
We want to extend this concept further.

How Frequent Grids Work

A frequent grid consists of perpendicular lines all running **frequently**.



A grid serves trips from **anywhere** to **anywhere**. For example:



For any trip...

1. Walk and Wait* for the first bus.

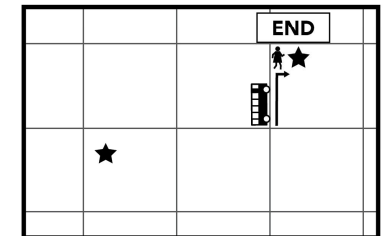
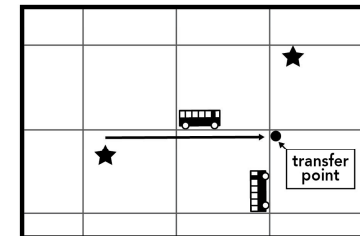
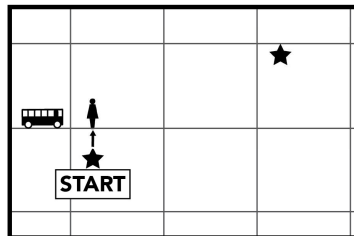
*The wait is **short** because service is **frequent**.

2. Ride and Wait* for the first bus.

*The wait is **short** because service is **frequent**.

3. Ride and Walk to the destination.

You've arrived!



The high frequency is critical.

It makes the transfer fast, so that the whole travel time is reasonable.

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
158 th / Bethany	Washington	60 min	30 min

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

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.**

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 / 27 th 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

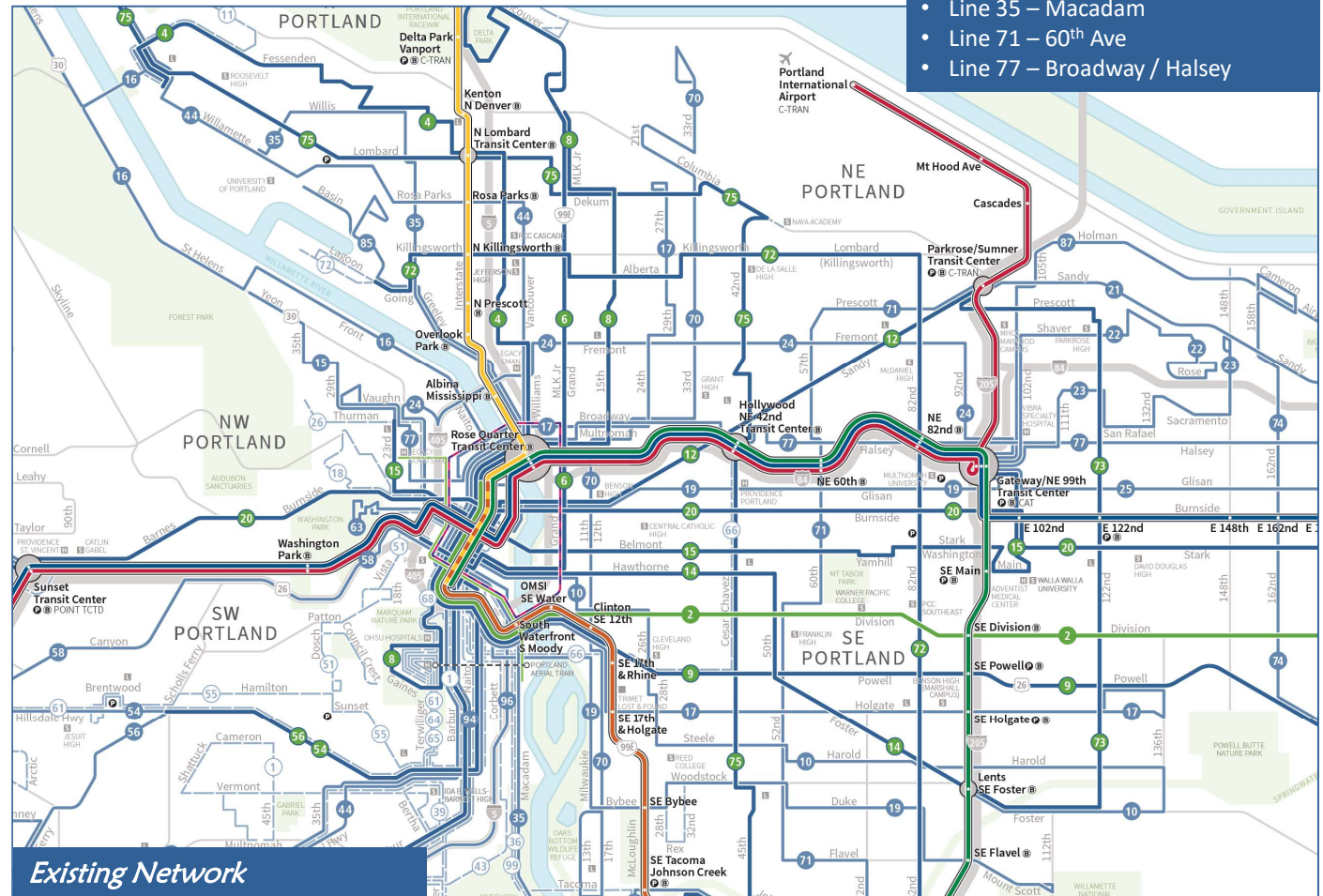
Central Portland

Key connections

- New frequent segments:
 - 57th/60th/52nd (71)
 - Broadway Halsey (77)
 - NW Glisan/Everett (77)
 - Milwaukie Ave (4)
 - Woodstock (4)
 - Macadam (35)
- New lines
 - Tacoma/Johnson Cr (19)
 - Columbia Blvd (190)
- Line 70 revised to avoid 11th/12th UP line crossing.
- Better links between NE and East Portland.
- Deleted segments
 - NE 24th/27th (17)
 - SE Harold (10)

New Frequent Service in this area:

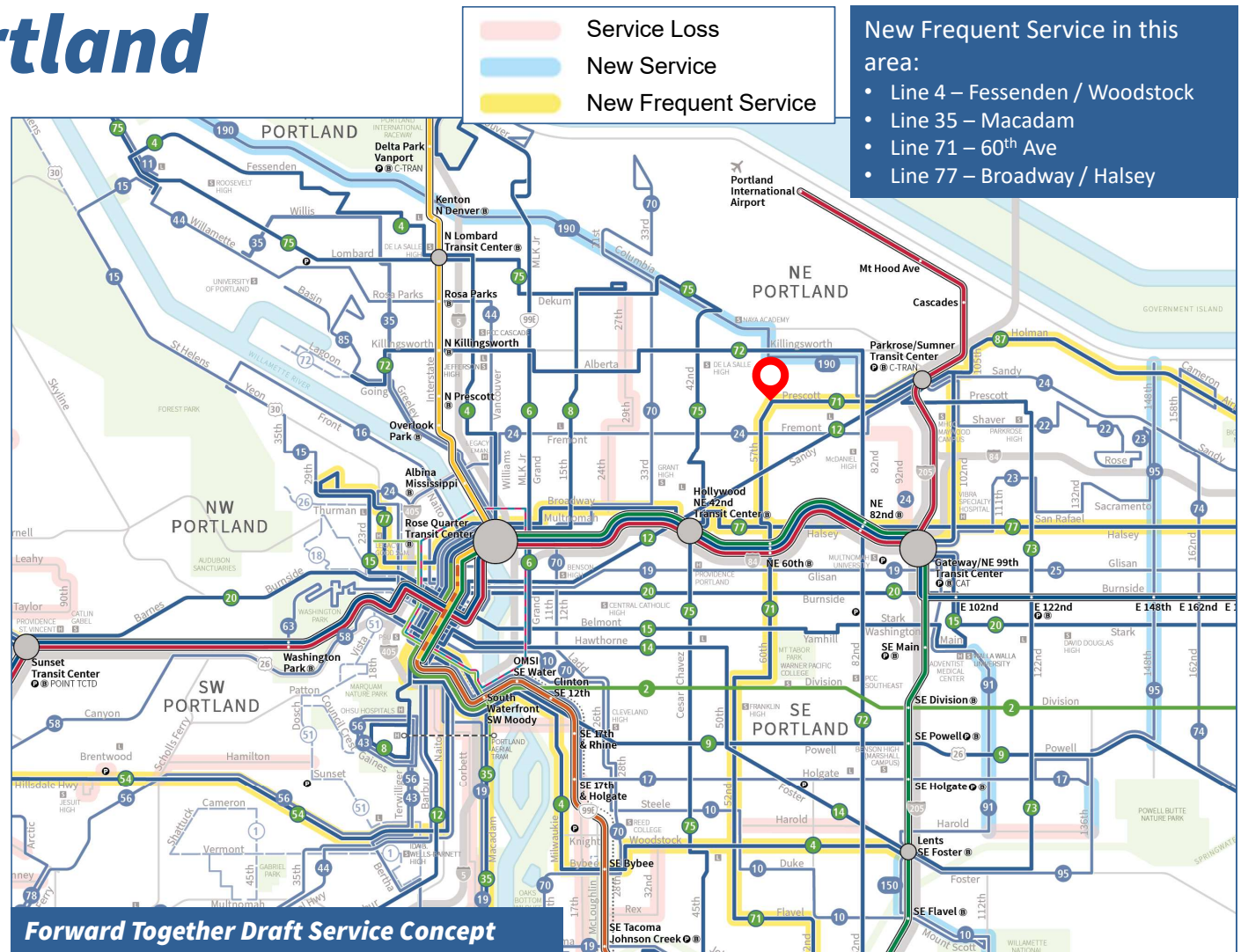
- Line 4 – Fessenden / Woodstock
- Line 35 – Macadam
- Line 71 – 60th Ave
- Line 77 – Broadway / Halsey



