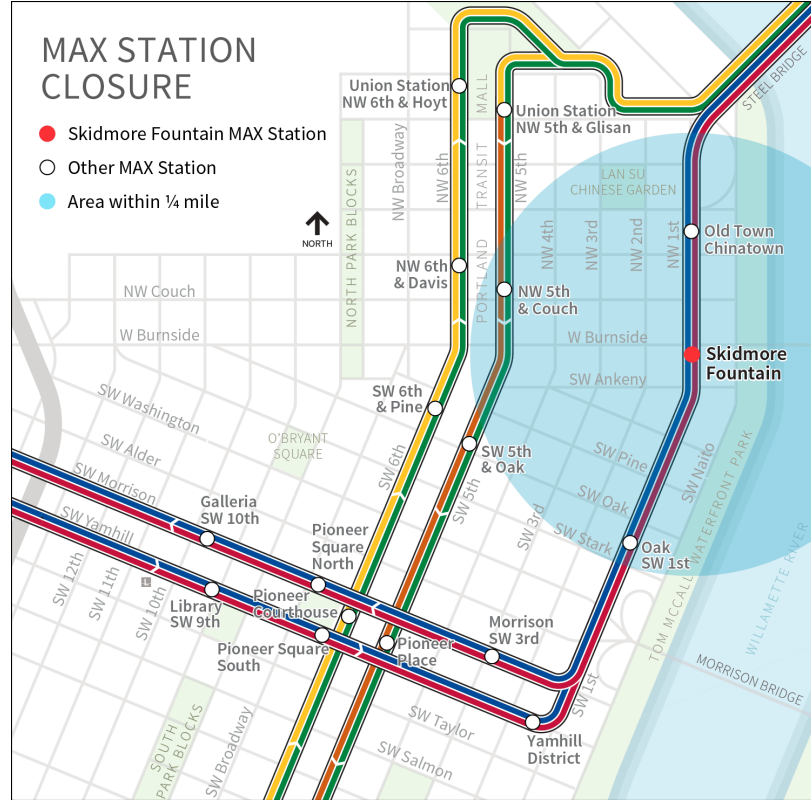


MAX Station Optimization

Skidmore Fountain



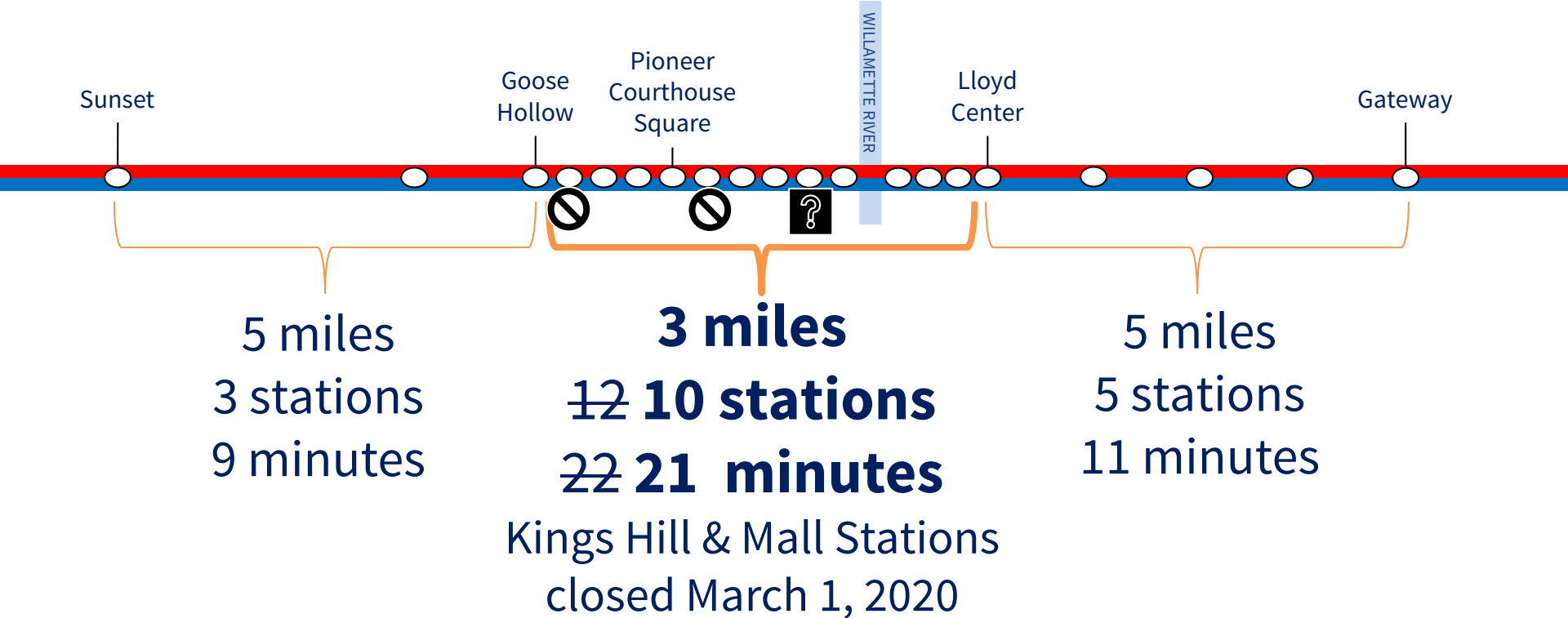
March 27, 2024

Long a critique of MAX

“Has there been any discussion about reducing the number of stops on the route? I find the 4 stops within 6 blocks downtown perplexing as I often get off and walk to the Orange Line and beat the train I just got off...”

- Rider submission to Service Improvement Process (SIP #530975)

Rail Segment Comparisons



Equity & Gentrification

Distances between people and jobs are growing, particularly for communities of concern.

“The number of jobs near the typical Hispanic (-17 percent) and black (-14 percent) resident in major metro areas declined much more steeply than for white (-6 percent) residents, a pattern repeated for the typical poor (-17 percent) versus non-poor (-6 percent) resident.”

“As people and jobs continued to suburbanize and spread out in the 2000s, the number of jobs near the typical resident fell.”

The growing distance between people and jobs in metropolitan America

Elizabeth Kneebone and Natalie Holmes

Findings

Proximity to employment can influence a range of economic and social outcomes, from local fiscal health to the employment prospects of residents, particularly low-income and minority workers. An analysis of private-sector employment and demographic data at the census tract level reveals that:

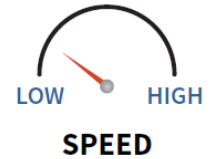
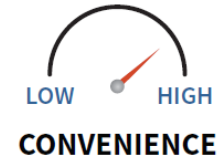
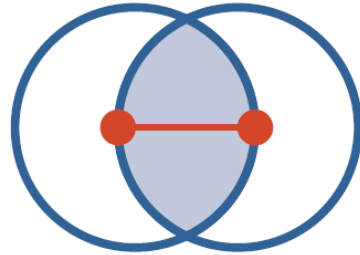
