

Meeting of the
Albany Area Metropolitan Planning Organization
Regional Transportation Plan Technical Advisory Committee

Transit Subgroup

August 29, 2016
10:00 am – 12:00 pm

Oregon Cascades West Council of Governments
Upstairs Meeting Room / 1400 Queen Ave. SE, Albany

Call in number: 844-895-8769 / Conference code: 4089562857

Agenda			
1.	10:00	Agenda Review	Theresa Conley
2.	10:05	Public Comment Members of the public are invited to speak. Comment period is limited to three minutes per person.	Theresa Conley
3.	10:15	Minutes of July 25, 2016 RTP TAC Transit Subgroup Meeting <i>Action Requested: Approval of July 25, 2016 Meeting Minutes</i> Attachment A – July 25, 2016 Meeting Minutes	Theresa Conley
3.	10:20	Meeting Overview and Transit Needs Review <i>Action Requested: Discussion only</i> Attachment B – Meeting Presentation Attachment C – Meeting Packet The consultant team will review the needs-based objectives for transit service and how evaluation criteria will be used in the transit planning process that will address these needs. Please refer to both the meeting packet and accompanying presentation slides for details on this and subsequent agenda items.	Scott Chapman Nelson\Nygaard
4.	10:30	Transit System Evaluation Criteria <i>Action Requested: Define set of evaluation criteria that will be used to assess transit design scenarios.</i>	Scott Chapman

		The consultant team will review the list of potential evaluation criteria and the Transit Subgroup is asked to select a set of criteria to move forward with.	
5.	11:05	<p>Transit Service Options <i>Action Requested: Define geographic priorities for transit service in the short, medium, and long-term planning timeframes.</i></p> <p>The consultant team will lead a discussion about the geographic priorities for transit. The Transit Subgroup is asked to express these priorities by associating a transit service type to corridors in the region for each of the three planning timeframes.</p> <p>For your optional review and background information, below are links to two Appendices from the Existing Conditions report: Supplemental Item #1: Transit Existing Conditions Ridership by Stop Supplemental Item #2: Transit Existing Conditions Route Profiles</p>	Scott Chapman
6.	11:35	<p>Definition of Short-Term Scenarios <i>Action Requested: Define how the two short-term transit scenarios should be developed.</i></p> <p>The consultant team will facilitate a discussion around defining the parameters that will be used to delineate the two short-term scenarios.</p>	Scott Chapman
7.	11:50	<p>Next Steps Staff will briefly discuss next steps and upcoming meeting date(s).</p>	Theresa Conley
8.	11:55	Adjourn	Theresa Conley

The meeting location is accessible to persons with disabilities. Please make requests for an interpreter or other accommodations at least 72 hours prior to the meeting. Contact Emma Chavez at 541-967-8551 (TTY/TTD 711) or by email at echavez@ocwocg.org.

DRAFT Meeting Notes

RTP TAC Transit Subgroup

July 25, 2016 from 3:30 – 5:10 pm

Oregon Cascades West Council of Governments, 1400 Queen Ave. SE, Albany

1. Agenda Review

Staff reviewed the agenda. There were no proposed changes.

2. Coordination of Planning Efforts

This discussion topic grew out of a request of an RTP TAC member that the AAMPO RTP and TDP further discuss services outside of the MPO area. Staff explained that the Albany Area Transit Development Plan (TDP) will focus on the federally-designated MPO area and will guide the expenditure of transit funds allocated to the MPO. This primarily includes ATS and Call-A-Ride, and the Linn-Benton Loop to the degree appropriate considering that service is guided through a regional partnership. Regional connections are key, however, and it is important to coordinate planning efforts to ensure that the full regional system is being planned for. Services funded through Linn County and Benton County provide important services to and within the MPO area. The TDP will also discuss the role of other regional services within the MPO, and provide findings for how those services may be improved to better serve the MPO area. The TDP can look at how to coordinate with other services or look at fare reciprocity or other coordination opportunities. The Linn County TSP focuses on the rural parts of the County and will roll up findings from other planning efforts.

The remainder of the conversation focused on how to coordinate regional transit planning efforts to ensure that the full regional system is being planned for. These efforts include the Linn County Coordinated Plan, Benton County Coordinated Plan, Linn County TSP, and Lebanon TDP. Discussion included:

- The various regional plans are like layers of a cake and are interrelated.
- There is a need for a regional transit map and general discussion of regional transit services in each planning document. This should include STF-funded services, and could discuss how to support social service agencies that work with transit-dependent populations. It would be efficient and most appropriate for the TSPs and RTP to reference the transit planning documents.
- The Albany Area TDP is not a chapter of the Albany TSP. The TDP is an operational document and may inform, but is separate from, a TSP or RTP. It will provide an opportunity for the city to consider restructuring their services and service throughout the MPO. The City of Albany is not required to adopt the TDP.
- Coordination of transit programs, and identification of ways to best spend limited resources, is a key goal. For example, improved coordination between ATS and the Linn Shuttle for service within Albany. Members were reminded that there are specific requirements tied to urban and rural services.
- In Benton County, there is a desire to serve the full 99W corridor in coordination with Lane Transit District
- The TDP should outline funding alternatives and creative funding options. It should describe what different service alternatives would cost, and what it would cost the various jurisdictions. This information can be brought to policy makers.

- The transit planning efforts can include discussion of ADA compliance

Outcomes:

- Each plan can include a regional transit map, illustrated in a readable way, and description of the regional system. This could be included in the ‘plan overview’ or ‘existing conditions’ section. Nelson Nygaard provided the two attached maps, which were developed for the Linn County Coordinated Plan and AAMPO TDP – these can provide a foundation for that map.
- Further coordination can occur to identify common priorities for regional transit projects and other common elements

3. Transit Future Conditions and Transit Funding

A revised Transit Funding memo would be available on August 1st. There were few suggested changes for the Transit Future Conditions memo. Comments provided via email are being reviewed, and it will also incorporate findings from the transit needs work conducted in the spring. ‘Local match’ should be listed more broadly on page 11.