Central Portland

Key connections

- New frequent segments:
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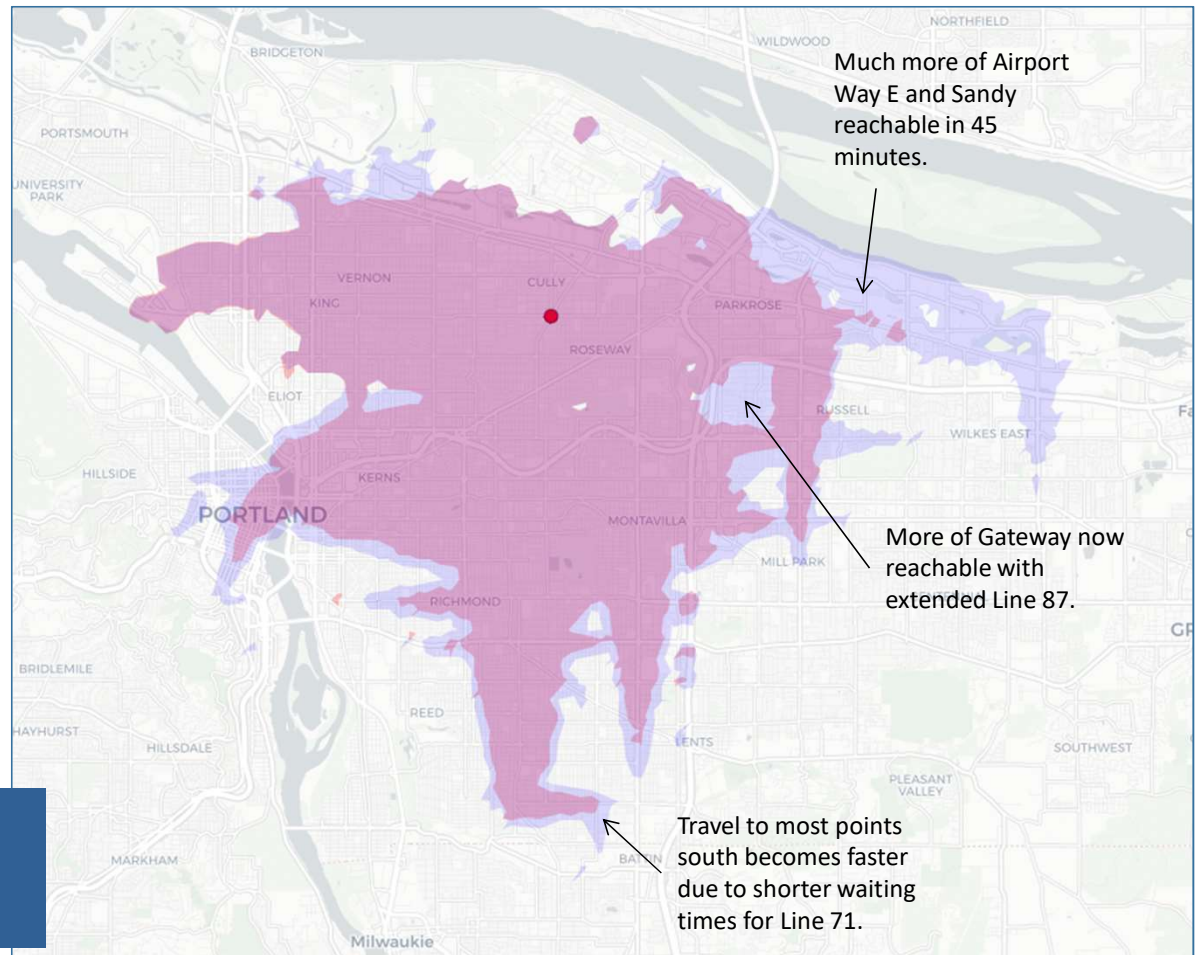


Where could I travel in 45 minutes from Cully Blvd & Prescott?

- In Cully, Line 71 is upgraded to Frequent Service.
- Line 87 upgraded to Frequent Service (connects with 71 at Parkrose TC), and extended to Gateway TC.

From this point, in 45 min, you could get to:

- 60k more jobs (+36%)
- 47k more residents (+20%)

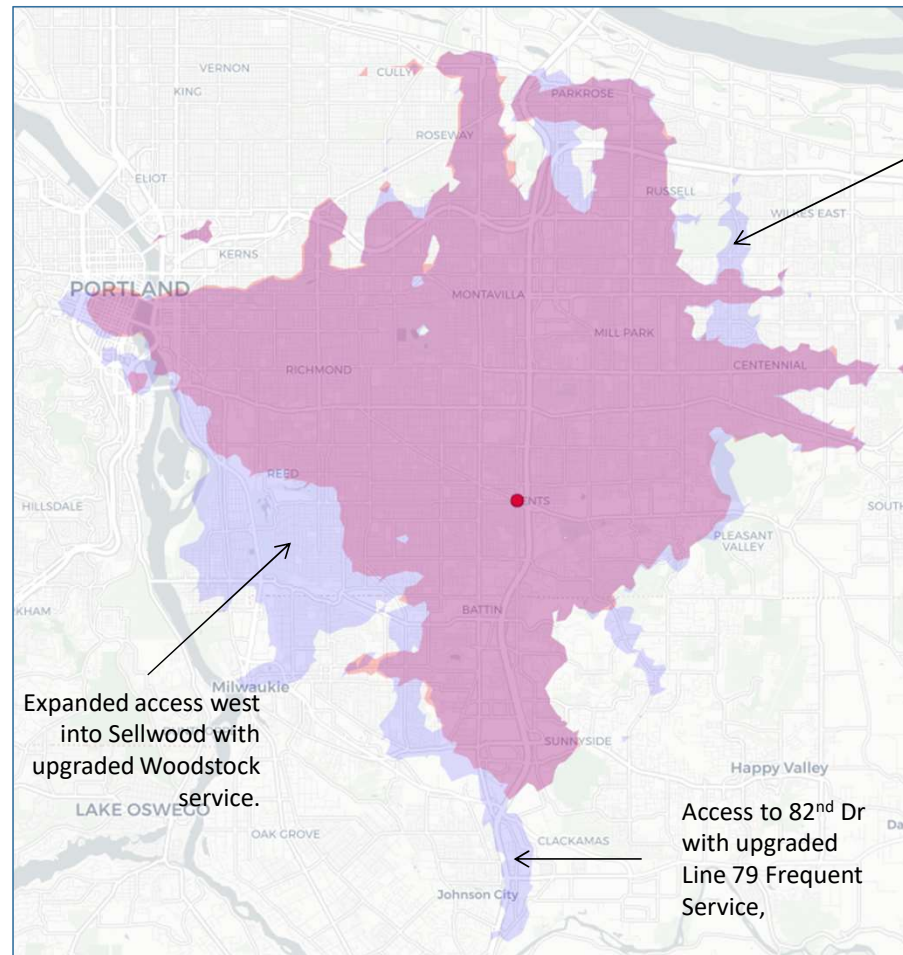


Where could I travel in 45 minutes from Lents?

