



SOUTHEAST Service Enhancement Plan

Final Report



Dear Reader,

I am proud to present the Southeast Service Enhancement Plan. This report provides a vision for future TriMet service in the Southeast portion of TriMet's transit district, with recommendations to get you and your fellow community members where you need to go.

Starting in 2012, we took a fresh look at how transit service can be improved throughout the region to support current needs and future visions. Because the needs for improved transit service differ in various parts of the region, we've worked with communities to create shared visions for the future of transit in the Eastside, North/Central, Southeast, Southwest, and Westside parts of the region. These visions represent a new era of growth for the TriMet system.

The service enhancement plans are not only visions of the future, but commitments to grow TriMet's system. This commitment was recently bolstered by employers' support for an increase in TriMet's payroll tax rate. This new revenue will be used to implement recommendations from the service enhancement plans, making steps toward this vision each year for the decade to come.

The Southeast vision for future service is the culmination of many hours of meetings with neighborhood groups, employers, social service providers, educational institutions and stakeholders. Community members provided input through open house meetings, surveys, focus groups, and individual discussions. We put in extra effort to gather input from the entire community, especially youth, seniors, minorities, people with low incomes, and non-English speakers. We used demographic research to map common trips, and cities and counties provided input on areas of future growth.

The final result is a plan that calls for bus service that connects people to more places, more often, earlier and later. The plan also recommends new community/job connectors to serve areas that would be uneconomical with full-fledged TriMet service. As you read through this plan, I hope you are as excited about the future of transit in the Portland Metro Region as we are.

Regards,



TriMet General Manager

Line 12, 43, & Orange Line MAX Rider



A note from
TriMet
General Manager,
Neil McFarlane



Introduction

The 7.3-mile MAX Orange Line opened on September 12, 2015, and extends from Portland State University, South Waterfront, across Tilikum Crossing, Bridge of the People, to Southeast Portland, Milwaukie, and north Clackamas County. To increase access to the Orange Line, the following improvements were made:

- 10 bus routes were adjusted to improve local service and make connections to the Orange Line, including many more trips on some lines to better serve communities
- 2 new Park & Rides were built
- 10.3 miles of new or replaced sidewalks and 7.8 miles of new or replaced bicycle facilities were built along the alignment
- 446 new bike parking spaces were added

However, even more and better bus service is needed to meet current and future demand, so over the past two years we've continued to speak with transit riders, residents, neighborhood groups, community-based organizations, social service providers, governments, schools, and businesses to develop a long-term vision that will guide the expansion of bus service in Southeast Portland, Estacada, Gladstone, Happy Valley, Milwaukie, Oregon City, and unincorporated Clackamas County.

Creating the Southeast Service Enhancement Plan

With recommendations from stakeholders, data analysis, and coordination with government and community partners on existing plans and future growth, we've already been able to develop and share two drafts of this vision for better transit in Southeast.

Outreach and Engagement

To understand needs, strengthen relationships, and solicit input on bus service proposals, we reached out to a wide range of stakeholders, including extra efforts to reach low-income communities, tradition-

ally-underrepresented communities of color, and limited-English-proficiency (LEP) populations. Engagement tools used to understand the needs of Southeast communities and to gather input and feedback on bus service proposals included community workshops; stakeholder and community meetings and events; hardcopy and online surveys; print and social media announcements; individual stakeholder meetings; neighborhood meetings; focus group discussions and targeted outreach in Spanish; and one-on-one conversations with riders at transit centers and onboard buses. Outreach materials were made available in Spanish, Vietnamese, Chinese, and Russian (the four most prevalent languages in Southeast other than English) and translation services to other languages were provided when needed.

Research and Analysis

We analyzed and mapped Census data, as well as information available from the City of Portland, TriMet operational data, and other sources for insight into transit ridership patterns and concentrations of jobs and housing throughout the region. With this information, we analyzed how to better connect where people live with where they work. The information included equity factors such as minority, low-income, and limited English proficiency households. This data was used to ensure that outreach was provided to traditionally-underrepresented communities.

Local governments and community and neighborhood organizations built the foundation we worked from. We will continue to work with our partners to help achieve the goals for local communities in plans by Clackamas County and the cities in Southeast.

Making Transit Better in Southeast

Most transit riders and community members in Southeast told us that they value transit service that gets them where they need to go quickly, conveniently, efficiently, and frequently enough to allow flexibility in their travel plans. In fact, these key concerns are similar throughout the region. This plan responds to these needs and desires in the following ways:

Quality of Life

Transit is an integral part of the communities in Southeast and better bus service is imperative to their quality of life. The vision in this plan will improve access to jobs, education, health care, healthier food options, affordable housing, and other essential services, especially for those who rely on transit as their primary source of transportation as well as for those who leave their cars at home to avoid traffic congestion.



