

# CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

## Study Session Worksheet

**Presentation Date:** Nov. 25, 2014      **Approx. Start Time:** 10am

**Approx Length:** 30 min

**Presentation Title:** TriMet's Proposed Bus Service Changes Related to the Portland Milwaukie Light Rail Project

**Department:** Transportation and Development – Engineering Division

**Presenters:** Karen Buehrig, Transportation Planning Supervisor and Teresa Christopherson, Social Services Administrative Services Manager

### WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Would the Board of County Commissioners like to submit a letter to TriMet addressing Clackamas County's comments related to the proposed changes in bus service planned to coincide with the opening of the Portland to Milwaukie Light Rail Line?

### EXECUTIVE SUMMARY (why and why now):

TriMet is soliciting comments on their proposed changes to bus service related to the opening of the Portland Milwaukie Light Rail line (the Orange Line). TriMet has been developing proposed changes to the bus service that will be implemented when the Orange line opens for more than a year. The purposes of the changes are to avoid duplicate service created by the Orange Line and make sure that appropriate bus service is provided to the new light rail stations.

During October and November 2014, TriMet staff is gathering feedback on the final refined proposal and will then finalize it based on the analysis and public comments. The service plan will be finalized by the end of 2014, and will be implemented when the Orange Line opens for service on September 12, 2015.

TriMet has held public open houses throughout the process, including most recently at Milwaukie High School on November 6<sup>th</sup>. Approximately 25 people attended and the following comments were made related to service in Clackamas County:

- Would like more single-service routes from Oregon City to Portland (without a transfer to another bus or to the Orange Line)
- Confused about how the 28 /34 lines are combining and how the 31/33 lines are combining; pleased to find out they are combining and service is doubling.

In addition, the BCC has received one email with concerns about increased travel time for riders of the 99E line.

Overall, the impacts of the proposed changes can be grouped into the following categories:

- 1) Increased travel time from Oregon City/Milwaukie to Portland on the 99E line.
- 2) Increased service along line 34 which provides direct access to many community services and centers, including Gladstone Family Services, Gladstone Senior Center, Willamette View, RoseVilla and Clackamas Heights
- 3) Changes to the route for line 28 will negatively impact very few riders while at the same time opening up access to more workers along the Johnson Creek Blvd.
- 4) Increased service for Clackamas Community College, which has been involved with the planning.

**FINANCIAL IMPLICATIONS:**

The bus service changes will not have will not have direct financial impacts on Clackamas County.

**LEGAL/POLICY REQUIREMENTS:**

N/A

**PUBLIC/GOVERNMENTAL PARTICIPATION:**

TriMet has held a series of open houses in Milwaukie, Oregon City and Portland to receive input on the bus service changes in winter 2014 to gather initial public input, in the summer of 2014 to gather input on the draft plan and in fall 2014 to gather feedback on the refined plan.

**OPTIONS:**

- Provide input to TriMet related to comments the BCC may have related to the proposed changes in bus service.
- Do not provide input.

**RECOMMENDATION:**

Provide input to TriMet related to comments the BCC may have related to the proposed changes in bus service.

**ATTACHMENT:**

1. Proposed Bus Service Change maps

**SUBMITTED BY:**

Division Director/Head Approval

Department Director/Head Approval

County Administrator Approval

  
\_\_\_\_\_  
M. B. Campbell 11-19-14  
\_\_\_\_\_

## Hayes, Ernest

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**From:** Hill, Caroline  
**Sent:** Thursday, November 20, 2014 9:16 AM  
**To:** Hayes, Ernest  
**Subject:** FW: TriMet Open House Tonight \_PLEASE COME\_ 6:00 PM

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**From:** Buehrig, Karen  
**Sent:** Thursday, November 20, 2014 8:01 AM  
**To:** Hill, Caroline  
**Subject:** FW: TriMet Open House Tonight \_PLEASE COME\_ 6:00 PM

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**From:** BCCMail  
**Sent:** Thursday, November 06, 2014 12:07 PM  
**To:** Buehrig, Karen; Chandler, Daniel; Schmidt, Gary  
**Subject:** FW: TriMet Open House Tonight \_PLEASE COME\_ 6:00 PM

FYI

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**From:** BCCMail  
**Sent:** Thursday, November 06, 2014 12:06 PM  
**To:** Krupp, Don; Bernard, Jim; Howatt, Drenda; Ludlow, John; Schrader, Martha; Smith, Tootie  
**Subject:** TriMet Open House Tonight \_PLEASE COME\_ 6:00 PM

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**From:** Karen Havran [<mailto:kakaraven@gmail.com>]  
**Sent:** Thursday, November 06, 2014 11:19 AM  
**To:** BCCMail; [dneeley@orccity.org](mailto:dneeley@orccity.org); [kroth@orccity.org](mailto:kroth@orccity.org); [rsmith@orccity.org](mailto:rsmith@orccity.org); [cpauli@orccity.org](mailto:cpauli@orccity.org); [bmumm@orccity.org](mailto:bmumm@orccity.org); [condittm@cuaccess.net](mailto:condittm@cuaccess.net); [brentdodrill@cityofestacada.org](mailto:brentdodrill@cityofestacada.org); [seandrinkwine@cityofestacada.org](mailto:seandrinkwine@cityofestacada.org); [edwardsmith@cityofestacada.org](mailto:edwardsmith@cityofestacada.org); [rhney@hotmail.com](mailto:rhney@hotmail.com); [robqaskill@cityofestacada.org](mailto:robqaskill@cityofestacada.org); [namenchaca@cityofestacada.org](mailto:namenchaca@cityofestacada.org); [churchills@milwaukieoregon.gov](mailto:churchills@milwaukieoregon.gov); [gambam@milwaukieoregon.gov](mailto:gambam@milwaukieoregon.gov); [fergusonj@milwaukieoregon.gov](mailto:fergusonj@milwaukieoregon.gov); [hedgesd@milwaukieoregon.gov](mailto:hedgesd@milwaukieoregon.gov); [millerem@milwaukieoregon.gov](mailto:millerem@milwaukieoregon.gov)  
**Cc:** Karen Havran  
**Subject:** TriMet Open House Tonight \_PLEASE COME\_ 6:00 PM

Dear Elected Officials from Clackamas County (Clackamas County Commissioners, City of Milwaukie Mayor and Council, City of Oregon City Mayor and Council, City of Estacada Mayor and Council)-

Please come to this open house so you can talk to and listen to what your citizens have to say about TriMet's proposal to eliminate portions of Clackamas County's bus service. See below for more open house details.

### TriMet Open House on Proposed Clackamas County 2015 Bus Service Changes

**Thursday, November 6**  
6 to 7:30 p.m.

Milwaukie High School  
11300 SE 23rd Ave, Milwaukie

**The question at stake is:** Shouldn't Clackamas County transit riders get better, faster and more convenient transit service from TriMet in return for Clackamas County's \$30M\*\* investment in Light Rail?

Most current bus riders think this proposal, which **eliminates most direct bus service between downtown Milwaukie and downtown Portland**, causes the answer to this question to be **NO**.

