Transit Tomorrow Project Advisory Committee

AGENDA

Friday, April 24, 2020, 9:30am-11:30am
Zoom Meeting: https://zoom.us/j/95251559364

As of March 31st, 2020 PACTS and GPCOG will be holding all committee meetings via Zoom conferencing technology. We remain committed to full public access and participation in our meetings through remote access during the COVID-19 crisis. Remote meetings will be held in accordance with the requirements of LD 2167, Public Law Chapter 618.

1. Introduction and Review of the Project
   Brief overview of prior PAC meetings and activities to date.
   5 Minutes

2. Scenario Planning
   Review of scenario planning steps and development of revised scenarios. Description of revised land use density/transit investment scenarios. Presentation of scenario planning results, performance metrics, and findings.
   45 Minutes

3. Transit Planning
   Review of current and future population and employment and current transit services. Summary of travel and commuting patterns. Description of land use density/intensity and transit levels of service/modes.
   25 Minutes

4. Evaluating Options
   Review vision and draft evaluation criteria for potential recommendations. See results of evaluation criteria applied to existing transit network in Southern Maine along with a comparison to peers.
   15 Minutes

5. Next Steps
   Evaluate corridors and strategies based on evaluation criteria, develop preliminary recommendations and outline final plan components/themes.
   5 Minutes

6. Public Comments
   Members of the public are welcome to provide up to three minutes of public comment on any issue on the agenda.
   3 Minutes

Upcoming PAC Meeting Schedule
- September 2020 (date TBD): Review draft plan.
Agenda – Project Advisory Committee – April 24, 2020

• Introduction and Recap of the Project
• Scenario Planning
• Transit Planning
• Evaluating Options
• Next Steps
• Public Comments
• Adjourn
Project Review/Schedule
Project Tasks and Schedule

Existing Conditions
Vision and Goals
Scenario Planning
Recommendations and Strategies
Draft and Final Plans

Project Advisory Committee
Civic Engagement Strategy
June: Priority Survey
July and August: Stakeholder Meetings
September and January: Stakeholder Scenario Meetings
May and June: Stakeholder Recommendation Meetings
Project Management
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 those with limited mobility options. Our communities support the long-term viability of public transportation by focusing new homes and jobs where people already live and work.

To accomplish this, we envision a public transportation system that:

- **Stimulates Economic Development**
  Public transportation connects people to opportunity and jobs, building a stronger regional workforce and economy.

- **Enhances Great Places**
  New public transportation investments support housing and job growth in priority centers, reinforcing walkable neighborhoods, villages and downtowns, and helping to preserve the region’s natural areas.

- **Reduces Climate Pollution**
  Public transportation plays a critical role in reducing the region’s greenhouse gas emissions by providing a viable alternative to driving. The public transportation network is resilient to extreme weather events and long-range climate stresses.

- **Expands Mobility**
  Public transportation offers a robust, inclusive system for those who use it. Access to bus stops, terminals and stations is safe for people of all abilities, and connects to the region’s sidewalks, trails, bike network, roadway improvements and new mobility options. Our region pursues mobility management innovations and partnerships that reduce costs and coordinate resources to meet people’s needs.

- **Elevates the Customer Experience**
  The region’s public transportation agencies collaborate to create a safe and seamless system for people. Technology is leveraged to provide unified tools that make it easy for customers to use the network.
Scenario Planning Overview

- Scenario planning is best described as a way of thinking about the future without trying to predict it
  - The future has unlimited possibilities, scenario planning helps make choices amid long-range uncertainty
  - Answer high-level “What If?” questions

- Act as a linkage between performance measures and the planning process
  - Assists with understanding relative magnitude of different outcomes
  - Helps to understand tradeoffs between different decisions and strategies
# Performance Metrics

