

7

Public Transit Element



This chapter summarizes the public transit needs within the city of Milwaukie and recommends improvements for addressing those needs over the next 22 years.

INTRODUCTION

Milwaukie's public transit policies support transportation, land use, economic development, and environmental goals. The availability, convenience and desirability of public transit are key aspects of a system that must support the movement of people to, from, and through Milwaukie. Transit trips reduce single-occupant vehicle trips (which reduces traffic and energy consumption), serve community members who cannot drive (including the elderly, disabled and youth), and minimize transportation system impacts to the environment, such as vehicle emissions and soil and water pollution from impervious surface runoff.

Job creation and retention in the city are also influenced by Milwaukie's transit service. So too are the City's revitalization goals for the downtown, which rest on a moderately dense, mixed use land use pattern. The availability of high quality and dependable transit enables the development of more downtown land for new housing and commercial space with relatively less land being consumed for parking.

TSP GOALS AND POLICY FRAMEWORK

The overall transportation system and the city itself are enhanced as the public transit system improves. Several of the goals of this TSP (see Chapter 2) establish refined policies that assert the importance of transit to the success of the whole transportation system:

- **Goal 1 Livability** calls for a transportation system that is accessible to all members of the community.
- **Goal 3 Provide Travel Choices** directs the City to collaborate with transit providers to improve transit service and to generally support projects that reduce dependence on single-occupant vehicles.
- **Goal 4 Quality Design** requires developers to build appropriate transit-supportive improvements.
- **Goal 6 Sustainability** guides the City to develop an energy efficient transportation system that minimizes environmental impacts.
- **Goal 7 Efficient and Innovative Funding** calls for a cost-effective transportation system.

- **Goal 8 Compatibility** directs the City to coordinate with TriMet and other transit providers to plan for improvements to transit service.
- **Goal 9 Economic Vitality** insists that transportation facilities be built to support the land uses outlined in the Comprehensive Plan, such as the Town Center concept for downtown.

The City's Comprehensive Plan establishes the policy framework for providing transit and integrating it with other transportation modes and adjacent land uses. These policies can be found in the Air, Water and Land Resources Quality Element, Economic Base and Industrial/Commercial Land Use Element, Neighborhood Element and the Transportation, Public Facilities and Energy Conservation Element. The Comprehensive Plan includes several specific directions for guiding the City to a complete transit system, as well as general goal statements and policies toward the same end. In sum, the policies are:

- **Travel-Related:** Reduction of congestion, improved connectivity between Milwaukie and Portland.
- **Access-Related:** Accommodation of elderly and disabled citizens, service to all neighborhoods, pedestrian and bicycle connections to transit stops and routes.
- **Land-Use-Related:** Increased density of housing and jobs near transit facilities.
- **Transit-Experience-Related:** Ensure transit facilities are safe, well-maintained, and convenient.
- **Environment-Related:** Reduction of regional air pollution and development of a compact, walkable downtown.
- **Planning-Related:** Require new development to provide transit amenities as appropriate, prioritize street improvements on transit streets, coordinate on regional transit initiatives including high-capacity transit planning and coordinate with TriMet on service delivery and facility improvements.

The TSP affirms these goals, and supports them by identifying system deficiencies and needs, new service enhancements, capital improvements and policy improvements.

NEEDS

The public transit system in Milwaukie must achieve four goals for it to be a complete system. A complete transit system in Milwaukie would provide or allow for:

1. Service for the greatest number of potential users.
2. Service for the neediest citizens.
3. A safe experience for all users.
4. Convenient service.

Public Transit Coverage and Service

TriMet is the regional transit provider for the Portland metro area and provides transit service to and from Milwaukie, with ten bus routes: 28, 29, 31, 32, 33, 34, 70, 75, 99, and 152. These routes, their approximate headways (time between arrivals), and the locations of stops, shelters, and the transit center and park-and-rides are shown in Figure 7-1.

The preponderance of transit needs in Milwaukie can be divided into two categories: new service (where there isn't any today) and enhanced services (where more service is desired). As described in Figure 7-1, most of Milwaukie currently enjoys nearby bus service. Ten bus routes currently run through the city, with buses making frequent stops and providing most of the city's neighborhoods with weekday service. The exceptions are in portions of the Hector Campbell,

Linwood, and Lewelling neighborhoods (shown in red on Figure 7-1) which have pockets that are outside a 1/4-mile walk distance to the nearest bus stop. These portions of Milwaukie, which comprise approximately 15% of its land area, will only be served with the establishment of new, proximate bus routes and stops.

