



Transit Together Project Advisory Group

Meeting #2

December 8, 2021

GPCOG
GREATER PORTLAND
COUNCIL OF GOVERNMENTS

N NELSON
NYGAARD

A S G PLANNING





Agenda

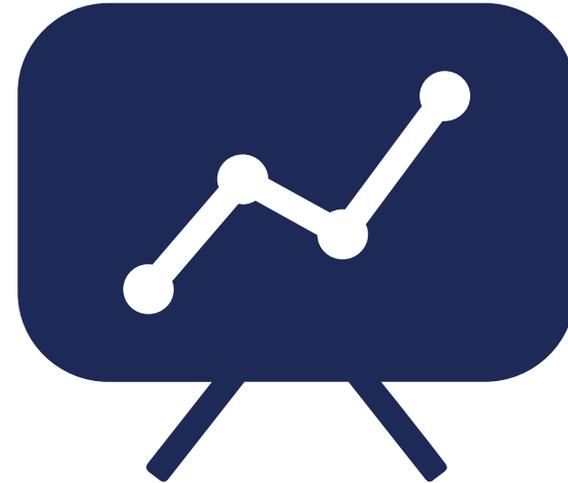
- 1 Project Update
- 2 Market Analysis
- 3 Existing Conditions
- 4 Microtransit
- 5 Public Outreach
- 6 Comment & Next Steps



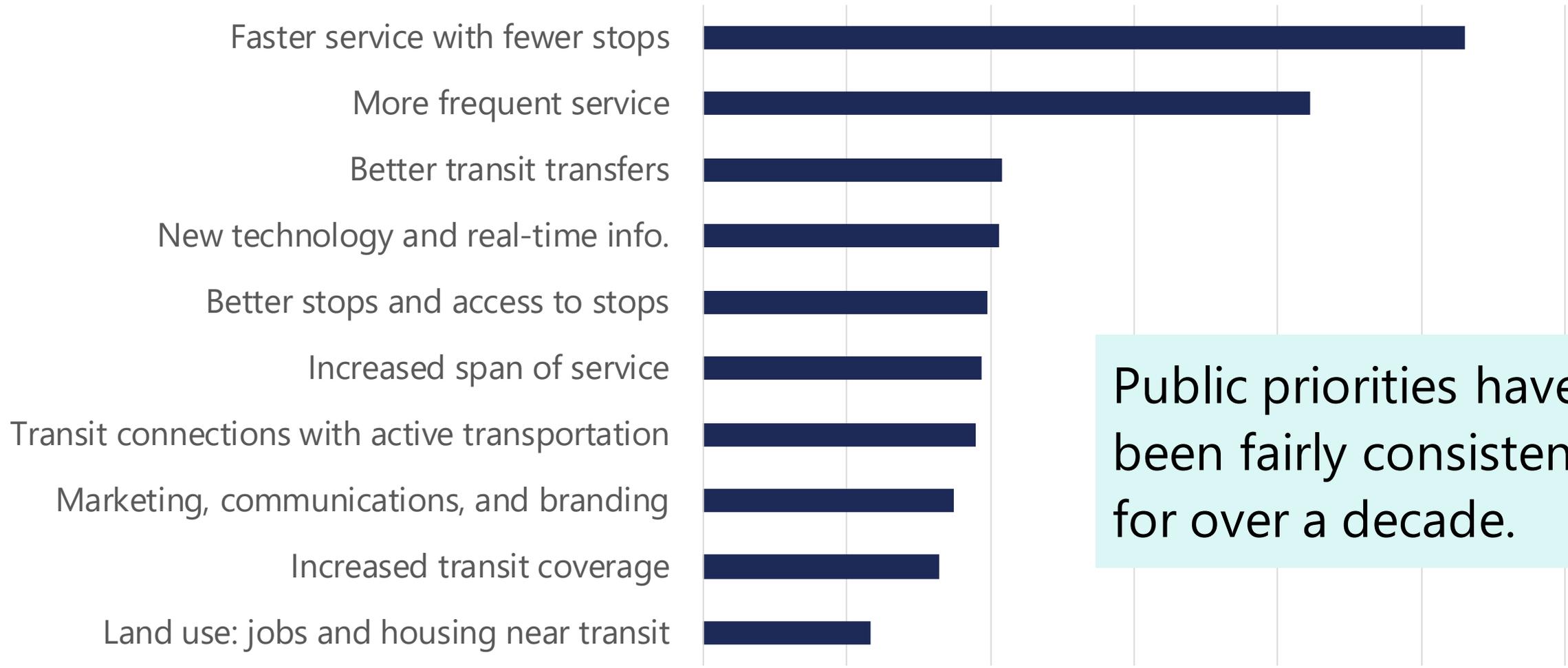
Project Update

Project update

- Stakeholder interviews complete
- Market Analysis complete
- Completing Existing Conditions report
 - Some data from transit agencies still needed
- Preparing for Round 1 Public Outreach
- Identifying opportunities
- Preparing for microtransit analysis



Public priorities guide our work



Public priorities have been fairly consistent for over a decade.

Key tasks

State of Regional Transit

- Market Analysis
- Stakeholder Interviews & Existing Conditions
- Public Outreach Round 1

Network Improvement Concepts

- Themed Network Improvement Scenarios
- Agency Staff Workshop
- Public Outreach Round 2

Microtransit Feasibility Assessment

- Demand-Based Feasibility Analysis
- Agency & Stakeholder Staff Workshop
- Implementation Plan

Seamless Transit

- Opportunity Assessment
- Agency Staff Workshop
- Organizational Efficiency Analysis

We are here!

Schedule

| | 2021 | | | | | | 2022 | | | | | | | | |
|--------------------------------------|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|
| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep |
| Project Start-Up | | | | | | | | | | | | | | | |
| Stakeholder and Community Engagement | | | | | | | | | | | | | | | |
| Network Design | | | | | | | | | | | | | | | |
| Microtransit Feasibility Analysis | | | | | | | | | | | | | | | |
| Seamless Transit | | | | | | | | | | | | | | | |
| Bringing Us Together | | | | | | | | | | | | | | | |

PAG meeting

Stakeholder workshop

Public meeting period

Final deliverable due



Market Analysis

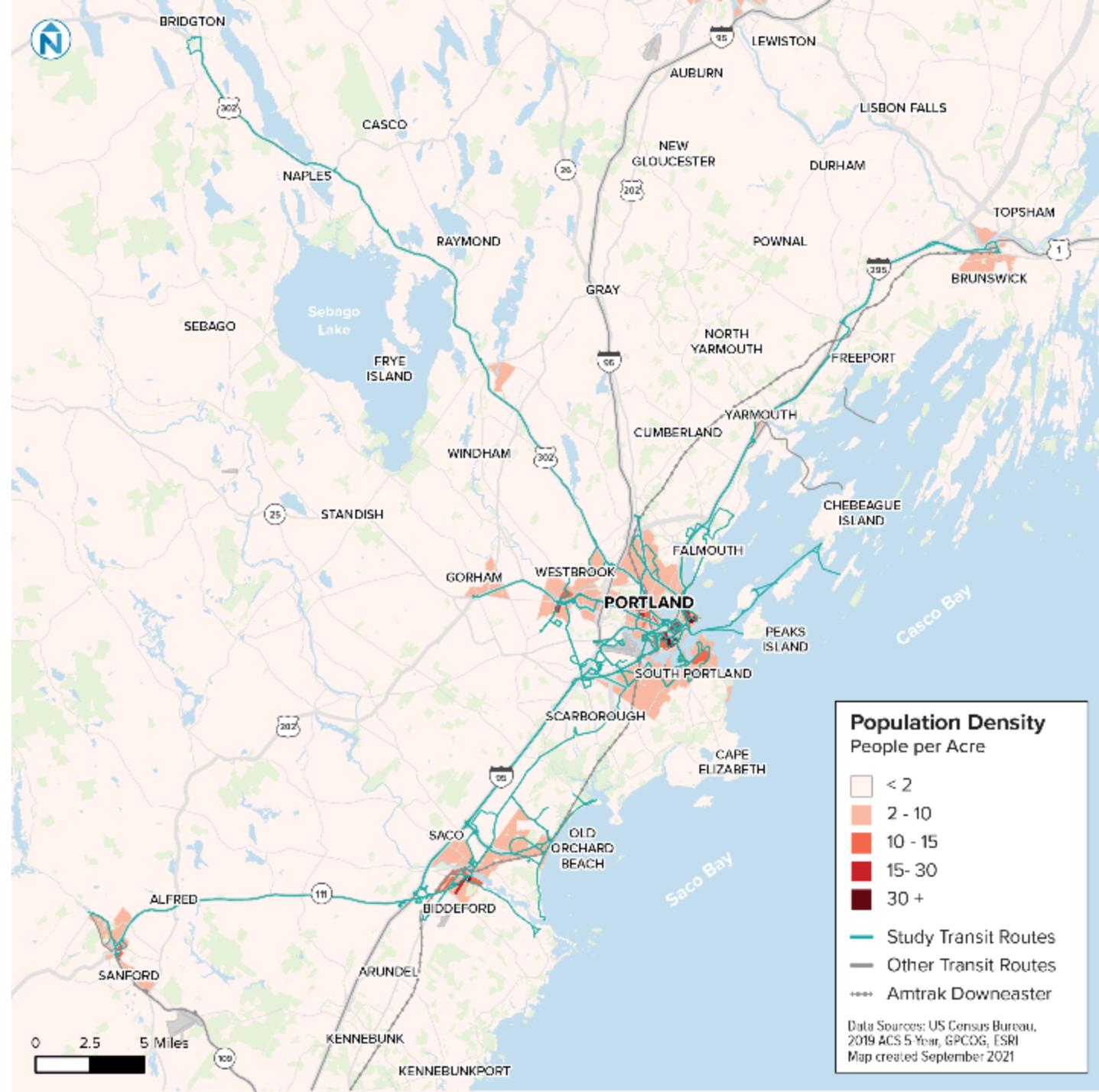
Purpose and methods

- Density helps us understand where transit demand exists and determine appropriate service levels
- Identify gaps between demand and existing service
- Use publicly available demographic, travel flow, key destination, and development data

| LAND USE | | | TRANSIT | |
|---|--------------------|---------------|---|--|
| Land Use Type | Residents per Acre | Jobs per Acre | Appropriate Types of Transit | Frequency of Service |
|  Urban Mixed-Use | >30 | >15 |    BRT Rapid Bus Local Bus |  15 minutes or better |
|  Neighborhood & Suburban Mixed-Use | 15-30 | 10-15 |  Local Bus |  15-30 minutes |
|  Mixed-Density Neighborhoods | 10-15 | 5-10 |   Local Bus Micro-Transit |  30-60 minutes |
|  Low Density | 2-10 | 2-5 |    Micro-Transit Rideshare Volunteer Driver Pgm |  60 mins or less, or on-demand |
|  Rural | <2 | <2 |   Rideshare Volunteer Driver Pgm | On-demand |

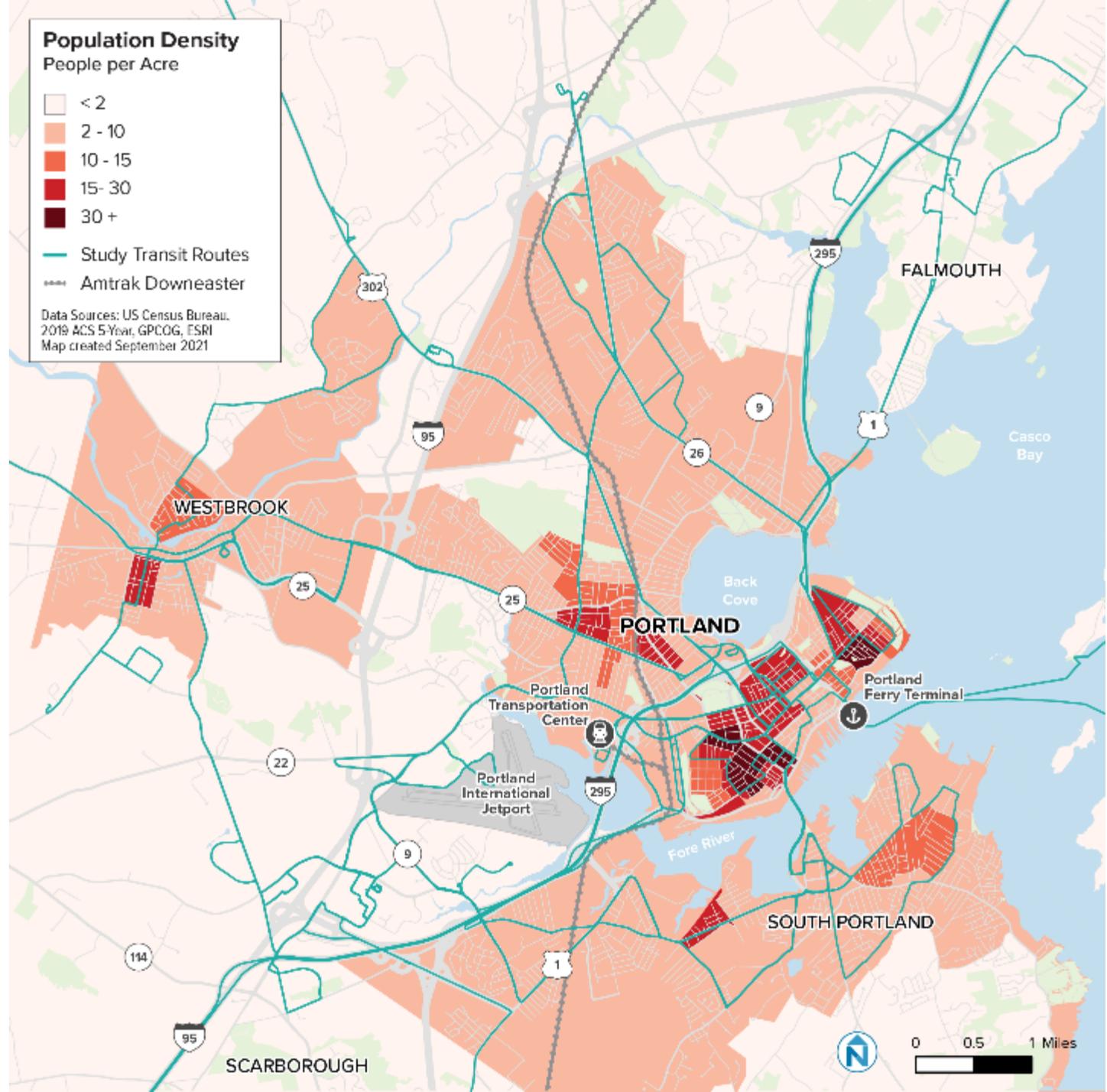
Population density

Most of the greater Portland region is relatively low-density.



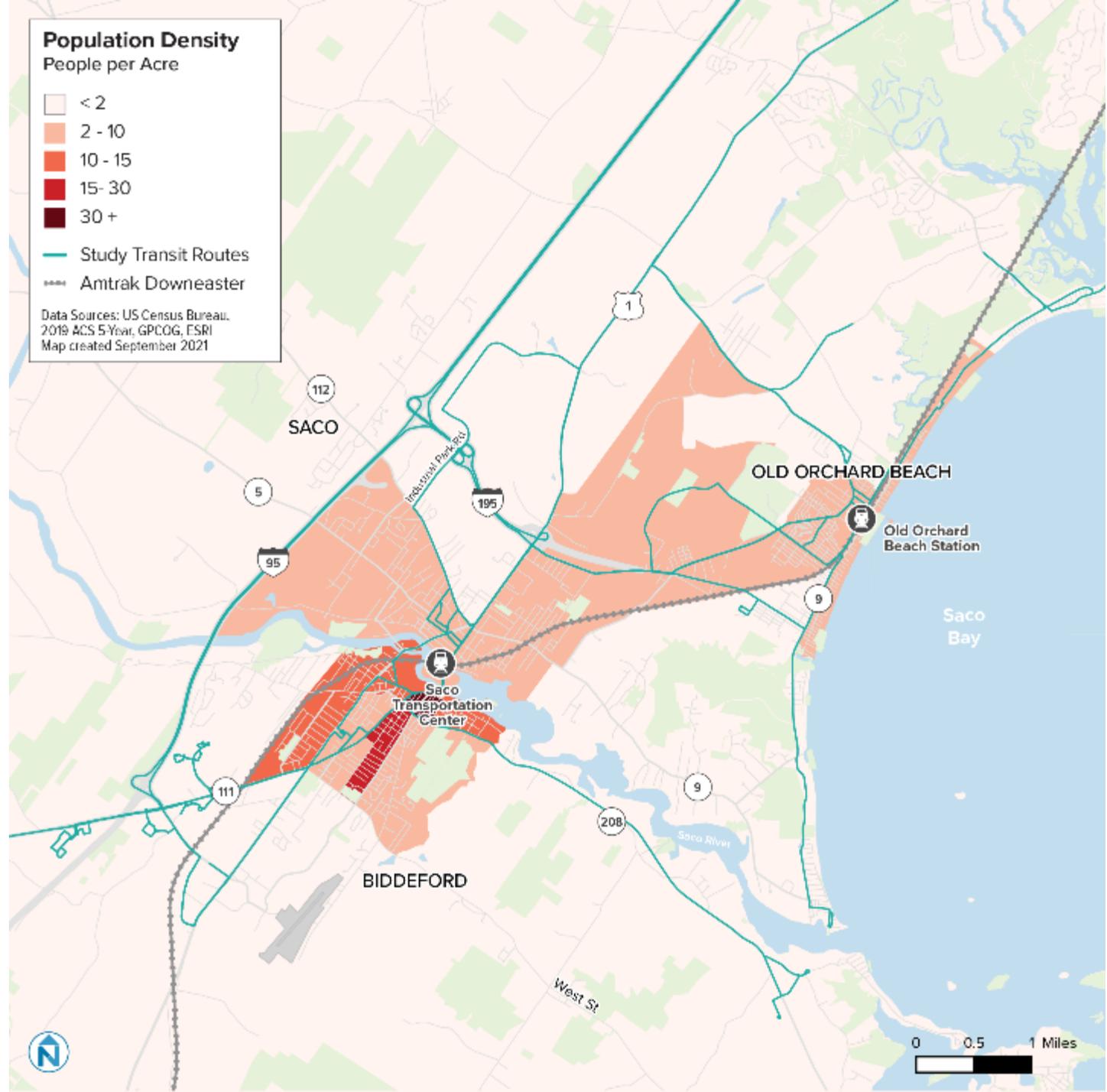
Population density

Most population density in the region is focused around Portland.



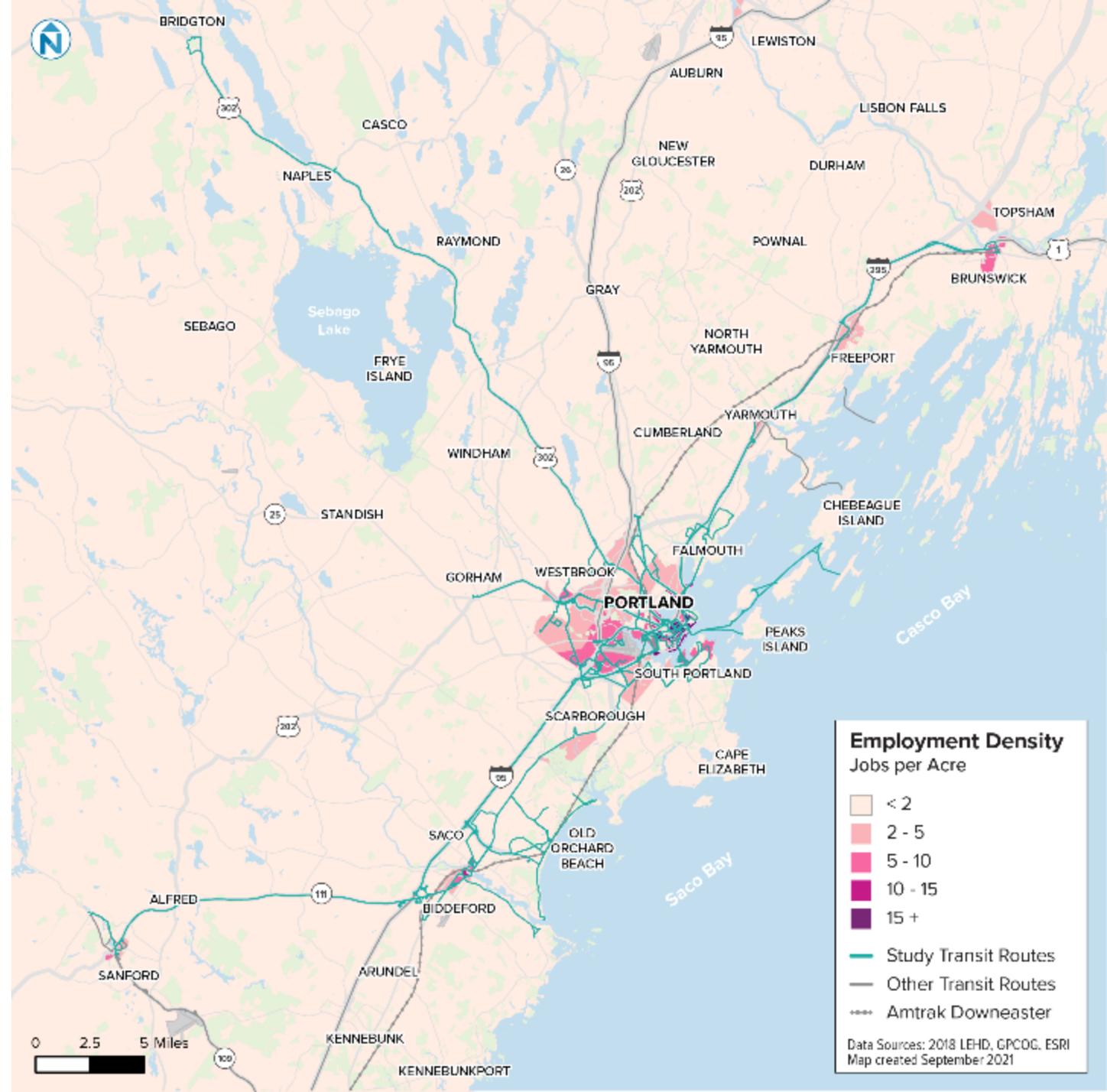
Population density

There are some high-density neighborhoods in the BSOOB area.



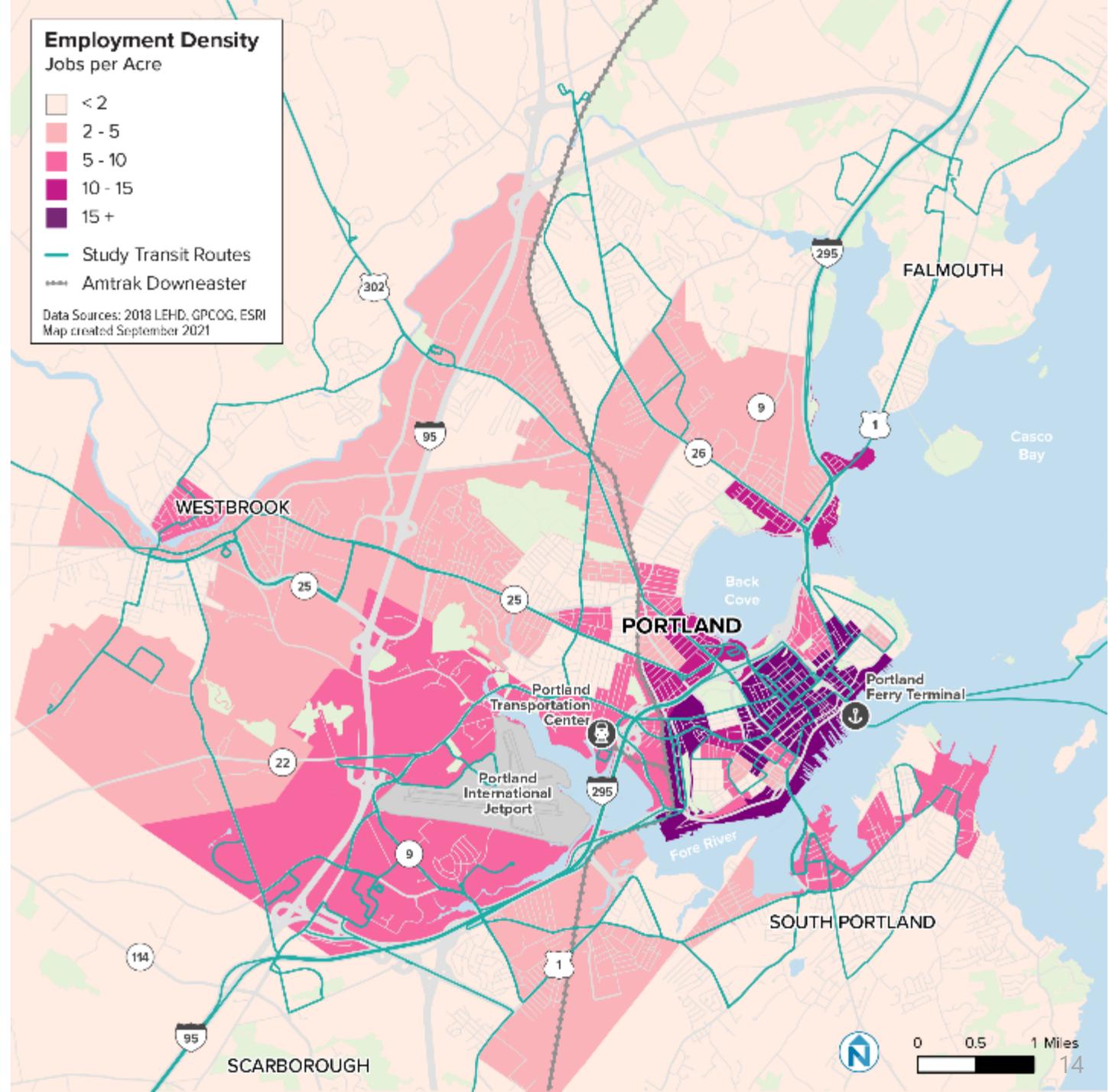
Employment density

Employment density is one of the foundations of transit demand.



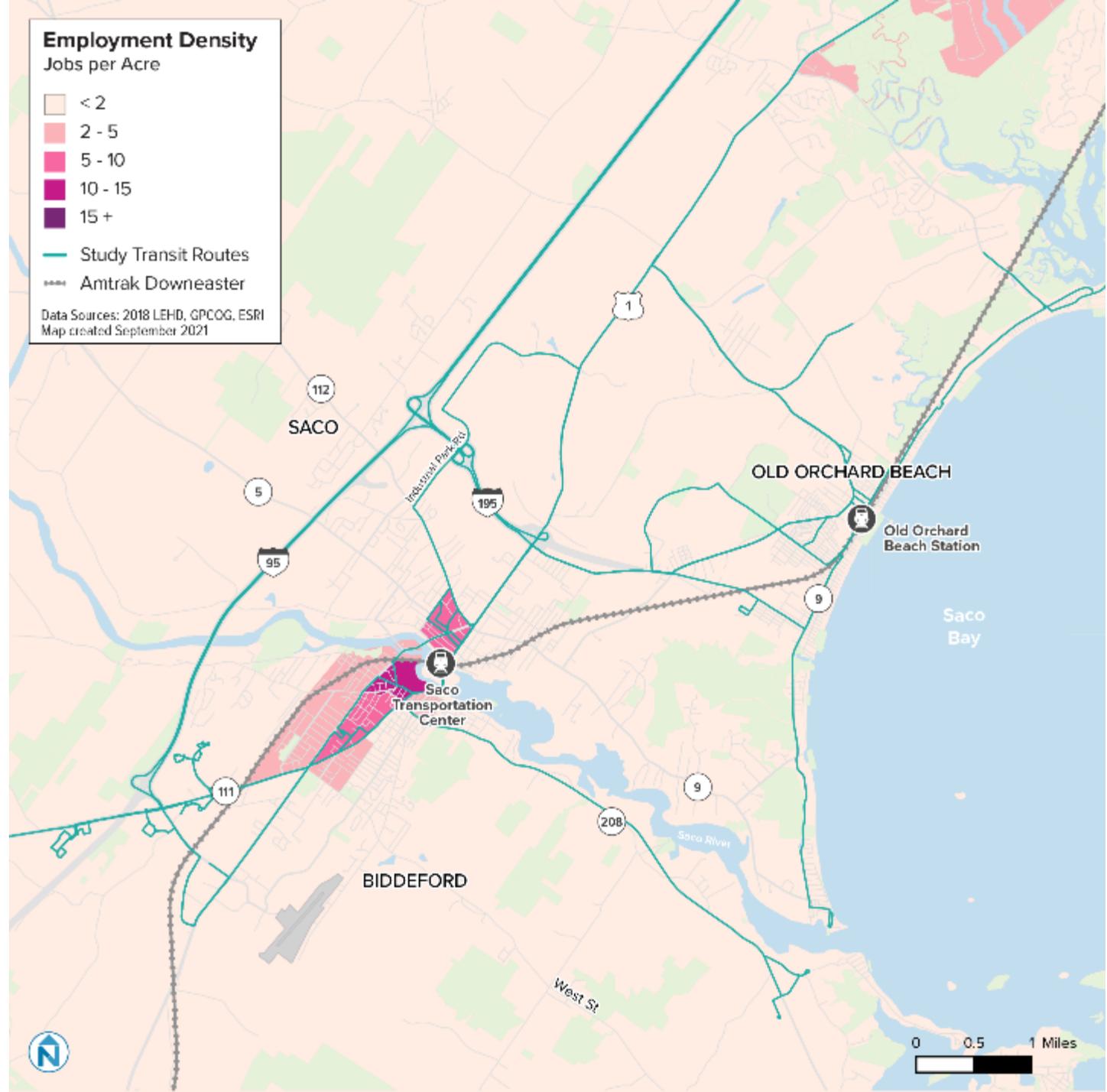
Employment density

Employment density is concentrated on the Portland Peninsula but also near SMCC, the Maine Mall, and Martin's Point.



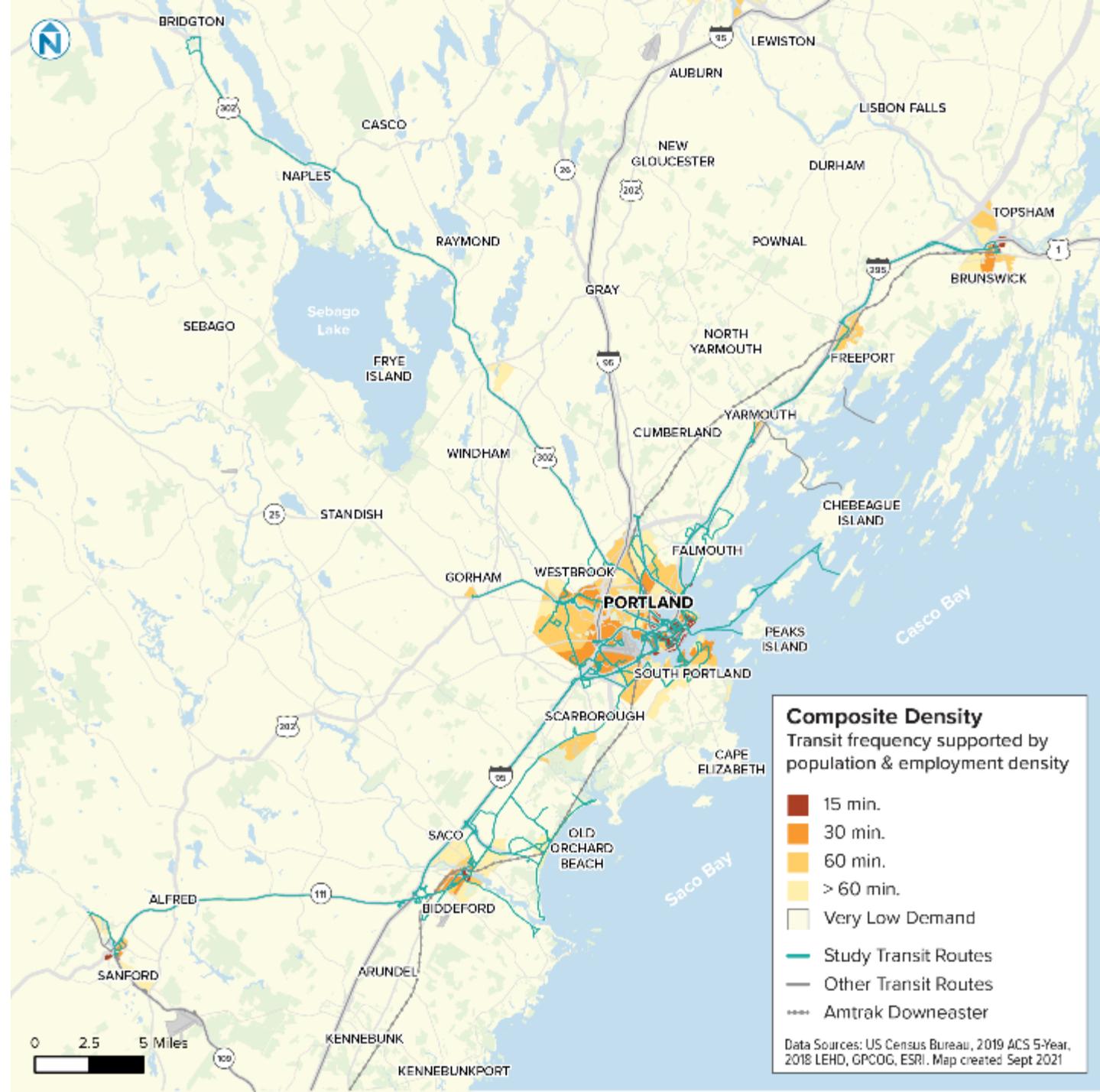
Employment density

Employment in the BSOOB area is concentrated near downtown Biddeford and Saco.



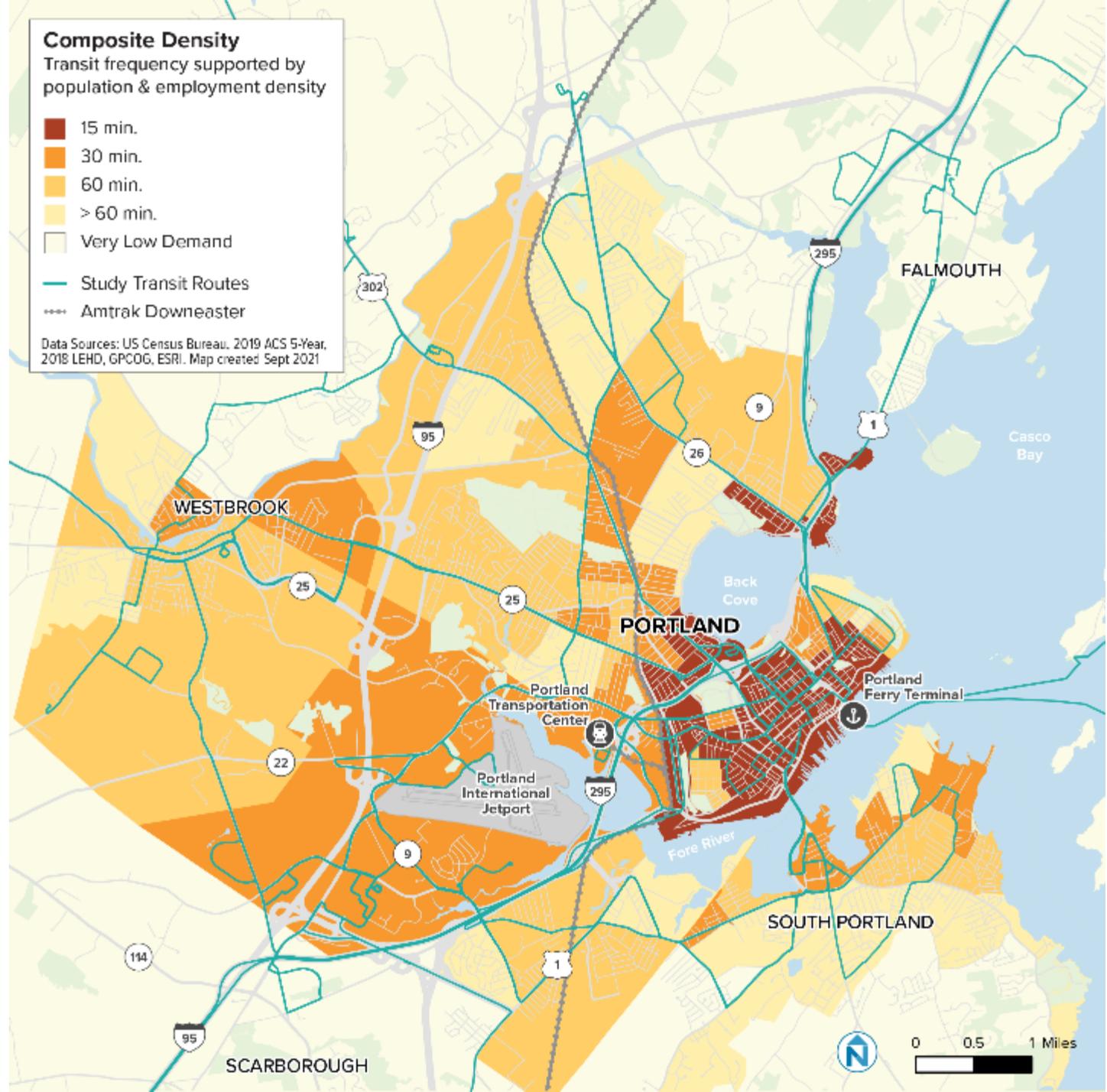
Transit demand

Transit demand, and the frequency of service supported by this demand, is generally low outside of the Portland and Biddeford-Saco areas.