- Lents is already a major transit node.
- New Frequent Service along Woodstock terminating at Lents.
- New 148th Ave service terminating at Lents.

From this point, in 45 min, you could get to:

- 17k more jobs (+11%)
- 48k more residents (+17%)



Access along 148th possible with new 148th line.

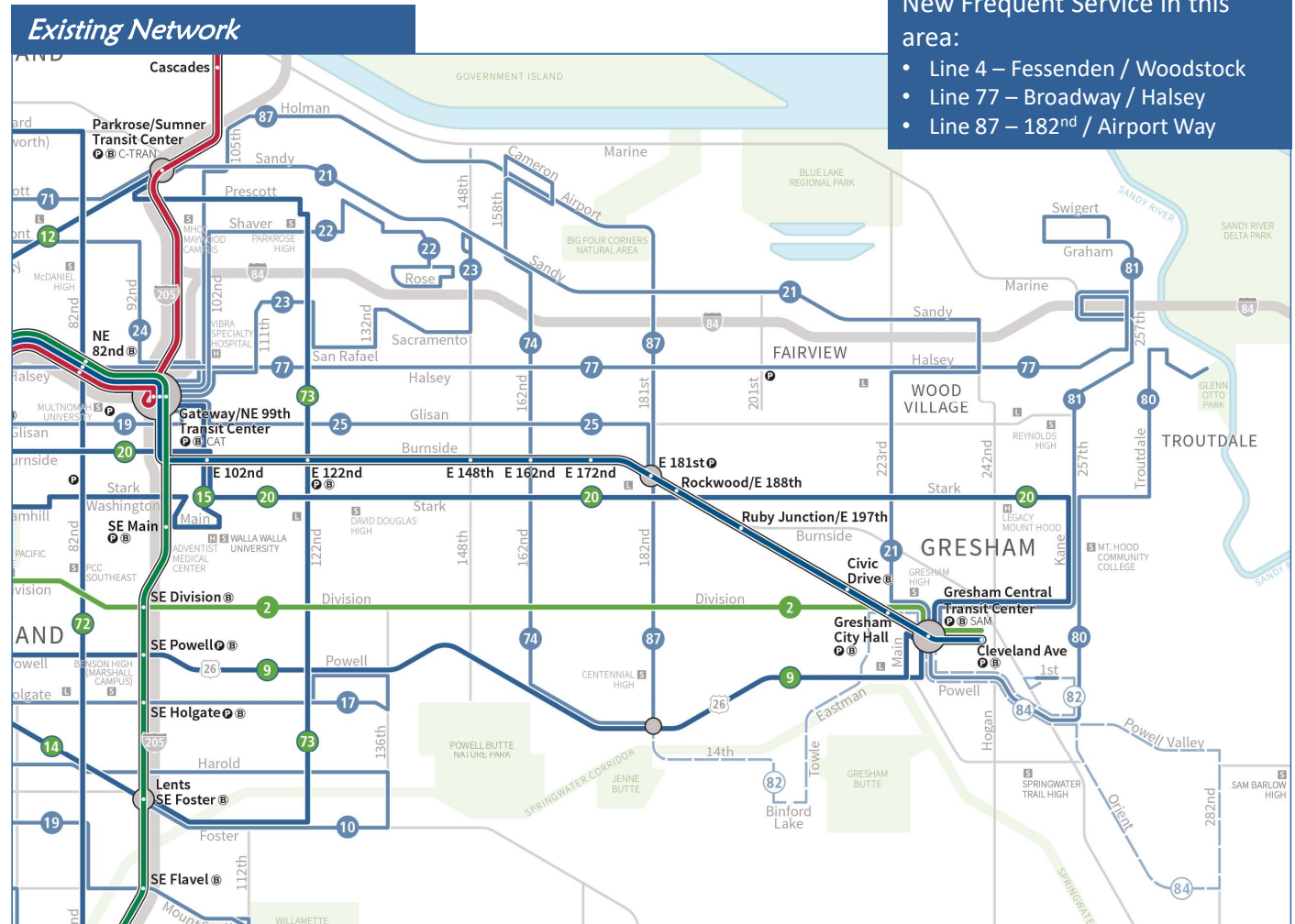
Expanded access west into Sellwood with upgraded Woodstock service.

Access to 82nd Dr with upgraded Line 79 Frequent Service,

Eastside

Key connections

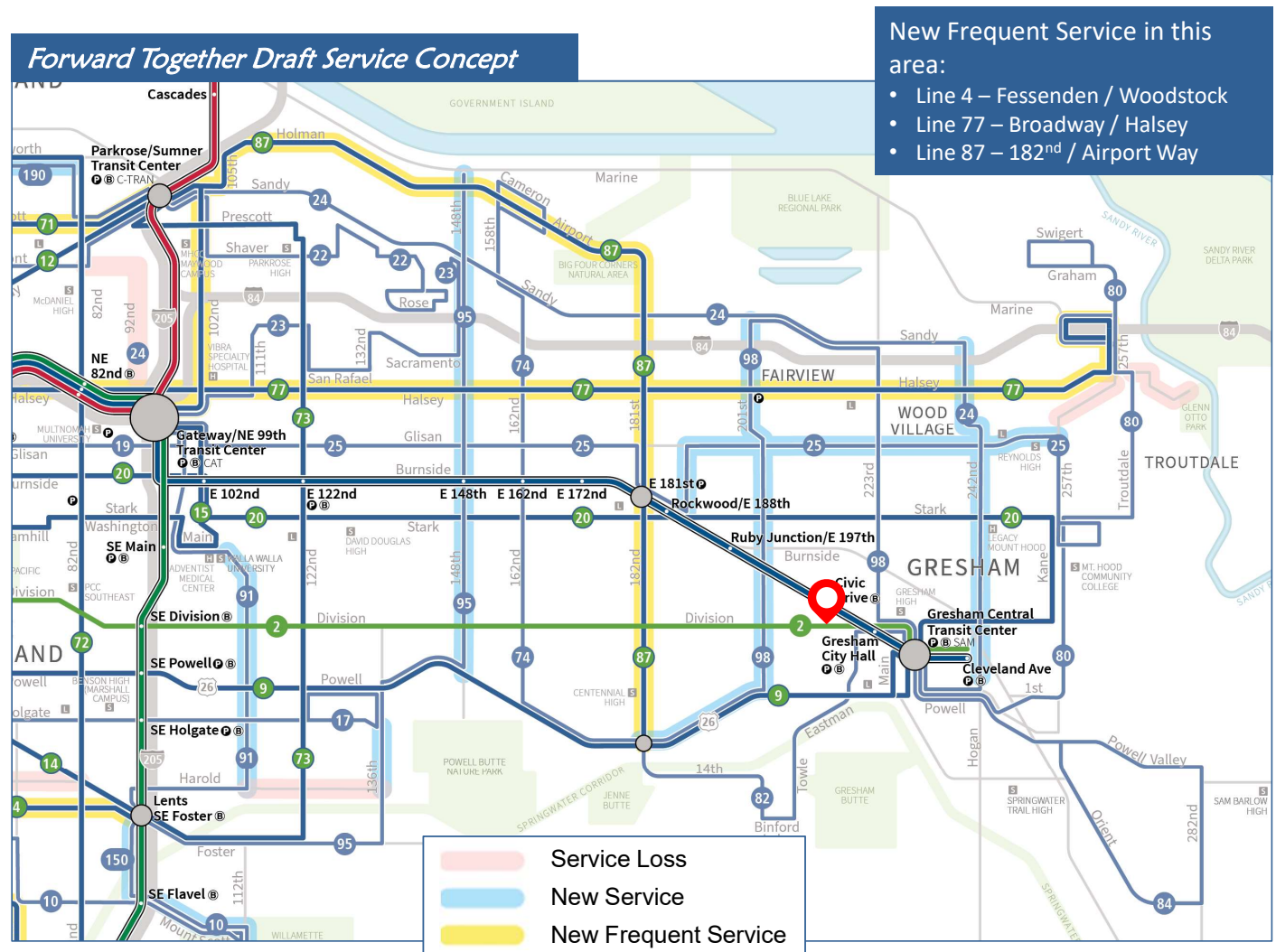
- Enhanced regional access to Airport Way.
 - New Frequent Service
 - Better connections at Parkrose and Gateway
- Frequent Service on Halsey.
- New north-south lines (112th, 148th, 201st, 242nd).
- Continuous service along Glisan.
- Streamlined service in Troutdale and E Gresham.



