

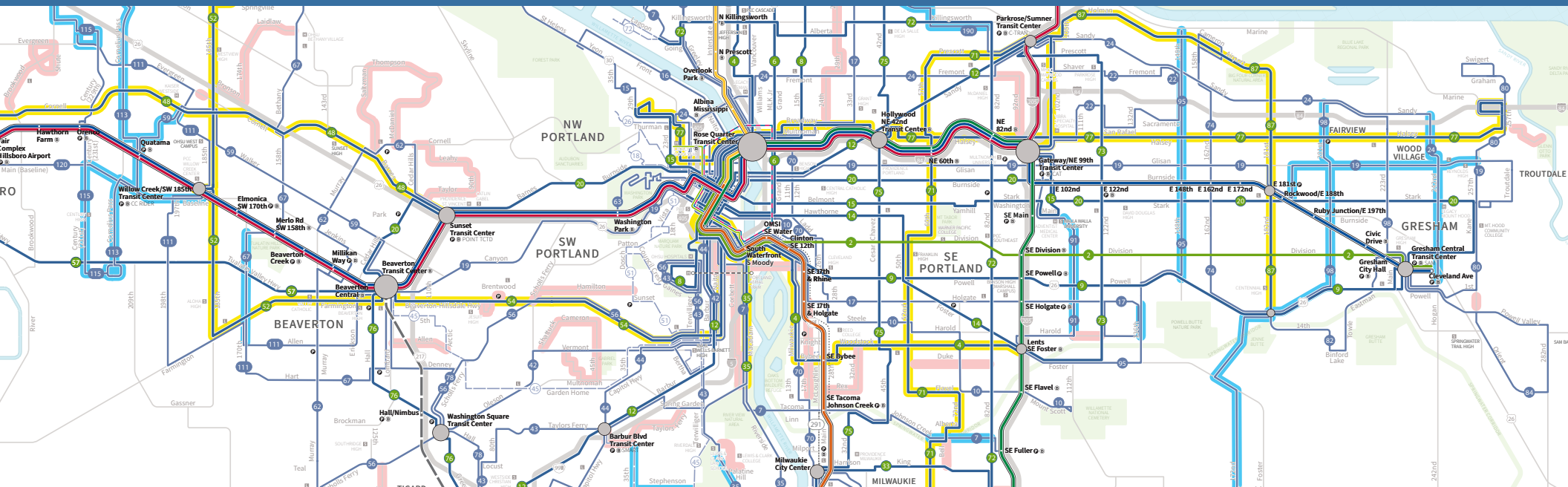
# Revised Service Concept Summary by Area

DECEMBER 14, 2022

TriMet Forward Together



prepared by JARRETT WALKER + ASSOCIATES



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# What is this, exactly?

This is a concept for what TriMet service might look like within the next few years, once we are able to resolve our shortage of bus operators. Based on our current funding projections, we expect to be able to expand service by more than 30%. This is our concept for what that might look like, based on our analysis of how demand has changed in our region and input we received from the public in 2022.

In October 2022, we presented the first draft of this service concept to the public and the TriMet Board. Its purpose was to support a public conversation about how TriMet's network should look in the future. An outreach period was open throughout the month of October 2022, including an online survey, open houses attended by over 500 people, and outreach to partner jurisdictions.

This document updates the summary by area released as part of the October 2022 outreach period to include a description of the changes made to the Draft Service Concept based on feedback received.

## What are the goals of the service concept?

In our survey of the public in early 2022, we asked what goals should guide our service expansion. We heard two big themes:

- **Ridership.** There is wide support for ridership as a goal of the service. Ridership leads directly to meeting other important goals such as reducing car trips and congestion, reducing pollution, reducing greenhouse gas emissions, and supporting dense and walkable redevelopment.
  - **Equity,** especially the needs of low-income people. While equity means many things, in service planning it means making sure that marginalized groups have equal or better access to opportunity than the general public.
- In general, then, the service concept expresses these priorities:
- First, focus on ridership. Offer good service in areas with high ridership potential, which are generally areas that are dense, walkable, and that provide streets where transit can run efficiently. Make these services so good that they are worth walking to. This goal maximizes ridership by maximizing the odds that a person, looking up a trip that they need to make, will find that the travel time is reasonable. But a high-ridership network doesn't serve everyone. If we were pursuing only a ridership goal, we wouldn't go to many low-density places where there just aren't enough people for ridership to be a realistic goal.
  - Second, focus on lower-income people and needs. Even where ridership potential is not that high, the service concept devotes service to providing access to all concentrations of low-income people and the destinations they need to reach.
  - Do not devote as much service to areas that are low-density but also relatively high-income. This is a consequence of the first two priorities. If an area has low ridership potential but also relatively few low-income people or destinations, it can expect to see service reduced or eliminated under the service concept.

## Illustrating Priorities?

As we sketched the service concept we had to ask two especially difficult questions, and we need your advice on whether we got this right:

- Was it ok to reduce service to relatively low-ridership, high-income areas, if this was necessary to expand ridership and meet equity needs? Or should we have kept all of those services?
- Does the service concept just change too much? Should the concept keep more of the current route structure because people are used to it, even if that means we can't make as many improvements that will be good for ridership and equity?

These were the key questions asked in the October 2022 survey of the public.

## When could service changes be implemented?

We have the funding to operate the expanded service shown in the concept. Unfortunately, we have not been able to hire enough bus operators, and will need to resolve this problem before the any changes can be implemented fully. We are working hard to resolve the issues that are causing the shortage of operators, but the problem is also affected by many economic forces that are outside our control. We can't predict when it will be resolved.

However, we can say that if we are able to build the necessary workforce, we intend to implement the conceptual service changes within 3-6 years. Depending upon the level of service we are able to deploy, the first changes could be implemented in late 2023.

## Will I have another chance to comment?

Whether or not you participated in the first or second phases of engagement around Forward Together (in Spring and Fall 2022), you will still have an opportunity to share feedback on any changes proposed in the coming years.

Before the service changes on the street, we will put these changes through the usual annual service change process. At that stage, you'll see details about exactly what parts of the revised concept we think we will be able to do each year, and will be able to express your thoughts about them.

# Big Ideas in the Service Concept

The Forward Together service concept includes changes throughout the network, but there are a few big ideas that impact every area.

- **Expanding access to opportunity.**

Two of Forward Together's most important goals are to build ridership and improve transit equity. These network changes strive to make the transit system more useful for reaching jobs and major destinations like college campuses, grocery stores and hospitals, particularly for people traveling from areas with more lower-income residents.

- **More Frequent Service.** TriMet's Frequent Service bus lines carry the majority of its bus riders, and make up its most useful group of routes. The service concept extends these lines to reach more people and places, including important corridors like Cornell Rd in Washington County, Woodstock Blvd in Southeast Portland, NE Halsey in East Portland and Gresham, and 82nd Drive in Clackamas County.

- **New Eastside and Washington County grids.** Historically, TriMet's network in inner Portland has operated as a grid of east-west and north-south routes. This makes travel between anywhere within the grid easy with a single transfer. Consistent with

recommendations in TriMet's Service Enhancement Plans completed in 2016, the service concept establishes and reinforces a stronger grid of routes in Washington County and East Multnomah County.

- **Better regional links to job centers.** Some of the region's busiest employment areas are currently served by transit routes that run only every hour, or only during rush hour. The service concept seeks to improve access to jobs in areas like Marquam Hill, Airport Way, Troutdale Reynolds Industrial Park, Columbia Blvd, and the North Hillsboro Industrial District.
- **Expanded weekend service.** Since the onset of the COVID-19 pandemic, one of the most notable trends in TriMet's ridership has been the resilience of demand to travel to areas with many retail, service and industrial businesses. At the same time, demand to travel during the traditional weekday "rush hours" has fallen the most and stayed low. Workers in retail, service and industrial sectors often work on one or both weekend days, and they need a transit network that is there for them on those days. The service concept invests more in weekend service, with all Standard Service bus lines running on both Saturday and Sunday.

- **New lines serving areas far from transit today.** The service concept also creates several new lines serving areas that are far from transit today. Because we cannot afford to serve every part of the region, we have prioritized the expansion of coverage in areas that address longstanding network gaps (like 148th Ave in Portland, or Cornelius Pass Rd in Washington County), or address new development just outside the current end of the network (like Progress Ridge).

## What did we revise?

Based on input received in the October 2022 public engagement period, we made a range of revisions to the Draft Service Concept. These changes are included in the narrative description in this document, but are also summarized in the table on this page.

For a few bigger changes, look for pages with titles like “Revision: NE 33rd Ave Service”. These are special new pages dedicated to explaining how we changed something between the Draft and Revised Service Concept in response to feedback we received from the public.

Draft Line	Description of Change
10-Harold	Reroute; would now serve Harold & 72nd Ave, not 52nd Ave & Duke.
17-Holgate / Broadway	Alignment updated. Would now serve NE 33rd Ave; new eastern turnaround via 136th, Harold, 122nd in SE Portland.
19 - Glisan / Johnson Creek	Inner / outer Glisan service combined with Line 58 - Canyon Rd as single <b>Line 19 - Glisan / Canyon Rd.</b>
25 - Glisan / Rockwood	
22 - Parkrose	Line 22 and 23 combined into new <b>Line 22-Parkrose</b> serving Parkrose TC, Parkrose neighborhoods, Gateway TC.
23 - San Rafeal	
31 - Webster Rd	Alignment updated to stay on Linn in Oregon City.
35 - Madacam	Alignment updated to serve SW Portland and Lewis & Clark College; between Lake Oswego and Johns Landing, service would split with every other bus traveling via a) Terwilliger and Taylors Ferry or b) Riverside Dr.
1 - Vermont	Renumbered <b>Line 42-Vermont</b> ; Vermont loop discontinued. All-day service added.
44	New branch between PCC Sylvania and Tigard TC.
45 - Garden Home	Garden Home service reduced to school trips only (all-day service now provided by 42-Vermont).
58 - Canyon Rd	Line 58 now combined with Line 19 and 25 as new <b>Line 19-Glisan / Canyon Rd.</b>
67 - Bethany / 158th	Alignment updated; would now use Hart & Lombard to approach Beaverton TC.
70 - 12th / NE 33rd Ave	In SE Portland, routing updated to operate via 17th, Milwaukie, Powell, 21st, Ladd. In NE Portland, would no longer serve NE 33rd (now served by Line 17).
78 - Denney / Kerr	Alignment updated to use Denny & Lombard to approach Beaverton TC.
80 - Kane / Troutdale	Alignment updated to offer continuous service along 257th.
85 - Swan Island	Line 85 now combined with Line 7 as new <b>7-Tacoma / Swan Island.</b>
113 - Cornelius Pass	Terminus locations updated to allow for continuous loop service.
115 - Century	
150 - Mt. Scott	Alignment updated; would now serve SE 172nd to terminate at Highland Dr Wal-Mart as new <b>Line 150- Oatfield / 172nd.</b>
155 - Sunnyside	Would now terminate at 172nd & Sunnyside similar to existing Line 155.
190 - Columbia	Alignment updated; would now terminate in downtown St. Johns.

Figure 1: Summary of Revised Service Concept Changes from Draft

# Description of Changes by Area

The Forward Together Service Concept includes changes all over the network, including new Frequent Service bus lines, new routes serving new areas, and changes to current patterns of service. To navigate the Service Concept, we have created a guide by area that describes the changes in each part of the network, and the goal each change is meant to achieve.

Read the entire document to understand the changes throught the full network, or use the table of contents on the right to navigate to the page containing the area you are most interested in learning more about.

## About the maps

To explain the Service Concept, we have created a version of TriMet’s system map showing the concept’s routes. It is very important to pay attention to the colors used on this map (shown on the right), especially the dark blue lines with green badges that represent the network of Frequent Service bus lines.

We have added highlights to help show the changes in the Service Concept. Pink highlights show existing service that would be removed; blue highlights show service on new segments that aren’t served today; and yellow highlights show new Frequent Service lines running every 15 minutes.

Bus Service Changes

Service loss

New Service

New Frequent Service

Bus Service

2

Frequent Express Service

4

Frequent Service

17

Standard Service

18

Rush-Hour Service

291

Night Service

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# North Portland

We want to improve connections between North Portland and Northwest Portland, so we're suggesting extending Line 15-NW 23rd Avenue, every 30 minutes, out St Helens Road to St Johns. For a trip into downtown the result is a longer ride than the current Line 16, but a shorter wait and service over longer hours. Line 16 – Front Avenue would no longer extend to St Johns.

We know people need access to the many industrial and logistics jobs along Columbia Blvd, so we're proposing new Line 190-Columbia Blvd. The line would follow Columbia Blvd all the way from St Johns to NE 60th Avenue. In Kenton it would make a quick deviation into Argyle St to serve the Kenton MAX station on the Yellow Line. East of 60th Avenue, the line shifts to Lombard, then continues through the Cully district along Killingsworth to end at Parkrose MAX station, where it makes connections to make routes serving East Portland.

All other North Portland service is unchanged.

In the Revised Service Concept, the only changes in this area were the extension of Line 190 to terminate in downtown St. Johns, rather than in Pier Park, and the renumbering of Line 85-Swan Island as Line 7, continuing south to Macadam and Tacoma.

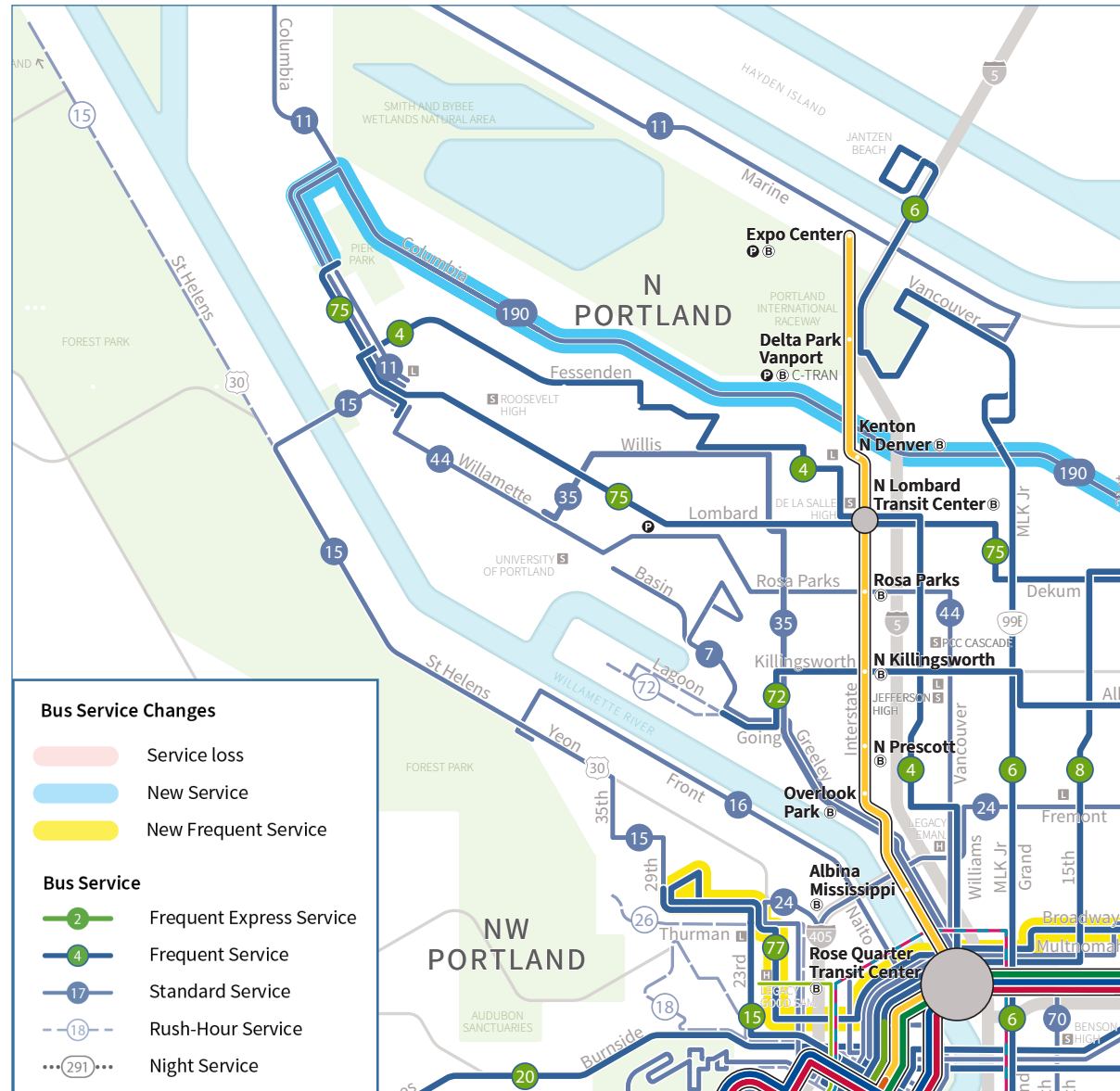


Figure 2: Forward Together Revised Service Concept - North Portland



# Northwest Portland

We want to improve connections between North Portland and Northwest Portland, so we're suggesting **extending Line 15-Belmont/NW 23rd** out St Helens Road to St Johns, every 30 minutes. For a trip into downtown from St Johns the result is a longer ride than the current Line 16, but a shorter wait and service over more hours of the day, plus direct access to the many destinations served by Line 15 in Northwest Portland. Line 16-Front Avenue would no longer extend to St Johns, but would end at Kittredge St & St Helens Road. Sauvie Island would be served by occasional trips of Line 15 focused on school bell times for Lincoln HS.

Another big improvement for Northwest Portland is the **restoration of Frequent Network service on Line 77-Broadway/Halsey**, which covers Everett and Glisan Sts and NW 21st Avenue.

Two lines with very low ridership are **Line 18-Hillside**, which serves the Kings Heights neighborhood, and **Line 26-Thurman**, which exists to serve Willamette Heights. Most riders on these routes are traveling to Lincoln High School at the school bell times, so these lines would be reduced to operate only at those times.

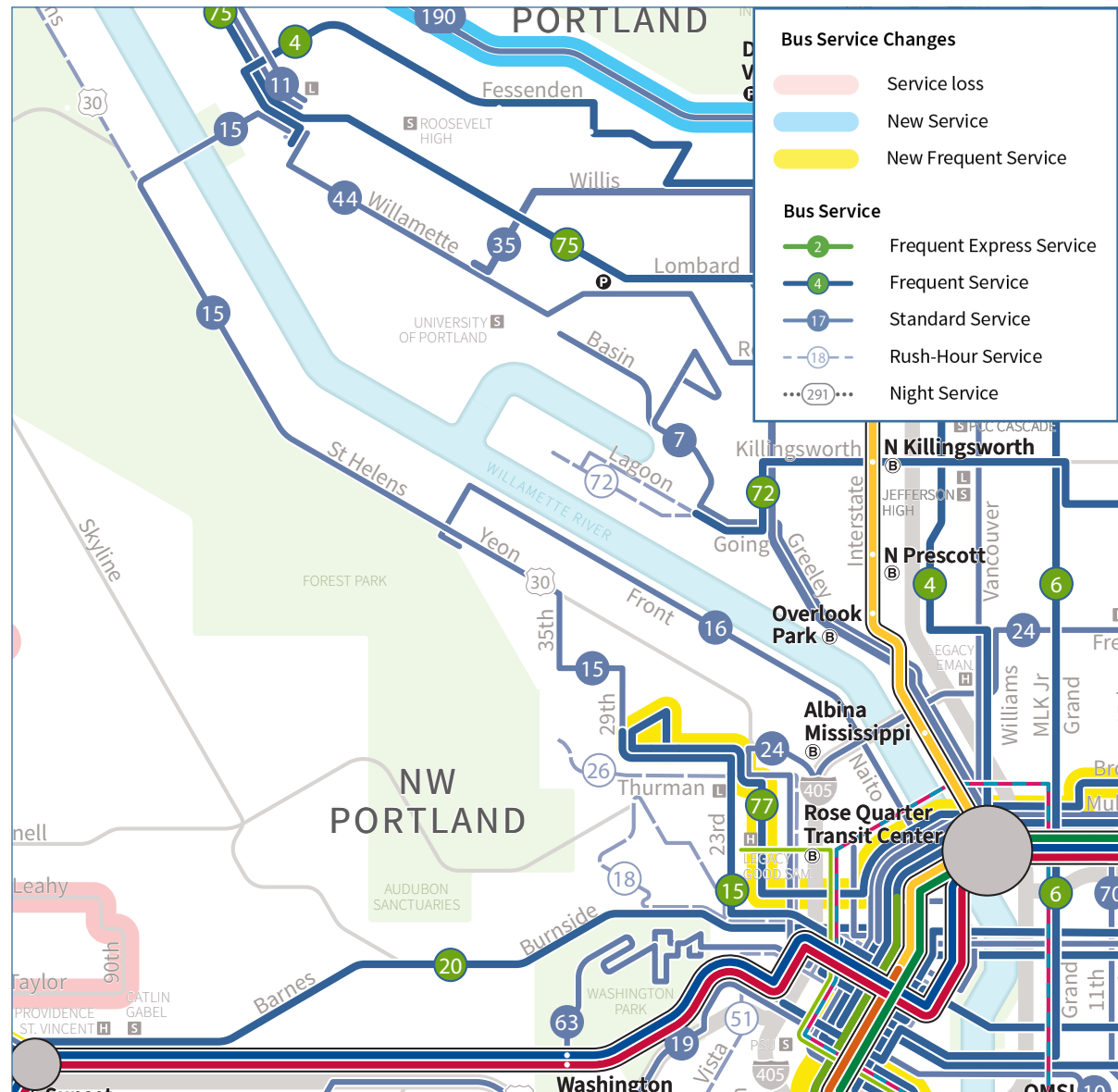


Figure 3: Forward Together Revised Service Concept - Northwest Portland

## Inner Northeast Portland (West of 42nd Avenue)

NE Broadway-Weidler is a busy segment with a lot of new dense housing. We want to **increase Line 77-Broadway/Halsey to Frequent Service**, every 15 minutes, along its full length.

In the Draft Service Concept, another big change in this area was that we suggested removing Line 17-Holgate/Broadway north of downtown.

While we heard positive reactions to enhanced frequency on Line 77, many people who took our survey expressed concern about the loss of direct downtown service from this area. In the Revised Service Concept, we have **redesigned Line 17 to serve northeast 33rd**, replacing the current Line 70 (which would now terminate at Rose Quarter TC.

Service along Broadway and Weidler would get better. When we increase Line 77 to Frequent Service, it would provide service every 15 minutes, a shorter maximum wait than the 17 and 77 are providing now. The new Broadway-Weidler frequent service would also stay frequent all the way east to Hollywood and beyond.

Finally, Fremont St would have faster access to the airport and Airport Way jobs if we change the route to go to Parkrose instead of Gateway, as we suggest.

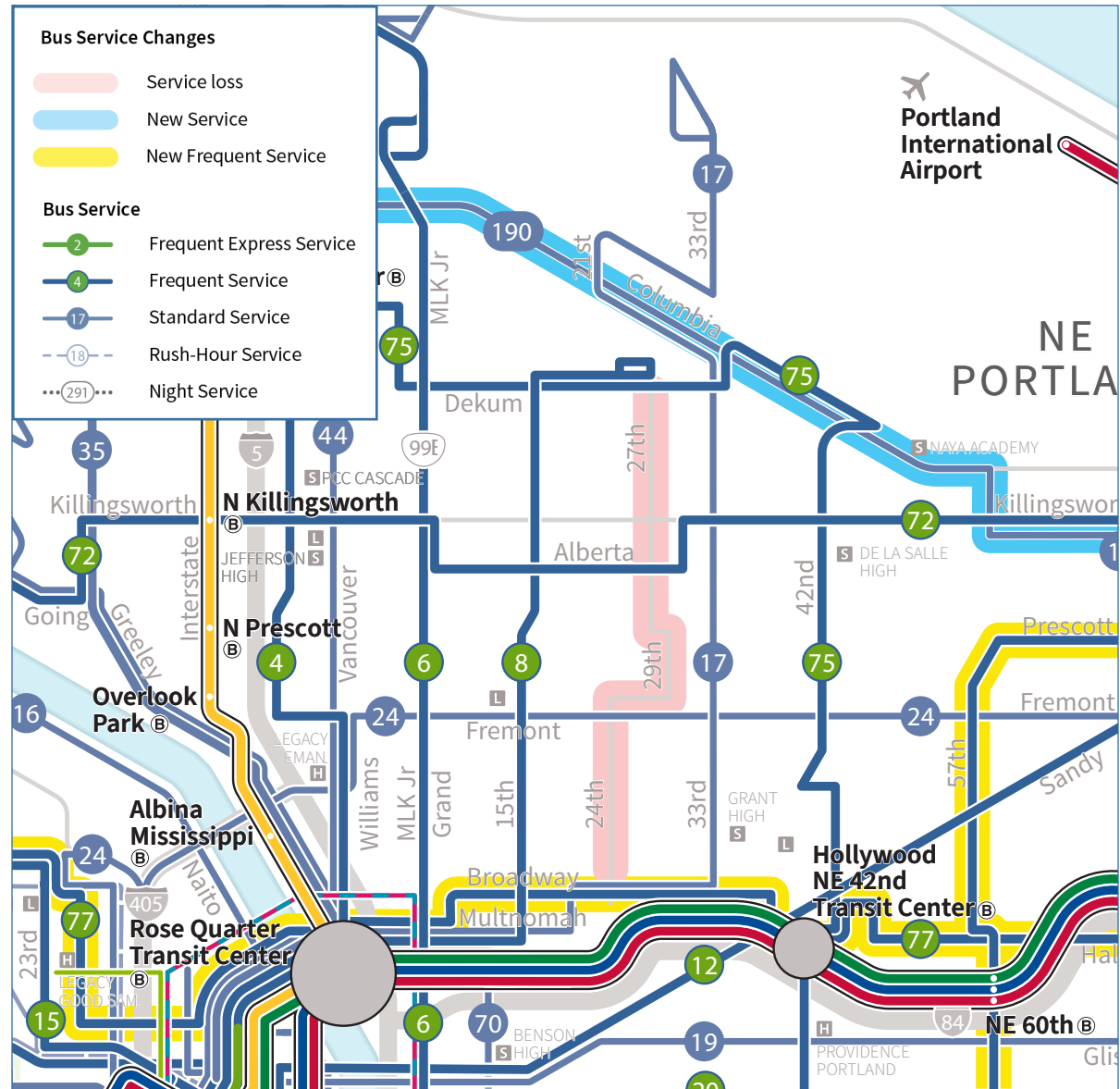


Figure 4: Forward Together Revised Service Concept - Inner Northeast Portland

## Revision: NE 33rd Ave Service

During our October 2022 outreach period, we heard concerns from many people about our suggested changes to service along NE 24th, 27th and 28th Ave. In the Draft, we suggested removing Line 17 service from these very low-ridership areas, most of which are either in very affluent neighborhoods like Irvington and Grant Park, or within a short walk to service on NE 33rd. Many comments raised the issue that the Line 70 crosstown service on NE 33rd was less useful than Line 17 because it doesn't travel downtown.

In the Revised Service Concept, we have updated the network in this area. Now, Line 17 would serve NE Portland via NE 33rd, taking over this segment from Line 70. This would provide a direct service to downtown Portland running every 20 minutes, continuing SE Holgate.

Line 70 would be redesigned as well. With NE 33rd served by Line 17, Line 70 would now travel west from Lloyd Center to terminate at Rose Quarter TC.