It's my belief that Clackamas County Elected officials need to educate themselves about how this proposal affects their citizens and what the informed perspective is from regular users of the TriMet system. I think if you were fully aware of how this affects your citizens, you'd be weighing in strongly on this decision. And ideally, you'd ask for a seat at the decision table on this issue so that Clackamas County transit riders would have a voice in this huge change to how TriMet services our area.

Instead, I'm not sure you are even aware that many of your citizens do not think this proposal is a good idea.

I think and I suspect most riders would agree that

- TriMet is not providing information on the MOST IMPORTANT issue. Daily transit riders want to know, how does this proposal affect total commute time for current Clackamas County bus riders? Will this INCREASE our total commute time?
- TriMet is mostly silent on this commute time issue and seems to be avoiding addressing it directly. They have verbally provided some incomplete answers to this question but are not publicly addressing this issue. If TOTAL transit time were going to be the same or hopefully BETTER, wouldn't TriMet be emphasizing this issue? Instead they are silent.
- FYI, Total transit time is VERY important to daily riders and includes total time to your destination, which is time spent walking, time spent transferring from bus to train, including time waiting for the train/bus to arrive during that transfer. And then of course, transit time on train/bus is added to that. But time on the train/bus is only ONE factor in total commute time. Introducing a transfer also introduces the possibility of a MISSED connection, which greatly increases total commute time.
- We'd like TriMet to be more transparent about the feedback on this proposal as we suspect many Clackamas County riders have given negative feedback and are not being completely heard.
- We'd like to see TriMet share the content of all comments received and to provide an executive summary of those comments with numbers of comments per line, numbers of comments from riders in Multnomah County vs Clackamas County, number of comments about commute time increases, etc.
- We'd like this information to be available to the public and to our elected officials and City/County transportation employees so they can know how this proposal affects Clackamas County.
- TriMet is good at comparing apples to oranges when discussing what they say are the benefits of this proposal. They talk about adding service to east/west lines to compensate for losing this bus service. And they also want to publicize how often the trains will run. These and other points they are making are a separate topic. They are trying to make the point that these are items that compensate for decreased/eliminated bus service but bus riders know this is not true.

There are other issues to discuss with this proposal, but total commute time is the most important one. So for brevity that is all I'm discussing here. I mostly want to alert you to this issue and I urge you to join together and get involved on this issue. Please make sure Clackamas County is getting what we expected for our \$30M investment.

Thank you,  
Karen Havran

4606 SE Washington St.  
Milwaukie, Oregon 97222  
503-933-7563 cell (evenings)

\*\*I think the correct total for Clackamas County is \$30 million, which is \$25M from Clackamas County and \$5M from City of Milwaukie, but the data I found on TriMet's website may not be the final exact number.

----- Forwarded message -----

From: **TriMet** <[subscriptions@emailupdates.trimet.org](mailto:subscriptions@emailupdates.trimet.org)>

Date: Mon, Oct 20, 2014 at 3:23 PM

Subject: Portland-Milwaukie Light Rail Transit Project: Proposed bus service changes

To: [kakaraven@gmail.com](mailto:kakaraven@gmail.com)

With new Portland-Milwaukie Light Rail Transit Project service beginning in September 2015, TriMet is asking the public to weigh in on the final proposed bus service changes related to the new light rail line. After gathering feedback from riders and residents earlier this summer, we have refined our proposal for bus service changes that would take effect when the new MAX Orange Line opens in September 2015.

Now, we'd like you to weigh in again. Here is what has changed since our first proposal:

- Line 19: more weekend service
- Lines 31 and 33: routes connect in Downtown Milwaukie to create one new line, increasing frequency on Harrison Street and King Road, and connecting to Clackamas Town Center
- Line 99: serve Macadam Avenue instead of Corbett Avenue

Proposal details with maps can be viewed online, and comments can be submitted online. Weigh in [here](#) or attend the [open house](#) scheduled in November.

### **Bus Service Planning Open House:**

TriMet staff will provide information and answer questions regarding the final phase of bus service planning related to the operation of the Portland-Milwaukie Light Rail Transit Project.

### **Thursday, November 6**

6 to 7:30 p.m.

Milwaukie High School

11300 SE 23rd Ave, Milwaukie

This location is served by bus line 29-Lake/Webster Rd, 32-Oatfield.

[Plan your trip on TriMet](#)

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[Spam](#)

[Not spam](#)

[Forget previous vote](#)

## Hayes, Ernest

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**From:** Hill, Caroline  
**Sent:** Thursday, November 20, 2014 9:16 AM  
**To:** Hayes, Ernest  
**Subject:** FW: More Info on TriMet's proposal to ELIMINATE some of Clackamas County's Bus Service  
**Attachments:** Open house slides Nov 6 2014.pdf; ATT00001.htm

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**From:** Howatt, Drenda  
**Sent:** Wednesday, November 19, 2014 8:00 PM  
**To:** Hill, Caroline; Savas, Paul  
**Subject:** Fwd: More Info on TriMet's proposal to ELIMINATE some of Clackamas County's Bus Service

Sent from my iPhone

Begin forwarded message:

**From:** "BCCMail" <[BCCMail@co.clackamas.or.us](mailto:BCCMail@co.clackamas.or.us)>  
**To:** "Ludlow, John" <[JLudlow@co.clackamas.or.us](mailto:JLudlow@co.clackamas.or.us)>, "Smith, Tootie" <[TSmith@co.clackamas.or.us](mailto:TSmith@co.clackamas.or.us)>, "Bernard, Jim" <[JBernard@co.clackamas.or.us](mailto:JBernard@co.clackamas.or.us)>, "Howatt, Drenda" <[DrendaHowatt@co.clackamas.or.us](mailto:DrendaHowatt@co.clackamas.or.us)>, "Schrader, Martha" <[MSchrader@co.clackamas.or.us](mailto:MSchrader@co.clackamas.or.us)>  
**Cc:** "Buehrig, Karen" <[KarenB@co.clackamas.or.us](mailto:KarenB@co.clackamas.or.us)>, "Cartmill, Barbara" <[BarbC@co.clackamas.or.us](mailto:BarbC@co.clackamas.or.us)>  
**Subject:** FW: More Info on TriMet's proposal to ELIMINATE some of Clackamas County's Bus Service

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From: Karen Havran [[kakaraven@gmail.com](mailto:kakaraven@gmail.com)]  
Sent: Tuesday, November 18, 2014 7:39 AM  
To: BCCMail; [dneeley@orcify.org](mailto:dneeley@orcify.org); [kroth@orcify.org](mailto:kroth@orcify.org); [rsmith@orcify.org](mailto:rsmith@orcify.org); [cpauli@orcify.org](mailto:cpauli@orcify.org); [bmumm@orcify.org](mailto:bmumm@orcify.org); [condittm@cuaccess.net](mailto:condittm@cuaccess.net); [brentdodrill@cityofestacada.org](mailto:brentdodrill@cityofestacada.org); [seandrinkwine@cityofestacada.org](mailto:seandrinkwine@cityofestacada.org); [edwardsmith@cityofestacada.org](mailto:edwardsmith@cityofestacada.org); [rhnidey@hotmail.com](mailto:rhnidey@hotmail.com); [robgaskill@cityofestacada.org](mailto:robgaskill@cityofestacada.org); [namenchaca@cityofestacada.org](mailto:namenchaca@cityofestacada.org); [churchills@milwaukieoregon.gov](mailto:churchills@milwaukieoregon.gov); [gambam@milwaukieoregon.gov](mailto:gambam@milwaukieoregon.gov); [fergusonj@milwaukieoregon.gov](mailto:fergusonj@milwaukieoregon.gov); [hedgesd@milwaukieoregon.gov](mailto:hedgesd@milwaukieoregon.gov); [millerm@milwaukieoregon.gov](mailto:millerm@milwaukieoregon.gov)  
Cc: Karin Power; Lisa Batey  
Subject: More Info on TriMet's proposal to ELIMINATE some of Clackamas County's Bus Service

