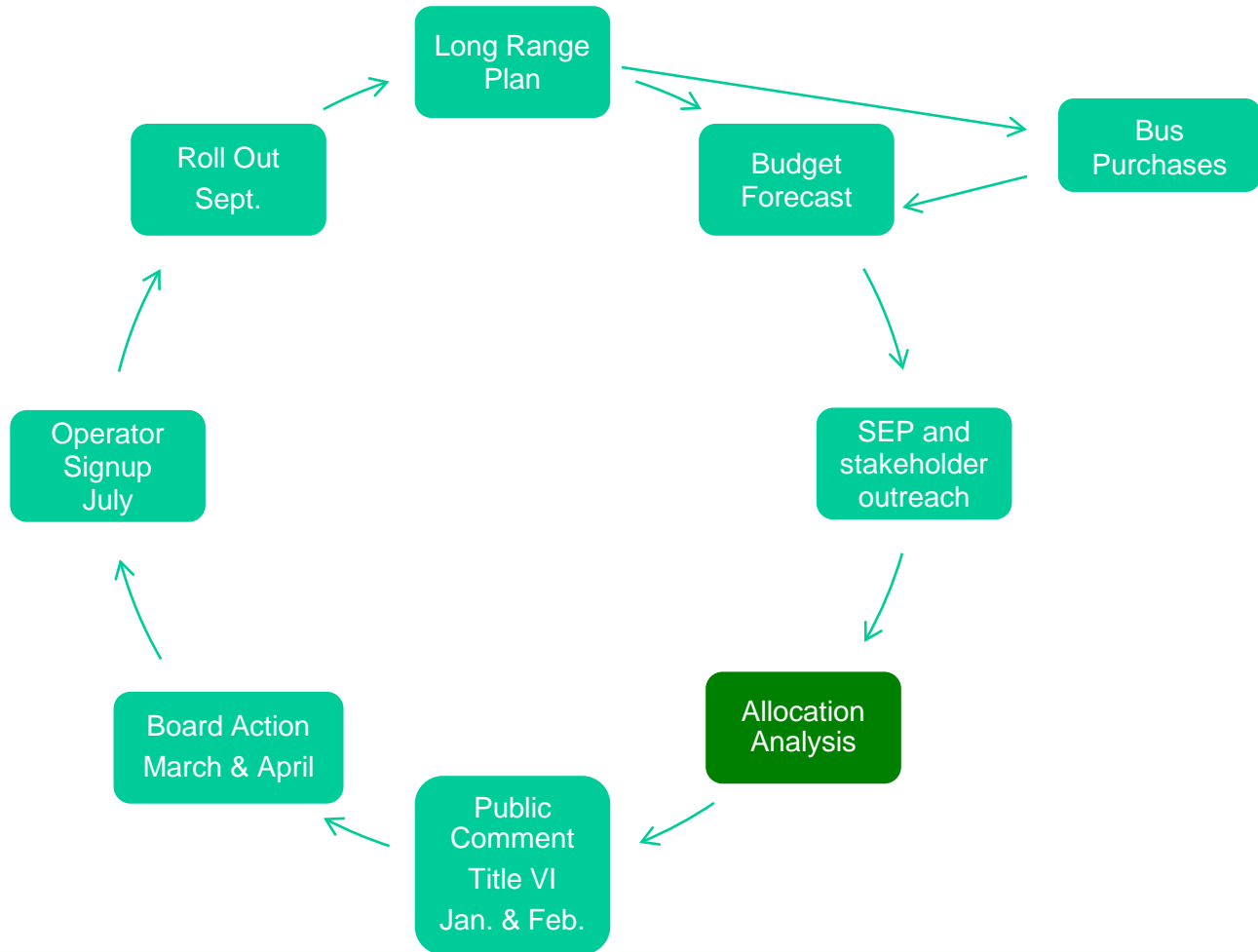


Service Planning

TriMet Board of Directors
January 27, 2016

Annual Planning Cycle



TriMet's Missions, Duties & Expectations



Missions

- Fight congestion
- Mobility for people with limited options
- Bring employees to work
- Shape the region

Duties

- Financial responsibility
- Service quality & Safety

Expectations

- Achieve 2.1% Average Annual Service Growth

The Future of Transit Service Enhancement Plan



Status:

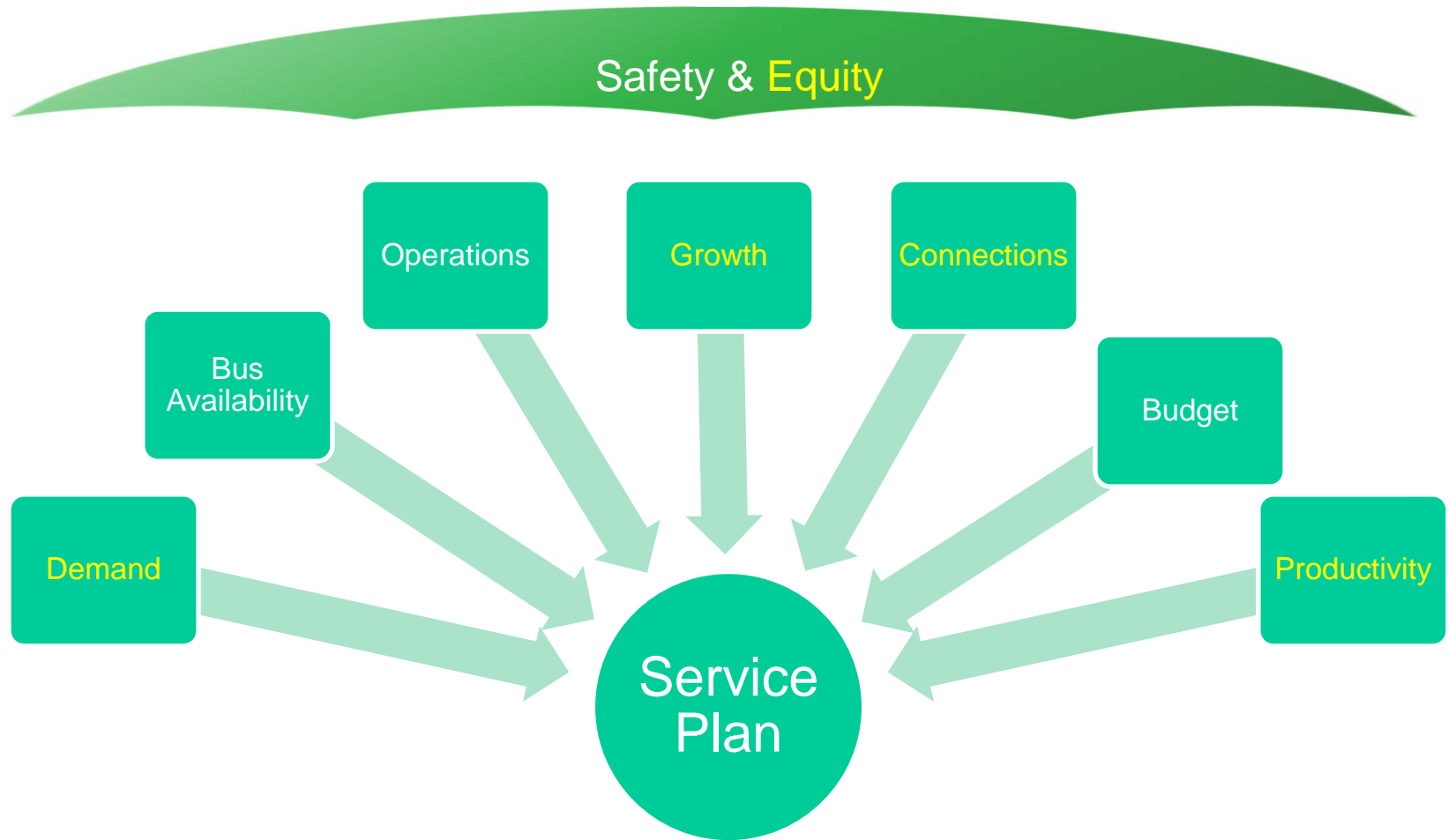
Westside:	Service Started
Southwest:	Completed
Eastside:	Revised Vision Phase
North/Central:	Revised Vision Phase
Southeast:	Draft Vision



Service Guidelines Framework

- TriMet Board sets policy direction
 - Equity
 - Demand
 - Productivity
 - Connections
 - Growth & Future Vision
 - Safety
- Priority considerations drive service planning decisions
- Annual Service Plan reflects Guidelines

Service Planning



FY2017 Special Considerations

- Payroll Tax Increment phased implementation
 - New resources 2nd Quarter FY2017
- Moving to twice annual service updates (Fall and Spring)
- Growth of bus fleet will lag