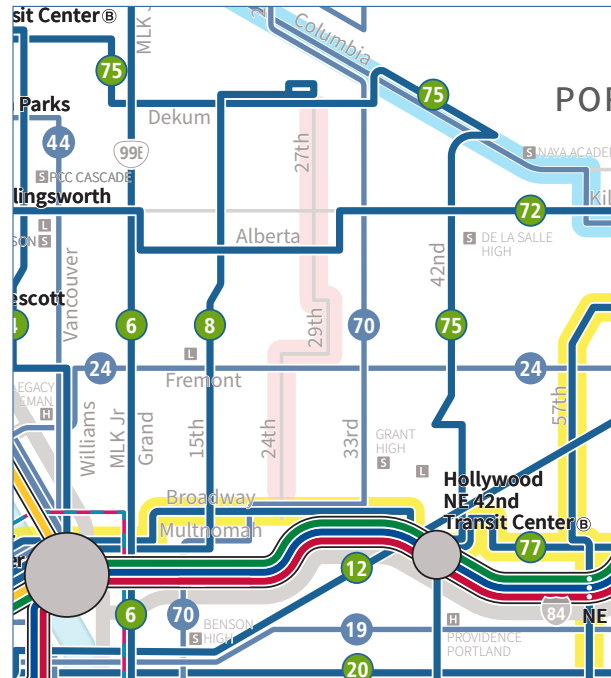


Figure 6: Forward Together Draft Service Concept - NE 33rd Ave

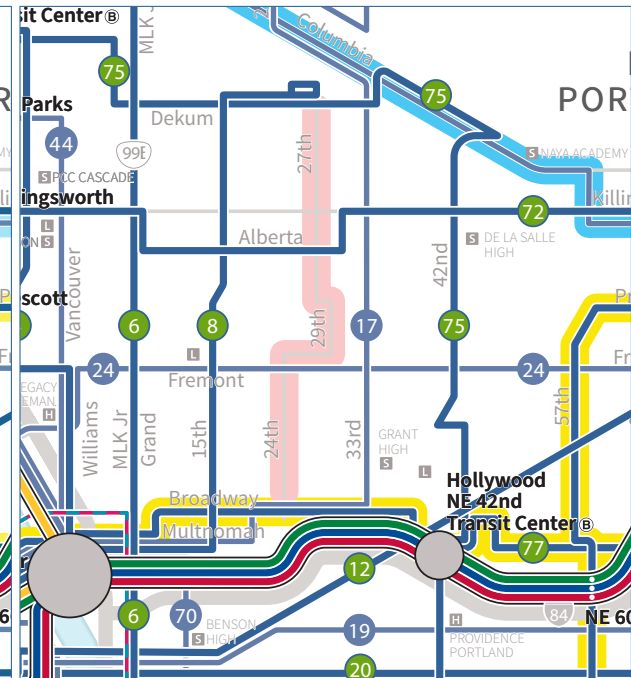


Figure 5: Forward Together Revised Service Concept - NE 33rd Ave

### Bus Service Changes

- Service loss
- New Service
- New Frequent Service

### Bus Service

- Frequent Express Service
- Frequent Service
- Standard Service
- - Rush-Hour Service
- ... (291) ... Night Service

## Mid Northeast Portland (42nd Avenue to I-205)

We have heard many concerns from the Cully neighborhood, which has extensive low-income housing, about needing better access to jobs and opportunity. We also see many other opportunities to grow ridership in this part of NE Portland.

First of all, we want to bring more Frequent Service to this area. **Line 71-60th Avenue would be upgraded to Frequent Service**, providing better service southward out of this area.

**New Line 190-Columbia Blvd** would provide new access to industrial jobs the whole length of Columbia Blvd, direct from the Cully neighborhood and Parkrose Station.

Finally **Line 24-Fremont** would be revised to go to Parkrose instead of Gateway, and then would continue as the Sandy Blvd line all the way to Gresham. This removes service from the low-demand 92nd Avenue segment on the west side of Rocky Butte. It speeds up trips for people along Fremont going to the Airport and to all the jobs along Airport Way, although it makes trips longer if you're going to a destination near Gateway or Mall 205 (since these would now require a transfer to the MAX Red Line or Frequent Service Line 87 at Parkrose).

No major changes have been made to service in this area in the Revised Service Concept compared to the Draft Concept.

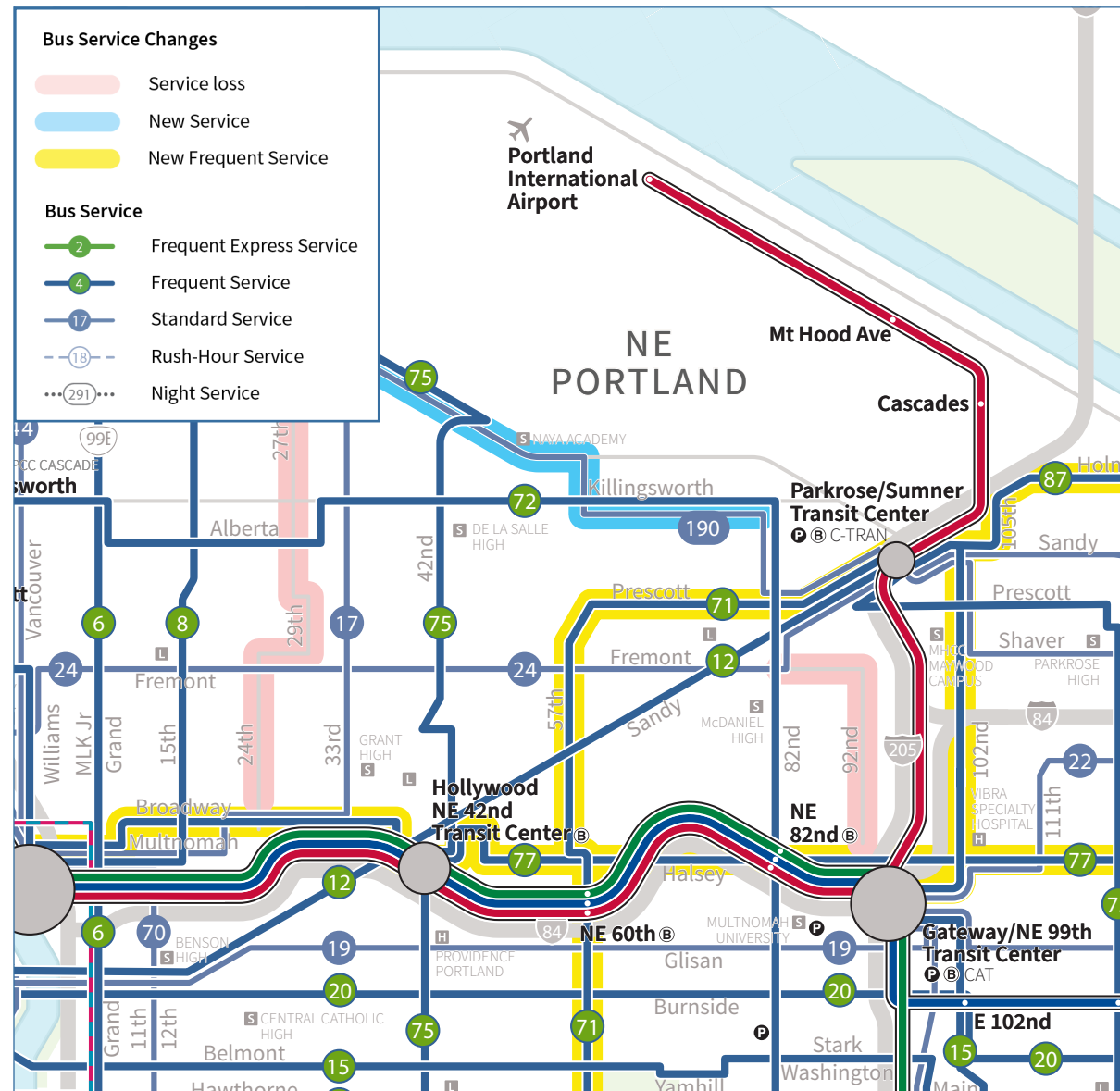


Figure 7: **Forward Together Revised Service Concept** - Mid-Northeast Portland

## Big Move: Better Connections through Parkrose

A major issue we're trying to address is that the lines in the Parkrose area don't connect to each other very well. This makes it hard for many people in NE Portland west of I-205 to get to the Airport and the many jobs along Airport Way, which are a growing transit market for us. It also makes it hard for people in the northern part of East Portland to reach the many destinations in NE Portland west of I-205.

That's why the service concept shows a major new focus on Parkrose: In addition to the lines that go there now, we're proposing to make three big moves:

- **Line 24-Fremont** would be revised to go to Parkrose instead of Gateway. This route would continue as the current Line 21-Sandy Blvd/223rd, for a new continuous east-west route crossing all of NE Portland.
- **Line 87-Airport Way/181st Ave.** This line covering Airport way east of I-205 now misses Parkrose Station by a few blocks, failing to connect to Lines 12-Barbur/Sandy and 71-60th Avenue. Airport Way is a major employment area that needs much better access, so we are increasing it to Frequent Service and revising it so that it serves both Parkrose and Gateway. This also puts Frequent Service along NE 102nd Ave for the first time.

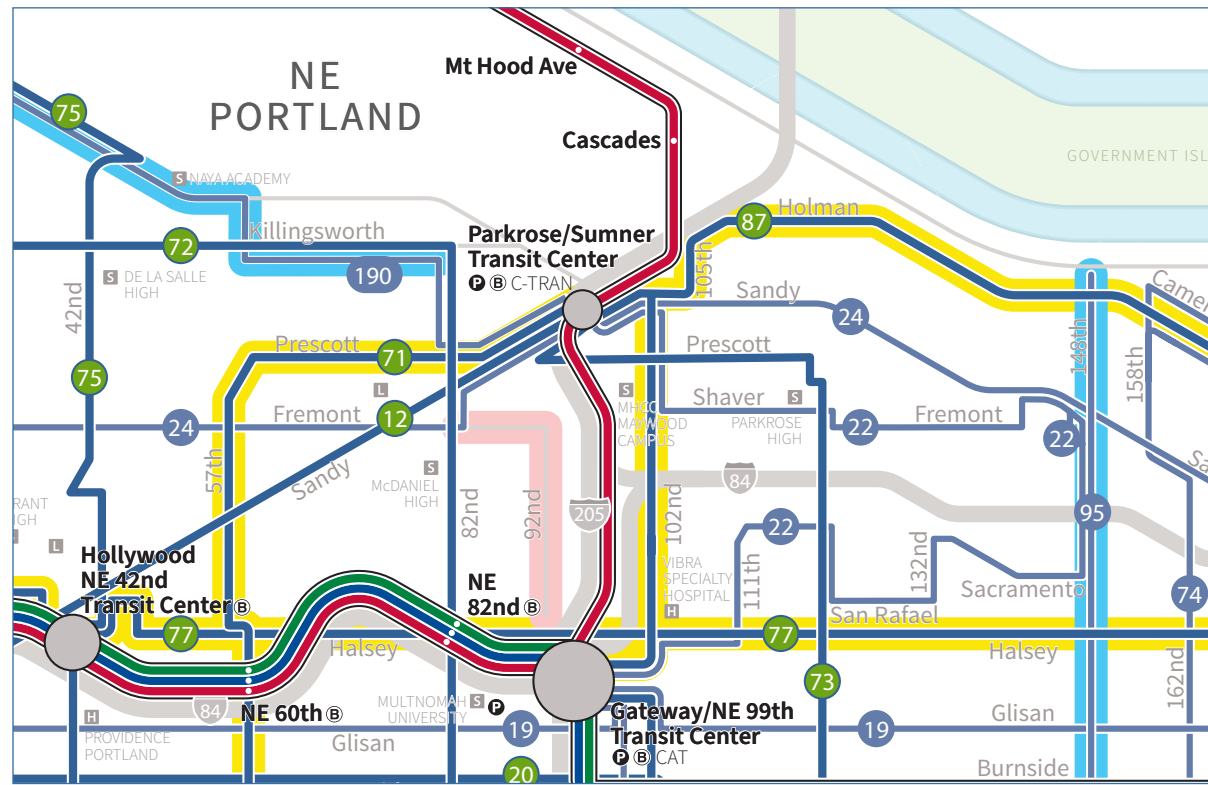


Figure 8: Forward Together Revised Service Concept - Parkrose Connections

- **New Line 190-Columbia Blvd** would also run the full length of Columbia Blvd, ending at Parkrose.

### Bus Service Changes

- Service loss
- New Service
- New Frequent Service

### Bus Service

- 2 Frequent Express Service
- 4 Frequent Service
- 17 Standard Service
- 18 Rush-Hour Service
- 291 Night Service



## Revision: Parkrose Service

During our engagement on the Draft Service Concept, some respondents shared concerns about the loss of access to Gateway TC from some parts of Parkrose that have a direct connection today. In the Draft Service Concept, **Line 23-San Rafael** was shown serving Parkrose south of I-84, between Gateway TC and SE 148th & Sandy. **Line 22-Parkrose** was shown serving the north side of Parkrose along Shaver.

In the Revised Service Concept, so we have combined the service currently provided by Line 22 and 23 into a single **Line 22-Parkrose** so that all parts of Parkrose are connected to both Parkrose TC and Gateway TC, as well as the shops and other destinations in the larger Gateway area.

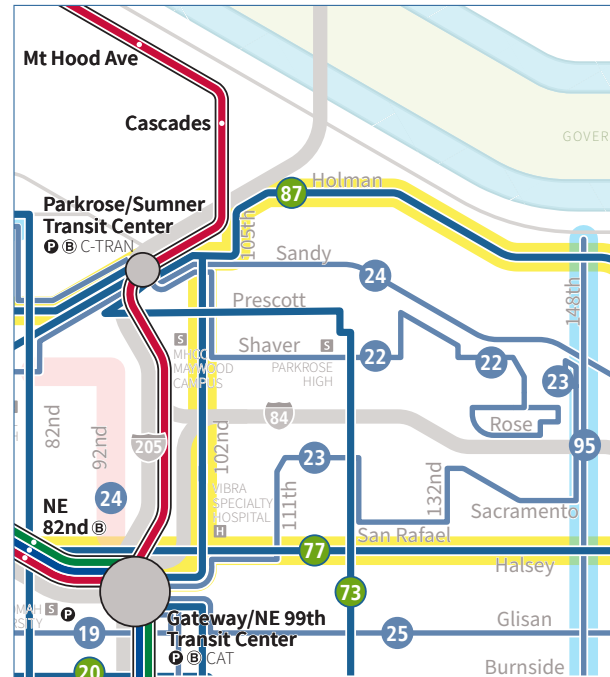


Figure 10: Forward Together Draft Service Concept - Parkrose

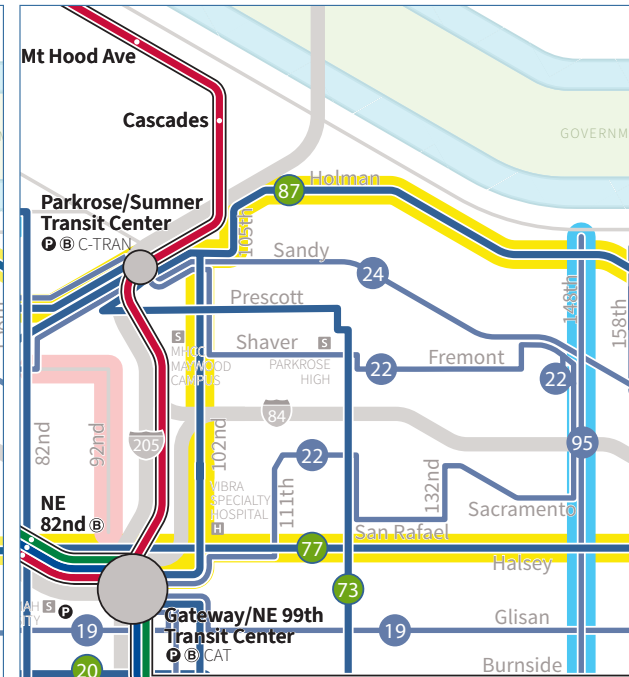


Figure 9: Forward Together Revised Service Concept - Parkrose

### Bus Service Changes

- Service loss
- New Service
- New Frequent Service

### Bus Service

- 2 Frequent Express Service
- 4 Frequent Service
- 17 Standard Service
- 18 Rush-Hour Service
- 291 Night Service



# East Portland

The service concept makes a big investment in historically underserved East Portland, an area of rapid growth and large concentrations of low-income and minority residents. Since the beginning of the pandemic, ridership on many bus lines service East Portland has fallen less and recovered faster than services in many other areas.

East Portland has long had strong east-west services. We have recently made major investments along Division, with the new FX line, and Powell, where Frequent Service was added a few years ago. But east-west service north of Burnside is more limited, and over much of East Portland there has been a lack of north-south service. We want to create more of a grid pattern, so that it's easy to make trips all around East Portland, not just east-west trips. We also want routes to be more frequent, because a grid pattern requires transfers and these need to be fast.

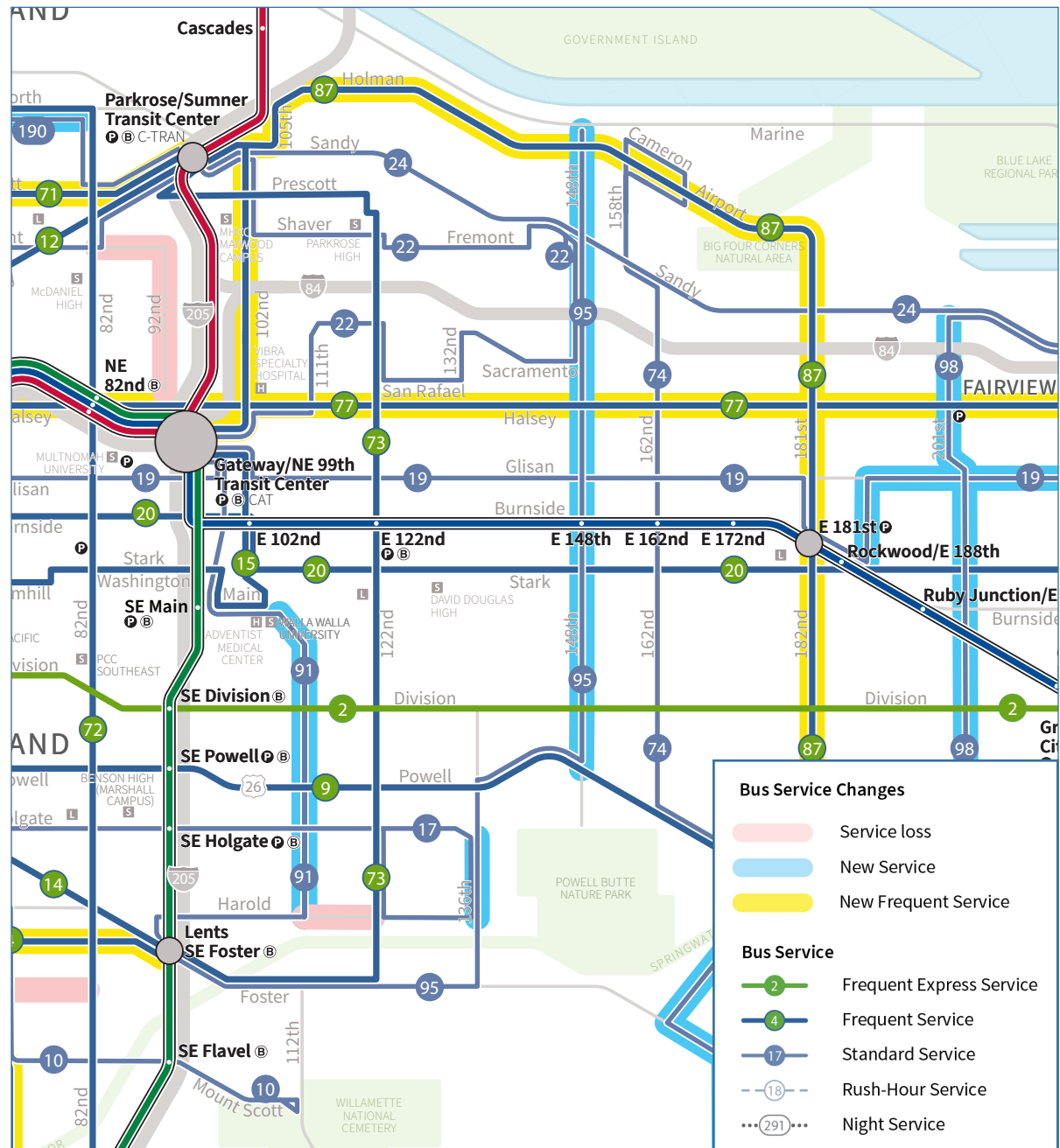


Figure 11: **Forward Together Revised Service Concept - East Portland.** A larger version of this map is shown on the next page.

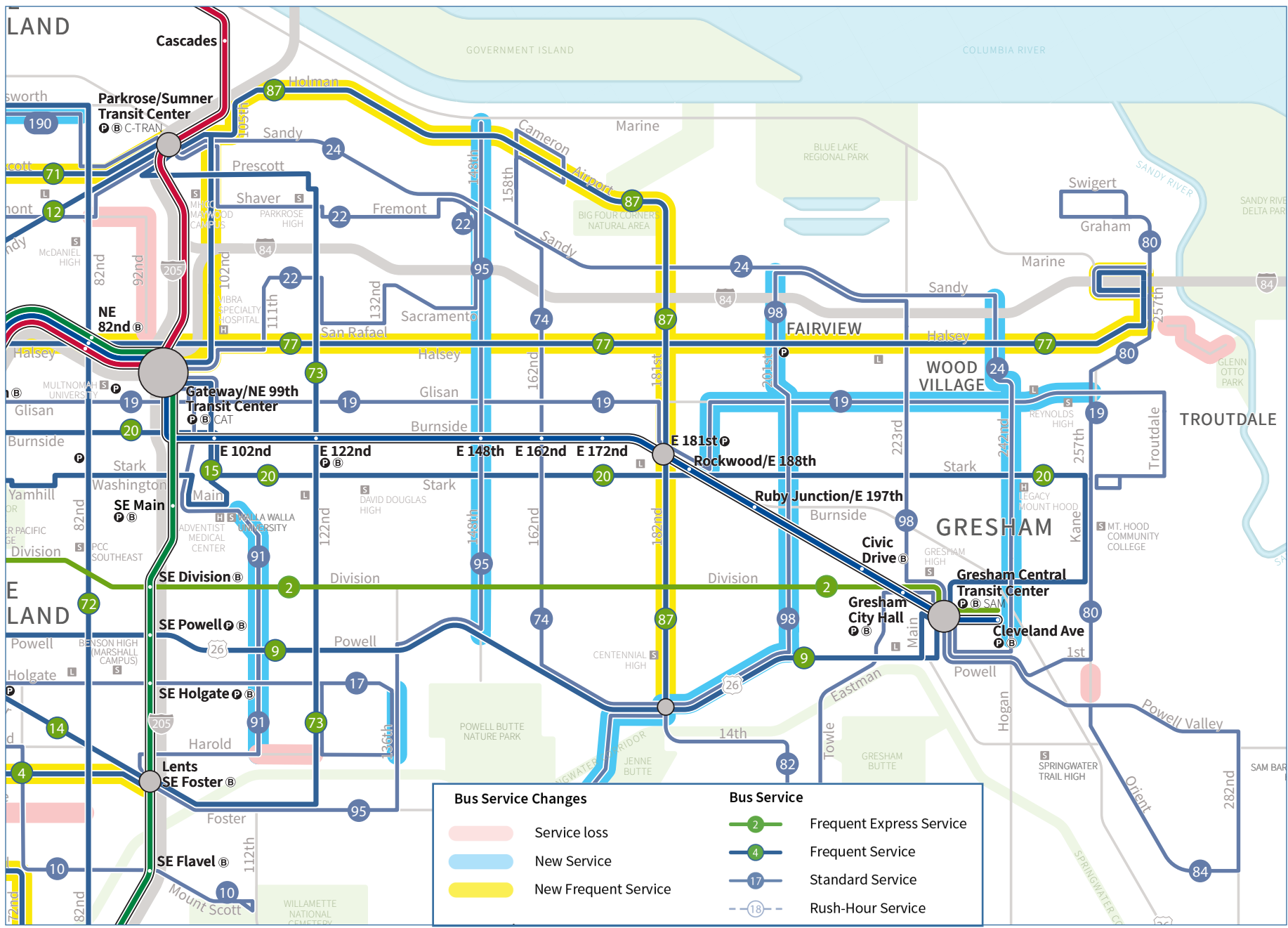


Figure 12: Forward Together Revised Service Concept - East Multnomah County

## East Portland - continued

The Service Concept's changes in East Portland focus on expanding Frequent Service to reach more people, and on improving north-south access.

First, we want to introduce Frequent Service on the entire length of Halsey St. This upgraded **Line 77-Broadway/Halsey** would continue to run all the way from NW Portland to Troutdale, but now coming every 15 minutes all day with better evening and weekend service.

Second, we'd like to add Frequent Service along all of **Line 87-Airport Way/182nd Avenue**. This line is our service to the jobs, hotels, and commercial destinations along Airport Way east of I-205, a major destination especially for lower-income workers. This route would run every 15 minutes with much longer hours, and would serve both Gateway and Parkrose stations, also introducing new Frequent Service along NE 102nd Avenue.

Third, we want everyone to be near north-south service, so we want to add new lines on **112th Avenue (Line 91)** and **148th Avenue (Line 95)**. We're suggesting more north-south service further east in Gresham and Troutdale as well. See the next page for more information.

**Line 91-112th Ave** would replace the part of Line 10-Harold northeast of Lents. **Figure 13** and **Figure 14** above compare



Figure 13: Existing service near Lents

service near Lents today and with the Service Concept.

During the October 2022 outreach period, we heard concerns about loss of service along Harold east of SE 112th. In the Revised Service Concept, we have redesigned the Line 17 turnaround to serve Harold between 122nd and 136th. The eastern part of Lents would now have access to four routes - Line 17, 73, 91 and 95.

Areas near Parkrose, and along 122nd Avenue, would benefit from the new

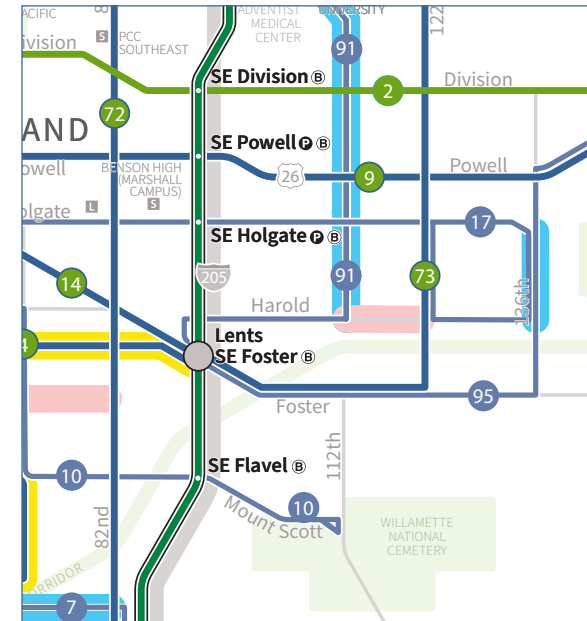


Figure 14: Forward Together Revised Service Concept service near Lents.

connections at Parkrose station, especially the new Columbia Blvd line that extends west from there covering many industrial jobs. Outer Sandy Blvd. would get better service west into NE Portland because it would be combined with **Line 24-Fremont**. As mentioned previously, based on feedback received during the October 2022 outreach period, in the Revised Service Concept, so we have combined local service in this area **Line 22-Parkrose** so that all parts of Parkrose are connected to both Parkrose TC and Gateway TC.

# Gresham, Fairview, Wood Village, Troutdale

## A More Complete and Frequent Grid

As in East Portland, we want to strengthen the grid pattern of routes in this area, so that it's easier to travel north south and easier to make connections. We also want to expand Frequent Service in this area. So we suggest these big improvements.