Dear Elected Officials from Clackamas County-

Also cc-ing the two new Milwaukie City Councillor-Elects: Lisa Batey and Karin Power-

Following up to provide you an update on TriMet's proposal and to ask you to get involved in this issue. December 1st is TriMet's deadline for final public input on this proposed bus service change so time is short. (Yes, wish I'd written to inform you and ask for your involvement sooner, but I'm a newbie at trying to be an advocate and I'm learning as I go.) TriMet is saying they will make a final decision on this issue by the end of the year.

This is an extremely important issue and I don't believe TriMet is responding to citizens on this issue so it is urgent that you step in on behalf of Clackamas County. I've been talking to and corresponding with TriMet on this proposal to eliminate parts of Clackamas County bus service in 2015 and what I get from them is mostly a smoke screen and irrelevant answers. Since none of these same questions are coming from you, I think they can rest assured that you are not aware of the negative effects of their proposal and are counting on being able to slip this important issue by you.

The plain facts are that Clackamas County is getting LONGER COMMUTE TIMES from TriMet in return for a \$30,000,000 investment in Light Rail. See the attached presentation from TriMet from their open house on November 6th where they did finally provide some information on commute times in writing. They are not presenting these facts to the public on their website or in their "promotional" materials on this issue. And only released this information now, at this open house only, which is at the end of a 10 or 12 month process on this issue. See their website for how they do present (maybe a better word is spin!) this change in bus service. <http://trimet.org/alerts/pmlrbuschanges/index.htm>

Even the attached presentation leaves out important facts. They don't mention specifically what the transfer time is from bus to train, train to bus. But it can be inferred as approximately six minutes. Which to me seems optimistic, and probably will only happen at optimal times. In reality, it may be longer and then there's the possibility of missed connections and longer transfer wait times. AND, when talking about travel between downtown Milwaukie and Pioneer Courthouse Square, they don't mention that almost ALL riders will be transferring from bus to train, so they don't include transit time when listing information on that route.

Here's a summary of the commute times they provided.

Travel time in 2015 listed for Downtown Milwaukie to Pioneer Courthouse Square (which admittedly is good destination for comparison)

27 minutes by Light Rail

29 minutes by Bus 33 (this doesn't include transfer time)

What's missing from this is transfer time. Because very few riders actually start in downtown Milwaukie. Riders on buses 31, 32 and 33 will have their optimistic 6 minutes added to their commute.

So realistically, the better comparison is

33 minutes by Light Rail

29 minutes by Bus 33.

Travel from Oregon City in 2015 is worse

53 minutes by Bus (assumed to be Bus 33 but they don't list this info)

57 minutes by Bus and Light Rail

70 plus minutes by Line 99 (what they leave out is that CURRENT travel time on Bus 99E is approx 44 minutes! for this route)

You'll see from the attached presentation that commute times to South Waterfront (which is apparently the code word for OHSU) are shorter when Light Rail begins. Great that they are

delivering on that promise. Not great that they are doing that at the expense of increasing the commute for existing bus riders.

I decided to pick my battle and have focused on and pressed this commute time issue with TriMet and now with you. But I believe there are other "dis-enhancements" TriMet is not being open about. Because for existing bus riders who travel between Clackamas County and downtown Portland, I believe that when we are forced off the bus and onto Light Rail, we'll have less chance of getting a seat on the train. (If you don't think this is important to daily transit riders, go observe at the Milwaukie Park and Ride one weekday morning, around 7:30 or 8:00 am. Bus riders will let a full bus go by and will wait for the next one, just so they don't have to stand.) I think Park and Ride users will have much less chance of finding a place to park at Light Rail park and rides. I also don't know how their bus proposal affects Estacada riders who take a combination of Lines 30 and 31 to currently reach downtown Portland. They will also have to transfer to Light Rail and run the risk of missed transfers and longer commute times, and will have to be extra vigilant if they are taking the last bus of the day, not to get stranded in Milwaukie if Light Rail doesn't connect them in time to get on that last bus of the day..

What I'm asking you to do:

- \* Team together as one united voice to speak for Clackamas County transit riders.
- \* TriMet is communicating with most of you, and with transportation and planning staff/committees, etc. but individually. They are proposing wide systemic changes that affect riders across the county and a united voice will be more informed on all the issues and more effective in giving feedback on behalf of all of Clackamas County.
- \* Ask TriMet to share the content of all comments (they say so far they've received 1400) on this proposal received during this past year and to provide an executive summary of those comments with numbers of comments per bus line, numbers of comments from riders in Multnomah County vs Clackamas County, number of comments about commute time increases, etc.
- \* TriMet needs to be more transparent about the feedback on this proposal as I suspect many Clackamas County riders have given negative feedback and are not being completely heard.
- \* One person mentioned that TriMet provided public access to comments on other Light Rail issues in the past so I'd argue this issue should be the same.
- \* Ask TriMet to extend the public comment period on this issue while you study this issue and make recommendations. I'd suggest asking for at least 2 months, until January 31st, 2015. (this would be a good date if they can provide the transcript of comments NOW. More time would be needed if they delay)
- \* The reason for this is that TriMet has finally provided some data in writing on total transit times (which have indeed increased.) And I think the reasonable argument is that this kind of data should have been provided at the BEGINNING of the comment period, which was some time early in 2014. Providing this crucial piece of data 24 days before the comment period ends and only providing it at an open house and not by posting it on their informational website just has not been sufficient public notice.
- \* You might also want to put together an Ad-Hoc Advisory Committee to research and inform you about this issue so that you can respond to and negotiate with TriMet on this issue in an effective way.
- \* Find existing bus riders who understand how this issue affects your citizens who can advise you on what parts of TriMet's proposal can and should be changed.
- \* Going forward, you might consider this to be a good committee to permanently establish. Would be good for all of you to have a TriMet watch-dog/rider advocacy group to keep you informed and to make sure Clackamas County has an equal and informed voice in



TriMet issues

Here's some contact information:

Clackamas County's TriMet Board Representative: Craig Prosser [prosserc@trimet.org](mailto:prosserc@trimet.org)<<mailto:prosserc@trimet.org>>

(See Vivian Saterfield's contact info below. She is the one who suggested Craig might be our best advocate for this issue rather than TriMet's Community Affairs Rep.)