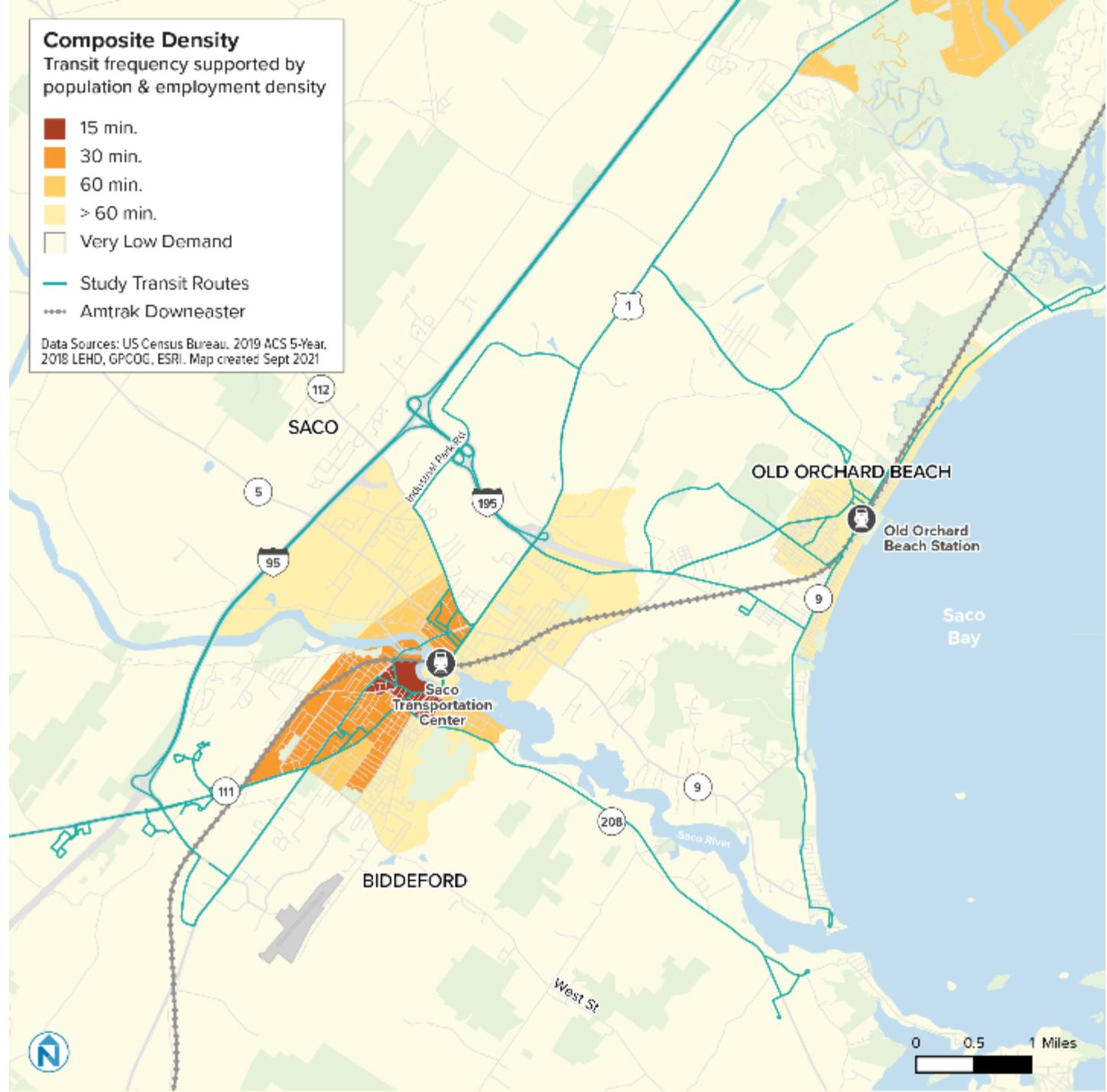
Transit demand

The greatest transit demand is in places where lots of people live and work.



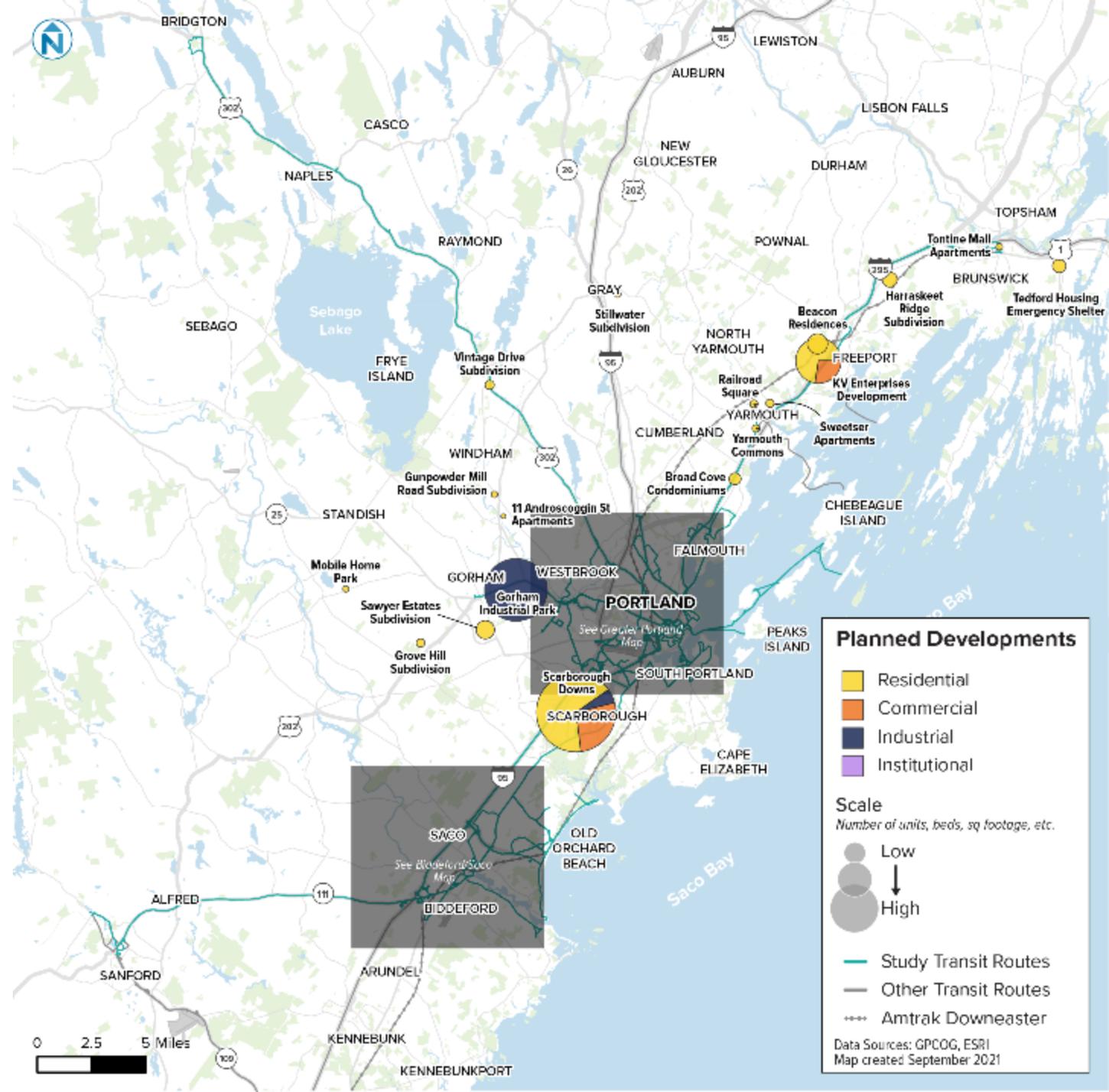
Transit demand

In the BSOOB area, transit demand is concentrated in downtown Biddeford.



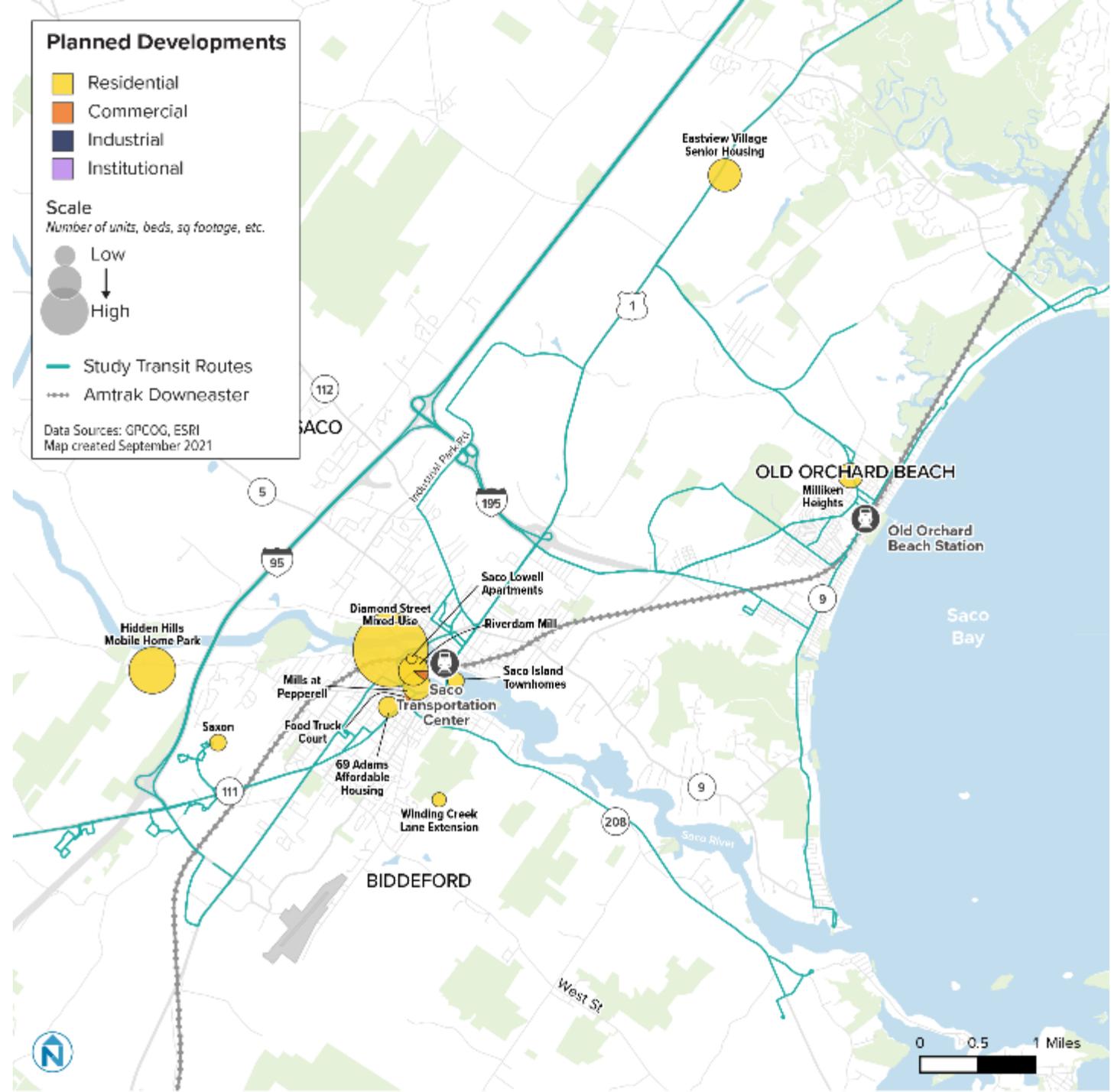
Planned development

There are several planned developments in the region that will impact transit demand.



Planned development

Several downtown Biddeford developments will likely increase transit demand in the area.



Planned development

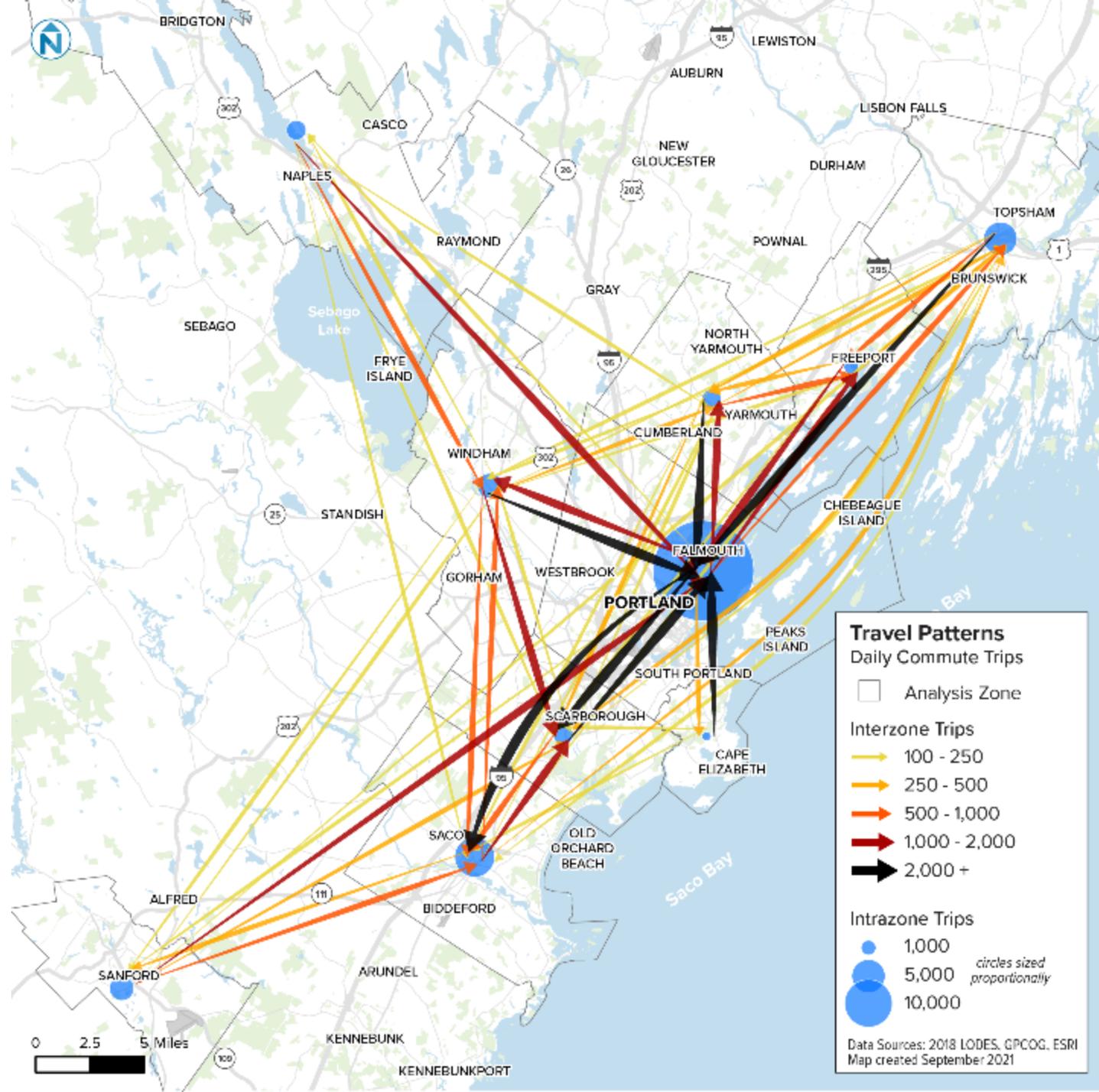
- VA Clinic and Portland Foreside on **Commercial Street in Portland**
- Riverton homeless services center on **Riverside Street in Portland**
- **Rock Row**
- **Betsy Ross House** expansion and other smaller projects



Image sources, top to bottom: [Portland Foreside Development Company](#) and [Developers Collaborative](#).

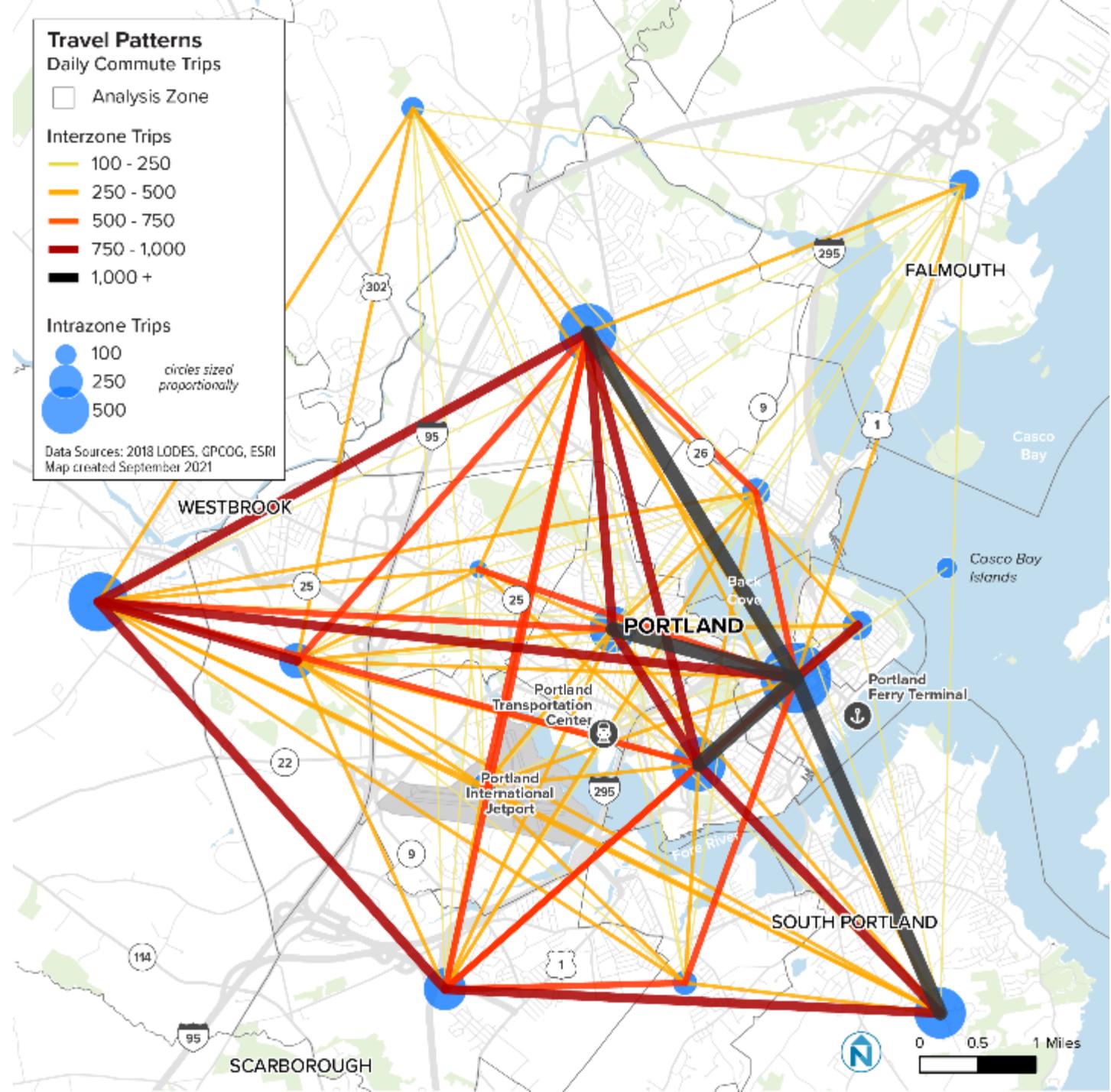
Commute flows

Portland and Biddeford-Saco are the study area's primary jobs centers.



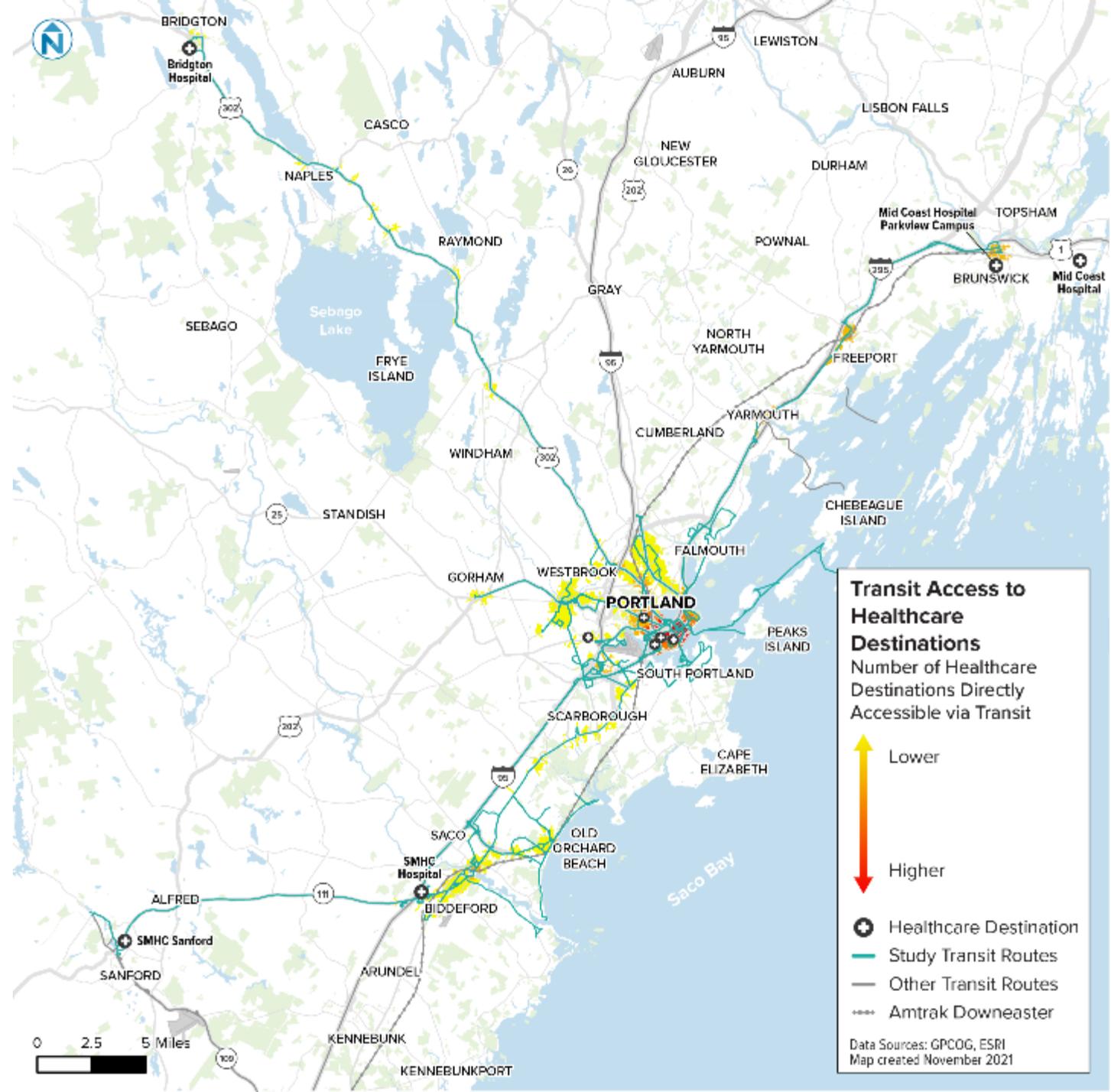
Commuter flows

There are considerable commuter flows within Portland and among South Portland, Westbrook, and Portland.



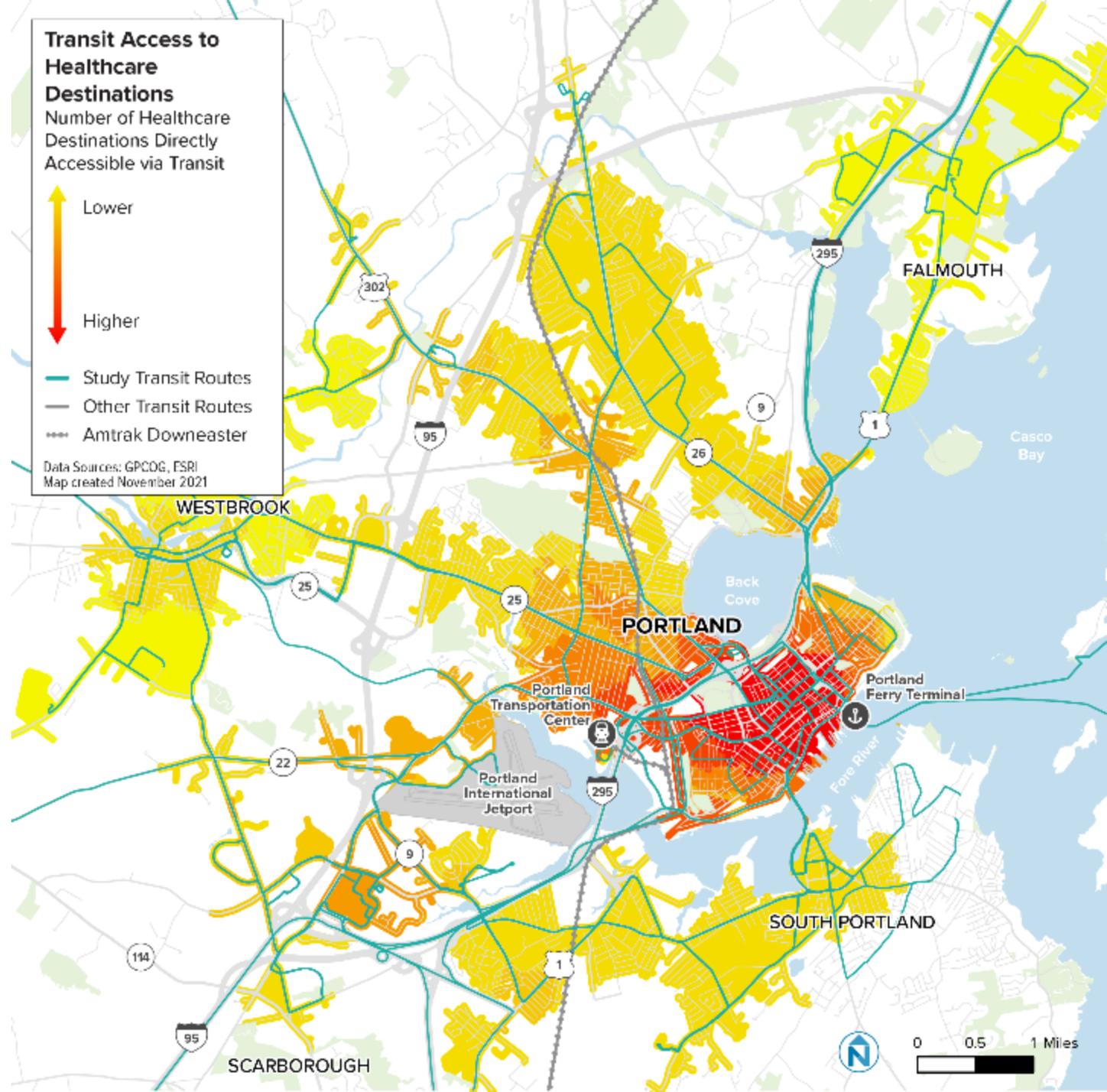
Access to healthcare

For people without cars, transit can be essential for access to healthcare.



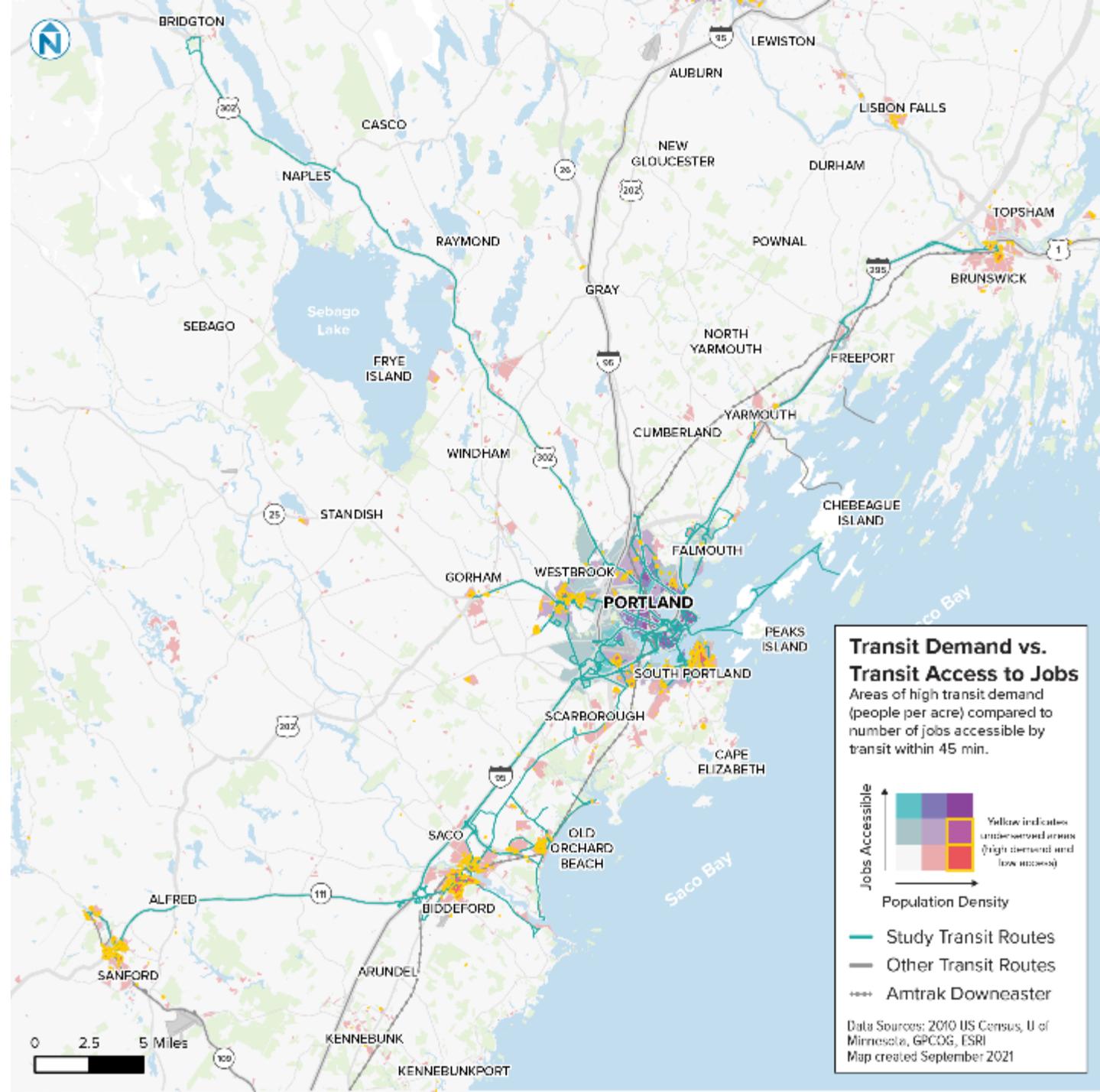
Access to healthcare

Access to one or more healthcare destinations is generally strong in the greater Portland area, with some gaps in South Portland and point north.



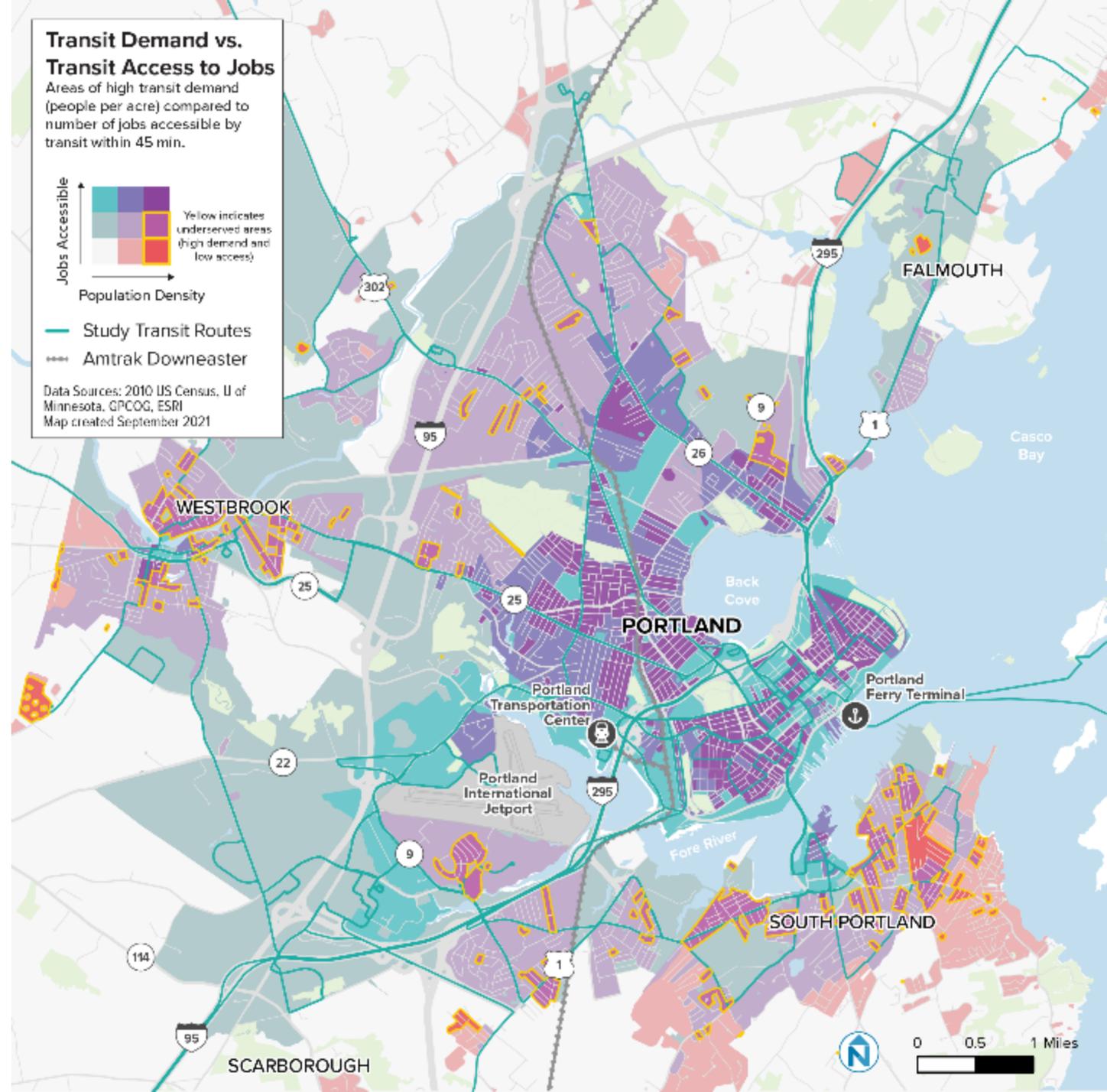
Underserved communities

Comparing demand to jobs access is one way to identify communities that are 'underserved' by transit.



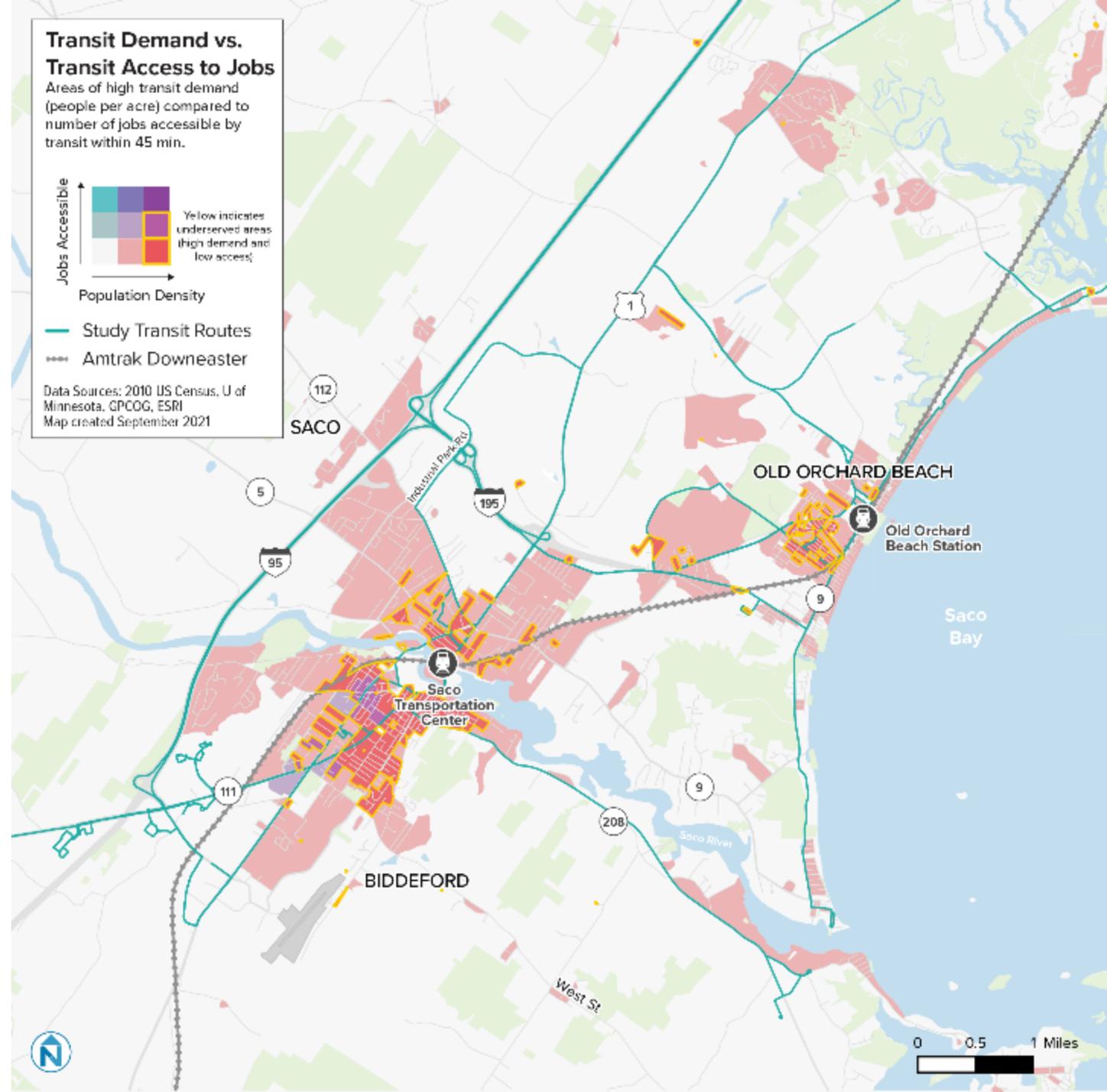
Underserved communities

In the greater Portland region, parts of Westbrook and South Portland stand out as potentially underserved communities.