- Frequent Service (every 15 minutes) on **Line 77-Broadway/Halsey**.
- Frequent Service along **Line 87-Airport Way/181st Avenue**. Continuous north-south service on 181st/182nd, continuing into Airport Way, would make it much easier for residents of this area to reach Airport Way jobs and destinations.
- New north-south service on 201st and 242nd Avenues, in addition to the existing service on 223rd and 257th Avenues. To make this service simpler and more direct, we'd like the Sandy Blvd line (now part of **Line 24**) to use 238th/242nd Avenues instead of 223rd. Then, we suggest introducing new half-hourly service on both 201st and 223rd (new **Line 98**).
- New service on Glisan St east of Rockwood, with the **extension of Line 19-Glisan/Canyon Rd to MHCC**.

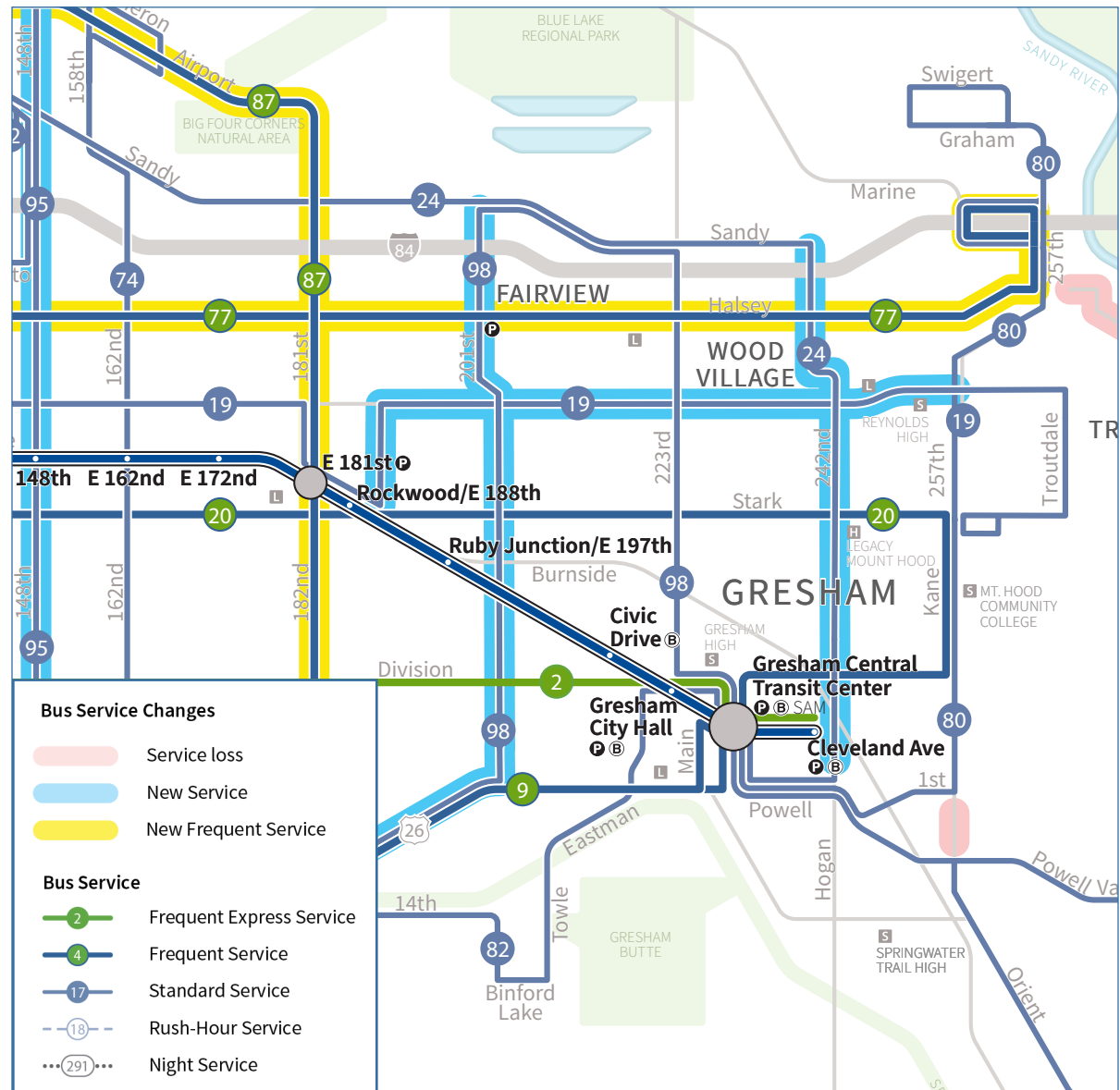


Figure 15: **Forward Together Revised Service Concept - Gresham, Fairview, Wood Village, Troutdale**

You may have noticed the last bullet referred to service along Glisan east of Rockwood as Line 19. While today that segment is part of Line 25, one of the revisions we suggest in the Revised Service Concept is that Glisan be a single, continuous route from MHCC all the way to downtown Portland, continuing on to Beaverton via Canyon Rd. This continuous service would be called Line 19 - Glisan/ Canyon Rd.

Service along Sandy would be extended west of Parkrose as **Line 24-Fremont**, to create a new continuous east-west line all the way from Downtown Portland, across NE Portland to Troutdale.

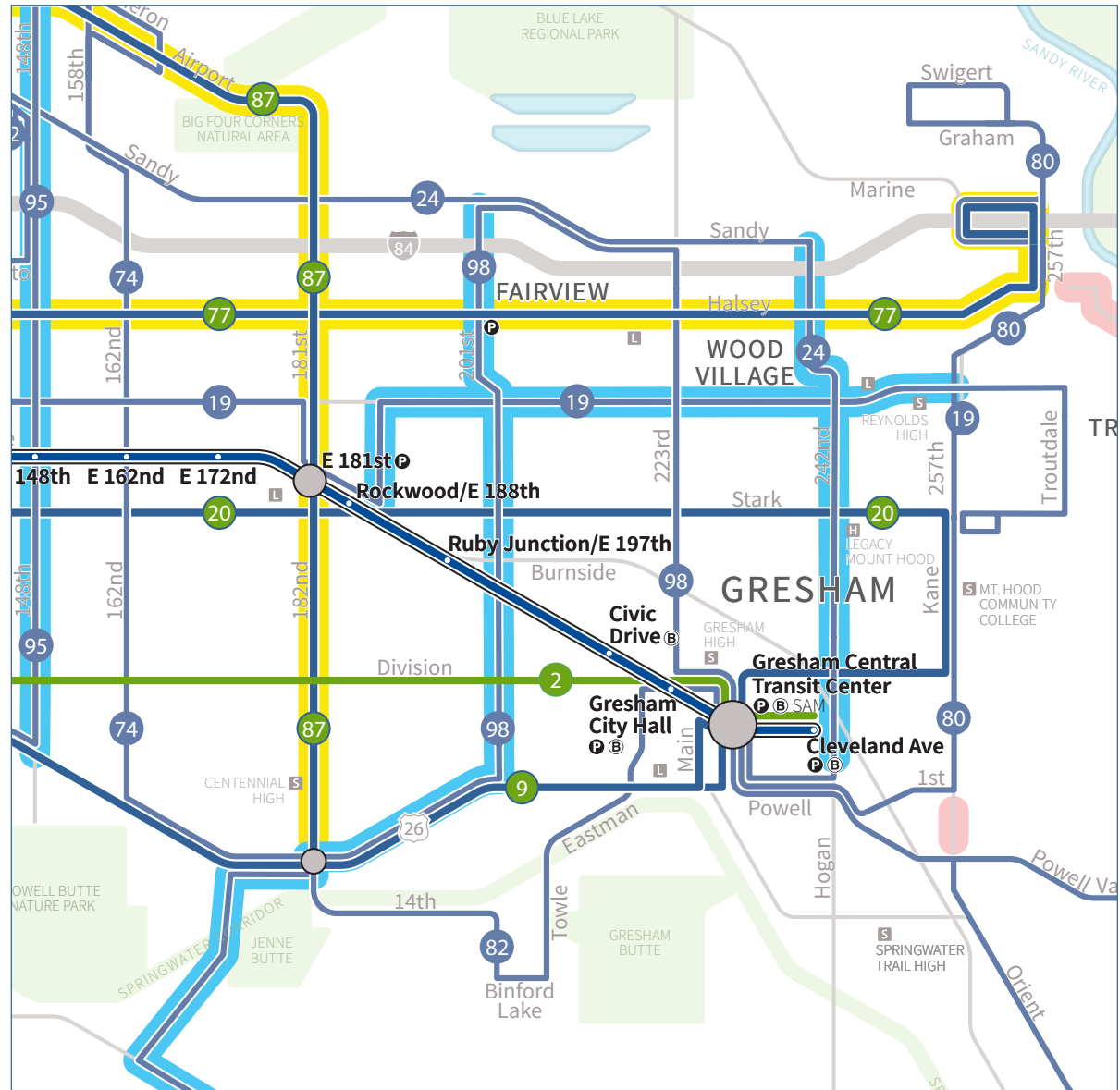


Figure 16: Forward Together Revised Service Concept - Gresham, Fairview, Wood Village, Troutdale



## Gresham, Fairview, Wood Village, Troutdale - continued

### Troutdale and Northeast Gresham

Finally, we suggest a redesign of the services in Troutdale. We are trying to address several issues here:

- The growth of jobs in the industrial area north of Troutdale Airport (Troutdale Reynolds Industrial Park) needs more service.
- The current structure, in which Lines 20 and 81 duplicate each other all the way from Gresham to MHCC, is very wasteful of service.

We want to provide higher frequencies between Gresham and Troutdale by providing a single line instead of two, so we suggest upgrading Line 80 and extending it to the Troutdale industrial area.

- Line 81 would be removed, replaced by pieces of Line 25 and Line 80 described below.
- **Line 19-Glisan/Beaverton** would be extended east from Rockwood to Troutdale Rd, then south to MHCC. With the Revised Service Concept, Line 19 would offer continuous service from MHCC all along Glisan to downtown Portland, and then continue to Beaverton along Canyon Rd. replacing

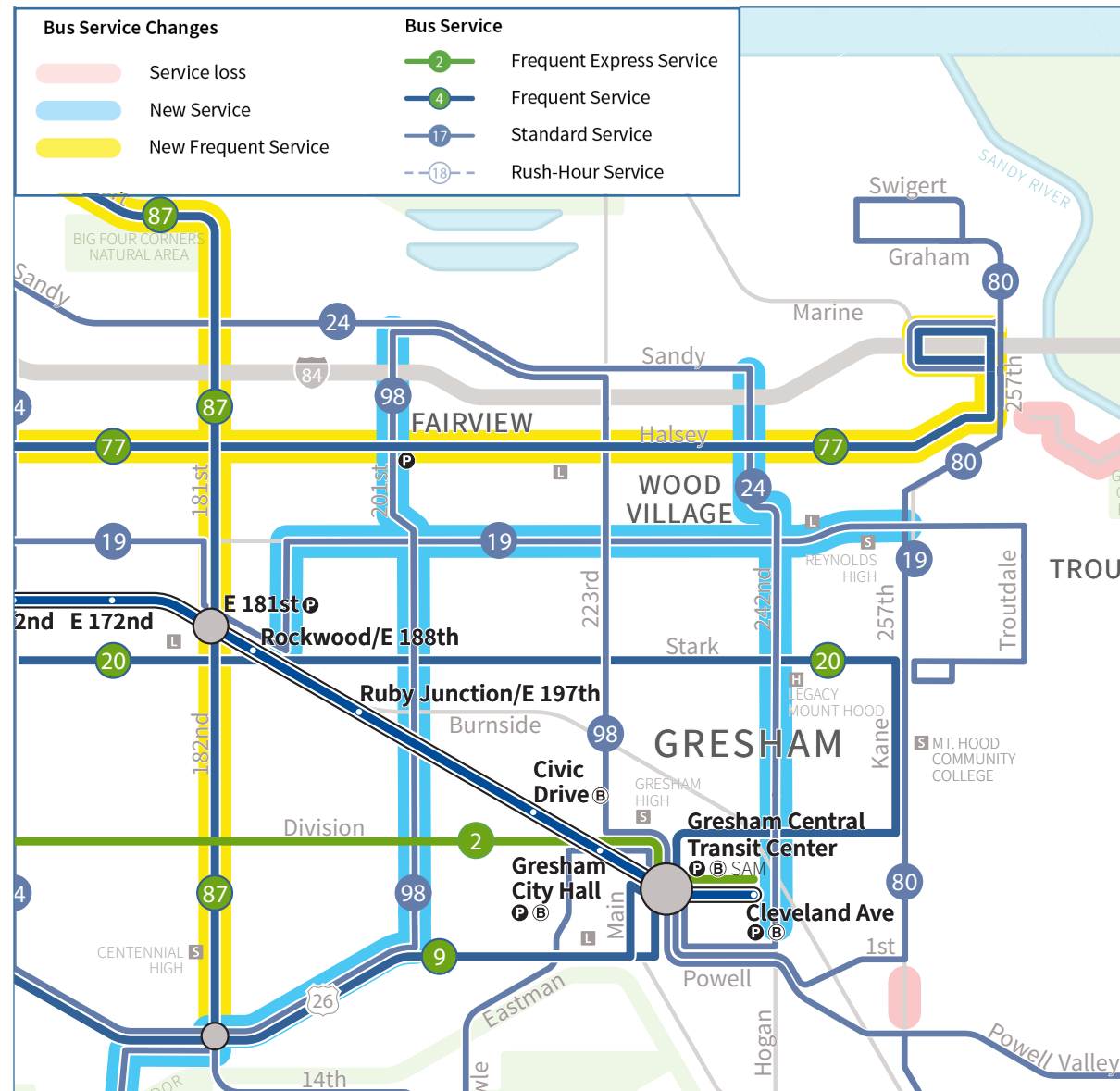


Figure 17: Forward Together Revised Service Concept - Troutdale & NE Gresham



## Gresham, Fairview, Wood Village, Troutdale - continued

Line 58 and Line 25.

- **A more frequent Line 80** on 257th / Kane Dr would no longer turn east through downtown Troutdale to its current end at Glenn Otto Park. Instead, it would continue north via Graham Rd to replace Line 81 in serving the jobs around the 257th Ave interchange and the industrial park north of Troutdale Airport, which has added many jobs due to a new Amazon facility. Line 80 would replace Line 81 as the main north-south line linking Gresham and Troutdale.

### Southeast Gresham

Existing Line 82 in SE Gresham is an hourly bus whose only purpose is to serve the Fred Meyer at SE 3rd & Burnside. Everything else it does duplicates other routes. We suggest that Line 80 be revised so that it serves the Fred Meyer near SE 1st & Burnside Rd instead of serving the intersection of Powell & Kane Rd. A big increase in frequency (every 30 minutes, with longer hours of service) would make this route worth walking to. Line 82 would remain unchanged in SW Gresham. Line 84-Powell Valley/Orient Dr would be upgraded to run all day and on weekends.

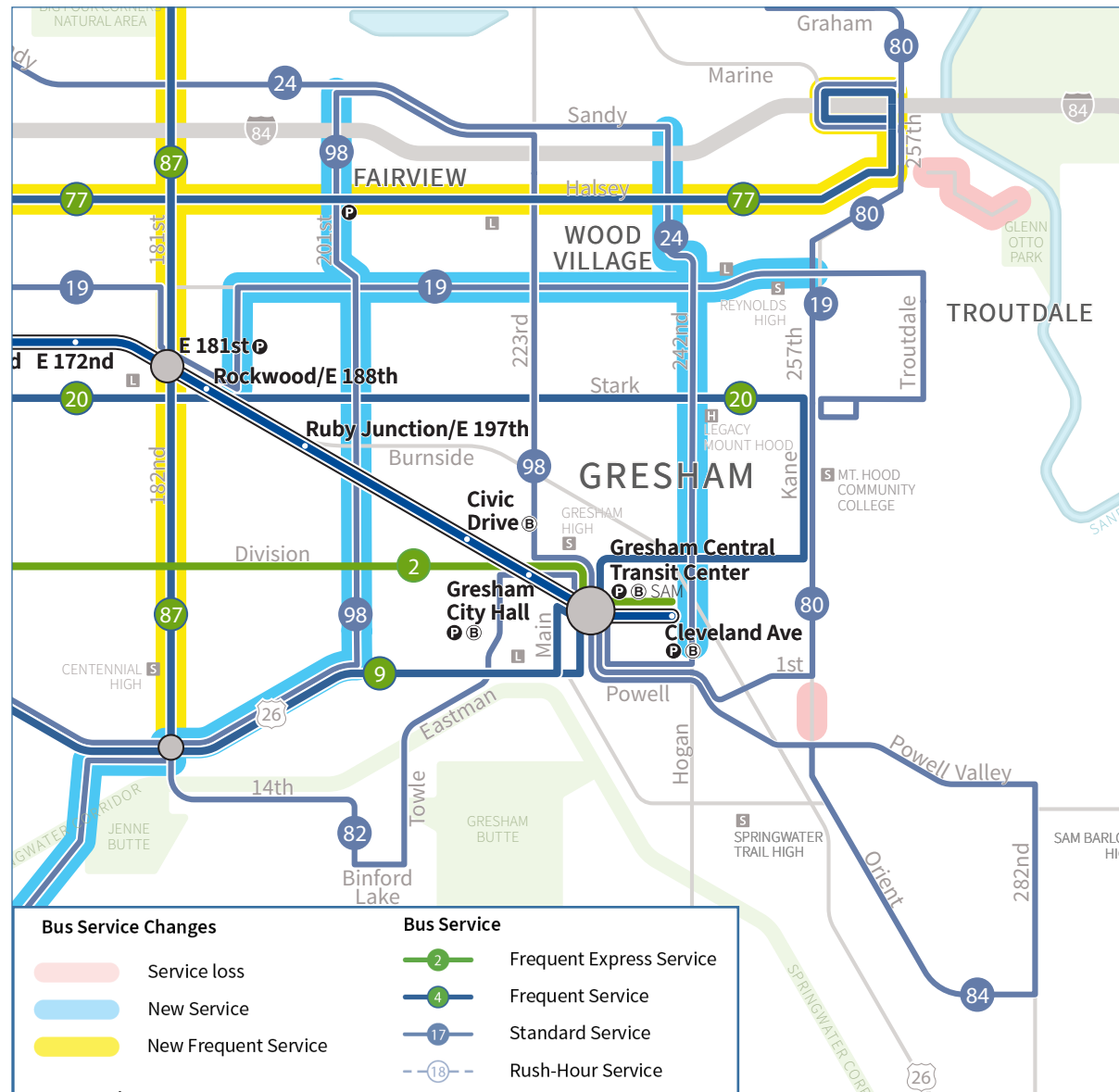


Figure 18: Forward Together Revised Service Concept - Southeast Gresham

## Southeast Portland (west of I-205)

### Expanding the Frequent Grid

Inner southeast Portland has seen a big service improvement with the new FX-Division line. Now, we also want to increase **Line 71-60th Avenue**, which runs along 60th and 52nd Avenues, to Frequent Service, making it easier to make connections between this line and all the east-west lines that it crosses. And we're suggesting a new Frequent Service line along SE Woodstock Blvd and SE Milwaukie Avenue, as described below.

### Woodstock, Harold, and Neighborhoods South of Woodstock

Woodstock Blvd. has a major business district and is rapidly growing with new apartments. Portland is planning for increased density all along Woodstock from Cesar Chavez Blvd to Lents Town Center and the nearby MAX station. This gives us the basis for a Frequent Service line. We suggest revising the current **Line 19-Woodstock** so that it follows Woodstock all the way to Lents. Today, the route is on Woodstock only to 52nd Avenue, then turns off to the south to cover portions of Duke and Flavel Sts.

The line number would also change to 4-Woodstock, running through downtown and continuing north as Line 4-Fessenden.

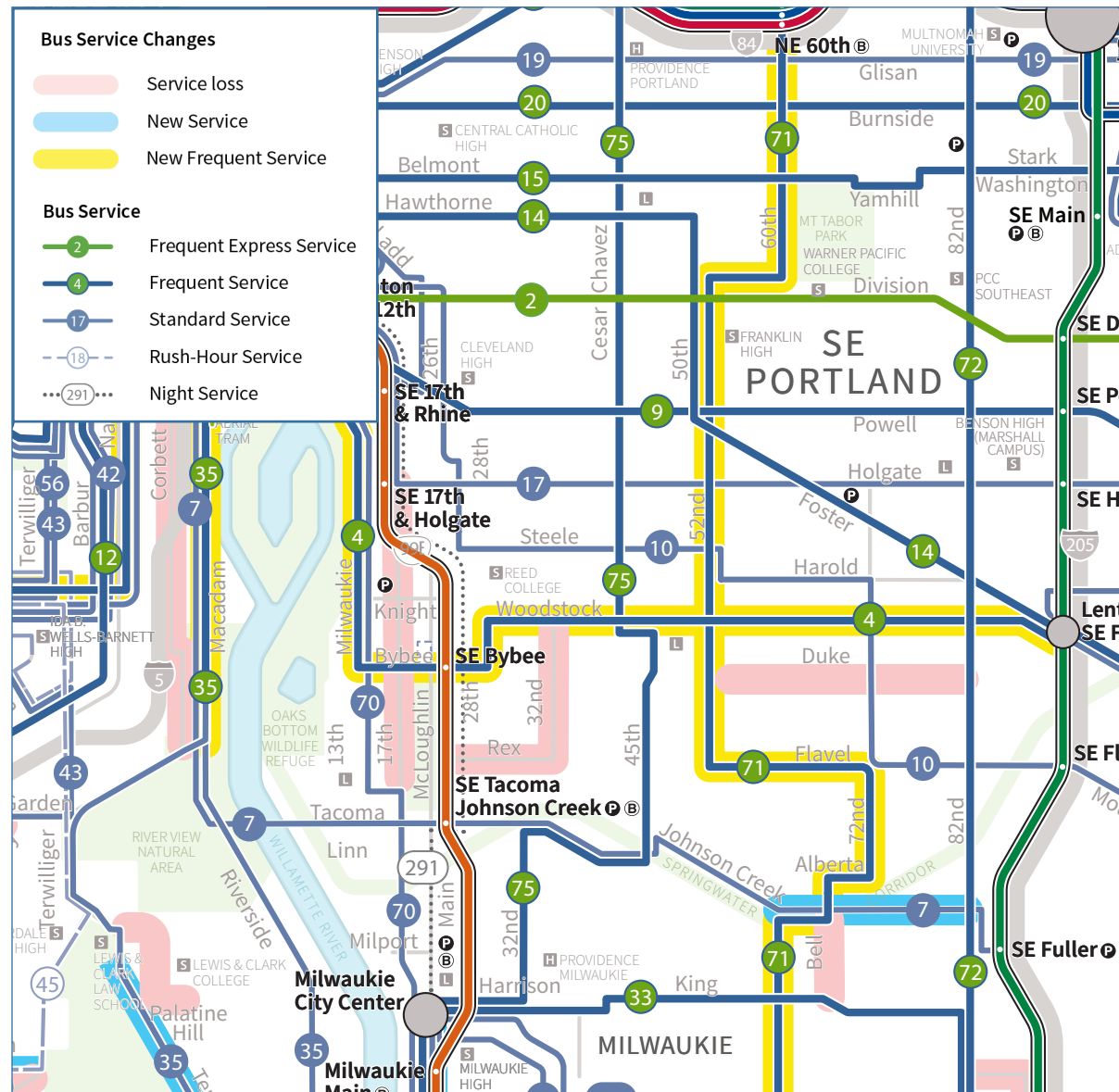


Figure 19: Forward Together Revised Service Concept - Southeast Portland

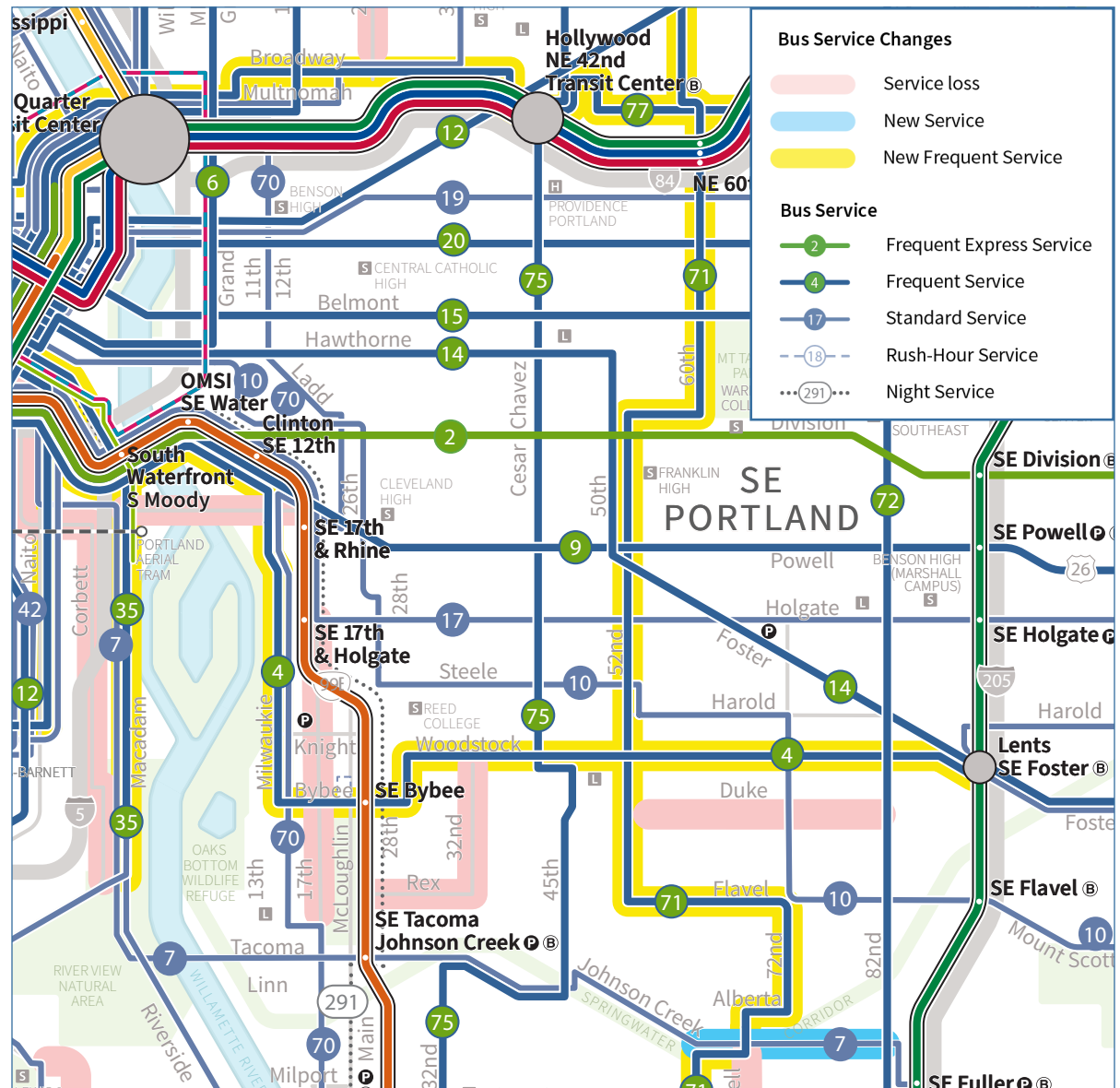
## Southeast Portland (west of I-205) - continued

How to serve Duke and Flavel Sts? We suggest a **modification of Line 10-Harold** (which would become 10-Steele) to shift service to areas of higher need. The route would be unchanged from downtown to 72nd & Harold, but instead of continuing east on Harold it would turn south on 72nd and east on Flavel to serve Flavel MAX station and Willamette Cemetery.

In the Draft Service Concept, we instead suggested Line 10 should use Duke between SE 52nd and SE 72nd. In the Revised Service Concept, we updated the routing to the version shown on this map based on input through the City of Portland's Lower SE Rising project, which is developing an area transit and land use plan for the Woodstock and Brentwood-Darlington neighborhoods.

In Eastmoreland, we suggest eliminating the very low-ridership deviation that some trips make southward to Rex St. Again, walking to the more frequent Woodstock line, on Woodstock or at 28th & Bybee, would be faster than waiting for an occasional deviation off the existing route, for trips out of this area.