Service Categories

Maintain

Capacity &
Reliability

Schedule &
detail tweaks

Optimize & Restore

Optimize
routes &
schedules

Increase

Increase spans
& frequencies

Add new lines

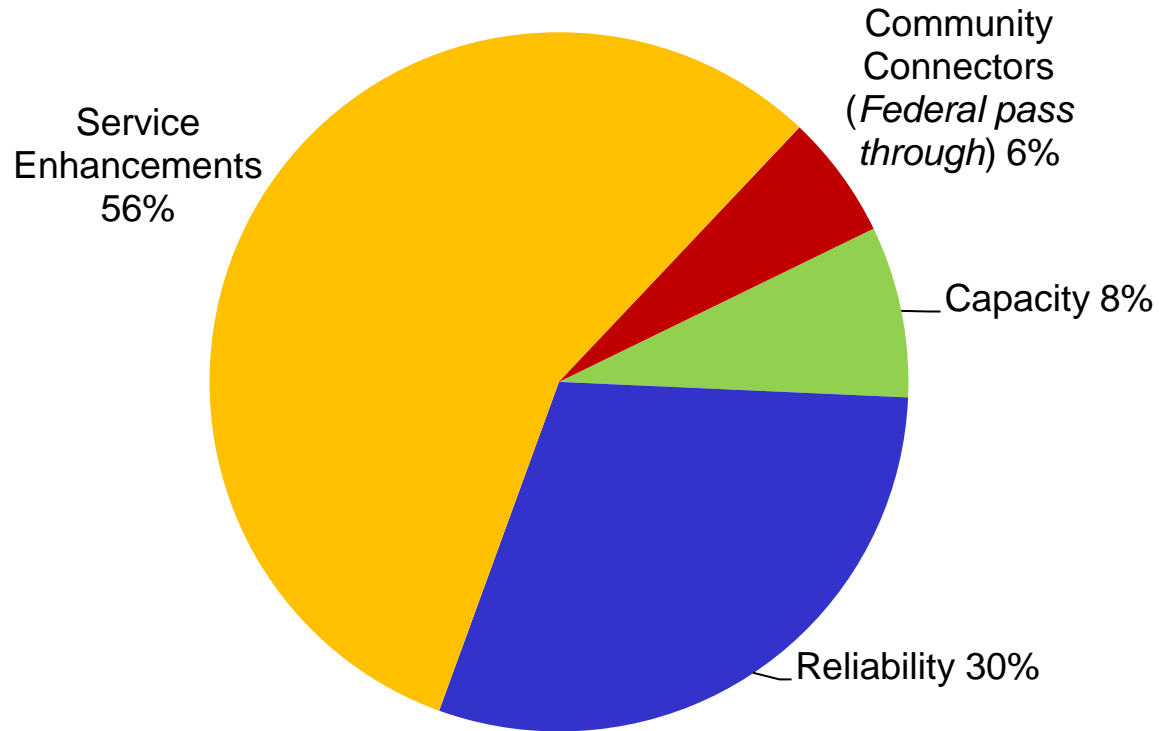
Reconfigure
lines



FY2017 Budget Implications

- ~\$6.2m = 3.2% service increase:
 - Capacity
 - Reliability
 - Upgrades to existing service
 - Establish new service
- Bus purchases increment in capital budget

Plan Allocations – First Pass



Possible FY2017 Improvement Examples



- Enhancements
 - 10 total routes
- Reliability
 - 35 total under consideration
 - 11 addressed in FY2017
- Capacity
 - 25 total under consideration
 - 8 addressed in FY2017
- Humane Schedules
 - Incremental adjustments
- Community Connectors (*pass through*)
 - Grove Link (continued)
 - Tualatin Shuttle (continued)
 - North Hillsboro (new)

Policy Crosswalk

- Equity

- Initial equity information developed *before* scenarios to inform planning
- Equity Analysis/Title VI review
- New tools for assessing impacts of all changes
- Substantial added service in East Portland
 - Line 71
 - Line 21
 - Line 87

Policy Crosswalk (Cont.)

- Demand
 - One quarter of new service directed directly at demand (capacity)
 - Enhancements also respond to demand by improving service or pioneering service in areas not previously served

Policy Crosswalk (Cont.)