TriMet's Service Planning Manager: Kerry Ayres Palanuk (Kerry has been co-presenting on this bus proposal with Jennifer Koozer)

TriMet Community Affairs Representative: Jennifer Koozer [KoozerJ@trimet.org](mailto:KoozerJ@trimet.org)<<mailto:KoozerJ@trimet.org>>

503-962-2116<<tel:503-962-2116>> – office

503-805-2193<<tel:503-805-2193>> -- mobile

Associate Director of OPAL Environmental Justice Oregon: Vivian Satterfield [vivian@opalpdx.org](mailto:vivian@opalpdx.org)<<mailto:vivian@opalpdx.org>>

Vivian comes highly recommended by Karin Powers, Milwaukie Councillor-Elect. Karin has been in contact with me on this TriMet issue and introduced me to Vivian. Vivian describes OPAL this way. "OPAL has been working for the past 4 years on building transit riders voice and advocacy, especially around bus operations and investments, through our grassroots membership group Bus Riders Unite (BRU)."

I also want to thank Karin Powers and Lisa Batey for listening to my concerns on this issue and engaging with me to see what they can learn about this issue. I was in contact with them during the election process on this issue, and Jeremy Ferguson, Mayor Milwaukie, forwarded them my email to you from a couple of weeks ago. So both have been emailing back and forth with me since then, and Lisa was able to come to the open house on November 6th. Karin, as you can see above, recommended Vivian Satterfield as someone who could offer valuable advice on working with TriMet. Also a thanks to Mark Gamba, Milwaukie City Council, who was one of my early contacts on this issue and who did ask TriMet a question on commute time when TriMet was at a Milwaukie City Council working session in October.

I hope you'll get involved in this issue and work together to make sure TriMet treats Clackamas County fairly and provides us a good return on our \$30,000,000 investment.

Thank you,  
Karen Havran  
4606 SE Washington St.  
Milwaukie, OR 97222  
503-659-0094 home  
503-933-7563 cell  
503-464-8128 work

On Thu, Nov 6, 2014 at 11:19 AM, Karen Havran  
<kakaraven@gmail.com<mailto:kakaraven@gmail.com>> wrote:

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There are other issues to discuss with this proposal, but total commute time is the most important one. So for brevity that is all I'm discussing here. I mostly want to alert you to this issue and I urge you to join together and get involved on this issue. Please make sure Clackamas County is getting what we expected for our \$30M investment.

Thank you,  
Karen Havran  
4606 SE Washington St.  
Milwaukie, Oregon 97222  
503-933-7563<tel:503-933-7563> cell (evenings)

\*\*I think the correct total for Clackamas County is \$30 million, which is \$25M from Clackamas County and \$5M from City of Milwaukie, but the data I found on TriMet's website may not be the final exact number.

----- Forwarded message -----

From: TriMet  
<[subscriptions@emailupdates.trimet.org](mailto:subscriptions@emailupdates.trimet.org)<<mailto:subscriptions@emailupdates.trimet.org>>>  
Date: Mon, Oct 20, 2014 at 3:23 PM  
Subject: Portland-Milwaukie Light Rail Transit Project: Proposed bus service changes  
To: [kakaraven@gmail.com](mailto:kakaraven@gmail.com)<<mailto:kakaraven@gmail.com>>

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- \* Line 99: serve Macadam Avenue instead of Corbett Avenue

Proposal details with maps can be viewed online, and comments can be submitted online. Weigh in

here<<http://links.govdelivery.com/track?type=click&enid=ZWFzPTEmbWFpbGluZ2lkPTIwMTQxMDIwLjM3MjQzMTUxJm1lc3NhZ2VpZD1NREItUFJELUJVTC0yMDE0MTAyMC4zNzI0MzE1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MjQ2NTcxJmVtYWlsaWQ9a2FrYXJhdmVuQGdtYWlsLmNvbSZ1c2VyaWQ9a2FrYXJhdmVuQGdtYWlsLmNvbSZmbD0mZXh0cmE9TXVsdGl2YXJpYXRISWQ9JiYm&&&100&&&http://trimet.org/alerts/pmlrbuschan ges/index.htm>> or attend the open house<<http://links.govdelivery.com/track?type=click&enid=ZWFzPTEmbWFpbGluZ2lkPTIwMTQxMDIwLjM3MjQzMTUxJm1lc3NhZ2VpZD1NREItUFJELUJVTC0yMDE0MTAyMC4zNzI0MzE1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MjQ2NTcxJmVtYWlsaWQ9a2FrYXJhdmVuQGdtYWlsLmNvbSZ1c2VyaWQ9a2FrYXJhdmVuQGdtYWlsLmNvbSZmbD0mZXh0cmE9TXVsdGl2YXJpYXRISWQ9JiYm&&&101&&&http://trimet.org/pm/getinvolved/index.htm#currentmeetings>> scheduled in November.

#### Bus Service Planning Open House:

TriMet staff will provide information and answer questions regarding the final phase of bus service planning related to the operation of the Portland-Milwaukie Light Rail Transit Project.

Thursday, November 6  
6 to 7:30 p.m.  
Milwaukie High School  
11300 SE 23rd Ave, Milwaukie

This location is served by bus line 29-Lake/Webster Rd, 32-Oatfield.

Plan your trip on TriMet

<<http://links.govdelivery.com/track?type=click&enid=ZWFzPTEmbWFpbGluZ2lkPTIwMTQxMDIwLjM3MjQzMTUxJm1lc3NhZ2VpZD1NREItUFJELUJVTC0yMDE0MTAyMC4zNzI0MzE1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MjQ2NTcxJmVtYWlsaWQ9a2FrYXJhdmVuQGdtYWlsLmNvbSZ1c2VyaWQ9a2FrYXJhdmVuQGdtYWlsLmNvbSZmbD0mZXh0cmE9TXVsdGl2YXJpYXRISWQ9JiYm&&&102&&&http://trimet.org/go/cgi-bin/plantrip.cgi?to=11300+SE+23rd+Ave%2C+Milwaukie>>

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## Bus service change process

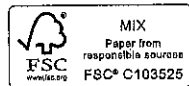
- Winter 2014: Begin outreach
- Summer 2014: Initial proposal
- Fall 2014: Final proposal
- December 2014: Finalize plan
- September 2015: Service change
- Ongoing through 2015: Shared vision for other transit service enhancements in Southeast

## Lines connecting with new MAX Orange Line stations, but without proposed changes

- Line 29-Lake/Webster Rd (transfer at Milwaukie/Main St Station)
- Line 43-Taylor's Ferry Rd (transfer at Lincoln/SW 3rd Ave Station)
- Line 70-12th/NE 33rd Ave (walk about five blocks from SE Jackson Street to transfer at Milwaukie/Main St Station, or transfer at 17th Ave/Holgate, SE 17th Ave/Rhine or Clinton/SE 12th Ave stations)
- Line 75-Cesar Chavez/Lombard (walk about five blocks from SE Jackson Street to transfer at Milwaukie/Main St Station)
- Line 152-Milwaukie (walk about five blocks from SE Jackson Street to transfer at Milwaukie/Main St Station)



Available in other formats.



**TRIMET**

See where it takes you.

140668 • 3M • 10/14

## Service Alert

## Final proposed bus service changes related to MAX Orange Line

### Service for September 2015 and beyond

## We want your feedback on proposed bus service changes

After gathering feedback from riders and residents earlier this summer, we have refined our proposal for bus service changes that would take effect when the new MAX Orange Line opens in September 2015.