Finally, for faster and more reliable service into downtown, we suggest shifting the Woodstock line (current Line 19, conceptual Line 4) from the Ross Island Bridge to the Tilikum Crossing.



## Southeast Portland (west of I-205) - continued

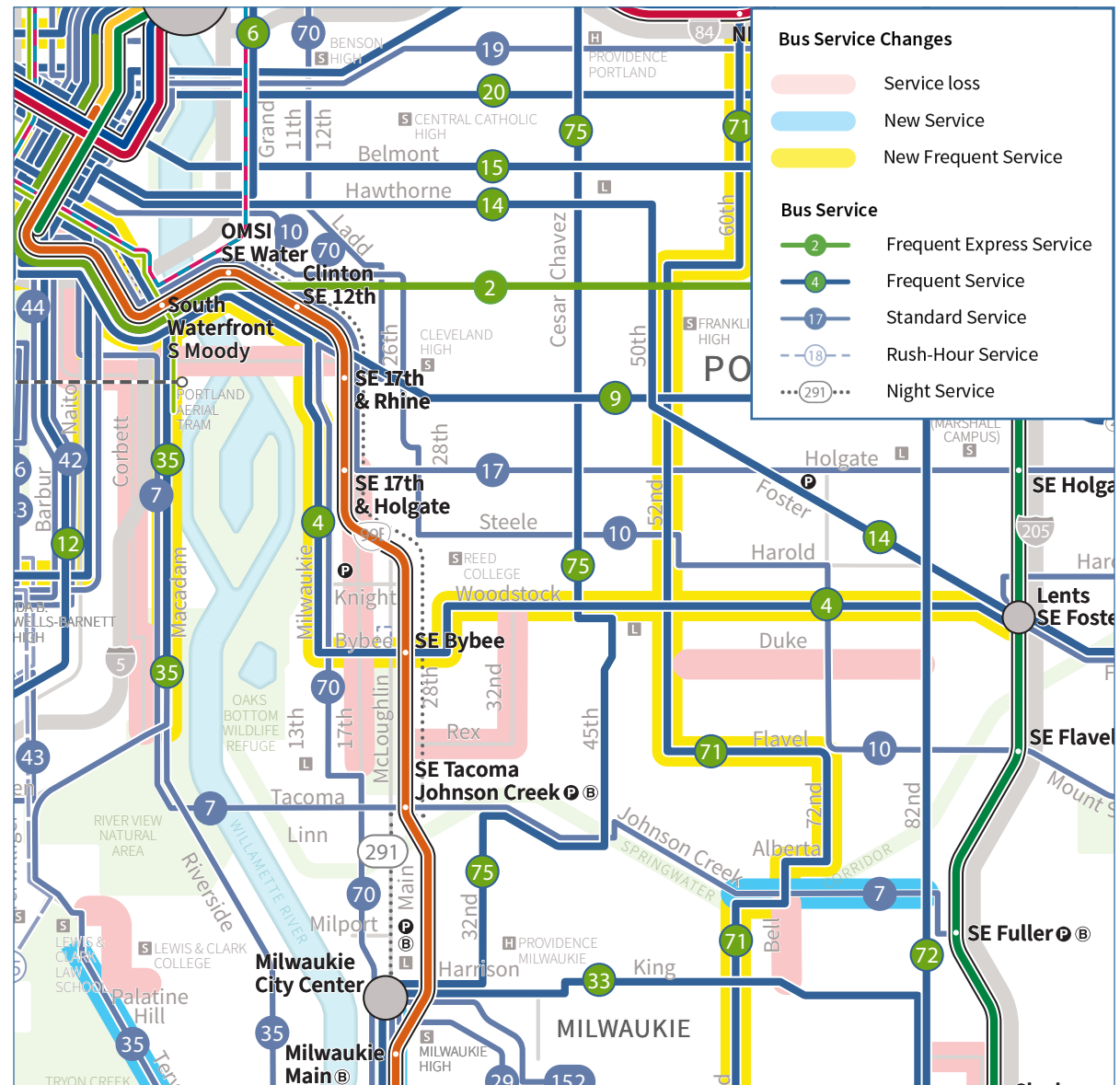
# Inner Southeast, Westmoreland and Sellwood: Making Line 70 Work

Like many people in Southeast Portland, we get very frustrated trying to cross the main Union Pacific rail line at SE 11th/12th Avenues, between Division and Powell, as the current Line 70-12th Ave/NE 33rd Ave has to do. Because this crossing is so close to the railyard, where trains are assembled and disassembled, long trains often move slowly or even stop blocking the street for long periods.

Long delays at this crossing make Line 70 very unreliable, which affects travel throughout inner SE and NE Portland. The problem appears to be getting worse as trains get longer.

We suggest a **major revision to Line 70 between Hawthorne Blvd. and Bybee Blvd** to avoid this crossing. Southbound from 11th/12th & Hawthorne the line would proceed along Ladd, SE 21st (near Cleveland High School), west of Powell, and then south on Milwaukie and 17th though Brooklyn and Sellwood.

All Line 70 service would use 17th instead of 13th in Sellwood. The current Line 70 pattern, with 40 minute frequency on both 13th and 17th, just doesn't offer enough frequency to be very useful to this growing neighborhood. Using 17th brings service



**Figure 21: Forward Together Revised Service Concept - Southeast Portland**



## Revision: Line 70

to the highest-density area of Sellwood.

In the Draft Service Concept, we presented an alternate version of this idea that used Bybee, SE 26th and 28th, and Division to avoid the rail crossing. We adjusted the design after receiving feedback that it would make travel times from Sellwood to the Central Eastside too long, as well as present a pedestrian safety issue in the SE 26th & Powell intersection near Cleveland High School. The maps on this page compare the existing, Draft and Revised versions of Line 70 in this area.

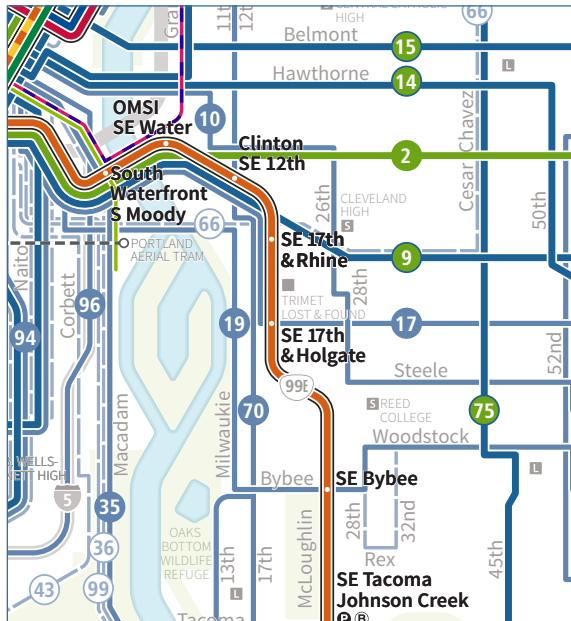


Figure 22: **Existing** service near Lents

We know that eliminating Line 70's 13th Ave (in Sellwood) and 17th Ave (in Brooklyn) service has a lot of impacts, but almost all of this segment has other service nearby:

- North of Holgate, Line 17-Holgate and two MAX stations serve 17th Avenue.
- Between Holgate and Bybee, Milwaukie Avenue is nearby and would have new Frequent Service on the current Line 19-Woodstock, as well as the revised version of Line 70.

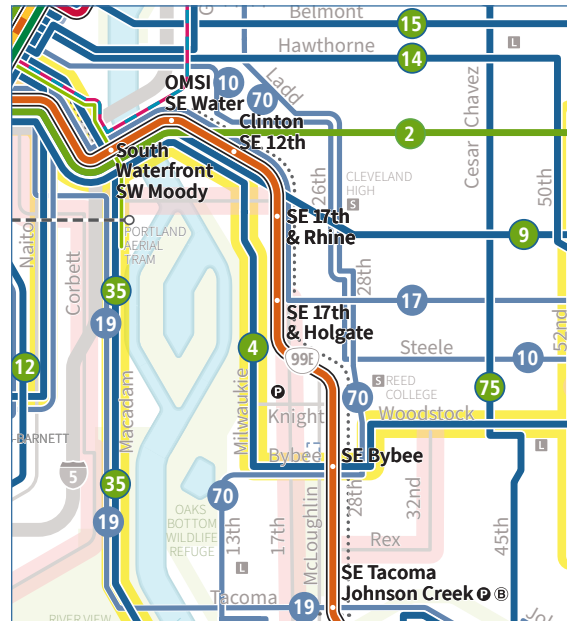


Figure 24: **Forward Together Draft Service Concept** service near Lents.

- In Sellwood, south of Bybee, most of this area is within walking distance of service on either Bybee Blvd, 17th Avenue, Tacoma St (which would have new all-day service; see below) or MAX. A small area falls outside of a ¼ mile walk to service (East of 17th Avenue between Rex and Bidwell Sts) but it is currently only served by a bus every 40 minutes, which not many people are finding useful based on low ridership both before and after the pandemic.

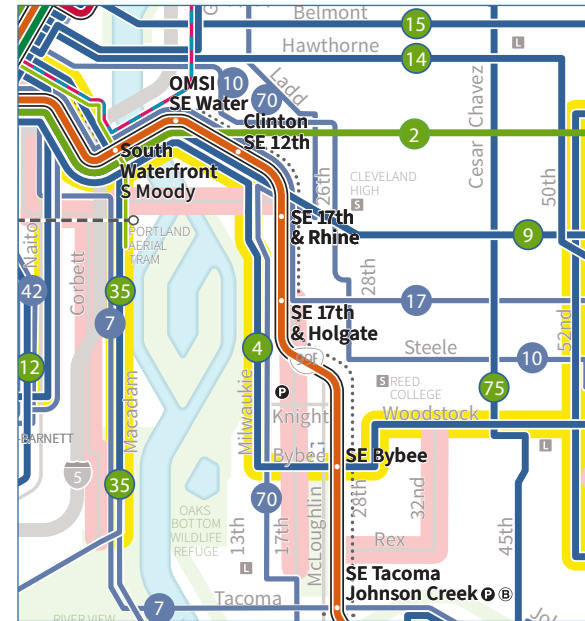


Figure 23: **Forward Together Revised Service Concept** service near Lents.

## Southeast Portland (west of I-205) - continued

Sellwood also gets a major improvement with the service concept's **Line 7-Johnson Creek/Swan Island**, which would run from downtown Portland along Macadam and then east along Tacoma St into Johnson Creek Blvd, replacing Line 34-Linwood all the way to Clackamas Town Center. This service would be every 30 minutes all day, and replaces the much more occasional Line 99 service on Tacoma St.

In the Draft Service Concept, we imagined Tacoma service as an extension of Line 19-Glisan. However, in the Revised Service Concept, we have redesigned Line 19 to provide service along Glisan all the way from Mt. Hood Community College in Gresham to Beaverton (via Canyon Rd), so the new Tacoma / Johnson Creek would instead be linked to Swan Island, renumbering the existing Line 85 as Line 7-Swan Island / Tacoma.

To sort all this out:

- Today's Line 19-Woodstock becomes Line 4-Fessenden. Why? To make the Woodstock line frequent we have to detach it from 19-Glisan and attach it to a frequent line coming from the north. The logical choice is Line 4-Fessenden.
- The new Line 19 is the 19-Glisan/ Canyon Rd described above, which doesn't serve SE Portland. T

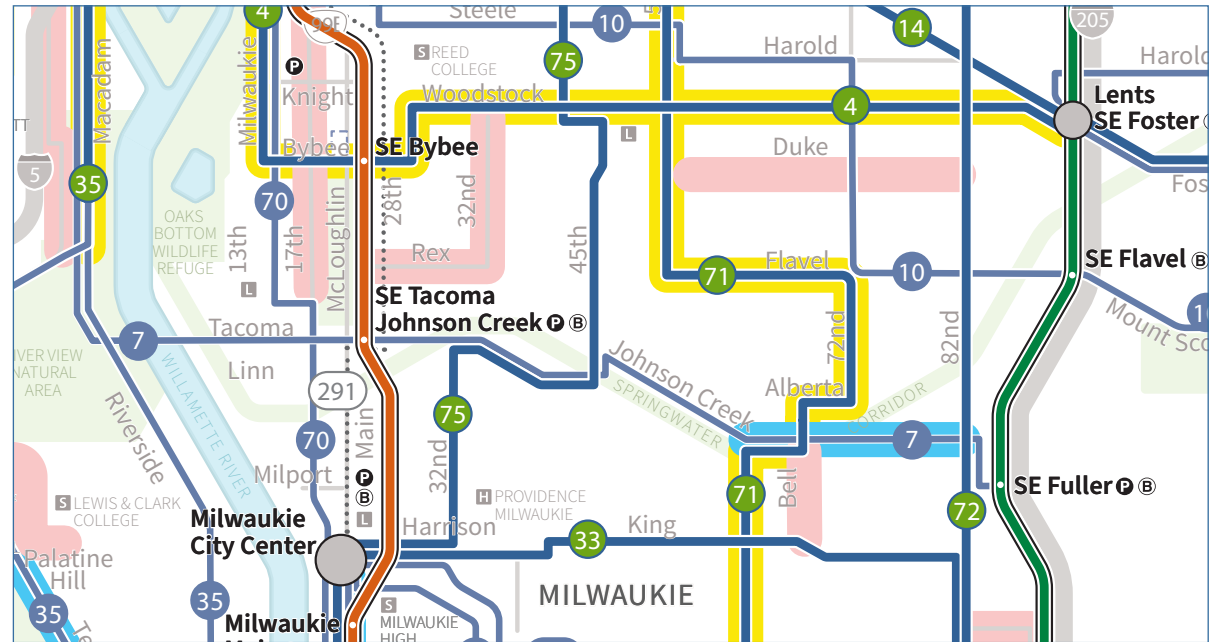


Figure 25: In the **Forward Together Revised Service Concept**, Line 19 would now provide a direct connection from Downtown Portland to Sellwood, Johnson Creek Blvd, 82nd Ave, and the SE Fuller MAX Green Line station.

- The new Tacoma/Johnson Creek line would be Line 7, continuing to Swan Island.

Finally, for faster and more reliable service into downtown, we suggest shifting the Milwaukie Ave route (now Line 4) from the Ross Island Bridge to the Tilikum Crossing.



# Milwaukie

We want to extend the benefits of Portland's grid pattern of lines south into Milwaukie, and make more of them Frequent Service lines. Milwaukie already has Frequent Service lines on King Rd (Line 33) and 32nd Avenue (Line 75). We want to add another Frequent north-south line by **upgrading Line 71 to Frequent Service**. We also want to create a new continuous east-west line, the 19-Johnson Creek, across the north edge of Milwaukie.

The main change in Milwaukie affects **Lines 34-Linwood and 71-60th Avenue**. To reduce duplication, we suggest that Line 71 replace Line 34 along Linwood Avenue and Harmony Road. This would further extend the Frequent Service grid into Milwaukie, making it easy to make connections to go in many directions. This would also bring Frequent Service to the Clackamas Community College campus on Harmony Road.

**New Line 7-Swan Island / Tacoma** would provide continuous east-west service across the north edge of Milwaukie, serving all of Johnson Creek Blvd for the first time. This route would come from downtown Portland via Macadam, Tacoma, and Johnson Creek Blvd, ending at the Fuller Rd MAX station. It would run every 30 minutes at most hours.

The Revised Service Concept includes no further changes in this area.

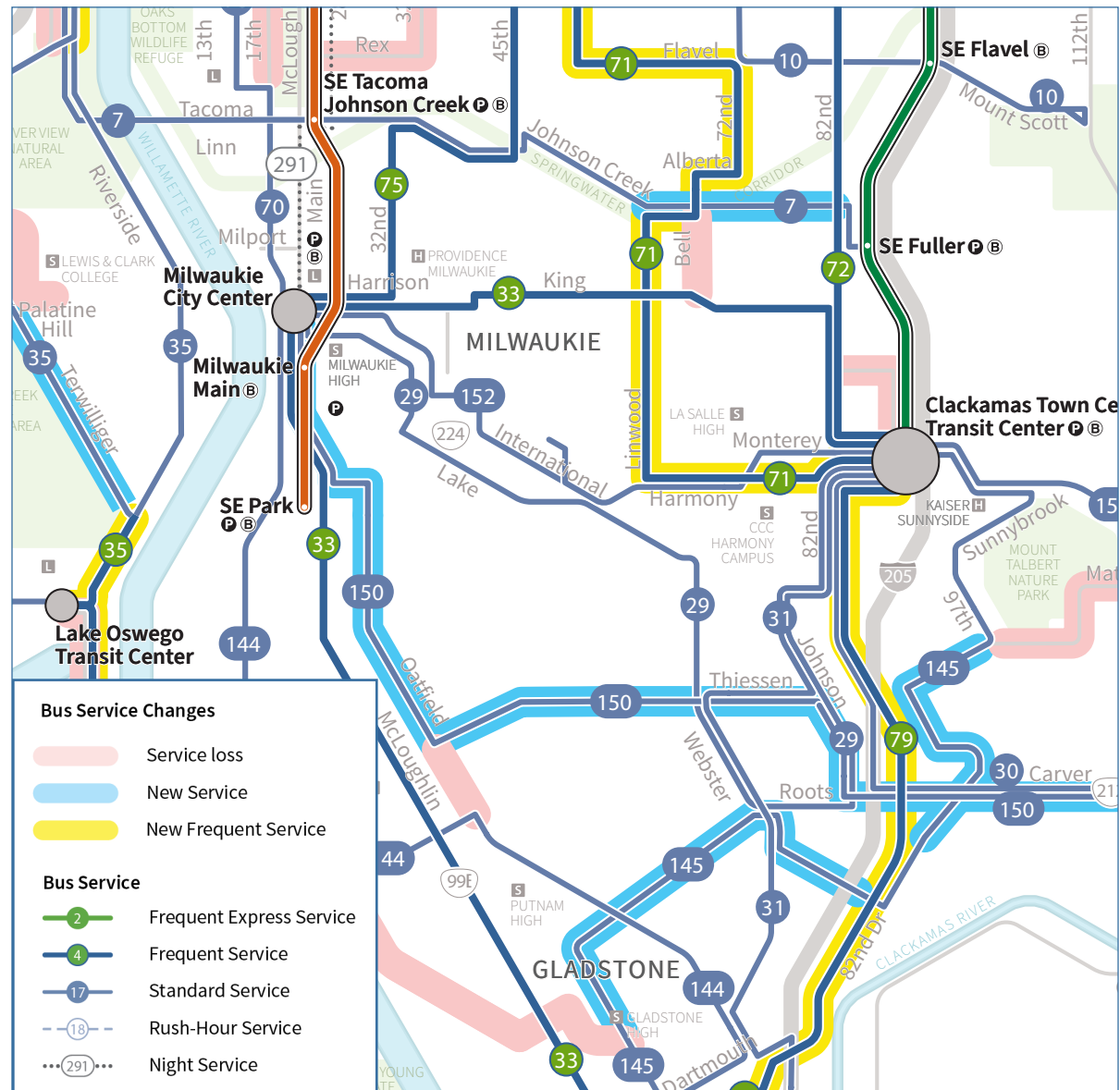


Figure 26: Forward Together Revised Service Concept - Milwaukie

## Milwaukie - continued

The changes drop service on two segments:

- Bell Ave between Johnson Creek and King. This segment is almost all within ¼ mile of walk of Frequent Service on Linwood or King, or the new service on Johnson Creek Blvd.
- Main St, the frontage road along McLoughlin Blvd north of downtown Milwaukie. Two stops here would be dropped. Both stops in this area are within ¼ mile walk of other service.

Finally, Line 99-McLoughlin/Macadam would be removed. Line 19 would provide a link to Macadam Avenue from the Orange Line at Tacoma St station.

**Figure 27** and **Figure 28** compare service in Milwaukie with the Existing Network and Forward Together Service Concept.



Figure 27: Existing service near Milwaukie.

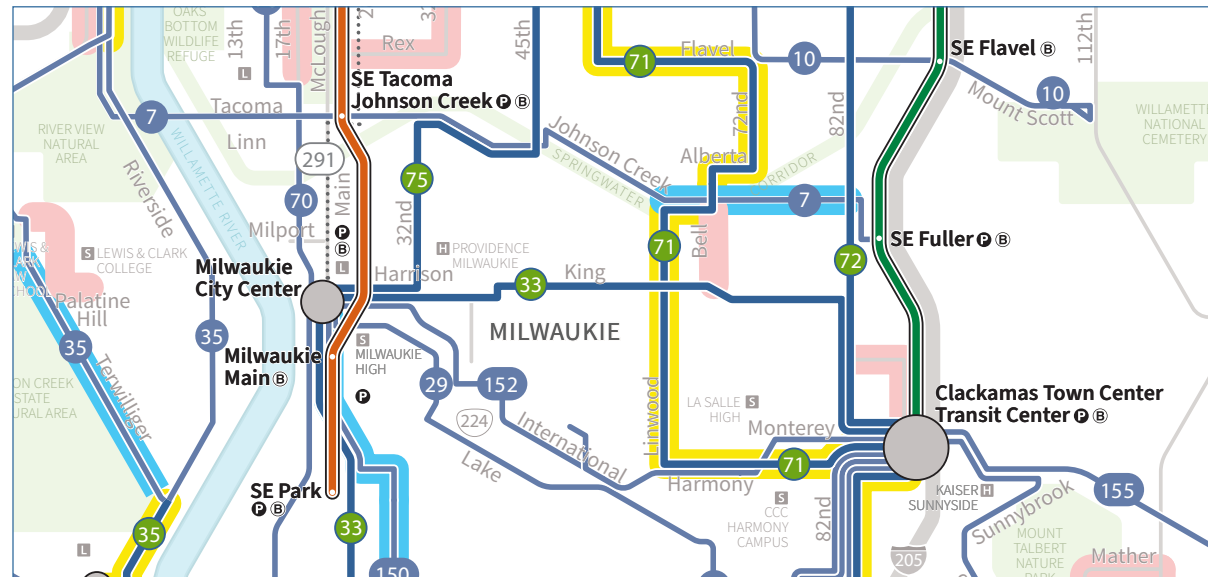


Figure 28: Forward Together Revised Service Concept service near Milwaukie.

# Clackamas, Sunnyside, Happy Valley, Damascus, Mt Scott (East of I-205)

This growing area needs expanded coverage. We suggest:

- **A new hourly Line 150-Oatfield/Thiessen/172nd** from Milwaukie through Happy Valley on Highway 212, and then continuing north via 172nd to end in Gresham at Powell Blvd. This is a change from the Draft Service Concept, which showed Line 150 ending at Lents MAX at its northern terminus. We have revised this based on input from City of Happy Valley staff and in recognition of the substantial new development occurring along 172nd and need to better connect Clackamas to East Portland and Gresham.
- **Line 156-Mather Rd would be discontinued.** Line 150 described above would replace the highest-ridership parts of the generally low-ridership Line 156. We suggest removing the 152nd Drive and Mather Road segments, where ridership is very low.
- **Improved frequency on Line 155-Sunnyside.** We would also like to extend this route north along 172nd Avenue to the new residential areas north of Hemrick Road, although this would require an adjustment to the TriMet boundary.

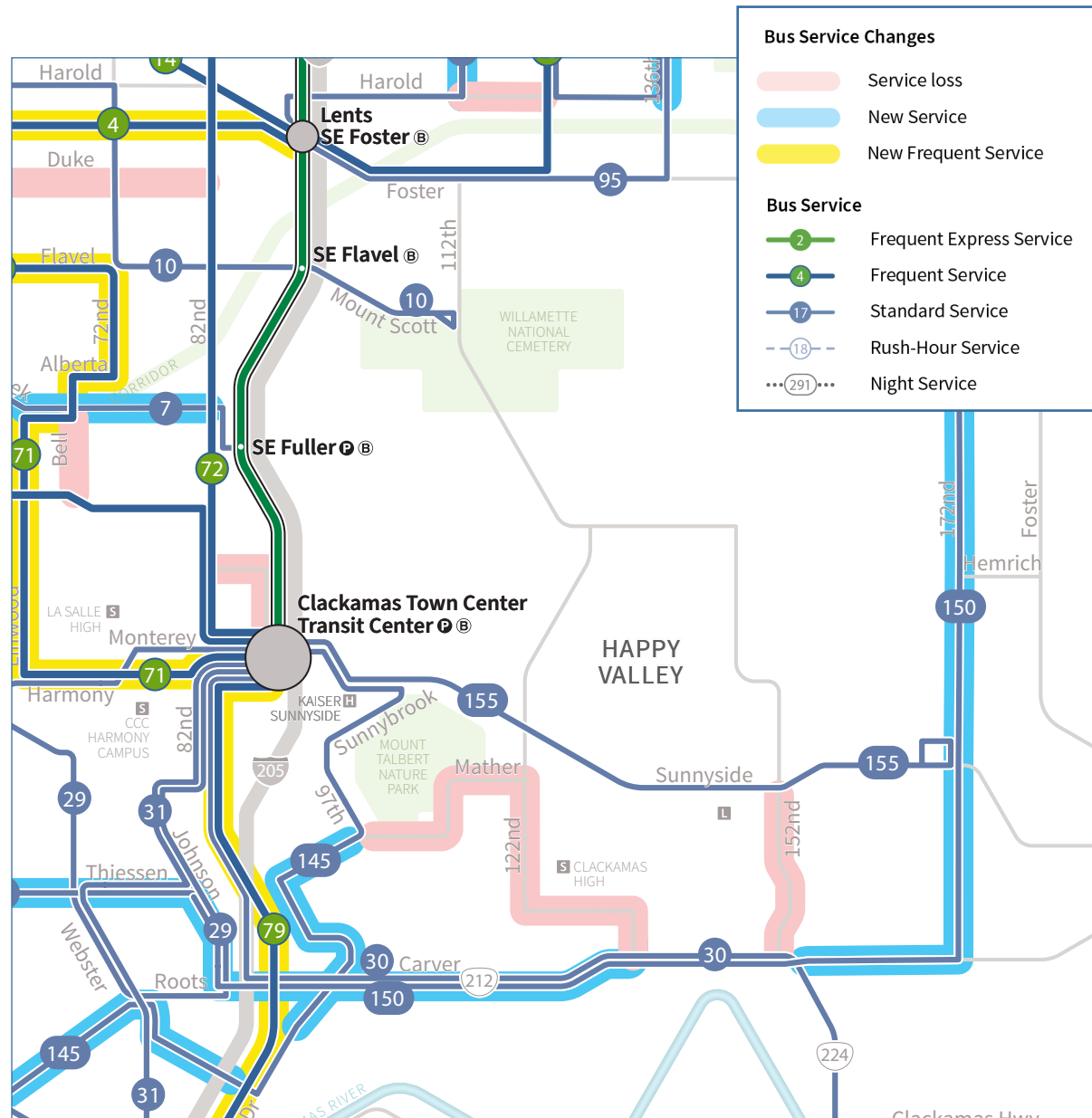


Figure 29: Forward Together Revised Service Concept - Clackamas East

## Clackamas, Sunnyside, Happy Valley, Damascus, Mt Scott (East of I-205) - continued

- **New Line 145-Jennings** would provide new service through the east side of the Clackamas industrial area, covering Sunnybrook Road, Minuteman Way, Evelyn St, and Jennifer St. This provides new access to jobs that are not walkable to current service on 82nd Drive and Highway 212.
- Finally, if new resources were available to address the impacts of future freeway tolling, we would use those funds to upgrade Line 79 to Frequent Service. Line 79 links Oregon City and Clackamas Town Center via 82nd Drive, serving an area of dense housing with many lower-income residents along the way. Even if no new funding were available, we would still upgrade Line 79 to run every 30 minutes (from its currently frequency of every 60 minutes).

## Between Milwaukie and Oregon City

We are trying to make this structure more efficient and useful while adding needed service to lower-income areas.