Figure 7-2 illustrates the second category of need, showing how service levels drop on existing routes during the weekend when the same criteria are applied (1/4-mile walk distance to nearest bus stop). Because five of the ten bus lines do not run on the weekend, nearly the entire southern half of the city is left without convenient bus service. Even during periods of maximum service (called peak times), several lines do not run frequently enough to meet the needs of the Milwaukie transit users.¹ During peak hours, only six of the ten bus routes operate with headways of 30 minutes or less, while the remaining five lines operate with headways greater than 30 minutes.

¹ Headways have been criticized, for example, as being too great (i.e. too much waiting) for the routes serving Lake Rd, Oatfield Rd, and Harvey St.



Transportation System Plan

FIGURE 7-1

PEAK HOUR TRANSIT COVERAGE

November 2013

LEGEND

Transit Facilities

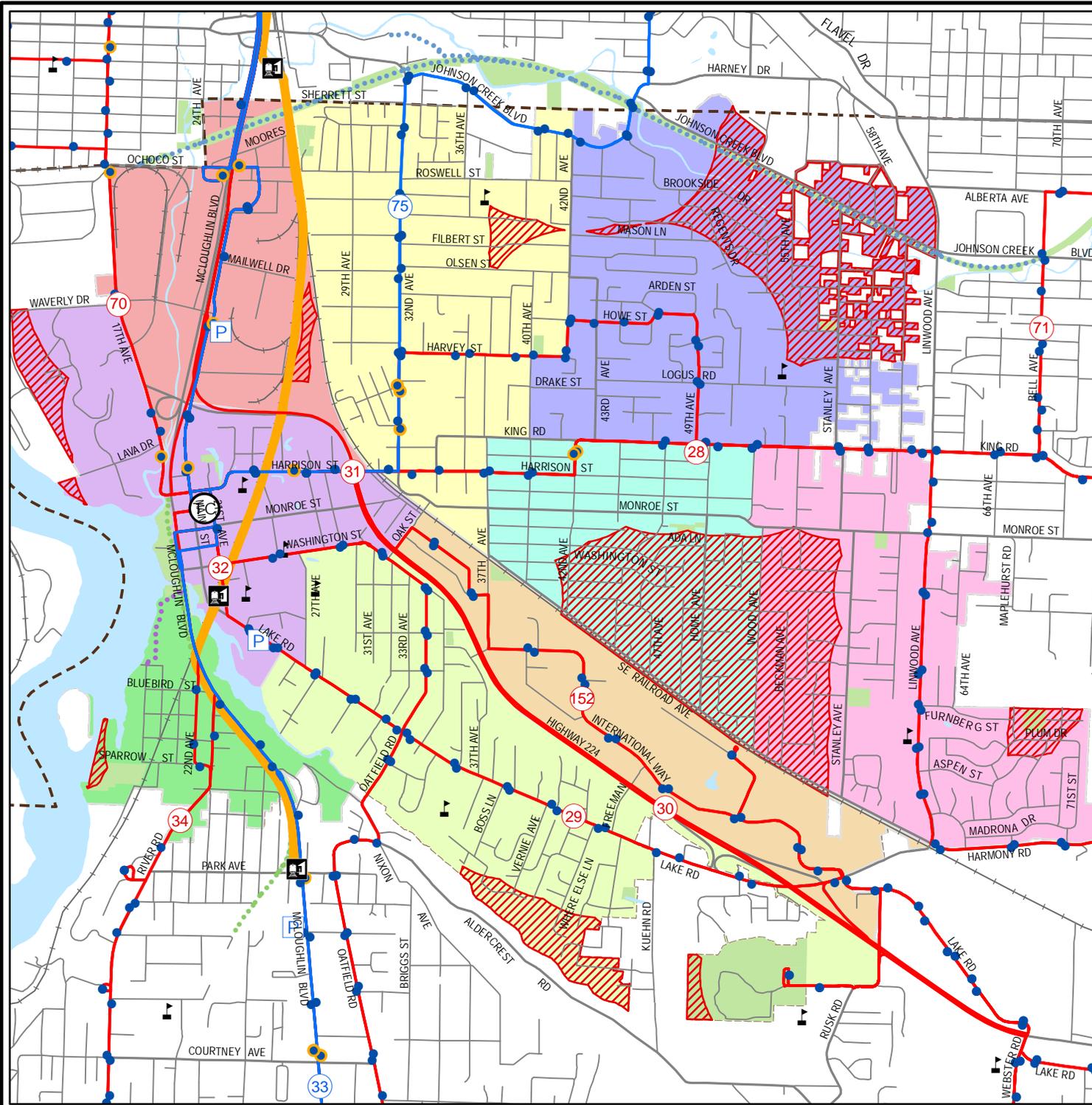
- > 1/4 Mile Walk to Bus Stop during Peak Operating Hours
- Bus Routes < 30 Min. Frequency
- Bus Routes > 30 Min. Frequency
- Stop
- Shelter
- Light Rail Station
- Light Rail Transit
- Park-and-Ride
- Transit Center