Here is what has changed since our first proposal:

- **Line 19:** more weekend service
- **Lines 31 and 33:** routes connect in Downtown Milwaukie to create one new line, increasing frequency on Harrison Street and King Road, and connecting to Clackamas Town Center.
- **Line 99:** serve Macadam Avenue instead of Corbett Avenue

## Next steps

During October and November 2014, we will gather feedback and conduct an equity analysis on this final proposal, then refine it based on the analysis and public comments. The service plan will be finalized by the end of the year, and be implemented when the MAX Orange Line opens for service on September 12, 2015. Feedback from this process will also be considered in the Southeast Service Enhancement Plan process now underway to create a long-term vision for improved bus service in the southeast area of the region.

More information at [trimet.org/southeast](http://trimet.org/southeast)

## Proposed changes

### Line 9-Powell Blvd

- Maintain existing frequency, days and hours of service.
- Shift from the Ross Island Bridge to the new Tilikum Crossing to make new connections in southeast Portland and South Waterfront, and then connect to the Downtown Portland Transit Mall.
- Riders can transfer to MAX Orange Line at OMSI/SE Water Ave, South Waterfront/SW Moody Ave or Lincoln St/SW 3rd Ave stations, plus all stations on the Downtown Portland Transit Mall.

### Line 17-Holgate

- Maintain existing frequency, days and hours of service.
- Shift from the Ross Island Bridge to the new Tilikum Crossing to make new connections in southeast Portland and South Waterfront, and then connect to the Downtown Portland Transit Mall.
- Riders can transfer to MAX Orange Line at SE 17th Ave & Holgate, SE 17th Ave & Rhine St, OMSI/SE Water Ave, South Waterfront/SW Moody Ave or Lincoln St/SW 3rd Ave stations, plus all stations on the Downtown Portland Transit Mall.

### Line 19-Woodstock

- Start service earlier on Saturday and Sunday mornings, with new trips beginning around 8 a.m.
- Riders can transfer to MAX Orange Line at the SE Bybee Blvd station, plus all stations on the Downtown Portland Transit Mall.

### Line 28-Linwood

- Maintain existing days and hours of service (weekdays about 6 a.m. to 7:30 p.m.).
- Increase frequency from about every 70 minutes to about every 35 minutes.
- New route into Downtown Milwaukie via Linwood Avenue, Johnson Creek Boulevard, Tacoma Street, and Main Street (including service to Milwaukie Park & Ride); continue south from SE Jackson Street as Line 34 (line name and number to be determined).
- Riders can transfer to the new MAX Orange Line at SE Tacoma St/Johnson Creek or Milwaukie/Main St stations.

### Line 31-King Rd

- Increase frequency and hours of service to match most Line 33 service.
- Maintain existing route to Downtown Milwaukie, then most trips continue to Oregon City as Line 33 (line name and number to be determined).

- Riders can transfer to MAX Orange Line at Milwaukie/Main St and SE Park Ave stations.

### Line 32-Oatfield

- Maintain current frequency, days and hours of service.
- Maintain existing route to Downtown Milwaukie, where route would turn around.
- Riders can transfer to MAX Orange Line at Milwaukie/Main St Station.

### Line 33-McLoughlin

- Maintain existing frequency, days and hours of service.
- Maintain existing route to Downtown Milwaukie, then most trips continue east on Harrison Street and King Road to Clackamas Town Center as Line 31 (line name and number to be determined).
- Riders can transfer to MAX Orange Line at SE Park Ave and Milwaukie/Main St stations.

### Line 34-River Rd

- Maintain existing days and hours of service (weekdays about 6 a.m. to 7:30 p.m.).
- Increase frequency from about every 70 minutes to about every 35 minutes.
- The routing between Oregon City and Downtown Milwaukie remains the same, and the line continues service north from SE Jackson Street as Line 28-Linwood (line name and number

to be determined). The line would serve the Milwaukie Park & Ride, SE Tacoma/Johnson Creek Park & Ride and Clackamas Town Center.

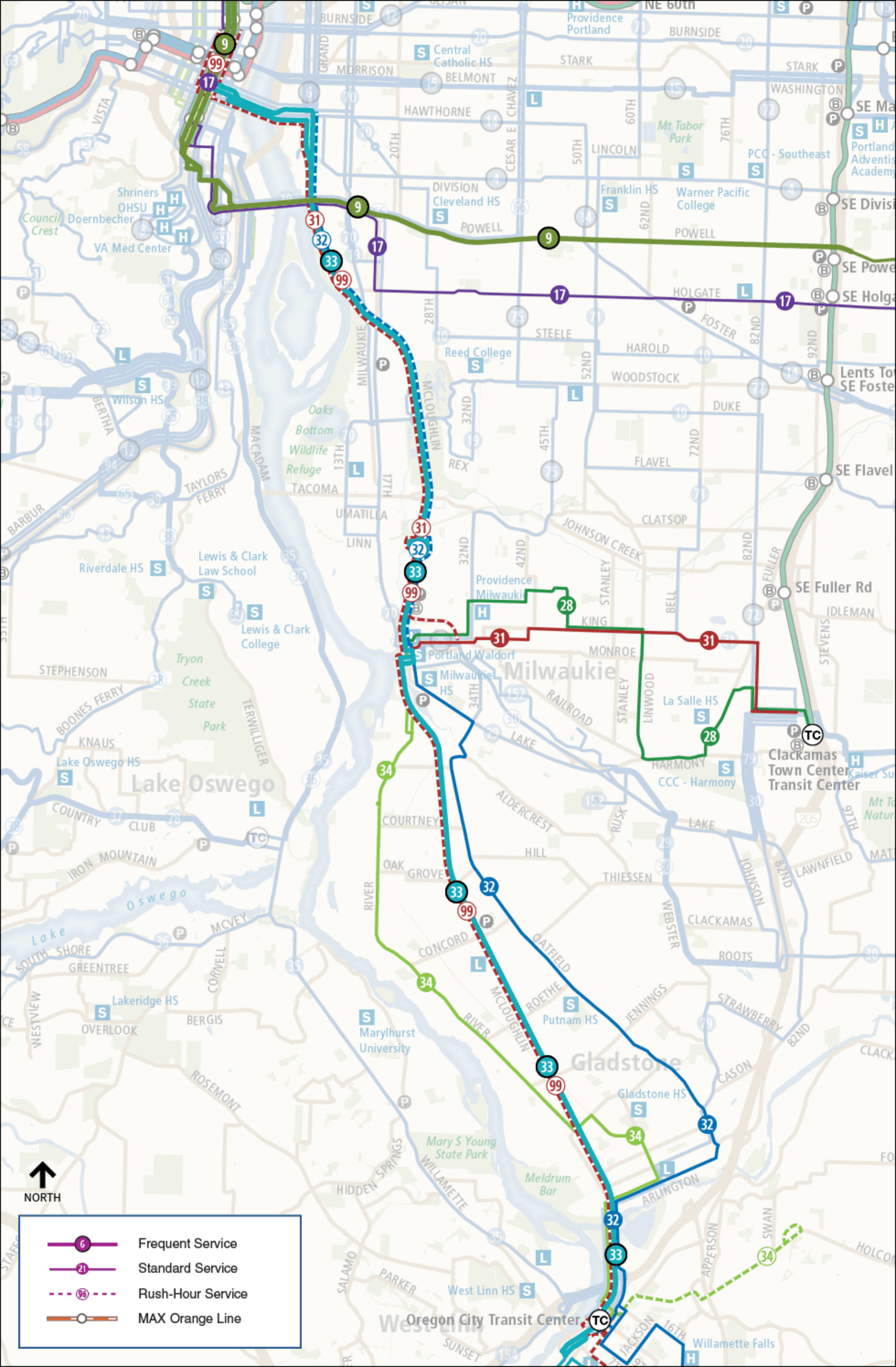
- Riders can transfer to the new MAX Orange Line at Milwaukie/Main St Station or at SE Tacoma St/Johnson Creek Station.