### Oregon City to Clackamas Town Center Every 15 Minutes

A big improvement in the service concept is that the direct service between Oregon City and Clackamas Town Center would be every 15 minutes. This would be created by two half-hourly routes – Line 31 and Line 79 -- that go by different paths. The schedules of these routes would be offset so that every 15 minutes there would be a bus from Oregon City to Clackamas Town Center and vice versa.

If additional resources were available from ODOT to address impacts created by tolling on the I-205 Abernathy Bridge, we would use those funds to provide Frequent Service on Line 79-82nd Dr, the most direct link between Oregon City and Clackamas Town Center. In the Service Concept, Line 79 would at a minimum run every 30 minutes, and every 15 minutes if we receive that funding.

We suggest Lines 31 and 79 cross over at the east end of Gladstone. Currently Line 79 comes down 82nd Drive from Clackamas Town Center and continues into Washington St on Oregon City, while Line 31 stays north of the freeway, coming down Webster Road and continuing

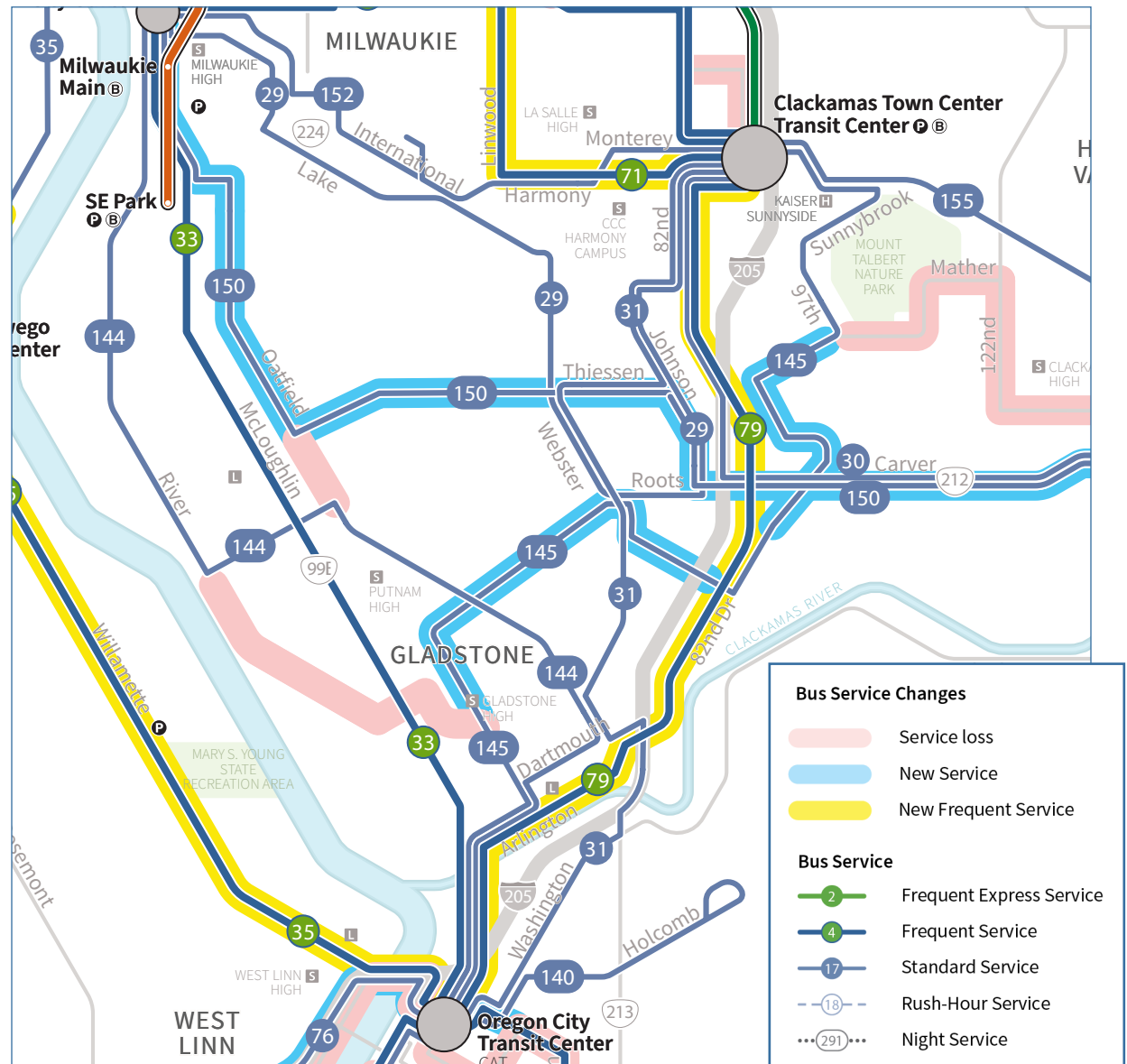


Figure 30: Forward Together Revised Service Concept - Milwaukie and Oregon City



## Between Milwaukie and Oregon City - continued

through Gladstone. We'd like them to cross over, so that 79 goes through Gladstone and 31 uses Washington St. There are two reasons for this. It offers more connection opportunities for local trips, and if ODOT assists us in funding Frequent Service on Line 79, that service should go through Gladstone where there is more demand.

### *Oak Grove, Jennings Lodge, Oatfield, Johnson City*

We have a few ideas about how to make this structure more effective and also fill some gaps in our coverage.

We have long had separate River Rd and Oatfield Rd lines, 34 and 32 Right now, they are both just once an hour, not very useful. South of Roethe Rd, River Rd is close to the Frequent Service on the 33-McLoughlin, while north of there, Oatfield Rd gets very close to McLoughlin.

So it seems logical to create new line that covers the parts of River and Oatfield that are far from McLoughlin. **New Line 144-River/Oatfield** would extend from Milwaukie to Oregon City using River Road to Roethe Rd, then it would use Roethe Rd to Oatfield Rd and continue south on Oatfield Rd through Gladstone to Oregon City. Line 34's Portland Avenue segment would be replaced by conceptual Line 145-Jennings below. As it happens, a different route, Line 150, would be able

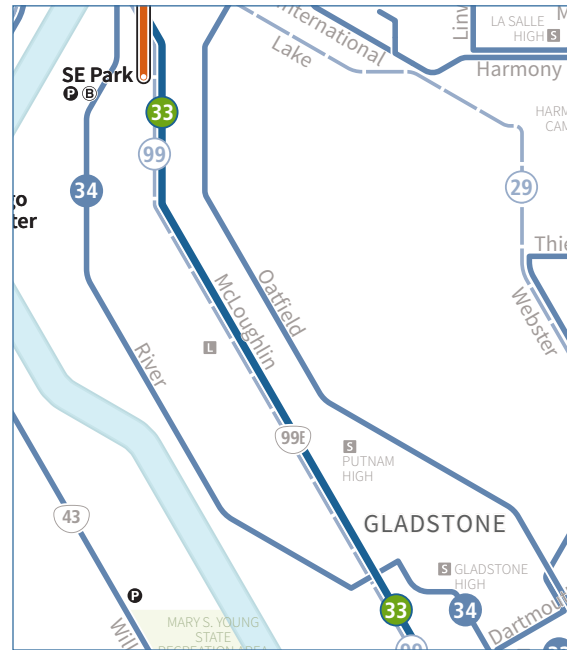


Figure 31: Existing River Rd and Oatfield Service

to cover Oatfield Rd north of Thiessen, although this is so close to McLoughlin that it isn't necessary. **Figure 31 and Figure 32** compare the existing network and the Service Concept in this area.

**New Line 145-Jennings** is an hourly route designed to fill several gaps where ridership potential is very low but there are some low-income needs. From Clackamas Town Center it would run through the east side of the Clackamas Industrial Area, then cover Strawberry Lane, Jennings Avenue,



Figure 32: Forward Together Revised Service Concept service on River Rd and Oatfield

and Portland Road through Gladstone into Oregon City.

We want to fill the large gap in service along Thiessen Road between Oatfield and Webster Road. New Line 150-Mt Scott/Thiessen would extend from Milwaukie via Oatfield Rd, Thiessen Rd and then out Highway 212 to Sunnyside, before turning north to run through Mt Scott and end finally at Lents MAX station.

Finally, the rush hour-only Line 99-McLoughlin/Macadam would be

# Oregon City

removed. Line 33 to the Orange Line would be the main path to Portland from this area.

## Regional Connections from Oregon City

Improving regional connections from the Oregon City area is a high priority in the service concept. This area is heavily affected by proposed tolling of I-205, and we are seeking ODOT funding for additional services that would provide alternatives to driving on the freeway and address impacts related to tolling. For that reason, there are two versions of many of these proposals, one with new revenue to address the impacts of tolling, and one without.

We want to dramatically improve regional access from Oregon City. **Figure 32** shows how the Service Concept would connect Oregon City to other communities, with and without new funding to address impacts related to tolling on the Abernathy Bridge.

Regional Connection	Service Concept without new funding	Service Concept with new funding to address impacts related to tolling
Oregon City to Clackamas Town Center	Line 79 upgraded to every 30 minutes. Service every 15 minutes between OC and CTC by alternate routes.	Line 79 upgraded to Frequent Service, every 15 minutes.
Oregon City to Portland	No change	Line 35-Macadam upgraded to Frequent Service, every 15 minutes all day.
Oregon City to Washington County	Line 76 extended to Oregon City every 60 minutes, providing direct service to Tualatin, Tigard, and Beaverton.	Line 76 extended to Oregon City every 30 minutes, providing direct service to Tualatin, Tigard, and Beaverton.

Figure 33: Regional Connections from Oregon City

## Oregon City - continued

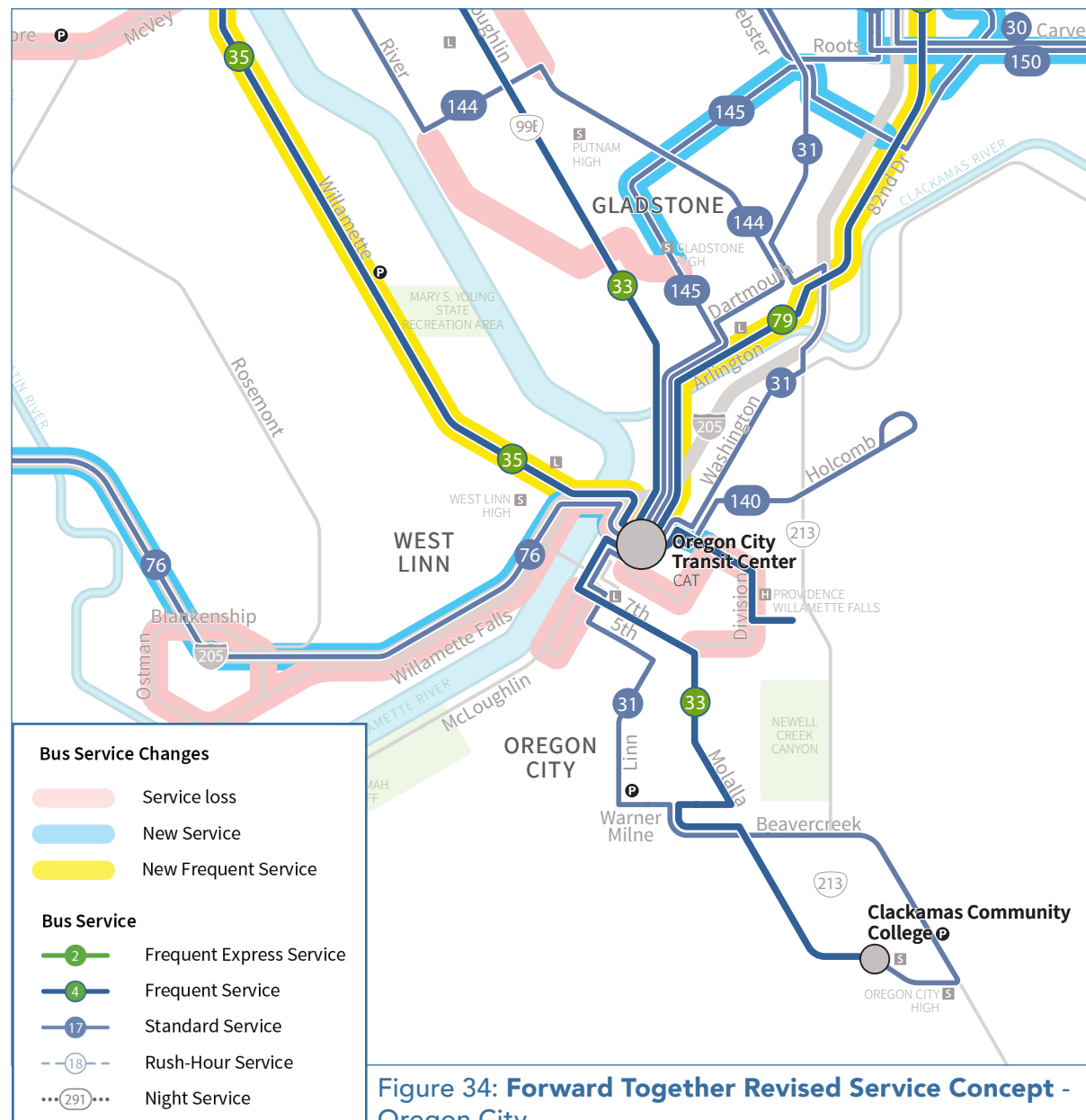
### Oregon City Local Service and Access to Clackamas Community College

The Oregon City local network is very infrequent and circuitous. Willamette Falls Hospital has only an hourly bus route, **32-Oatfield**. The main frequent line, **33-McLoughlin/King Rd**, gets to Clackamas Community College but takes a long time getting there because of the deviations made along the way.

We've sketched one idea for a network of more direct and frequent services. Because frequencies are so much higher, there's more emphasis on connections at Oregon City Transit Center rather than trying to connect every two points directly. Here are the key ideas.

#### *Straighter, faster Frequent Line 33, and Half-hourly Line 31*

Frequent Line 33 would be straighter, improving regional access to Clackamas Community College. Today, the bus climbs the bluff by going all the way south to 2nd Street and back. Instead, the line would use Singer Hill Rd. and 7th Street, a direct path. This change does eliminate service to the Tumwater Drive area and along the southern end of High St. It eliminates most operations through historic downtown Oregon City but most of this area is still



## Oregon City - continued

within a short walk of a stop on 10th St, or the Oregon City Transit Center at 11th St. The maximum walk distance (from Main St & 99E) is approximately 1900 ft, or just over 1/3-mile.

Further south, **Line 33-McLoughlin/King** would no longer serve Linn Avenue north of Holmes Lane, a low-ridership segment where the density and development plans do not support Frequent Service. Instead the line would stay on Highway 213, where there is more demand. However, it would make a deviation westward to run on Linn Avenue between Holmes Court and Warner-Milne Road, to serve key destinations including the City's Municipal Court building.

A half-hourly Line 31 would cover other parts of southern Oregon City, including 5th St, Linn Avenue, Beaver Creek Road, and Meyers Rd. This route would go to Oregon City Transit Center and then continue toward Clackamas Town Center.

### More Direct Hospital Service

Willamette Falls Hospital has only hourly service on a circuitous path. We would like to connect this hospital directly to Oregon City Transit Center in a straight line along 15th Street, replacing the many twists and turns of the current Line 32. Direct service from the hospital to southern parts of Oregon City would be removed. This trip

would require a connection in at Oregon City Transit center Line 31 or Line 33 and Line 79.

We have sketched this segment as a continuation of Line 79, which would run from Clackamas Town Center to Oregon City via Gladstone. If we receive ODOT funding to address impacts related to tolling the Abernathy Bridge, Line 79 would be every 15 minutes. Otherwise it would be every 30 minutes.

Finally, **Line 99-McLoughlin/Macadam** would be removed. Frequent Service **Line 35-Macadam/Greeley** is the path from Oregon City to Portland, including South Waterfront, from this area.

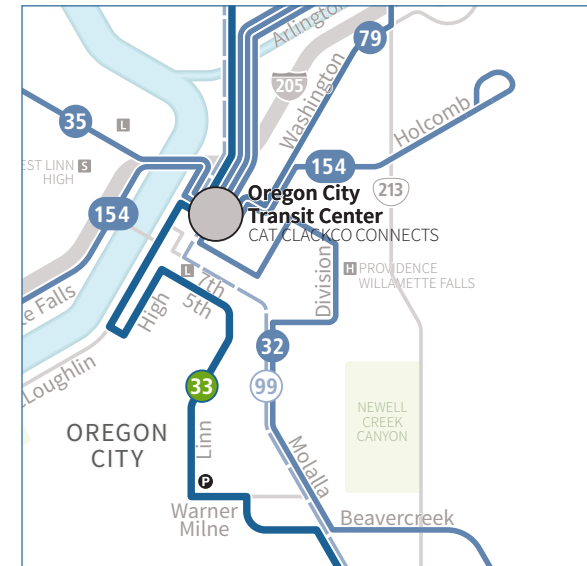


Figure 35: Existing Oregon City service



Figure 36: Revised Service Concept  
Oregon City service

# West Linn

With our budget constraints and the expectation that we focus on equity, we cannot provide service covering all the recently developed parts of West Linn. The service concept removes low-ridership service to the Willamette District but it does increase service along Highway 43 (Line 35). This would be Frequent Network service (every 15 minutes) if we receive additional funding to address the impact of tolling.

One change from the earlier Draft Service Concept is that we have suggested adding stops of the Line 76 segment along I-205 at the 10th Street exit. While infrastructure enabling this is not currently in place, we are seeking improvements to this interchange as part of the broader conversation around tolling in this part of the I-205 corridor.

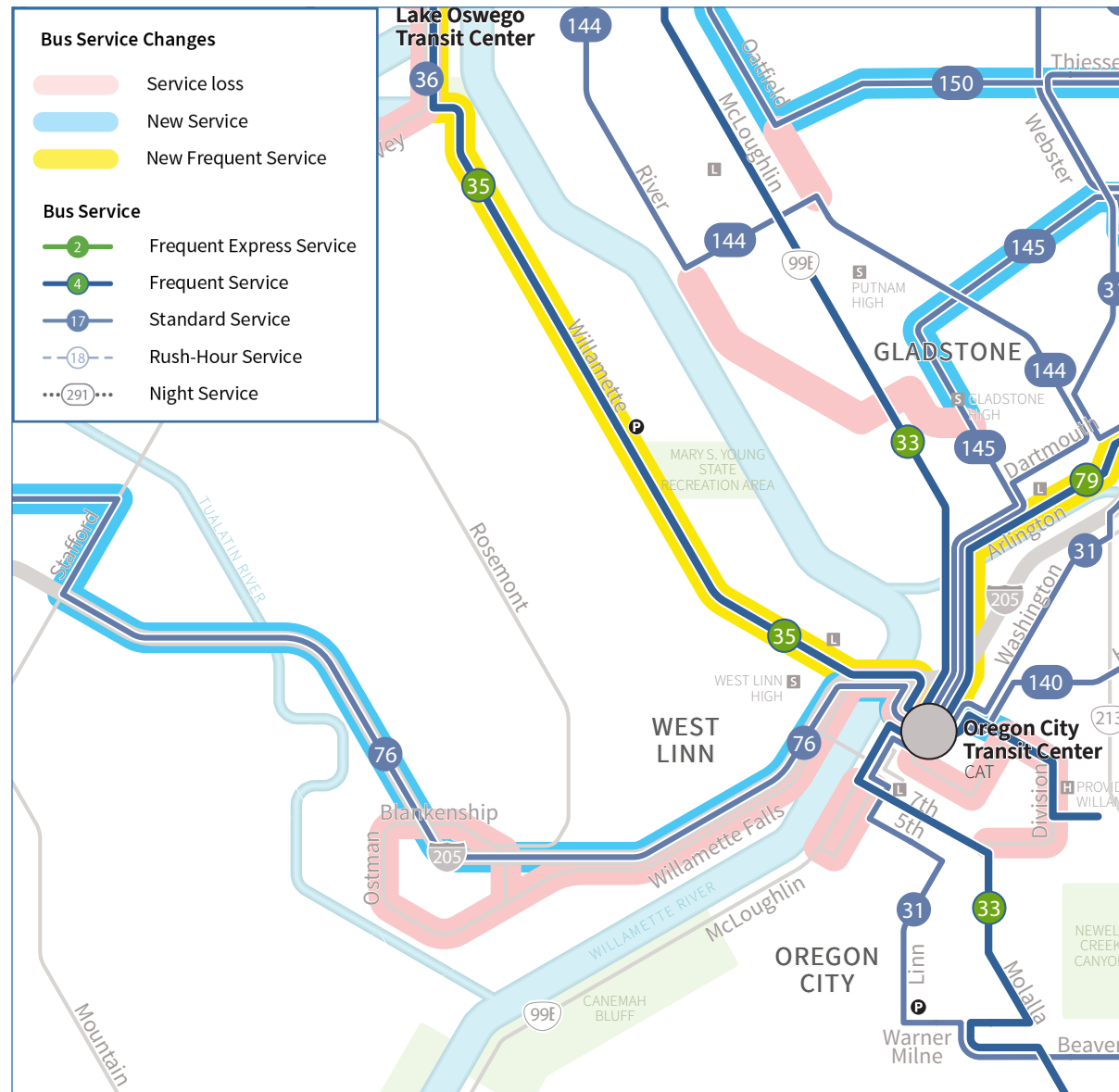


Figure 37: Forward Together Revised Service Concept - West Linn



## Lake Oswego

The east end of Lake Oswego would benefit from our proposal to increase service along Highway 43 (**Line 35-Macadam/Greeley**), which links Lake Oswego to both Portland and Oregon City. This would be Frequent Network service (every 15 minutes) if we receive new funding related to address impacts of tolling the Abernathy Bridge.

We also suggest a significant service improvement for the Kruse Way area job centers, by shifting **Line 78** (Lake Oswego-Tigard-Beaverton) to run through this area.

Apart from this, with our budget constraints and the expectation that we focus on equity, we do not see how to invest in much service in Lake Oswego. Some of our lowest-ridership routes are in this area, which is not surprising given the very low density of most of the residential areas. Rush hour commuting has also declined, removing the main markets for the downtown express services that used to produce most of Lake Oswego's ridership.

For these reasons, we suggest:

- Discontinuing Line 36-South Shore
- Discontinuing Line 37-Lake Grove, which mostly duplicates Line 78 on Country Club Rd and Line 38 along Boones Ferry Rd.

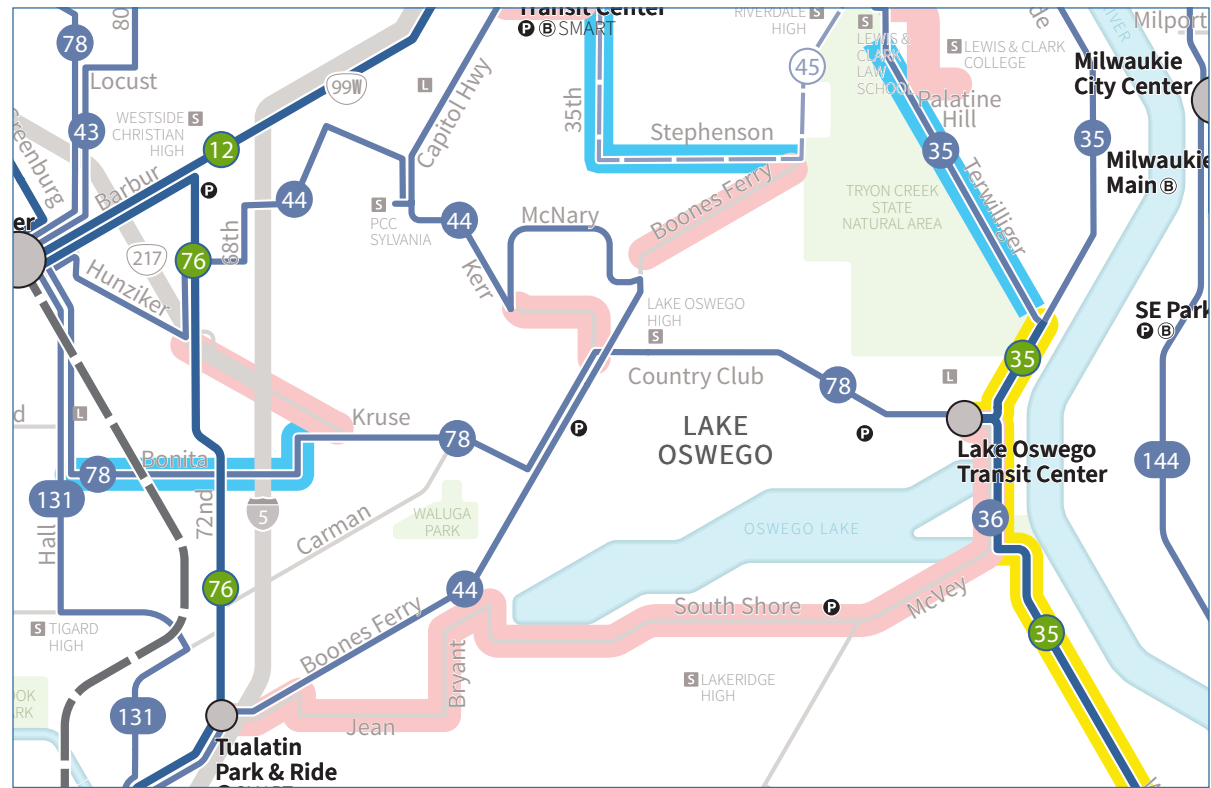


Figure 38: Forward Together Revised Service Concept - Lake Oswego

- Replacing Line 38 with an extension of Line 44-Capitol Hwy. This hourly service from downtown Portland would follow Capitol Hwy to PCC Sylvania, then continue through Mountain Park and out Boones Ferry Rd to Tualatin.
- Revising Line 78 to serve the Kruse Way area instead of PCC Sylvania. PCC would still have service to Mountain Park and western Lake Oswego via the extension of Line 44, but there would no longer be a direct connection between PCC Sylvania and downtown

Lake Oswego or Tigard. Service along Lesser Road and Haines St would also be removed. The nearest service for this area would be Frequent Service on Barbur Blvd (Line 12) or at 72nd & Dartmouth (revised Frequent Line 76).

## Revision: Lake Oswego & Tigard

In our October 2022 public engagement period, we heard from many people about several important issues relating to this area:

- Maintaining service near Lewis & Clark College and nearby neighborhoods. The Draft Service Concept removed Line 38 and 39.
- Maintaining a connection between Tigard and PCC Sylvania. The Draft Service Concept shifted Line 78 to Kruse Way and Bonita.

We made two modifications in response to these issues.

In the Revised concept, in order to maintain service in Southwest Portland near Lewis & Clark College, Line 35 would split between Riverside and Terwilliger / Taylors Ferry, with each branch served by every other trip. This would provide a more-frequent, more consistent service in this area than is currently available on Line 38 and 39. There is more information on this change available in the South and Southwest Portland sections later in this document.

To maintain the connection to PCC Sylvania from Tigard and the west side, we have updated Line 44 to add a second branch to Tigard TC. Now, Line 44 would travel between downtown Portland the



Figure 39: Forward Together Revised Service Concept - Lake Oswego

PCC Sylvania every 20 minutes (3 trips per hour) and then branch. One branch would continue to Tigard TC every 60 minutes (1 trip per hour). The other branch would continue down Kerry, McNary and Boones Ferry through Tualatin, ultimately ending at Commerce Circle in Wilsonville with 1 trip per hour. The third trip each hour would end at PCC Sylvania.

This new Line 44 branch would also enable

us to maintain service along 65th, Haines, and Lesser Rd.

# Tualatin

Tualatin would benefit from the extension of **Line 76** to Oregon City, which we want to do if we receive new funding to address impacts related to I-205 Abernathy Bridge tolling. This would open up access to Tualatin jobs from the east side of Clackamas County.

To help people connect with this service, we want to increase Tualatin-Sherwood (**new Line 131**) service to every 60 minutes all day.

The downside? We don't see how we can keep Line 96-Tualatin/I-5, the express service from Tualatin to downtown Portland. We are not seeing the return of the peak commute demand that would support this service, and as Line 96 riders know, traffic conditions on I-5 mean that we can't run this service reliably.