“Transit is vital for industries dependent on a younger demographic. Having robust public transportation system is great for the community and environment”

— **Dan Parker,**
Chief Financial Officer,
Marks Metal Technology

A Growing Region

The demand for transit is increasing as our region’s economy recovers and the area grows. The Metro area is expected to grow by 400,000 residents and 260,000 jobs by 2035. As the population grows substantially, the region expects to see a significant increase in traffic congestion. Traffic congestion not only impacts residents’ lives by increasing travel times and worsening air quality, it also imposes an economic cost. Companies who are unable to deliver their goods to customers and employees who can’t get to their jobs stunt the region’s ability to grow economically. It also jeopardizes the chances for people to seek out new job and educational opportunities. Especially in Southeast, where growth in jobs has been somewhat slower than the regional average, we must work hard to make space on our highways for businesses to operate. In order to stay ahead of growth and ease congestion, we must expand transit service. Increased congestion will be especially true along major corridors. In some corridors, High Capacity Transit Vehicles (e.g., bus rapid transit and light rail, etc.) could help relieve congestion by making fewer stops, traveling at higher speeds, having more frequent service, and carrying more people than typical bus lines along these corridors. Metro’s High Capacity Transit Plan, developed with Clackamas County and other regional partners, guides investments in the Portland-Metro region.

Connecting Portland and Gresham

In addition to the proposed bus service improvements in this vision, the Powell-Division Transit and Development Project will make traveling between Gresham and Downtown Portland, and between neighborhoods in the Southeast and Eastside, faster, easier and safer, with more reliable transit service — all to support better access to jobs and educational opportunities. The route and stations for the new transit service are expected to be confirmed by the end of 2016. An extensive bus service planning effort will identify further enhancements to support and connect to the new transit service, which could open in five years. For more information, visit oregonmetro.gov/powelldivision.

Vision for Transit in the Future

The sections below describe some of the specific improvements that will make bus service better in the Southeast part of TriMet’s Service District. For a complete description of improvements, see pages 6 and 7. Based on what we’ve learned about the challenges people face today and how these areas will grow in the future, we propose the following changes to bus service:

1. More East-West Service

This vision recommends improving or adding new east-west service in areas where there are gaps in service or where some people must walk farther than a quarter-mile to reach their nearest bus stop. This will help people make more trips conveniently on transit throughout Southeast.

New East-West Service on SE Johnson Creek: New service between Clackamas Town Center and Washington Square along Johnson Creek, SE Tacoma, and the Sellwood Bridge.

New East-West Service on SE Jennings and Highway 212: New service between Happy Valley and the Oregon City Transit Center along SE Jennings, Highway 212, and SE Sunnyside.



2. Access to Opportunities

This vision recommends more frequency, longer hours of service, adding weekend service, and route changes on many existing lines to improve the quality of life in Southeast. By enhancing existing service, access to the following opportunities will improve:

Jobs

Line 152: Increasing service on SE International Way and change route to SE Harmony would improve access to jobs in the North Milwaukie Industrial Area and the Clackamas Community College Harmony Campus.

Line 156: Increase frequency along SE 152nd, SE Carver, and SE 97th between Happy Valley Crossroads and the Clackamas Transit Center to improve access to the Clackamas Industrial Area.