Underserved communities

In the BSOOB area, many denser areas stand out as potentially underserved communities.



Key findings



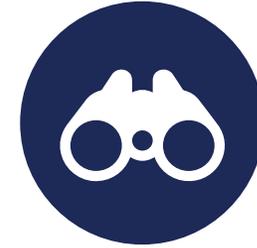
Planned Development

- Development may impact where future transit should be operated:
 - **Commercial Street** in Portland
 - **Riverside Street** in Portland



Commute Flows

- **Biddeford/Saco** and **Portland** are commute centers of the region
- Limited commute flows between **south Falmouth** and Portland
- Considerable flows among places **outside of the Peninsula**

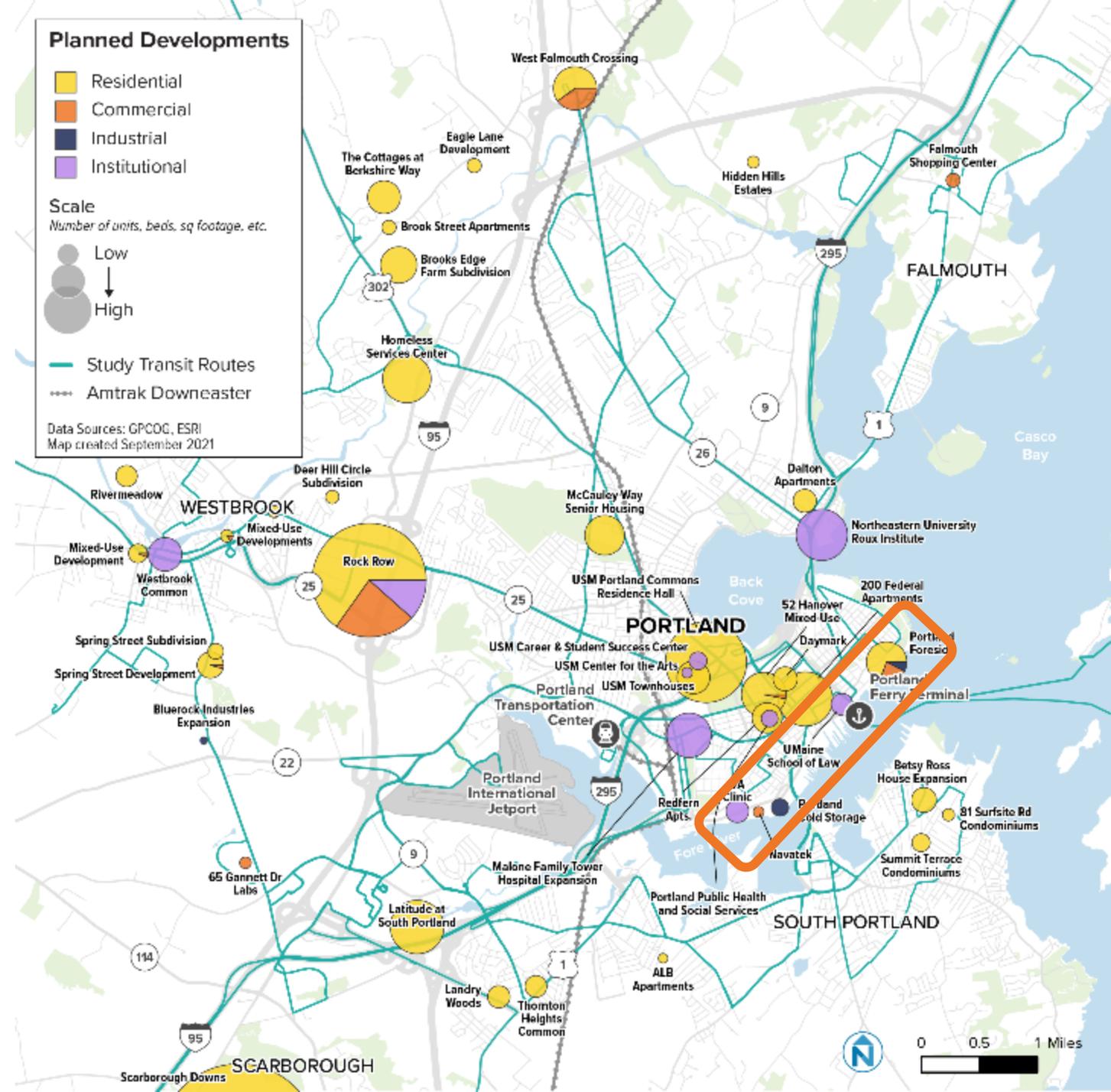


Service Gaps

- **Service may not meet market demand** in parts of Biddeford, South Portland, Westbrook, and some neighborhoods in Portland

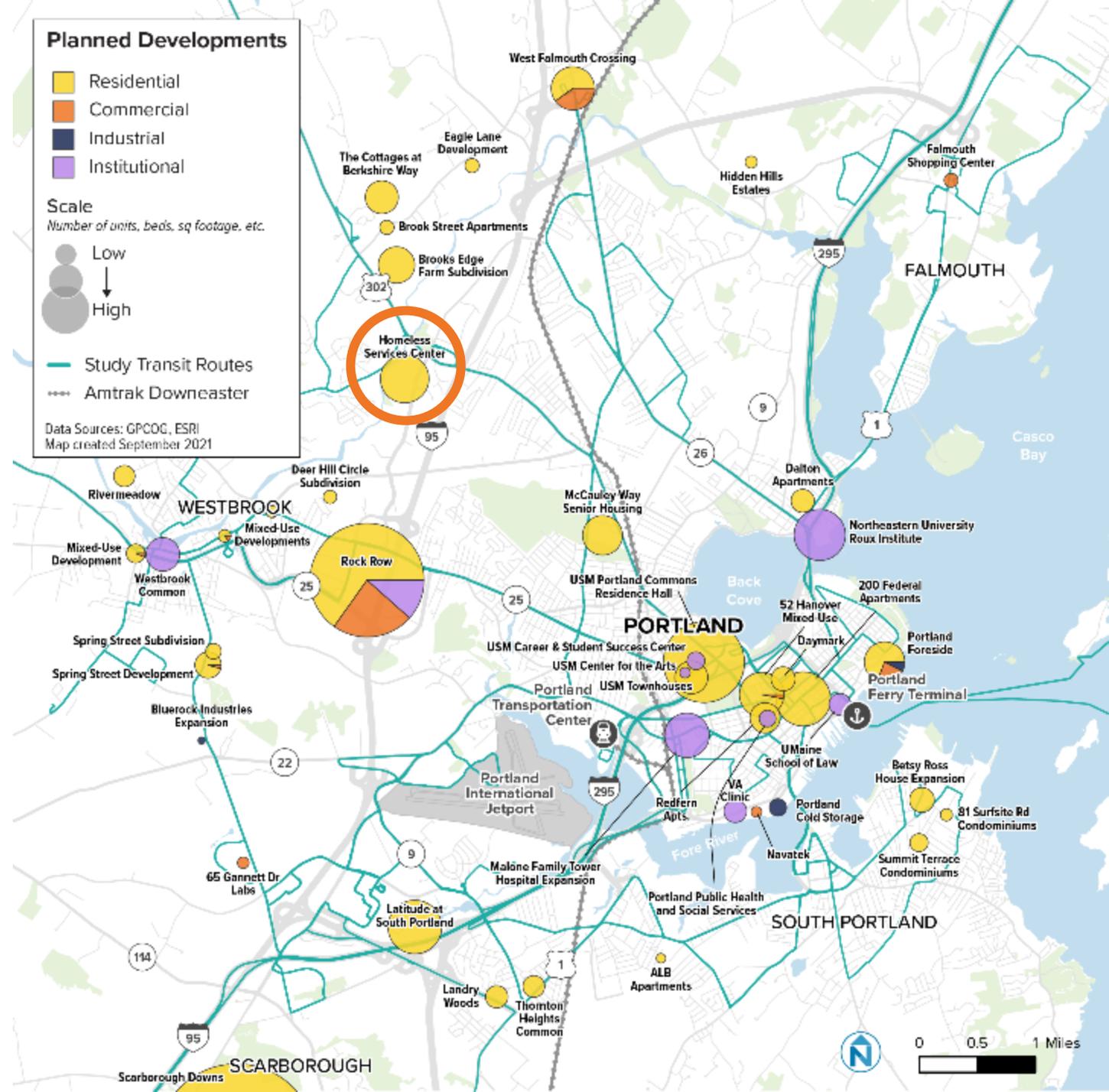
Planned development

- Commercial Street in Portland



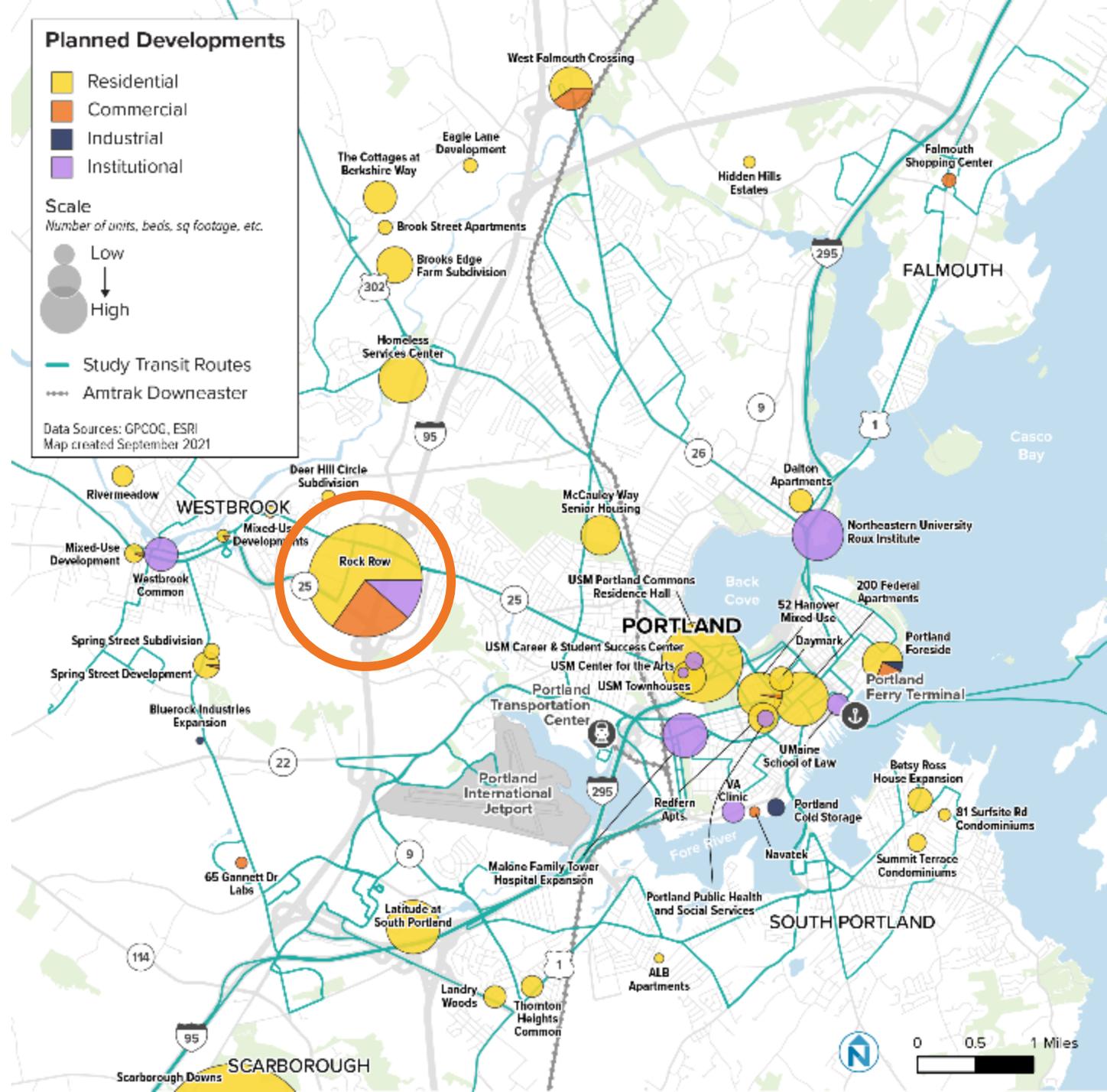
Planned development

- Commercial Street in Portland
- Riverton homeless shelter



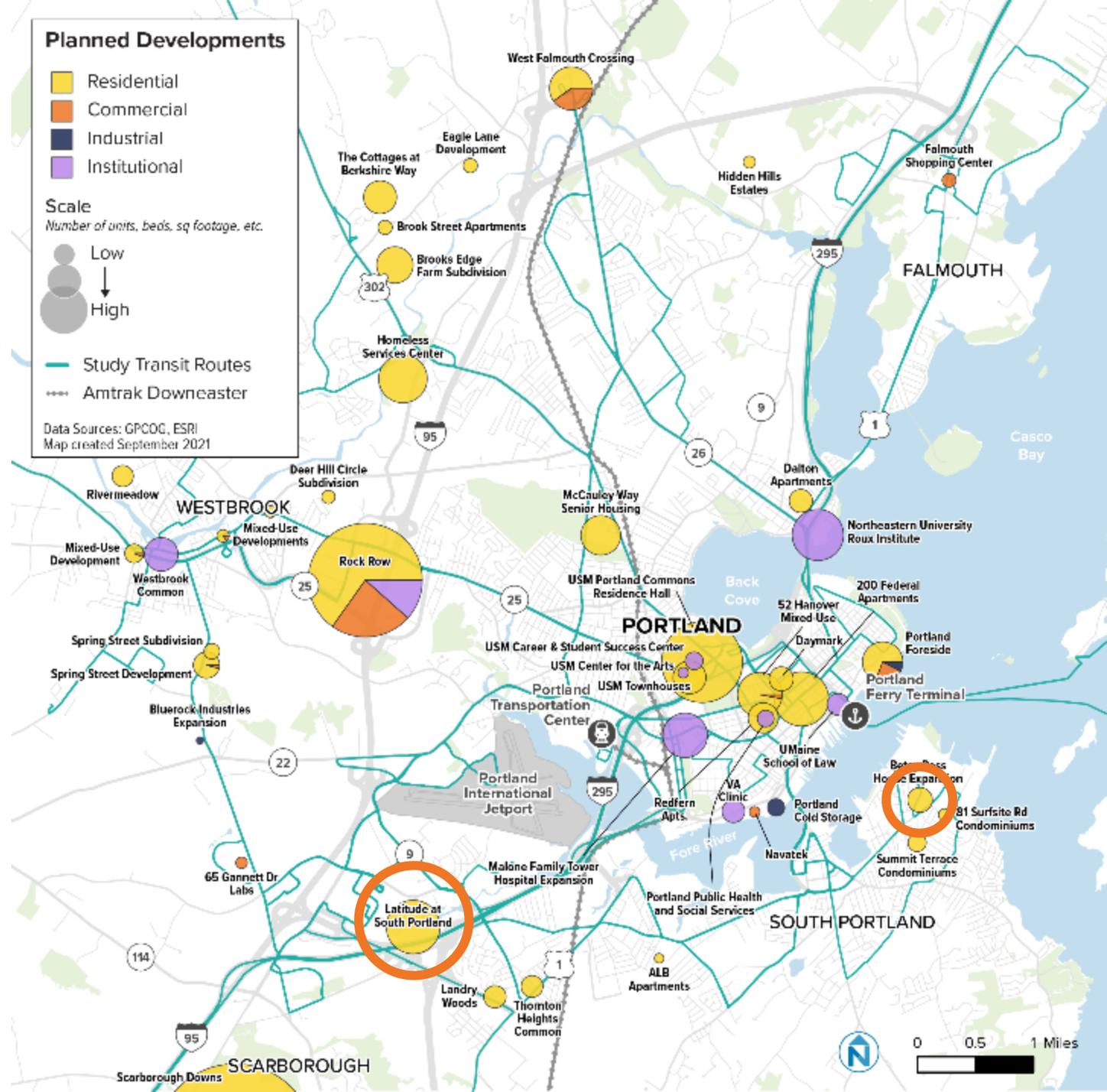
Planned development

- Commercial Street in Portland
- Riverton homeless shelter
- Rock Row

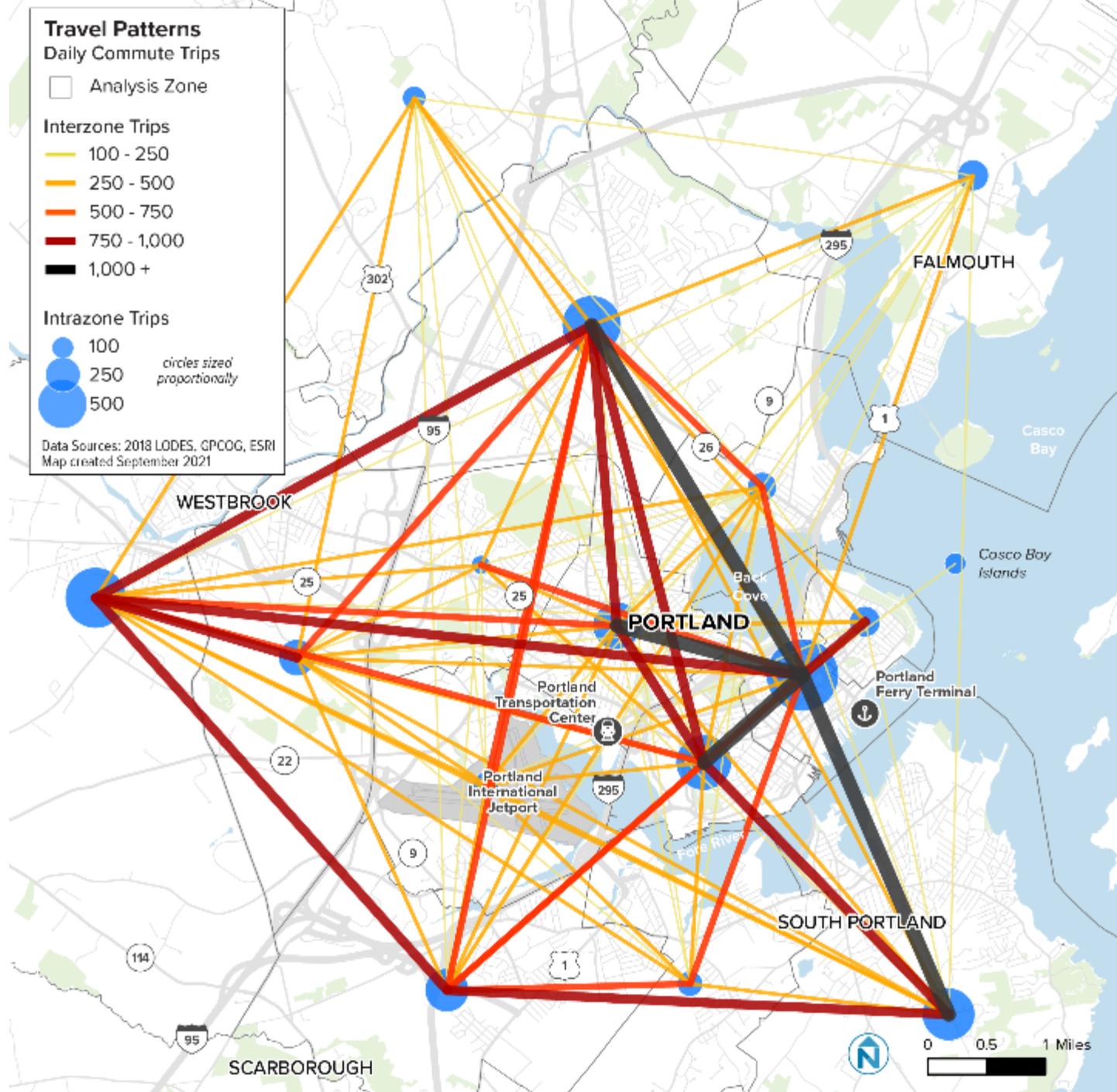


Planned development

- Commercial Street in Portland
- Riverton homeless shelter
- Rock Row
- Several other smaller sites

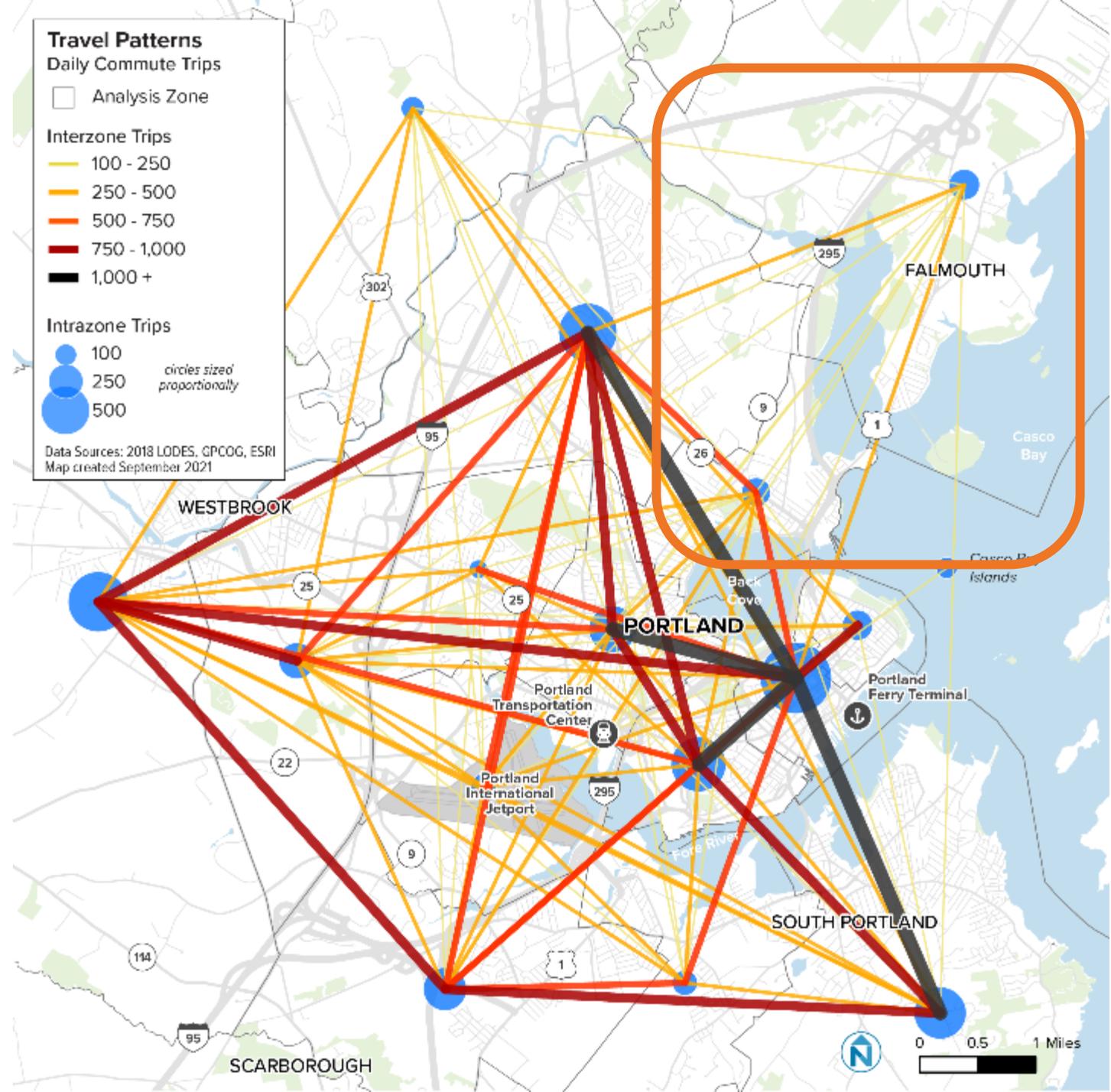


Commuter flows



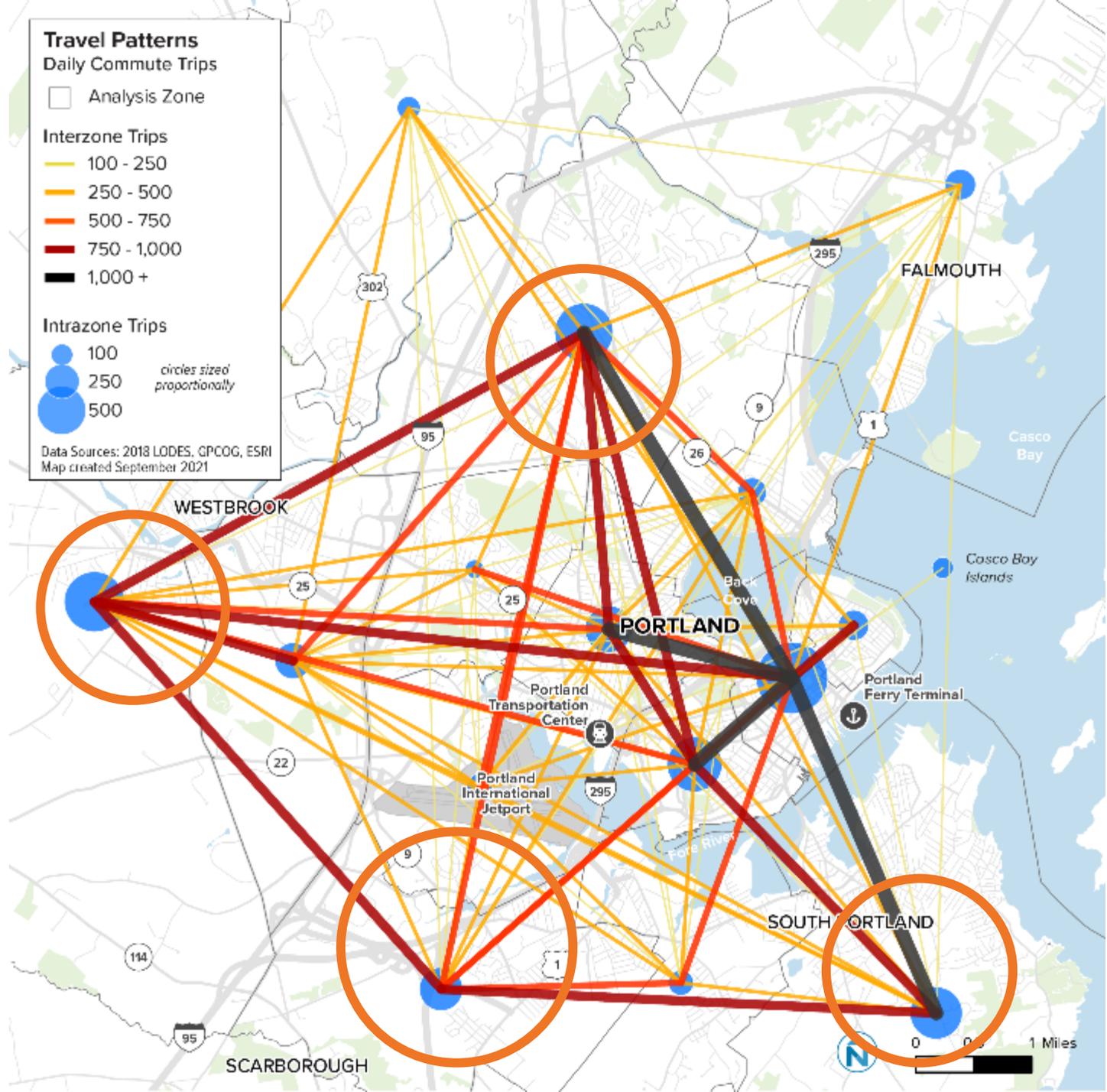
Commute flows

- Limited commuting to and from south Falmouth

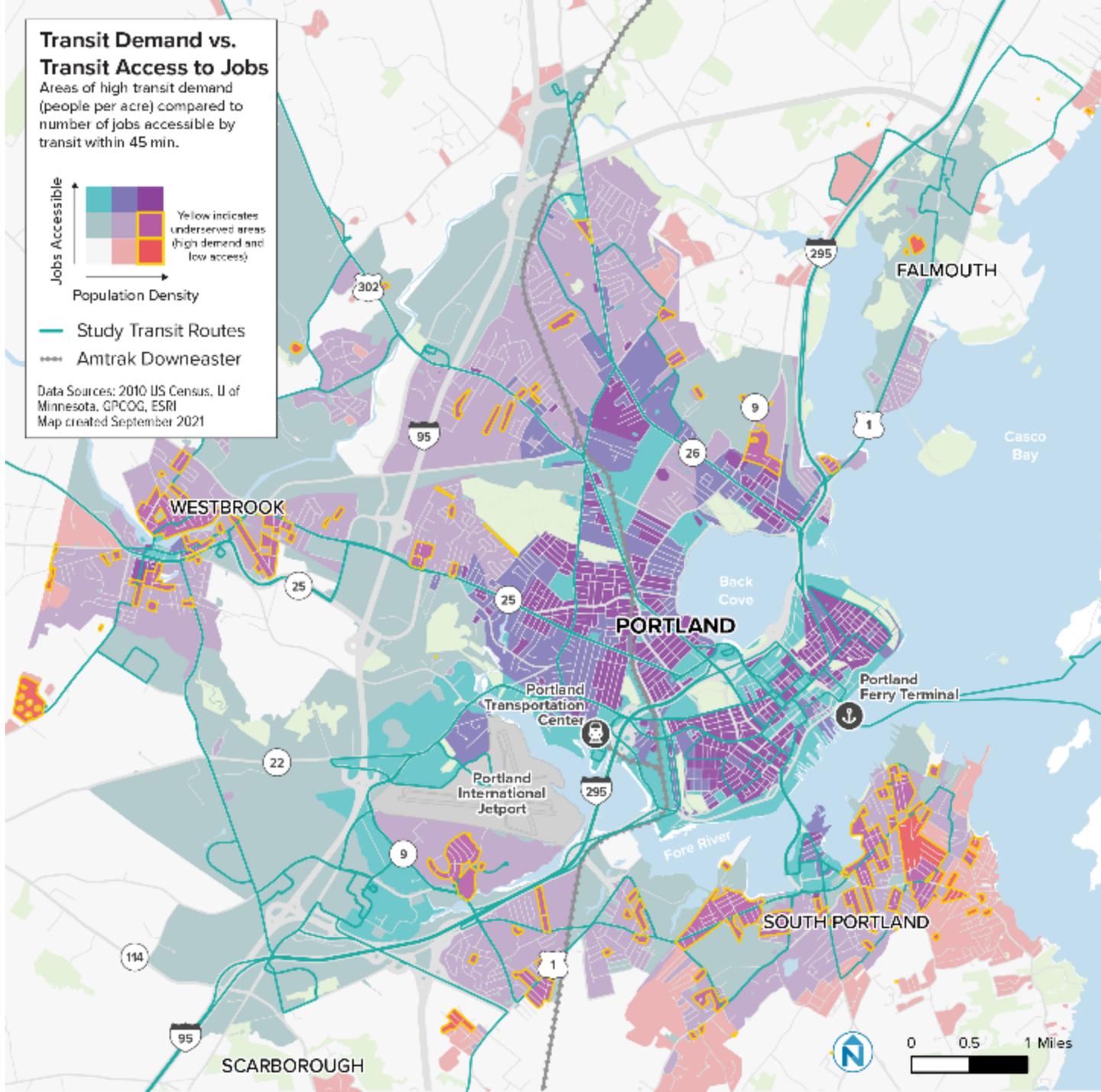


Commute flows

- Limited commuting to and from south Falmouth
- Considerable commuting outside of the Peninsula