For trips from Tualatin to Portland during the peak, the fast route would be WES to Tigard and then Frequent Line 12-Barbur to downtown. Another option is to take WES to Beaverton and the MAX Blue and Red lines to downtown.

Outside of rush hour there is already no direct Tualatin-Portland service. Under the service concept the hourly Line 44-Capitol Hwy would connect Tualatin and Portland via Boones Ferry, Mountain Park, PCC Sylvania, and Capitol Hwy, though of course that's a long ride. A faster path

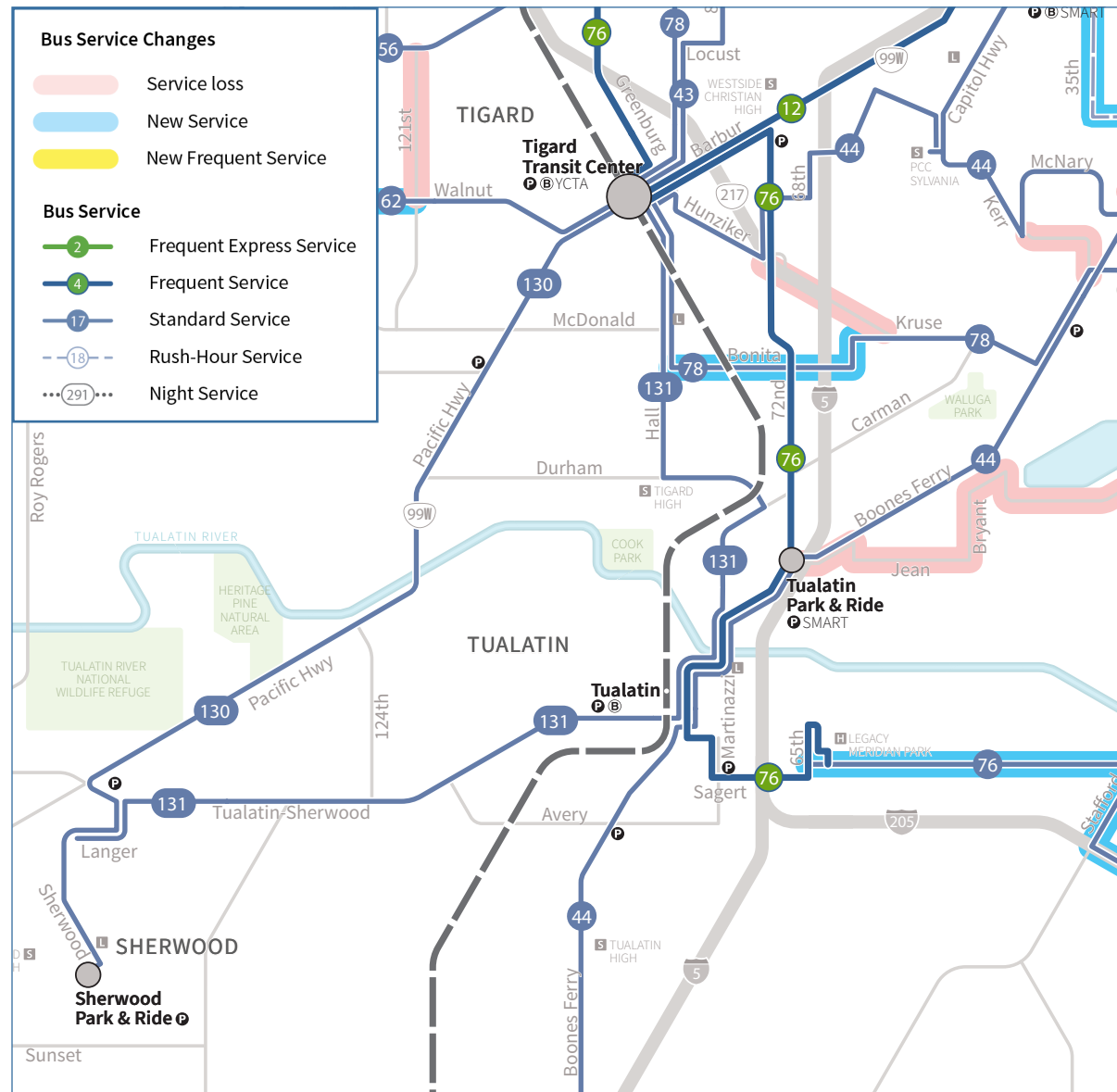


Figure 40: Forward Together Revised Service Concept - Tualatin

## Sherwood and King City

would be to take Frequent Line 76 to Frequent Line 12-Barbur.

The removal of Line 96 would reduce most Park-and-Ride demand at Tualatin P&R, and it would begin to function more as a transit center for all-day services.

Sherwood would get improved service to Tualatin, every 60 minutes all day and weekends, with connections to the new Tualatin-Oregon City service, on the new Line 131.

However, we cannot justify keeping Line 94-Pacific Hwy/Sherwood, the direct Portland service from Sherwood and King City. This service duplicates Line 12-Barbur all the way from Tigard to Portland, which is a major waste of resources.

Why not just extend Line 12 out to Sherwood? Line 12 used to do this, but as traffic has gotten worse we've found such a long line hard to operate reliably. Remember too that Line 12 continues beyond downtown Portland along Sandy Blvd. to Parkrose. We do that to use the downtown transit mall efficiently, and because it's very hard to find places to terminate buses downtown. Line 12, from Tigard to Parkrose, is really as long as it can be if we're to maintain reliability on this important Frequent Service line.

For this reason, we suggest operating

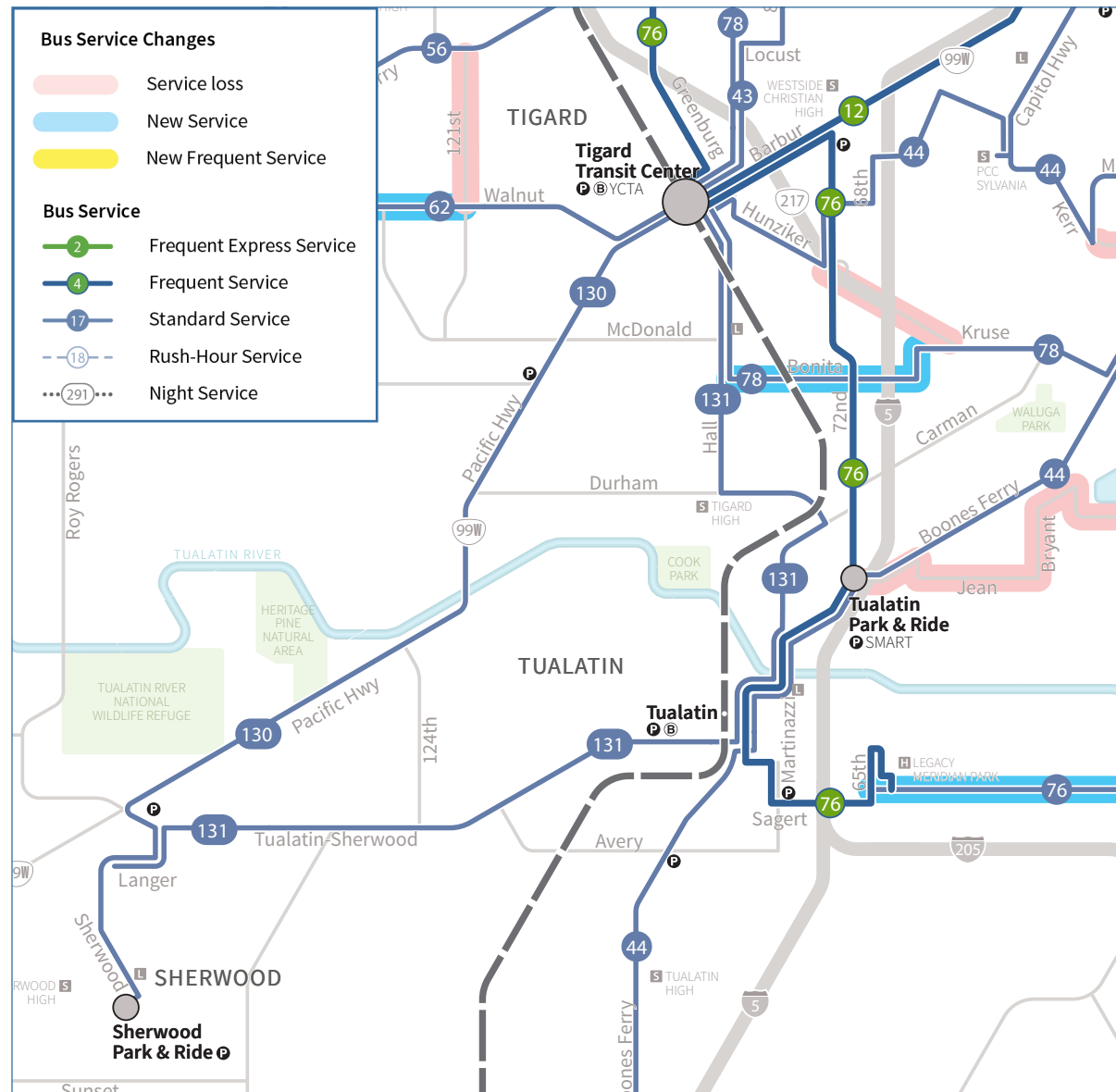


Figure 41: Forward Together Revised Service Concept - Sherwood and King City

## Southeast Tigard and Durham

a separate 30-minute route just linking Sherwood and Tigard along Pacific Highway, Line 130. It would be necessary to transfer at Tigard to continue into Portland, and of course you can also make connections there to many other destinations.

### SE Tigard, Durham

We don't like moving Frequent Service lines, but the big investment we made in Frequent Service on **Line 76-Hall / Greenburg** is not really paying off along Hall Blvd south of downtown Tigard. There isn't enough demand here to support such frequent service.

Meanwhile, 72nd Avenue is a major concentration of jobs. So we wonder if we should move Line 76 over to 72nd Avenue. This would help make the best possible use of the Oregon City extension of Line 76, which would connect even more people into the jobs in this area.

The revised design of **Line 78** would come into Tigard from the east along Bonita Road and turn north on Hall Blvd into downtown, providing 30-minute service along this segment of what is now the 76. This would provide useful new service to the Kruse Way and Lake Oswego. In addition, we suggest a new hourly local route from Tigard to Tualatin, **Line 131**, serving Hall Blvd south of Bonita Road.

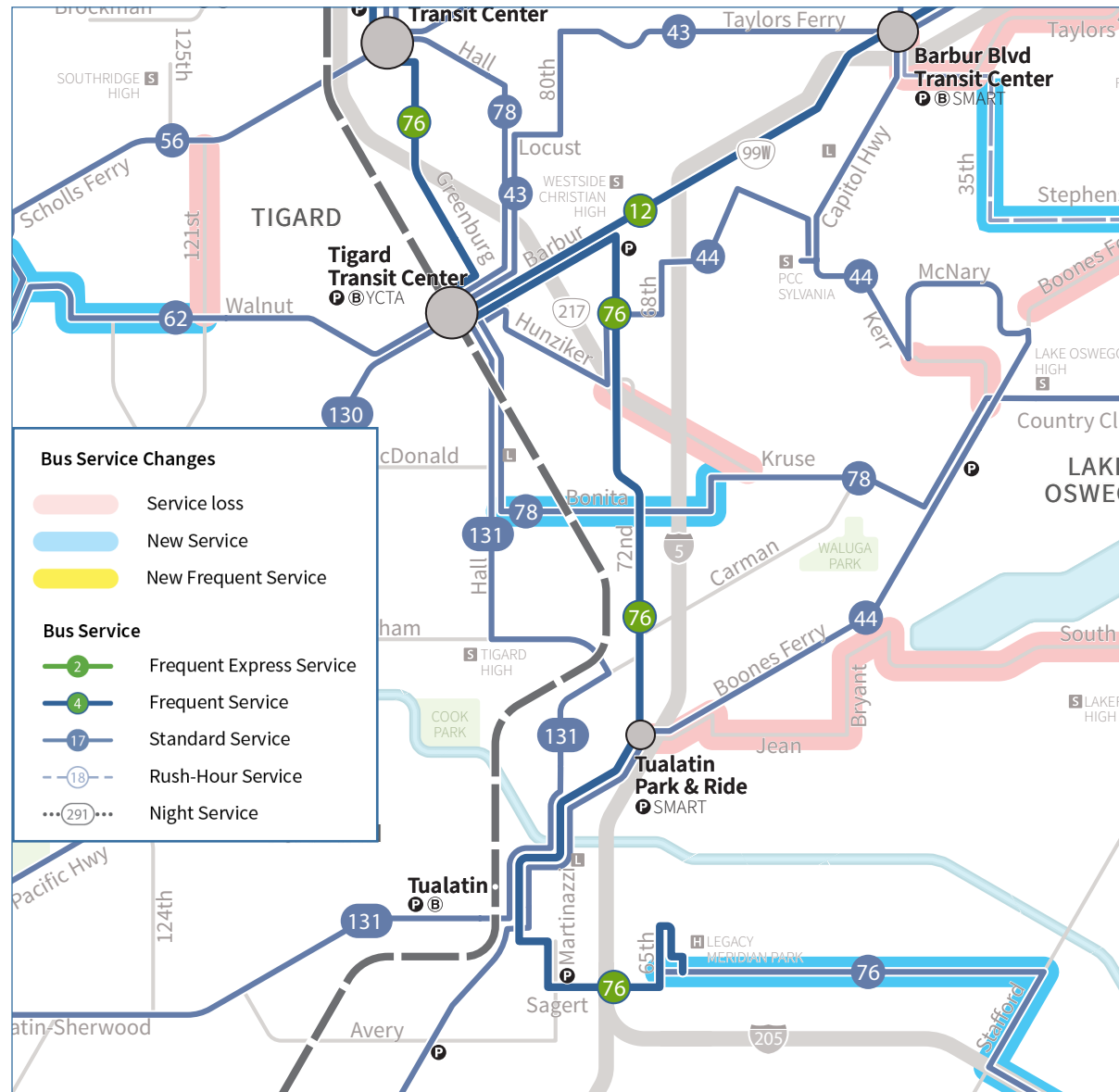


Figure 42: Forward Together Revised Service Concept - Southeast Tigard and Durham



# West Tigard and South Beaverton

The rapid growth along Scholls Ferry Road has built a strong demand for good service in this segment, so we are proposing to extend **Line 56-Scholls Ferry Rd** all the way out to Moutainside High School, serving the Progress Ridge business district on Barrows Road on the way. (Note that under the new design Line 56 goes to Hillsdale and Marquam Hill medical destinations but not to downtown Portland. A quick transfer to Frequent Service Line 54 at Hillsdale would be required. See the Marquam Hill section on page 49).

**Line 62-Murray Blvd** now covers Scholls Ferry Rd east of Murray. Since Line 56 would now cover this segment, we are thinking of sending Line 62 east along Walnut St to downtown Tigard instead. This would be especially useful for people commuting south and east, to Tualatin or Kruse Way, connections that are available in downtown Tigard.

**Line 92**, the South Beaverton Express, would be removed. Rush hour demand is now so low that we can't support these expensive express trips from South Beaverton.

We made several changes to service in this area between the Draft and Revised concepts, described in detail on the following page.

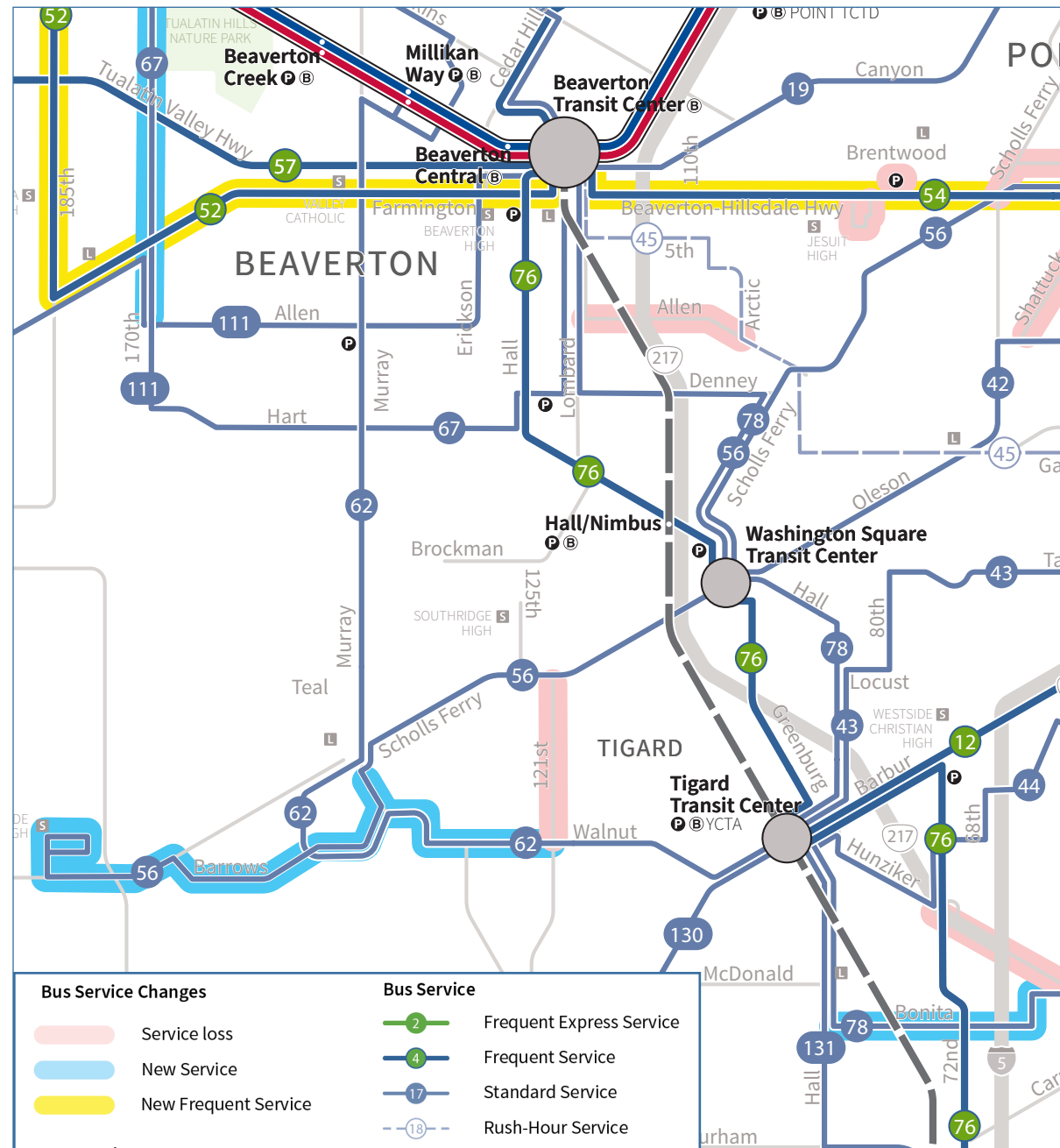


Figure 43: Forward Together Revised Service Concept - West Tigard and South Beaverton

## Revisions: South Beaverton

In the Draft Service Concept, we suggested retaining **Line 45-Garden Home** in its current form. Based on feedback received from the public and local jurisdiction partners, in the Revised Concept, we suggest a revision of service in this area:

- Line 45 would be realigned to end in Beaverton, serving jobs along Arctic and 5th along the way. Service would be available during rush hours and school commute times.
- New **Line 42-Vermont** would replace Line 45 as the all-day route between Washington Square and downtown Portland. Line 42 would also provide all-day, everyday service to Southwest Community Center, something not previously available. Line 42 would replace the existing Line 1.

We have also made adjustments in South Beaverton to maintain service on Denney and Lombard. Now, Line 67 would stay on Hart from 170th to Hall, and then continue up Lombard to its endpoint at Beaverton TC. Line 111 would now serve Allen and Erickson, and with 5th and Arctic served by Line 45, Line 78 is reverted to its existing routing via Denney and Lombard.

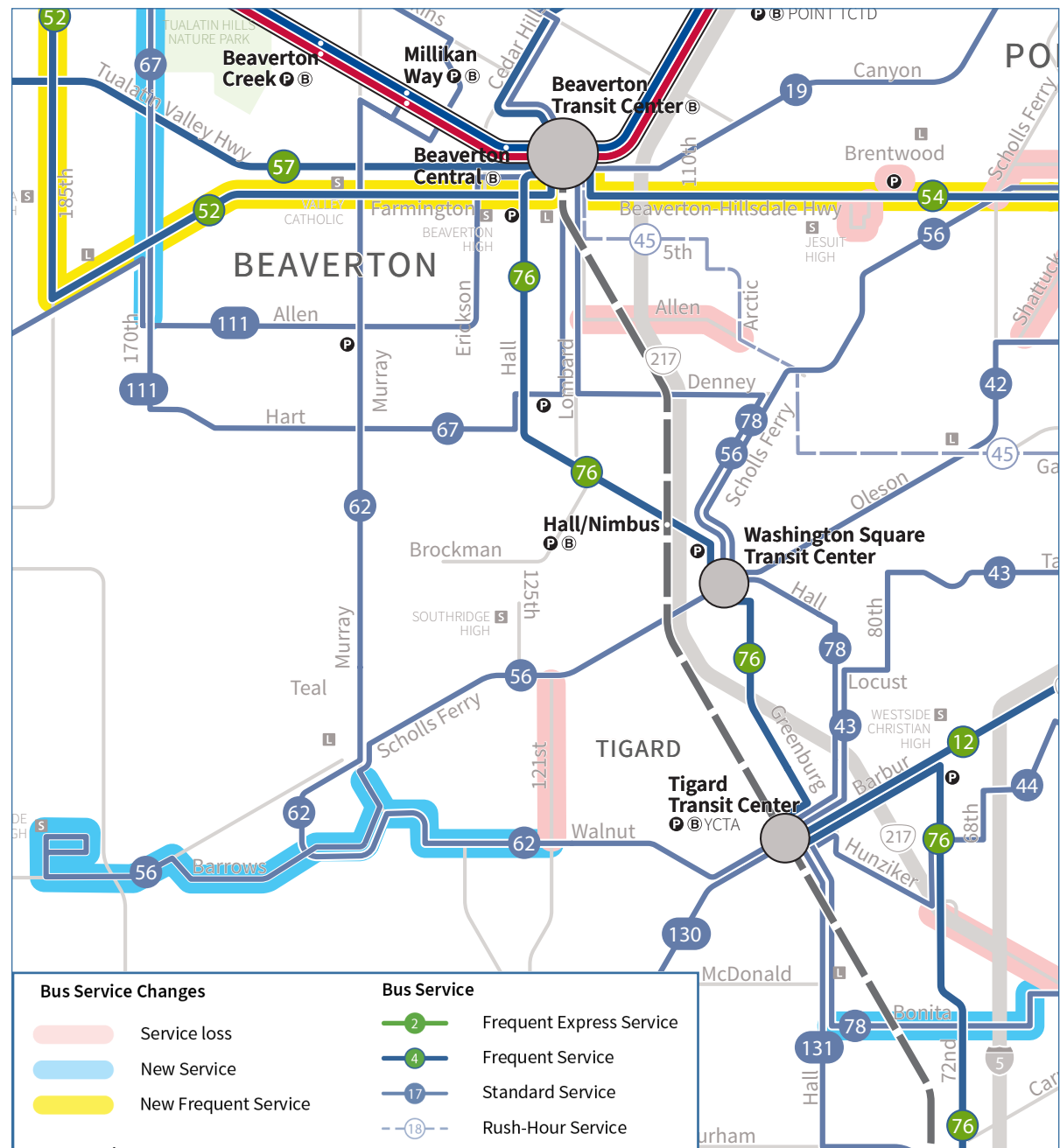


Figure 44: Forward Together Revised Service Concept - West Tigard and South Beaverton

# Washington Square

From the standpoint of Washington Square, the major changes are the new service to Progress Ridge (**Line 56-Scholls Ferry Rd**), the new service to Oregon City via the extension of **Line 76-Hall/Greenburg**, and the new all-day **Line 42-Vermont** connecting to downtown Portland.

Direct service to downtown Portland would be reduced. **Line 56-Scholls Ferry Rd**, currently the main link to downtown from Washington Square, would go to Marquam Hill instead, to increase access to the major regional destination of OHSU and nearby medical institutions. A connection would be required to Line 54-Beaverton-Hillsdale Hwy in Hillsdale to reach downtown. Washington Square would continue to have direct hourly service to downtown via Line 42-Vermont. (Line 45-Garden Home would be realigned to end in Beaverton). For a more detailed explanation of changes related to access to Marquam Hill, OHSU and the VA, see page 49.

**Line 43-Taylor's Ferry Rd**, extending east along Taylor's Ferry Rd, would be increased to every 30 minute service. It and would be revised to end at Marquam Hill (see SW Portland section). The western terminus would change to Tigard.

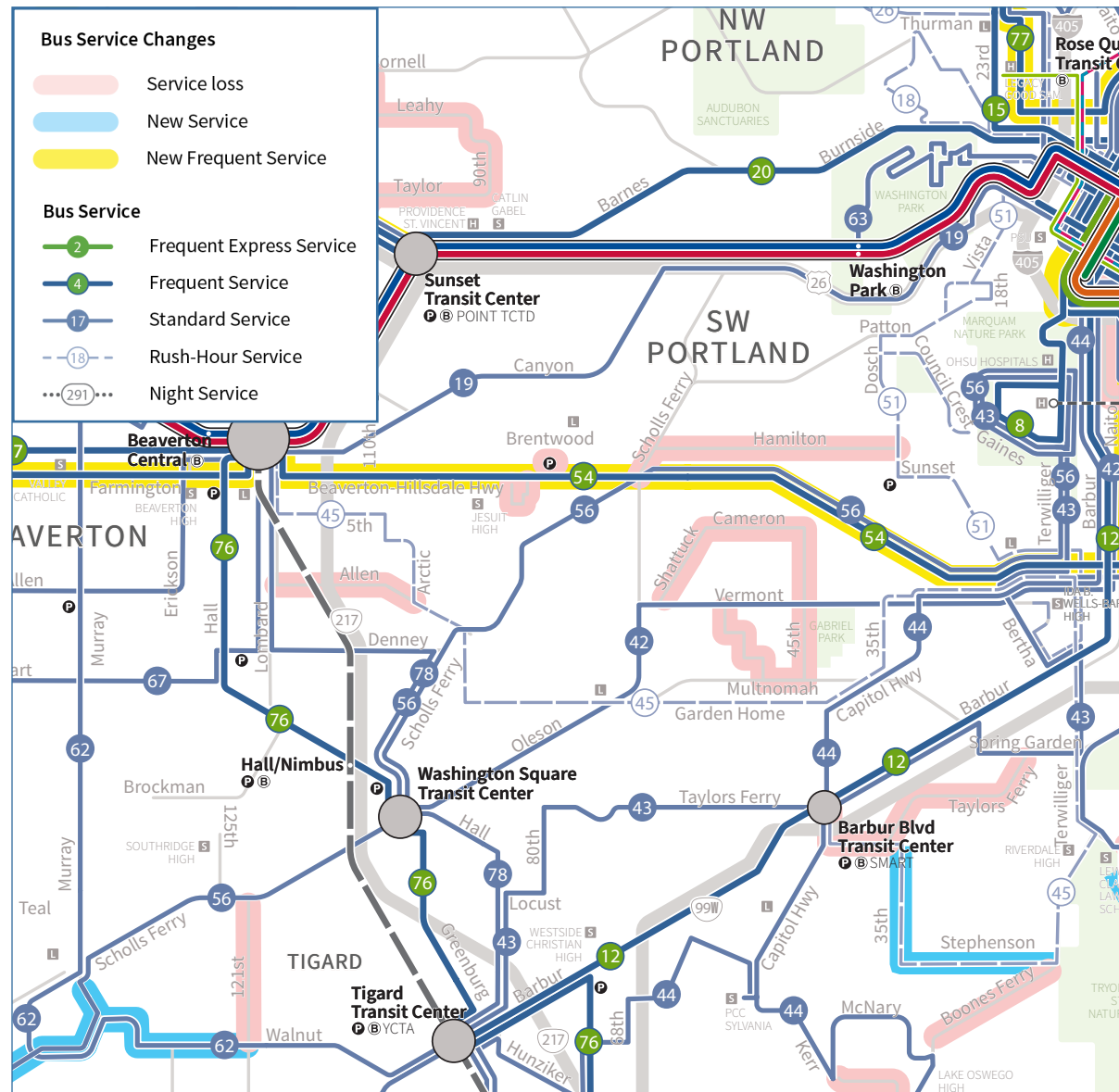


Figure 45: Forward Together Revised Service Concept - Washington Square

## South Portland (Macadam Ave, Corbett Ave)

With the continued growth of South Waterfront, Macadam Ave is an increasingly busy street for us. If we receive new funding to address the impacts of I-205 tolling, we propose to use some of these resources to upgrade **Line 35-Macadam / Greeley** to Frequent Service. Our suggested new **Line 7-Johnson Creek Blvd / Swan Island** would run along this segment every 30 minutes and then turn east over the Sellwood Bridge to serve Tacoma St and Johnson Creek Blvd. This would provide improved access to the southern eastside from South Waterfront and also replace a link now provided by Line 99, which would be removed.