Neighborhood District Associations

- ARDENWALD
- HECTOR CAMPBELL
- HISTORIC MILWAUKIE
- ISLAND STATION
- LAKE ROAD
- LEWELLING
- LINWOOD
- MCLOUGHLIN INDUSTRIAL
- MILWAUKIE BUSINESS INDUSTRIAL

Other Map Features

- Schools
- Streets
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail
- Major Roads
- Railroad
- County Line
- Water
- Parks
- City Limits



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TRANSPORTATION SOLUTIONS



0 500 1,000 2,000 3,000 4,000 Feet



Transportation System Plan

FIGURE 7-2

OFF-PEAK TRANSIT COVERAGE

November 2013

LEGEND

Transit Facilities

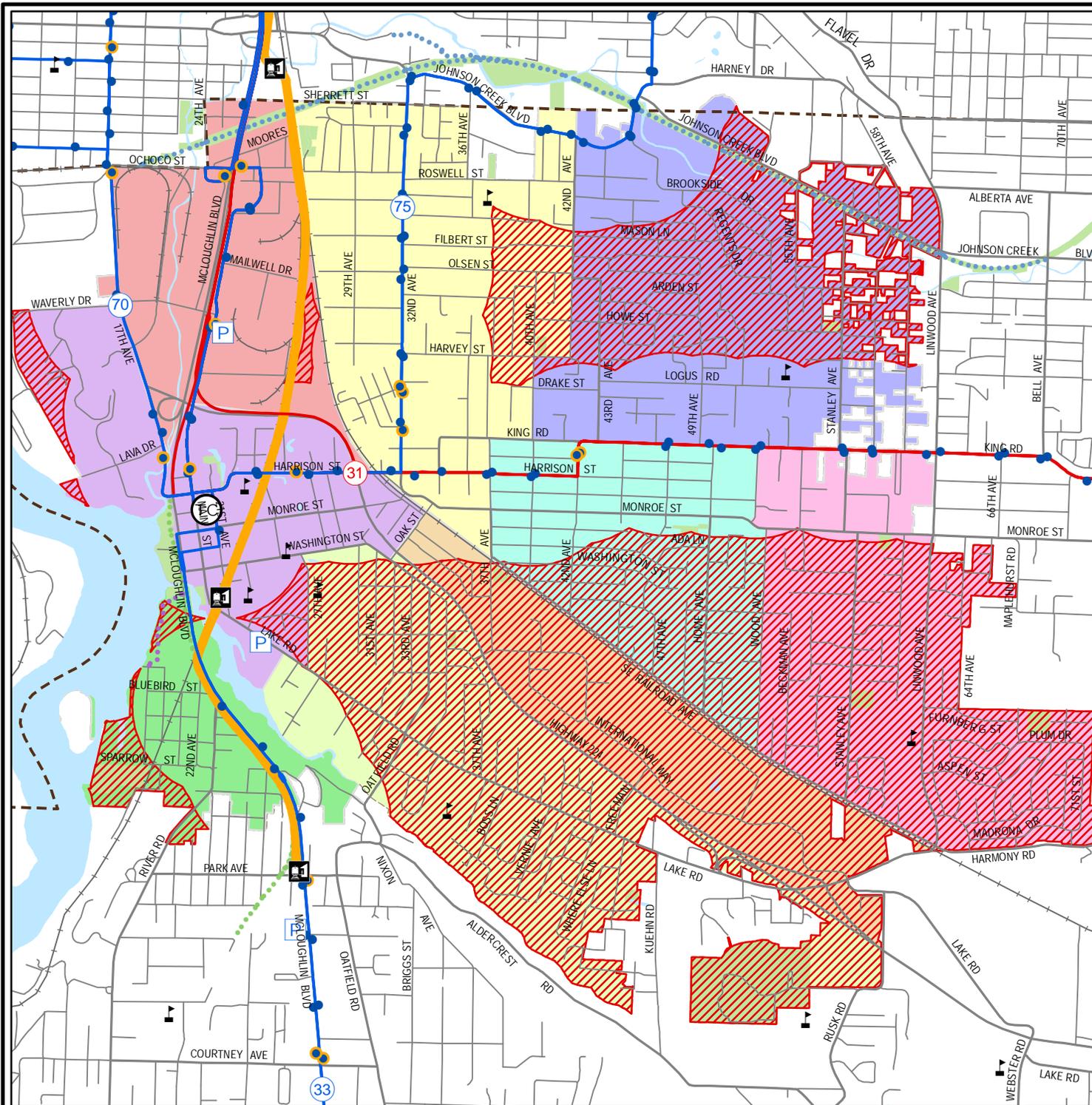
- Bus Routes, Off-Peak Hours < 60 Min. Frequency
- Bus Routes, Off-Peak Hours 60 Min. Frequency
- Stop
- Shelter
- Light Rail Transit
- Light Rail Station
- Transit Center
- Park-and-Ride
- > 1/4 Mile Walk to Bus Stop during Off-Peak Operating Hours