- Between 2000 and 2012, the number of jobs within the typical commute distance for residents in a major metro area fell by 7 percent. Of the nation's 96 largest metro areas, in only 29—many in the South and West, including McAllen, Texas, Bakersfield, Calif., Raleigh, N.C., and Baton Rouge, La.—did the number of jobs within a typical commute distance for the average resident increase. Each of these 29 metro areas also experienced net job gains between 2000 and 2012.
- As employment suburbanized, the number of jobs near both the typical city and suburban resident fell. Suburban residents saw the number of jobs within a typical commute distance drop by 7 percent, more than twice the decline experienced by the typical city resident (3 percent). In all, 32.7 million city residents lived in neighborhoods with declining proximity to jobs compared to 59.4 million suburban residents.
- As poor and minority residents shifted toward suburbs in the 2000s, their proximity to jobs fell more than for non-poor and white residents. The number of jobs near the typical Hispanic (-17 percent) and black (-14 percent) resident in major metro areas declined much more steeply than for white (-6 percent) residents, a pattern repeated for the typical poor (-17 percent) versus non-poor (-6 percent) resident.
- Residents of high-poverty and majority-minority neighborhoods experienced particularly pronounced declines in job proximity. Overall, 64 percent of high-poverty tracts (with poverty rates above 20 percent) and 55 percent of majority-minority neighborhoods experienced declines in job proximity between 2000 and 2012. A growing number of these tracts are in suburbs, where nearby jobs for the residents of these neighborhoods dropped at a much faster pace than for the typical suburban resident (17 and 16 percent, respectively, versus 7 percent).