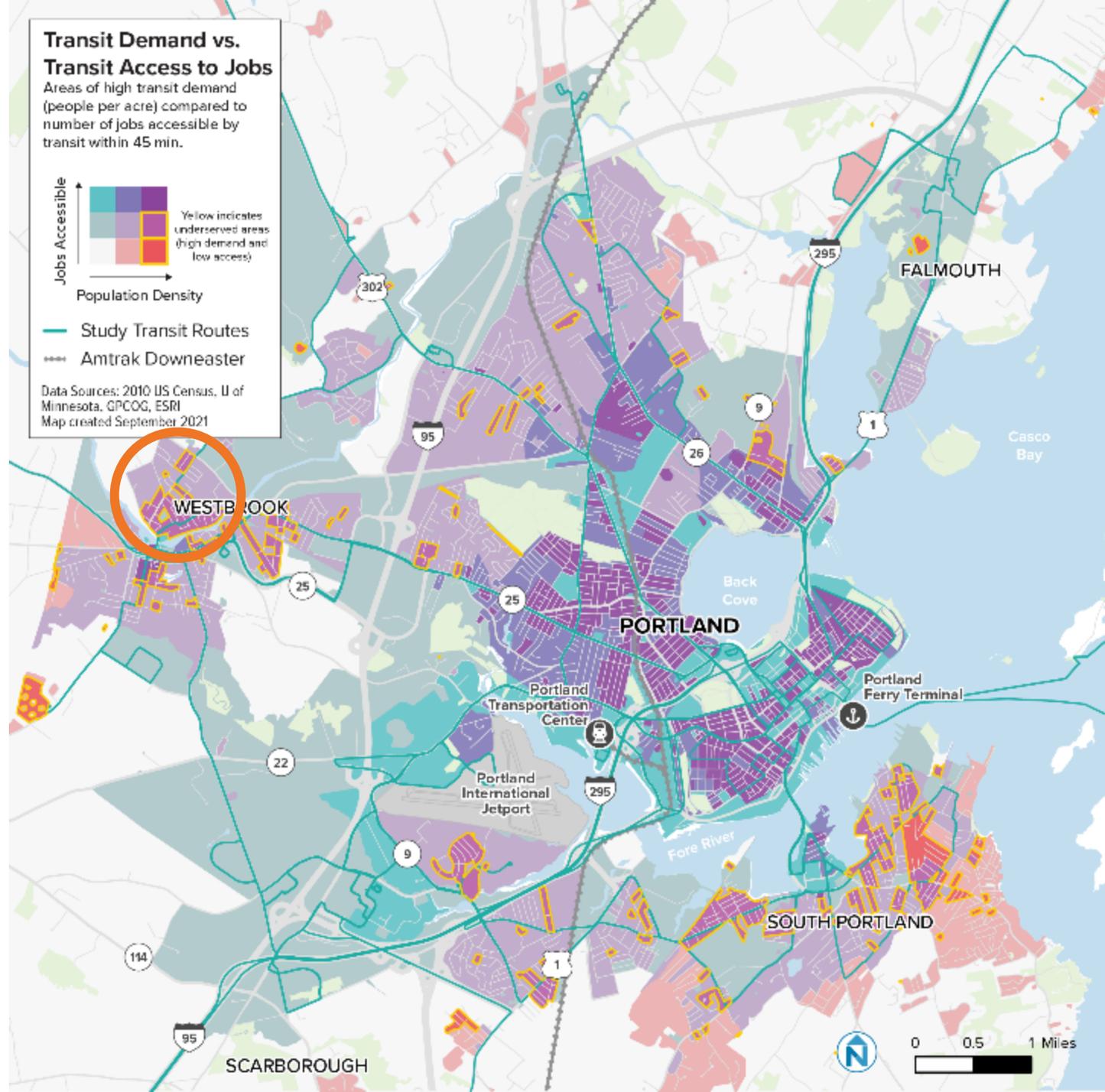


Service gaps



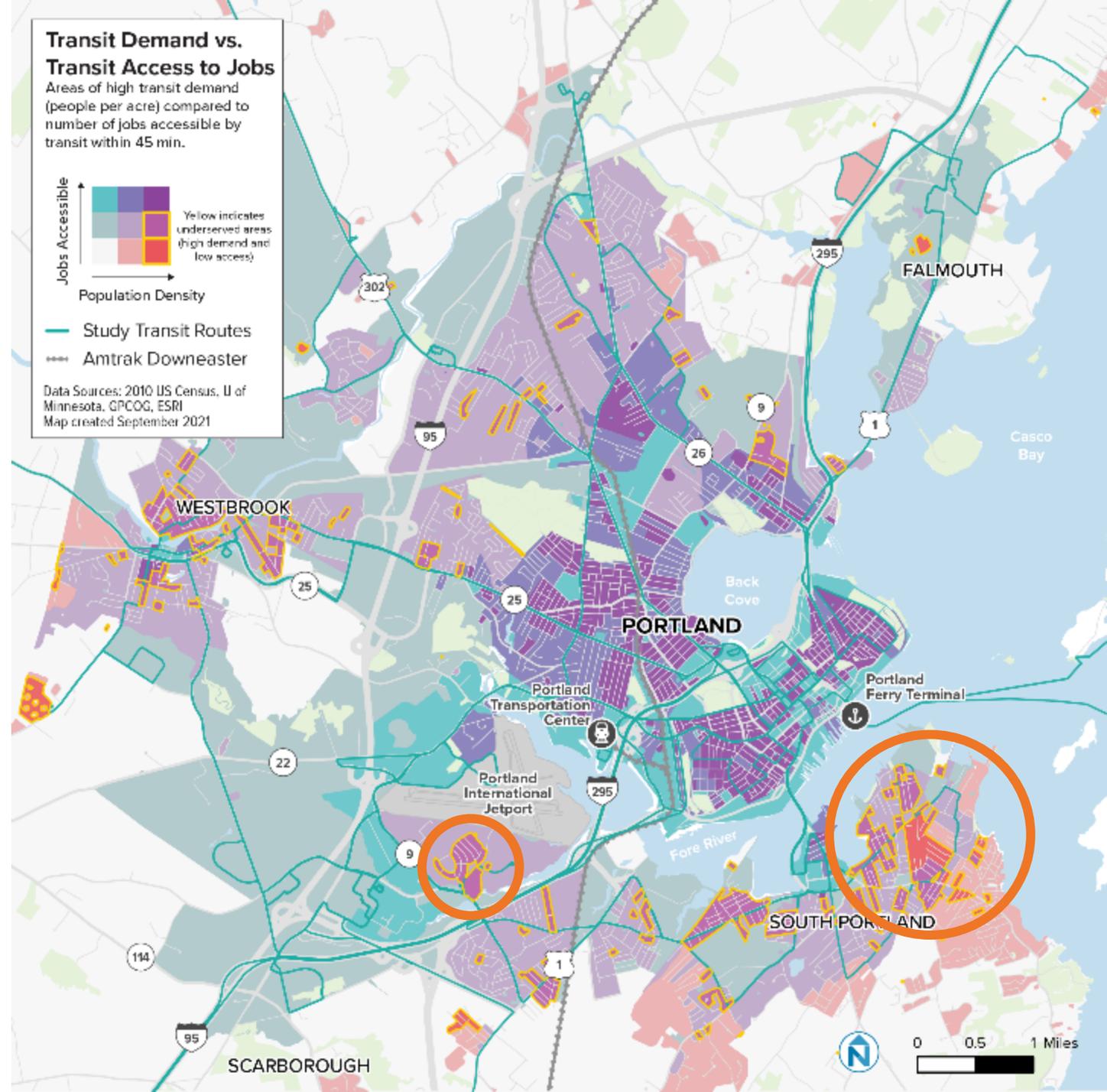
Service gaps

- Parts of Westbrook



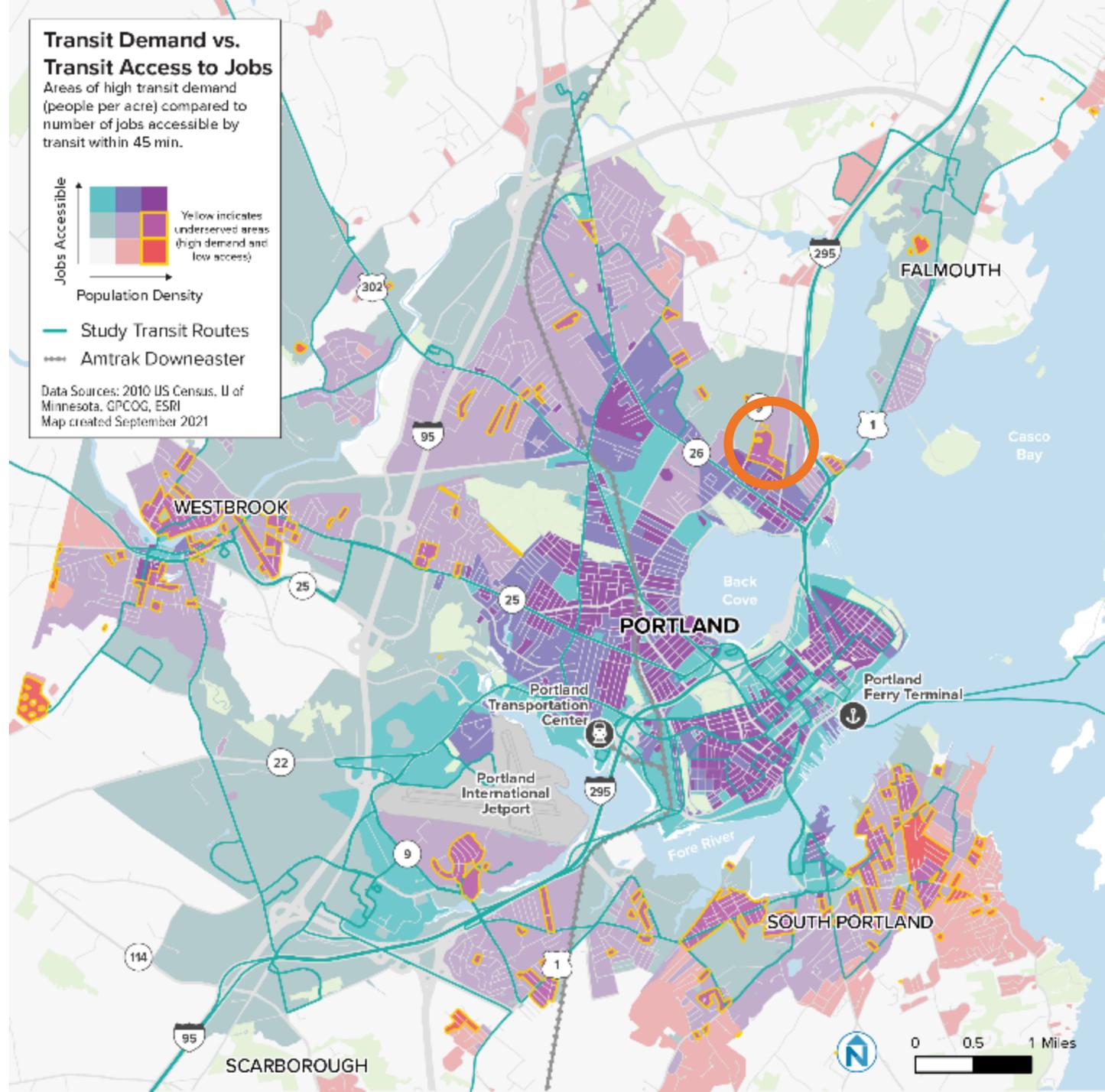
Service gaps

- Parts of Westbrook
- Much of South Portland



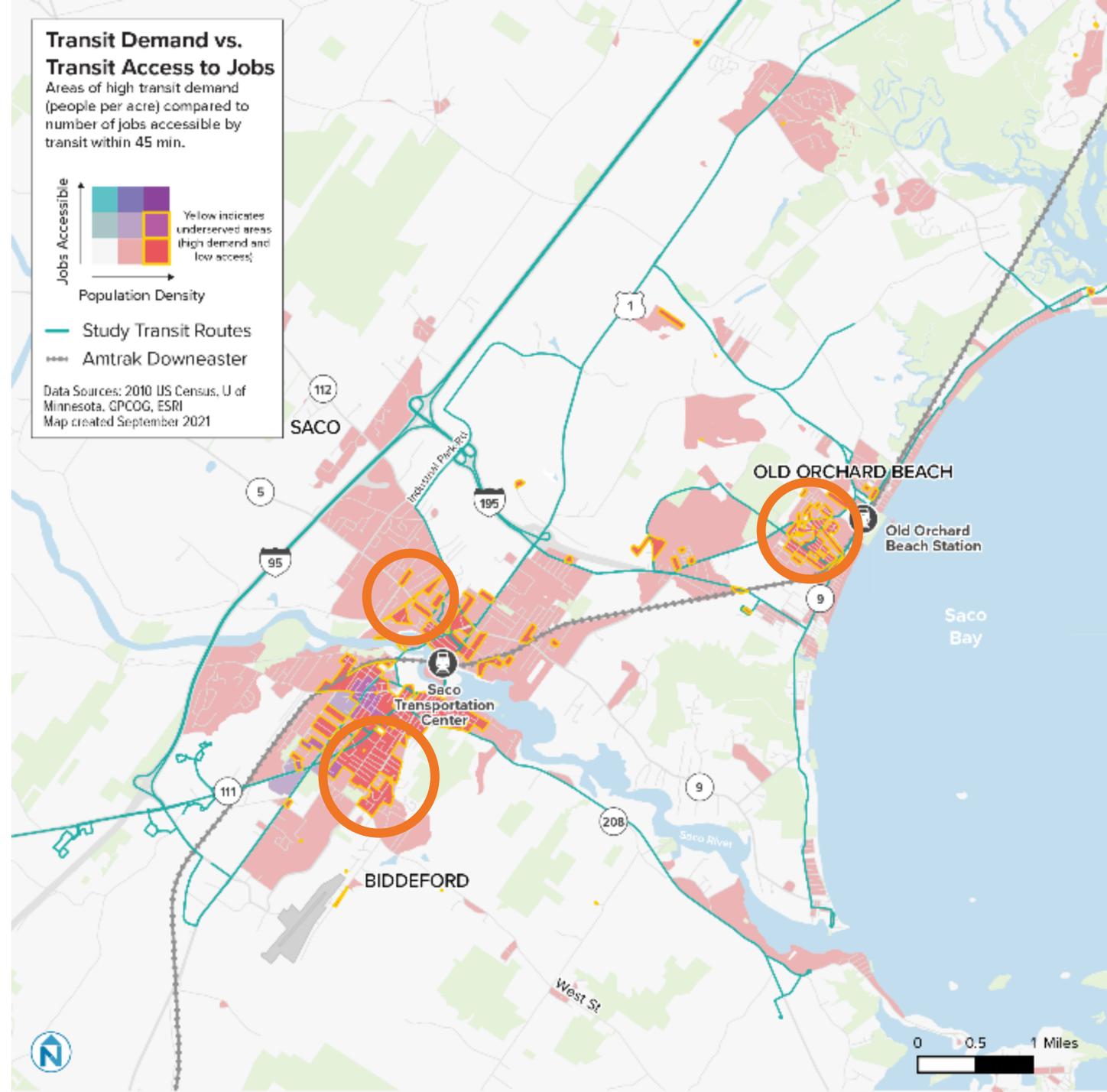
Service gaps

- Parts of Westbrook
- Much of South Portland
- East Deering, in Portland



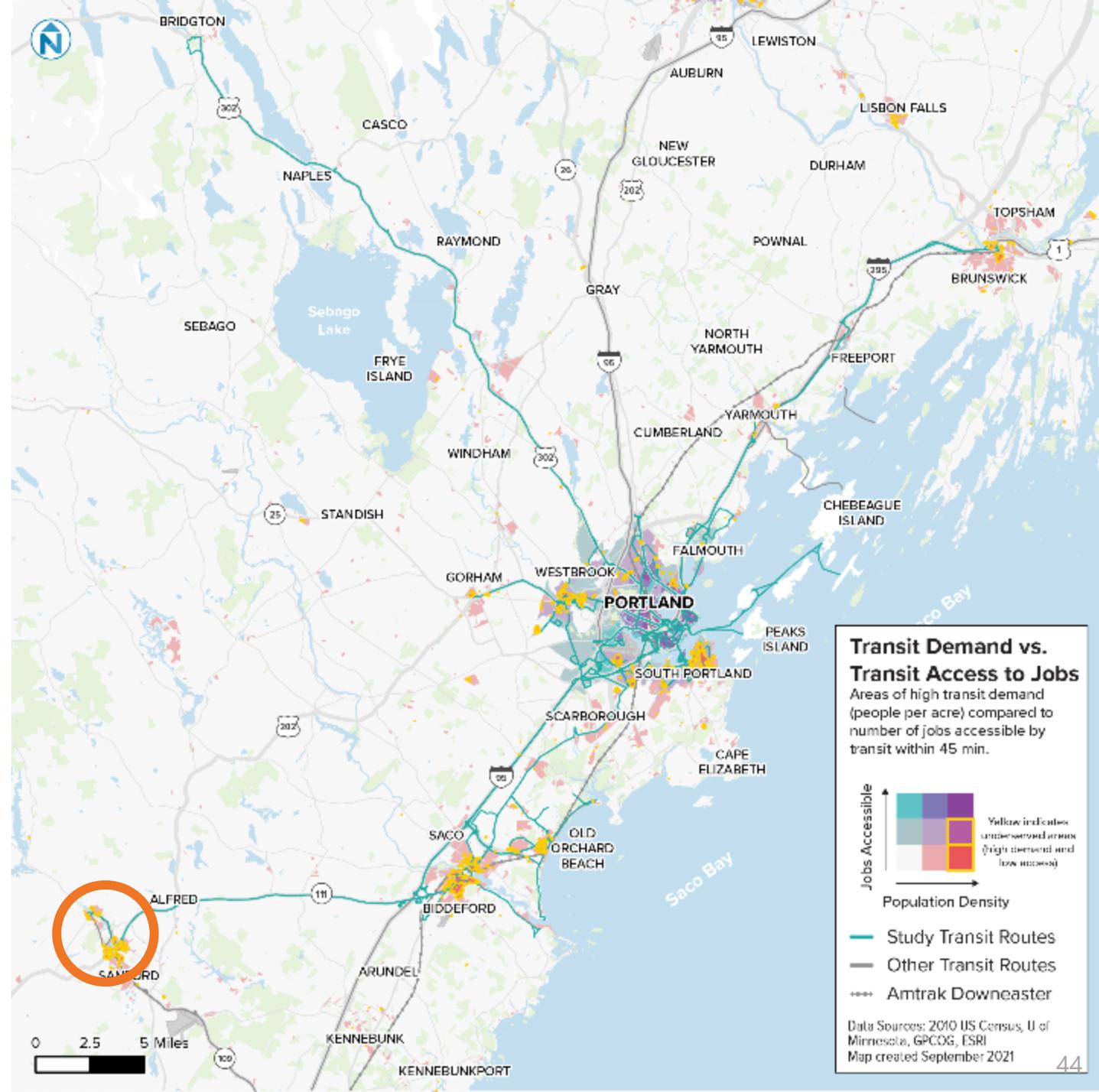
Service gaps

- Much of Biddeford, Saco, and Old Orchard Beach



Service gaps

- Much of Biddeford, Saco, and Old Orchard Beach, and connections beyond to Sanford



Key findings



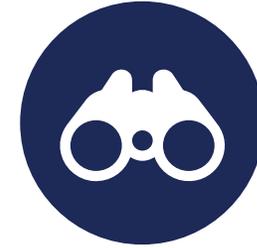
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Service Gaps

- Service may not meet market demand** in parts of Biddeford, South Portland, Westbrook, and some neighborhoods in Portland

Advisory group discussion





Existing Conditions

Purpose and methods

- **Who does what?** Agencies and the service they provide.
- **Where are we coming from and where are we going?**
Contextualizing trends.
- **How is service performing?**
Ridership and on-time performance.
- **What else?** Facilities, fleets, infrastructure, and fares.

| Agency | | Bus | Demand Response | Ferry | Rail |
|----------------|--------|-----|-----------------|-------|------|
| Study agencies | BSOOBT | ✓ | | | |
| | CBITD | | | ✓ | |
| | METRO | ✓ | | | |
| | NNEPRA | | | | ✓ |
| | RTP | ✓ | ✓ | | |
| | SPBS | ✓ | | | |
| | YCCAC | ✓ | ✓ | | |

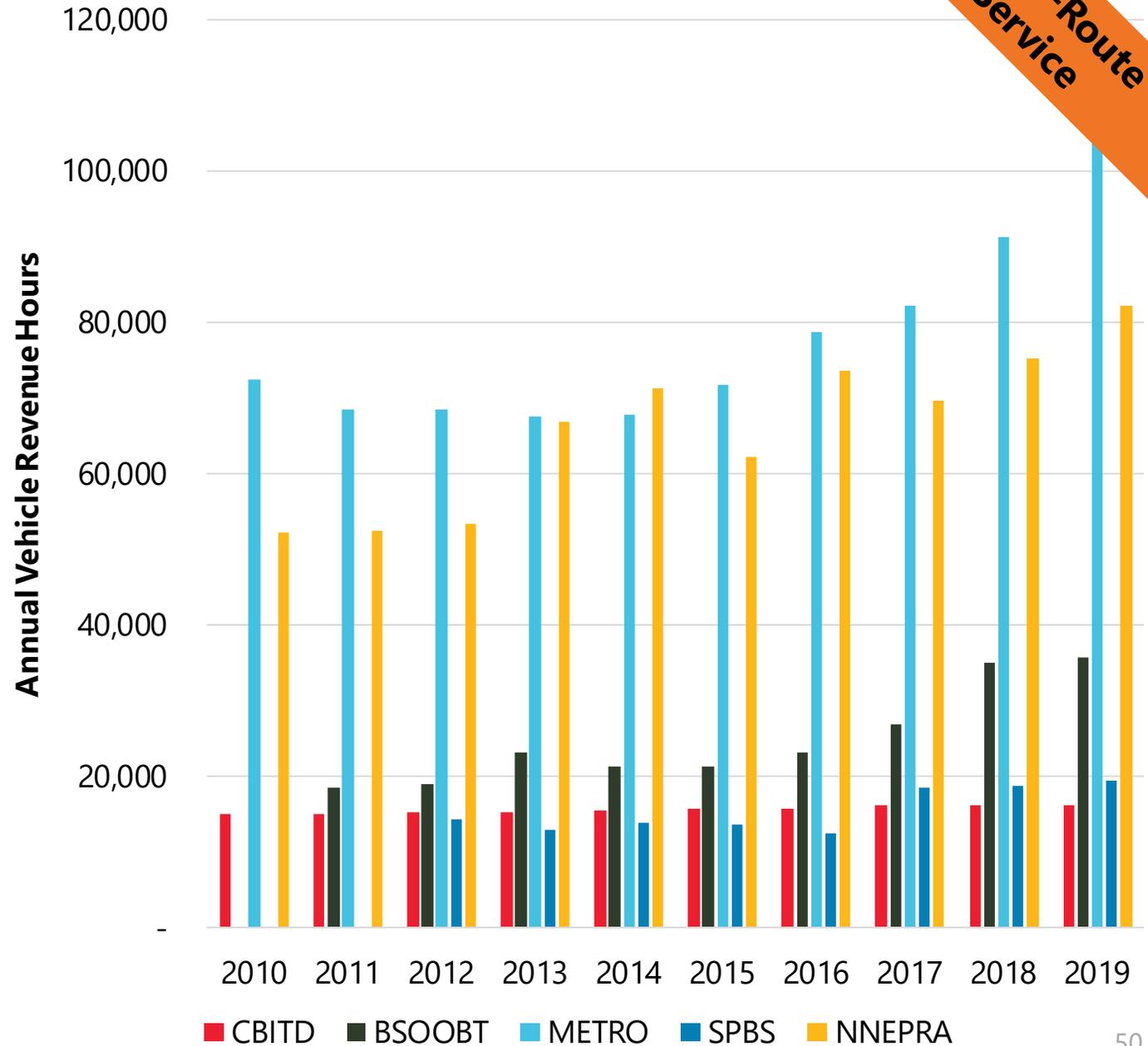
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| | NNEPRA | | | | ✓ |
| | RTP | ✓ | ✓ | | |
| | SPBS | ✓ | | | |
| | YCCAC | ✓ | ✓ | | |
| Other providers | BIVC | | | ✓ | |
| | CCL | ✓ | | | |
| | CTC | | | ✓ | |
| | FB | ✓ | | | |
| | GL | ✓ | | | |

Service

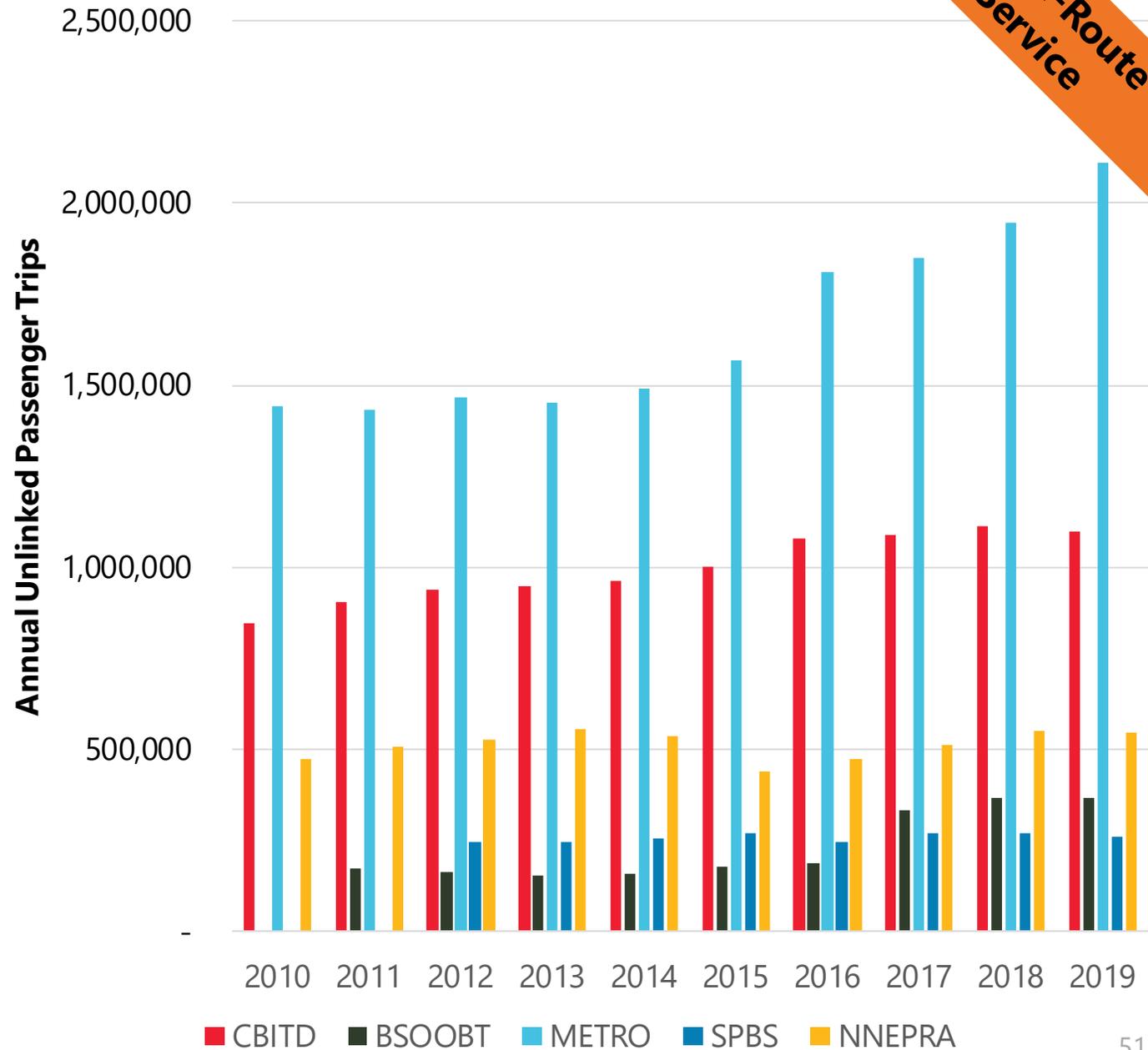
All study agencies have increased the amount of service offered.



Note: RTP and YCCAC shown in later slides, as they do not operate fixed-route service.

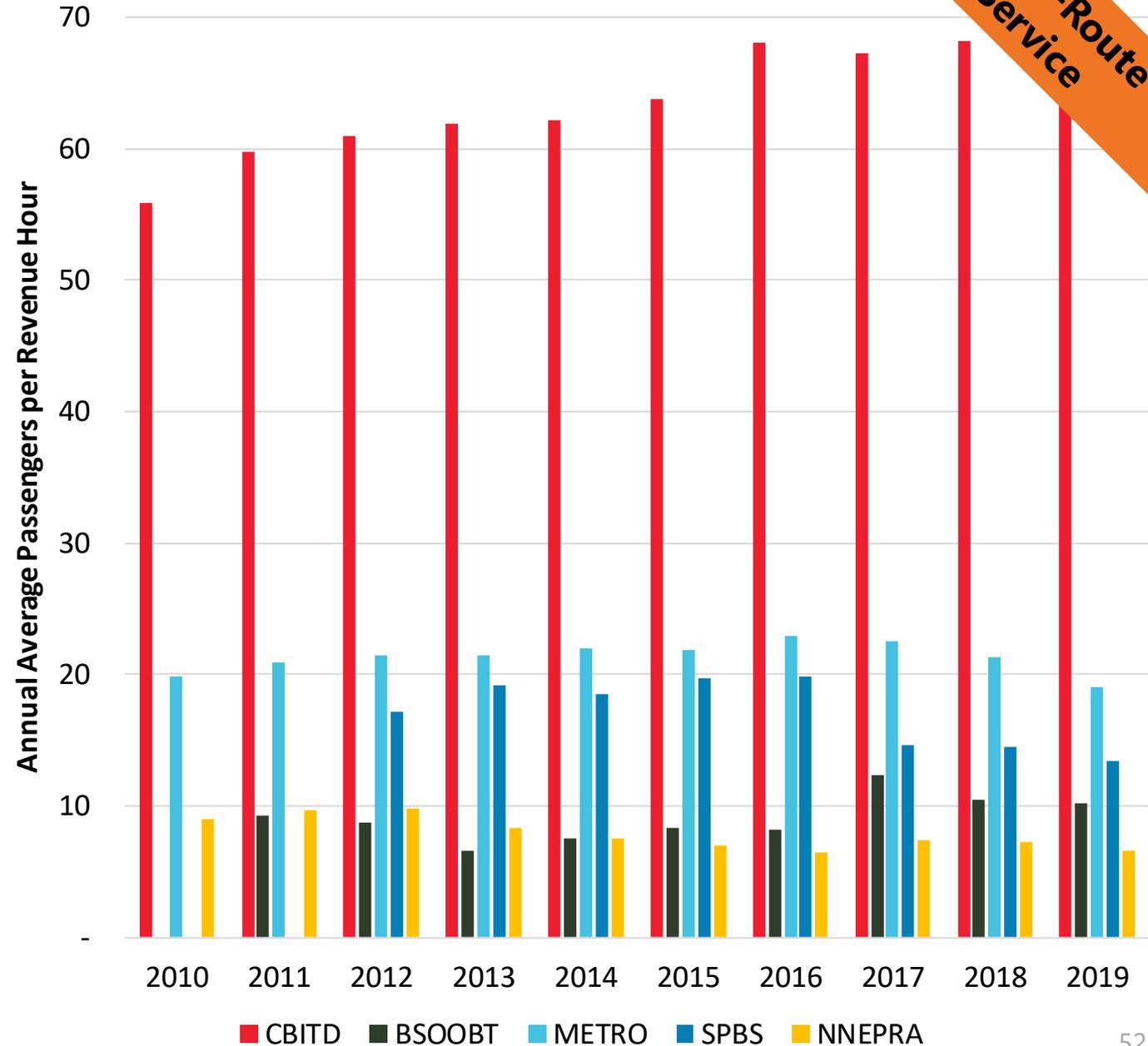
Ridership

All study agencies have seen ridership growth.



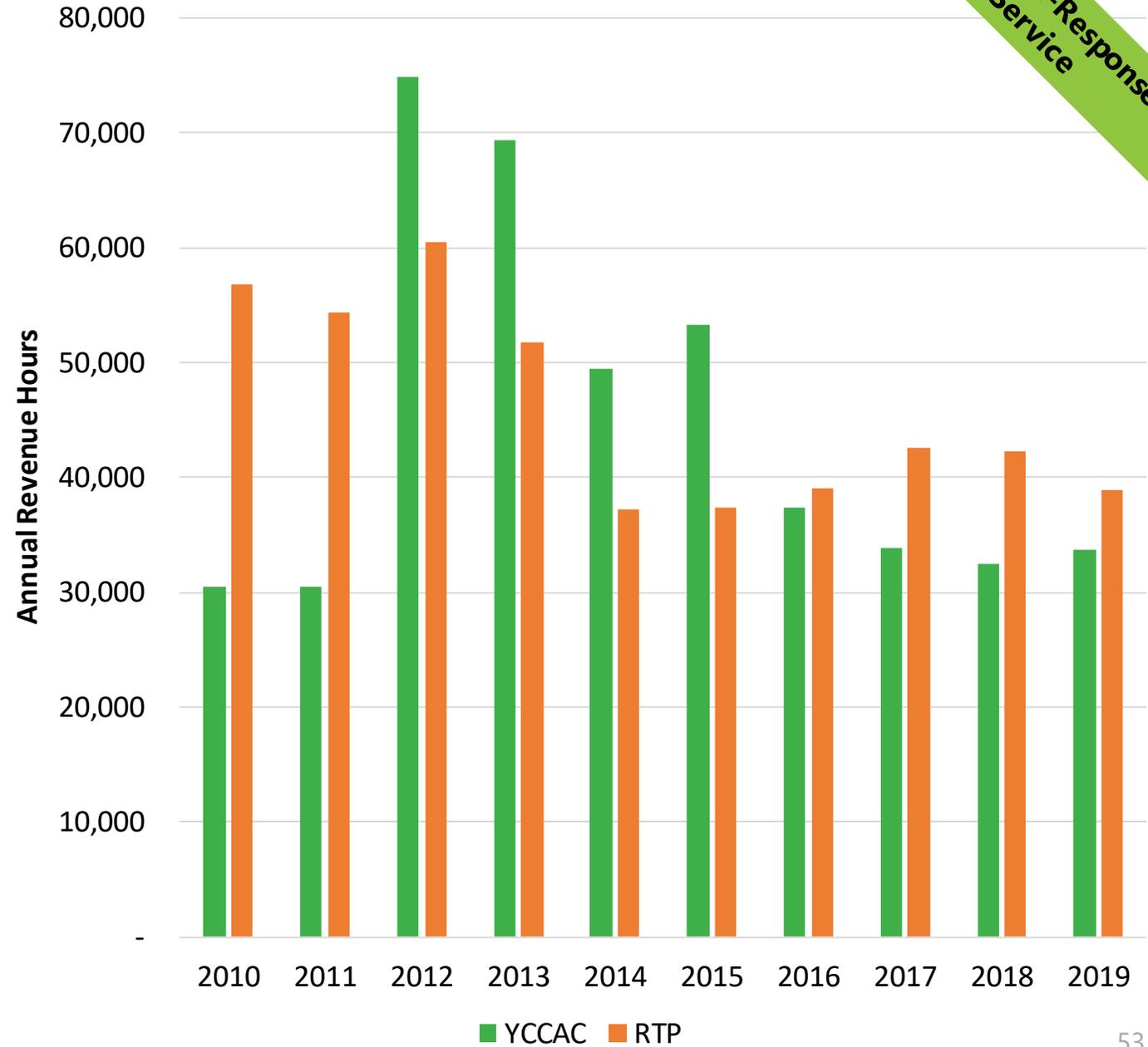
Productivity

Productivity has slightly declined for all agencies but CBITD and BSOOBT.



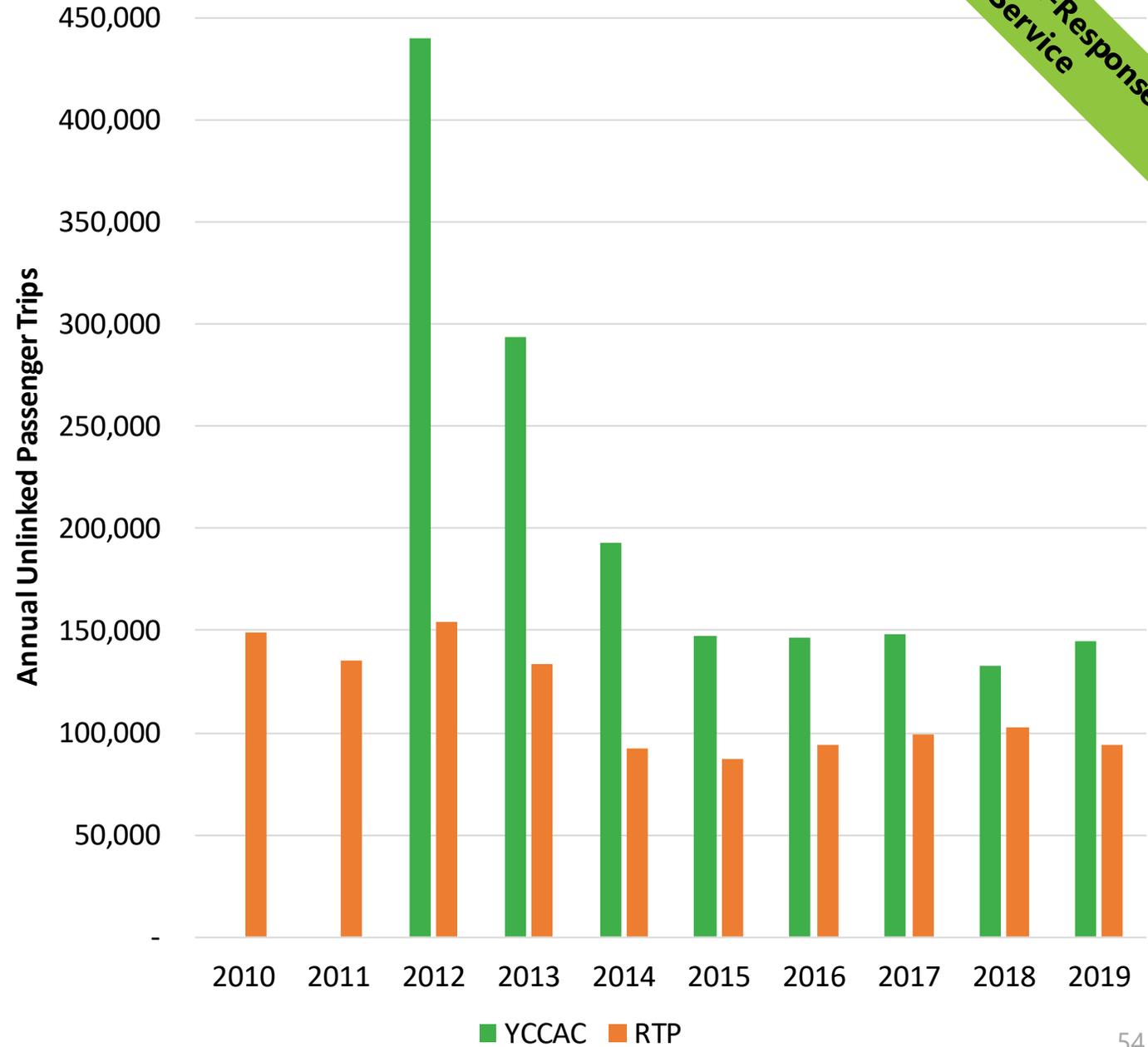
Service

Demand-response service provision has been in decline.



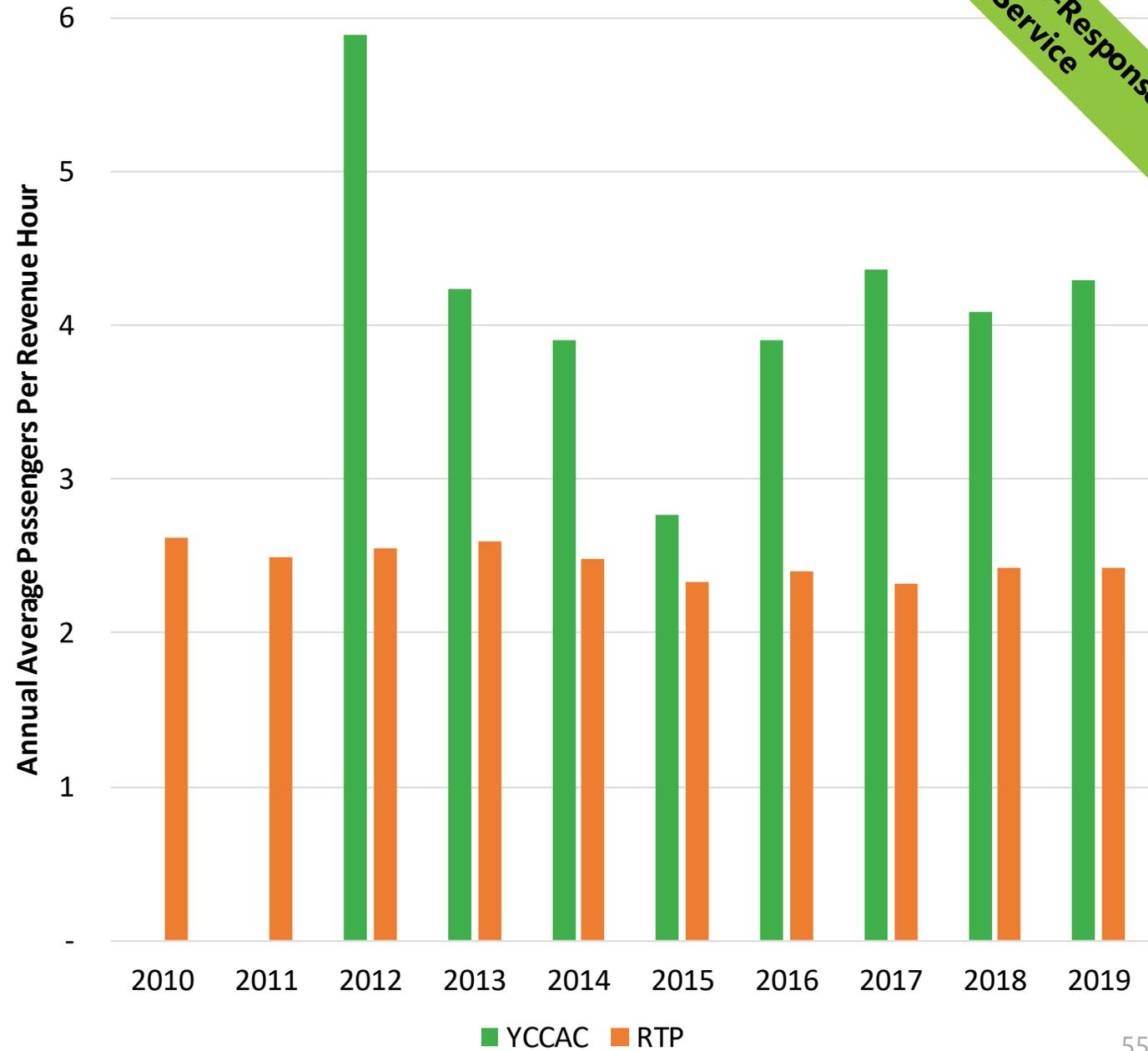
Ridership

Demand-response ridership has declined over time.