<table>
<thead>
<tr>
<th>Performance Metric</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit ridership</td>
<td>Number of daily passengers</td>
</tr>
<tr>
<td>Vehicle miles traveled (VMT)</td>
<td>Amount of daily vehicle travel</td>
</tr>
<tr>
<td>Greenhouse gas emissions (GHG)</td>
<td>Tailpipe emissions daily</td>
</tr>
<tr>
<td>Congestion</td>
<td>The amount of time people spend stuck in traffic daily</td>
</tr>
<tr>
<td>Average peak period travel speed</td>
<td>Average driving speed during rush hour</td>
</tr>
<tr>
<td>Transit proximity to housing and jobs</td>
<td>Percentage of population and employment within 1-mile of transit route</td>
</tr>
<tr>
<td>Transit Accessibility</td>
<td>Average number of jobs per person within 30-min travel time by transit</td>
</tr>
<tr>
<td>Parking demand</td>
<td>Number of daily driving commute trips into the Portland Peninsula</td>
</tr>
</tbody>
</table>
Expected Changes in the Region: 2015 – 2040

The region is expected to grow by 2040:
- 23% increase in population (additional 69,000 people)
- 27% increase in jobs (additional 56,000 jobs)
- Changing how the transportation system performs:

<table>
<thead>
<tr>
<th>Performance Metric</th>
<th>2015</th>
<th>BAU 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit ridership</td>
<td>16,000</td>
<td>24%</td>
</tr>
<tr>
<td>Vehicle miles traveled (VMT)</td>
<td>12.0 million</td>
<td>16%</td>
</tr>
<tr>
<td>Greenhouse gas emissions (GHG)</td>
<td>4,600</td>
<td>16%</td>
</tr>
<tr>
<td>Congestion (vehicle hours of delay)</td>
<td>9,000</td>
<td>85%</td>
</tr>
<tr>
<td>Average peak period travel speed</td>
<td>41.3</td>
<td>-3%</td>
</tr>
<tr>
<td>Transit proximity to housing &amp; jobs</td>
<td>376,000</td>
<td>18%</td>
</tr>
<tr>
<td>Transit Accessibility</td>
<td>9,500</td>
<td>15%</td>
</tr>
<tr>
<td>Parking demand</td>
<td>93,000</td>
<td>17%</td>
</tr>
</tbody>
</table>

No changes to transit
Transportation Scenarios
Transportation Scenarios

**Business-As-Usual (BAU) Scenario**
- Current Destination 2040 Transportation Network

**Improve Transit Everywhere**
- Increase frequency by 25% on all corridors
  - Example: a 20 minute headway is now a 15 minute headway

**Targeted Transit Investment**
- Increase frequency by 100+% on 10 selected high-capacity routes
  - All other routes are BAU
Increased Frequencies

Two transit improvement scenarios with the same increase in transit service/funding

• Improve Transit Everywhere
  • Increase frequencies by 25% on all routes in the region

• Target Transit Improvements
  • Same increase in revenue service-hours added only to the 10 targeted corridors
  • Results in more than 100% frequency increase for these 10 corridors
  • All other routes see no change in frequency (BAU)

What does this mean for funding?

Operating costs should increase by ~25%, but total costs may be impacted by capital needs. Transit Planning can help provide specific answers for recommended changes.
Targeted Transit Routes

• These corridors are included in the “targeted transit investment” scenarios, but do not represent recommendations for the future transit plan.

• For priority corridors that currently have no transit service, new routes were added with an average headway of 20 min.
### Scenario Results: What are the impacts of improving transit?

**Improving transit frequencies across the region would:**

<table>
<thead>
<tr>
<th>Impact</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase transit ridership</td>
<td>13%</td>
</tr>
<tr>
<td>Increase the number of jobs accessible by transit</td>
<td>14%</td>
</tr>
<tr>
<td>Reduces parking demand on the Peninsula</td>
<td>-1%</td>
</tr>
</tbody>
</table>

**Improving transit frequencies on 10 specific corridors would:**

<table>
<thead>
<tr>
<th>Impact</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Double the expected increase in transit ridership</td>
<td>26%</td>
</tr>
<tr>
<td>Provide more access to more jobs by transit</td>
<td>25%</td>
</tr>
</tbody>
</table>

Improving transit without changing land use results in little change in VMT, GHG, congestion, and travel speeds.
Land Use Scenarios
Land Use Scenarios

**Business-As-Usual (BAU) Scenario**
- Population and employment distribution based on historical trends

**Destination 2040**
- Current Destination 2040 population and employment growth and distribution

**Compact Land Use**
- 100% of BAU population and employment growth within one-mile of transit routes and priority corridors
Scenario Comparison: Population Growth

