Background
With the opening of the Portland-Milwaukie Light Rail Transit Project September 12, 2015, bus service will be reconfigured to take advantage of the new MAX service.

In addition to planning for these fall 2015 bus service changes, TriMet will be working with the public, neighborhoods, businesses, cities, counties, social service providers and other stakeholders to define a longer-term vision for expanding the transit network in the southeast part of the region, which includes Milwaukie, unincorporated Clackamas County, Southeast Portland neighborhoods near the new light rail line, and communities to the south and east including Happy Valley, Gladstone, and Oregon City.

This process to define the longer-term vision is the “Southeast Service Enhancement Plan” and both efforts—the long-term vision and the single-year 2015 implementation of new service—are being combined to provide a comprehensive approach to transit service in the southeast area.

Timeline for Sept. 2015 bus service plan

- Outreach begins: Jan. 2014
- Outreach and analysis: Jan.–April 2014
- Draft plan and input: May–Sept. 2014

A final plan for September 2015 bus service is needed by January 2015 to enable all related advance preparations for start-up to be completed, including bus and MAX schedules, signage, customer information, operator and supervisor training and work assignments. The process for the Southeast Service Enhancement Plan will be continuing, with a shared vision for long-term service improvements and partnerships expected to be coming into focus by fall 2015.
**Bus service considerations related to Portland-Milwaukie light rail**

Bus lines currently operating in the Portland-Milwaukie light-rail corridor include:

- 9-Powell Blvd.
- 17-Holgate/Broadway
- 19-Woodstock/Glisan
- 28-Linwood
- 29-Lake/Webster Rd.
- 30-Estacada
- 31-King Rd.
- 32-Oatfield
- 33-McLoughlin
- 34-River Rd.
- 66-Marquam Hill/Hollywood
- 70-12th/NE 33rd Ave.
- 75-Cesar Chavez/Lombard
- 99-McLoughlin Express
- 152-Milwaukie

When developing a bus service plan along a new light rail line, TriMet re-assesses all service with the intention of maximizing ridership and limiting service duplication. The analysis includes ridership productivity, costs, transit equity, and service capacity, speed and reliability.

The bus service plan process will address issues already brought forward by the CAC and other stakeholders, including:

- Service north of Harrison Street in Milwaukie, including to the Milwaukie Park & Ride, to the SE Tacoma St/Johnson Creek Station, and service coverage in the Sellwood-Moreland neighborhood
- Service on Tacoma Street, and/or Johnson Creek Boulevard including service to the SE Tacoma St/Johnson Creek Station and service across the Sellwood Bridge
- Bus service connections at SE Park Ave Station
- Bus lines to, through and connecting in downtown Milwaukie—for example the possibility of connecting lines 31 and 33, and what happens with Line 99. Exploration of additional service on other lines serving Milwaukie.
- Which bus lines will use the new bridge over the Willamette River, and whether buses remain on the Ross Island Bridge
- More frequent service and longer span of service
- The availability of Park & Ride spaces and other potential parking impacts near stations