For local and regional leaders working to grow their economies in ways that promote opportunity and upward mobility for all residents, these findings underscore the importance of understanding how regional economic and demographic trends intersect at the local level to shape access to employment opportunities, particularly for disadvantaged populations and neighborhoods. And they point to the need for more integrated and collaborative regional strategies around economic development, housing, transportation, and workforce decisions that take job proximity into account.

Best Practices – Stop Spacing

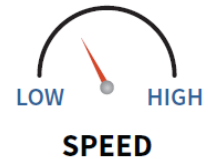
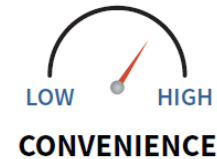
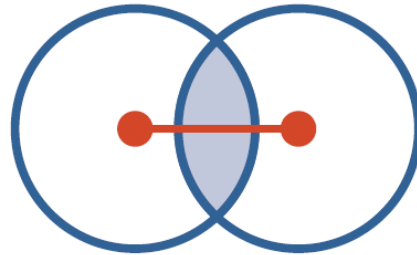
1/4-mile stop spacing

Stops every 1320 feet or about 5 Portland blocks, with duplicate access (shaded area)



1/3-mile stop spacing

Stops every 1760 feet or about 7 Portland blocks, with duplicate access (shaded area)



Within range
of industry
Best practices



Travel Time Savings:

Westbound	Dwell Time Saved (average in seconds)	Acceleration / Deceleration Time Saved (seconds)	Time Saved (seconds)	Total Time Saved (minutes)
Skidmore Fountain	33	10	43	
Mall/SW 5th Ave	52	10	62	
Kings Hill/SW Salmon	27	10	37	
TOTAL:	112	30	142	2.37
Eastbound				
Kings Hill/SW Salmon	33	10	43	
Mall/SW 4th Ave	26	10	36	
Skidmore Fountain	30	10	40	
TOTAL:	89	30	119	1.98

Anticipated 2 – 2:30 minutes each way improvement on travel time or 14% of travel time from Old Town/Chinatown to Goose Hollow

2018/2019 Outreach & Engagement:

- Website
- Nine Open Houses
- Multiple Surveys (including Spanish)
- Postings at stations

Meetings or Presentations with:

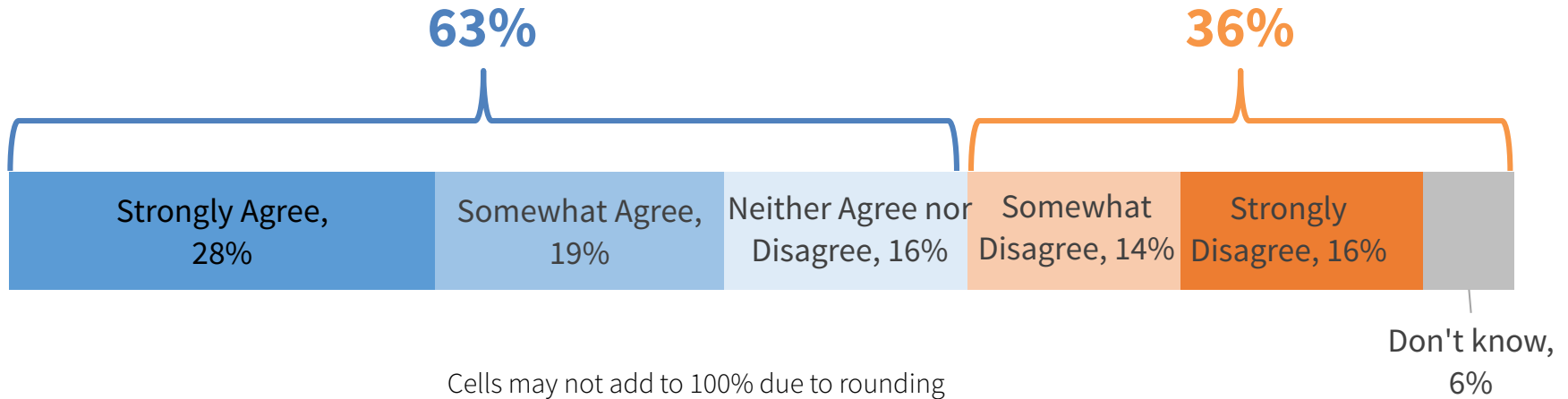
City of Portland, Bureau of Transportation
Committee on Accessible Transportation (CAT)
Portland Saturday Market
Mercy Corp
The Nines Hotel
Portland Rescue Mission
Pioneer Place
Pioneer Courthouse Square
Apple Store – Management
Niketown - Management
Lincoln High School
MAC
Goose Hollow Foothills League
University of Oregon
Stadium District Business Association
Old Town/Chinatown Community Association
PBA Transportation Committee
Downtown Public Safety Committee
Go Lloyd Board
NWDA Board
Lan Su Chinese Garden
Westside Transportation Alliance

Transportation Equity Advisory Committee (TEAC)
Multnomah County Commissioners
Westside Economic Alliance
Washington County Coordinating Committee
Central City Concern

2018 survey

“How do you feel about closing the Skidmore Fountain station?”

Onboard Survey of Affected Riders, N=511



Conclusions

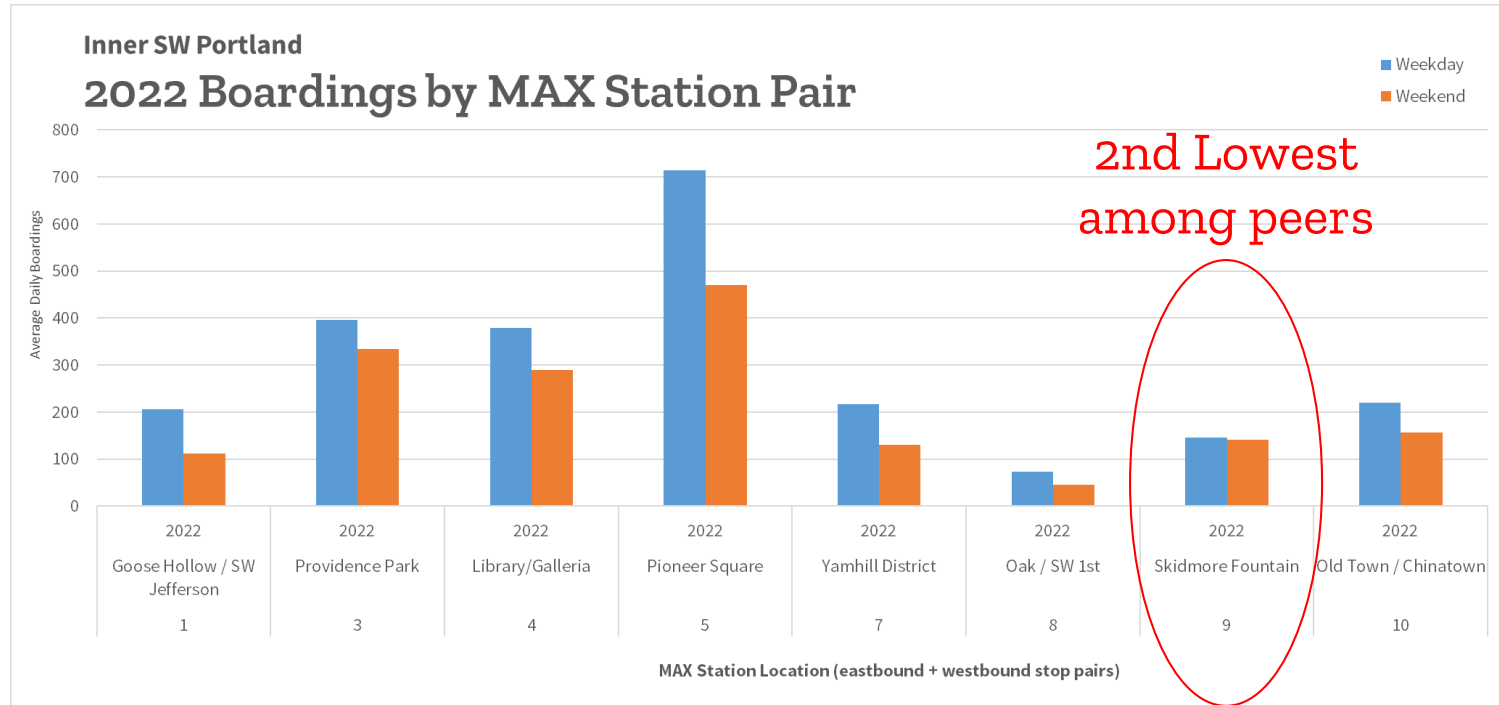
- Downtown stations have significant duplication.
- Stations can be trimmed – increasing speed without reducing convenience, impacting dwell time or station crowding.
- Travel time savings are significant at the system level.
- Improvements to speed and on time performance will benefit low income and minority communities.
- System riders support consolidations at all stations, but with some differences.
- Each area has unique characteristics.