Neighborhood District Associations

- ARDENWALD
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0 500 1,000 2,000 3,000 4,000 Feet

Public Transit Supportive Facilities

Many TriMet facilities in Milwaukie are in need of improvement. Certain bus stops are perceived as unsafe, either because of their proximity to unpleasant site or traffic conditions, isolated location, low ridership, lack of supporting nearby land uses, or neglected physical condition..

Park-and-ride facilities in the city are insufficient for Milwaukie commuters, causing these commuters to seek parking downtown or on neighborhood and collector streets, or to dispense with transit options entirely. Bike parking facilities are also reported as inadequate at existing park-and-rides.

Gaps in city facilities, especially sidewalks, contribute to underutilization of the transit system. Every transit user is a pedestrian, since many people arrive at bus stops on foot, and all wait for buses in the pedestrian realm. While the transit system does not require sidewalks on every street in the city, it is vastly improved when sidewalks are provided on both sides of streets with bus stops, and at least one sidewalk on local streets that connect to transit stops. Good lighting is essential for safety and visibility.² Finally, the City should maintain clear striping of bike lanes where bus routes and bike routes are co-located on a street (although this situation should be avoided where possible).

The new Portland-Milwaukie Light Rail (PMLR) line, scheduled to open in 2015, represents a new transit facility that will connect Milwaukie with downtown Portland. The new line will run from the Portland State University campus at SW 6th Ave and College St, through the South Waterfront area (with a direct link via aerial tram to the Oregon Health & Science University) and across the Willamette River to the Oregon Museum of Science & Industry, and south alongside McLoughlin Blvd to downtown Milwaukie, terminating at SE Park Ave.

System Deficiencies

Though transit service in Milwaukie needs to be improved in many ways, its greatest deficiencies are in the areas of Service Levels, Safety, and Convenience of Service. Several factors contribute to this perception and point to the community's desired areas of improvement:

- New routes are needed to serve the Hector Campbell, Linwood and Lewelling neighborhoods where the nearest bus stops are more than a 1/4-mile walk away. This is an environmental justice issue as well as a livability issue for people living in these transit-deficient pockets.
- Additional runs (i.e. increased frequencies or shorter headways) are needed for many routes, especially on evenings and weekends.
- Bus shelters or improved shelters and related features are needed for certain locations, notably where daily boardings exceed TriMet's standards for shelter upgrades.
- Shelters at main stops along bus routes need adequate lighting and TransitTracker³ information.

² Bus stop lighting is typically provided by nearby streetlights, if the street is well lit. However, nighttime illumination can still be poor or nonexistent, and the cost of hard-wiring bus stops with lights is significant and impractical in many locations. TriMet has recently started to install solar lighting systems primarily along frequent bus corridors, using environmentally friendly LED (light emitting diodes) inside select shelters. The city should work with TriMet to have these systems installed where needed in Milwaukie.

³ "TransitTracker" is the name of TriMet's Global Positioning System technology for tracking how far a bus or MAX train is from a stop. This real-time information is then made available to riders on the street via electronic displays installed in bus shelters and MAX stations, online, or over the phone. "Transit Priority Intersections" enable

- The downtown Transit Center needs to be "dissolved" by establishing a bus layover facility somewhere outside of the downtown.
- More park-and-ride parking lots are needed in certain locations.
- Bus rapid transit is needed for routes to connect with Oregon City and Clackamas Town Center.
- Coordination between bicycle facilities and transit services is needed.
- The expansion of Milwaukie's sidewalk system needs to consider the importance of sidewalks on transit streets and local streets adjacent to transit streets.
- Convenient service needs to serve Milwaukie's significant elderly population.