4. Transit Goals Discussion

Members were asked to consider if the goal is to retain the current ‘coverage’ based system, or if it is to become more ‘productivity’ focused. Jean Palmateer stated that members can consider what they perceive as a ‘successful’ system. It is important to have a serious discussion about the pro’s and con’s of the two approaches. Members stated that it would be an efficient use of funds to focus on key areas, and that when changes are made to a system it is the most difficult for those who lose service. Due to limited time, members agreed to continue this conversation at the next meeting.

5. ‘Aspirational’ Transit System Goals

This conversation was deferred to the next meeting.

6. Public Comment

There were no public comments.

7. Next Steps

Staff will send out a Doodle Poll for the next Transit Subgroup meeting. Proposed meeting topics include:

- Recap the Existing Conditions and relate it to the ‘Sample Service Design’ memo.
- Review of two Future Transit System ‘Strawmen’, drawing from the Goals. Strawmen should include a general description of how the system will change, examples of corridors that will be served, and areas that may lose service.
- Recap revisions to the Future Transit and Transit Funding memo, as needed

8. Adjourn

The meeting was adjourned at 5:10.

Transit Priorities & Evaluation Criteria

RTP TAC Transit Subgroup
August 29, 2016



Albany Area Regional Transportation Plan



Meeting Goals

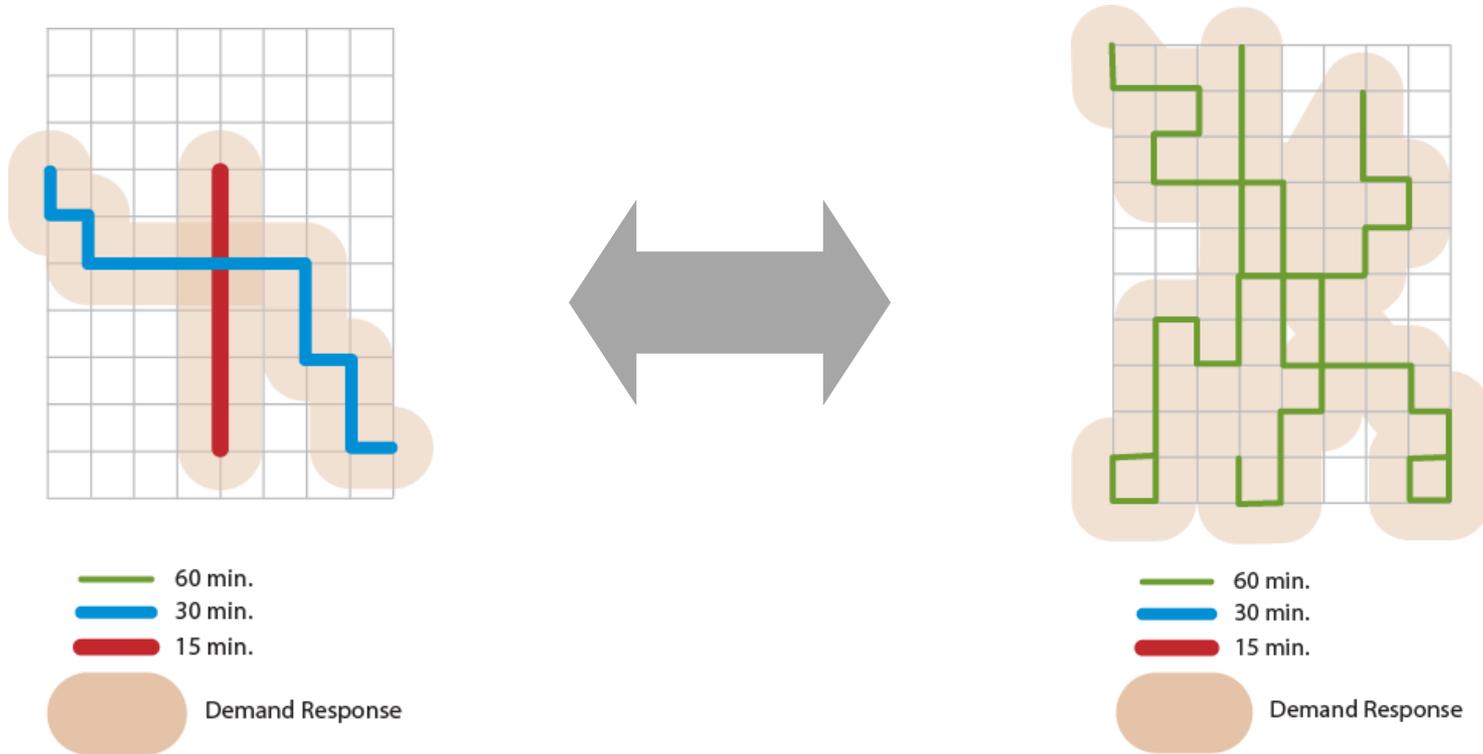
- Shape Service Design Scenarios
 - 2 short-term (1-3 years) alternatives
 - Mid-term (5-10 years) approach
 - Long-term (15-25 years) approach
- Define Evaluation Criteria to Assess Scenarios
- Identify Geographic Priorities
 - Match service levels to current and future land uses

Discussion Outline

Agenda

- Review of needs-based objectives
- Discussion of preferred evaluation criteria
- Discussion of geographic priorities
 - Transit service type by destination/corridor
 - For each planning horizon

Coverage vs. Productivity



Productivity focuses service where demand is highest

Coverage spreads resources throughout the area

Coverage-based Transit Objectives

Needs

- Not everyone in AAMPO area has service
- Current service is not a viable option for many lifeline travel needs