Eastside

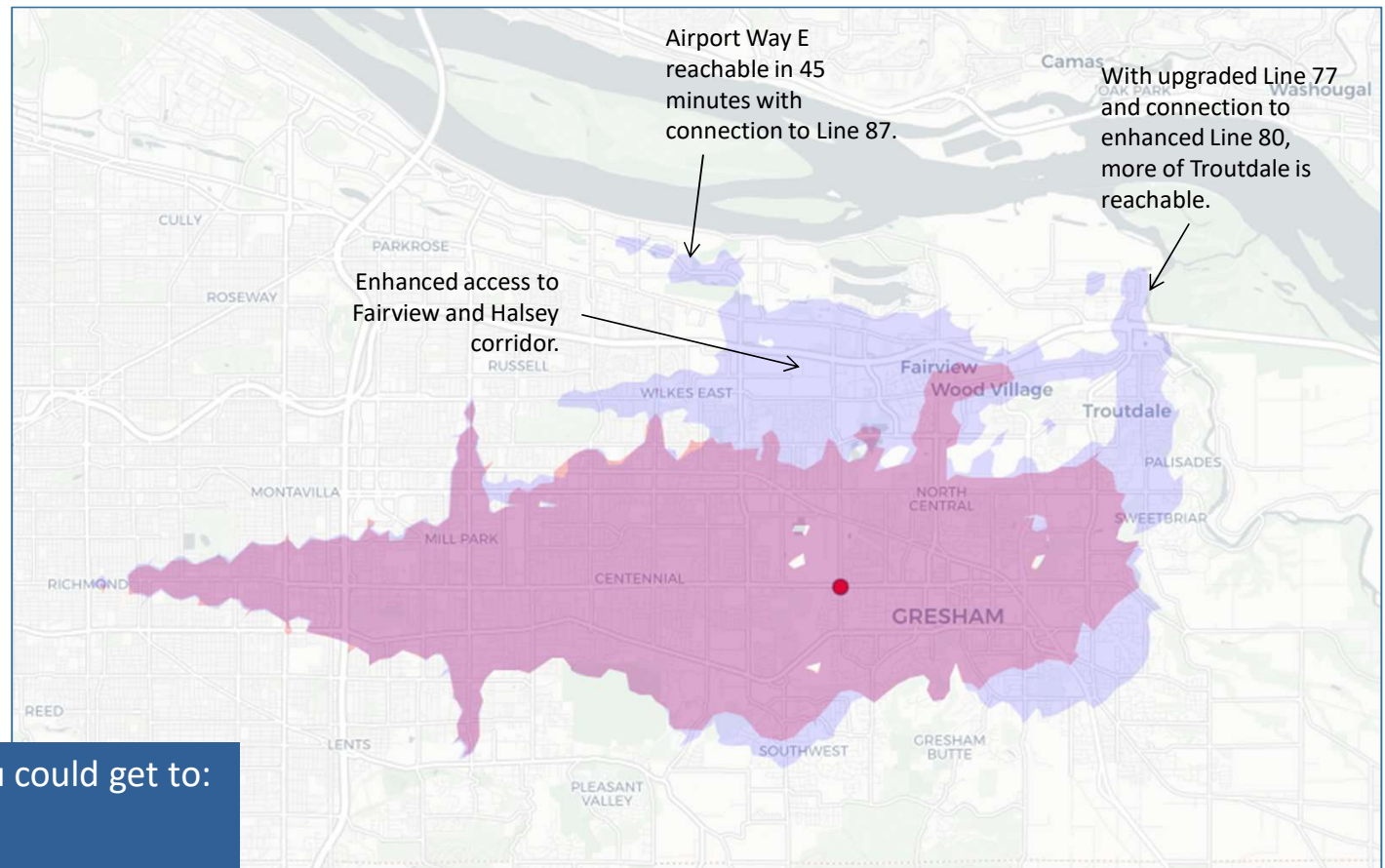
Key connections

- Enhanced regional access to Airport Way.
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- New north-south lines (112th, 148th, 201st, 242nd).
- Continuous service along Glisan.
- Streamlined service in Troutdale and E Gresham.



Where could I travel in 45 minutes from Division & 202nd?

- New service along 201st / 202nd (Line 98).
- Line 98 would connect to new Frequent Service on Halsey, as well as enhanced service on Sandy and Glisan.
- Troutdale and E Gresham streamlining shows benefits.



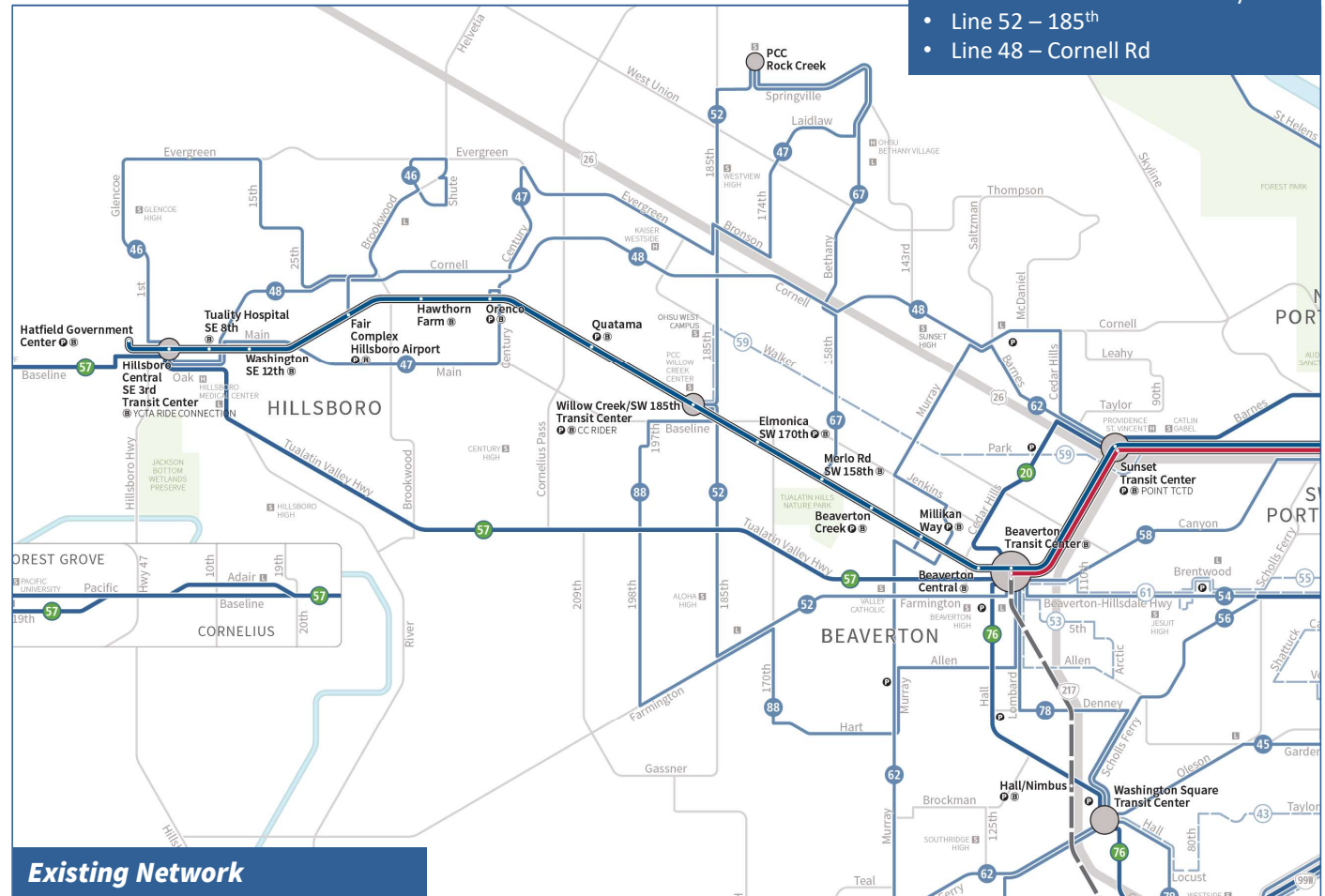
From this point, in 45 min, you could get to:

- 15k more jobs (+41%)
- 35k more residents (+24%)

Westside

Key connections

- Frequent Service from Beaverton to Hillsdale, PSU and Downtown Portland.
- Frequent Service from Sunset to Hillsboro via Barnes and Cornell.
- Frequent Service from TV Highway to PCC Rock Creek via 185th.
- New north-south service on Century and Cornelius Pass.