RECOMMENDATIONS

The City's policies on public transit, compared to the current state of the system, reveal a disparity between the City's goals for transit service and use, and the system's ability to meet those goals today. To close this gap, the City and TriMet should simultaneously pursue three types of improvements that will increase transit service and benefit Milwaukie residents, employees, and the greater population:

- **Service Enhancements:** Make transit more convenient for users through new routes and stops, and enhanced service on established routes.
- **Capital Improvements:** Enhance the transit experience for users. These improvements take the form of capital projects that upgrade transit facilities in the city (e.g. shelters, bus stops, park-and-rides).
- **Policy Improvements:** Establish new policies or policy direction that clarifies and expands how the City can help facilitate transit use and a transit experience that better meets the needs of local system users.

The City and TriMet are collaborators in making these improvements, although their relative interests and authorities are shared in differing proportions for each. Service Enhancements are largely in TriMet's control, with the City providing direction and little else. Policy Improvements have the opposite character, as these are within the City's realm of authority, with the transit agency providing input. Implementation of Capital Improvements is more equally shared, with the two entities working closely together to select and construct the improvements with funds from either government or a third party grantor to which either or both governments may apply.

A complete list of all three improvement types is included as Table 7-1, Public Transit Master Plan Projects, located at the end of this chapter. The high priority Service Enhancement and Capital Improvement projects are illustrated in Figure 7-3, also located at the end of this chapter. The high priority recommendations are also summarized below.

Service Enhancements

TriMet's service enhancements are determined through its five-year Transit Investment Plan (TIP), which lays out the agency's strategies and programs to meet regional transportation and livability goals. The Regional Transportation Plan and local transportation system plans guide

preferential treatment of buses at intersections by extending the green time along the bus route, or actuating the green light at intersections upon detection of an approaching bus.

the TIP, which is updated annually and seeks to meet current and future demands for service. Through its TIP updates, TriMet partners with jurisdictions like Milwaukie to develop criteria for expanding transit service. The City should coordinate with TriMet on the annual TIP update process on the programming of Milwaukie's desired service enhancements.

Two new east-west bus routes are envisioned for Milwaukie: one utilizing Johnson Creek Blvd east of 42nd Ave, and one utilizing Railroad Ave. The Johnson Creek line would extend to 82nd Ave to serve the numerous jobs between 42nd and 82nd Aves and connect with the I-205 light rail (MAX) line. The Railroad Ave route would require a complete upgrade of the street itself, with sidewalks, stormwater drainage, and bus shelters. The route is envisioned to connect to the east with Harmony Rd, to serve Clackamas Community College, Clackamas Town Center and the eastern suburbs. Downtown Milwaukie is envisioned as the western terminus for the new line (see Figure 7-3).

A third east-west service enhancement—bus rapid transit—is requested for the Line 31 rush hour route, which utilizes Hwy 224. The opening of the I-205 light rail in 2009 has increased the need for TriMet to consider converting this part-time route to high-frequency service, subject to available funding for operations and bus fleet expansion.

Service enhancements for north-south routes include conversion of Lines 33 and 99 in the McLoughlin Blvd corridor to high-frequency light rail service (with continued high-frequency non-light-rail transit to Oregon City) and extending service on Linwood Ave north of King Rd, continuing on Flavel Dr into Portland. There may be a need for a circulator bus to connect light rail riders to employment locations south of the Tacoma St area when Lines 33 and 99 are discontinued.

In general, more service is desired on existing routes. Reduced headways (more frequent bus runs) are desired for the routes serving Lake Rd, Oatfield Rd, Linwood Ave, International Way, and Logus Rd. Additionally, weekend service is desired for more routes, including those serving King Rd, Oatfield Rd, McLoughlin Blvd, 17th Ave, and 32nd Ave.

Other service enhancements would improve the reliability and/or ridership on Milwaukie transit routes. These include extending the hours of service for certain routes (e.g. between 6 p.m. and 10 p.m.), adding TransitTracker technology at more stops, and establishing transit priority intersections along transit corridors. Where TriMet can improve its system efficiencies and operations, for instance through signal prioritization, interlining routes, curb extensions and other similar devices, the City will provide willing consultation and collaboration. The City acknowledges that the transit system is a regional entity and that service enhancements that benefit the overall system are generally a benefit to the City's small piece of the system.