Objectives

- Increase Availability
- Increase access to healthcare
- Equitable distribution of service

Productivity-based Transit Objectives

Needs

- Current service is not a viable option for many
 - Travel times not competitive with auto travel
 - Frequency of service is inconvenient
 - System is hard to understand for non-users

Objectives

- Increase transit mode share
- Increase frequency of service
- Increase reliability
- Reduce travel time
- Efficient use of funds
- Improve regional connections*

Evaluation Criteria Discussion

- Brief Overview of Proposed Criteria (Meeting Packet Page 2)
- Clarifying Q&A
- Polling – Round 1
 - Discuss Results (highs/lows)
 - Identify Modifications/Additions
- Polling – Round 2
- Recommendations

Level of Service

Measure:

- Number of routes meeting frequency and span of service guidelines

Objectives addressed:

- Increase transit mode share
- Increase frequency of service
- Improve regional connections

LOS Guidelines

- Specify desired Level of Service
 - Span of service: Hours of operation per day
 - Frequency of service: Headways or number of trips per day
- Can relate LOS with
 - Land uses (e.g. downtown, commercial corridors, residential neighborhoods etc.) OR
 - Service categories that can be matched with land uses (e.g. frequent, local, intercity, etc.)

Sample LOS Guidelines

Service Type	Weekdays		Saturday		Sunday	
	Span of Service	Frequency of Service	Span of Service	Frequency of Service	Span of Service	Frequency of Service
Frequent	20 hrs.	15 min.	20 hrs.	15 min.	20 hrs.	15 min.
Standard	16 hrs.	30 min.	16 hrs.	30 min.	16 hrs.	30 min.
Local	12 hrs.	60 min.	12 hrs.	60 min.	12 hrs.	60 min.
Commuter	Peak-only	varies	Peak-only			
Intercity	Varies to meet demand and regional connections					

(Meeting Packet Page 3)

Simplicity

Measure:

- Qualitative assessment of system design (High/Med/Low)

Objectives addressed:

- Increase transit mode share
- Increase reliability
- Reduce travel time
- Efficient use of funds

Directness – System Level

Measure:

- Travel time between key Origin-Destination (O-D) pairs (for bi-directional travel and accounts for potential transfers)

Objectives addressed:

- Increase transit mode share
- Increase reliability
- Reduce travel time
- Efficient use of funds

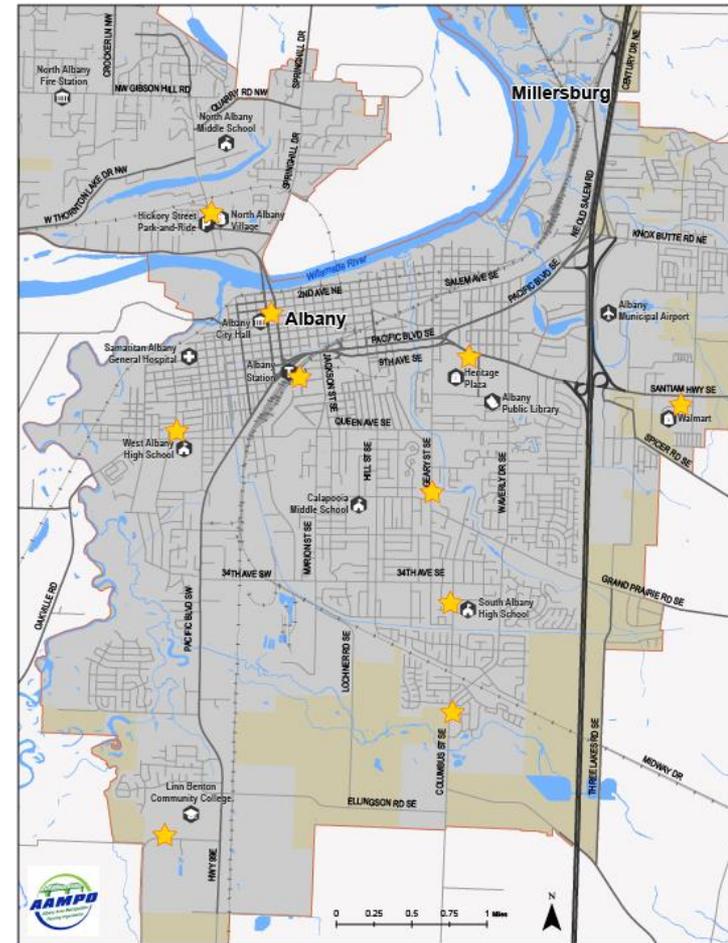
GIS Equivalent to Trip Planning

Route Description	Typical Travel Time	Arrival Time	Distance
via US-20 E/Hwy 20 SE	typically 8 - 16 min	Arrive around 3:12 PM	3.5 miles
via US-20 E/Hwy 20 SE/Santiam Hwy SE	typically 12 - 16 min	Arrive around 3:12 PM	3.7 miles
4:15 PM (Monday) - 4:41 PM	26 min		

Map labels include: Albany Golf Club, Costco Wholesale, Heritage Mall, Walmart Supercenter, Timber-Linn Memorial Park, Willamette River, and various streets like Pacific Blvd SE and SE 7th Ave.