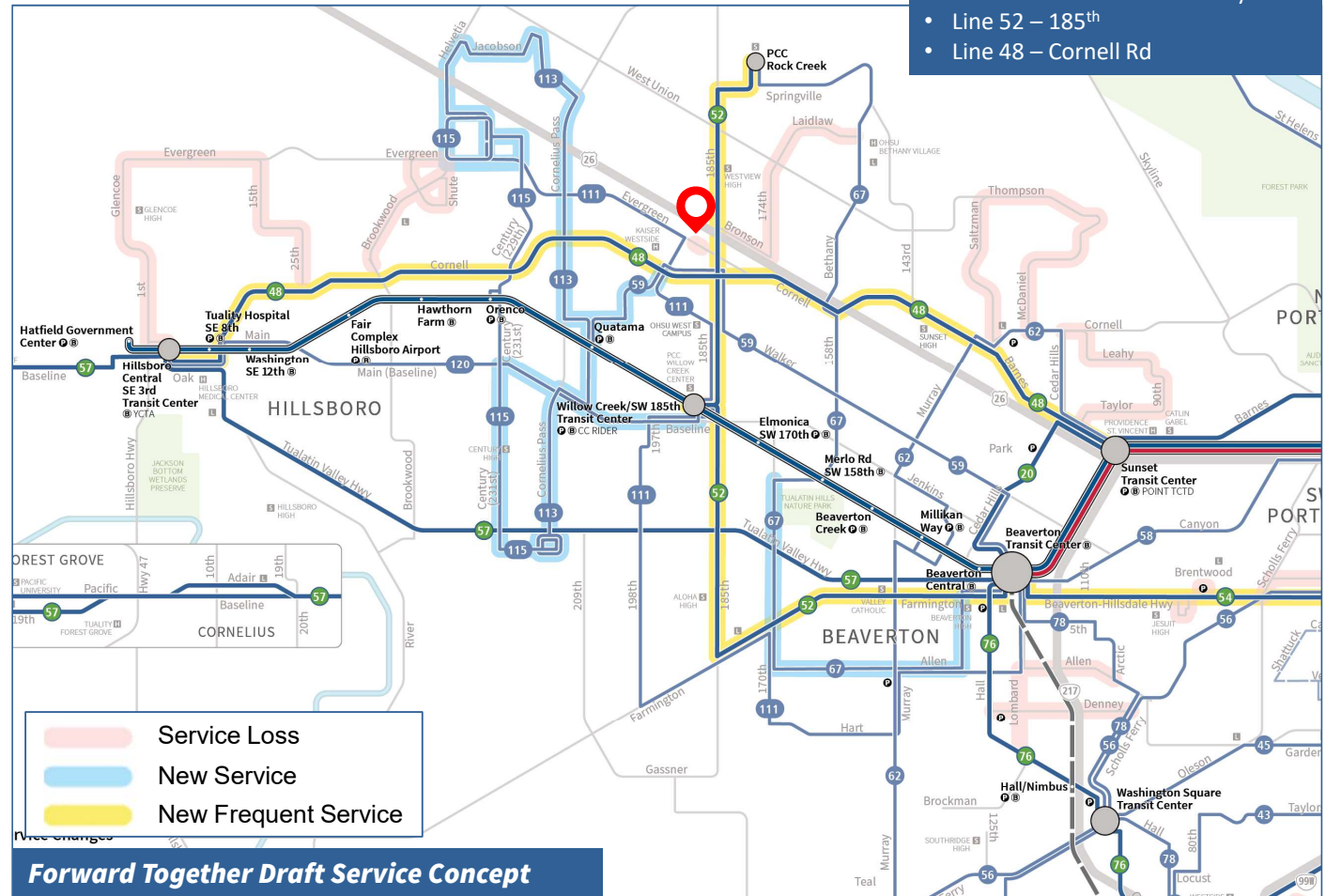
Westside

Key connections

- Frequent Service from Beaverton to Hillsdale, PSU and Downtown Portland.
- Frequent Service from Sunset to Hillsboro via Barnes and Cornell.
- Frequent Service from TV Highway to PCC Rock Creek via 185th.
- New north-south service on Century and Cornelius Pass.

New Frequent Service in this area:

- 54 – Beaverton-Hillsdale Hwy
- Line 52 – 185th
- Line 48 – Cornell Rd



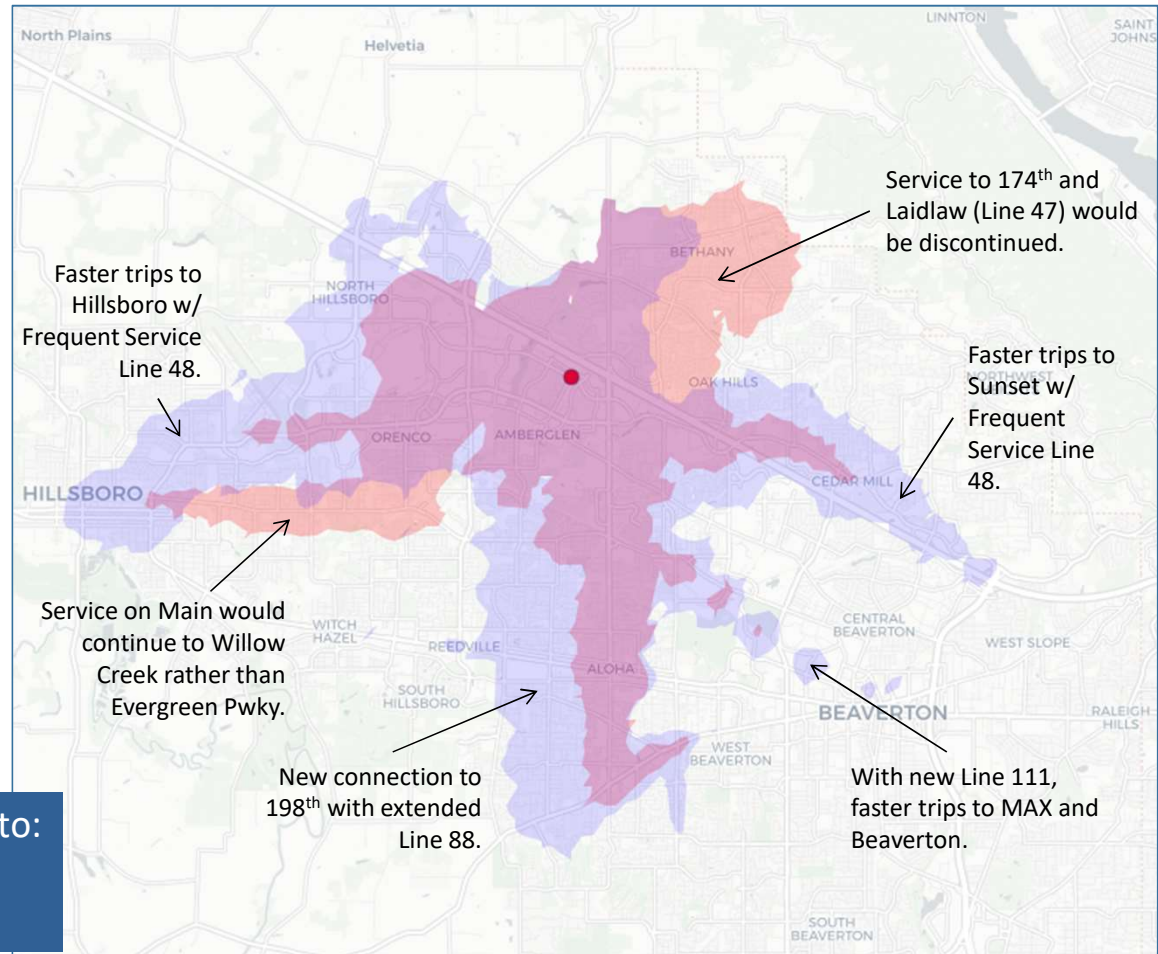
Forward Together Draft Service Concept

Where could I travel in 45 minutes from Evergreen Parkway @ Amberglen?