Capital Improvements

Capital improvements within Milwaukie can be thought of as user amenities that improve the convenience and attractiveness of the transit system, which in turn bolsters ridership. Typical examples of capital improvements include park-and-rides, bus shelters, attractive signage with timetable information, benches, bike racks, trash receptacles, and public art.

The selection of capital improvements depends on needs and availability of funds. TriMet prioritizes bus stop upgrades, for example, based on the number of boardings at the location, the type of service provided at the location (e.g. local bus, express bus, frequent bus, MAX, etc.) and special circumstances such as the presence of a nearby senior center.

Most of the bus stops in Milwaukie are considered "basic stops," and currently have minimal amenities (poles with signs only and a schedule display). TriMet typically provides a shelter at a

bus stop that sees an average of 35 daily boardings.⁴ Based on 2006 boarding data, there is one stop in Milwaukie that should have a shelter but does not: Harrison St/24th Ave.⁵ This stop should be upgraded to a shelter.

Park-and-ride lots are very valuable for commuters. There is currently one small shared-use park-and-ride in Milwaukie, located south of downtown on Lake Rd. This type of small, shared use park-and-ride is useful for residents making short car trips to connect with local bus service.

A second park-and-ride, the 300-plus-space Southgate park-and-ride was constructed in 2008 and is located north of Hwy 224 and east of McLoughlin Blvd. This type of park-and-ride is designed for regional use, attracting users from farther distances who are often seeking to connect with higher capacity transit service like frequent service bus, or light rail. When Lines 33 and 99 are discontinued after the start of light rail service to Milwaukie, consideration should be given to converting the Southgate park-and-ride for use as local employee parking.

Additional park-and-ride lots of both types should be considered for better serving Milwaukie commuters and Clackamas County commuters bound for Portland.

A downtown park-and-ride is a special case. A park-and-ride structure downtown could serve both local and regional transit users, as well as downtown employees and visitors. A structure of this type is envisioned to support the PMLR, but under a special set of circumstances that would allow the City to share the facility for public parking, eventually phasing out the commuter parking as downtown Milwaukie develops (see Chapter 12 Downtown Parking). This option will require additional research regarding location and funding options.

Policy Improvements

By adopting policies that reinforce its transit goals and the improvements described in this TSP update, the City reaffirms its commitment to a complete transit system and takes new steps toward realizing that vision.⁶ Key policy recommendations are described below. Other policy suggestions, each contributing toward establishing the complete system, are summarized in "Other Transit Policies."

Serve the "Transit Disadvantaged" Portions of Milwaukie

One high priority policy is the elimination of "transit disadvantaged" portions of the city, based on weekday peak-hour service, by providing new transit service for these areas. The City's Comprehensive Plan establishes that the transportation system provide travel choices and allow people to reduce the number of trips made by single-occupant vehicles.⁷ This policy bolsters the City's position that underserved areas be the focus of new transit investments.

⁴ Although ridership is the primary criterion for determining shelter placement warrants, TriMet also considers other factors like LIFT service usage, funding and maintenance by others, development of adjacent property and opportunities for consolidating bus stops.

⁵ The Linwood/King stop currently has 29 daily boardings, according to TriMet. The City and TriMet should track the data for this stop on an annual or semiannual basis given the intensification of land use at the Wichita Shopping Center in 2007.

⁶ The term "reaffirm" is emphasized here. The City of Milwaukie currently enacts several important transit-supportive policies and provisions located elsewhere in this TSP, in the Milwaukie Municipal Code (Subsection 19.504.10) and the Comprehensive Plan. These include goals such as street connectivity (which enables bus routes and pedestrian access from neighborhood to transit streets), safe pedestrian crossings at regular intervals along principal roadways, development standards that implement State Transportation Planning Rule requirements for building entrances that face transit streets (not parking lots), and appropriate levels of density along transit streets to support transit use.

⁷ This policy is included in the Comprehensive Plan as Goal 3 Travel Choices.

Provide Park-and-Rides Downtown and on Milwaukie's Fringe

Park-and-ride policies are suggested that would facilitate structured parking in downtown (see Downtown Parking chapter), and guide the size of new park-and-rides in other locations—smaller within the city to serve Milwaukie residents, and larger on the city's fringe to serve North Clackamas County commuters. These "fringe" park-and-rides, if associated with light rail, (such as that under study for Park Ave and McLoughlin Blvd) should be annexed to the City of Milwaukie to ensure effective and efficient policing.