- Productivity
 - All proposed additions meet or exceed TriMet's minimum threshold for expected rides per hour
 - Capacity investments on very high productivity lines

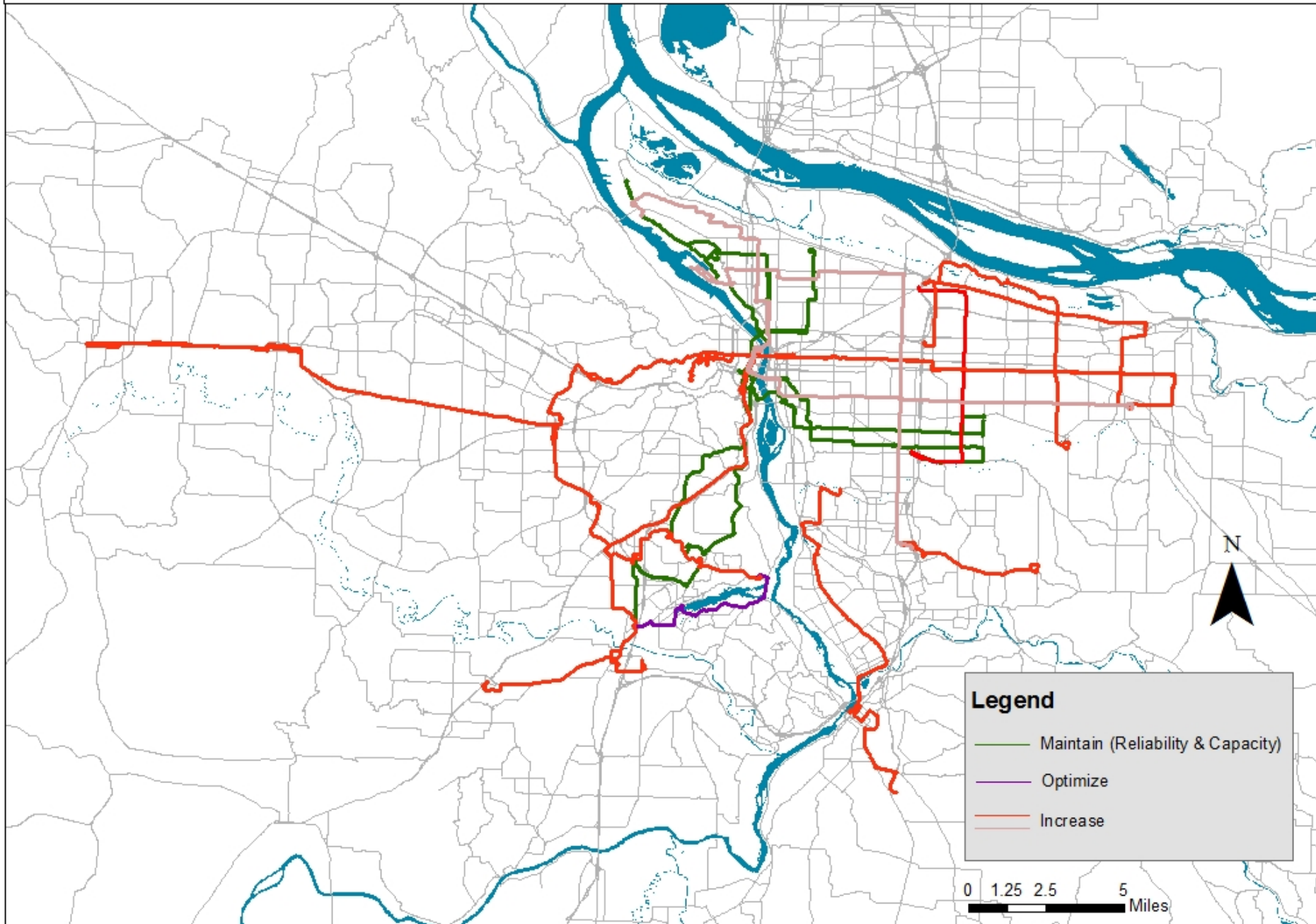
Policy Crosswalk (Cont.)