Education

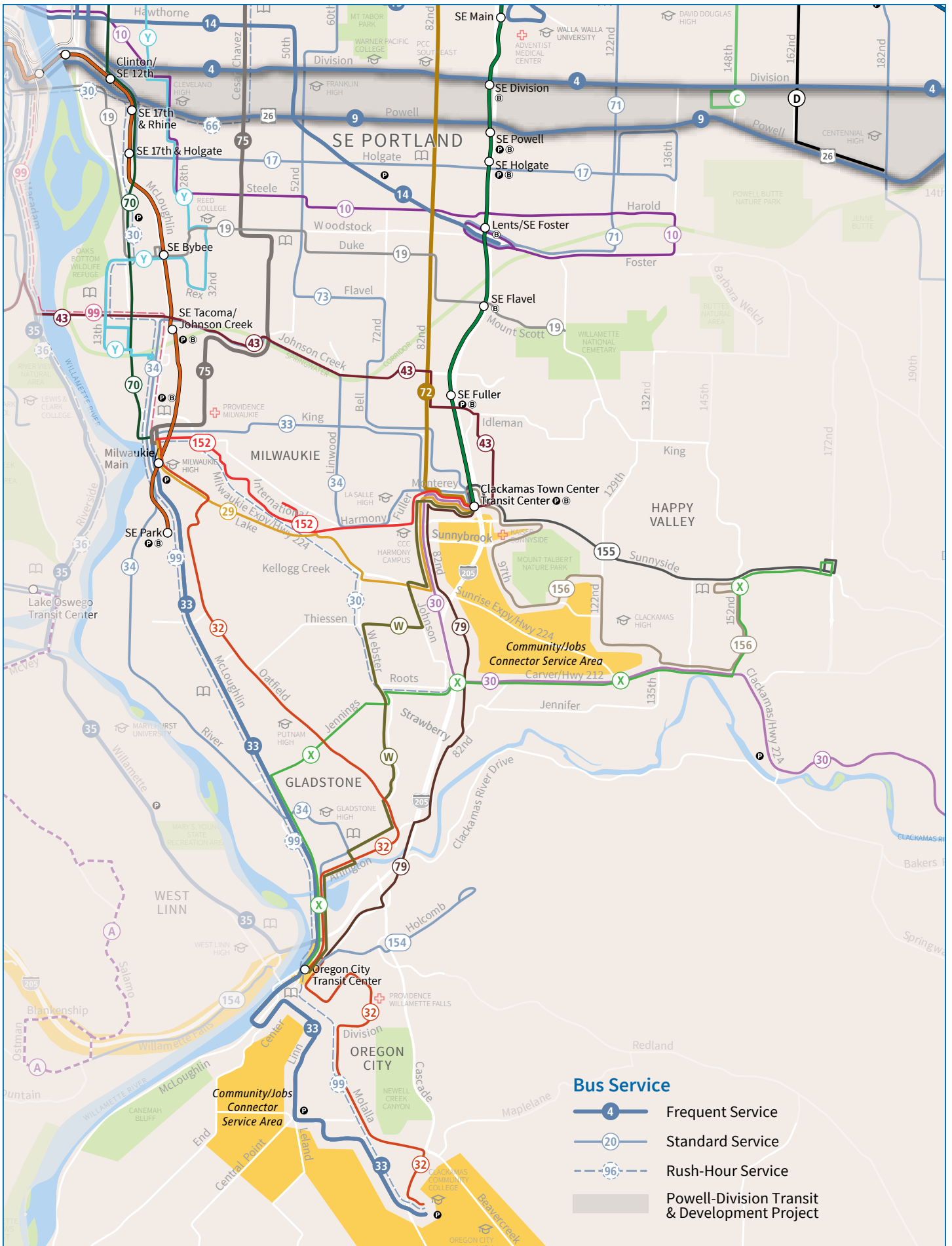
Line 32: Increase weekday frequency and hours of service to improve access to education at Clackamas Community College Oregon City Campus and add weekend service for better access to neighborhoods, jobs, and shopping.

Line Y: Add new service on SE 28th, SE 26th, SE Bybee, and SE 13th to improve north-south mobility in this area, including providing a direct connection between Cleveland High School and Sellwood-Moreland and Eastmoreland.



“Increasing transit increases students’ access to Clackamas Community College. This means that our community values education as much as our students do.”

— **Brent Finkbeiner**,
2015-2016 President,
Clackamas Community
College Student
Government



Future Vision for Southeast Bus Service

Line 19

Change route to SE Woodstock and SE Bybee between Southeast and Downtown Portland for more direct service and less delay for riders. The new Line Y would serve Union Manor and Eastmoreland.

Line 10

Add weekend service.

Line 70

Change route to SE 17th between Downtown Milwaukie and SE Bybee for more direct service and less delay for riders. The proposed new Line Y would serve SE 13th.

Line 29

Increase frequency and hours of service and change route to provide service on SE Lake between SE Webster and SE Johnson. Line W would provide service on SE Roots.

Line 30

Improve weekend service between Estacada and the Clackamas Transit Center.

Line 32

Increase weekday frequency and hours of service on Sunday.

Line 43

New east-west service on SE Johnson Creek and the Sellwood Bridge between Clackamas Town Center and Washington Square.

Line 72

Add earlier and later service along SE/NE 82nd between the Clackamas Transit Center and Swan Island.

Line 75

Add later and earlier service on the entire route and increase hours of service on SE Harney, SE Johnson Creek, SE 32nd, and SE Harrison in Milwaukie.

Line 79

Increase frequency and change route to serve SE 82nd and Washington for a faster connection between the Clackamas Transit Center and Oregon City Transit Center, and jobs and educational opportunities in between. Line W would serve SE Webster, Oatfield, E Dartmouth, E Arlington and McLoughlin.