Improve Public Transit Safety

The Milwaukie Police Department should be consulted and enlisted in the effort to ensure passengers' sense of safety at and on all TriMet facilities in the city. A policy should be adopted that specifically discourages loitering at transit facilities.

Maintain Public Transit Facilities

The maintenance of transit facilities can be improved through the enlistment of city neighborhoods, through a policy that would enable Neighborhood District Associations to initiate improvements by contacting TriMet directly. The transit agency would, in turn, commit to make best efforts to complete the needed maintenance or repair.

Request Dedication for Bus Stop Improvements

The City already requires easements or dedications for new or upgraded bus stops when an adjacent site applies for land use or development permits. Where desired bus stop improvements are adjacent to sites being developed or redeveloped for which an easement or dedication is not required, City policy should be updated to ensure that easements or dedications are requested of project developers and property owners.⁸ The NDAs can be effective advocates for the transit system in this process.

Reinvest Public Transit "Savings" Within Milwaukie

The city's level of transit service, while high, falls well short of achieving the goals of the community and the Comprehensive Plan. Consequently, the City takes the position that any savings derived from new capacity, (either through light rail, bus rapid transit, or other new enhancement) be contained and reinvested within the Milwaukie service area. The City would prefer that investments in service upgrades not all come in the form of route conversions to high-frequency transit. Although these conversions are supported, the City's preference would be that savings associated with these conversions (from eliminated bus operations, for example), be retained and reinvested in needed bus system enhancements elsewhere in town. The ultimate goal of this policy would be to achieve a net gain of distributed service throughout the city—both through new projects like light rail, and increased bus service as a result of the new projects.

Other Public Transit Policies

- **Shared Use Park-and-Ride Facilities:** Explore the use of local church parking lots as park-and-ride facilities, in conjunction with a policy to suitably size these facilities based on their location.
- **Frequency of Service:** Add a policy to increase headways on all transit routes in the city so that buses run at least every 30 minutes.

⁸ Frequently TriMet is unable to improve bus stops because the property required to make the improvement is privately owned.

- **Bike/Bus Connection:** Identify priority intersections for making connections between bike and bus transportation modes. Ensure that bike parking is installed at all park-and-ride facilities.
- **East-West Travel:** Add a policy that recognizes the need for east-west transit travel south of downtown Portland. Center-to-center commuting is an example of east-west travel.
- **Equitable Ticket Pricing:** Add a policy to ensure that ticket prices from park-and-rides south of downtown are the same as those north of downtown.
- **Interagency Coordination:** Continue to support the Milwaukie Center Bus Service and TriMet's LIFT service through interagency referrals, coordination, and signage as necessary.

Master Plan

TriMet's TIP includes many new services expansions in Milwaukie and the surrounding area over the next 22 years. The Public Transit Master Plan includes potential improvements identified by the transit working group, which included participation from TriMet. Table 7-1 summarizes the transit master plan for both capital projects and service enhancements.



Transportation System Plan

FIGURE 7-3

PUBLIC TRANSIT MASTER PLAN

November 2013

LEGEND

Existing Facilities

- Bus Route Number
- Bus Stop
- Bus Route
- Light Rail Station
- Light Rail Transit
- Park-and-Ride

Proposed Improvements

- Park-and-Ride
- New or Rerouted Bus Route
- Bus Rapid Transit Route

Other Map Features

- Schools
- Major Roads
- Streets
- Railroad
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail
- County Line
- Water
- Parks
- City Limits