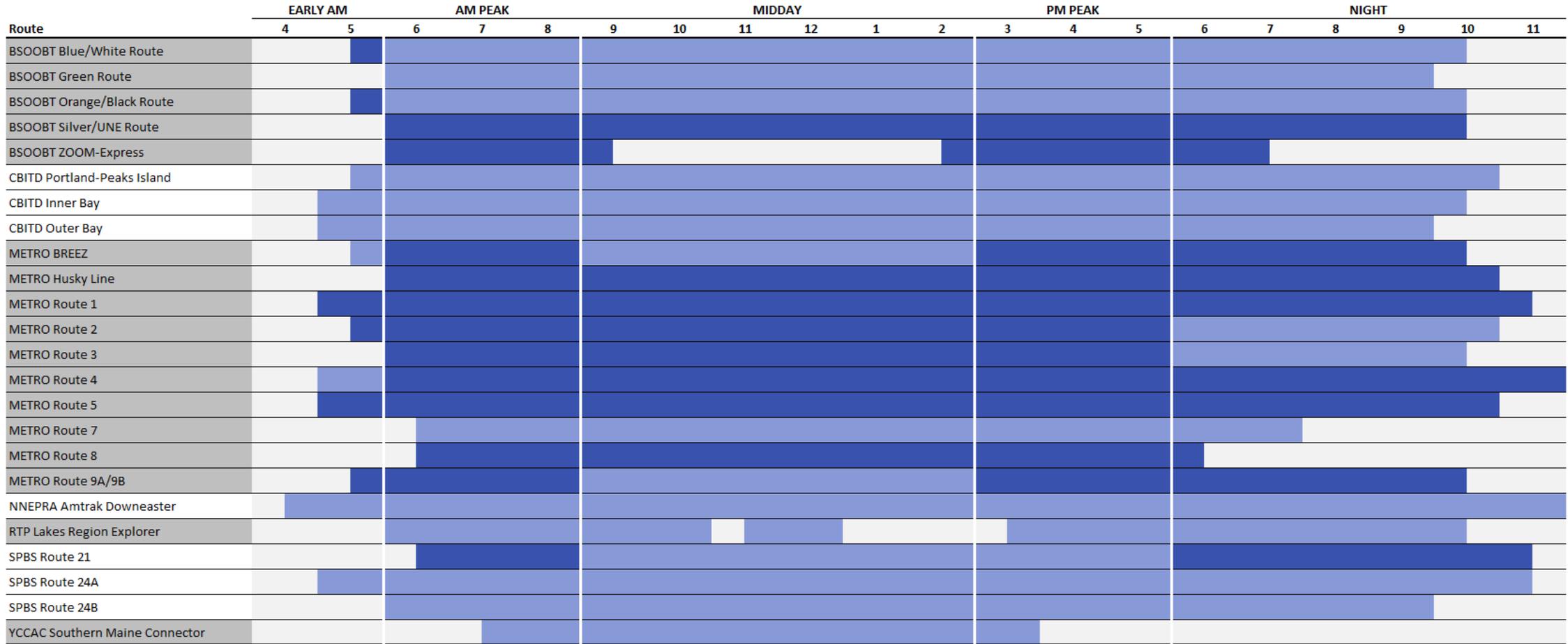


Productivity

Productivity has remained relatively constant.



Span of service and frequency



Weekday Service

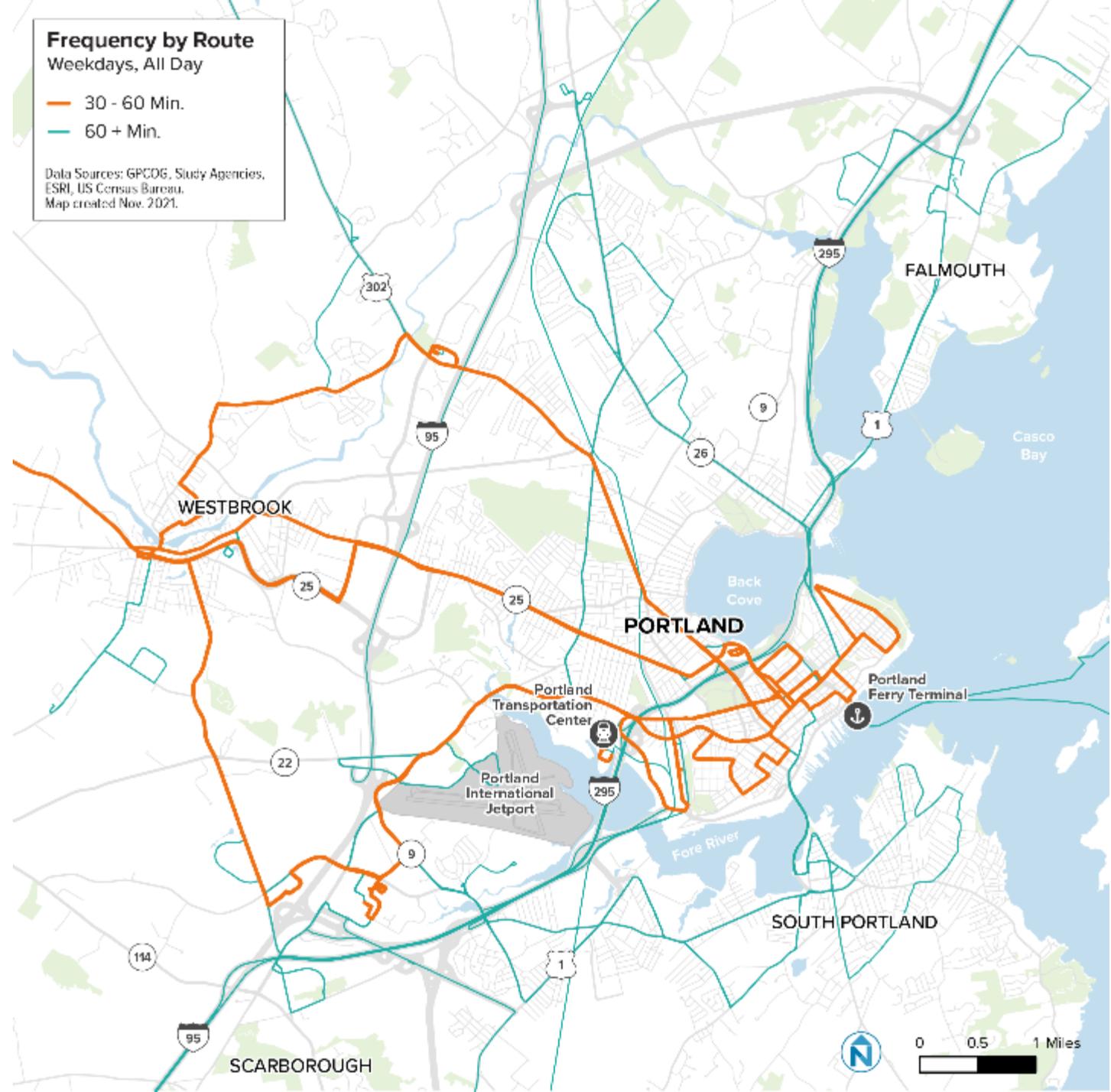
Frequency

The highest-frequency service is concentrated in the Portland area.



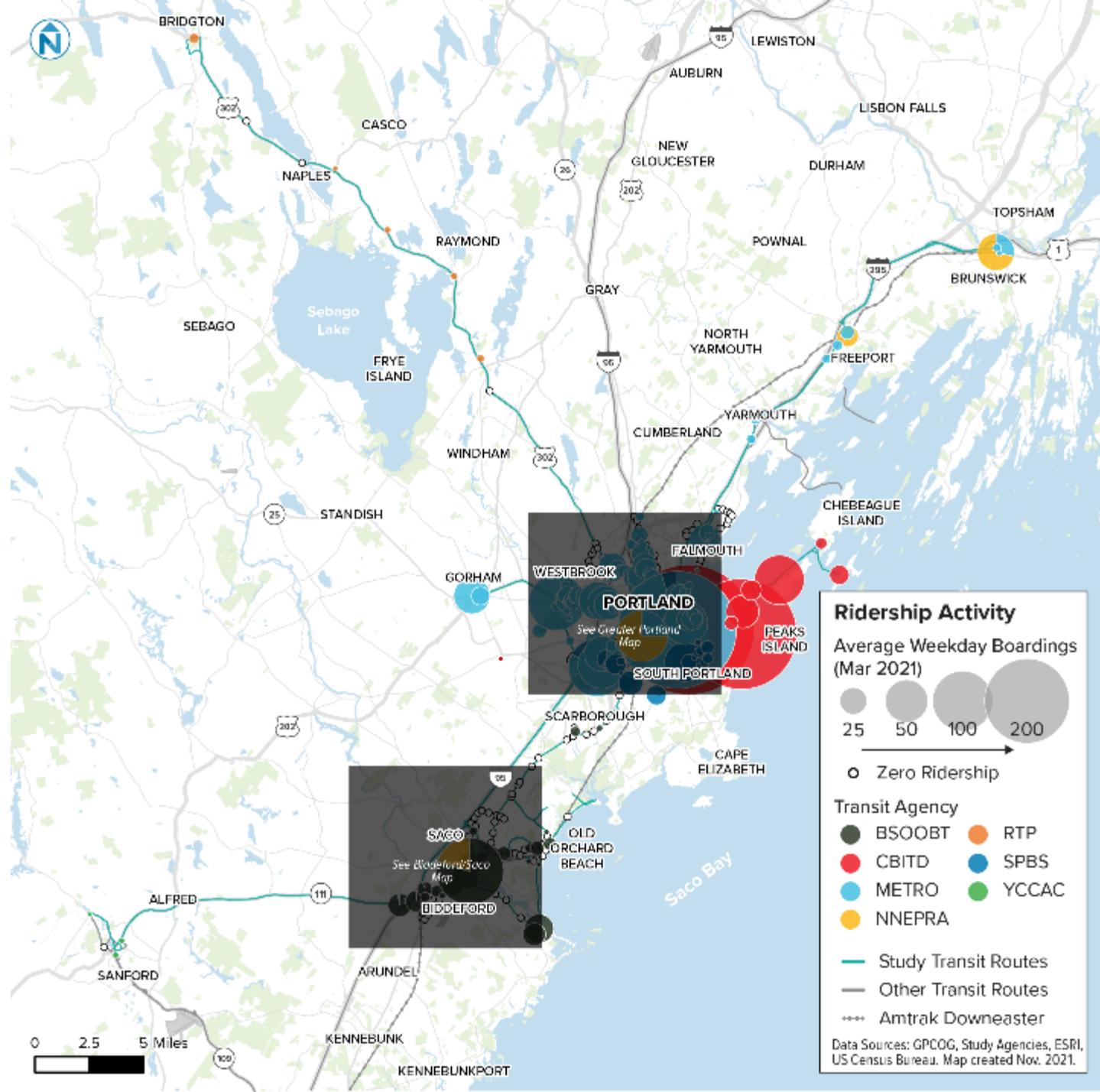
Frequency

In Portland, the highest-frequency service is operated on key corridors.



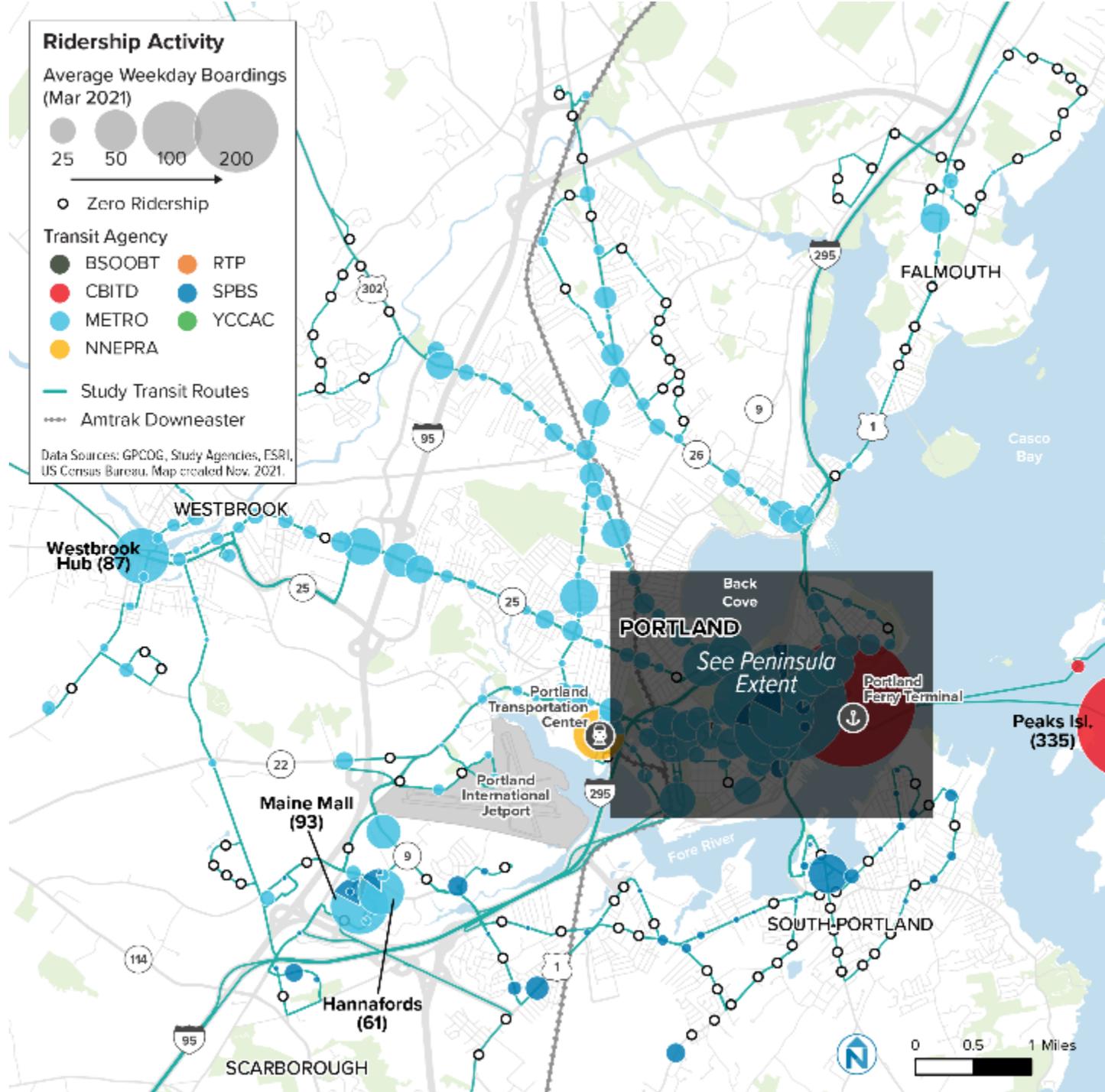
Ridership

Ridership is heavily concentrated in more urban areas.



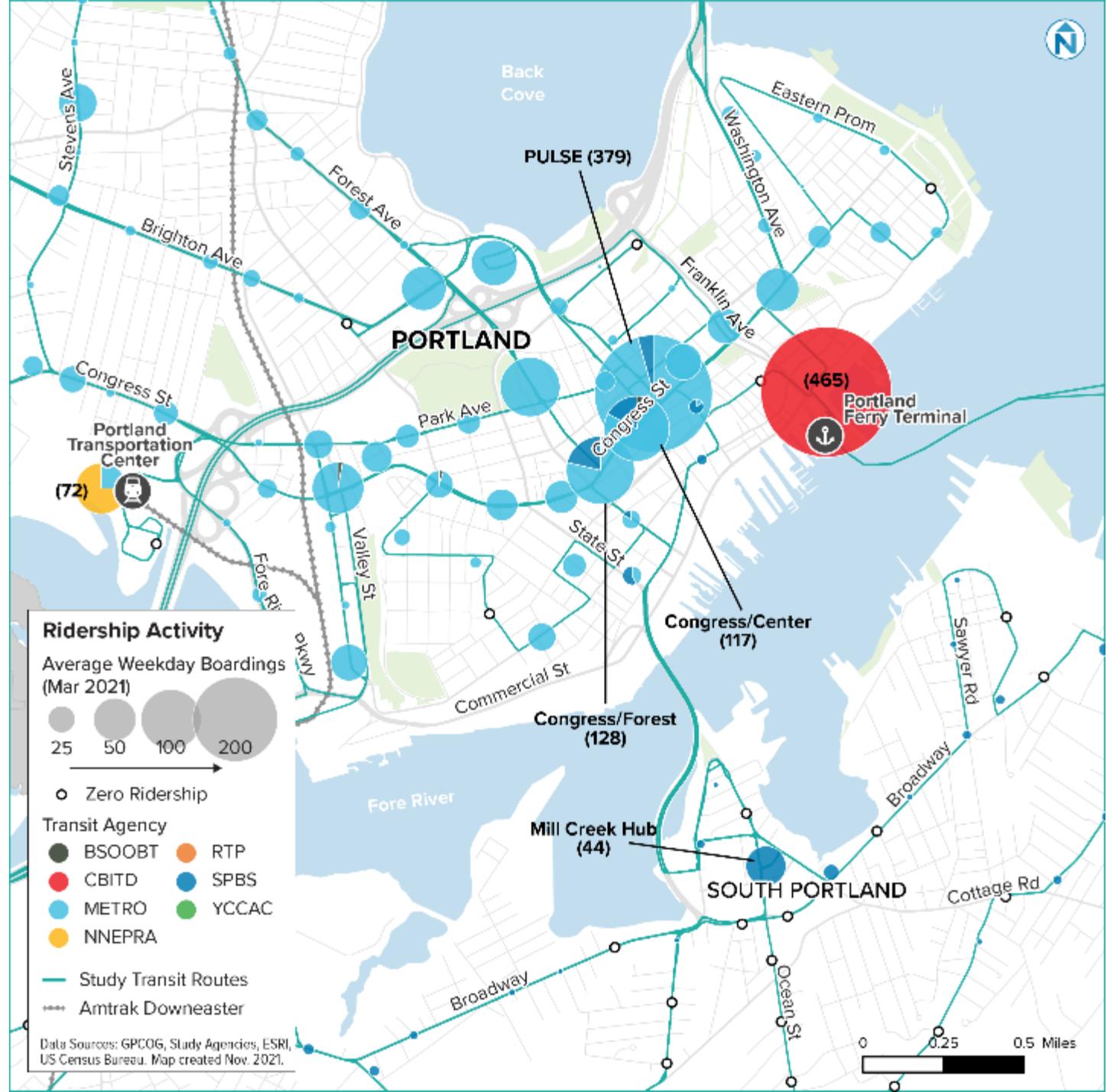
Ridership

Off the Portland Peninsula, ridership is highest on the Brighton Avenue, Forest Avenue, and Washington Avenue corridors, and near the Maine Mall.



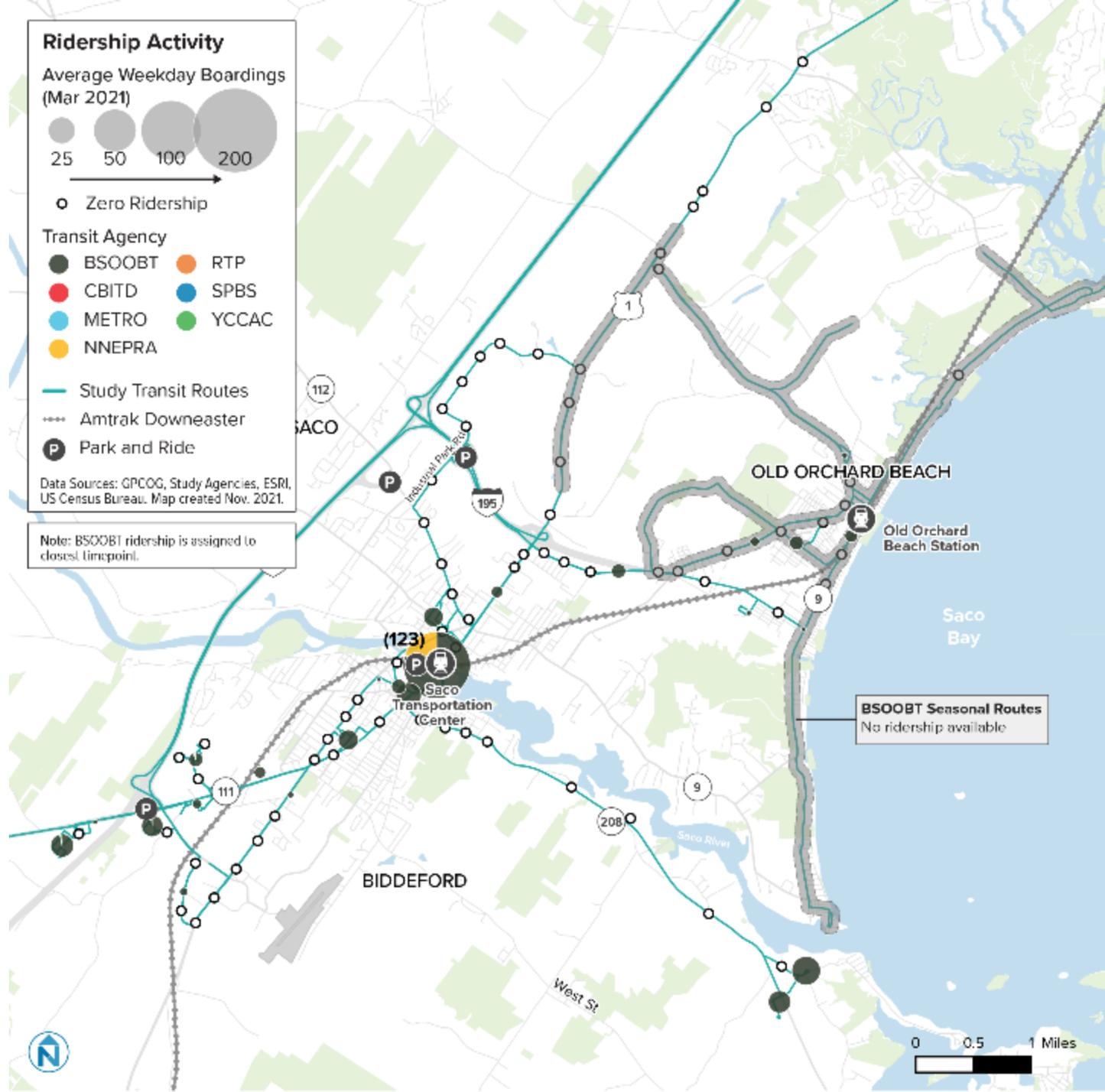
Ridership

Portland Peninsula bus ridership is highest on the Congress Avenue corridor and at key destinations, such as Maine Medical Center, Hannaford, and USM.



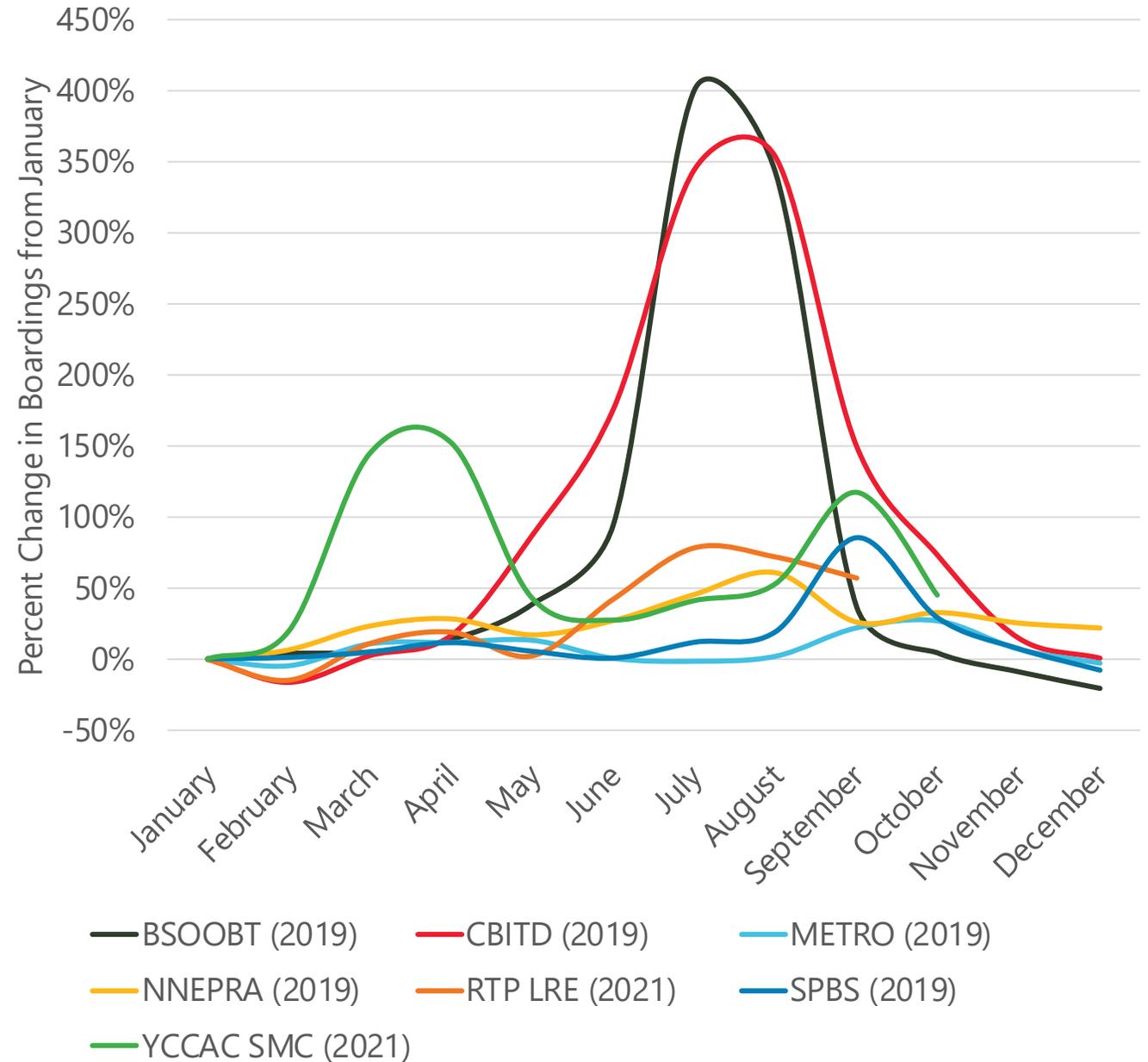
Ridership

Ridership in the Biddeford-Saco-Old Orchard Beach area is highest along Route 111 and at UNE.



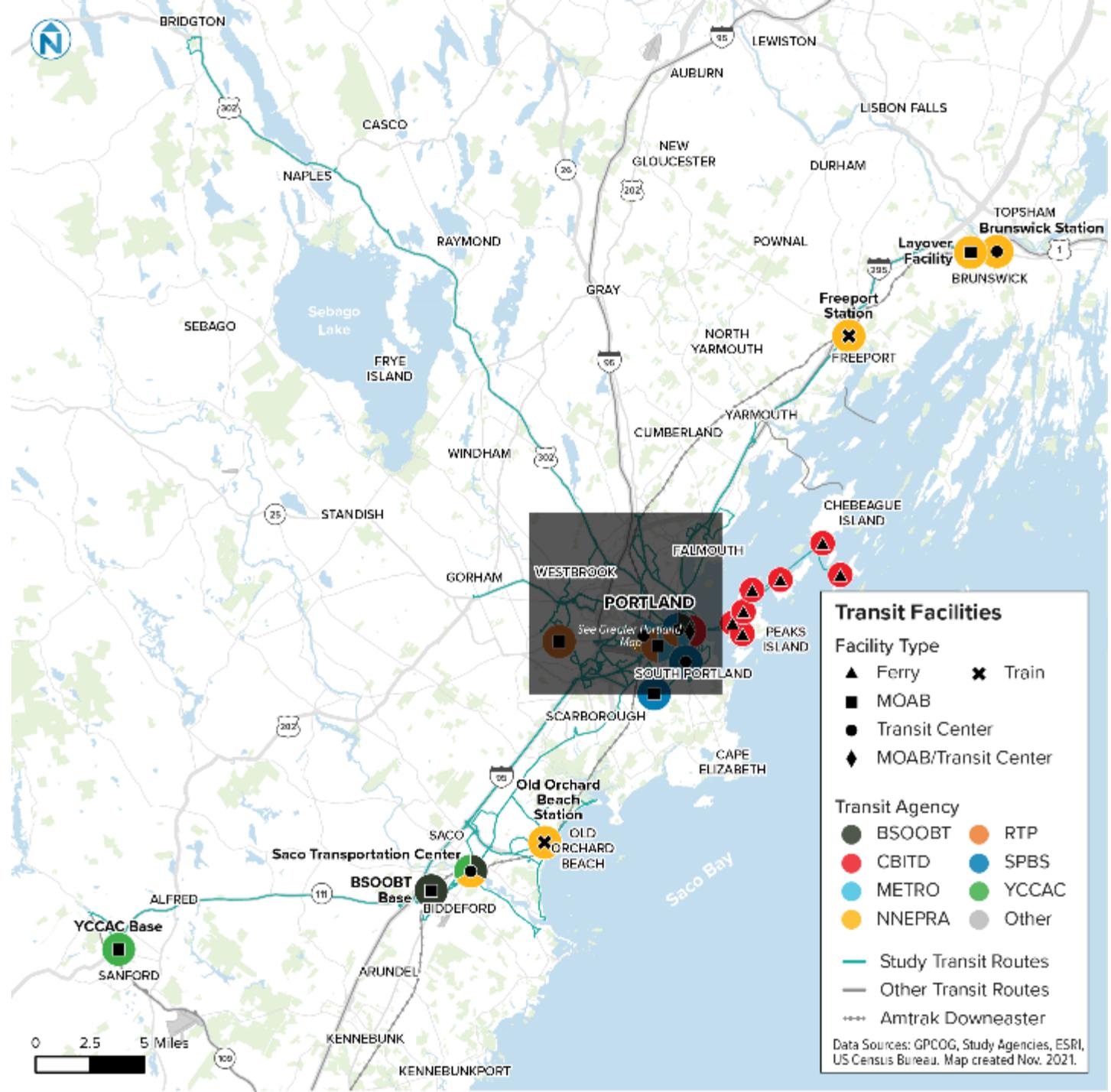
Ridership

Ridership for some agencies is highly seasonal.



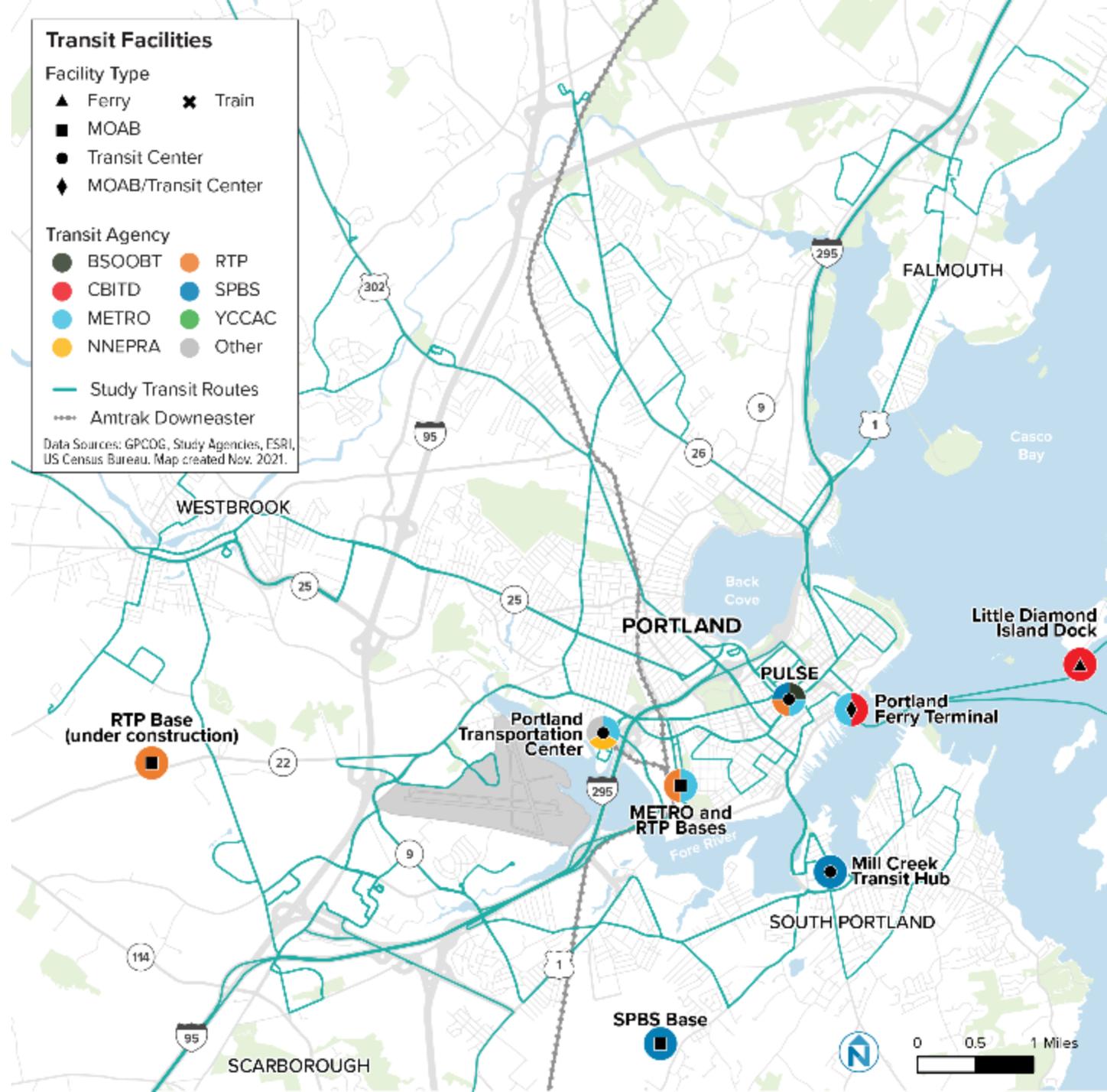
Interagency connections and facilities

There is a good foundation for interagency transfer sites at rail stations and on Portland Peninsula.



Interagency connections and facilities

In Portland, it is challenging to transfer among the ferry terminal, train station, and major bus transfer center.



