



November, 2022

Service Concept Overview



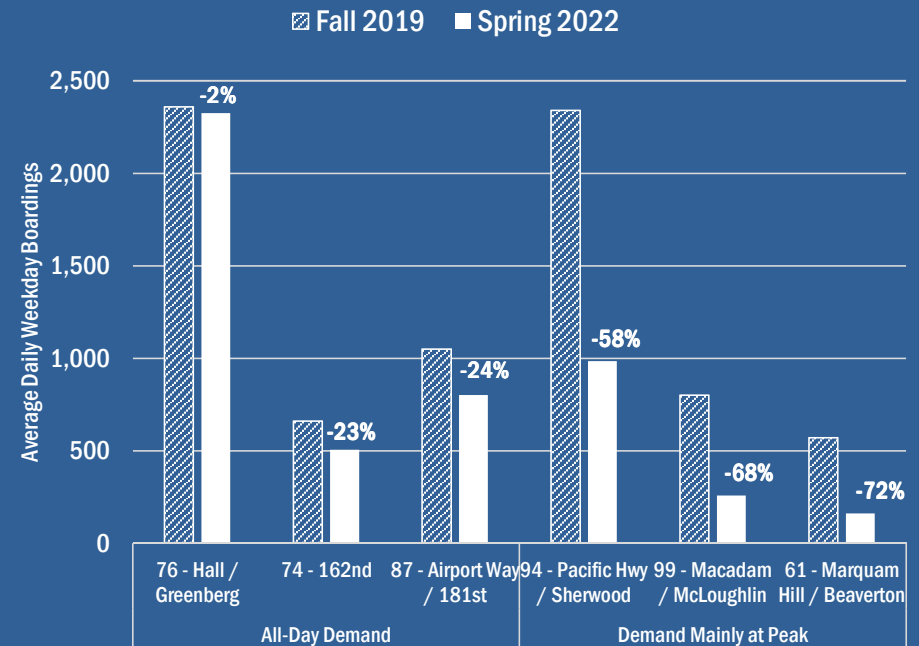
- TriMet's new post-pandemic service concept.
- Network changes that respond to:
 - Changes in demand.
 - Changes in goals and expectations.
 - Changes in resources available to operate bus service.

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



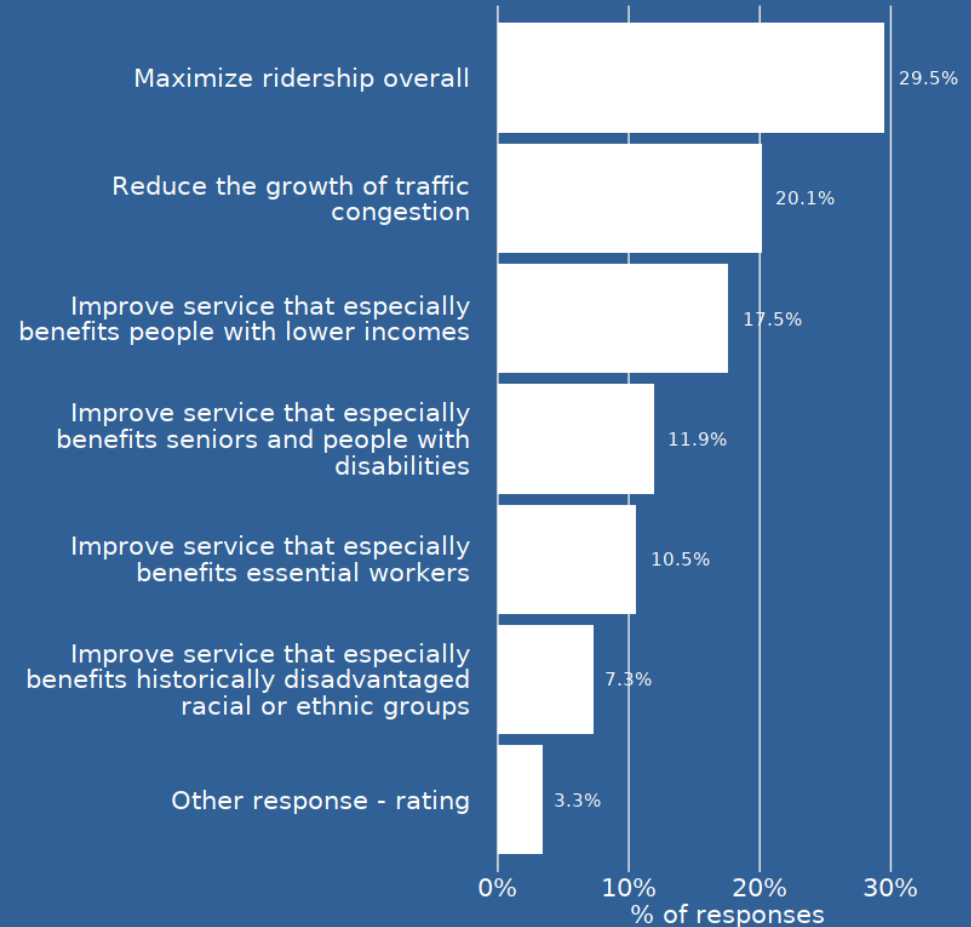
Want to learn more about how TriMet's network and ridership has changed since 2020?