- Connections
 - More than half of the service expansion budget is dedicated to enhancements that improve connections
 - Tualatin-Sherwood
 - North Hillsboro Shuttle
 - Columbia Corridor more frequency
 - More to come as SEPs roll out

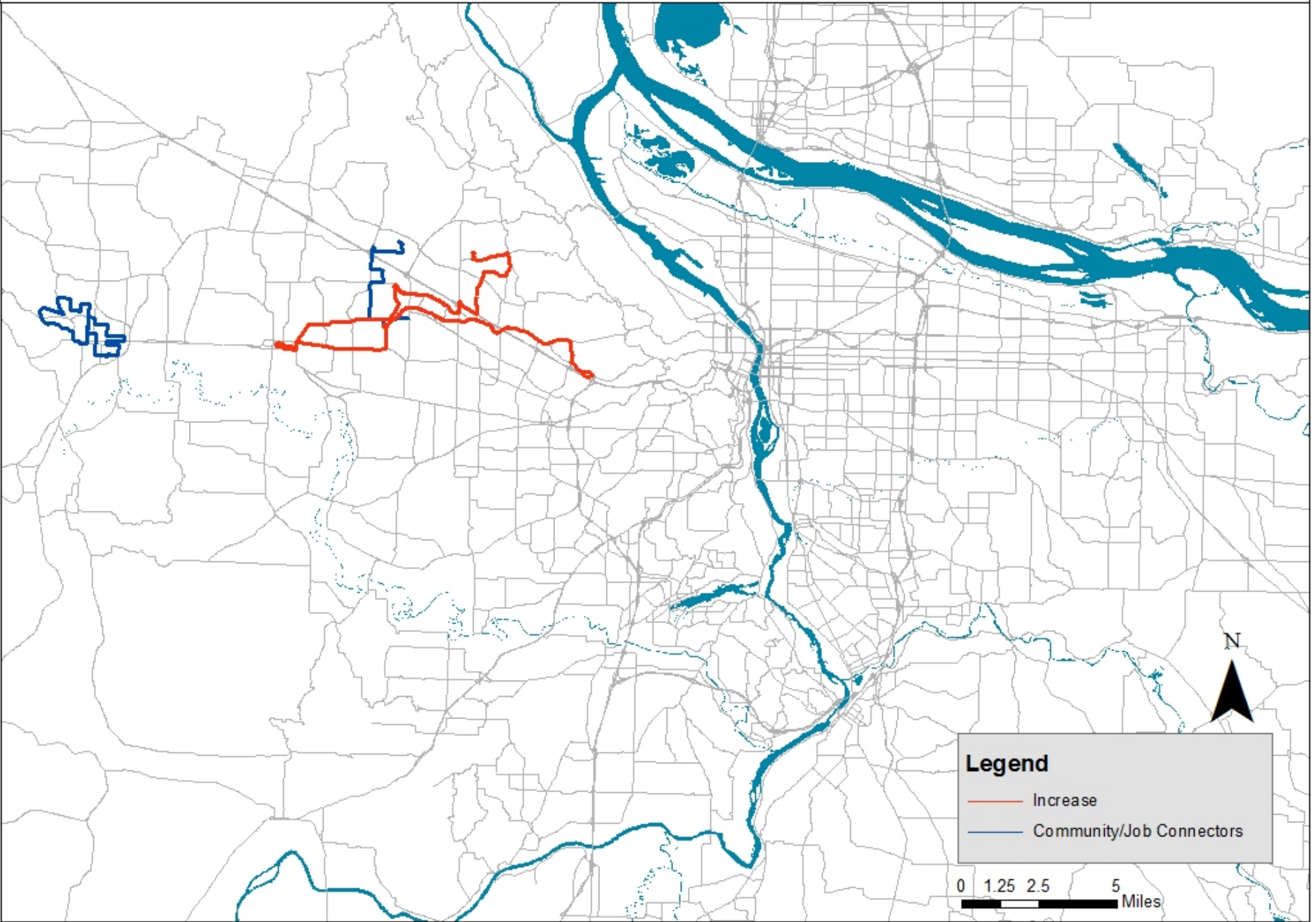
Policy Crosswalk (Cont.)

- Connections
 - More than half of the service expansion budget is dedicated to enhancements that improve connections
 - Tualatin-Sherwood
 - North Hillsboro Shuttle
 - Columbia Corridor more frequency
 - More to come as SEPs roll out