Business As Usual (BAU)
Forecasted Population Growth (2014-2040)

Current RTP (Destination 2040)
Forecasted Population Growth (2014-2040)

Compact Land Use
Forecasted Population Growth (2014-2040)
Scenario Comparison: Employment Growth

Business As Usual (BAU) Forecasted Employment Growth (2014-2040)

Current RTP (Destination 2040) Forecasted Employment Growth (2014-2040)

Compact Land Use Forecasted Employment Growth (2014-2040)
Land Use Scenarios

- The region is expected to grow by:
  - 69,000 people (23% increase)
  - 56,000 jobs (27% increase)

### Percentage of New Growth within 1-mile of Transit Routes & Priority Corridors

<table>
<thead>
<tr>
<th></th>
<th>BAU</th>
<th>Destination 2040</th>
<th>Compact Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population &amp; Employment</td>
<td>54%</td>
<td>75%</td>
<td>100%</td>
</tr>
<tr>
<td>Population</td>
<td>55%</td>
<td>62%</td>
<td>100%</td>
</tr>
<tr>
<td>Employment</td>
<td>52%</td>
<td>90%</td>
<td>100%</td>
</tr>
</tbody>
</table>

All Scenarios are looking forward to 2040
Scenario Results: What are the impacts of changing land use?

Implementing the D2040 for land use growth would:

- Increase transit ridership: 4%
- Make congestion worse: 5%
- Increases the number of jobs residents can access by transit: 12%

Implementing a more Compact plan for land use growth would also:

- Eliminate the negative impacts on congestion: -10%
- Dramatically increase transit accessibility by putting more people and jobs closer to transit: 32%
Combined Transportation & Land Use
## Scenario Matrix

<table>
<thead>
<tr>
<th>BAU Pop &amp; Emp Growth</th>
<th>BAU Transportation (Destination 2040)</th>
<th>Improve Transit Everywhere</th>
<th>Targeted Transit Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAU Pop &amp; Emp Growth</td>
<td>Baseline</td>
<td>Scenario 3</td>
<td>Scenario 6</td>
</tr>
<tr>
<td>Destination 2040 Pop &amp; Emp Growth</td>
<td>Scenario 1</td>
<td>Scenario 4</td>
<td>Scenario 7</td>
</tr>
<tr>
<td>Compact Land Use</td>
<td>Scenario 2</td>
<td>Scenario 5</td>
<td>Scenario 8</td>
</tr>
</tbody>
</table>
Scenario Results: Transit Improvements & Land Use Changes

Combining improved transit with denser land use yields higher benefits in either strategy alone:

- Increase transit ridership
  - 18-31%

- Increase transit accessibility
  - 29-66%

- Reduce parking demand on the Peninsula
  - 1-4%

Improving transit with the Compact Land Use provides additional benefits, by decreasing:

- VMT
- GHG
- Congestion
<table>
<thead>
<tr>
<th>Performance Metric</th>
<th>Compact &amp; Improved Transit</th>
<th>Compact &amp; Targeted Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit ridership</td>
<td>↑ ↑ 18%</td>
<td>↑ ↑ ↑ 31%</td>
</tr>
<tr>
<td>Vehicle miles traveled (VMT)</td>
<td>↓  -2%</td>
<td>↓ -2%</td>
</tr>
<tr>
<td>Greenhouse gas emissions (GHG)</td>
<td>↓  -2%</td>
<td>↓ -2%</td>
</tr>
<tr>
<td>Congestion (vehicle hours of delay)</td>
<td>↓ ↓  -11%</td>
<td>↓  -12%</td>
</tr>
<tr>
<td>Average peak period travel speed</td>
<td>↑  1%</td>
<td>↑  1%</td>
</tr>
<tr>
<td>Transit proximity to housing &amp; jobs</td>
<td>↑ ↑  12%</td>
<td>↑ ↑  13%</td>
</tr>
<tr>
<td>Transit Accessibility</td>
<td>↑ ↑ ↑ 52%</td>
<td>↑ ↑ ↑ 66%</td>
</tr>
<tr>
<td>Parking demand</td>
<td>↓  -3%</td>
<td>↓  -4%</td>
</tr>
</tbody>
</table>
Key Takeaways