Corbett Avenue and Taylors Ferry Road have long been served by hourly Line 43. We suggest deleting the Taylors Ferry segment through Riverview Cemetery so that Line 43 can go to Marquam Hill instead (see Marquam Hill section beginning page 49). We also suggest removing service on Corbett Avenue, almost all of which is within a short walk of service on either Barbur or Macadam.

In the October 2022 public engagement period, we heard from many people about the importance of maintaining service along Taylors Ferry Rd, near Lewis & Clark College, and along Boones Ferry Rd to help students reach Wells High School.

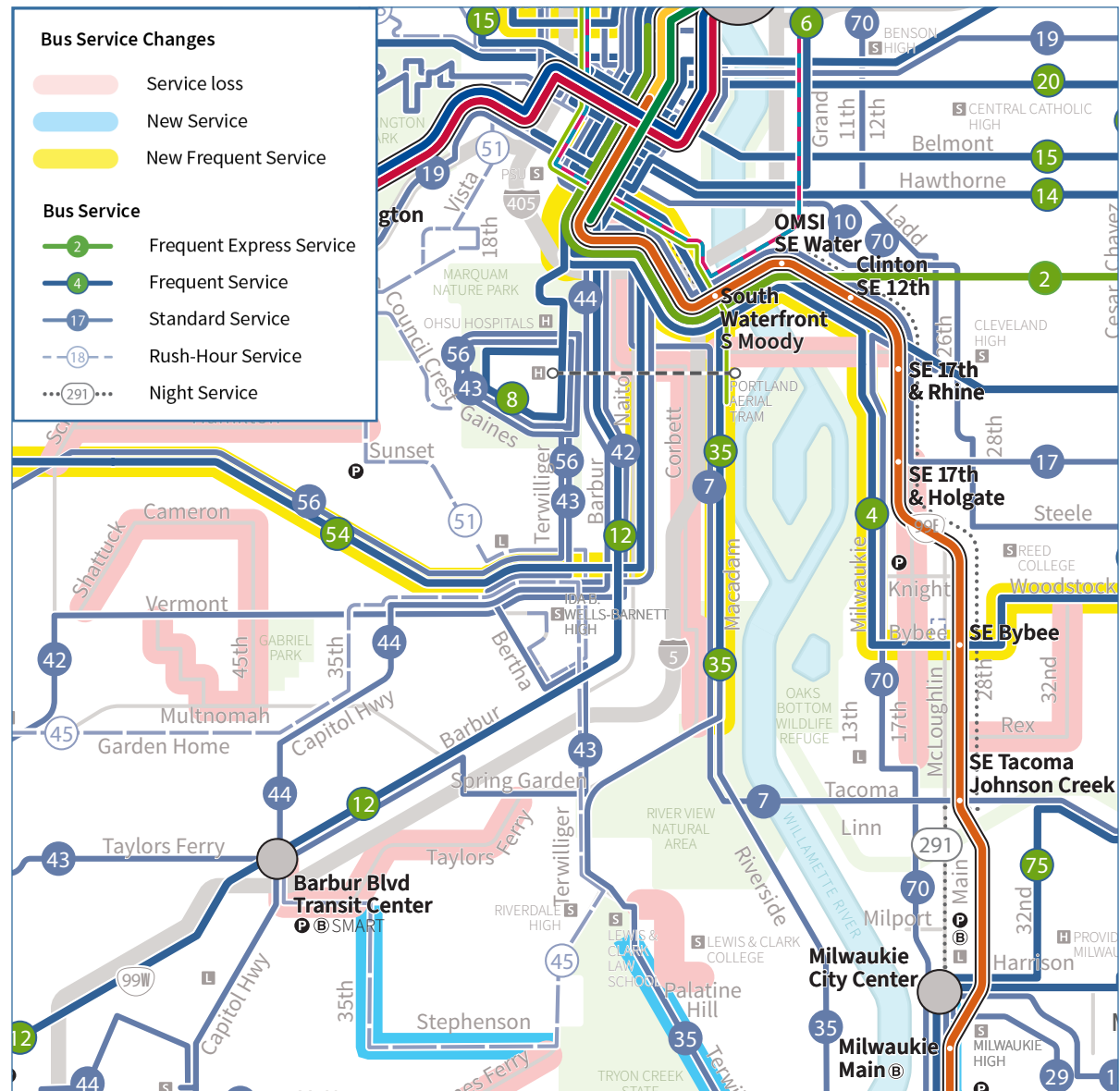


Figure 46: Forward Together Revised Service Concept - South Portland



## Revisions: South & Southwest Portland

The Revised Service Concept makes several adjustments to the Draft to address these concerns.

First, in order to retain service near Lewis & Clark College and along Taylors Ferry, we suggest splitting **Line 35-Macadam / Greeley** into two branches between the north end of Lake Oswego and south end of Johns Landing. In this structure, every other trip of Line 35 would serve Terwilliger and the portion of Taylor's Ferry between Terwilliger and Macadam.

If we are able to upgrade Line 35 to Frequent Service, this would provide 30 minute service through this area including to the regional recreation destination of Tryon Creek Station Park. This would be a much higher level of service, available across a longer range of hours, than is currently available on existing Line 38 or 39.

Second, in order to maintain the connection between Ida. B. Wells High School and neighborhoods south of I-5, we suggest extending **Line 45-Garden Home** south along Terwilliger, Stephenson and 35th.

As described earlier in this document, in the Revised Service Concept, Line 45 becomes a peak-only service originating at

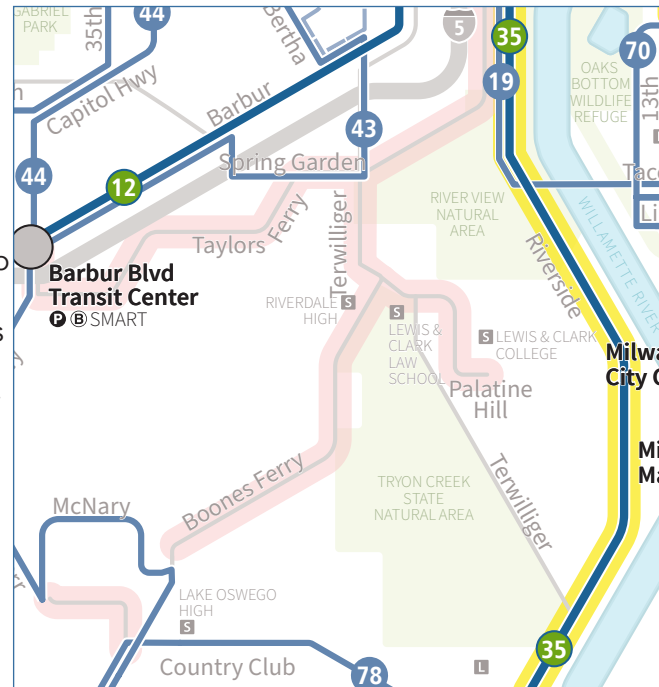


Figure 48: Forward Together Draft Service Concept - Southwest Portland

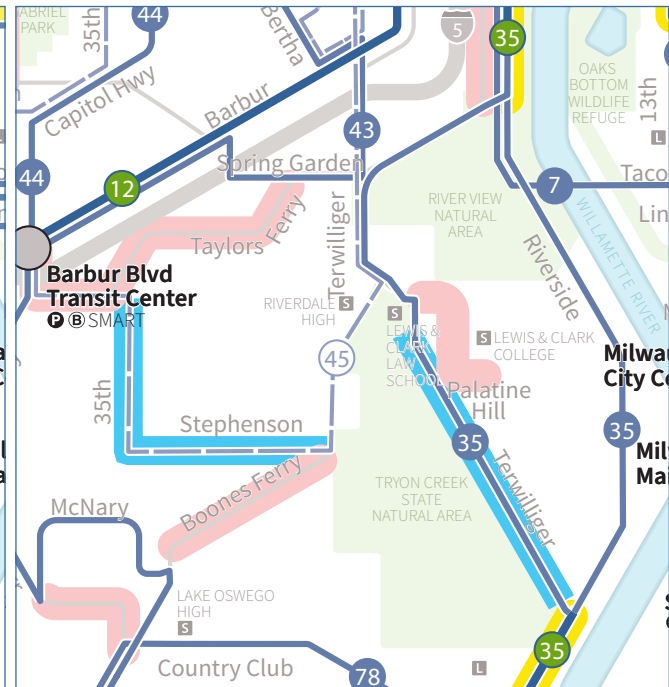


Figure 47: Forward Together Revised Service Concept - Southwest Portland

Beaverton TC, while new **Line 42-Vermont** becomes the main all-day service through Vermont Hills, continuing to Washington Square.

In this arrangement, Line 45's schedule would be designed to make it easy to use to travel to Wells HS at bell times in the mornings and evenings. This would also put students in the residential areas along 35th and Stephenson near a bus to the high school for the first time.



# Southwest Portland

## Low Demand Areas

SW Portland includes many large areas of very low density and high incomes. These areas are not a priority for service given their low ridership potential and the need to focus on equity. In the Draft Service Concept, we suggested reducing service on **Lines 1-Vermont, 51-Council Crest, and 55-Hamilton** to just the trips that are busy during the school rush hour.

Based on comments we received in the October 2022 outreach process, we made some changes in this area. Many comments focused on the importance of access to Southwest Community Center, so we upgraded Line 1-Vermont to all-day 30-minute service, and redesigned it to end at Washington Square. In this process, we renamed it Line 42-Vermont, so that it has a number similar to other nearby routes.

With Line 42 now serving Washington Square and SWCC, we needed to create a unique role for Line 45-Garden Home. Because many comment asked us to restore service on Denney Rd in Beaverton, we shifted Line 78 to serve Denney, and then redesign Line 45 to end in Beaverton, serving 5th and Arctic along the way. Now, we suggest that Line 45 be focused on rush hour and school bell times, while the new Line 42 will be the main all-day service in this area.

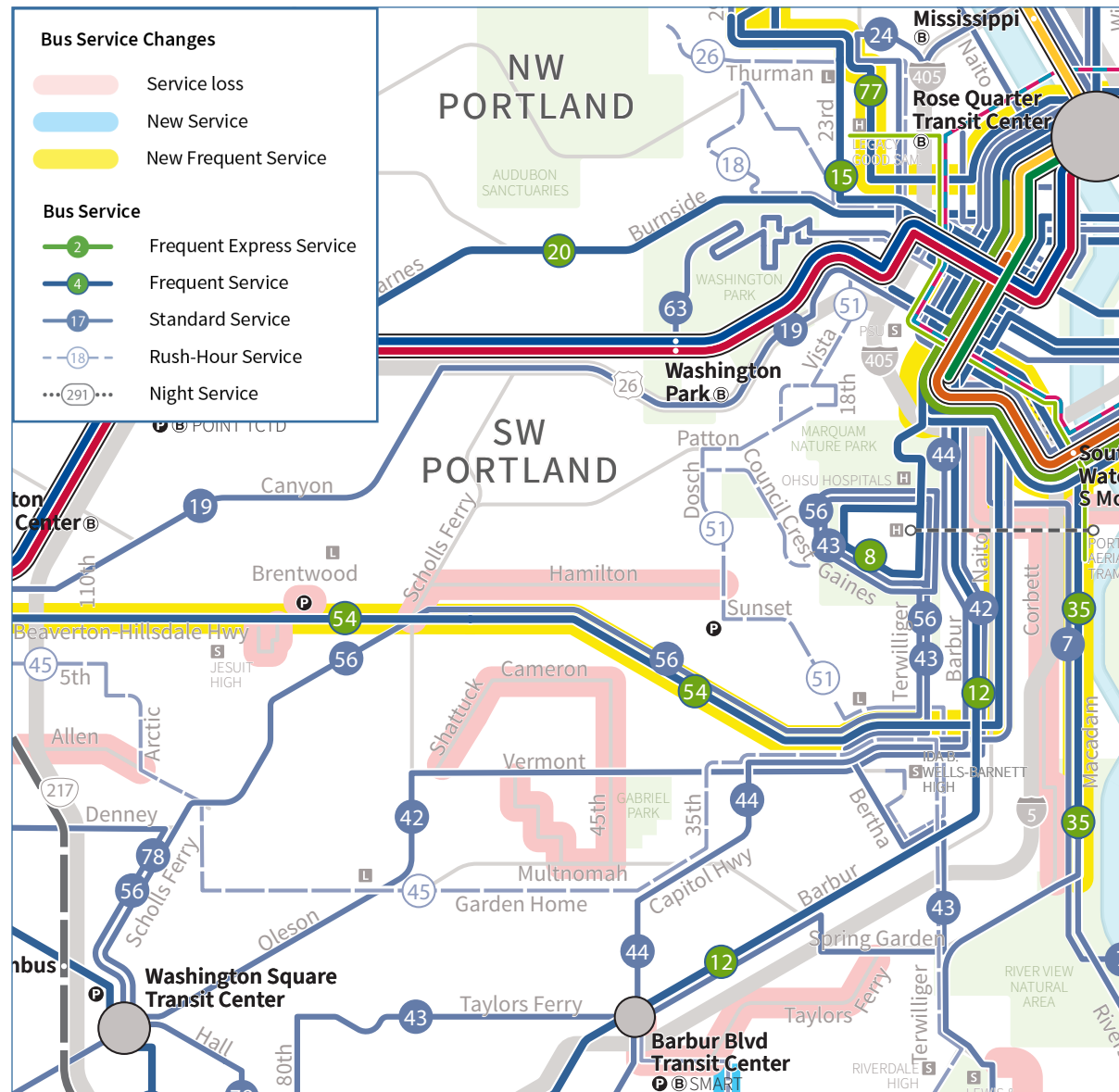


Figure 49: Forward Together Revised Service Concept - Southwest Portland

## Southwest Portland (continued)

### Frequent Upgrades

SW Portland also has many major corridors that have mixed to low incomes and high ridership potential. We already offer Frequent Service (every 15 minutes all day) on Barbur (Line 12) and on Beaverton-Hillsdale Highway (Lines 54/56) as far as Raleigh Hills. We want to expand **Line 54-Beaverton Hillsdale Hwy** so that it's frequent all the way to Beaverton, providing better access to the medical and commercial destinations along Beaverton's segment of the highway. We also want to increase Capitol Hwy service (**Line 44**) to every 20 minutes; at some point in the future, we hope to be able to make this a Frequent Service line as well.

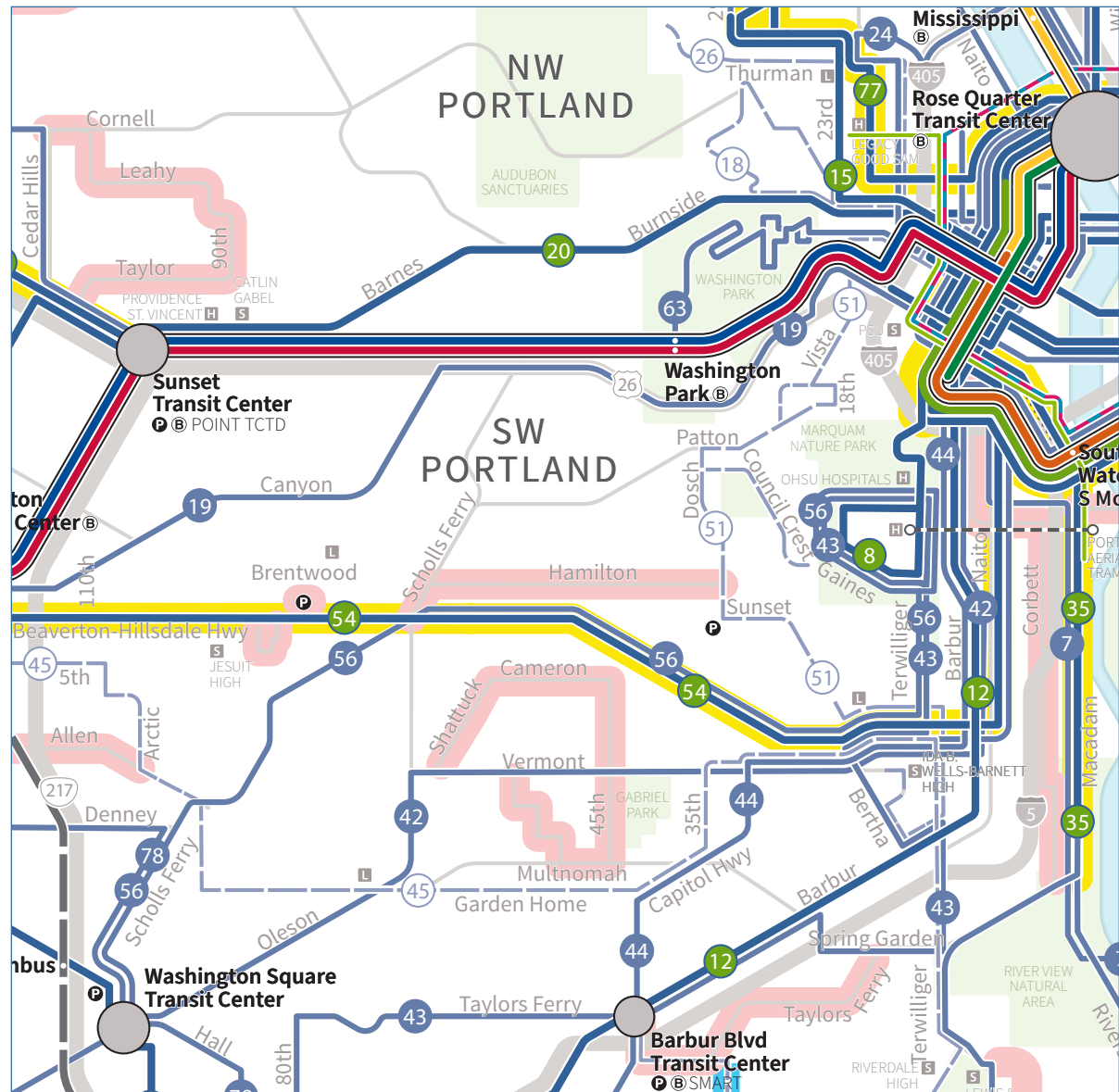


Figure 50: Forward Together Revised Service Concept - Southwest Portland

## Marquam Hill & Lines 43 & 56

Marquam Hill's OHSU and VA facilities are an enormous concentration of jobs and other medical trips, awkwardly located on twisting hilly roads. The hill has Frequent Service on Line 8-Jackson Park from downtown.

For years TriMet has operated a series of rush hour express services to Marquam Hill, all numbered in the 60s, from various parts of the city. With the decline in rush hour commuting, we need to find a service pattern that we can sustain all day, and that efficiently provides access from all sides of the city. We believe that the Marquam Hill expresses are not the right way to provide that pattern.

As we focus more on service patterns that we can run all the time, and that work for people traveling at all times of day, we need to look at each of these services in light of whether the trips they provide can already be made on the all-day network.

- Line 61 from Beaverton is identical to Line 54 from Beaverton to Hillsdale, but then turns north to Marquam Hill. A frequent service from Hillsdale to Marquam Hill would make it possible to make this trip with one connection at Hillsdale between two Frequent lines. See below for how we suggest making this new link work.

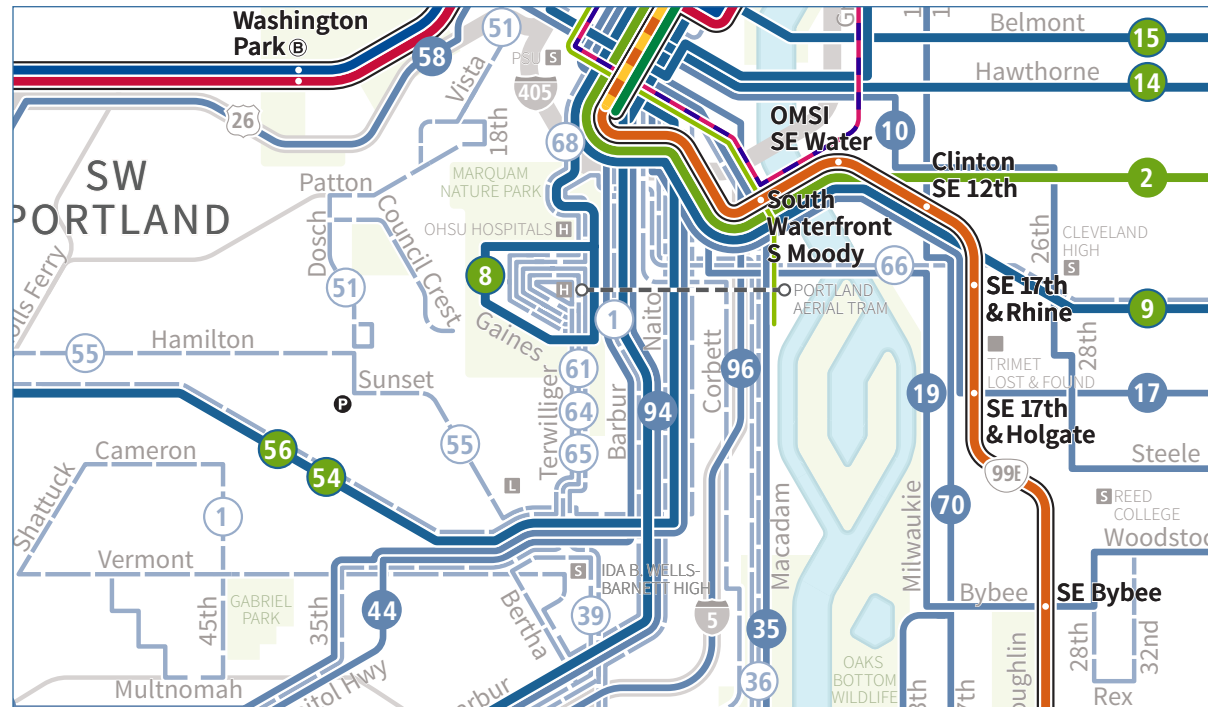


Figure 51: TriMet Existing Marquam Hill Services

- Lines 64 and 65 come in along Barbur Blvd and then turn north on Terwilliger to go to Marquam Hill. For these trips, there are two options. Frequent Line 12-Barbur is reasonably fast to SW Sheridan St, where a short walk across Duniway Park would take you to the Frequent Line 8 stop to go to the hill. However, we also want to provide an option to connect at Burlingame to go north to Marquam Hill.
- Line 66 from Hollywood entirely serves places that have Frequent Service into downtown, with a frequent connection to Line 8 to go to Marquam Hill.
- Line 68, the shuttle from Collins Circle, was designed to provide a fast connection from Westside MAX to Marquam Hill, bypassing the mall. Since then, however, the closure of Kings Hill station has made MAX faster into downtown, so the travel time benefit is less.

## Marquam Hill - continued

So the only thing we really need is frequent service from Hillsdale to Marquam Hill, so that people coming from the southwest can reach the hill all day without having to go all the way downtown to transfer to Line 8.

We looked at extending Line 8 to Hillsdale, but we don't see an easy way to turn buses around there.

We also looked at Line 56-Scholls Ferry Rd. When we upgrade Line 54-Beaverton Hillsdale to 15-minute Frequent Service, the half-hourly Line 56 buses become a duplication, all the way from Raleigh Hills to downtown.

So we are suggesting that maybe **Line 56** should turn north on Terwilliger and go to Marquam Hill instead of downtown. Passengers along Beaverton Hillsdale going downtown would just take the Frequent Line 54 instead. Passengers from the Scholls Ferry segment of Line 56 would need to transfer at Hillsdale to one of the frequent buses (54, 44, or 45) going into downtown.

That gives us 30-minute frequency from Hillsdale to Marquam Hill, but we'd really like 15. So we're suggesting that **Line 43-Taylors Ferry Rd** be upgraded to run every 30 minutes and revised so that instead of going into Portland on Corbett Ave, it would go generally north along



## OHSU Services

- 8 - Jackson Park / NE 15th**  
Every 15 minutes or less most of the day, every day
- 43 - Taylors Ferry Rd/Marquam Hill**  
Every 30 minutes most of the day, every day
- 56 - Scholls Ferry/Marquam Hill**  
Every 30 minutes most of the day, every day

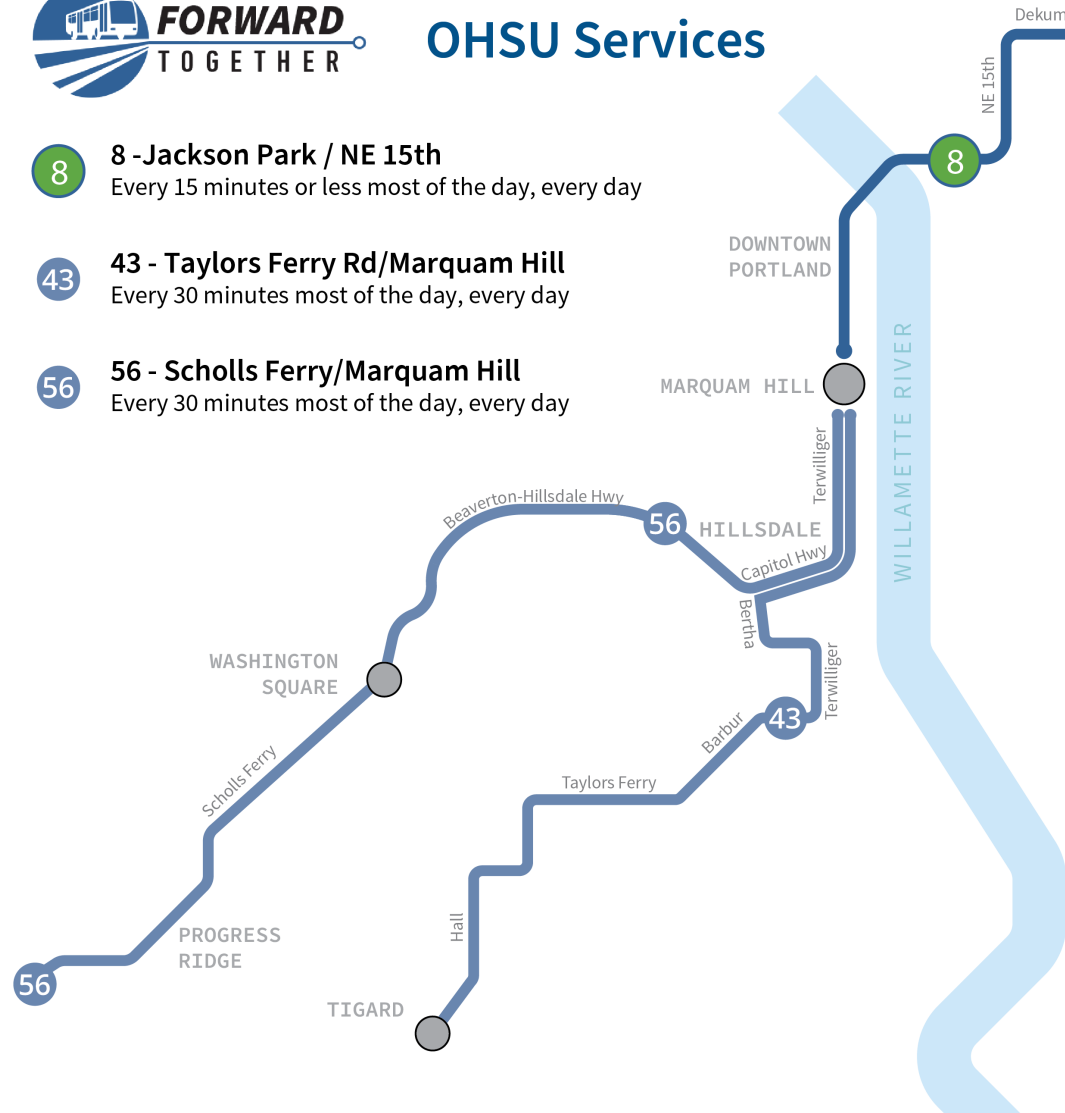


Figure 52: Forward Together Revised Service Concept - Marquam Hill Services

Terwilliger, but deviating via Bertha Blvd and Capitol Hwy, to go through Hillsdale, and end at Marquam Hill.