DKS Associates
TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 4,000 Feet

Table 7-1 Public Transit Master Plan Projects

| Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁹) |
|---------------------------------|------|---|--|-----------------------|----------------------------------|-------------------------------|
| High Priority Projects | | | | | | |
| High | C | Downtown Transit Center Improvements | Construct new bus layover facility outside of the downtown core. | Location-specific | Location-specific | \$1,250 |
| High | SE | Railroad Ave Capacity Improvements | Transit aspect: Provide bus service to extend to Clackamas Town Center and points east. | Harrison St | Eastern city limits | TBD |
| High | SE | Johnson Creek Blvd Bus Service | Identified bus route need. | 45 th Ave | Eastern city limits | TBD |
| High | SE | Park-and-Ride Bus Service | Reroute bus line #70 to serve the Milwaukie park-and-ride on Main St. | Location-specific | Location-specific | TBD |
| High | O | Milwaukie Transportation Management Association Program | Implement a transportation management association for downtown employers. | Milwaukie Town Center | Milwaukie Town Center | \$200 |
| High | SE | Downtown Loop Bus | Establish bus service from downtown to Tacoma and Park Ave stations. | Downtown | Tacoma station, Park Ave station | TBD |
| High | SE | Neighborhood Loop Bus | Establish bus service between eastern neighborhoods and downtown. | Eastern city limits | Downtown | TBD |
| Medium Priority Projects | | | | | | |
| Med | C | Harrison St Transit Shelter at 24 th Ave | Install transit shelter at Harrison St and 24 th Ave, as this stop currently meets minimum boarding requirements. | Location-specific | Location-specific | \$5 |
| Med | SE | Weekend Service Improvements | Increase weekend bus service on bus lines #31, #32, #33, #70, and #75. | Citywide | Citywide | TBD |
| Low Priority Projects | | | | | | |
| Low | C | Bike Lane Striping | Restripe existing bike lanes and stripe bike lanes on bus routes where buses and bicyclists share the road. | Citywide | Citywide | \$20 |
| Low | C | Bus Shelter Safety Improvements | Add TransitTracker and LED lighting units at main stops along bus routes. | Citywide | Citywide | TBD |
| Low | C | Hwy 224 Rapid Bus Improvements | Construct improvements that enhance rapid bus service east to Clackamas Town Center. | Milwaukie Town Center | Clackamas Town Center | TBD |

⁹ Project costs are order-of-magnitude estimates and are in 2012 dollars. Future costs may be more due to inflation. In the case of operational projects, estimated costs are for the entire 22-year planning period.

| Priority | Type | Project Name | Project Description | From | To | Cost (\$1,000s ⁹) |
|----------|------|--|---|-----------------------|-------------------------|-------------------------------|
| Low | SE | Linwood/Flavel Bus Service | Identified bus route need. | Northern city limits | King Rd | TBD |
| Low | SE | Bus Line Service Improvements | Add frequent service to bus line #31. Add more runs to bus lines #152, #32, and #33 between 6pm and 10pm. | Location-specific | Location-specific | TBD |
| Low | SE | Transit Priority Signalization | Implement transit priority signalization along key transit corridors. | Citywide | Citywide | TBD |
| N/A | C | McLoughlin Blvd Rapid Bus Improvements | Construct improvements that enhance rapid bus service south to Oregon City. | Milwaukie Town Center | Oregon City Town Center | TBD |

Notes:

C = Capital Project

High = High priority

SE = Service Enhancements

Med = Medium priority

P = Policy Project

Low = Low Priority

TBD = Costs to be determined. These projects are under the jurisdiction of and/or will be funded by TriMet.

Action Plan

The Public Transit Action Plan identifies the highest priority projects that are reasonably expected to be funded with local funds by 2035, which meets the requirements of the State's Transportation Planning Rule.¹⁰ The action plan project list is based upon a 2007 citywide project ranking process. In 2007, all of the modal master plan projects were ranked by the TSP Advisory Committee after consideration of the Working Groups' priorities, other public support for the project, and how well each project implements the TSP goals and policies. For the 2013 TSP Update, City staff reassessed the prioritization of all projects, incorporating public comments gathered at and around a public meeting in June 2013. Action plan projects that were completed since 2007 were removed from the action plan and new projects identified as top priorities were added.

Table 7-2 Public Transit Action Plan

| Project Name | Project Description | From | To | Project Cost (\$1,000s) | Direct Funding or Grant Match |
|--------------------------------------|---|---------------------|----------------------------------|-------------------------|-------------------------------|
| Downtown Transit Center Improvements | Construct new bus layover facility outside of the downtown core. | Location-specific | Location-specific | \$1,250 | Match |
| Railroad Ave Capacity Improvements | Provide bus service to extend to Clackamas Town Center and points east. | Harrison St | Eastern city limits | TBD | Direct (TriMet) |
| Downtown Loop Bus | Establish bus service from downtown to Tacoma and Park Ave stations. | Downtown | Tacoma station, Park Ave station | TBD | Direct (TriMet) |
| Neighborhood Loop Bus | Establish bus service between eastern neighborhoods and downtown. | Eastern city limits | Downtown | TBD | Direct (TriMet) |

REGIONAL TRANSPORTATION PLAN (RTP) COMPLIANCE

The projects identified in the master plan list and further refined in the action plan list are consistent with the Metro 2035 Regional Transportation Plan (RTP). Specifically, the projects identified are in line with Metro's goals for regional mobility and non-single-occupant-vehicle (non-SOV) modal targets.

¹⁰ OAR Chapter 660, Department of Land Conservation and Development, Division 012, Transportation Planning, adopted on March 15, 2005, effective April 2005.