• Increasing transit service everywhere would significantly increase transit ridership (13-19%)

• Targeting transit investments has a bigger impact on ridership (26-32%)

• Land use changes increase ridership but to a lesser degree (4%) than improving the transit system

• The Compact Land Use Scenario performs the best across all metrics, especially when combined with transit improvements

• Destination 2040 also performs well, but has a slightly negative effect on VMT, GHG, and congestion
Transit Planning – Existing Conditions
Transit Planning

• Use vision statement, scenario planning results and upcoming/ongoing projects inventory to develop and prioritize strategies

• Develop strategies and recommendations, for example:
  • High capacity transit corridors
  • Mobility management solutions
  • Technology solutions
  • Coordination and interoperability
  • Capital solutions

• Confirm strategies and priorities with transit service providers
• Present preliminary recommendations to the PAC for feedback
Current Fixed Route Transit Services with Population and Employment Density
Travel Matrix – To Work From Home in Greater Portland Region
Travel Matrix
Most Common Pairs
Priority Corridors and Centers
Modified *Destination 2040*
Transit Planning – Density and Transit Solutions
Density and Transit Solutions

WHERE DO YOU LIVE? We understand that your community might not fit neatly into just one of the four categories below. You may feel that your community is in between two categories or a combination of two, three, or even all four. That’s okay. These categories are meant to be generalizations so pick whichever one is most similar to your community.

1. **Rural/Suburban Residential Area**
   - **Primary Land Use**: Residential, some commercial
   - **Typical Residence Housing Type**: Single family homes
   - **Commercial Activity**: Small office, local retail
   - **Typical Building Height**: 1 to 2 stories
   - **Residential Density**: 2+ acres

2. **Neighborhood Activity Node**
   - **Primary Land Use**: Residential, commercial
   - **Typical Residence Housing Type**: One or two family homes
   - **Commercial Activity**: Office, small-scale retail and restaurant
   - **Typical Building Height**: 1 to 3 stories
   - **Residential Density**: 1 acre

3. **City and Town Center**
   - **Primary Land Use**: Residential, commercial, entertainment/cultural, and government/institutional
   - **Typical Residence Housing Type**: Multi family homes
   - **Commercial Activity**: Office, retail, restaurant, entertainment, hospital
   - **Typical Building Height**: 1 to 4 stories
   - **Residential Density**: 1/4 acre

4. **The Peninsula**
   - **Primary Land Use**: Residential, commercial, entertainment/cultural, and government/institutional
   - **Typical Residence Housing Type**: Apartment buildings
   - **Commercial Activity**: Office, retail, restaurant, entertainment, university, hotel
   - **Typical Building Height**: 4 or more stories
   - **Residential Density**: No minimum lot size
Density and Transit Solutions

1. Rural/Suburban Residential Area
   - Parking is typically available and free at all residential and commercial establishments.

2. Neighborhood Activity Node
   - Parking is available and free on residential streets. Some commercial parking has a fee for on-street spots.

3. City and Town Center
   - Parking not provided at all residences and can include a fee. Almost all commercial parking requires a fee.

4. The Peninsula
   - Parking is limited and typically requires a fee for both residences and commercial.
Transit Types by Density/Neighborhood Type

**WHAT TYPES OF TRANSIT IMPROVEMENTS ARE THE BEST MATCH FOR YOUR AREA?**

1. Rural/Suburban Residential Area
   - Microtransit / Commuter Van
   - Local Transit Service
   - Enhanced Bus Service (e.g. Express bus)
   - Rapid Mass Transit

2. Neighborhood Activity Node
   - Microtransit / Commuter Van
   - Local Transit Service
   - Enhanced Bus Service (e.g. Express bus)
   - Rapid Mass Transit

3. City and Town Center
   - Microtransit / Commuter Van
   - Local Transit Service
   - Enhanced Bus Service (e.g. Express bus)
   - Rapid Mass Transit