- Evergreen Parkway would be served by Line 111 every 20 minutes, continuing north to North Hillsboro Industrial Area and south along 198th and Farmington.
- Nearby lines 48-Cornell and 52-Farmington/185th are upgraded to Frequent Service.

From this point, in 45 min, you could get to:

- 36k more jobs (+75%)
- 37k more residents (+39%)



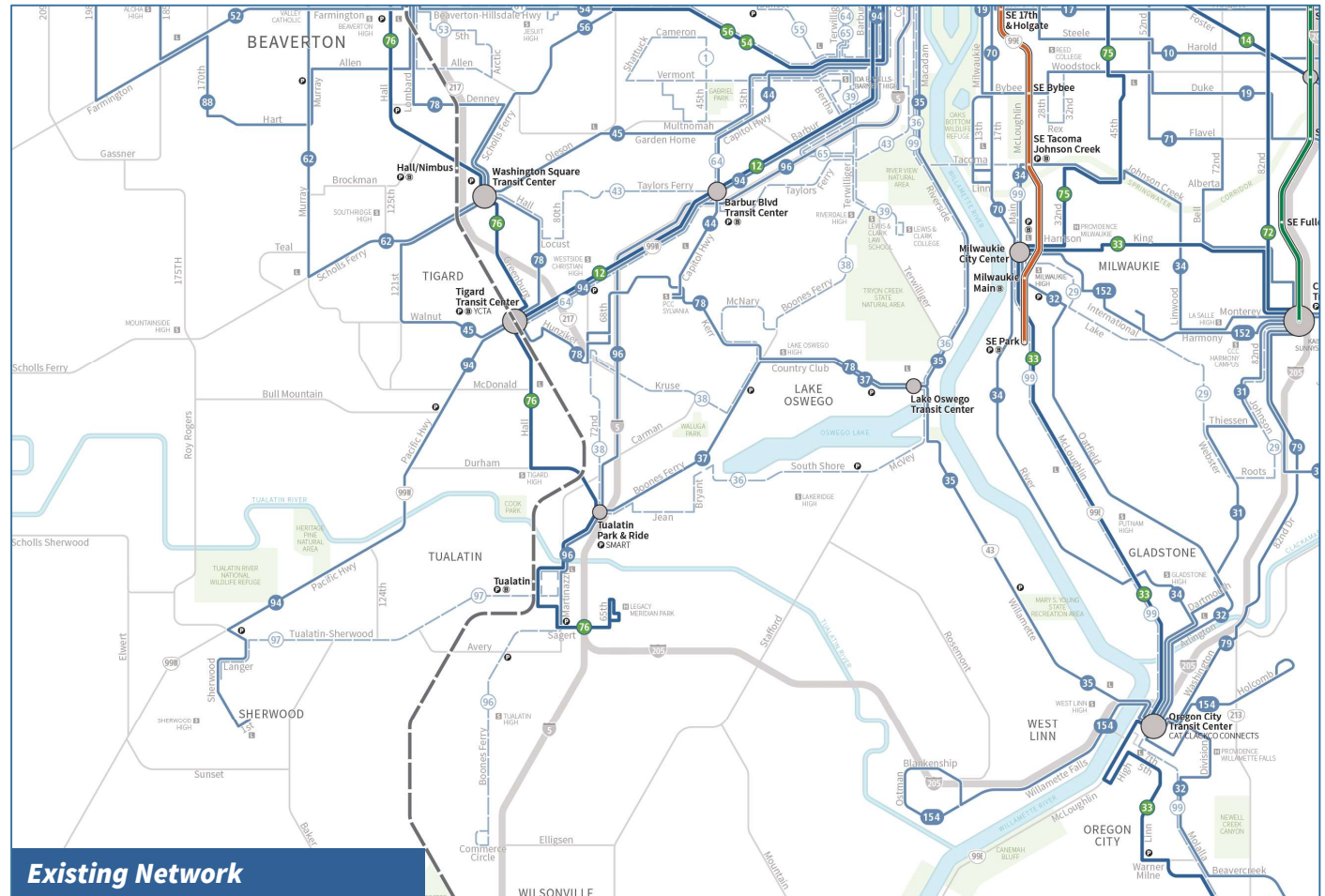
Southwest

Key connections

- Peak only services replaced by all-day.
 - Hillsdale-OHSU
 - Boones Ferry
 - Tualatin to Sherwood
- Better access to 72nd Ave jobs.
- Access to PCC Sylvania from Tualatin
- New Wash. Co. – Oregon City service.

New Frequent Service in this area:

- Line 35 – Macadam
- Line 54 – Beaverton Hwy to Beaverton



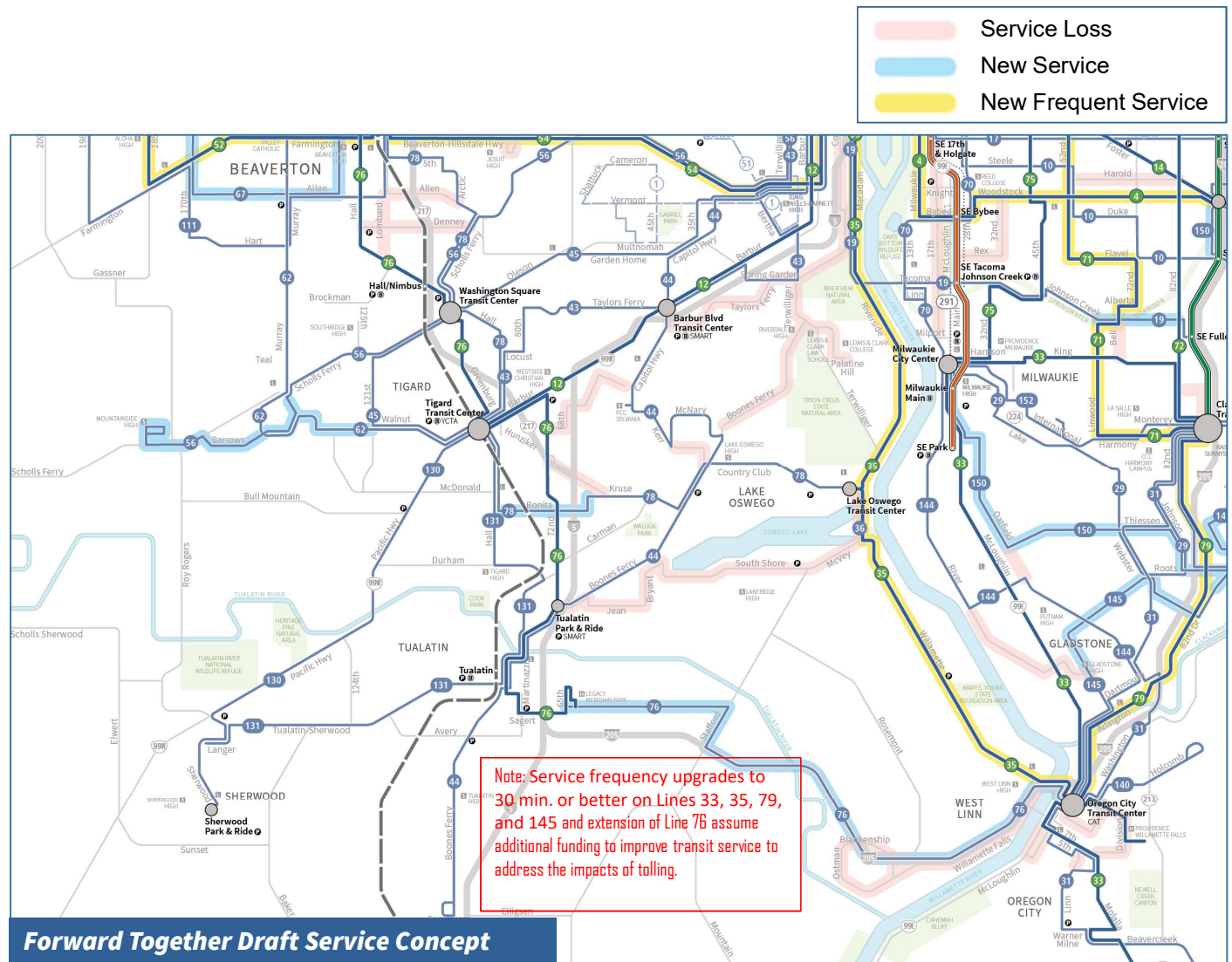
Southwest

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 - Hillsdale-OHSU
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- Access to PCC Sylvania from Tualatin
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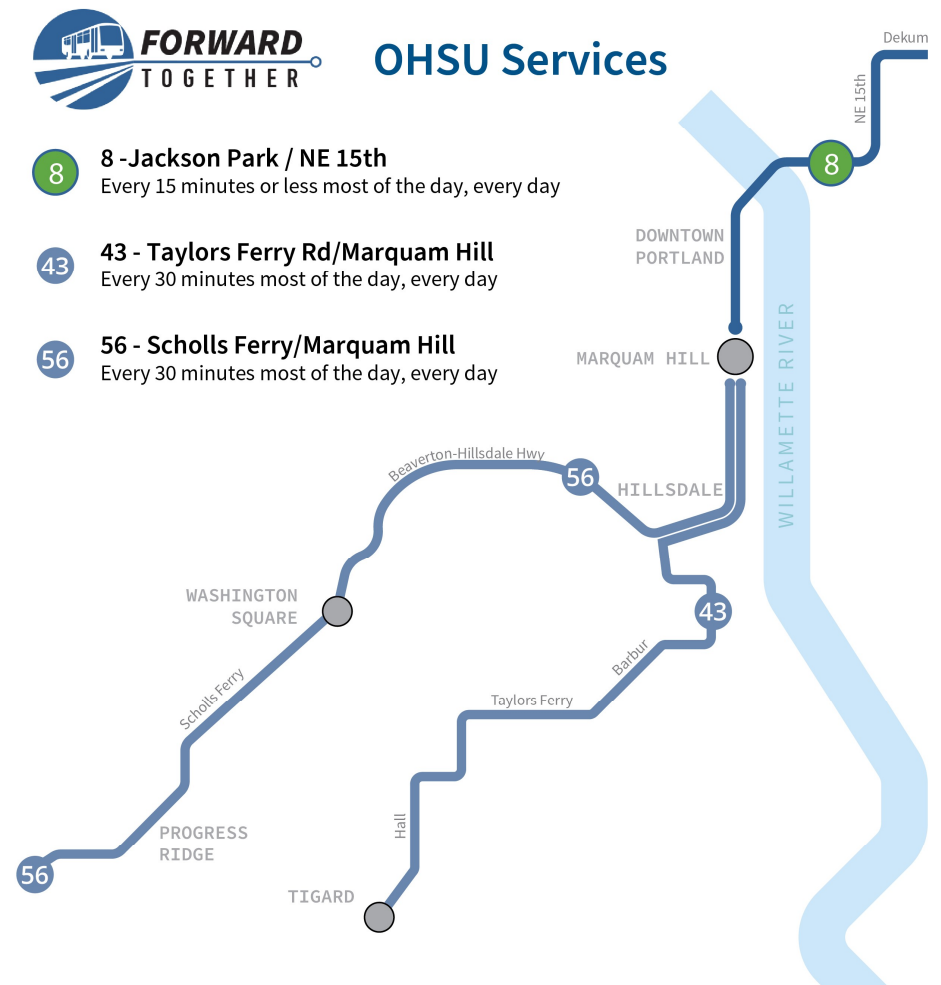
New Frequent Service in this area:

- Line 35 – Macadam
- Line 54 – Beaverton Hwy to Beaverton



Improved access to OHSU from the southwest.

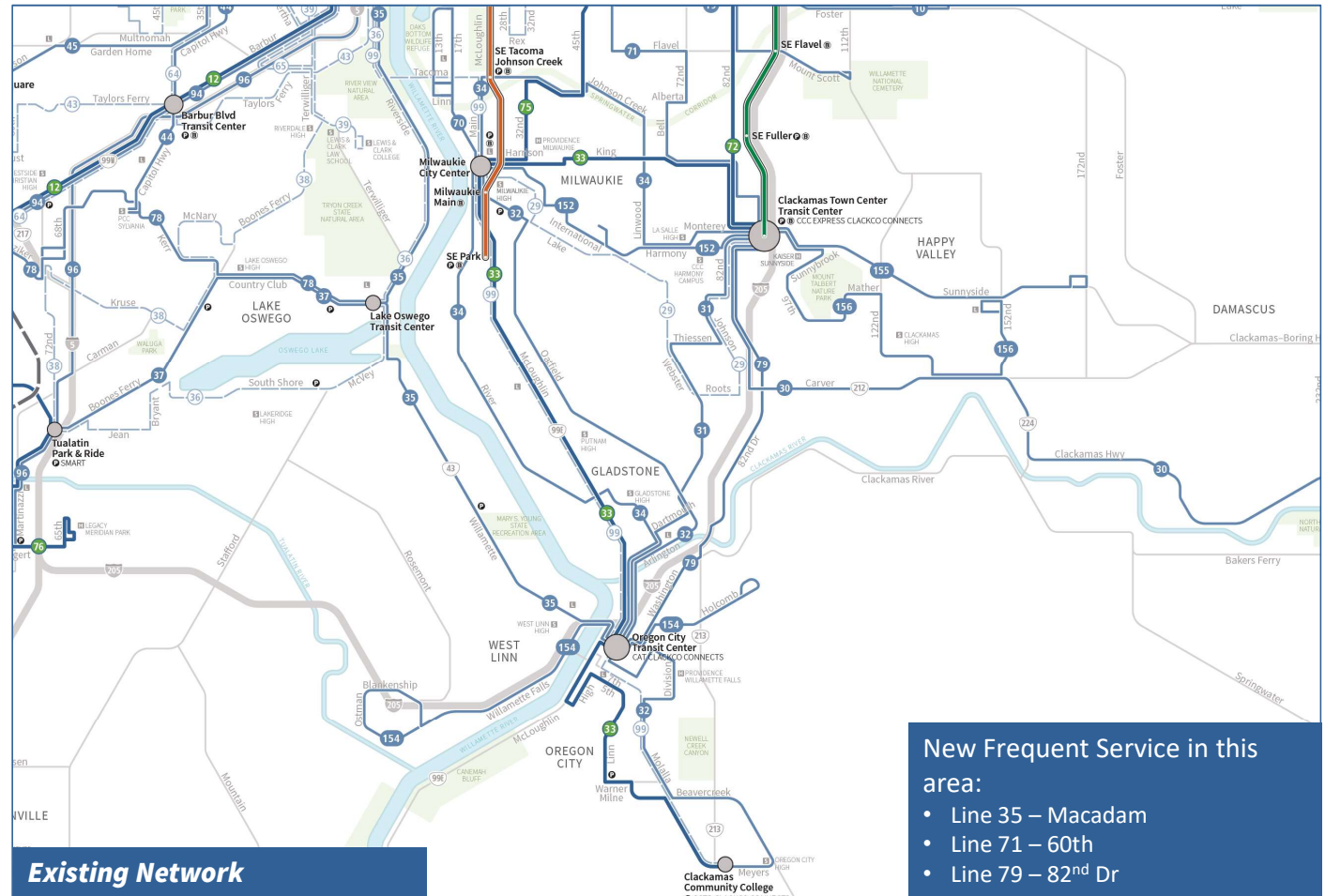
- OHSU is a key regional job center, but today, no all-day bus lines serve it from the southwest.
- In Forward Together, OHSU is served by 3 lines:
 - **Frequent Service Line 8** from the north.
 - **Line 43** from Tigard.
 - **Line 56** from Washington Square and Progress Ridge.
- Lines 43 and 56 would run every 30 minutes, and provide 4 trips per hour between Hillsdale and OHSU.



