Agenda

- Public comment
- Follow up on November 7
- Review CAC role and future topics
- Ridership modeling
- Terminus & Interim Terminus
Move forward with LPA:

- Incorporate $129m savings from scope refinements
- Incorporate $240m additional funding
- Continue to minimize impacts and costs through design
- Continue funding discussions to close <$100m gap
November 7 follow up

CAC had general consensus on draft recommendation

Interest in:
• Bike and walk infrastructure
• Interim Terminus
• Parking
CAC Role

- Sounding board for design options
- Represent broader communities; help facilitate two-way communication
- Work together in good faith toward the best possible light rail project for the region
Decision-making

Steering Committee

PMG (executive)

PTL (manager)

Technical staff

CAC and other community engagement
Project Development Phase

- Respond to issues in DEIS; define mitigation in FEIS
- Refine project scope, cost
- Secure 30% of local funding
- Advance design to 30%

2019-2020
2020 CAC Topics

Future Topics:

- Preliminary design – Conceptual Design Report
- SWEDS and affordable housing
- Ross Island Bridgehead, West Portland Town Center projects
- Park & Rides, mobility hubs
- Bike facilities
- Public private partnerships (P3)
- Bus network

Potential tours:

- MAX Orange Line
- Specific stations and transit oriented development
- Maintenance facilities
Transit Demand Modeling Overview
Matt Bihn, Metro
December 5, 2019
Metro modeling
What is it used for?

- Regional Transportation Plan (RTP)
- Local transportation plans (TSPs)
- Corridor plans (like SW Corridor)
  - Information for the public and steering committee
  - Information for an Environmental Impact Statement
  - FTA New Starts application
Metro modeling
What information is in the model?

Chief inputs:
1. Land use
2. Travel Propensities
3. Transportation supply
4. Costs
Land Use

• Land use projections developed at Metro and forecasts reviewed by local jurisdictions & adopted by Metro Council at least every 5 years

• 64 Household types (categorized by age, number of people, income)

• 9 employment types

• SW Corridor - 2015 base year and 2035 horizon year (future) forecast
Land Use

- household and employment are distributed to 2,162 transportation analysis zones (TAZs)
Travel Propensities

• What kind of trips are people likely to make?

• 2011 Travel Behavior Study
  • Over 6,000 households surveyed
  • Questions focused on places:
    ▪ “Where did you go next?”
    ▪ “What did you do when you went there?”
  • Trip-making propensities matched to household profiles
Transportation supply

Roadway Network

Graphical representation of the RTP Financially Constrained roadway network – roadway links and nodes

- Capacities
- Number of lanes
- Speeds
- Link distances
Transportation supply

Transit network
RTP network with updates to reflect TriMet’s SW Service Enhancement Plan.

• Light rail/ commuter rail/ streetcar/ bus/ tram
• Stations/ stops/ service frequencies
• Park and ride capacities
Costs

- Auto operating costs
- Transit fares
- Parking
Metro modeling
How does it forecast transit use?

4-step model:
1. **Trip generation** – how many trips and what types of trips from each TAZ?
2. **Trip distribution** – where do those trips go?
3. **Mode choice** – drive? take the bus? bike?
4. **Trip assignment** – which route to take?
Metro modeling
What information does it give us?

1. Ridership
2. Travel times – transit and auto travel times between specific destinations
3. Corridor transit service characteristics
   - Transit vehicle hours (bus and LRT)
   - Transit vehicle miles (bus and LRT)
Metro modeling
What information does it give us?

Ridership information includes:

- **Daily Line riders** – how many people use the new light rail line, regardless of how far they ride
- **Daily system riders** – all transit (LRT, bus, streetcar, etc) comparing build alternatives to No-build conditions
- **Peak load point** – the busiest 1-hour location of the LRT line
- **Station usage** – walk, transfer, and park and ride
- **Corridor transit trips and mode share to Portland Central Business District** – percentage of travelers use transit
• Transit trips produced by transportation analysis zone (TAZ)
Auto performance outputs

- Auto volumes
- Vehicle miles and hours traveled
- Vehicle hours of delay
Auto performance

- Regional model outputs feed into traffic analysis and microsimulations
Terminus and Interim Terminus
Scott Robertson, TriMet
Bridgeport terminus concept

Attributes:
- 3 tracks
- Systems Building
- Comm Building
- Breakroom
- Pedestrian Bridge

DRAFT 12/4/19
Identifying Interim Terminus (MOS)

Recommendation: Upper Boones Ferry

As far south as possible:
• Serves the most riders and reduces the most Vehicle Miles Traveled (VMT)
• Most competitive per FTA ratings
Interim terminus concept - UBF

Attributes:

- 3 tracks
- Systems Building
- Comm Building
- Breakroom
- Pick up/drop off area (likely no P&R)
- Bus pullouts on UBF
- Many refinements to explore if interim terminus actually moves forward