2018/2019 outcomes

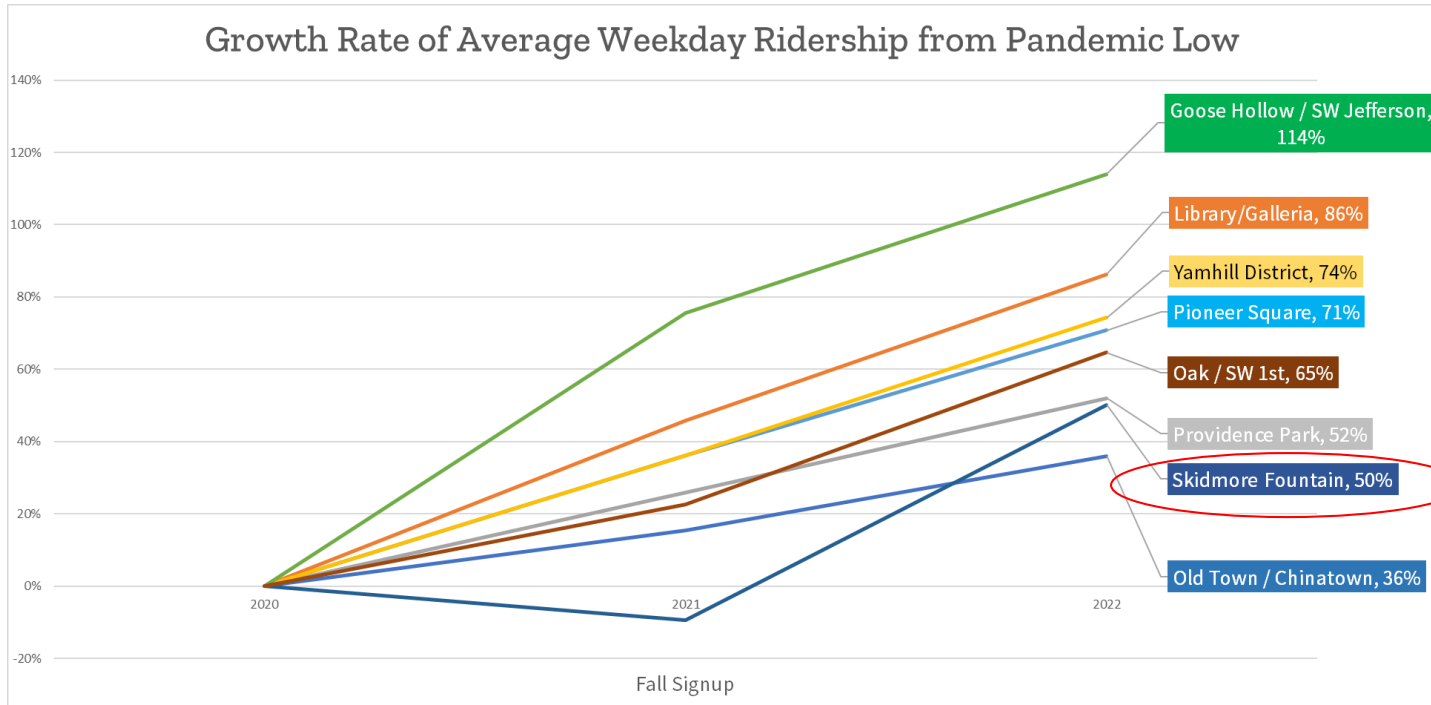
- Kings Hill: **closed**
- Mall/SW 4th Ave and Mall/SW 3rd Ave: **closed**
- Skidmore: **defer closure for three years; monitor:**
 - Ridership; employer pass program participation
 - Development and investment
 - Safety and security issues