Key findings



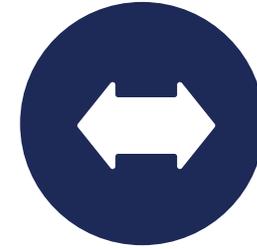
Service

- Distinct **transit corridors**
- Considerable **coverage service**
- **Higher-frequency** service is operated in the Portland area



Ridership

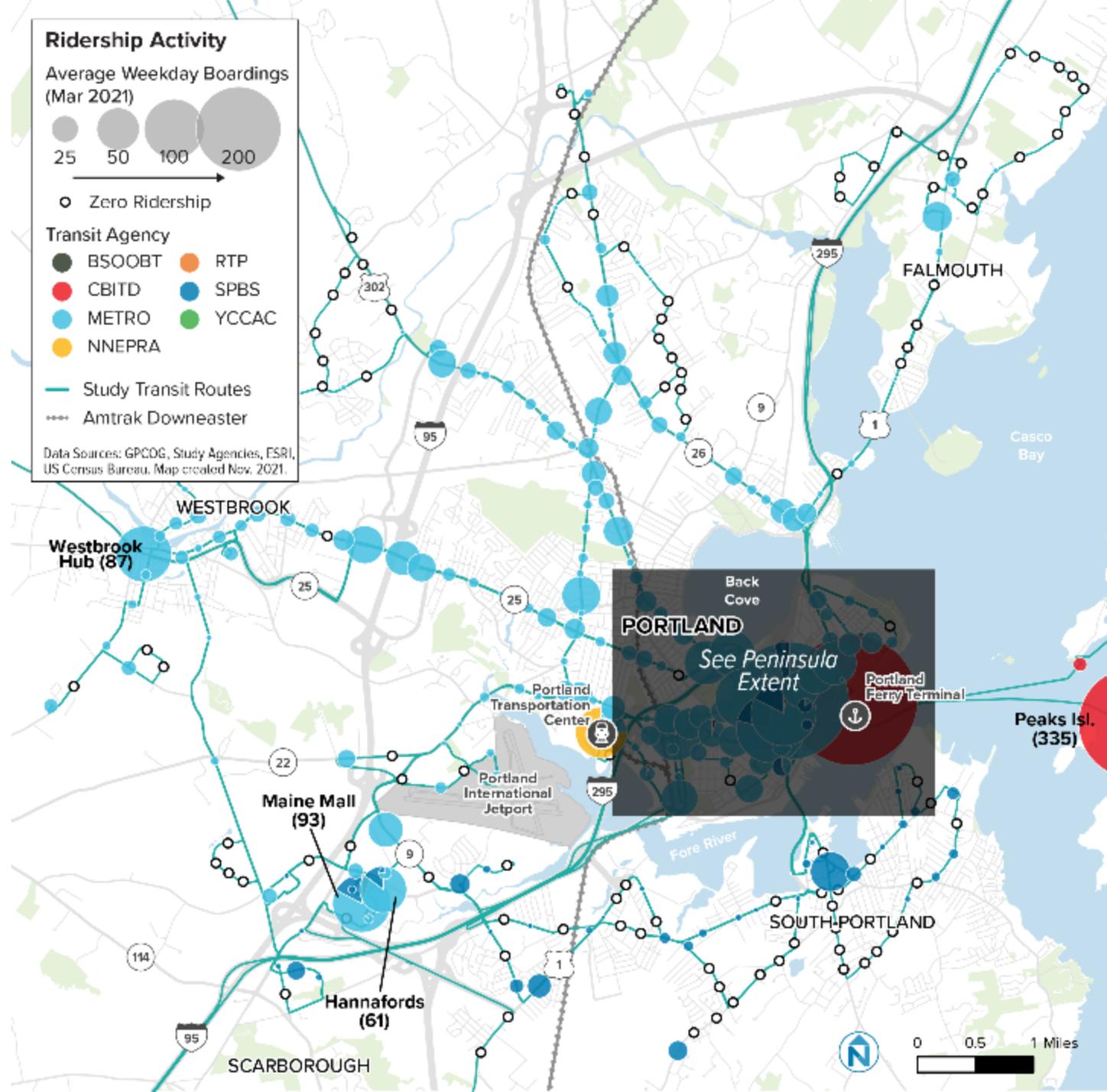
- Higher-ridership **corridors**
- Pre-COVID fixed-route **ridership and service was growing**, but **productivity was declining**
- Ridership is **seasonal** for some agencies



Connections

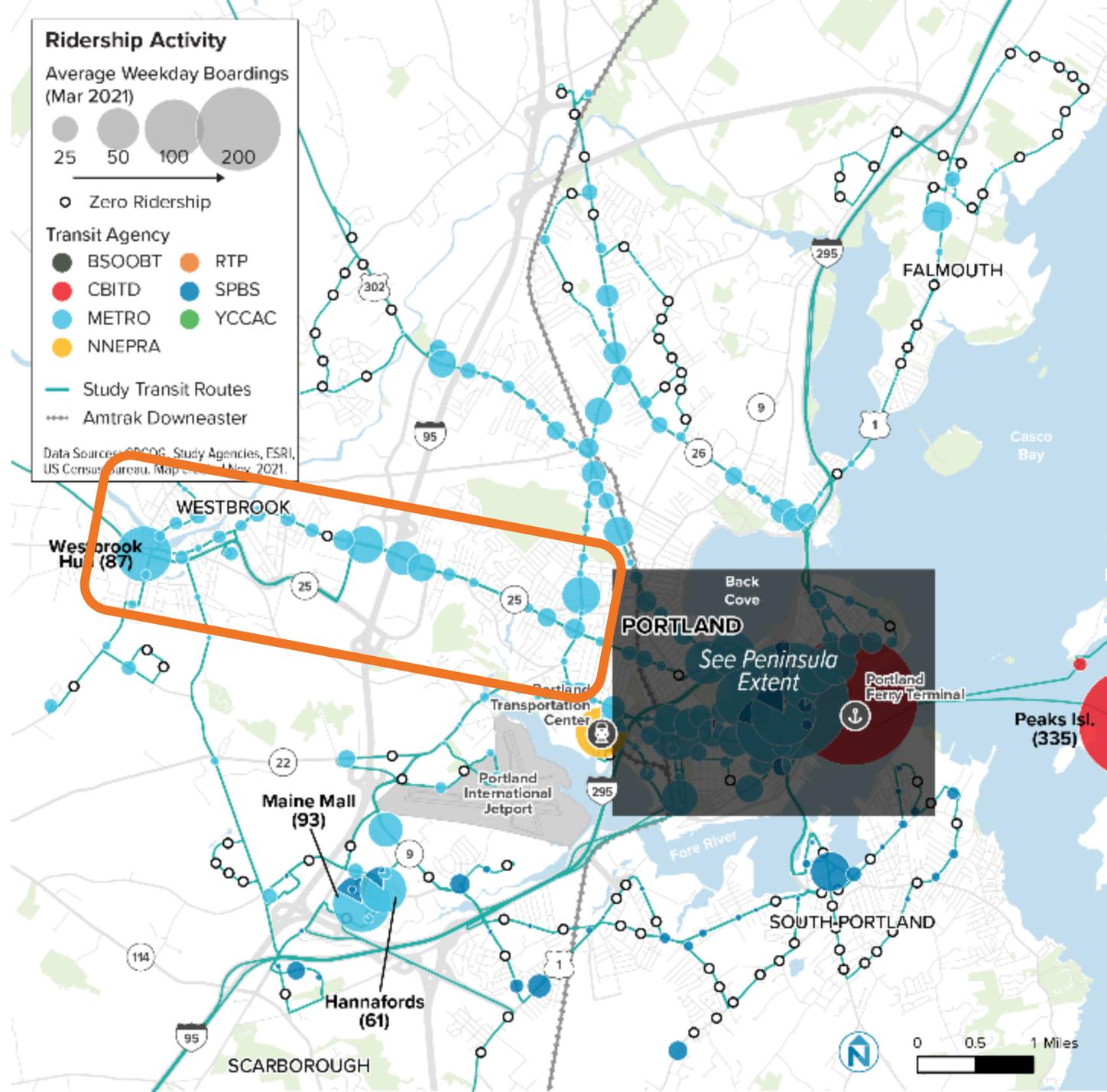
- There is a solid foundation for **interagency transfers**
- There are major **barriers** to low-friction **intermodal transfers**, especially in Portland

Transit corridors



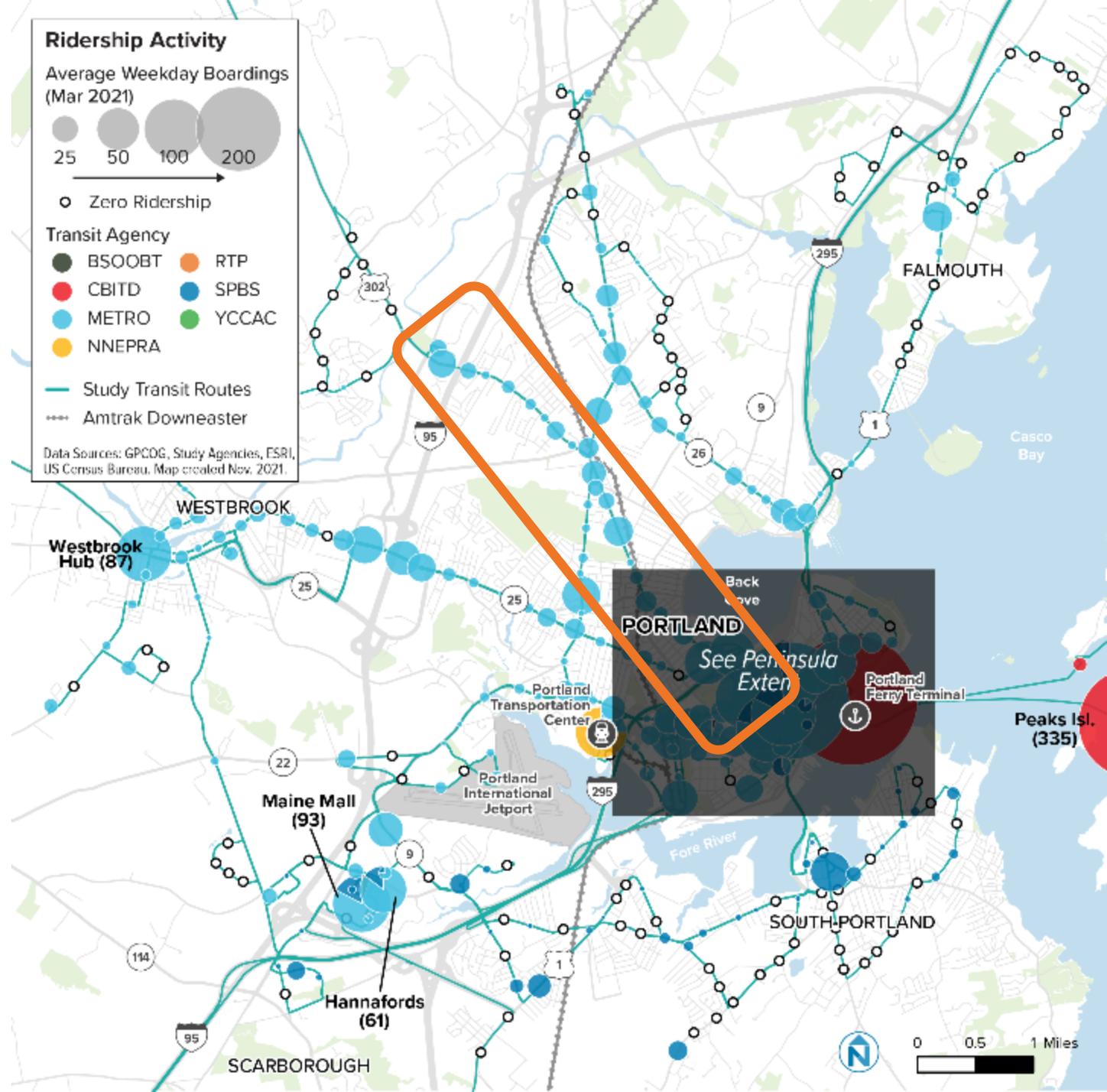
Transit corridors

- Brighton Avenue, Portland/
Main Street, Westbrook



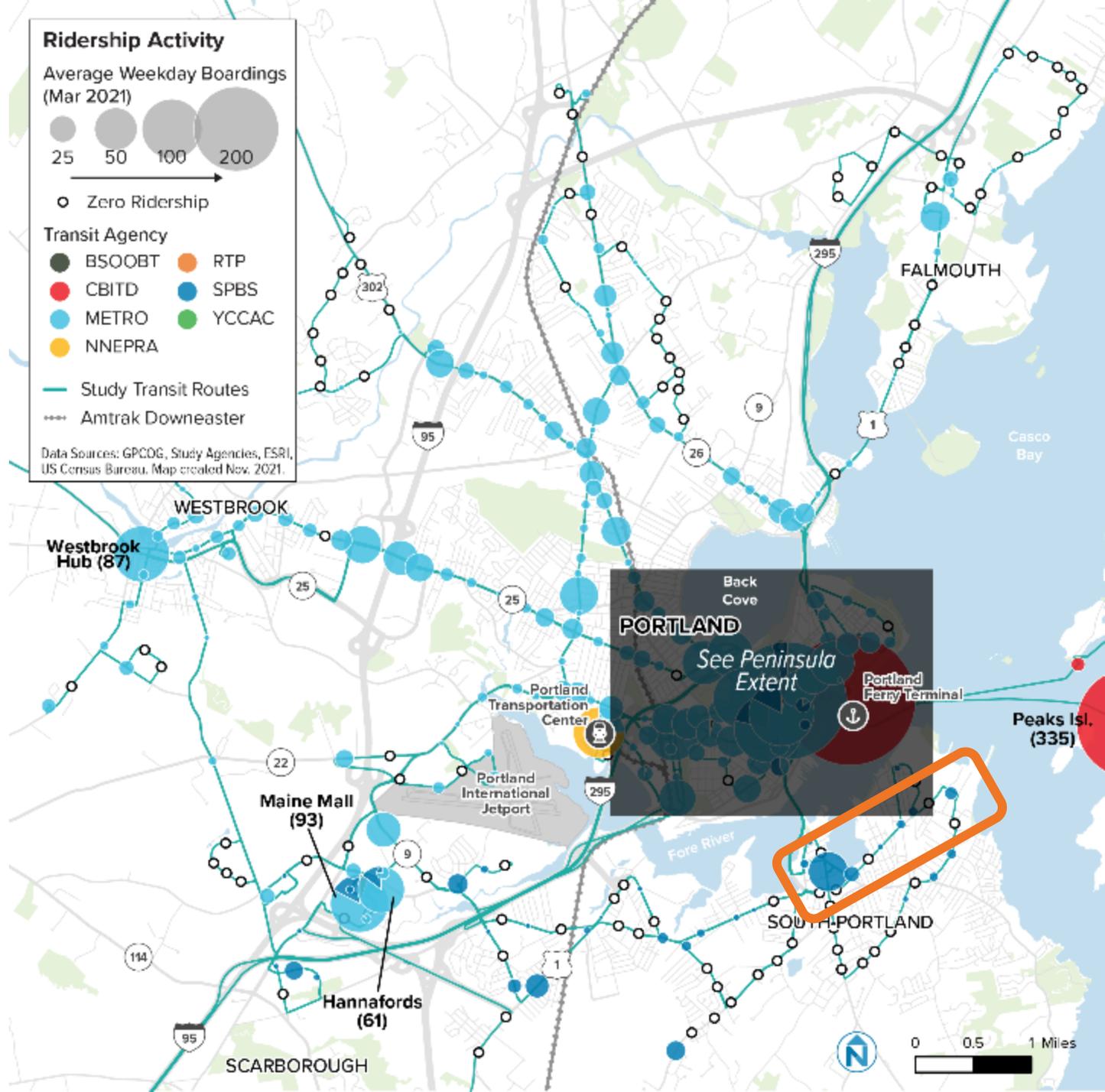
Transit corridors

- Brighton Avenue, Portland/
Main Street, Westbrook
- Forest Avenue, Portland



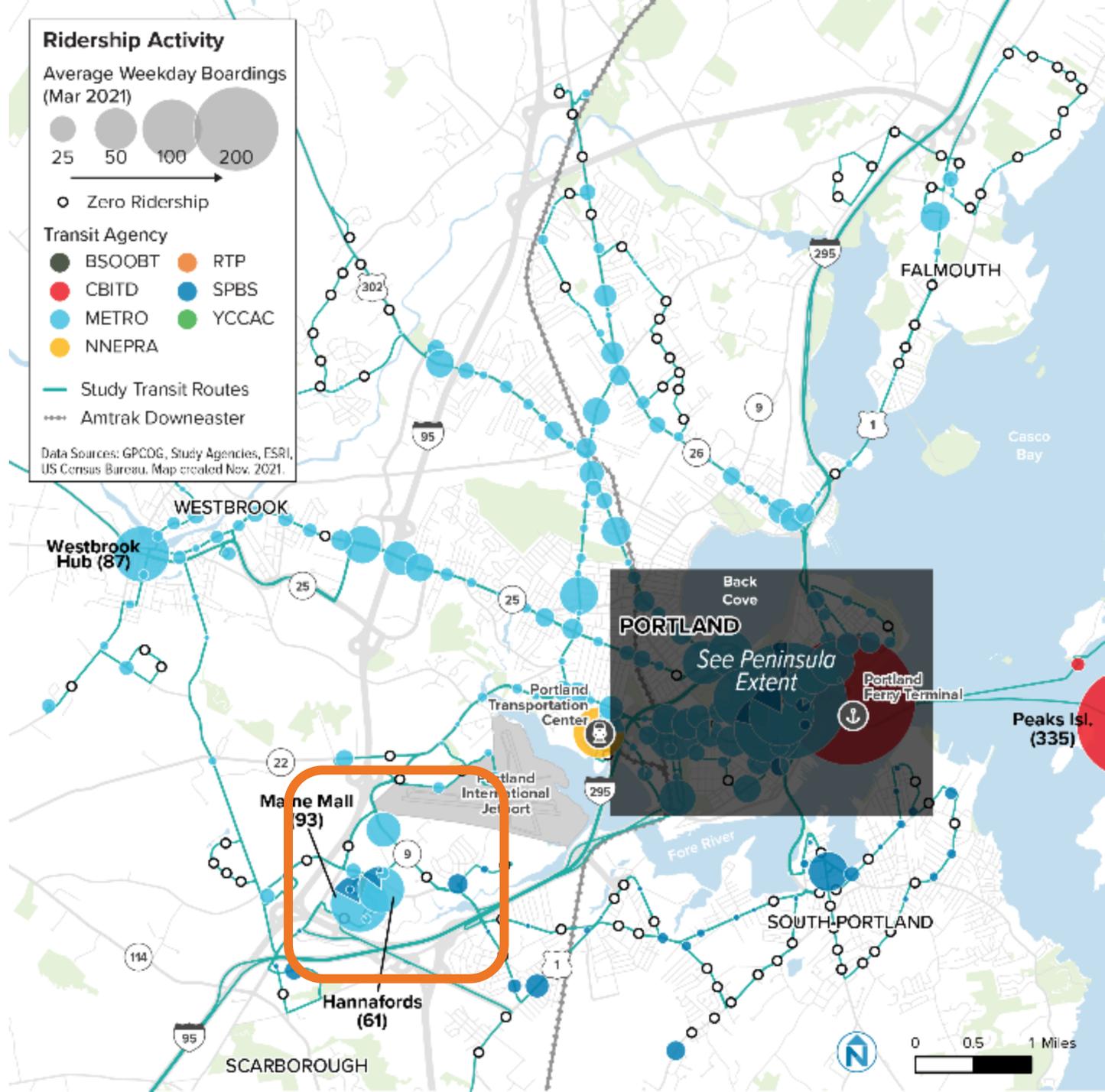
Transit corridors

- Brighton Avenue, Portland/Main Street, Westbrook
- Forest Avenue, Portland
- Broadway, South Portland



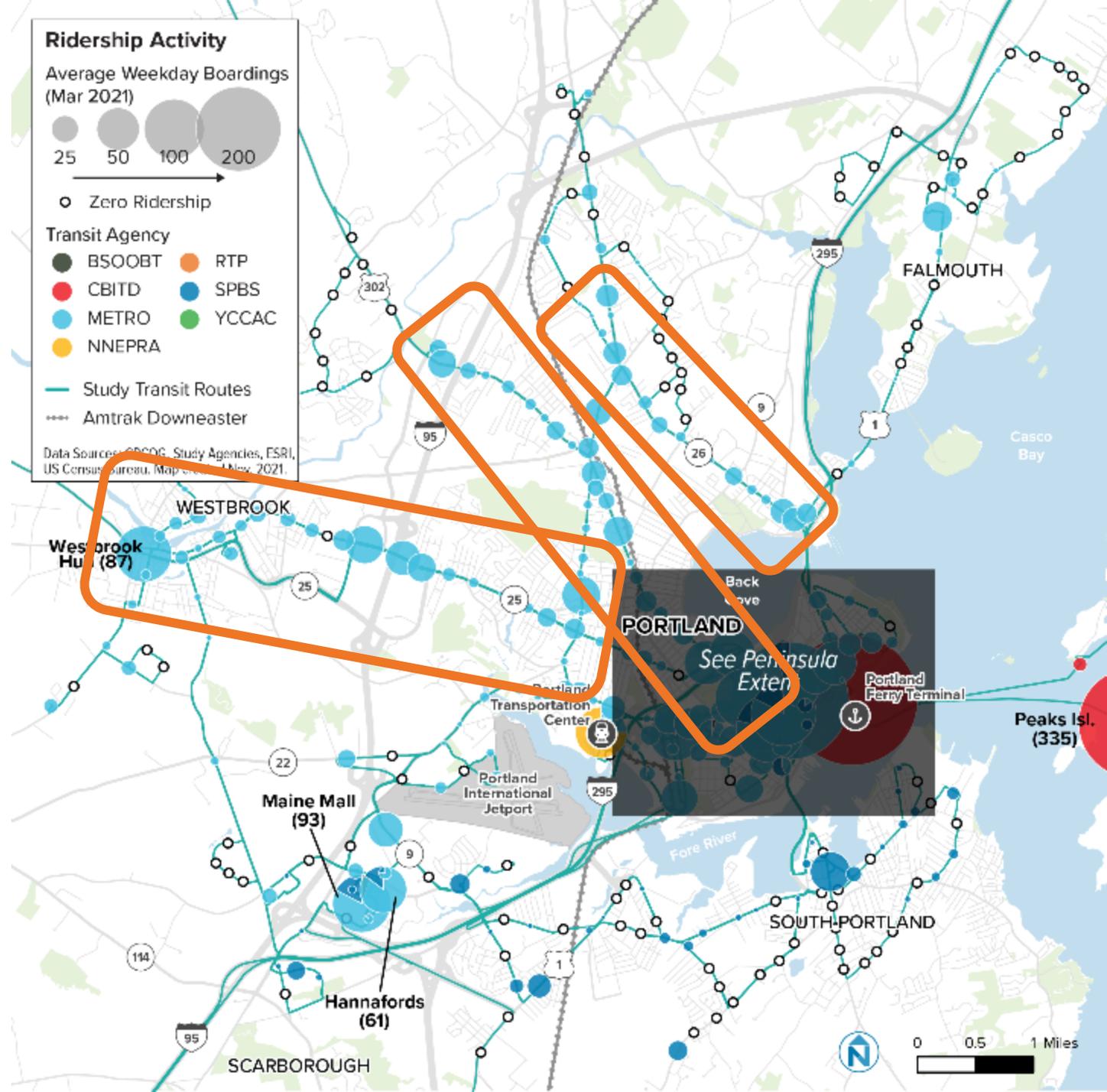
Transit corridors

- Brighton Avenue, Portland/Main Street, Westbrook
- Forest Avenue, Portland
- Broadway, South Portland
- Service to and from the Maine Mall area



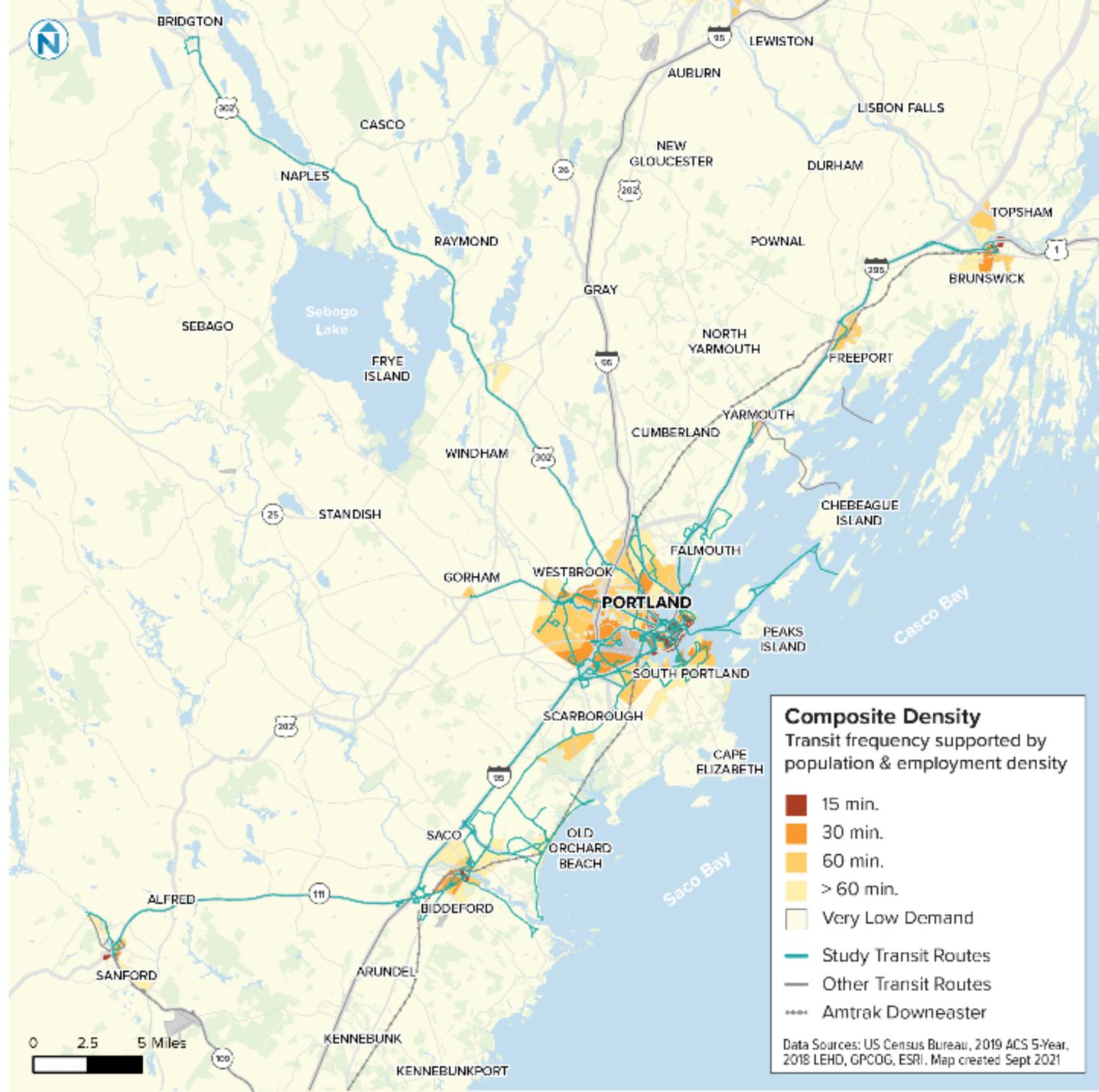
Ridership

- Corridor-oriented service is relatively successful in the region



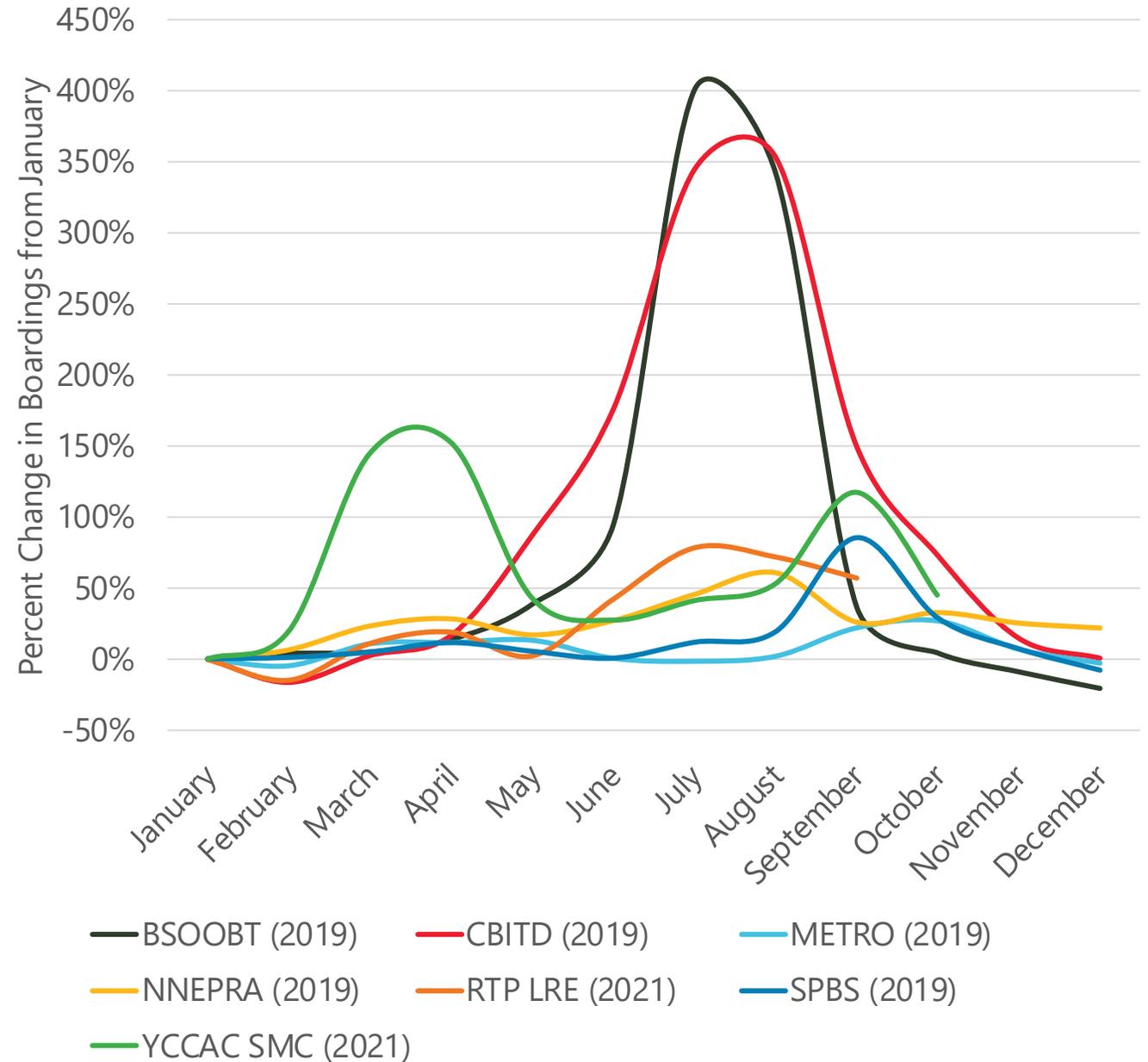
Ridership

- Corridor-oriented service is relatively successful in the region
- Coverage-based service provides access but produces limited ridership
- Is this a microtransit opportunity?



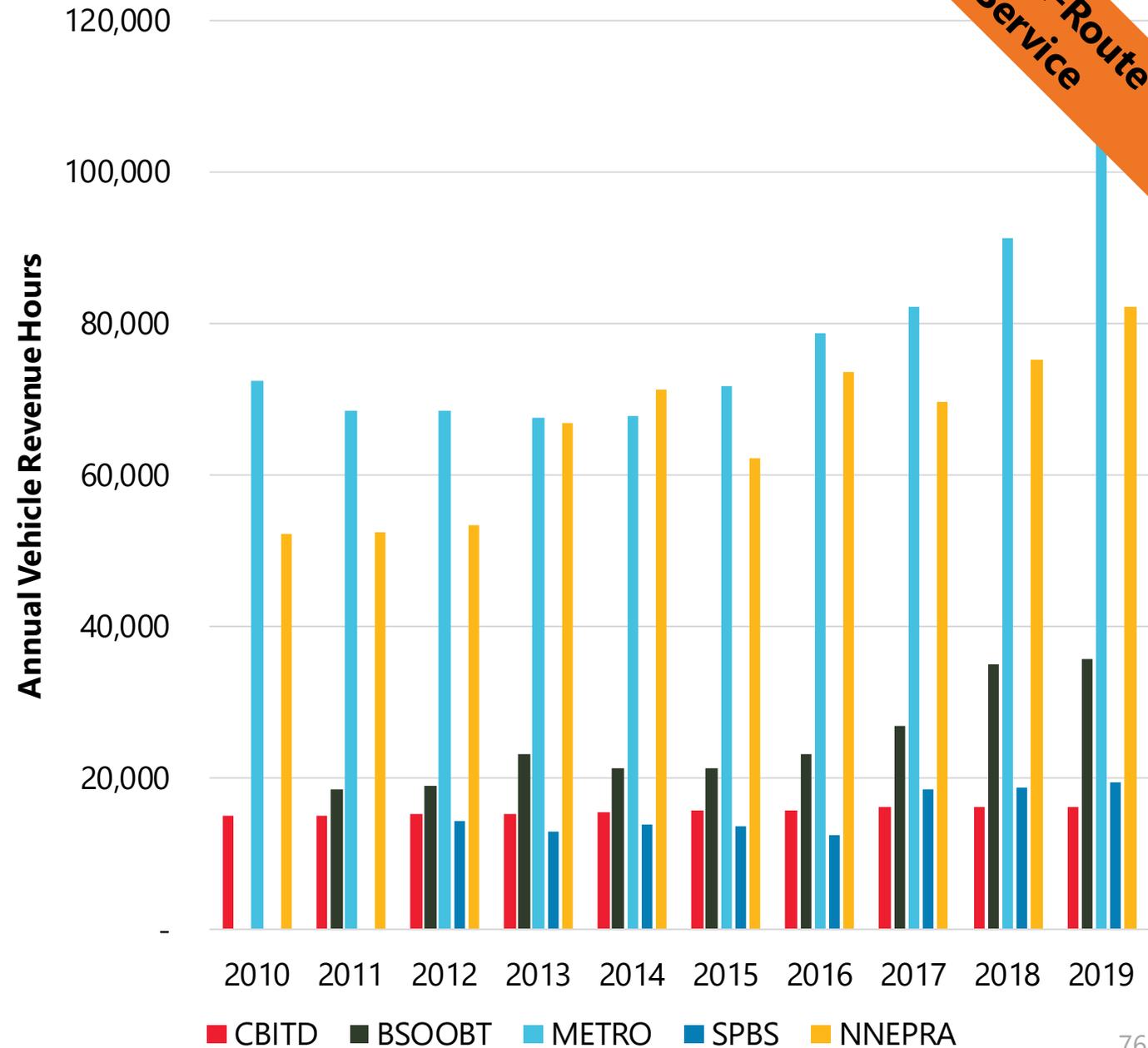
Ridership

- Ridership is seasonal for many agencies



Service

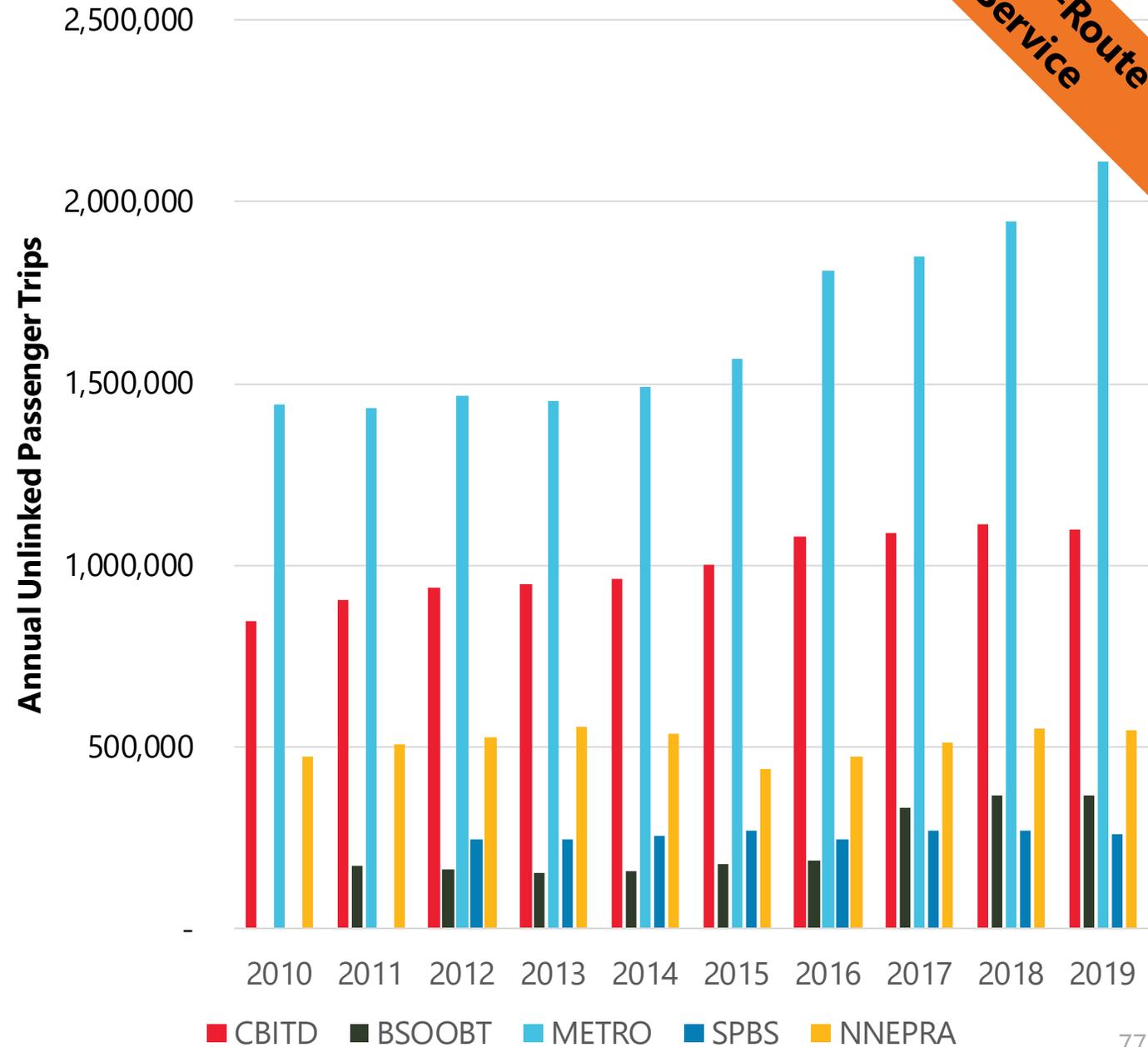
- Service is growing



Note: RTP and YCCAC shown in later slides, as they do not operate fixed-route service.