Figure 52 illustrates the suggested structure for OHSU services in the Service Concept.



## Marquam Hill - continued

This Marquam Hill pattern of services (Lines 43 and 56 from the southwest via Hillsdale) gives us service every 15 minutes from the main Hillsdale stops to OHSU and the VA on Marquam Hill, at all times of day, not just rush hour. Passengers coming in on Barbur could change every 30 minutes to the 43 at Burlingame. This structure provides a reasonable range of connections to Marquam Hill from the southwest, using a pattern that we can afford to run all the time, not just at rush hour.

Finally, a further note on Line 43: This line is currently a rush hour service. It used to run all day but the ridership has historically been very low, even before the pandemic. We suggest increasing Line 43's frequency to every 30 minutes all day but to do that we need to revise it so that it focuses on enough places of high demand.

That's why we suggest skipping the section of Taylor's Ferry from 35th Avenue to 12th Avenue. Instead, the line would use Barbur from Capitol Highway to 19th Avenue, and then run via 19th, Spring Garden, Taylors Ferry, Terwilliger to Burlingame. Then it would proceed up Bertha Blvd and Capitol Highway, serving the main Hillsdale stops, and then continue up Terwilliger to end at Marquam Hill.

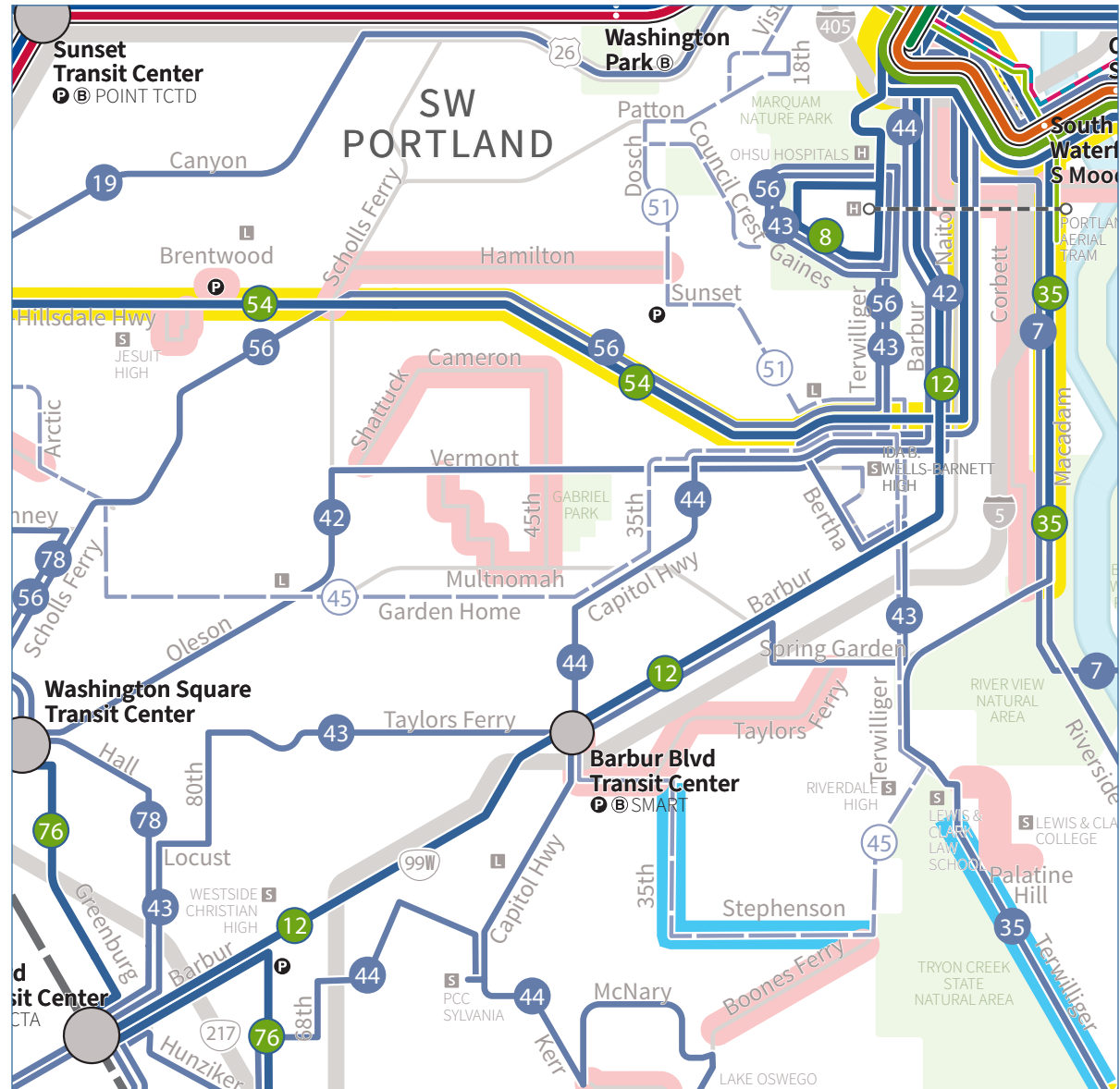


Figure 53: Forward Together Revised Service Concept - Marquam Hill



## Marquam Hill - continued

This revision of Line 43 does several useful things:

- Provides direct service to Marquam Hill from a relatively low-income and densely developing stretch of Barbur, between 19th Avenue and Capitol Highway.
- Continues to serve the South Burlingame business district.
- Connects South Burlingame to its nearest grocery stores: Safeway at 19th & Barbur and Fred Meyer at Burlingame.

On the deleted segment along Huber St and Taylors Ferry, note that Barbur station has a pedestrian bridge to Huber St., and it is also possible to walk from the Frequent Line 12-Barbur at 26th Way. We know that this would not be the solution for everyone.

### What did we hear?

We received many comments that asked us to restore the existing structure of the 60s Marquam Hill expresses. In designing the pattern of services shown in the Service Concept, we were focused on making Marquam Hill easier to access for *everyone*, not just 9-to-5 workers.

Because the 60s expresses run only at rush

hour, on weekdays, they are not relevant to a great portion of the Hill's visitors and workers, who need to arrive at all times of the day. The Hill workers for whom rush hour services are most relevant are also more likely to be office and administrative workers, the same workers for whom working from home has persisted the longest, and is most likely to continue in some form in the future.

Ultimately, with the Service Concept's twin goals to build ridership and improve equity, we cannot afford to offer a separate set of services that are useful for only a portion of the many people who need to travel to Marquam Hill. We believe that making Marquam Hill easily reachable all day long from the southwest part of the region is an important step in building ridership and enhancing access to this critical destination for people whose travel patterns do not neatly align with the traditional rush hour. For these reasons, we continue to suggest these changes to Marquam Hill services.

# Beaverton and Hillsboro

In the Service Enhancement Plan process eight years ago, it became clear that most of Beaverton and Hillsboro will need a continuous grid of reasonably frequent services – exactly what we are proposing for East Portland. Most parts of the valley need north-south service to reach the nearest MAX station, but also east-west service to complete many local trips. TriMet already has the example of Frequent Line 57-TV Hwy, which is one of the most productive lines in the network.

We've identified two other lines in the area that clearly have an urgent need for Frequent Service:

- **52-Farmington/185th** would give us a frequent north-south route that's easy to transfer to from many east-west routes. It is the primary service for PCC Rock Creek and also serve Tanasbourne and high-demand parts of Aloha.
- **48-Cornell**. This straight and simple line, following Cornell from Sunset Transit Center to Hillsboro, has seen tremendous development, including both residential and employment growth. This would be the second east-west Frequent Network line in the valley, along with TV Hwy. The line has been made more direct through Cedar Mill via Barnes to also serve key retail and food destinations.

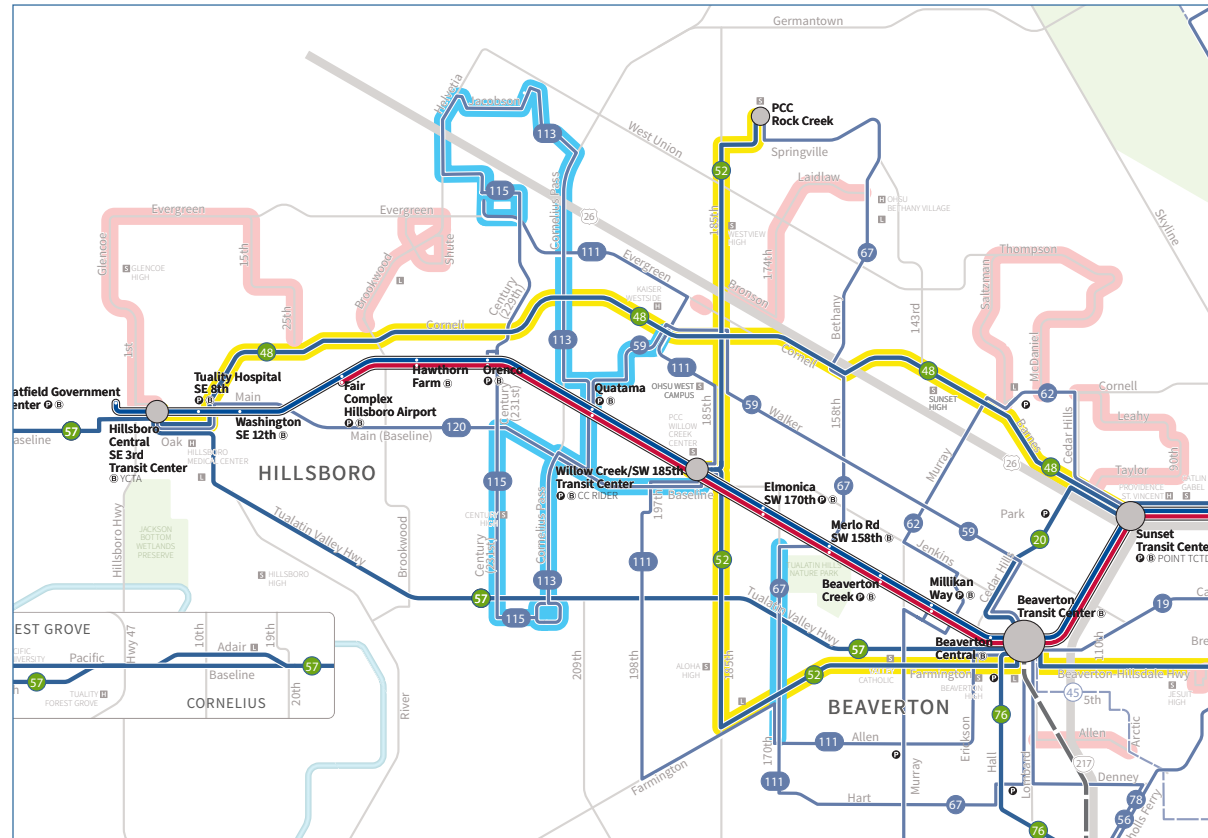


Figure 54: Forward Together Revised Service Concept - Beaverton and Hillsboro

# Beaverton and Hillsboro - continued

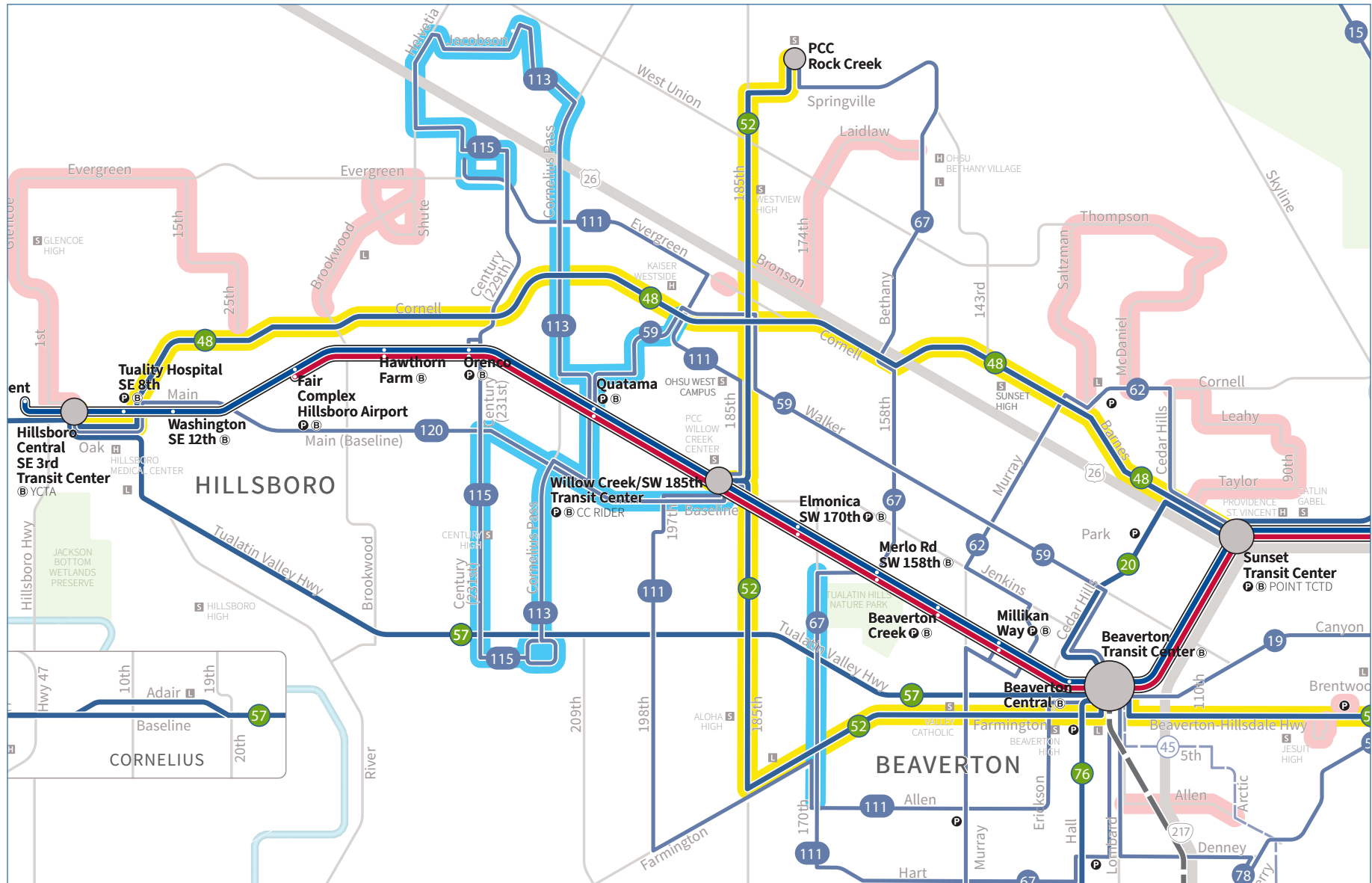


Figure 55: Forward Together Revised Service Concept - Beaverton and Hillsboro

## Beaverton and Hillsboro - continued

The rest of the service concept's Washington County grid would run every 30 minutes, though we hope we can afford 15-minute service on then in the future. Describing the north-south lines from east to west:

- **Line 62-Murray** would use Cedar Hills Blvd and Cornell through Cedar Mill and makes a new connection to Tigard via Progress Ridge to the south.
- **Line 67-Bethany/158th** would be extended south of Elmonica station along 170th Ave, crossing the Frequent lines on TV Highway (57) and Farmington (52) and serving a key unserved part of Aloha. Then it would turn east on Oak St, Davis Rd, and Allen Avenue to provide service into downtown Beaverton, replacing a portion of current Line 88.
- **Line 52-Farmington/185th** is unchanged but would become a Frequent Service route.
- **New Line 111-Hart/198th/Evergreen** would replace and extend today's Line 88, and be upgraded to every 20 minutes. As a north-south route, it would serve the Evergreen Parkway jobs area and connect it to MAX at Willow Creek station. (Currently, Evergreen Parkway's only MAX connection is at Orenco, which is out

of direction for everyone going to and from the east.) Then, the route would cover 198th Avenue through Aloha to Farmington Rd. Finally it would turn east, covering portions of Hart Rd and Allen Ave into downtown Beaverton. (The path into Beaverton isn't meant to be especially direct, but is covering several neighborhoods that need good service. If you were on 198th and wanted to go to downtown Beaverton, you would take this bus to MAX at Willow Creek instead.) We think this could be one of the most successful new north-south routes in Washington County.

We looked hard at creating a new north-south line generally along John Olsen Ave, 206th Ave, and 209th Ave. In the end we decided that we couldn't justify it given our limited budget. Running more frequent service along 198th Ave and Cornelius Pass Road appears to be the best way to provide good connections to this area, at least for now.

- **New Line 113-Cornelius Pass.** A new half-hourly route would cover Cornelius Pass Rd from Reeds Crossing (south of TV Highway) up to Liberty High School and the industrial area north of US 26. (Between Baseline and the MAX Line, the route deviates eastward to 206th to serve Quatama MAX station.) From

the North Hillsboro industrial area service would continue back south along Brookwood to Evergreen, then continue south as Line 115 below.

- **New 115-Century Blvd.** This new line would generally follow Century Blvd from Evergreen Parkway south to Reeds Crossing.

Finally, two improved east-west lines are suggested, in addition to the Frequent Service on 48-Cornell and 57-TV Hwy.

- **Line 59-Walker.** We suggest revising this line so that it goes to Beaverton Transit Center instead of Sunset Transit Center. The route would stay on Walker east to Cedar Hills Blvd (instead of turning north at Park Way) and thus would get to far more jobs and destinations, although it increased travel time to downtown Portland. At the west, end, we suggest sending the line to Quatama station instead of Willow Creek. This would provide some useful service within Amberglen. We would like to run this route more frequently but for now we are hoping to restore 60-minute all day service.
- **New Line 120-Baseline.** This new half-hourly line would connect Hillsboro and Willow Creek along Baseline Road and Main St, forming a new east-west element in the grid.

## Beaverton and Hillsboro - continued

With these lines, the basic grid structure that we need would be in place. It won't all be as frequent as we would like, but it would dramatically improve people's ability to travel all over greater Beaverton and Hillsboro.

Inevitably there are some downsides. We have to remove service to a few low-ridership segments:

- Line 46 in the area north of downtown Hillsboro. The Intel Jones Farm employment site is not large enough to support this route by itself. Residential areas or northern Hillsboro are extremely difficult to serve with
- fixed route service because of the disconnected street pattern and mostly low density.
- 174th Avenue and Laidlaw Rd in Bethany. This low-ridership segment of the 47 is entirely single family homes without apartments, and it lacks the density or local street connectivity to support very useful service. A major frequency increase on 185th Avenue is suggested, which would make service there more worth walking to. Bethany Blvd service would not become more frequent but would be extended south to Aloha and Beaverton, expanding its usefulness.
- Line 50-Cedar Mill. We cannot see a case for maintaining this very low-ridership route, which mostly serves a low density residential area. Frequent service on Line 20-Burnside and 30-minute service on Cedar Hills Blvd (Line 62) would both be worth walking to from parts of this area.

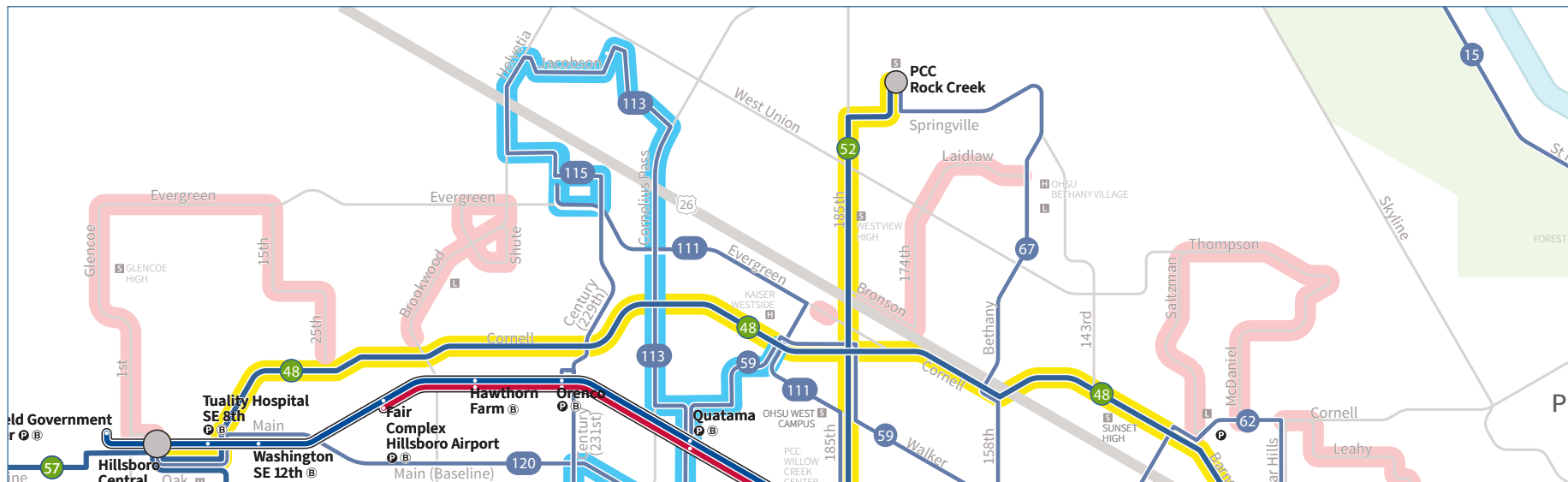


Figure 56: Forward Together Revised Service Concept - Beaverton and Hillsboro



## Revision: Brookwood Library

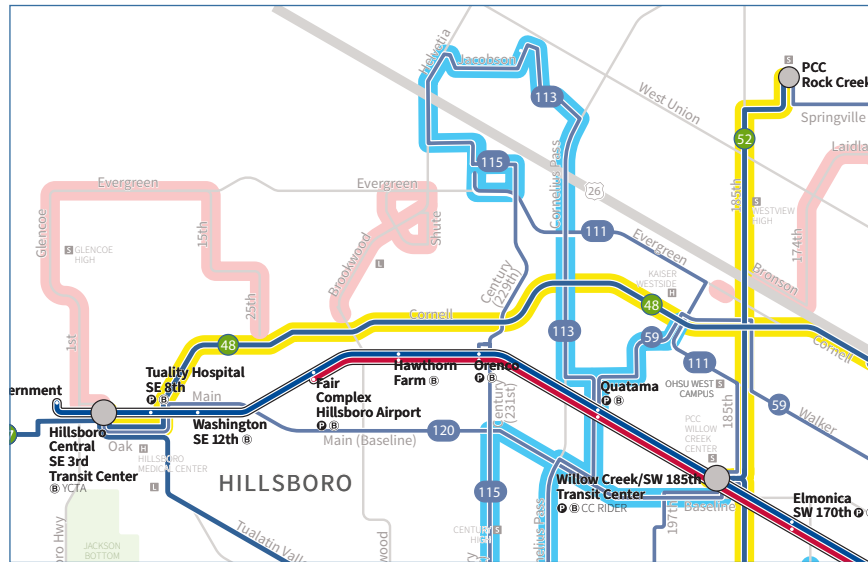
In our October 2022 outreach period, we heard a lot about the need to maintain service to Hillsboro's Brookwood Library, located east of Brookwood Pkwy between Cornell and Evergreen.

Today, Brookwood Library is served by Line 46-North Hillsboro, which serves residential areas of north Hillsboro, continuing to the Fair Complex MAX station and then up Brookwood Pkwy.

This is not a high ridership segment; pre-pandemic, there were a total of about 200 boardings per weekday on Line 46, with just 22 on the Brookwood segment, and just a single boarding at the stop serving the library itself.

In the Draft Service Concept, we suggested reorienting service in north Hillsboro to offer more frequent connections from MAX to the major employment areas located between Brookwood and Cornelius Pass Rd. This involved creating two new 30-minute routes, Line 113 and 115, while removing Line 46 entirely.

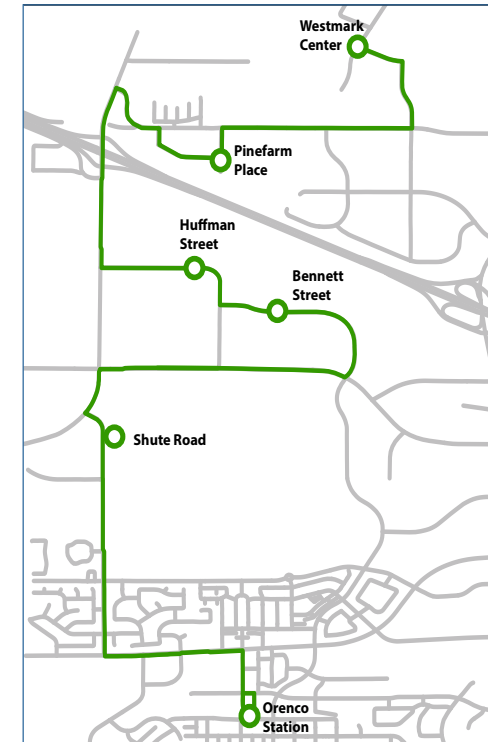
Many comments in the outreach period focused on the need to maintain service to



**Figure 57: Forward Together Revised Service Concept - North Hillsboro Area**

Brookwood Library. The Revised Service Concept has identified two options to serve this destination if and when changes are implemented in the future.

The first option is to shift Washington County's North Hillsboro Link service to Brookwood Parkway. North Hillsboro Link is a deviated fixed route that connects Orenco Station to the North Hillsboro industrial area. With the Revised Service Concept's new Lines 113 and 115, we are suggesting reaching all destinations on the Link service with more frequent bus service available for a long span of service on more days of the week. The Link service would now be duplicative of these other



**Figure 58: North Hillsboro Link**

routes, so shifting to Brookwood Pkwy would enable it to refocus on a new, unique market. TriMet and Washington County staff have begun a conversation around this option.

If changes to the Link are not possible, the other option would simply be to extend new Line 111 along Brookwood to terminate at the Fair Complex MAX station.

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# Next Steps

Forward Together provides a framework for investing in the bus network with the goals of increasing ridership and improving transit equity, but the Revised Service Concept is not the end of the public conversation around improving bus service in our region.

The Revised Service Concept will serve as a guide for Annual Service Plans in the coming years. Each Annual Service Plan process will include public engagement for every proposed bus line change. These plans will be based on an analysis of any changes in goals, demand, and resources since the Revised Service Concept. As these conditions evolve and change in the future, the exact configuration of service changes may shift, but within the general framework established by Forward Together's public process: that TriMet should focus its planning efforts in the next few years of restoring ridership and improving equity.