Key O-D Locations

- Albany Station
- Downtown Albany
- Geary and 24th (high density housing)
- Heritage Plaza
- Linn-Benton Community College
- Mennonite Village
- North Albany Village
- South Albany High School
- Walmart
- West Albany High School
- Other



Directness – Route Level

Measure:

- Percent of travel time route is off of direct route (measure of time spent on deviations)

Objectives addressed:

- Increase transit mode share
- Increase reliability
- Reduce travel time
- Efficient use of funds

Arterial Focus

Measure:

- Percent of major collectors and above (by miles) that have service per LOS guideline

Objectives addressed:

- Increase transit mode share
- Increase reliability
- Reduce travel time
- Efficient use of funds

In-Service Ratio

Measure:

- Ratio of in-service/revenue hours to vehicle hours (measure of deadhead or excessive layover)

Objectives addressed:

- Efficient use of funds

Service Availability

Measure:

- Number or percent of residents/jobs within 1/4 mile of transit stop served per LOS guideline)

Objectives addressed:

- Increase transit mode share
- Increase availability
- Increase access to healthcare
- Equitable distribution of service

Service Availability Options

What should we measure availability to?

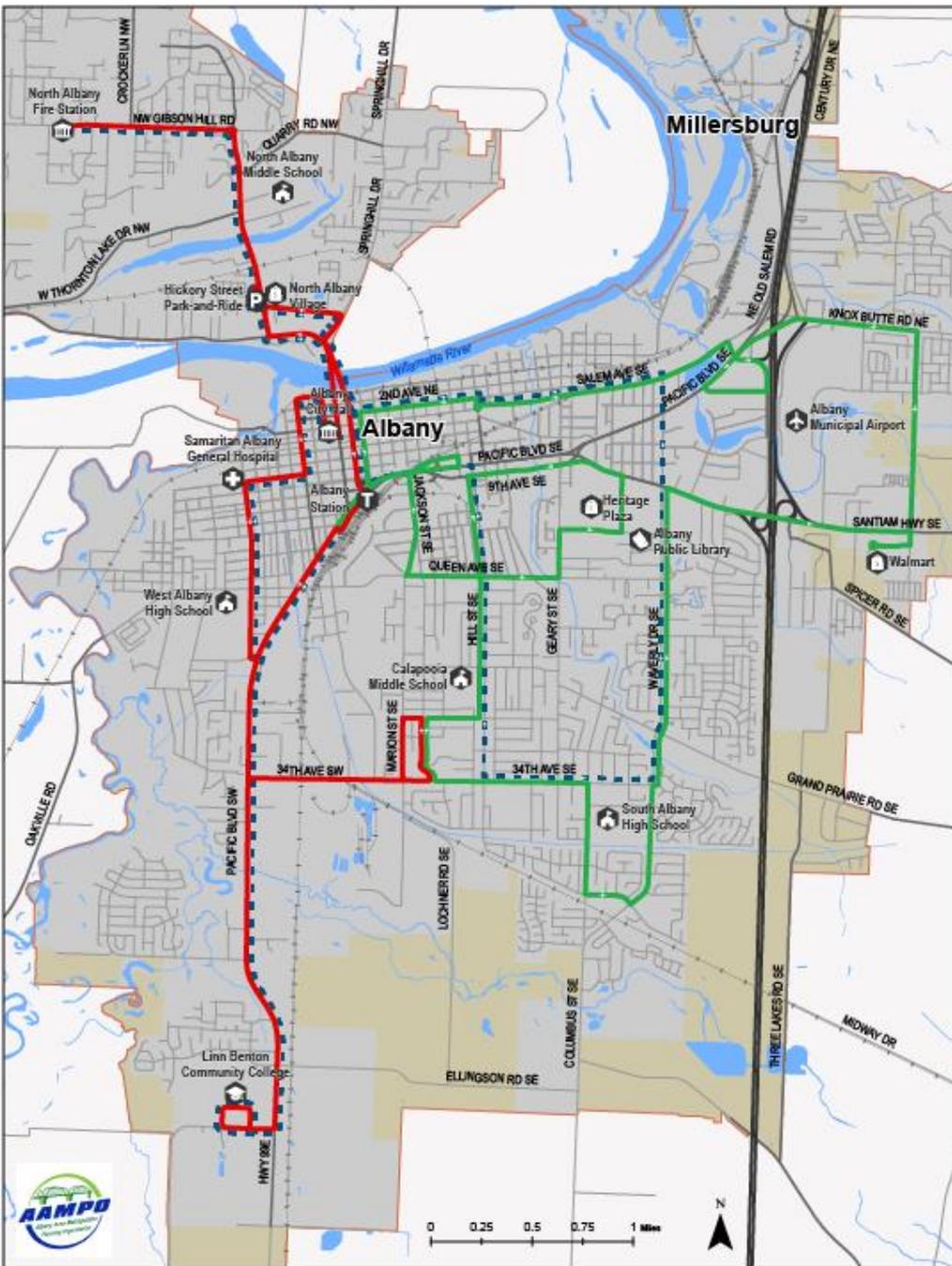
- All residents
- Jobs
- Low-income residents
- Current CAR riders
- Residential facilities serving seniors or those with a disability
- Workforce training facilities

Geographic Priorities

- Sample short-term illustrative approaches (based on current resources in Albany)
 - Fully Productive Strawman
 - Productivity / Coverage Mix Strawman
- Group input on priorities for Short, Medium & Long-term solutions for AAMPO region