Burnside Bridge replacement: requires ~5-year closure

Ridership Update



Ridership Update



2nd lowest
among peers

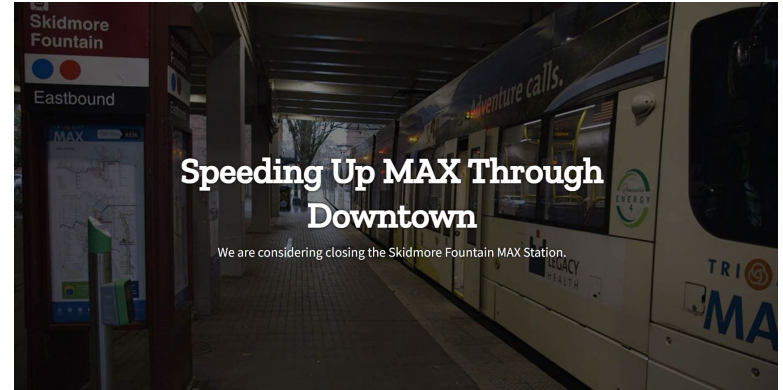
Development and Construction

- No new development has occurred since 2019.
- Multnomah County Earthquake Ready Burnside Bridge Project is slated to close the station for 5 years during construction.



Outreach

- **Parallel with FY25 service change outreach** (Jan-Feb)
- **Open houses:** online, in person
- **Online:** web page (trimet.org/maxdowntown)
- **Emails** to ~ 21,000 subscribers
- **Letters** to ~2,200 addresses near station
- **CAT and TEAC:** discussion



Outreach

- **Posting at station**
- **Canvassing, calls and emails to businesses around station**

Service Alert

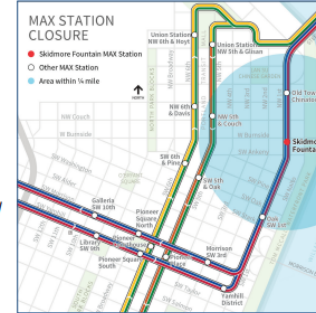
This Station Proposed For Closure

To help speed up MAX through Downtown, we're considering **closing** this station in late summer 2025.

Instead, riders will use the Old Town/Chinatown station 2 blocks north on 1st Avenue at Davis Street, or Oak/SW 1st Ave four blocks south.

We'd like to know what you think by **February 11**. Go to trimet.org/maxdowntown or send us your thoughts at hello@trimet.org, or call or text us at **503-238-RIDE (7433)**.

Language assistance available
言語支援については、
503-238-7433 までお電話ください。



Se propone cerrar esta estación

Para ayudar a acelerar MAX a través del centro, estamos considerando cerrar esta estación a fines del verano de 2025.

