



## MEMORANDUM

To: Jen Massa Smith, Steve Allen, and Stephan Lashbrook, SMART

From: Scott Chapman and Oren Eshel, Nelson\Nygaard

Date: October 30, 2014

Subject: Transit Integration Study Recommendations

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This memorandum provides Transit Integration Study recommendations for SMART's out-of-town medical and I-5 corridor (Route 2X) services.

### Out-of-Town Medical Service

Figure 1 summarizes recommendations for SMART's out-of-town medical service and describes a phasing approach:

1. Develop a medical shuttle service using one of the two vans (Van #1) currently operating the out-of-town medical dial-a-ride service. The shuttle would consolidate trips to the Tualatin area, which includes about half of current out-of-town medical destinations, and increase capacity and efficiency.
2. Pursue strategies to increase the efficiency and capacity of the second van, including reducing the out-of-town service area and targeting service in alternate geographic zones on different days. The aim would be to phase out the second van over time.
3. Explore use of Clackamas County's currently-operating Transportation Reaching People (TRP) program.<sup>1</sup> Through the TRP program, volunteer drivers provide seniors and persons with disabilities with door-to-door transportation, including to medical appointments. Volunteer drivers could serve some medical trips more efficiently and cost-effectively than a dial-a-ride service or medical shuttle. Expand the capacity of this program over time by recruiting additional drivers.
4. Utilize the Route 2X strategies to improve all-day access to major medical institutions for ambulatory passengers.

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<sup>1</sup> <http://www.clackamas.us/socialservices/transportation.html>

**Transit Integration Project | Recommendations**  
 City of Wilsonville – South Metro Area Regional Transit (SMART)

**Figure 1 Out-of-Town Medical Service Recommendations and Phasing**

Service Element	Short-Term (FY 2015-2016)	Mid-Term (FY 2017-2019)	Long-Term (FY 2020+)
<b>Primary Strategy</b>			
<b>Out-of-Town Medical Van #1</b>	Develop a pilot shuttle service to consolidate trips to Tualatin area, at least three days per week (e.g., Mon-Wed-Fri). This could then be expanded to five days per week.	Continue to refine shuttle service route/stops and market the service to customers	Consider expanding to Saturdays (linked to available funding and phasing out second van)
<b>Additional Considerations/Mitigation Strategies</b>			
<b>Out-of-Town Medical Van #2</b>	Provide door-to-door service within a more constrained service area.  Consider using geographic zones (e.g., specific days of the week) to pool trips and increase efficiency	Phase out the second van (service hours, days of week) based on viability of the volunteer program	
<b>Volunteer Program</b>	Explore use of County TRP program to enable volunteer drivers to serve some medical trips	Further develop volunteer program capacity	
<b>Fixed-Route Integration</b>	Route 2X improvements to downtown Portland improve access to major medical sites, with a transfer to TriMet services and/or other shuttle services, e.g., OHSU		

## **Route 2X I-5 Corridor Service**

Figure 2 summarizes recommendations for SMART's I-5 corridor service (Route 2X) and describes a phasing approach.

1. **Short-Term:** Pursue Option 2 (hybrid) to extend service to downtown Portland in the short-term. This should result in a net operating savings for SMART.
  - Modify Route 2X to connect to Line 96 service in Tualatin during Line 96 operating hours (peak periods).
  - Extend Route 2X to downtown Portland during the midday period.
  - There would be no service to Barbur TC, however existing WES service (peak periods), existing SMART connections to TriMet in Tualatin, and improved TriMet connections in downtown Portland would help mitigate eliminating this stop.
2. **Mid-Term:** Continue discussions with TriMet around extending Line 96 to SMART Central, with implementation in the mid-term time frame or possibly sooner.
  - If TriMet is not able to extend service to SMART Central in the midday, continue the midday extension of Route 2X to downtown Portland, recommended for implementation in the short-term time frame.
  - Local service modifications would be required to integrate with the direct Line 96 service to SMART Central.
3. **Long-Term:** Monitor implementation of TriMet's Southwest Transit Enhancement Plan (likely mid-term or beyond) and Metro's Southwest Corridor Plan for future opportunities to improve regional transit connections and realize efficiencies.

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**Figure 2 I-5 Corridor (Route 2X) Recommendations and Phasing**

Service Element		Time Period	Short-Term (FY 2015-2016)	Mid-Term (FY 2017-2019)	Long-Term (FY 2020+)
<b>Option 1: Direct Service to Downtown Portland</b>	Not Recommended				
<b>Option 2/3: Hybrid - TriMet Line 96 Integration and SMART Infill of Line 96 Service Gaps</b>	2X Out-of-Town	Peak Periods	Modify Route 2X to connect to Line 96 service at Tualatin P&R Work with TriMet on Line 96 extension to SMART Central	(a) If feasible, partner with TriMet to extend Line 96 to SMART Central (b) If not feasible, continue the short-term strategy	Connect to future Southwest Corridor service in Tualatin area
		Midday	Extend Line 2X Service to Downtown Portland, following Line 96 routing	(a) If feasible, partner with TriMet to fill in Line 96 service gap midday. (b) If not feasible, continue the short-term strategy	Connect to future Southwest Corridor service in Tualatin area
			Consider additional stops in South Waterfront (aerial tram; future MAX Orange Line, Streetcar Loop, buses to SE Portland)		
	2X Local	All	Incorporate planning for possible Line 96 extension into TMP Update	Line 96 extension would require modification of local service (restructuring could be coordinated with TMP Update).	
<b>Option 4: Improve Connections to Regional Services</b>	Not viable at this time			Monitor implementation of TriMet Southwest Service Enhancement Plan	Monitor implementation of TriMet Southwest Service Enhancement Plan and Metro's Southwest Corridor plan.