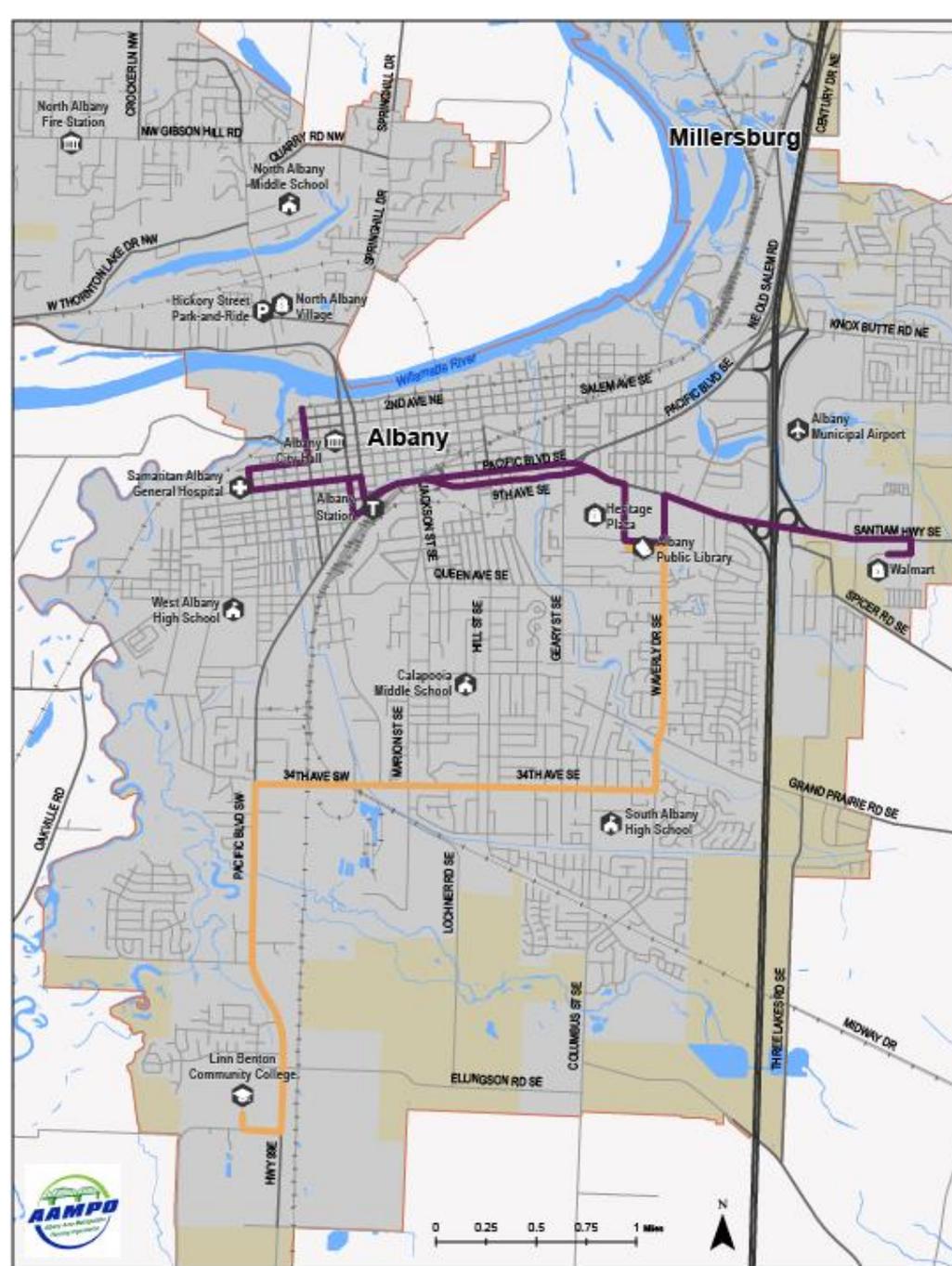
Existing ATS

- Extensive out-of-direction travel
- Large one-way loop
- Complex
- Covers most of the city