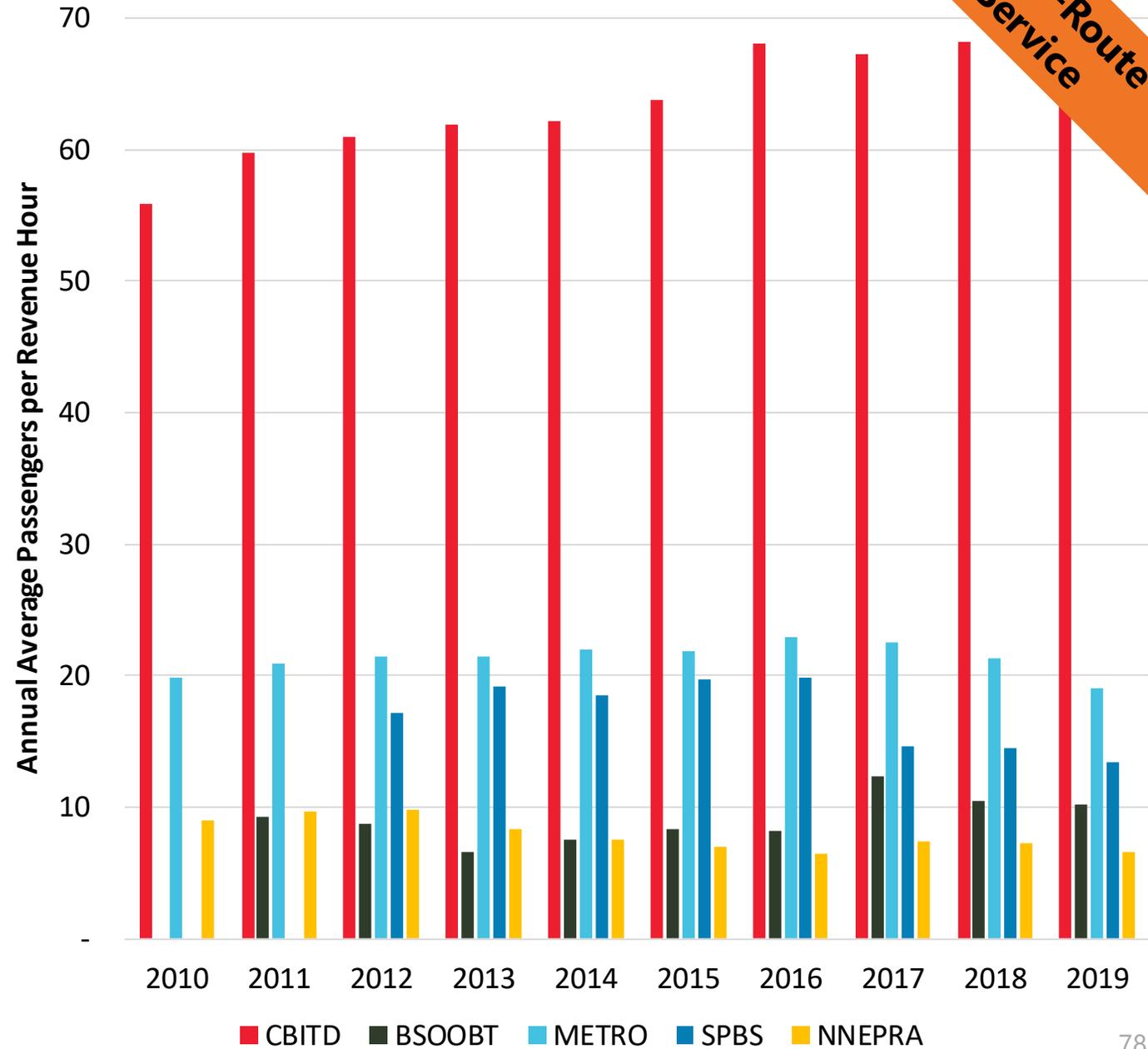
Ridership

- Service is growing
- Ridership is growing



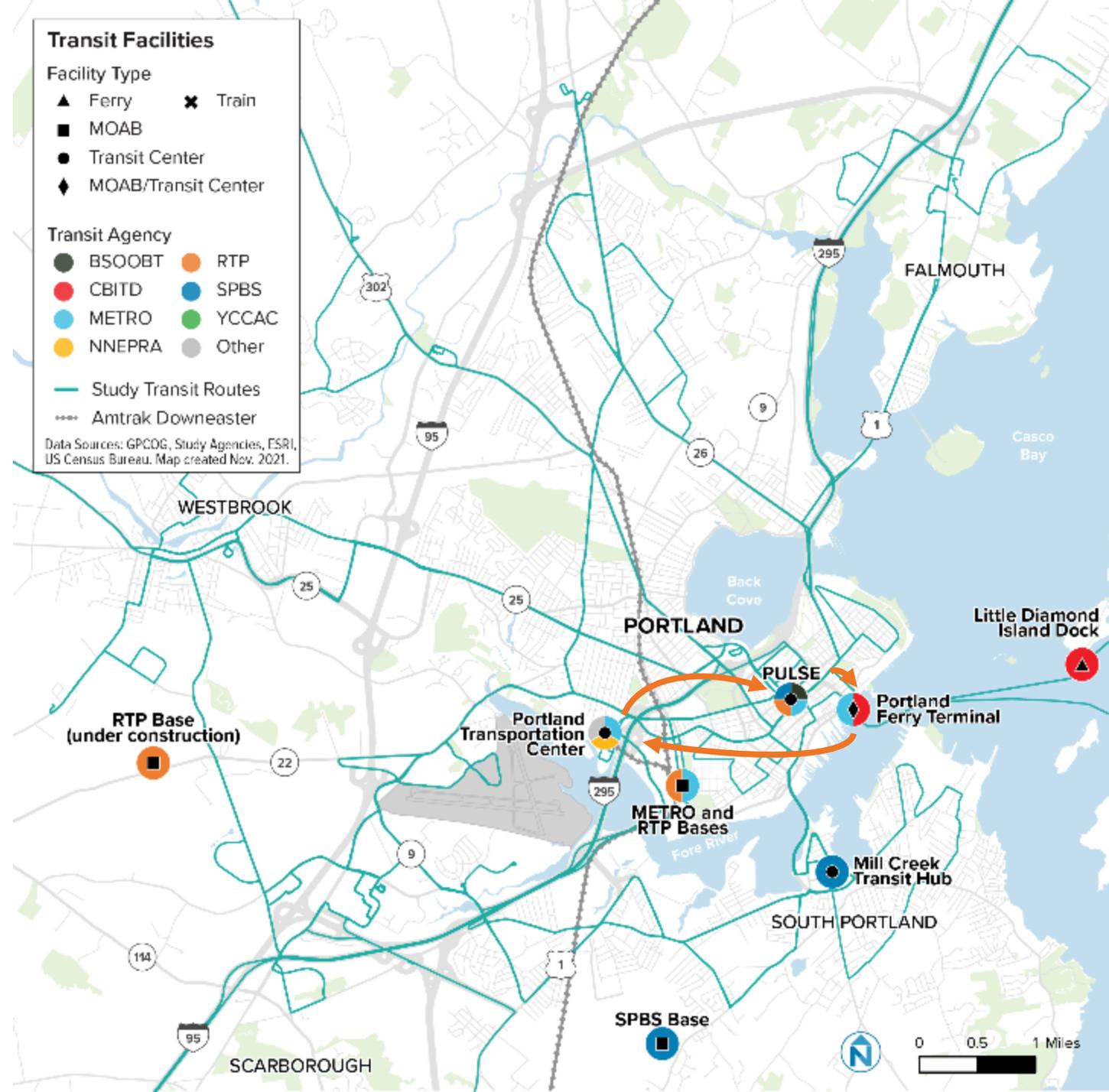
Productivity

- Service is growing
- Ridership is growing
- Productivity is declining



Connections

- Intermodal connections in Portland are challenging



Key findings



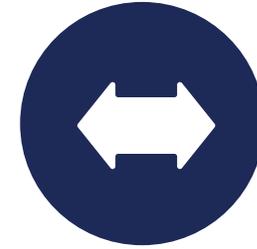
Service

- Distinct **transit corridors**
- Considerable **coverage service**
- **Higher-frequency** service is operated in the Portland area



Ridership

- Higher-ridership **corridors**
- Pre-COVID fixed-route **ridership and service was growing**, but **productivity was declining**
- Ridership is **seasonal** for some agencies



Connections

- There is a solid foundation for **interagency transfers**
- There are major **barriers** to low-friction **intermodal transfers**, especially in Portland

Advisory group discussion





Microtransit

Task overview



Develop policy recommendations for planning and implementing microtransit



Recommend markets and ways to integrate with other transit services



Develop cost and productivity standards



Recommend strategies for success, including marketing, customer experience, and pilot evaluations

Microtransit (or consider new models?)

- What is microtransit?
 - High-technology dial-a-ride?
 - Deviated fixed-route?
 - Dynamic fixed-route?
- Where would microtransit work?
 - Rural areas?
 - Urban areas?
- Who operates microtransit?
 - Funding?
 - Administrative capacity?
 - Facilities capacity?



Use cases and key questions

Use Cases

- First-/last-mile connections
- Expansion to new areas with less demand
- Replacement for low-performing fixed routes
- Alternative/complementary service for ADA paratransit and HST riders
- Late-night or early morning service
- Guaranteed ride home programs
- Corporate, college, or community organization partnerships

Key Questions

- What problem are we trying to address?
- Could microtransit improve the user experience?
- Could microtransit make service easier to operate?
- What metrics should we use to evaluate potential benefits and outcomes?
 - For users and agencies



Public Outreach

Project website

- Integrated into Transit Together site
- Project background
- Project documents
- Sign up for e-mail notifications
- Public outreach event information



The screenshot shows the website header with the 'TRANSIT TOGETHER.ORG' logo and navigation links: HOME, RIDER INFORMATION, MAP & SCHEDULES, TRANSIT NEWS, SAFETY FIRST, and ACCESSIBLE TRANSIT. The main heading is 'Planning the Future of Transit in the Region' with the 'The Future of Transit' logo.

Transit services are a fundamental part of our lives. Better transit service helps create a better future – Better transit brings safe, reliable, and affordable access to jobs, education, and services. It creates a pathway to a more equitable and sustainable region. Better transit service helps create a better future. That is why we are undertaking *Transit Together*.

Transit Together is a study to identify opportunities for increased coordination and integration within greater Portland's transit system. The study will look at regional network design, incorporating microtransit into the system, and ensuring our region's transit agencies are well-coordinated and integrated. Ultimately, we will develop a plan that will improve the experience of the region's transit riders, make the system more attractive to potential riders, and support the effective and efficient operation of the region's transit system.

Transit planning in the greater Portland region is guided by [Transit Tomorrow](#), the region's long-range transit plan. The plan outlines a four-part strategy to achieve its vision*

- Making transit **easier** for riders
- Creating **frequent** connections
- Investing in **rapid** transit
- Creating **transit-friendly places**

Transit Together builds upon the vision and goals of Transit Tomorrow by designing a transit network that is more easily shared, understood, and used by riders, and that improves region-wide mobility.

Transit Together is led by the Greater Portland Council of Governments (GPCOG), the regional planning agency for the greater Portland region, with consulting services by Nelson/Nygaard

2050 Vision for Transit

Using our region's public transportation is faster and more affordable than driving a car. Our system is funded sustainably and provides reliable and seamless transportation for our community, including commuters, mainland and island residents, and people with mobility challenges. Our communities support the long-term viability of public transportation by focusing new homes and jobs where people already live and work.

Transit Tomorrow, March 2021

Two rounds of public outreach

Round 1: Winter 2022

- Project kickoff and awareness
- Sharing initial market analysis and existing conditions research
- Gathering public ideas for routes and services

Round 2: Spring/Summer 2022

- Learning what the public likes and dislikes about potential service alternatives
- Sharing service planning tradeoffs with the public

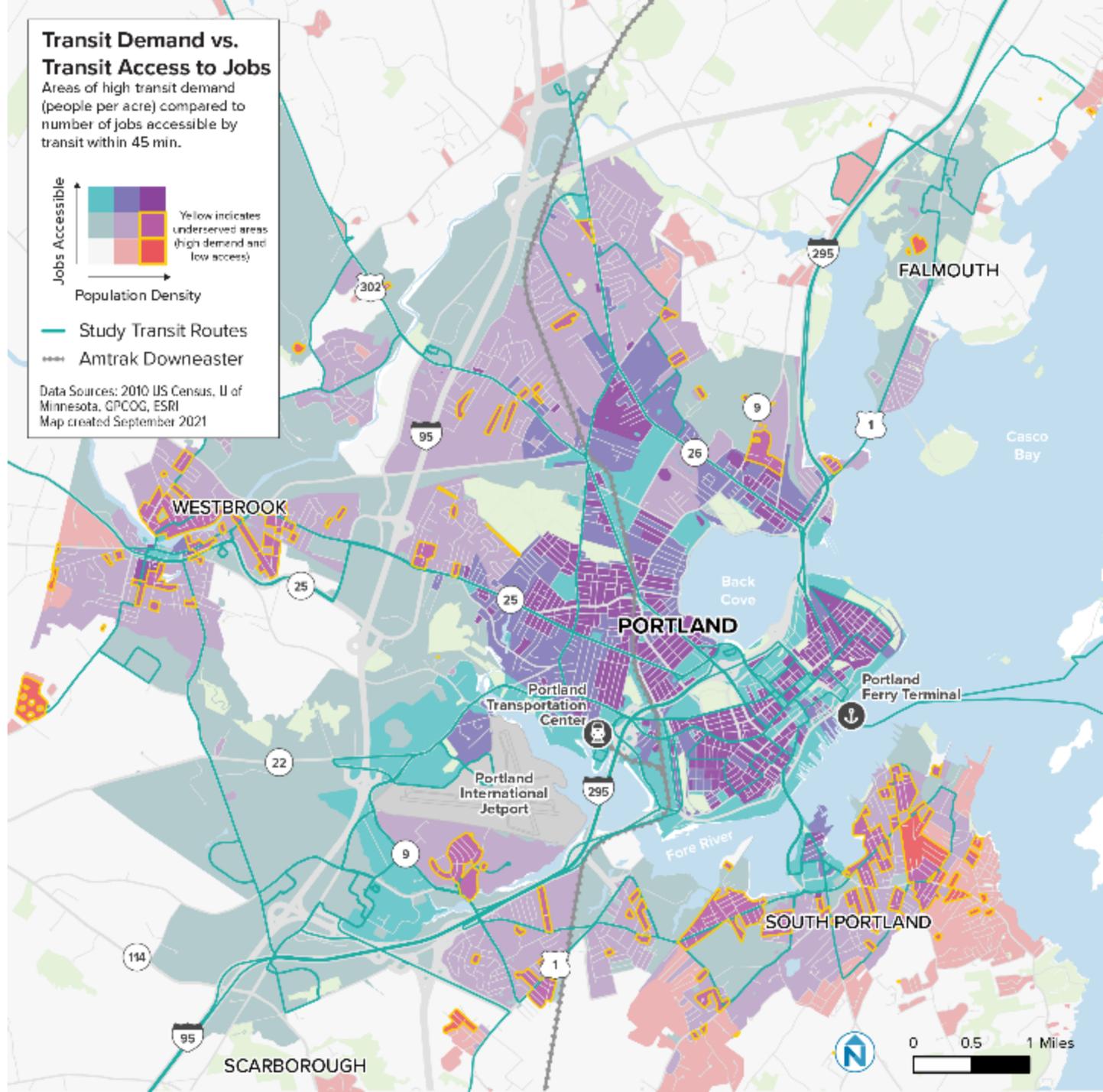
Round 1 Outreach ideas

- Outreach to stakeholders in 'underserved communities'
 - What type of transit mobility is important to you?
 - Where do you want to go? When?
- Virtual town hall with short, recorded presentation
 - Raises project awareness and prepares public for scenarios
 - Closed captioning in METRO Title VI* languages
- Press release that project is occurring
 - Distribute to local media, CBOs, government staff, and elected officials
 - Translated in METRO Title VI* languages
- **No surveys until Phase 2**



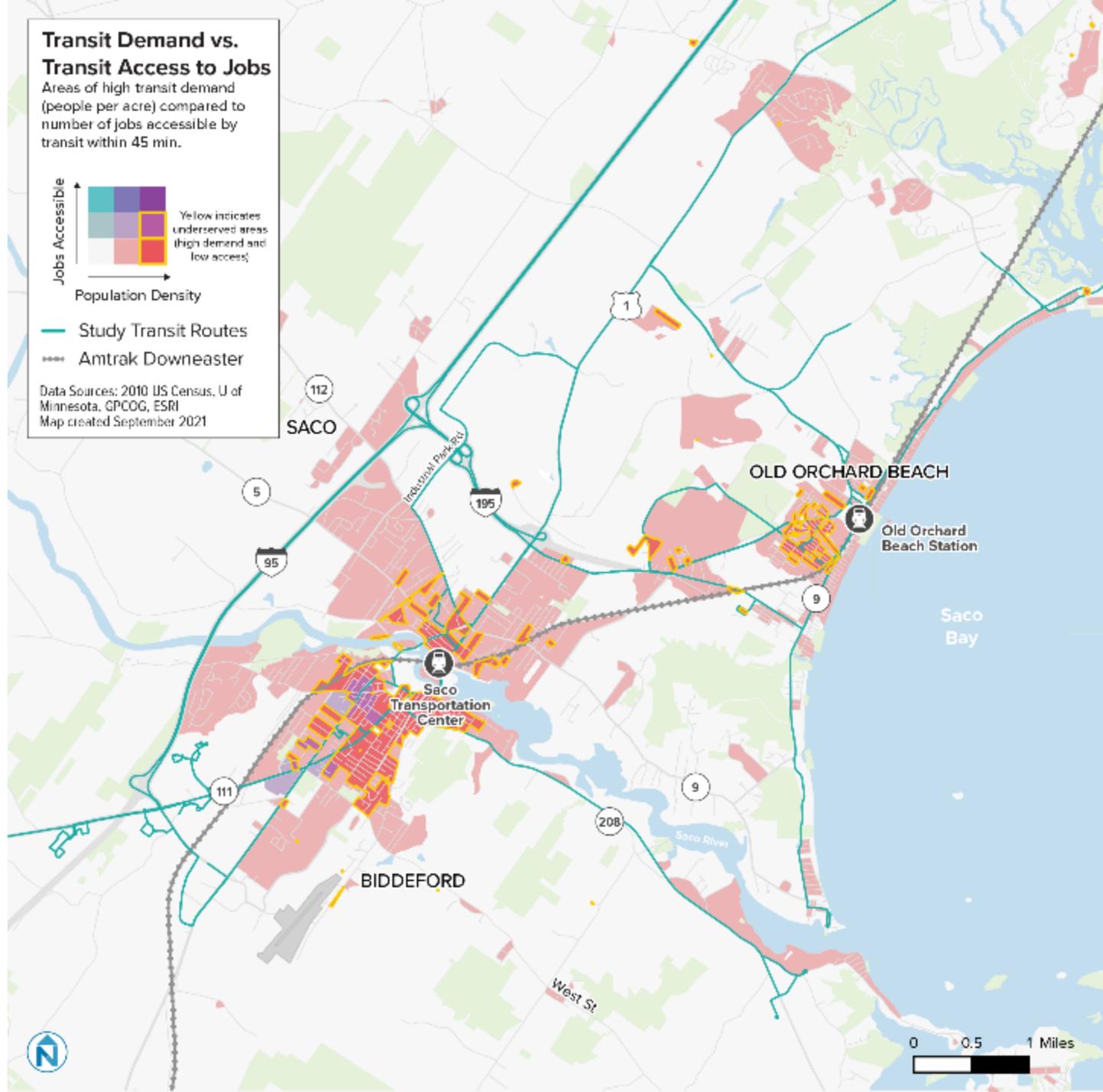
Underserved communities

In the greater Portland region, parts of Westbrook and South Portland stand out as potentially underserved communities.



Underserved communities

In the BSOOB area, many denser areas stand out as potentially underserved communities.





Comment & Next Steps

State of regional transit

Comprehensive review of the greater Portland region's transit market, existing services, and opportunities for improved resource sharing and coordination among providers.

Market Analysis & Existing Conditions

What are the key opportunities and challenges facing the region today?

- Does transit serve its market effectively and equitably?
- Are there markets where transit should expand, contract, or operate in differently?
- What issues impact operational performance?

Route Profiles

What is the universe of options for improving each route or service?

- How do riders use existing routes?
- What factors most influence operational performance on specific corridors?
- What are the critical activity generators?

Opportunities for Seamless Transit

What are the region's priorities for improving coordination and investment in transit?

- Transit technology
- User experience
- Investment
- Service expansion
- COVID recovery
- Climate resiliency

Next step: route profiles

Why do we make route profiles?

- Simplify our analysis of complex routes and transit networks
- Organize data sets that are dispersed across the transit agency
- Create materials that are easily understandable to us, our clients, and the public
- Uncover opportunities and challenges at the route level
- Streamline systemwide analysis

Next step: route profiles

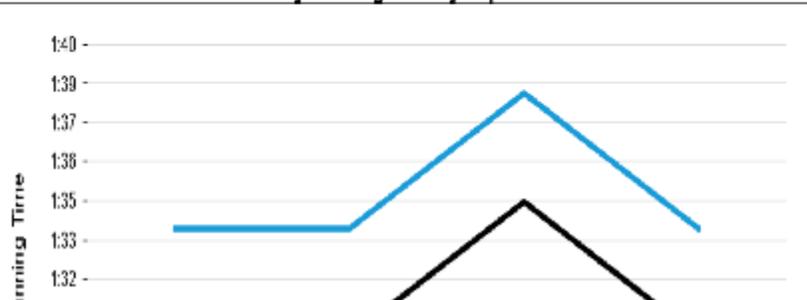
What are we looking for?

- What works well?
- What doesn't?
- What changes could make service better? For example:
 - Does the route serve a unique and defined market?
 - Is the route direct and simple?
 - Are schedules easy to understand?
 - Do service levels match ridership levels?
 - Where are customers riding...or not riding?
 - Are stops spaced appropriately?

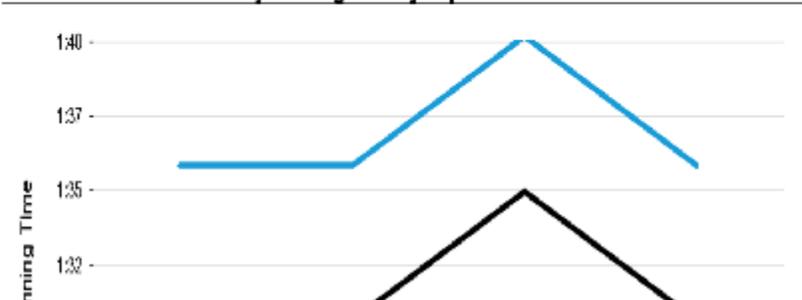
Route profile preview

| | Boardin | Alighin | Service | Boardin | % On-Ti | % Early | % Late | Max Pas | Max Load Location | Directio |
|-----------------------|--|---------|---------|---------|---------|---------|--------|---------|----------------------------|----------|
| Total | 18 | 18 | 12.2 | 1.5 | 85% | 0% | 14% | 7 | N. Wintham Shopping Center | I |
| Inbound | 9 | 9 | 6.1 | 1.5 | 85% | 0% | 14% | 7 | N. Wintham Shopping Center | I |
| Outbound | 9 | 9 | 6.1 | 1.5 | 85% | 0% | 14% | 7 | N. Wintham Shopping Center | O |
| By Segment | | | | | | | | | | |
| 1 | Brighton Community Center to Naples American Legion | 5 | 5 | 3.2 | 1.6 | 50% | 50% | | | |
| 2 | Naples American Legion to S. Casco Fire Station | 1 | 1 | 1.3 | 1.0 | 100% | | | | |
| 3 | S. Casco Fire Station to Sunset Variety (Raymond) | 1 | 2 | 0.8 | 0.6 | 100% | | | | |
| 4 | Sunset Variety (Raymond) to N. Wintham Shopping Center | 3 | 2 | 1.5 | 2.0 | 100% | | | | |
| 5 | N. Wintham Shopping Center to Westbrook/Prides Corner | 2 | 2 | 2.7 | 0.7 | 100% | | | | |
| 6 | Westbrook/Prides Corner to Elm Street PULSE | 6 | 6 | 2.7 | 2.4 | 50% | 50% | | | |
| By Time Period | | | | | | | | | | |
| AM | 5 | 5 | 3.0 | 1.7 | | | | 3 | N. Wintham Shopping Center | I |
| Midday | 6 | 6 | 3.0 | 2.1 | | | | 3 | Sunset Variety (Raymond) | I |
| PM | 3 | 2 | 1.6 | 1.6 | | | | 2 | N. Wintham Shopping Center | I |
| Eve | 4 | 4 | 3.1 | 1.4 | | | | 4 | N. Wintham Shopping Center | O |

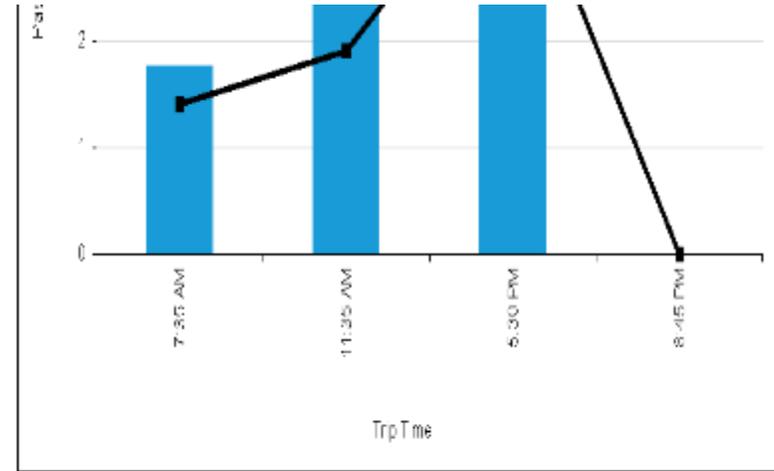
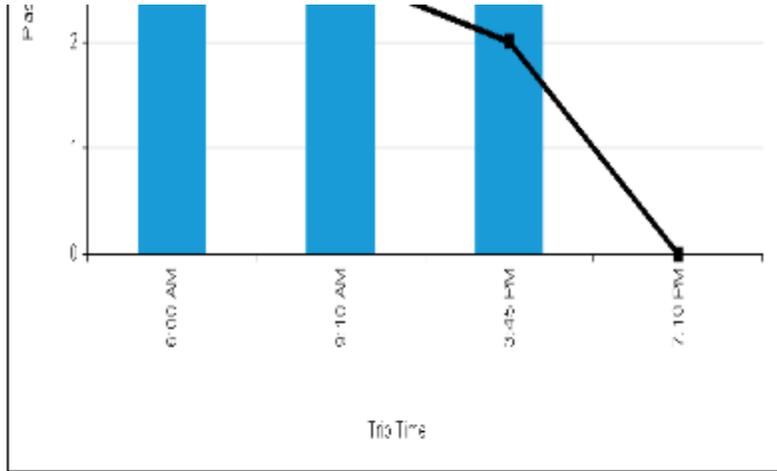
Weekday Running Time by Trip - Inbound



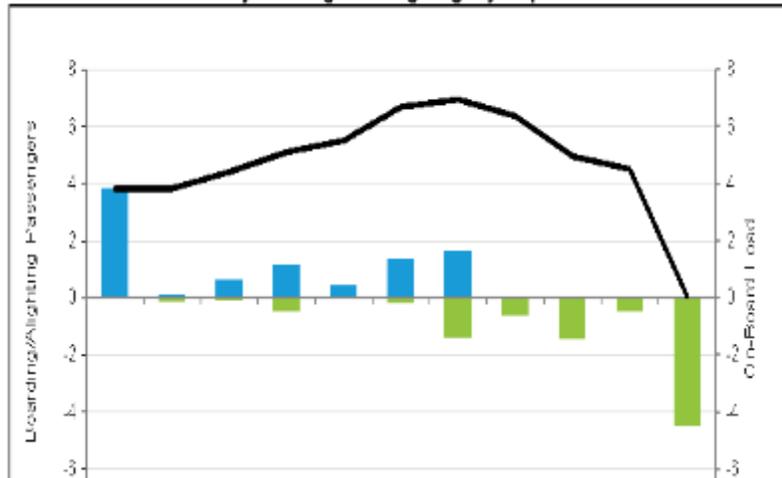
Weekday Running Time by Trip - Outbound



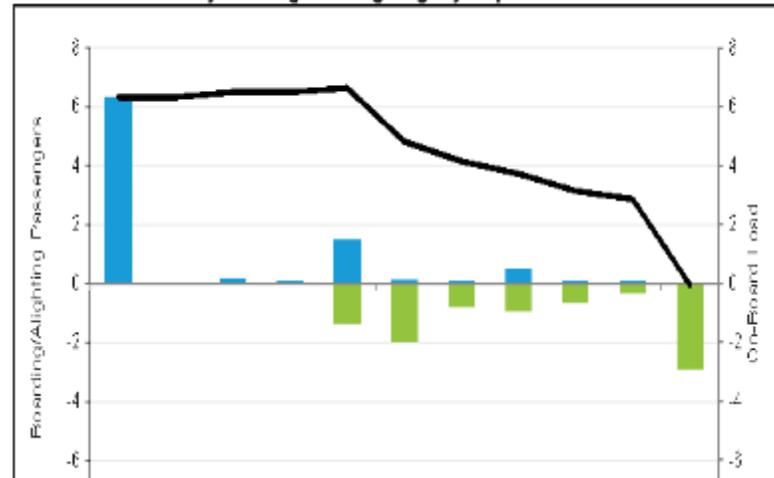
Route profile preview



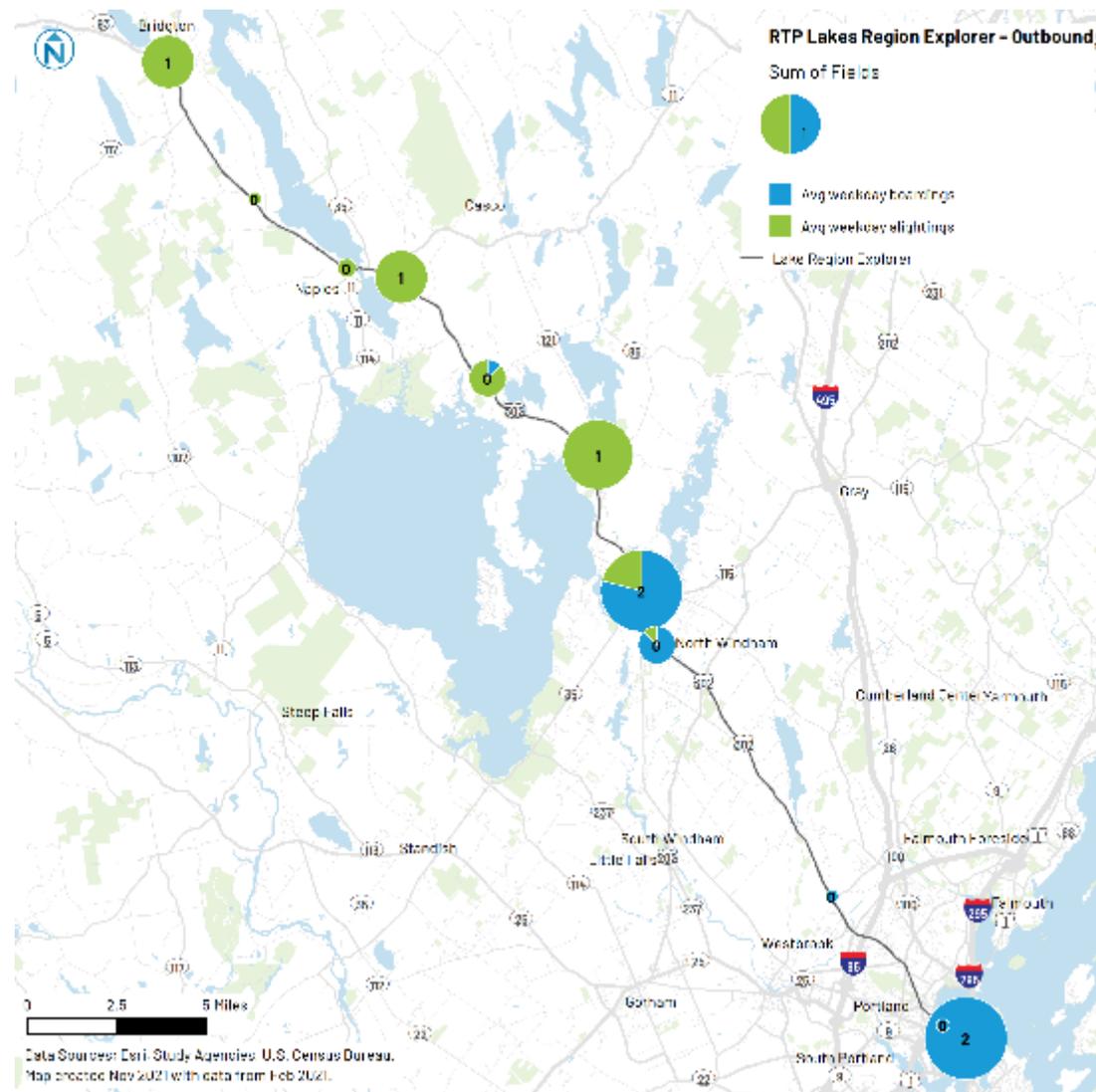
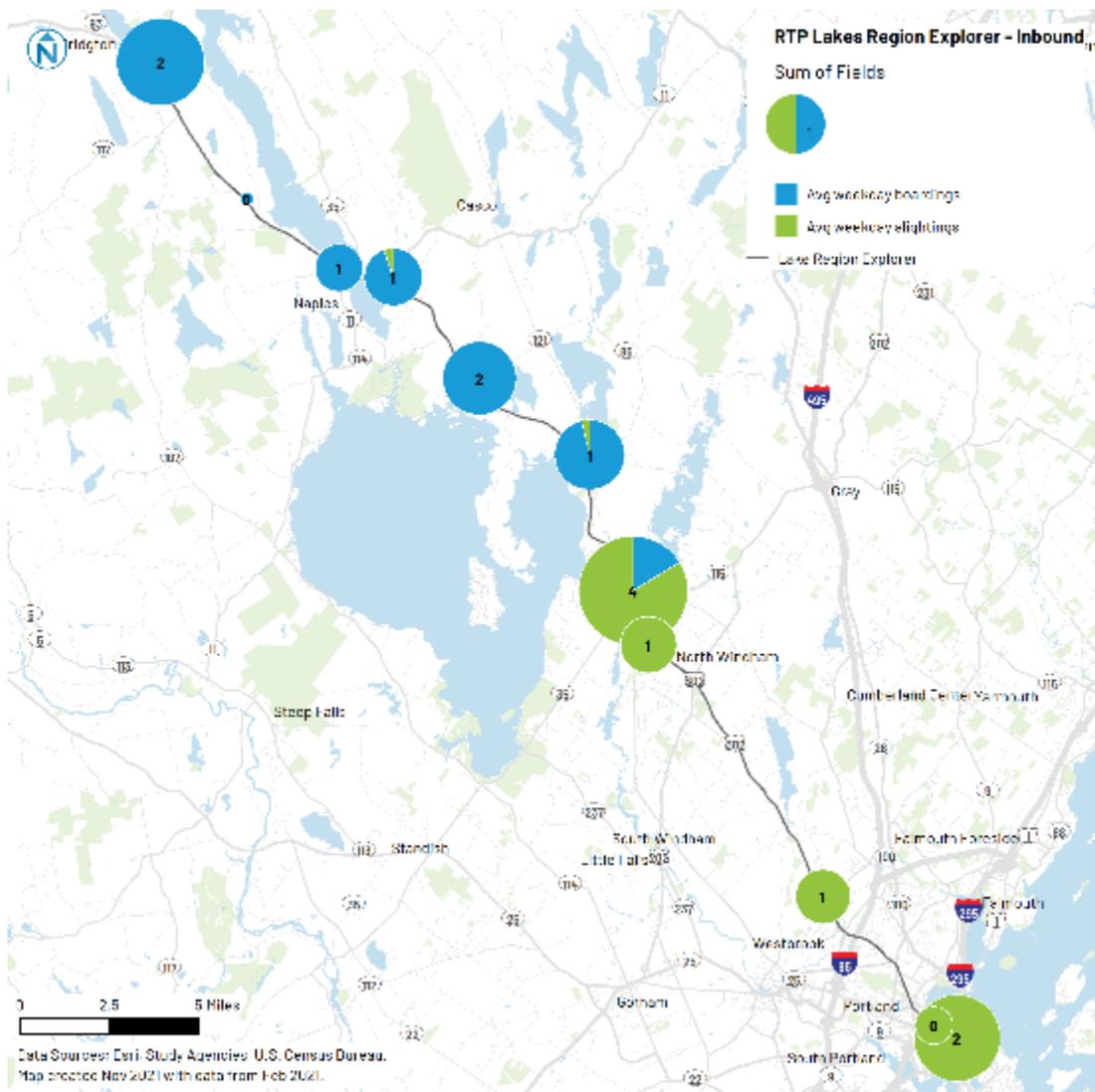
Weekday Boardings and Alightings by Stop - Inbound



Weekday Boardings and Alightings by Stop - Outbound



Route profile preview



Route profile preview



Part 2: Existing Conditions
G19-036

RTP LAKES REGION EXPLORER

Summary: The RTP Lakes Region Explorer (LRE) connects communities on the Route 302 corridor with Portland, operating between Bridgton and downtown Portland with stops in Naples, Casco, Raymond, Windham, and Westbrook. The route operates bi-directionally on U.S. 302, with a terminal loop around Bridgton, serving Bridgton Hospital and Bridgton Community Center. Service in downtown Portland is at the METRO PULSE end along Congress Street, allowing for transfers between the LRE and BSOOST, METRO, and SMBS routes. Much of the alignment in Portland duplicates the METRO Route 2, but with fewer stops. There are four inbound and four outbound trips every weekday.

Vital Statistics:

| | Span | Headways (mins.) | Service Hours | Average Daily Boardings | Productivity* | On-Time Performance |
|----------|-------------------------|------------------|---------------|-------------------------|---------------|---------------------|
| Weekdays | 5:00 a.m. to 10:15 p.m. | <150 | 2.2 | 18 | 1.5 | 86% |
| Saturday | Seasonal only | - | - | - | - | - |
| Sunday | No service | - | - | - | - | - |

*Productivity is measured in bus trips per service hour.
Ridership data from January 2021

On-Time Performance: The LRE is 86% on-time, according to RTP's one-minute early and five minutes late OTP standard for the route. All the LRE's OTP failures are late departures, and occur at timepoints on Bridgton and in Portland.

Ridership: Ridership is relatively low across all time periods, with approximately two to four boardings per trip. Passenger loads on all trips are well below seated capacity. The last inbound and outbound trips average zero riders.

Most of LRE's boardings and alightings occur in Ericton, Portland, and at shopping destinations along the route, such as the North Windham Shopping Center and Sunset Variety.



Part 2: Existing Conditions
G19-036

Opportunities:

- The last inbound and outbound LRE trip averages zero ridership. Operating this trip during the mid-day period may be a better use of LRE resources.
- Regional travel flows show substantial numbers of trips between the Windham and Portland areas. Better marketing the service, or stopping the bus at dedicated park-and-rides, may increase ridership.
- Because the LRE already operates on extremely infrequent headways, extending the route to an additional destination, such as the Portland Ferry Terminal, PIC, or SMCC, would not dramatically change the frequency of the route but would provide one-seat ride access to another key destination for people living on the Route 302 corridor.