Clackamas

Key connections

- Frequent Service directly connecting Clackamas Town Center and Oregon City.
- Frequent Service between Oregon City, Lake Oswego and Downtown Portland.
- New connection between Oregon City and Tualatin, Tigard, Beaverton.
- More coverage in Gladstone, Oatfield, Happy Valley, Johnson City, and Sunnyside.
- Streamlined Oregon City network.



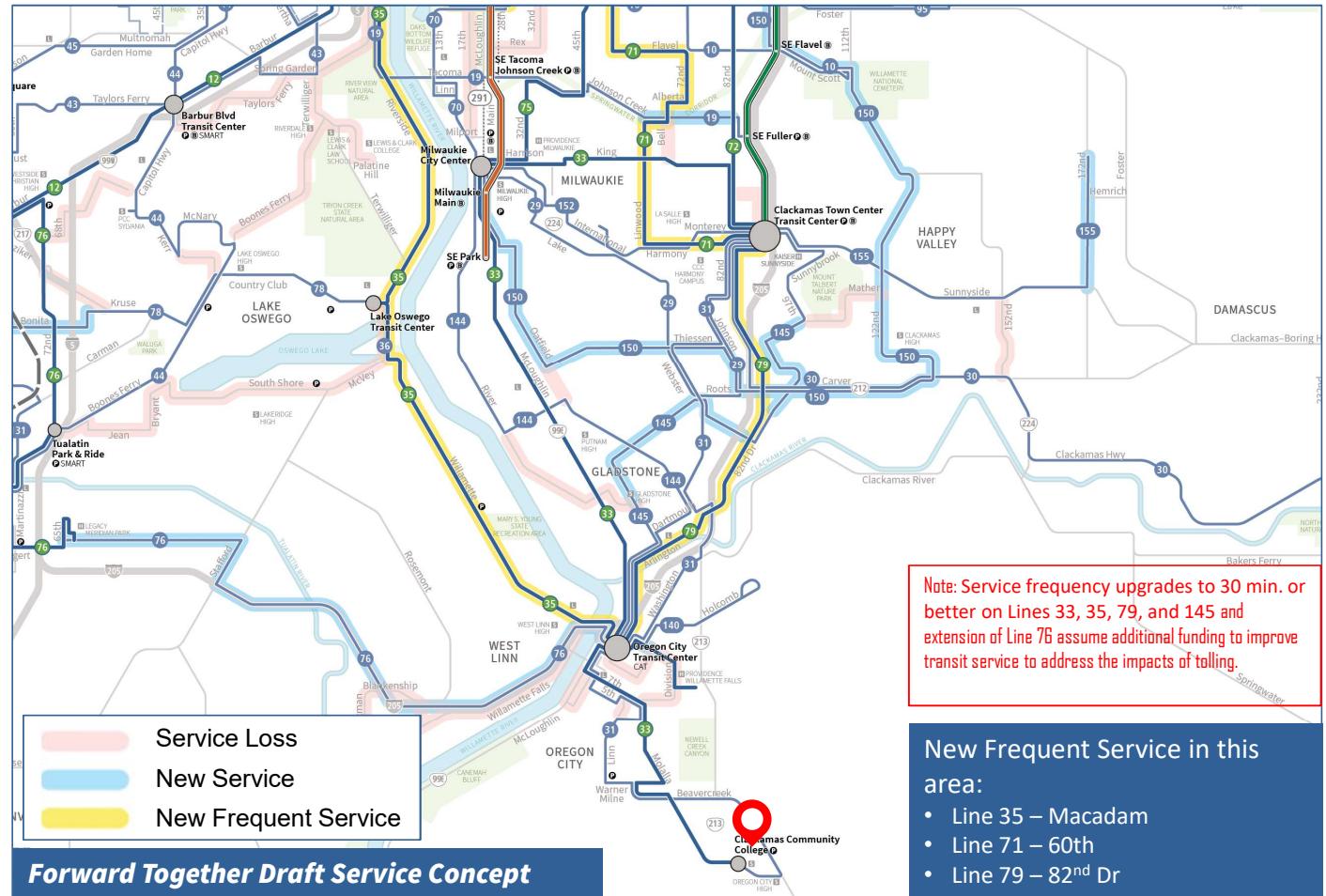
New Frequent Service in this area:

- Line 35 – Macadam
- Line 71 – 60th
- Line 79 – 82nd Dr

Clackamas

Key connections

- Frequent Service directly connecting Clackamas Town Center and Oregon City.
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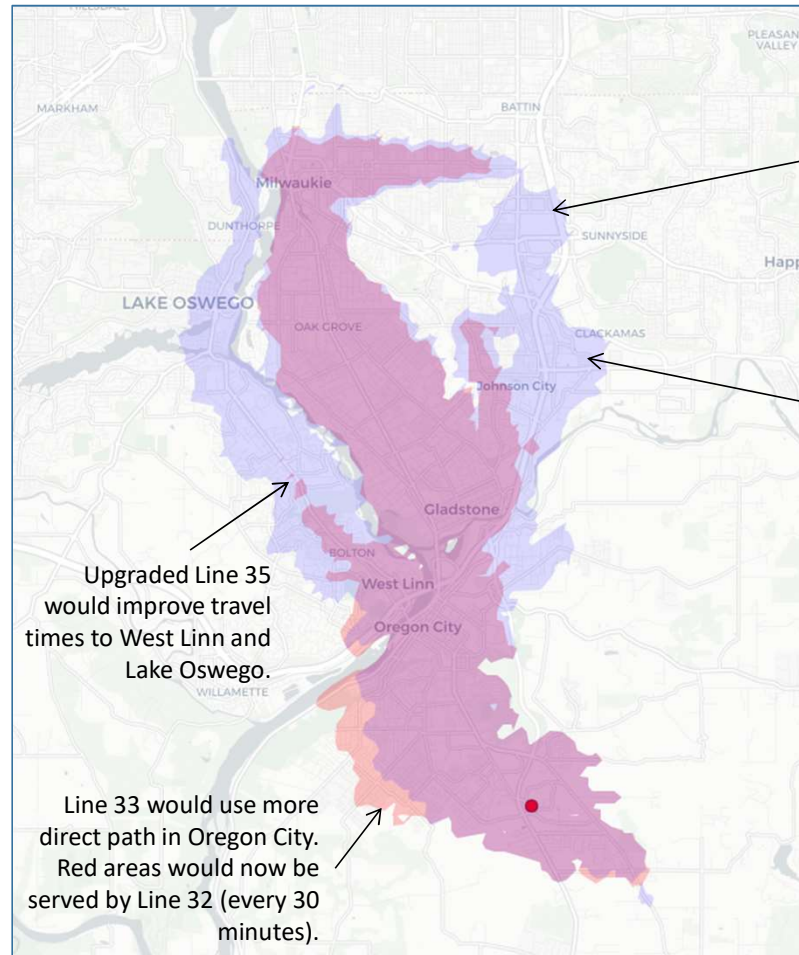


Where could I travel in 60 minutes from Clackamas Community College?

- CCC would still be served by Line 32 and 33.
- Line 33 would take a more direct path into Oregon City.
- At Oregon City TC, connecting Lines 35 and 79 would be upgraded to Frequent Service.

From this point, in 60 min, you could get to:

- 21k more jobs (+75%)
- 29k more residents (+37%)



Upgraded Line 35 would improve travel times to West Linn and Lake Oswego.

Line 33 would use more direct path in Oregon City. Red areas would now be served by Line 32 (every 30 minutes).

Clackamas Town Center reachable from CCC within 60 minutes' travel time with Frequent Service Line 79.

Frequent Service Line 79 would put all areas along 82nd Drive within reach from CCC in 60 minutes.

Summary

**+38% more
resources.**

**+45% more
jobs
reachable by
the median
resident.**

**+50% more
people and
jobs near
Frequent
Service.**

**+50,000
more
residents
near service.**

**New routes
serving new
areas in all 3
counties.**

**+100,000
people near
service
running on
the weekend.**

Next Steps

- This is not a proposal. It's a draft concept to start the conversation.
- Outreach and engagement following public launch at September 28 board meeting.
- Refined full network in late 2022 based on input received in this process.
- First changes in 2023, subject to an additional round of outreach and Board review.

Discussion