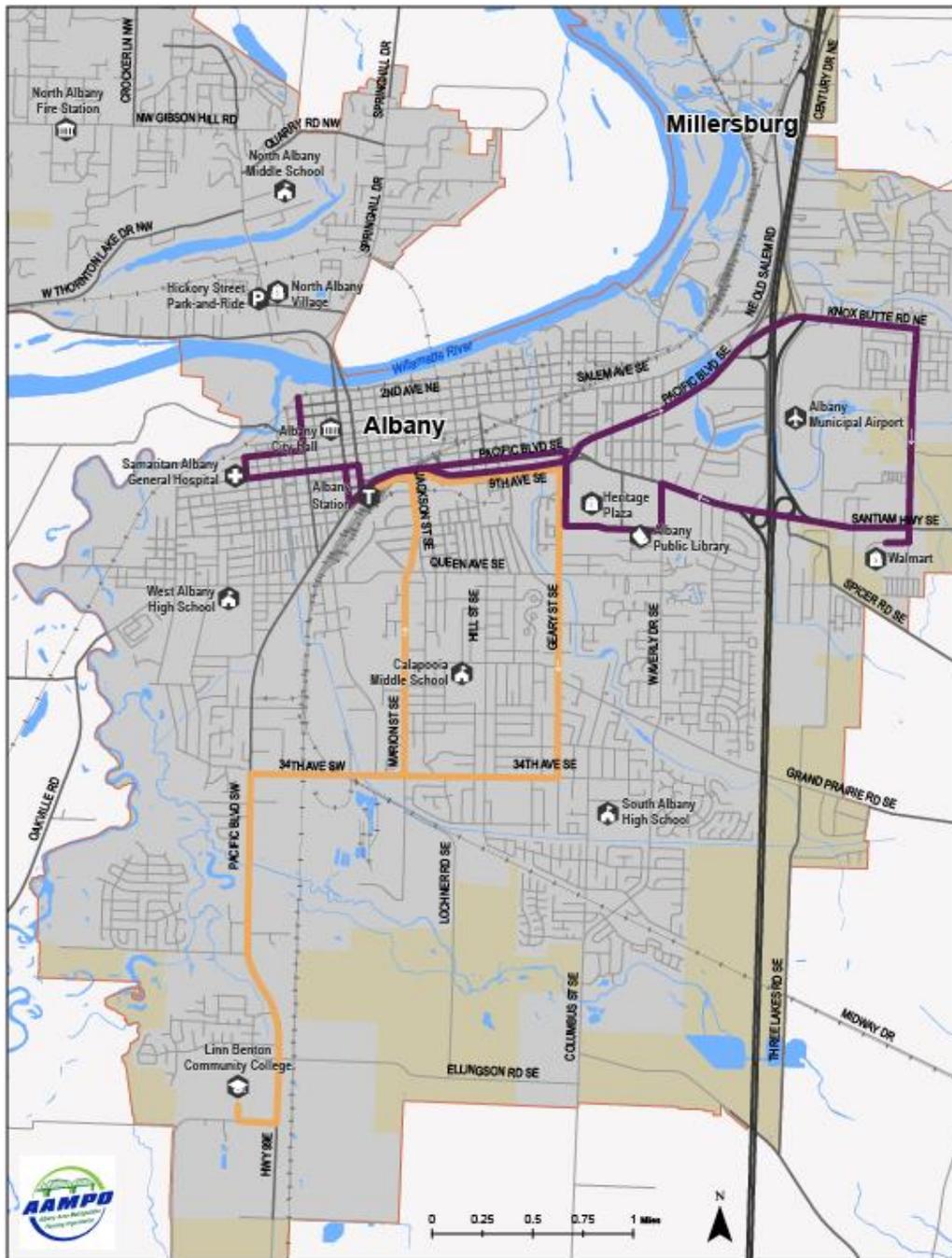
Fully Productive

- Relatively direct
- Minimal deviations
- No one-way loops
- Illustrative of service design (not offered as recommended routing)



Productivity / Coverage Mix

- Illustrative of service design, not offered as recommended routing
- Minimal deviations
- Mix of direct routing with small terminating loops



Group Input: Geographic Priorities

- Group asked to match service type to key corridors. Corridor are segments based on:
 - Land uses and built environment
 - Current ridership
 - Group feedback during Dec's Planning Exercise
- Today: Polling on sample corridors
- Homework: Individual assessment of corridors
(Transit Priorities Worksheet on Page 6 of Meeting Packet)

Select Corridor Discussion

Sample Corridor Preferences

Corridor ID	Corridor	From / To	Preferred Service Type		
			Short Term	Medium Term	Long Term
1a	Hwy 20	Walmart to Albany Station	L	S	F
1b	Hwy 20	Albany Station to 1st Ave	L	S	F
1c	Hwy 20	1st Ave/Lyon to P+R	C	S	S
1d	Hwy 20	P+R to Fire Station	C	S	S
2a	Pacific Blvd / Hwy 99	COA City Limits to Geary			
2b	Pacific Blvd / Hwy 99	Albany Station to Hwy 99/Elm	L	S	F
2c	Pacific Blvd / Hwy 99	Hwy 99/Elm to LBCC	L	S	F
2d	Pacific Blvd / Hwy 99	LBCC to Tangent Dr		D	L

Corridor ID	Corridor	From / To	Preferred Service Type		
			Short Term	Medium Term	Long Term
13	Hwy 164 / Hwy 99	Downtown Jefferson to Albany		C	I
	Local Millersburg		D	D	L
	Local Jefferson			D	L
	Local Tangent			D	D

Group Input: Short-Term Scenarios

How should we develop the 2 short-term scenarios?

- Varying shifts toward productivity?
- Differing geographic priorities?
- Varying reliance on the Linn Shuttle?
- Other?



Albany Area Regional Transportation Plan



Transit Subgroup August 29, 2016 Meeting Packet

Transit Related Goals & Objectives

Goal	Transit Service Objectives
1. Provide for a balanced and multi-modal regional transportation system that meets existing needs and prepares for future needs.	<ul style="list-style-type: none"> • Increase walking, bicycling and transit mode shares • Increase transit frequency and reliability • Reduce Vehicle Miles Traveled (VMT) per capita
2. Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.	<ul style="list-style-type: none"> • Increase the percentage of the population within a maximum travel time between work and home • Improve transit frequency and coverage in high employment and dense residential areas • Reduce out-of-direction travel • Improve regional connectivity*
6. Demonstrate responsible stewardship of funds and resources.	<ul style="list-style-type: none"> • Increase total transportation revenue
7. Coordinate transportation and land use decision-making to foster development patterns which increase transportation options, encourage physical activity, and decrease reliance on the automobile.	<ul style="list-style-type: none"> • Increase population and employment density
8. Provide for a transportation system with positive personal health impacts.	<ul style="list-style-type: none"> • Improve health and wellness of the general population by increasing active transportation choices and access to care facilities
9. Provide for a diversified transportation system that ensures mobility for all.	<ul style="list-style-type: none"> • Distribute transportation system user benefits evenly across all population groups • Distribute health benefits of active transportation across all population groups

* Proposed new objective

Potential Route Design Evaluation Criteria (8/22/16)