Line 99

Add more service between Milwaukie and Downtown Portland.

Line 155

Extend service to 172nd on SE Sunnyside. Connect with Line 152 for a single-seat ride between Milwaukie and Happy Valley, pending layover space on both ends of the line and ridership demand.

Line 152

Increase service and change route to add more direct east-west service between downtown Milwaukie and the Clackamas Transit Center along SE International Way and SE Harmony. Connect with Line 155 for a single seat ride, pending layover space on both ends of the line and ridership demand. Line 29 would serve SE Lake. Service along SE Kellogg Creek Dr would be discontinued.

Line 156

Increase frequency along SE 152nd, SE Carver, and SE 97th between Happy Valley Crossroads and the Clackamas Transit Center.

Line Y

Add new service SE Bybee, SE 26th, SE 28th, and SE/NE 20th between NE Portland and Sellwood.

Line X

New east-west service on SE Jennings, Highway 212 and SE Sunnyside between Downtown Oregon City and Happy Valley.

Line W

New service on SE Thiessen, SE Webster, Oatfield, E Dartmouth, E Arlington and McLoughlin between the Clackamas Transit Center and Oregon City.

Community/Jobs Connector Shuttles

New community/job connector services in the Clackamas Industrial Area and neighborhoods in South Oregon City.

Making transit more reliable and accessible

To help our riders get where they need to go quickly, efficiently, and with minimal delays, we'll continue to work with cities, counties, and the Oregon Department of Transportation. We'll identify opportunities for transit signal priority and other construction and service improvements, including intersection improvements, limited stop services, and even more significant bus line projects. Generally, we focus on the highest ridership and most frequent lines for these kinds of improvements to maximize the number of people who benefit from our efforts.

Facilitating Effective and Efficient Transit Service

There are areas where the businesses and/or homes are so scattered or are located on so much land that there aren't enough people within walking distance of bus stops to cost-effectively provide traditional fixed route bus service. In some instances there aren't enough roadway connections to allow people to walk to and from bus stops safely. These areas, unfortunately, are often in industrial and warehousing areas where entry-level and living wage jobs are available, but are too spread out to support fixed-route transit service.

TriMet has a long history of helping communities by passing on federal funds to other organizations to operate smaller, flexible transportation services in order to meet the unique needs of residents and employees. For example, the North Hillsboro Industrial Area has seen a growing number of entry-level industrial and warehouse jobs, but does not have fixed-route transit service. Ride Connection, in partnership with the Hillsboro Chamber of Commerce, the City of Hillsboro, Washington County, and the State of Oregon, was able to launch the North Hillsboro LINK. Similar arrangements exist in Tualatin, Swan Island, and Forest Grove. The Clackamas Industrial Area and neighborhoods in South Oregon City are candidates for Community/Jobs Connector service in the Southeast and are described below and shown on the map on page 6.

Clackamas Industrial Area Community/Jobs

Connector A community/jobs connector service could provide transit access to jobs in the industrial area between Highway 212 and Sunnyside.

South Oregon City Community/Jobs Connector A community/jobs connector service could provide transit access to neighborhoods in South Oregon City.

Making this Vision a Reality

Implementing this vision will depend on available resources and an ongoing annual review of opportunities and priorities with an emphasis on equity, demand, productivity, connections, and growth. In September 2015, TriMet's Board of Directors approved an increase in the payroll and self-employment tax rate with revenues dedicated to new and improved service. This new revenue will fund a portion of this vision, phased in as the revenue grows over 10 years. The first service expansions began March 2016-17 with improvements in Southeast including:

Line 72–Killingsworth/82nd Ave: Earlier service from Clackamas Town Center and earlier service from Swan Island to better connect workers to jobs.

Line 75–Cesar Chavez/Lombard: All buses now serve Milwaukie on weekdays to better meet demand.

Line 32–Oatfield: Increase weekday hours of operation to provide better service between the Oregon City Transit Center, Milwaukie, and Clackamas Community College.

Line 155–Sunnyside: Extend the line to SE 172nd Avenue to serve the Happy Valley Crossroads development.

We're committed to improving transit service in Southeast and will continue to conduct research, include more data as it becomes available, and meet with community interests to prioritize service expansions and work towards identifying new resources to expand transit service. We will continue working with rural service providers to strengthen connections at transit centers, allowing riders to travel to/from unincorporated Clackamas County seamlessly. We will also work with our city and county partners for future service to Pleasant Valley and Happy Valley, which will be guided by the timing and scale of future development. Overall, this Southeast Service Enhancement Plan will serve as a route map for each year's Annual Service Plan process where we will make step-wise enhancements toward this vision.



Available in other formats.