En su lugar, los pasajeros utilizarán la estación Old Town/Chinatown 2 cuadras al norte en 1st Avenue en Davis Street, o Oak/SW 1st Ave cuatro cuadras al sur.

Nos gustaría saber qué piensa antes del **11 de febrero**. Vaya a trimet.org/maxdowntown o envíenos su opinión a hello@trimet.org, o llámenos o envíenos un mensaje de texto al **503-238-RIDE (7433)**.

TRIMET



trimet.org
503-238-7433 (RIDE)

200225-4-1204

Feedback

- Of **47 comments**:
 - **74% positive**
 - **11% neutral**
 - **15% negative**
- Of those against, many referred to tourism and Saturday Market
- CAT suggested additional survey

"I am in favor of the Skidmore Fountain station closing - it's close enough to the Old Town station to be irrelevant."

Title VI

Station area **minority population** is lower than district average

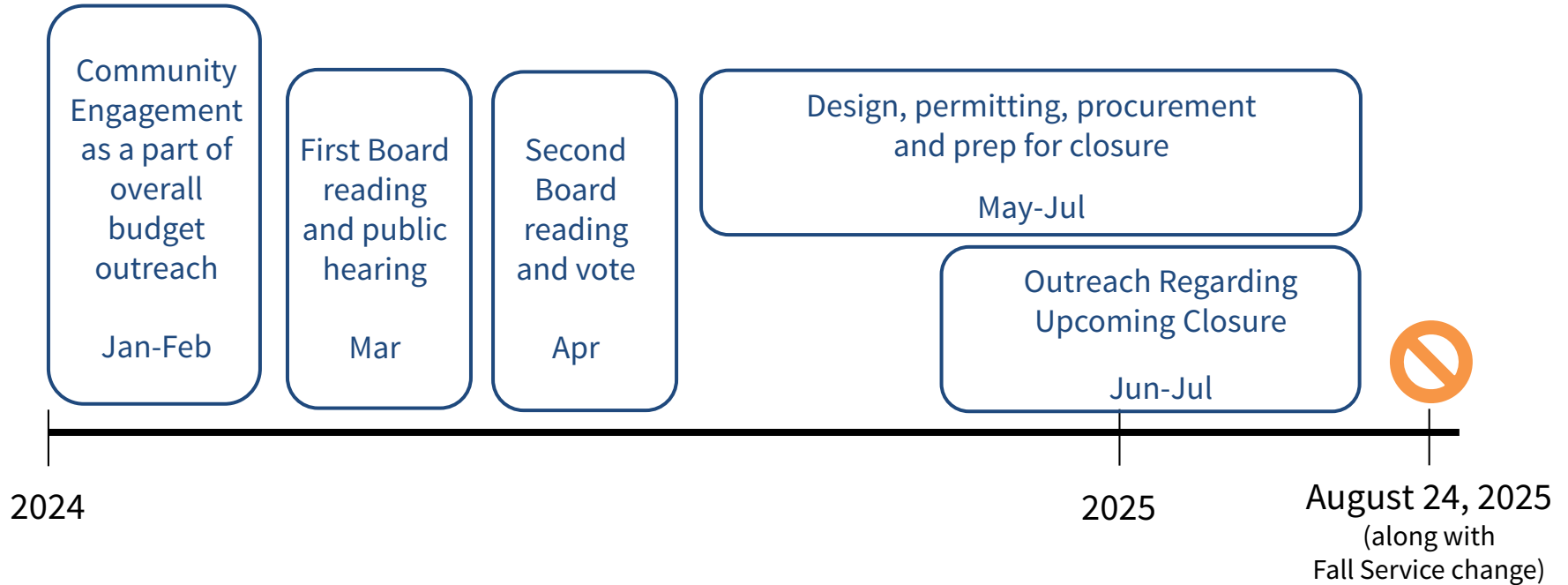
➤ **No disparate impact**

Station area **low-income population** is higher than district average

No change in service within 1/2 mile (two alternative stations)

➤ **No disproportionate burden**

Timeline & Next Steps:



Questions?

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Grant O'Connell
oconnelg@trimet.org