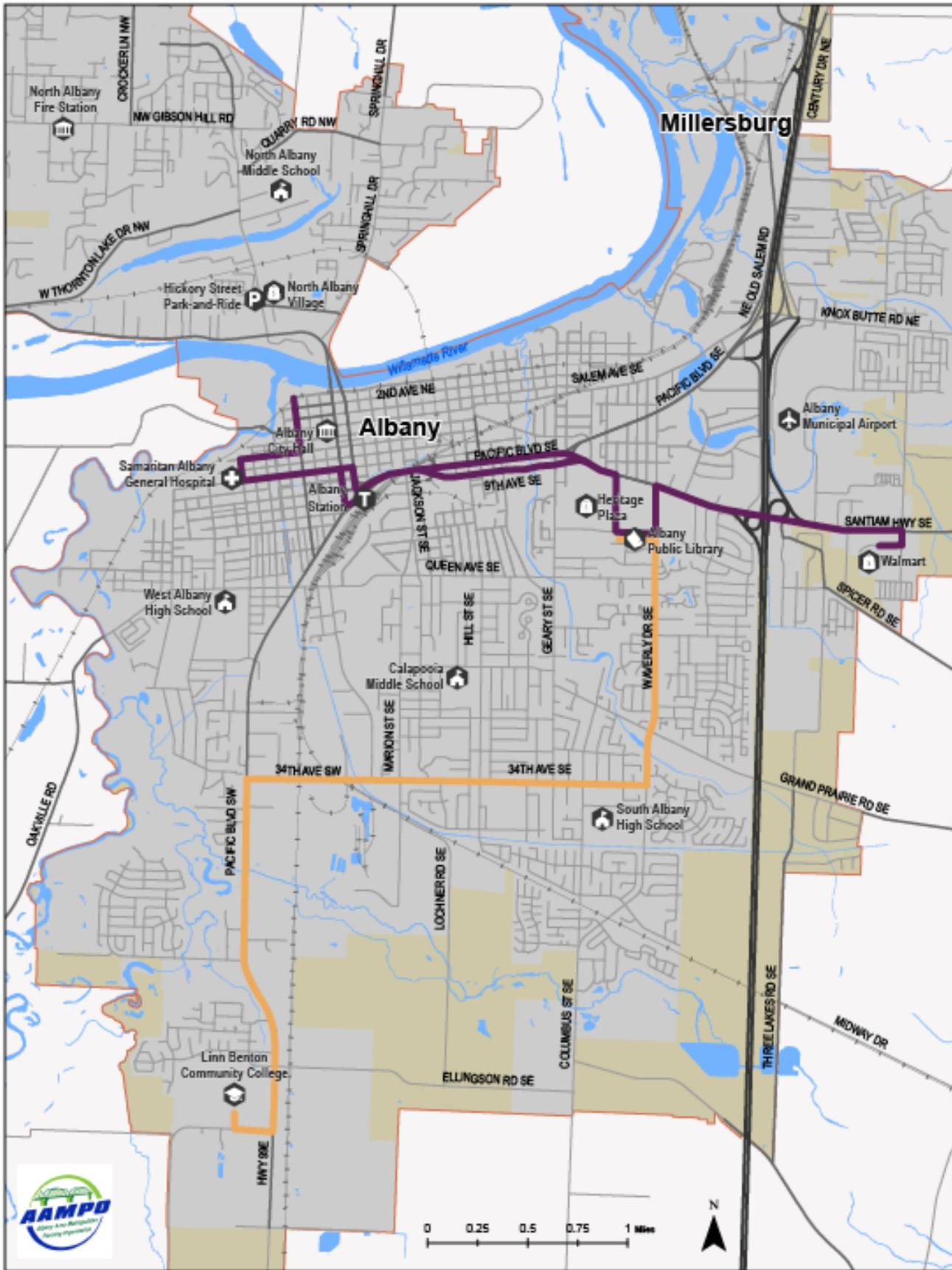
Transit Design Guideline	Evaluation Criteria Measures	Objectives								
		Increase transit mode share	Increase frequency	Increase reliability	Reduce travel time	Increase availability	Increase access to healthcare	Equitable distribution of service	Efficient use of funds	Improve Regional Connections*
Common Measures										
<ul style="list-style-type: none"> Level of service 	<ul style="list-style-type: none"> Percent of routes meeting frequency of service goals Percent of routes meeting span of service goals 	X	X							X
Productivity Focused Measures										
<ul style="list-style-type: none"> Simplicity 	<ul style="list-style-type: none"> Qualitative assessment of system design (H/M/L) 	X		X	X					X
<ul style="list-style-type: none"> Directness Minimal Deviations Arterial focus Symmetry 	<ul style="list-style-type: none"> Travel time between key O-D pas 	X		X	X					X
	<ul style="list-style-type: none"> Percent of travel time off of most direct routing by route 			X	X					X
	<ul style="list-style-type: none"> Percent of major collectors and above (by miles) that have service per LOS guideline 									
<ul style="list-style-type: none"> Optimal use of resources 	<ul style="list-style-type: none"> Ratio of in-service/revenue hours to vehicle hours 									X
Coverage Focused Measures										
<ul style="list-style-type: none"> Service Availability 	<ul style="list-style-type: none"> Number or percent of jobs within ¼ mile of transit stop served per LOS guideline 	X								
	<ul style="list-style-type: none"> Number or percent of households within ¼ mile of stop 									
	<ul style="list-style-type: none"> Number of below-poverty level households within ¼ of stop 					X	X	X		
	<ul style="list-style-type: none"> Number of CAR pickups within ¼ of stop 									
	<ul style="list-style-type: none"> Number of senior or disabled residential facilities, or workforce training centers within ¼ of stop 									

- NOTES:
- Increase Mode Share is a proxy for Reduce VMT
 - Reduce Travel Time is a proxy for Reduce Out-of-Direction Travel
 - Increase Availability is a proxy for service to population and employment densities, increased active transportation options to general population