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.

Forward Together Survey
Top Service Restoration Priority



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.



Access to Opportunity

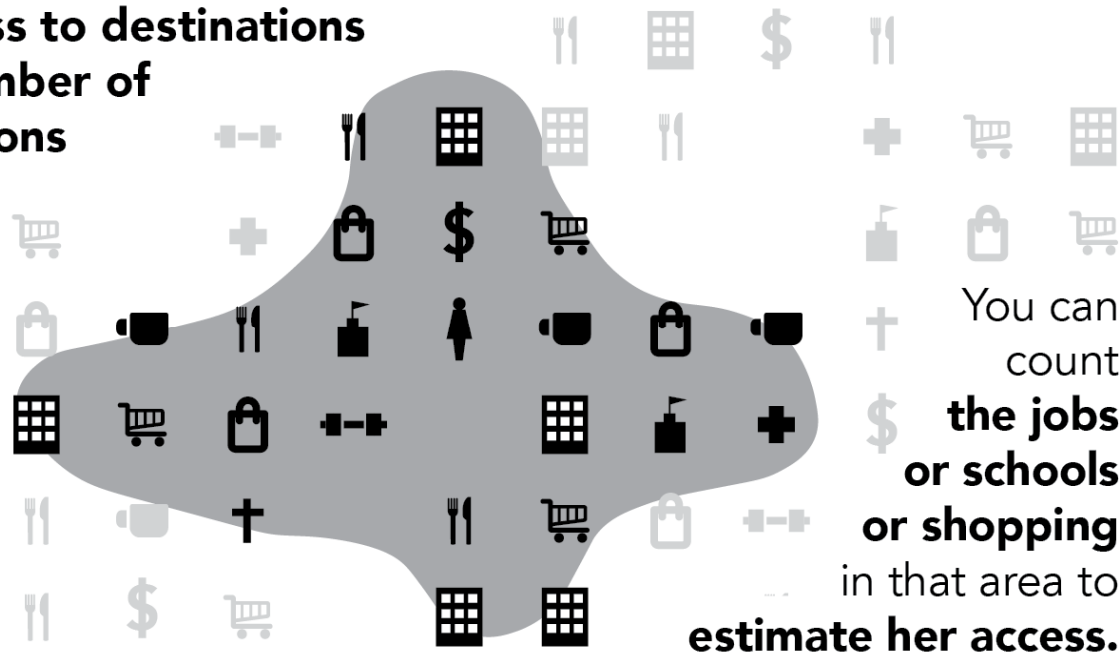
Here is a person.



JARRETT
WALKER
+ ASSOCIATES

Access to Opportunity

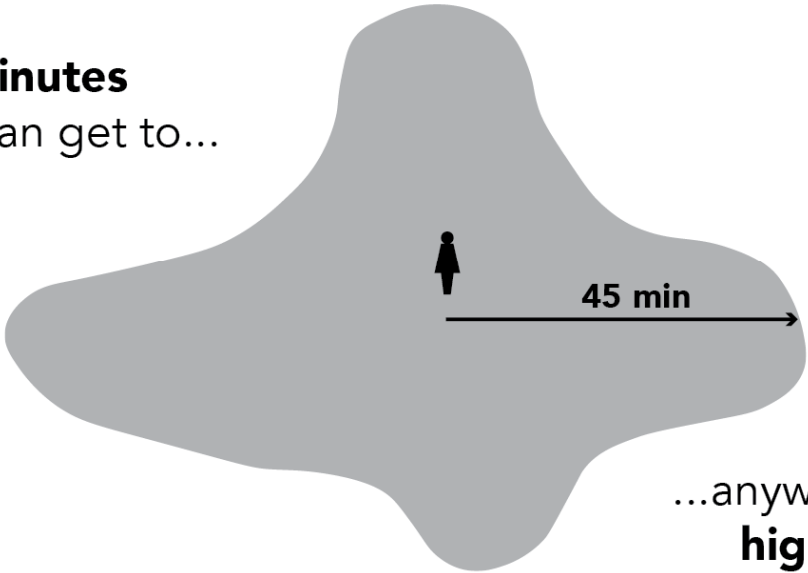
Her **access to destinations** is the **number of destinations in that area.**