4. The Peninsula
   - Microtransit / Commuter Van
   - Local Transit Service
   - Enhanced Bus Service (e.g. Express bus)
   - Rapid Mass Transit
Speed vs. Capacity – Transit Modes

Source: TCRP Transit Capacity Manual
Forest Avenue Transit/Bike Lane Rendering
Southern Maine Definition of Mobility Management

- Transportation options for seniors and people with disabilities
- Challenges
  - Payment
  - Scheduling
  - Hours of operation
Existing Transit Services with Percent Individuals with Disabilities and Percent Seniors
Innovative Approaches to Mobility Management - Peers

- Via Transportation (Boulder)
  - Door-to-door service
  - $5 for each trip
  - Greater scheduling flexibility
Technology Solutions - Peers

- Mobility as a Service
- Fare Integration
  - ORCA Card
  - OMNY
- Last Mile Solutions
  - Bike share
  - Microtransit
  - Ride-hailing apps
Evaluation Criteria
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**Elevates the Customer Experience**
The region’s public transportation agencies collaborate to create a safe and seamless system for people. Technology is leveraged to provide unified tools that make it easy for customers to use the network.
How We Realize the Vision – Structure of Recommendations

Market Connections/High Capacity Transit Corridors

Local and Feeder Services

Mobility Management

Smart Land Use

Sustainable Sufficient Funding

Technology and Innovation
Evaluation of Current Services
Transit Score

By Block Group

• Overall Population Density
• Overall Job Density
• Density of the Population under the age of 18
• Density of the Population over the age of 65
• Percentage of the Population Living Below the Poverty Level
• Percentage of Zero-Car Households
Evaluation Criteria – Applied to Current System

- Existing – and Projected – Transit Use:
  - Boardings per Capita
  - Boardings per Hour
  - Boardings per Mile
- Major Activity Centers Served
- Population within ¾ Mile of Transit Service and Frequent Fixed Route Transit Service
- Senior Citizen, Mobility-Impaired and other Title VI Populations within ¾ Mile of Frequent Fixed Route Transit Service
- Number of Jobs within ¾ Mile of Frequent Fixed Route Transit Service

Regionwide Land Area Served by:
- Transit: 21%
- Frequent Transit: 3%

Regionwide Seniors Served by:
- Transit: 56%
- Frequent Transit: 36%

Regionwide Minorities Served by:
- Transit: 76%
- Frequent Transit: 61%

Regionwide Living in Poverty Served by:
- Transit: 72%
- Frequent Transit: 54%
PAC Feedback

• Are there other evaluation criteria that should be considered?
• Should any criteria be weighted higher than others?
• What do you see as potential differentiators between alternatives?
• Are there any blindspots we might be missing with this method?
Reminder: Peer Summary Statistics

- Boulder, CO
  - 295,000 people
  - 3 transit service providers
  - 726 square miles
- Bremerton, WA
  - 200,000 people
  - 2 transit service providers
  - 354 square miles
- Buffalo, NY
  - 260,000 people
  - 4 transit service providers
  - 41 square miles
- Burlington, VT
  - 110,000 people
  - 4 transit service providers
  - 160 square miles
- Southern Maine
  - 200,000 people
  - 7 transit service providers
  - 136 square miles
## Span/Frequency of Peer Systems

<table>
<thead>
<tr>
<th>Peer City</th>
<th>Transit Agency</th>
<th>Operating Span</th>
<th>Peak Bus</th>
<th>Peak Ferry</th>
<th>Peak Rail</th>
<th>Off-Peak Bus</th>
<th>Off-Peak Ferry</th>
<th>Off-Peak Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bremerton</td>
<td>Kitsap</td>
<td>4:30am – 8:00pm</td>
<td>15-60</td>
<td>15-50</td>
<td>-</td>
<td>30-60</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Mason</td>
<td>5:30am-7:20pm</td>
<td>70</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Burlington</td>
<td>GMT</td>
<td>5:30am – 8:30pm</td>
<td>30-60</td>
<td>-</td>
<td>-</td>
<td>30</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>CATS</td>
<td>6:00am-12:00am</td>
<td>10-15</td>
<td>-</td>
<td>-</td>
<td>30</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Buffalo</td>
<td>NFTA-Metro</td>
<td>5:00am – 10:30pm</td>
<td>15-30</td>
<td>-</td>
<td>15</td>
<td>20-60</td>
<td>-</td>
<td>15</td>
</tr>
<tr>
<td>Boulder</td>
<td>RTD</td>
<td>3:15am-1:00am</td>
<td>15-30</td>
<td>-</td>
<td>15</td>
<td>30-60</td>
<td>-</td>
<td>30</td>
</tr>
</tbody>
</table>