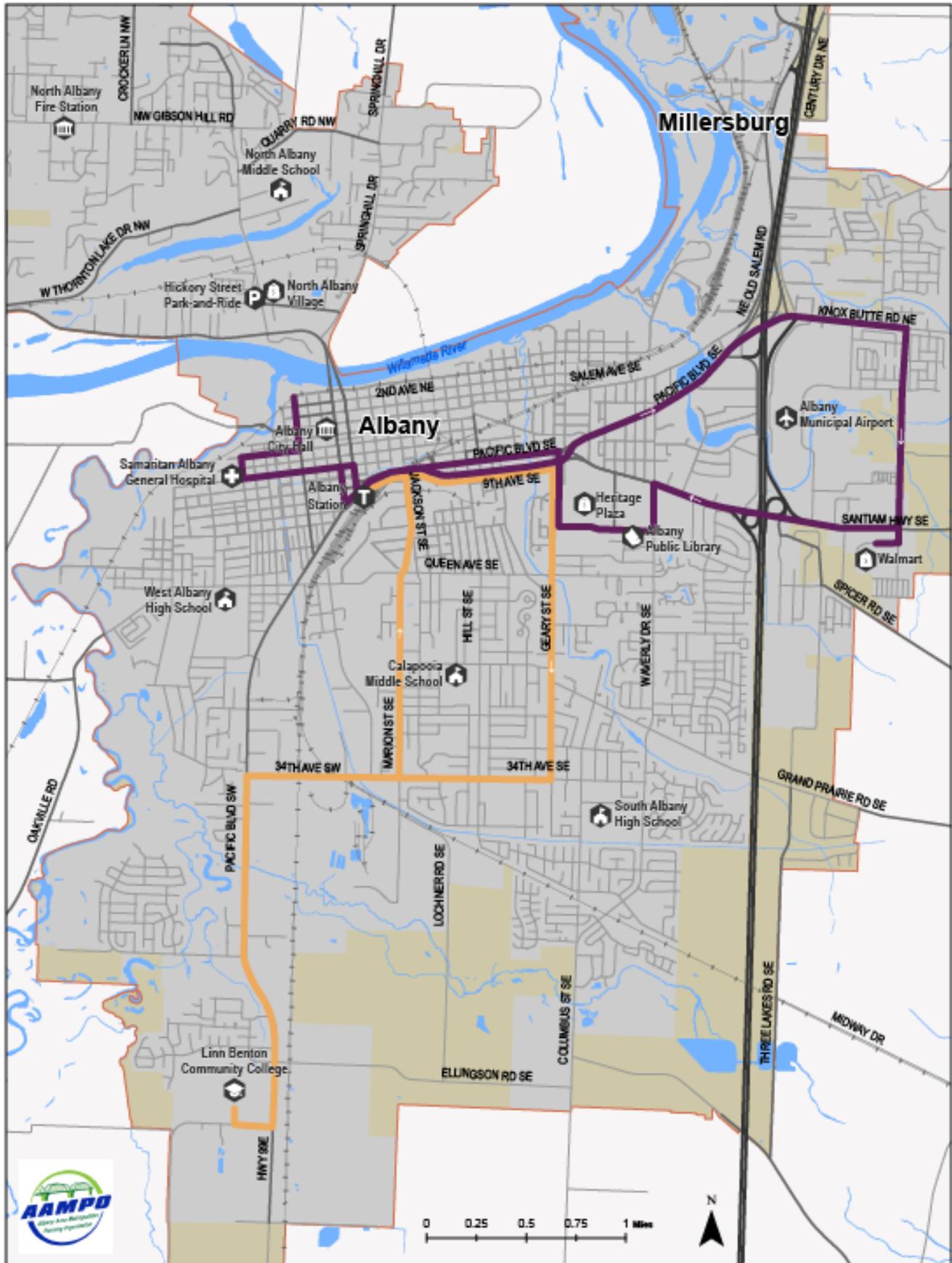
Sample LOS Guidelines

Service Type	Weekdays		Saturday		Sunday	
	Span of Service	Frequency of Service	Span of Service	Frequency of Service	Span of Service	Frequency of Service
Frequent	20 hrs	15 min.	20 hrs	15 min.	20 hrs	15 min.
Regular	16 hrs.	30 min.	16 hrs.	30 min.	16 hrs.	30 min.
Local	12 hrs.	60 min.	12 hrs.	60 min.	12 hrs.	60 min
Commuter	Peak-only	varies	Peak-only	varies		
Intercity	Varies to meet demand and regional connections					

Illustrative Strawman - Fully Productive



Illustrative Strawman - Productivity / Coverage Mix



Worksheet: Transit Priorities by Planning Horizon

Corridor ID	Corridor	From / To	Preferred Service Type		
			Short Term	Medium Term	Long Term
1a	Hwy 20	Walmart to Albany Station			
1b	Hwy 20	Albany Station to 1st Ave			
1c	Hwy 20	1st Ave/Lyon to P+R			
1d	Hwy 20	P+R to Fire Station			
2a	Pacific Blvd / Hwy 99	COA City Limits to Geary			
2b	Pacific Blvd / Hwy 99	Albany Station to Hwy 99/Elm			
2c	Pacific Blvd / Hwy 99	Hwy 99/Elm to LBCC			
2d	Pacific Blvd / Hwy 99	LBCC to Tangent Dr			
3	Elm / 7 th Ave	Hwy 99/Elm to Downtown Albany			
4a	Salem Ave	Senior Center to Main St			
4b	Salem Ave	Main St to Airport Rd			
4c	Salem / Old Salem	Airport Rd to Millersburg Dr			
5	Knox Butte Rd	Airport Rd to Timber Ridge St			
6a	Queen Ave	W Albany HS to Hill			
6b	Queen Ave	Hill to Waverly			
7a	34th Ave	Pacific Blvd to Hill			
7b	34th Ave	Hill to Waverly			
8	Grand Prairie	Geary to Waverly			
9a	Marion St / Jackson St	Pacific to Queen			
9b	Marion St / Jackson St	Queen to 34th			
10a	Hill St	Queen to 34th			
10b	Hill St	Queen to Pacific Blvd			
10c	Main St	Pacific to 2nd St			
11a	Geary St	Salem to 24th			
11b	Geary St	24th to 34th			
12a	Waverly	Salem to Queen			
12b	Waverly	Queen to Mennonite Village			
13	Hwy 164 / Hwy 99	Downtown Jefferson to Albany			
	Local Millersburg				
	Local Jefferson				
	Local Tangent				
Other					
Other					

KEY:

- Short-term - 1-3 years out
- Medium-term - 5-10 years out
- Long-term - 15-25 years out
- Service types
 - Frequent (F)
 - Standard (S)
 - Local (L)
 - Commuter (C)
 - Intercity (I)
 - Demand Response (D) - Deviated fixed route or Call-a-Ride