You can count **the jobs or schools or shopping** in that area to **estimate her access.**

Access to Opportunity

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



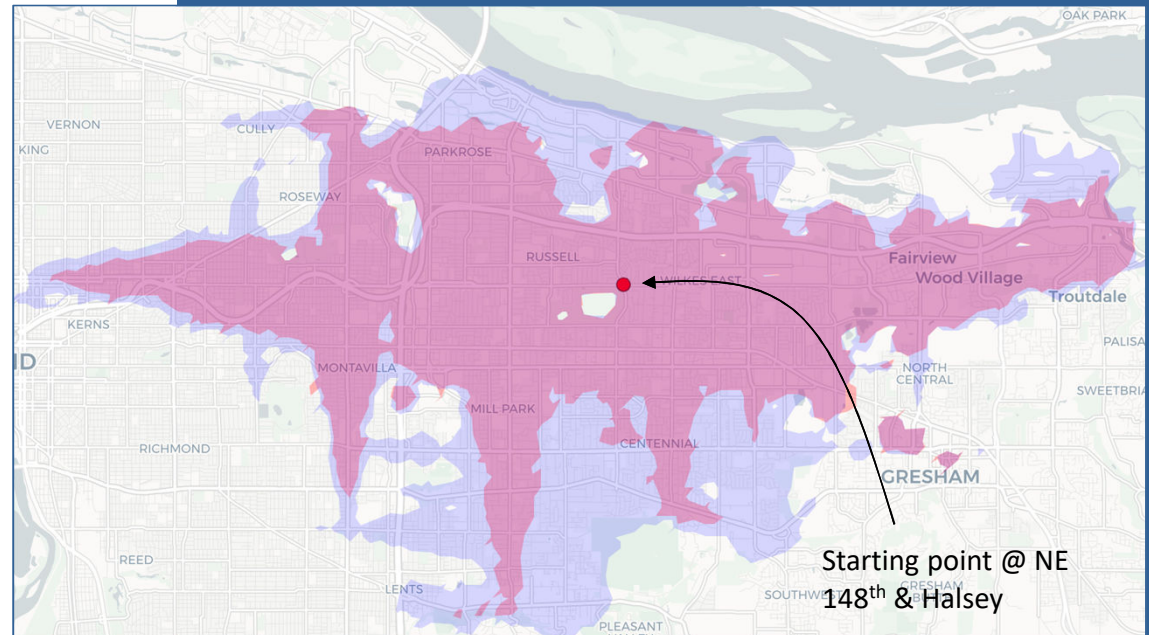
JARRETT
WALKER
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...anywhere in the
highlighted area.

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.

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?

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%

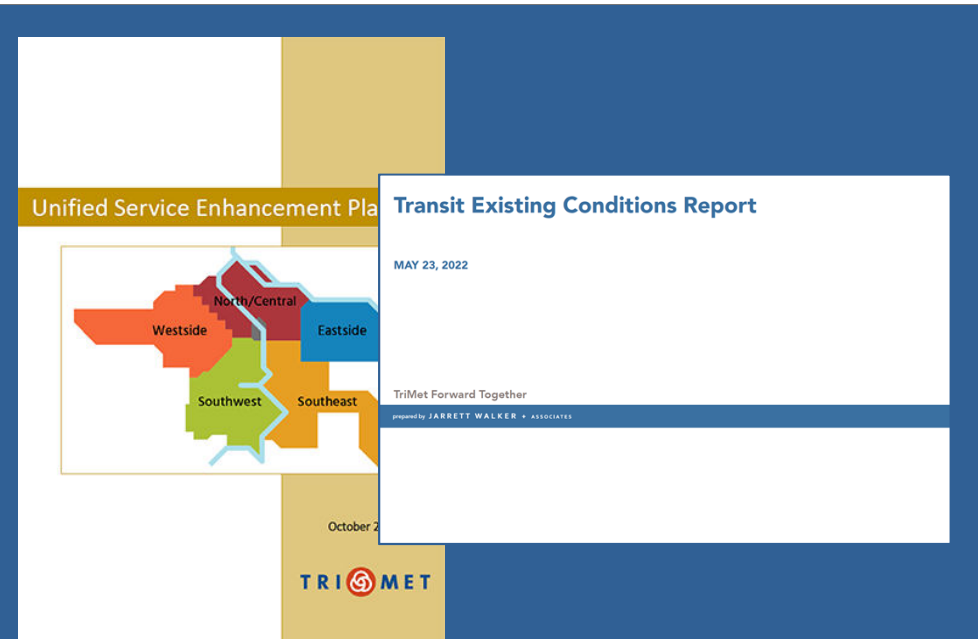
Median number of jobs reachable by a person living in any of TriMet's Equity Areas