Note: The Lake Champlain ferry in Burlington only operates in the summer, and the schedule has not yet been posted.
AllTransit Score – Connectivity, Access to Jobs, Frequency of Service

MPO: PORTLAND AREA COMPREHENSIVE TRANSPORTATION SYSTEM (ME)

AllTransit™ Performance Score

3.1

MPO: Portland Area Comprehensive Transportation System (ME)
Low combination of trips per week and number of jobs accessible enabling few people to take transit to work

On Average Households have:

- 532 Transit Trips per Week within ½ Mile
- 4 Transit Routes within ½ Mile
- 38,195 Jobs Accessible in 30-minute trip
- 1.68% Commuters Who Use Transit

Overall transit score that looks at connectivity, access to jobs, and frequency of service.

https://alltransit.cnt.org
## AllTransit Scores

<table>
<thead>
<tr>
<th>Southern Maine</th>
<th>AllTransit Performance Score (Out of 10)</th>
<th>Avg. Transit Trips per Week within 1/2 Mile</th>
<th>Transit Routes Within 1/2 Mile</th>
<th>Jobs Accessible in 30-minute Transit Trip</th>
<th>Commuters Who Use Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>PACTS Region</td>
<td>3.1</td>
<td>532</td>
<td>4</td>
<td>38,195</td>
<td>1.68%</td>
</tr>
<tr>
<td>Portland</td>
<td>6.1</td>
<td>1,421</td>
<td>9</td>
<td>74,235</td>
<td>3.35%</td>
</tr>
<tr>
<td>South Portland</td>
<td>3.9</td>
<td>320</td>
<td>4</td>
<td>52,517</td>
<td>2.23%</td>
</tr>
<tr>
<td>Biddeford</td>
<td>2.9</td>
<td>176</td>
<td>2</td>
<td>16,326</td>
<td>0.86%</td>
</tr>
<tr>
<td>Saco</td>
<td>2</td>
<td>111</td>
<td>2</td>
<td>24,862</td>
<td>0.21%</td>
</tr>
<tr>
<td>Freeport</td>
<td>4.5</td>
<td>184</td>
<td>2</td>
<td>23,067</td>
<td>0.00%</td>
</tr>
<tr>
<td>Gorham</td>
<td>1.8</td>
<td>339</td>
<td>1</td>
<td>16,885</td>
<td>1.36%</td>
</tr>
</tbody>
</table>

### On Average, Households have:

<table>
<thead>
<tr>
<th>Peers</th>
<th>AllTransit Performance Score (Out of 10)</th>
<th>Avg. Transit Trips per Week within 1/2 Mile</th>
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<th>Jobs Accessible in 30-minute Transit Trip</th>
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</tr>
<tr>
<td>Bremerton, WA</td>
<td>4.5</td>
<td>416</td>
<td>7</td>
<td>23,192</td>
<td>10.28%</td>
</tr>
<tr>
<td>Burlington, VT</td>
<td>5.8</td>
<td>1,360</td>
<td>14</td>
<td>66,478</td>
<td>5.86%</td>
</tr>
<tr>
<td>Buffalo, NY</td>
<td>7.8</td>
<td>2,233</td>
<td>10</td>
<td>151,138</td>
<td>11.77%</td>
</tr>
<tr>
<td>Boulder, CO</td>
<td>7.3</td>
<td>3,394</td>
<td>15</td>
<td>101,387</td>
<td>9.04%</td>
</tr>
</tbody>
</table>
Next Steps

• Develop draft recommendations for review by PAC

• Start developing draft final plan

• Next PAC meeting: May 22, 2020
  • Topics of discussion:
    • Draft recommendations
    • Plan organization
Public Comments