### Line 99-McLoughlin Express

- Maintain existing frequency, days and hours of service.
- New service to Oregon City in the mornings and to downtown Portland in the evenings. Service in both directions during weekday rush hour would run between about 5:30 a.m. until 8:45 a.m. and 3 p.m. until 7 p.m.
- New route into Downtown Portland via Sellwood Bridge with limited stops on Tacoma Street and Macadam Avenue to existing route on the Downtown Portland Transit Mall. The route change would occur when the Sellwood Bridge is open to bus traffic. In the meantime, interim routing is being reviewed.
- Transfer to MAX Orange Line at SE Park Ave, Milwaukie/Main St or SE Tacoma St/Johnson Creek stations, plus stations on the Downtown Portland Transit Mall.

*Note: The above descriptions refer to proposed service in one direction. Buses would follow the same routes in the reverse direction.*

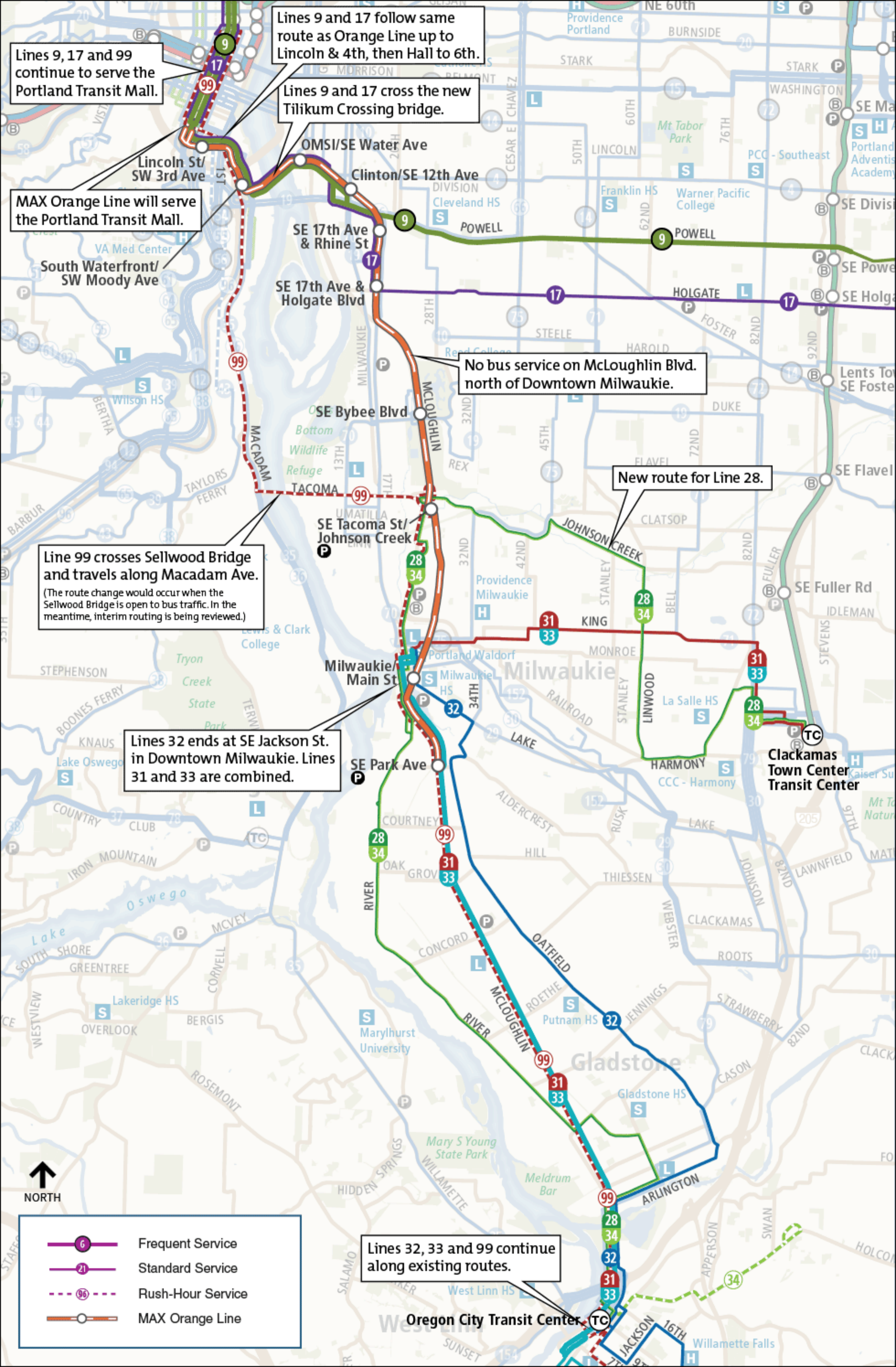




NORTH

	Frequent Service
	Standard Service
	Rush-Hour Service
	MAX Orange Line





Lines 9, 17 and 99 continue to serve the Portland Transit Mall.

Lines 9 and 17 follow same route as Orange Line up to Lincoln & 4th, then Hall to 6th.

Lines 9 and 17 cross the new Tilikum Crossing bridge.

MAX Orange Line will serve the Portland Transit Mall.

South Waterfront/SW Moody Ave

OMSI/SE Water Ave  
Clinton/SE 12th Ave

SE 17th Ave & Rhine St

SE 17th Ave & Holgate Blvd

No bus service on McLoughlin Blvd. north of Downtown Milwaukie.

New route for Line 28.

Line 99 crosses Sellwood Bridge and travels along Macadam Ave.  
(The route change would occur when the Sellwood Bridge is open to bus traffic. In the meantime, interim routing is being reviewed.)

Lines 32 ends at SE Jackson St. in Downtown Milwaukie. Lines 31 and 33 are combined.

Milwaukie Main St





SE Park Ave

Clackamas Town Center Transit Center

Lines 32, 33 and 99 continue along existing routes.