+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.

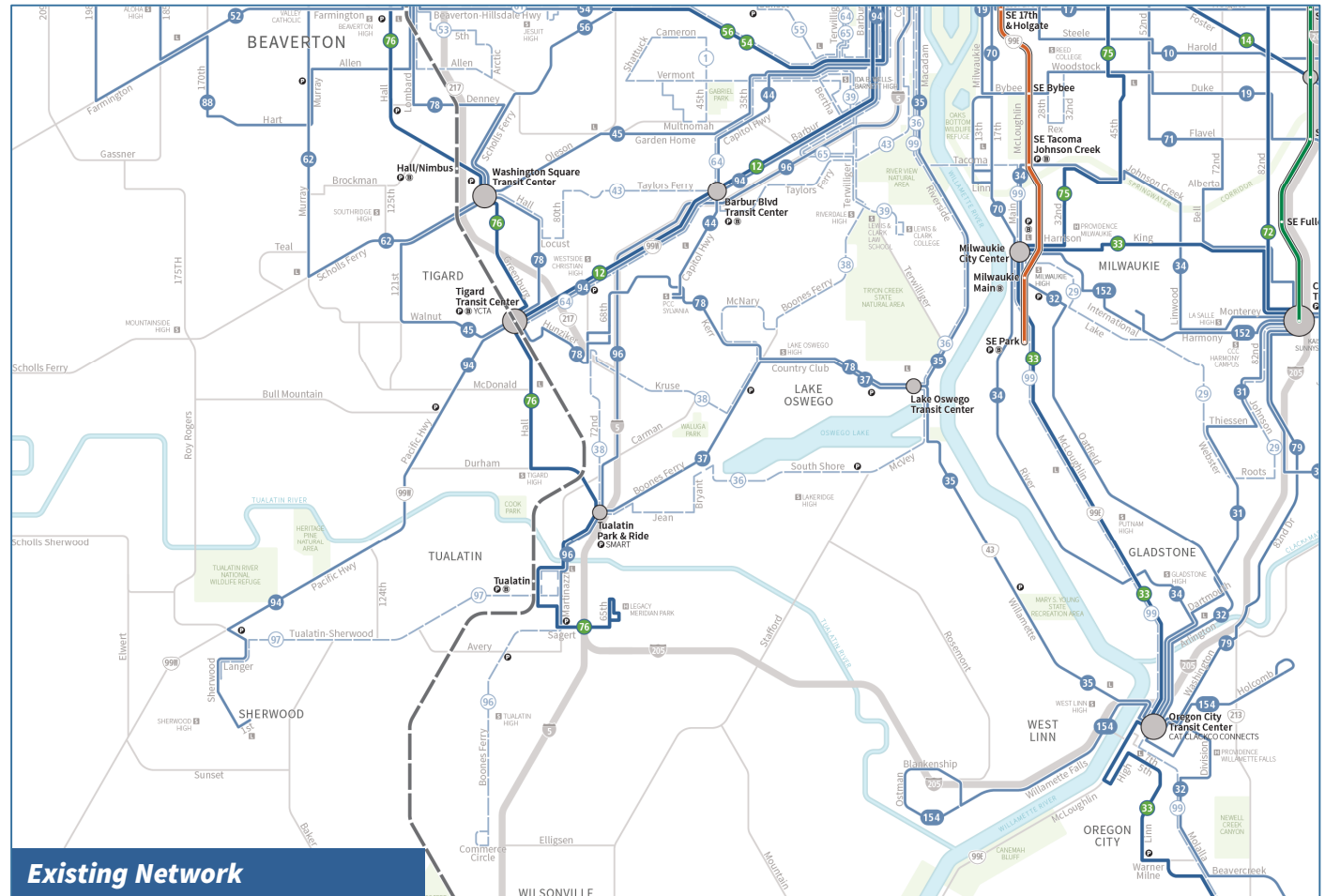
Southwest

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



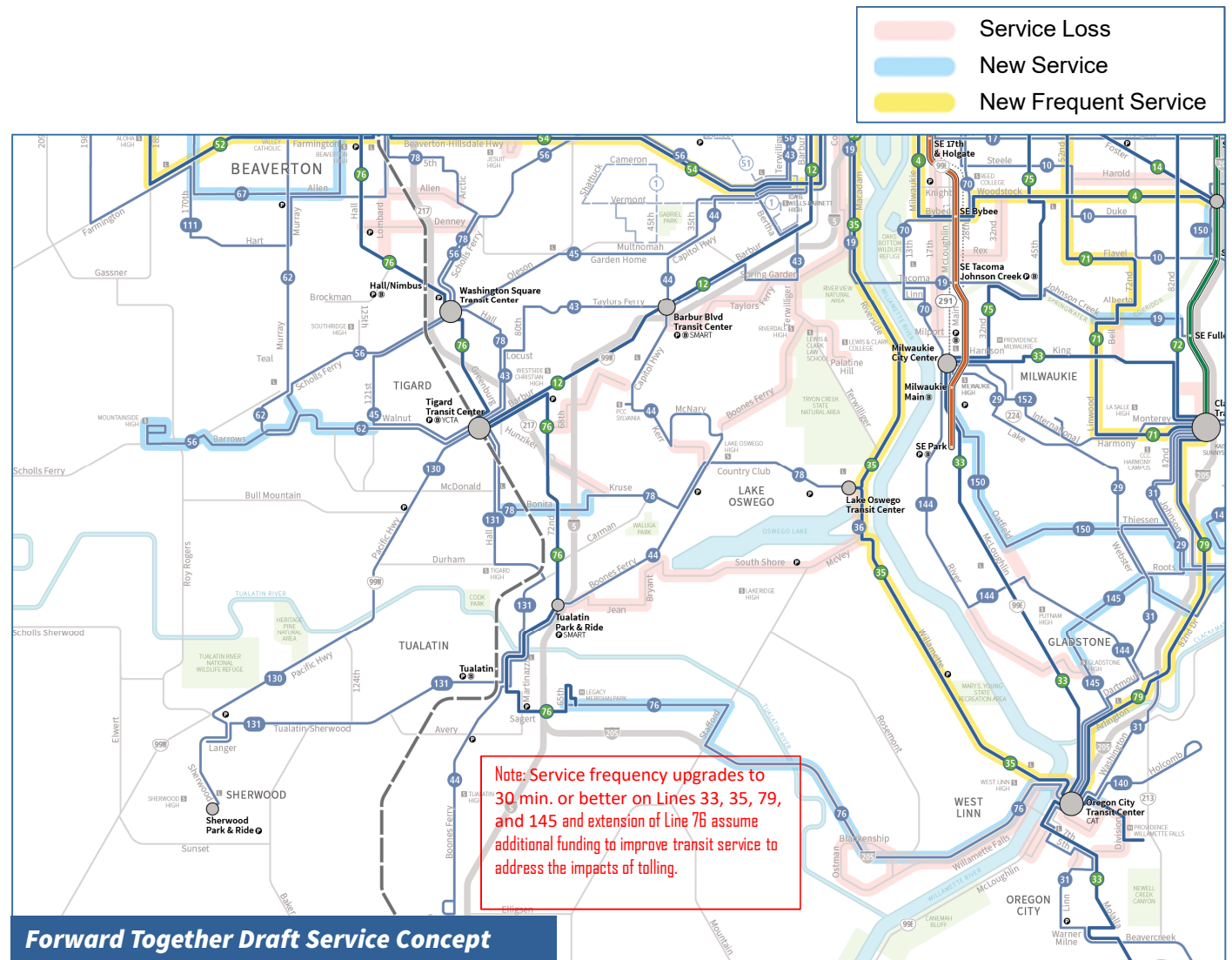
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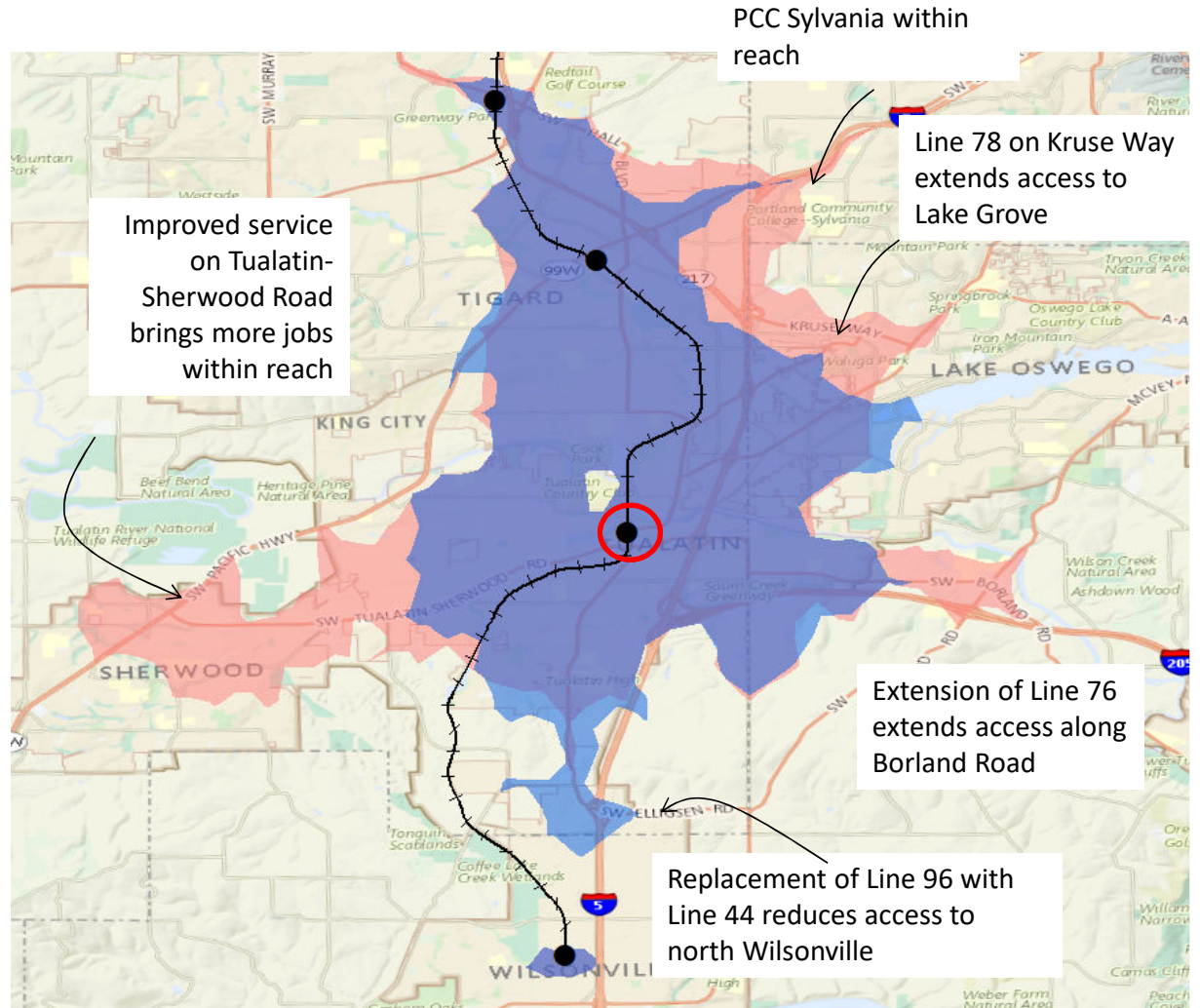


Specific Tualatin Line Concepts

- Line 76:
 - North of Bridgeport, move to 72nd Ave to serve Tigard Triangle
 - Extend to Oregon City via Borland Road/I-205
- Line 94: replaced with new line “130”, serves Sherwood-Tigard with 20 minute all day service
- New Line 44 service on Boones Ferry; Line 96 discontinued
 - Provides new connection from PCC Sylvania to Tualatin
 - Provides connection into downtown Portland
- Line 97: replaced with new line “131”, hourly all-day service
 - Extends to Tigard

Where could I travel in 45 minutes from Tualatin WES Station?

- Reachable with Existing Network
- Newly reachable with Forward Together Concept



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.
- Refined full network presented at the December 14 TriMet Board Meeting.
- First changes in 2023, subject to an additional round of outreach and Board review. Visit trimet.org/forward

Discussion