Getting to network scenarios

State of Regional Transit

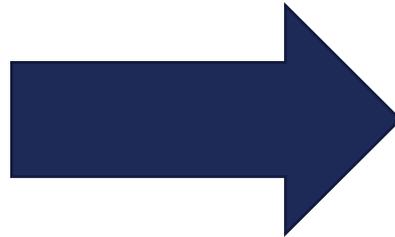
Actionable, network-level strategies for improving service

Route Profiles

Broad catalogue of potential service changes at route level

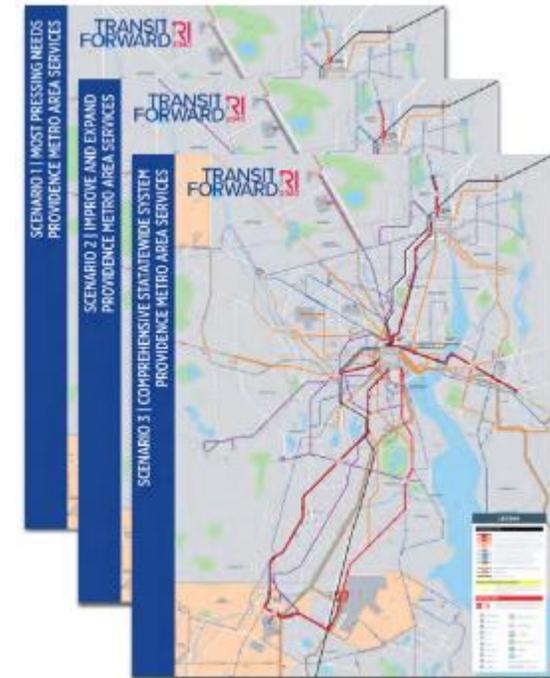
Community Engagement

Community-generated solutions and strategies with process buy-in



Network Scenarios

Two or three contrasting options for improving Portland's transit services



Getting to network scenarios

State of Regional Transit

Actionable, network-level strategies for improving service

Route Profiles

Broad catalogue of potential service changes at route level

Community Engagement

Community-generated solutions and strategies with process buy-in

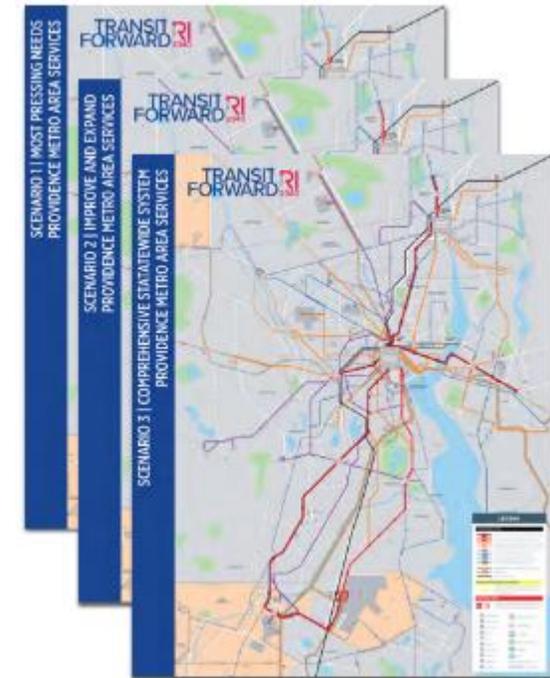
Draft findings available over next several months; report in early 2022

Draft evaluations starting in February/March

Engagement push in spring and summer

Network Scenarios

Two or three contrasting options for improving Portland's transit services



Spring 2022

Advisory group discussion



Public comment



Next steps

- Please submit comments
 - Draft Market Analysis – available online
 - Existing Conditions – will notify when complete
- Next steps for the project team
 - Complete Existing Conditions
 - Route profiles
 - Public outreach for early 2022 virtual town hall
 - Agency workshops
- Next PAG meeting anticipated for February



Thank you!

Contacts:

Amy: apettine@nelsonnygaard.com

Anne: anne@asgplanning.com

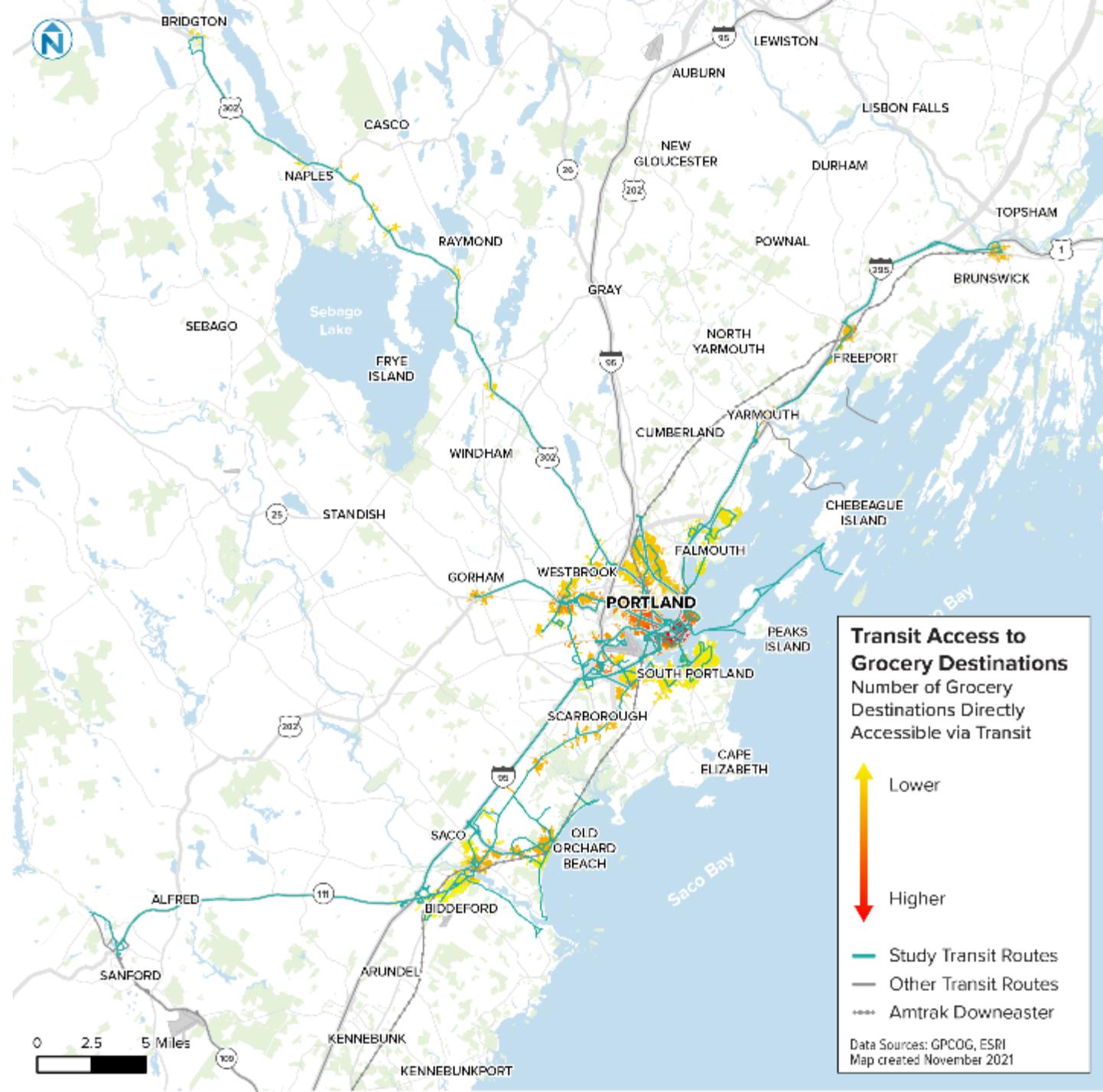
Andrew: aclark@gpcog.org



Appendix Slides

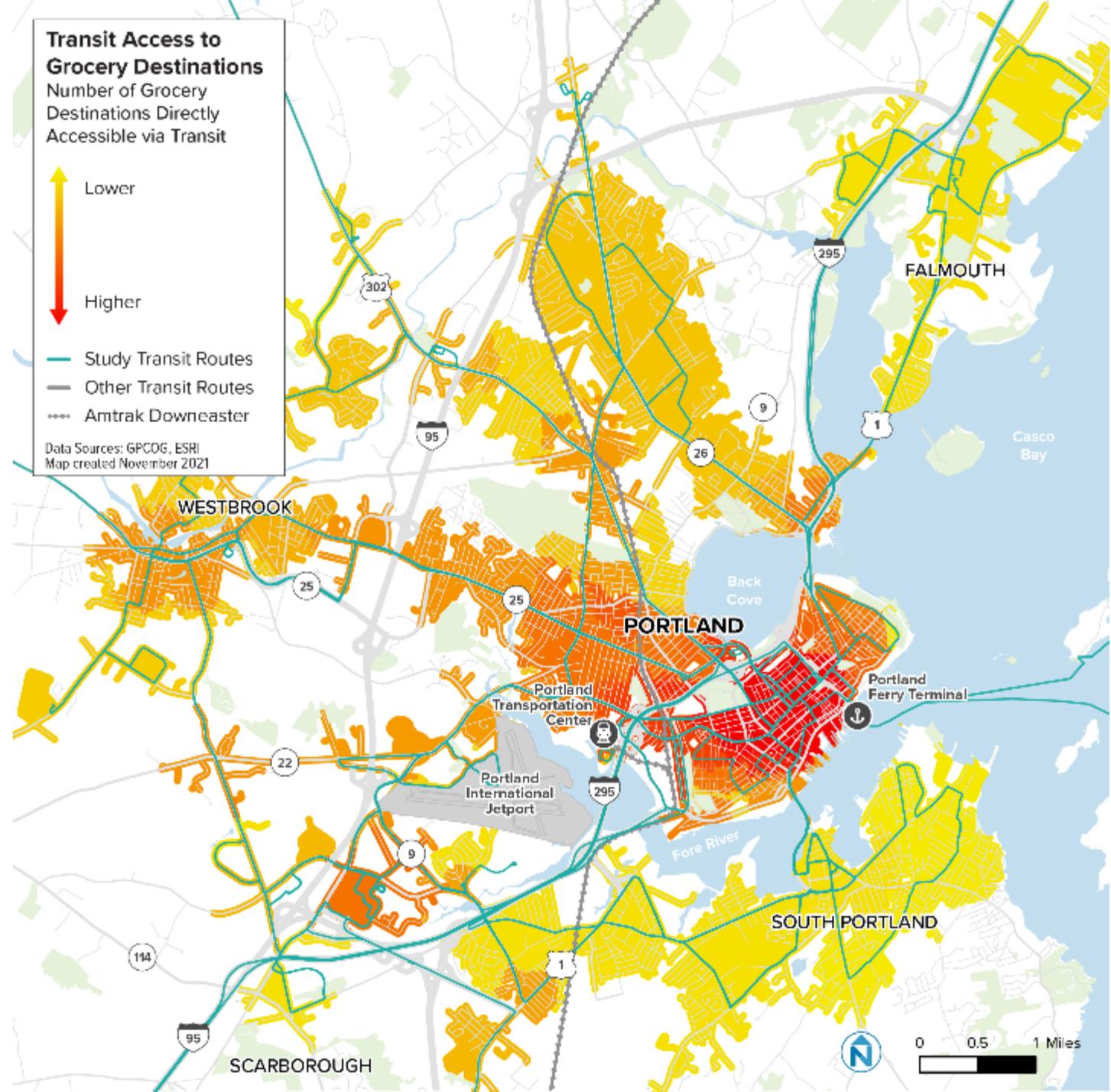
Access to groceries

Along with work, grocery shopping is one of the most common transit trip purposes.



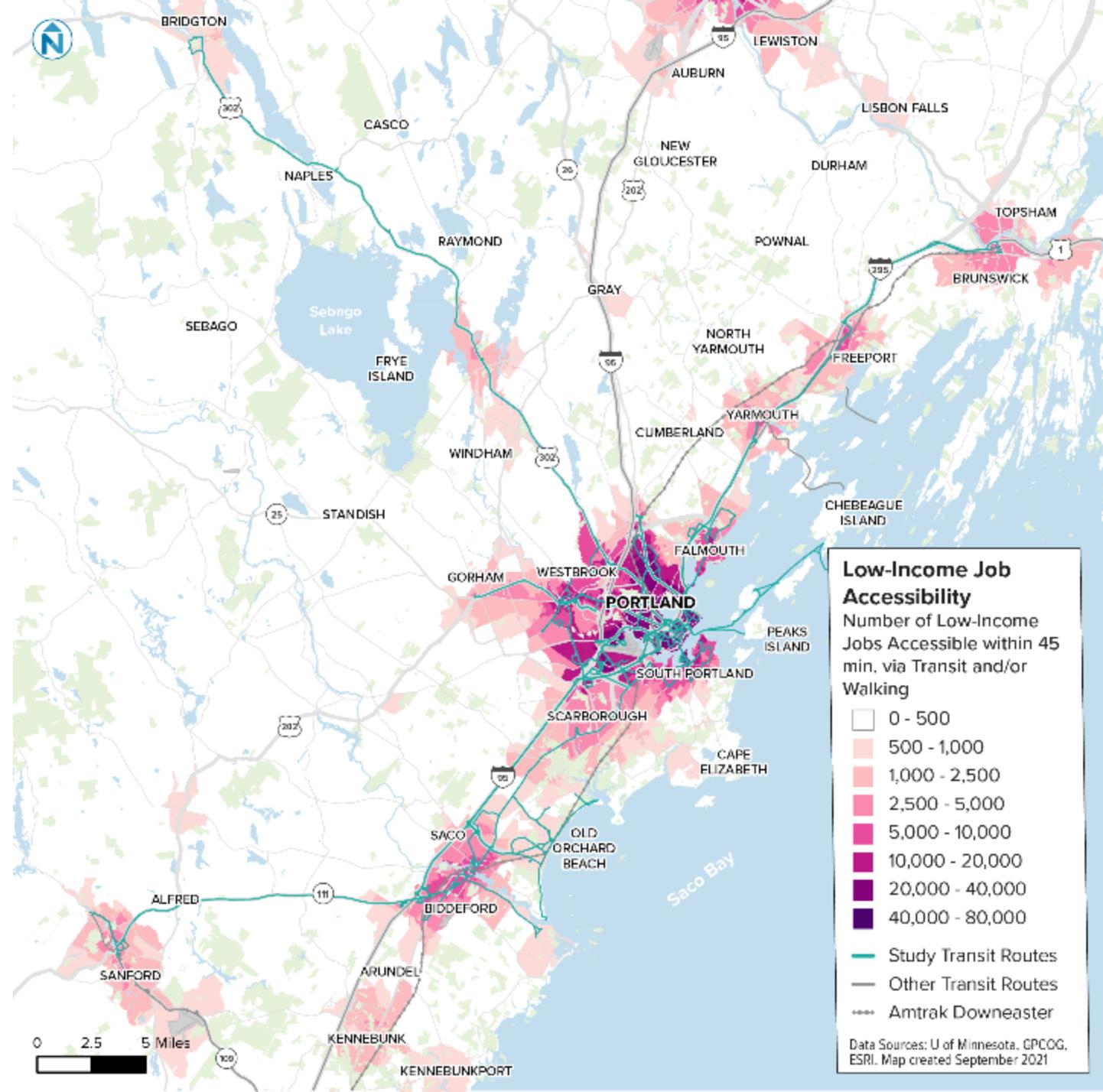
Access to groceries

Grocery store access via transit is better than healthcare access.



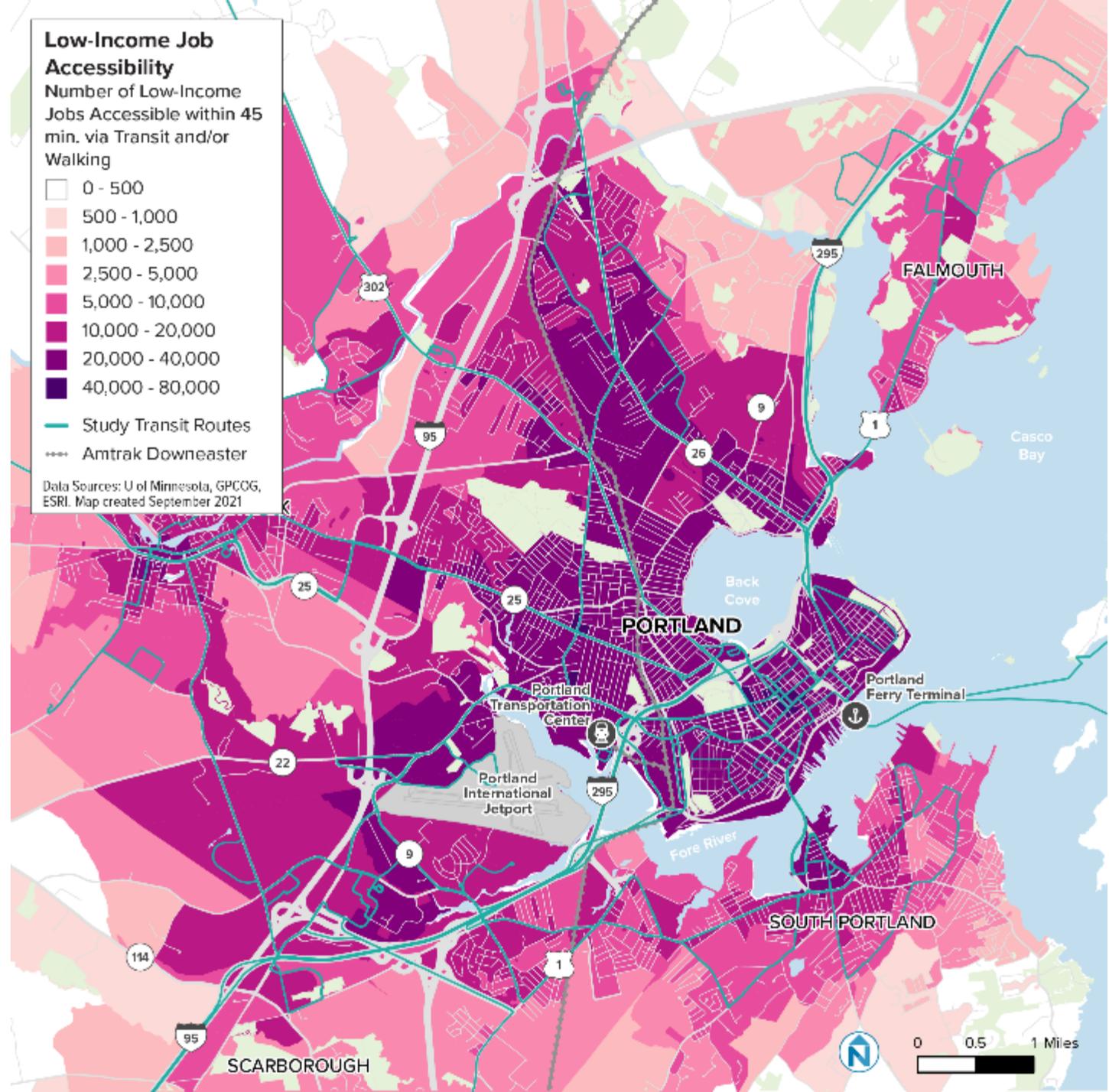
Access to low-income jobs

People working at low-income jobs are often more likely to ride transit than higher-earning workers.



Access to low-income jobs

Access to low-income jobs is relatively strong in the greater Portland area with some gaps in parts of South Portland and parts of the Riverton neighborhood.



Key destinations



Most key destinations are served by transit.

Key destinations

Social service key destinations are concentrated on the Portland Peninsula.



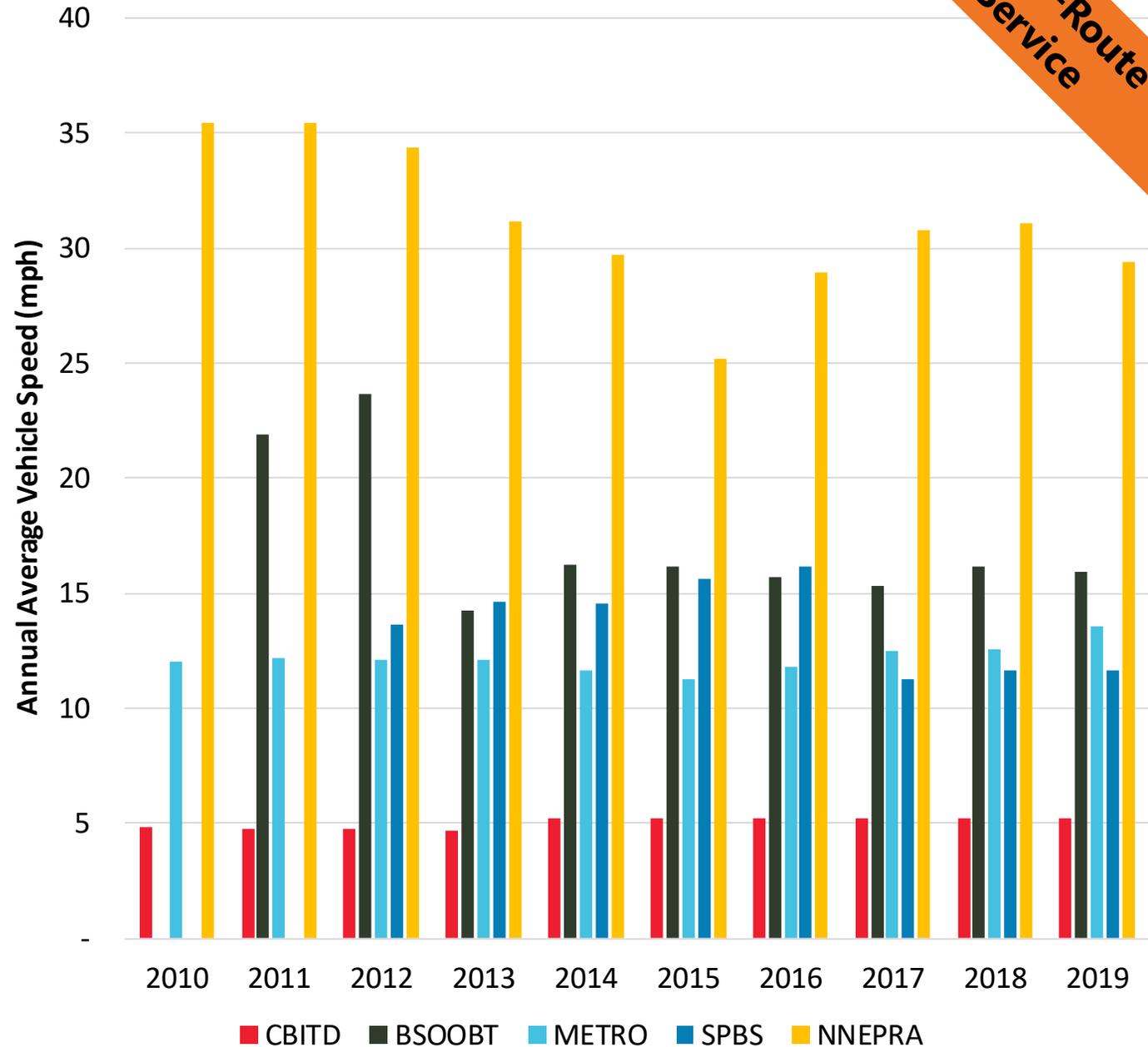
Key destinations

Key destinations in the BSOOB area are mostly served by transit, but pedestrian access to these places can be challenging.



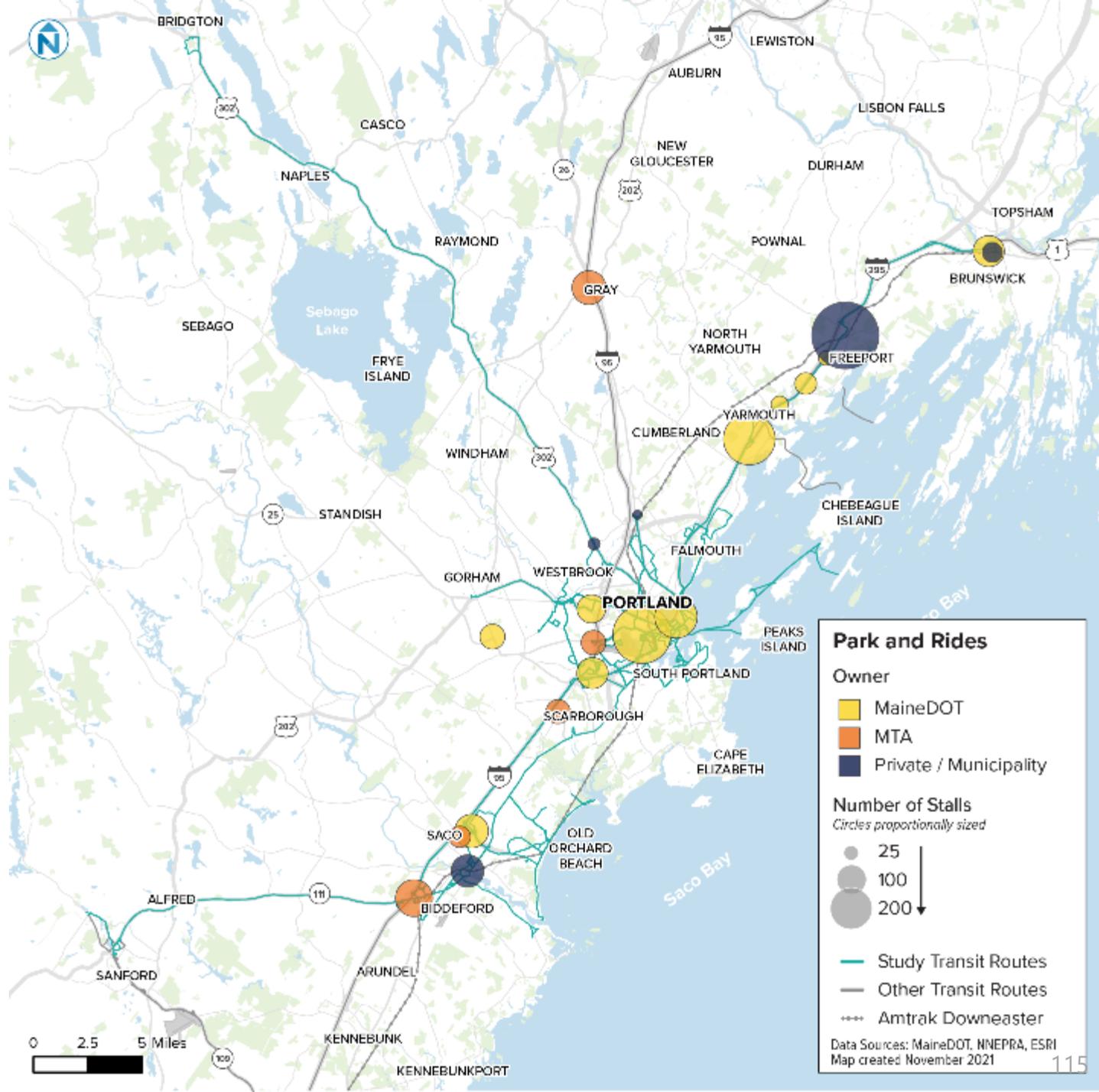
Speed

METRO has increased vehicles speed but other agencies have seen speeds decline.



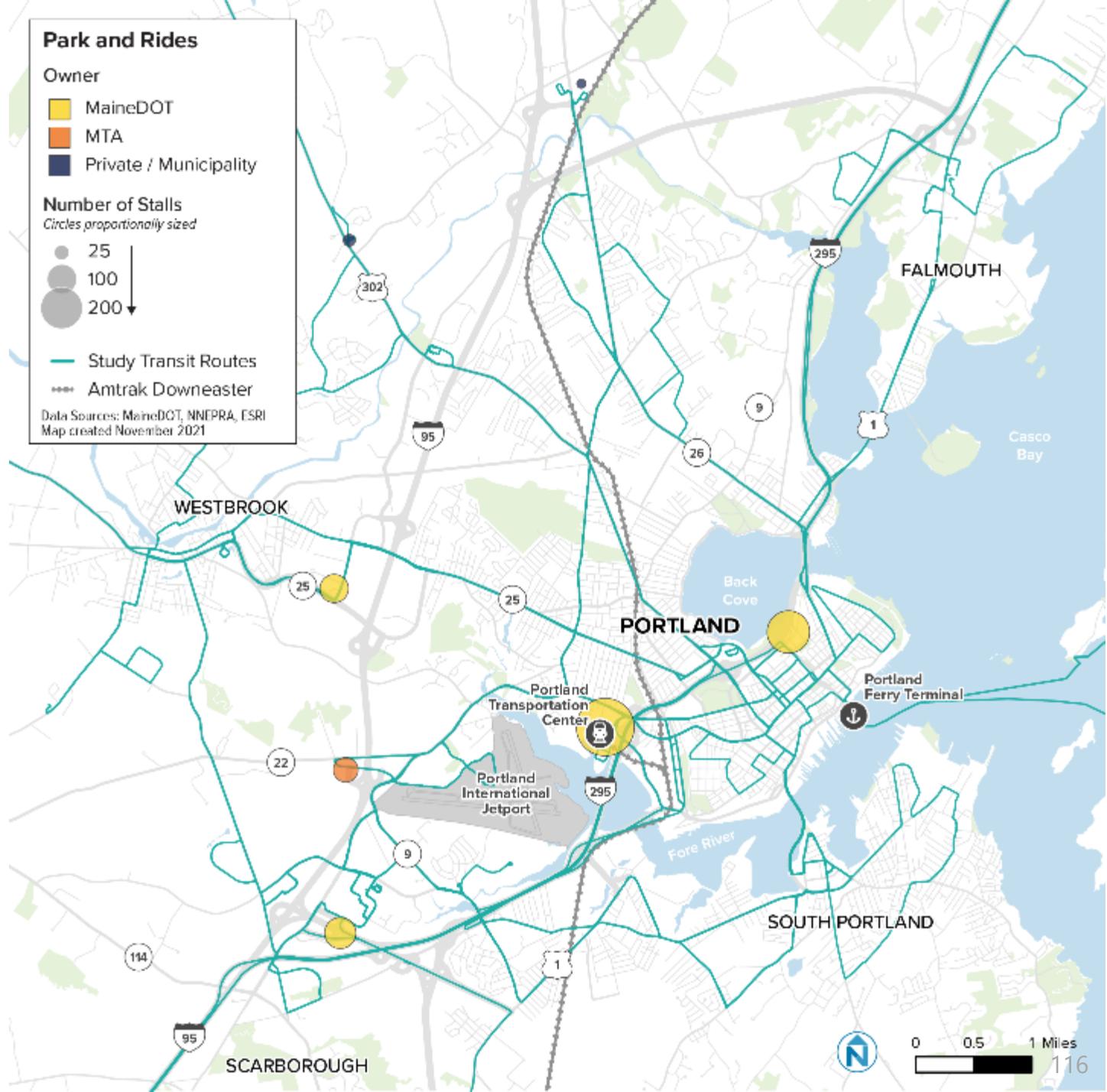
Park-and-rides

There is a robust park-and-ride ecosystem in the greater Portland region.



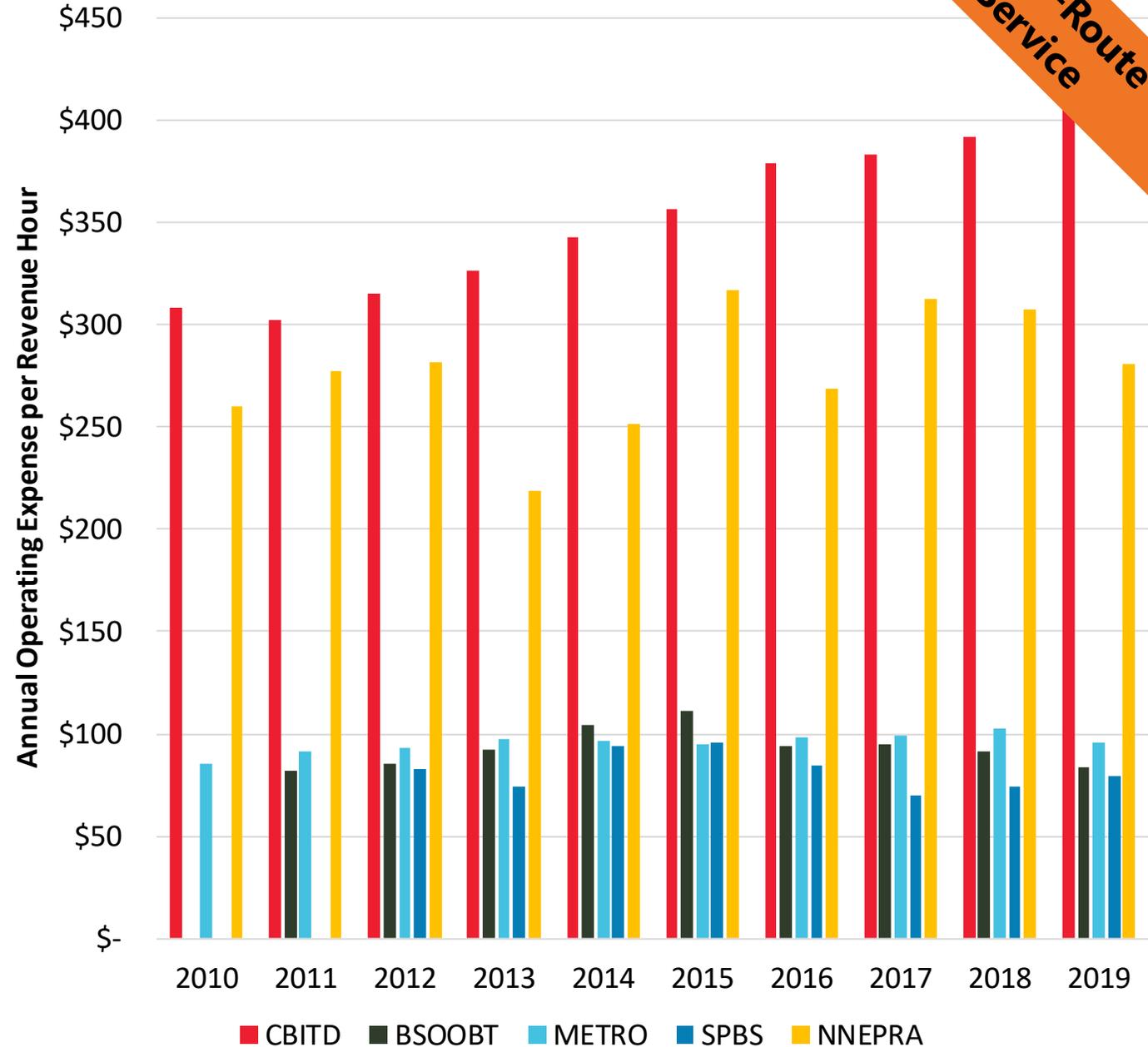
Park-and-rides

Are there opportunities related to park-and-rides that both are and are not served by transit?



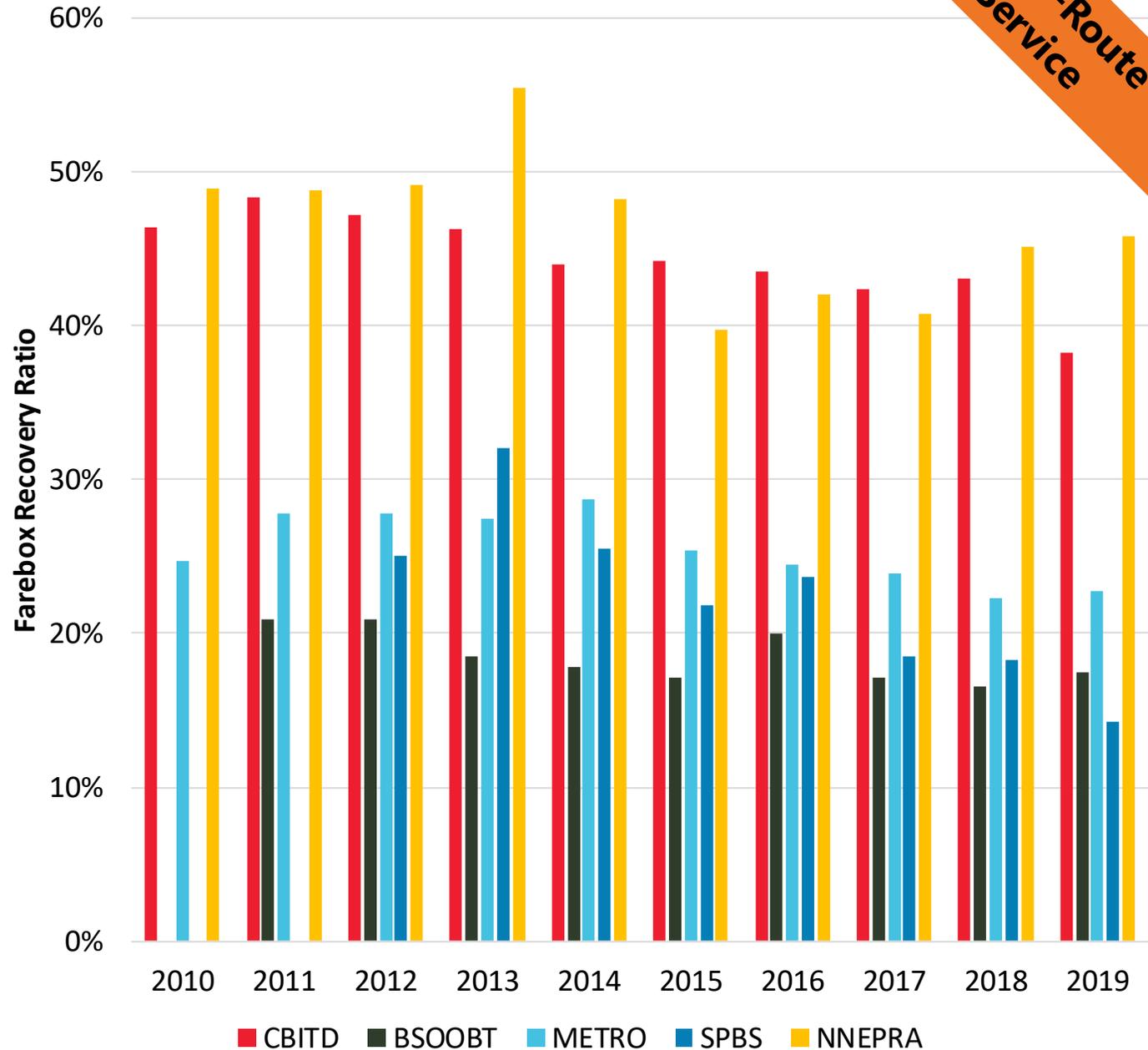
Cost of service

Study agencies operating bus service have kept operating cost growth below inflation.



Farebox recovery

Farebox recovery ratio for all agencies is in decline.



Cost of service

The cost of providing demand-response service has increased.