Oregon City Transit Center



-  Frequent Service
-  Standard Service
-  Rush-Hour Service
-  MAX Orange Line





# Final Proposal for Bus Service Changes with MAX Orange Line





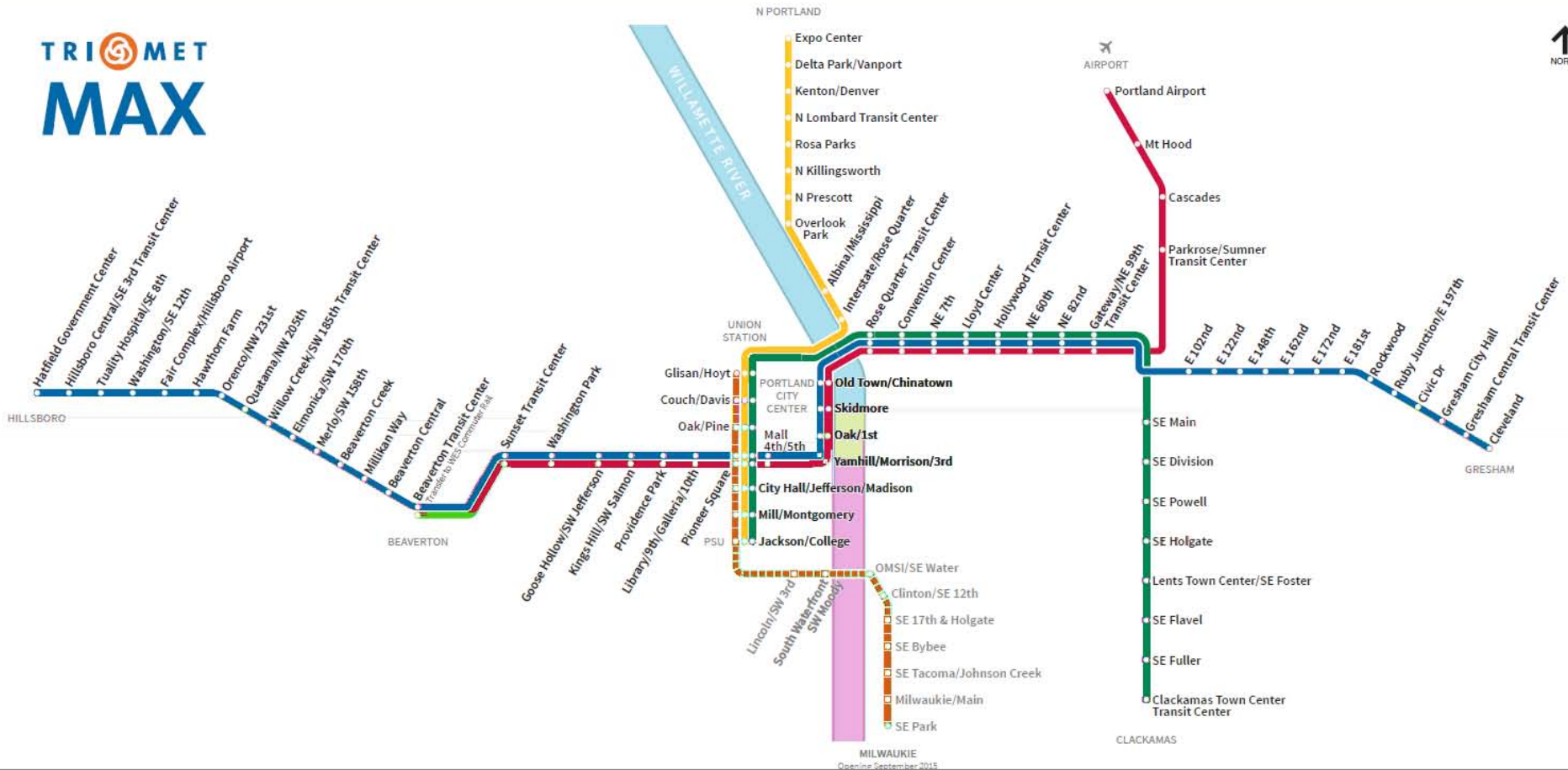
# Thank you for coming

- **Overview presentation**
- **Group Q&A**
- **Conversations with staff**
- **Feedback**
  - Comment cards
  - Email [trimet.org/pmbusplanning](mailto:trimet.org/pmbusplanning)
  - Call 503-238-RIDE option 5



# TRIMET

## TRIMET MAX



NORTH

MILWAUKIE  
Opening September 2015

## **Original assumptions about bus service in PMLR corridor**

- **31,32,33,99 would not travel north of downtown Milwaukie**
- **All Ross Island buses (9,17,19) would use the Tilikum Crossing**
- **No other changes**