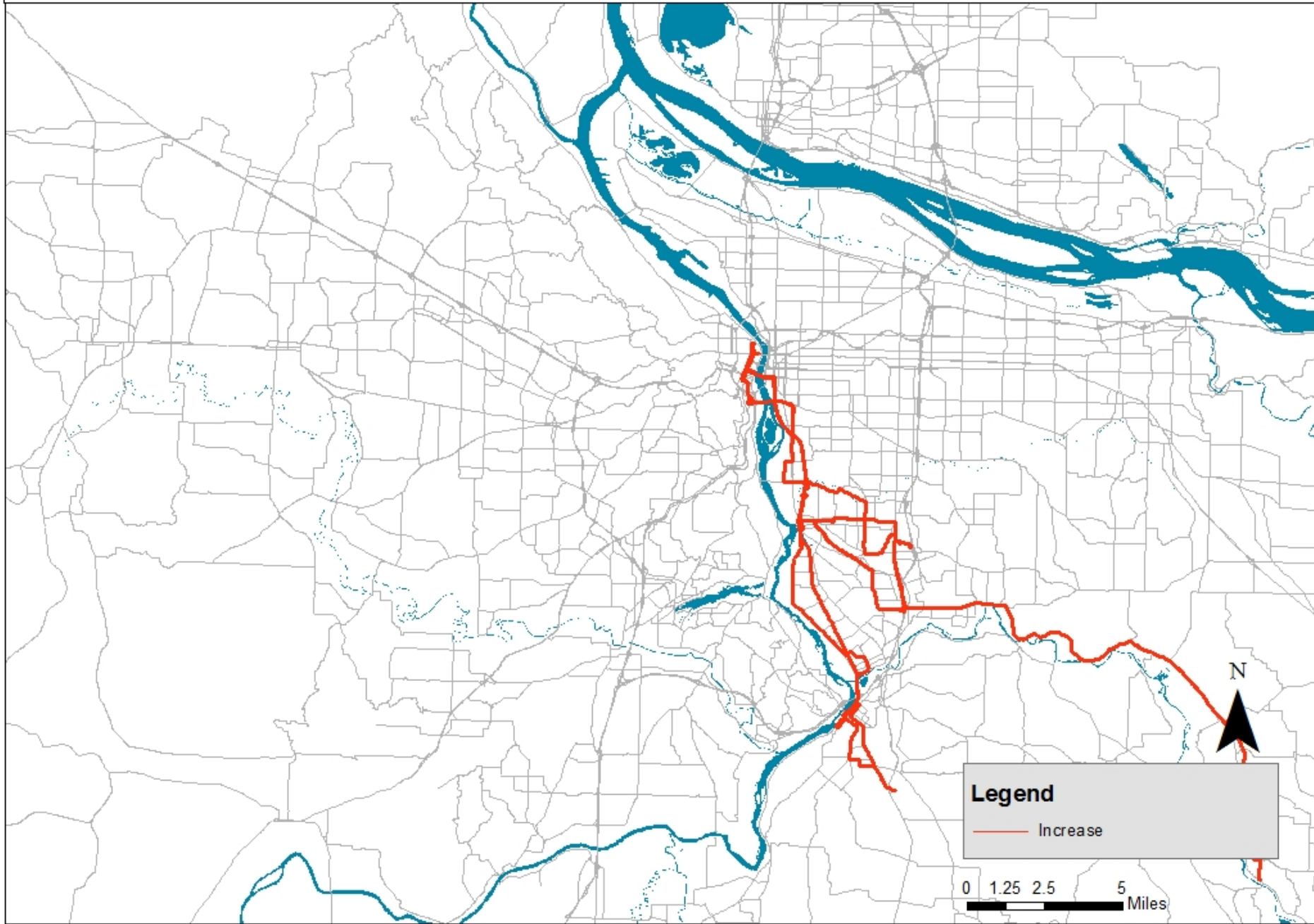
Distribution of FY16-17 Service Improvements



Distribution of Service Enhancements Prior to 2016



Distribution of Orange Line Bus Improvements, Fall 2015



Enhancements

- **March 2016**
 - 12 – Early morning/late night trips to Tigard
 - 57 – Early morning trips
 - 72 – Early morning trips to Swan Island
 - 75 – Weekday trips to Milwaukie
 - 76/78 – More Sunday service
 - 87 – Midday between 181st & Parkrose
- **June 2016**
 - 83 – Replaced by Washington Park shuttle and Line 63 service change
 - 97 – New Tualatin-Sherwood Rd service
- **September 2016**
 - 4 – Add early/late trips
 - 32 – Longer service day on weekdays
 - 63 – Weekend service
 - 71 – More weekday peak service for 122nd

Enhancements (Cont.)

- March 2017
 - 20 – More frequency between Gresham and NW Portland
 - 21 – More frequency
 - 155 – Extend to new development



Maintain - Reliability & Capacity

- Reliability:
 - Focus on routes with on-time performance below 82%
- Capacity:
 - Focus on consecutive overloaded trips.
 - One to two trips in the peak. Mostly on Frequent Service routes.

Questions?