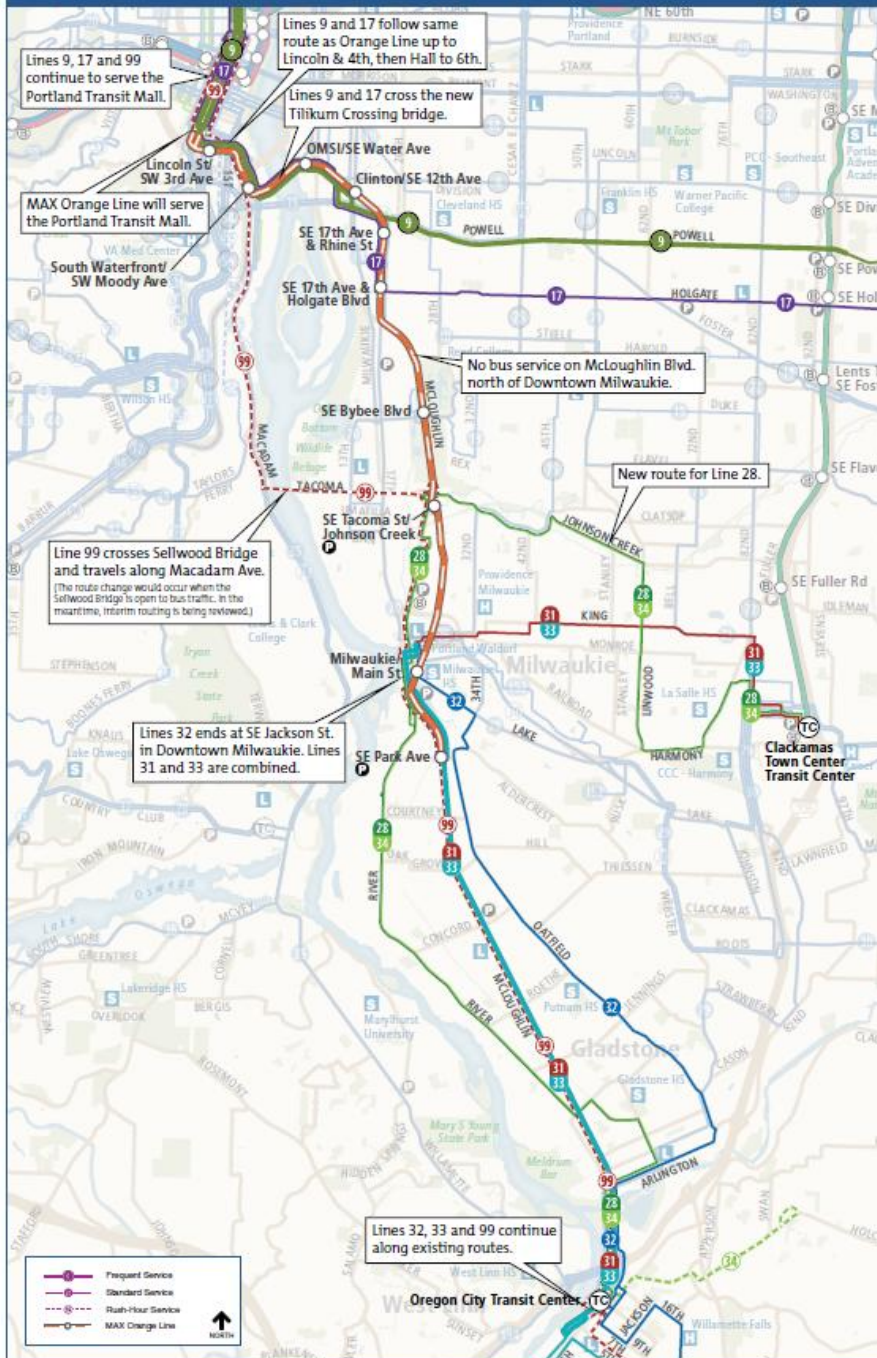
# Initial Proposal

- **Line 9, 17 would use Tilikum Crossing, line 19 to stay on Ross Island Bridge.**
- **Line 99 would continue into downtown Portland and use the Sellwood Bridge and Corbett Avenue.**
- **Combine lines 28 and 34, double frequency. Additional trips to Clackamas Heights in Oregon City.**

# Final Proposal

- **Add earlier weekend trips on the line 19**
- **Combine lines 31 and 33, increasing frequency and hours of operation along King Rd.**
- **Line 99 will continue into downtown Portland using Sellwood Bridge and Macadam Avenue**

# Proposed Service on Lines 9, 17, 28, 31, 32, 33, 34 and 99





# Estimated Travel times

## Downtown Milwaukie to Pioneer Courthouse Square

**Orange Line ~ 27 minutes**

**Current Line 33 ~ 29 minutes**



# Estimated Travel times

## Oregon City Transit Center to Pioneer Courthouse Square

**Current ~ 53 minutes**

**Proposed ~ 57 minutes**

**Line 99 - Anticipate up to 70 minutes**

(Limited stop service to Milwaukie P&R, Tacoma P&R, Sellwood, Macadam and makes new connections)

## Estimated Travel Time

### Milwaukie to South Waterfront

**Current: ~40 minutes (L33 to L35)**

**Proposed: ~16 minutes**

### Oregon City to South Waterfront

**Current: ~60 minutes (L33 to L35)**

**Proposed: ~47 minutes (Line 33 to Rail)**

## Estimated travel times

### Milwaukie to Portland State University

Current (33 to Green/Yellow): ~30 minutes

Proposed – Orange Line: ~21 minutes

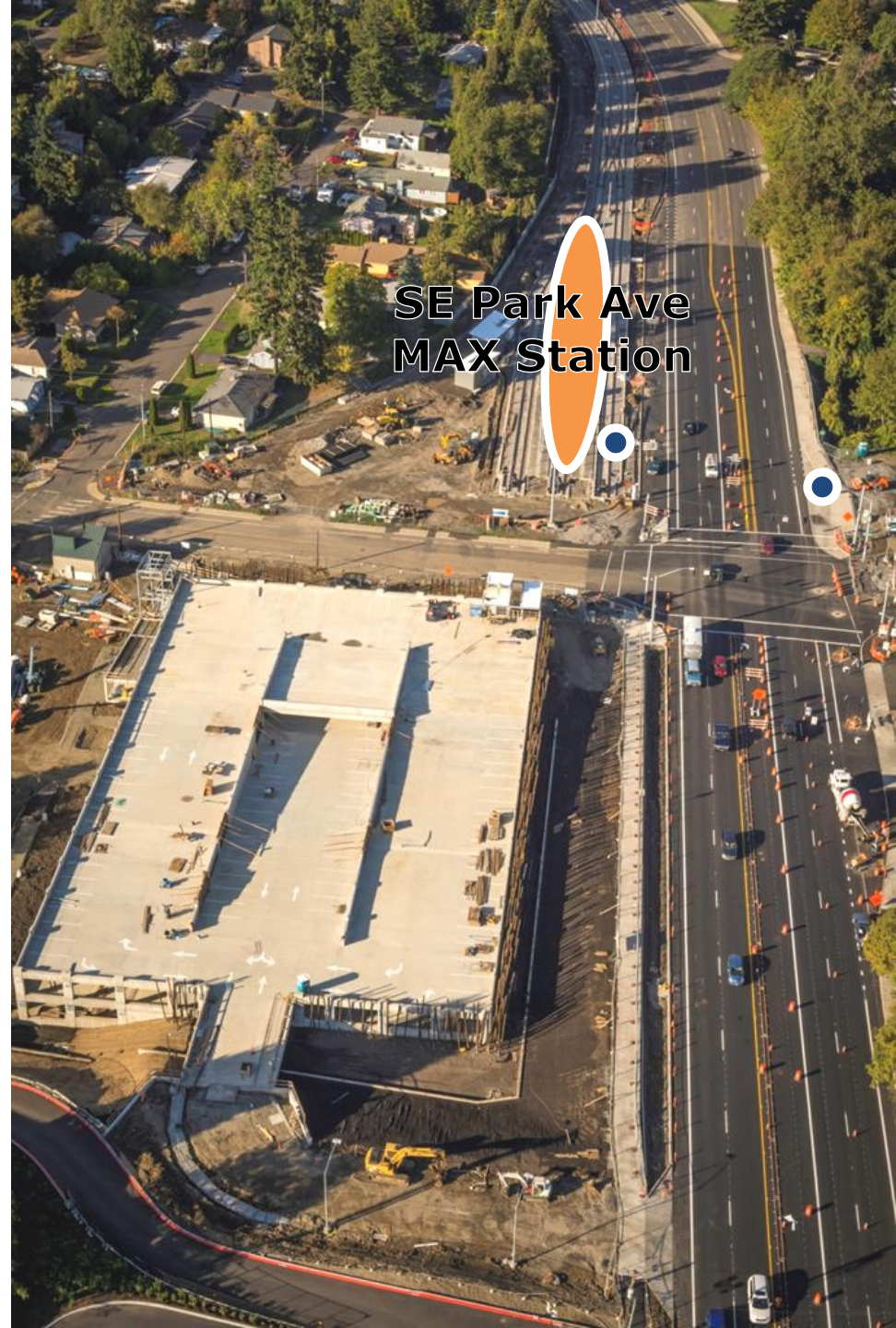
### Oregon City to Portland State University

Current (33 to Green/Yellow): ~52 minutes

Proposed – (33 to Orange): ~52 minutes

# Transfers with MAX Orange Line at Park Ave Station

New stops for  
Lines 33, 99



**Transfers with  
MAX Orange Line  
at  
Milwaukie/Main  
St Station**

**New stops for  
Lines 28, 29, 31,  
32, 33, 34, 99**





# Transfers with MAX Orange Line at Tacoma St/Johnson Creek Station

New stops for  
Lines 28, 99



## Next steps

- Analyze feedback; finalize plan (end 2014)
- Implement changes (September 2015)
- Southeast Service Enhancement Plan (ongoing through 2015)

