

**MINUTES**  
**Troutdale City Council – Regular Meeting**  
**Troutdale Police Community Center – Kellogg Room**  
**234 SW Kendall Court**  
**Troutdale, OR 97060**

**Tuesday, October 11, 2022 – 7:00PM**

**1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE**

Mayor Lauer called the meeting to order at 7:00pm.

**PRESENT:** Mayor Lauer, Councilor Ripma (7:01pm), Councilor Kranz, Councilor White, Councilor Moon and Councilor Glantz.

**ABSENT:** Councilor Caswell (excused).

**STAFF:** Ray Young, City Manager; Kenda Schlaht, Deputy City Recorder; Ed Trompke, City Attorney; Erich Mueller, Finance Director; David Berniker, Community Development Director; Travis Hultin, Chief Engineer/Interim Public Works Director and Tim Seery, Parks & Facilities Superintendent.

**GUESTS:** See Attached.

Mayor Lauer asked for agenda updates.

Ray Young, City Manager, replied there are no updates.

**2. PUBLIC COMMENT:** Public comment on non-agenda and consent agenda items is welcome at this time.

<0:02:24>

Saul Pompeyo, Ristorante Di Pompello Owner, went over some of the topics discussed at a community meeting on October 11th including parking, the Transportation System Plan and bike racks. He provided a handout with notes on the meeting (attached as Exhibit A).

**3. CONSENT AGENDA:**

**3.1 MINUTES:** September 13, 2022 City Council Regular Meeting.

**3.2 RESOLUTION:** A resolution accepting a non-remonstrance agreement from Everett T. Merritt for 1032 NW Dunbar Avenue.

**MOTION:** Councilor White moved to approve the consent agenda. Seconded by Councilor Moon.  
**Motion Passed 6-0.**

**4. PROCLAMATION: Childhood Cancer Awareness Week October 9<sup>th</sup> – October 15<sup>th</sup>.**

Mayor Lauer read the proclamation.

**5. UPDATE: Changes to TriMet Services in Troutdale.**

<0:11:14>

David Berniker, Community Development Director, gave a brief overview of the staff report and introduced Michael Ray, Service Planner for TriMet. He reminded Council that tonight's presentation is informational. There is no Council action required.

Michael Ray stated that his presentation is a concept. It's not a proposal and it's not a plan. He showed the Council a PowerPoint presentation (attached as Exhibit B).

<0:37:35>

Councilor Glantz asked what TriMet considers peak hours.

Michael Ray replied that it depends on the line. All of the lines have a different span. Generally, for the 80 and 81, it would be 5:00am to 2:00pm. Peak hours are the commute hours.

Councilor Moon stated that he's been looking at TriMet's ridership online. The data shows 2002 to 2021. If you look at the average ridership from 2002 it's gone up very little. If you look at operating costs, it has more than doubled. If you look at systems cost, they have more than doubled. He understands the need and the graphs make sense and they're better routes but if this was a business, you should be spending 30% of that money and getting people on the bus to make it profitable. He asked how this is pitched to people like taxpayers.

Michael Ray replied that TriMet is hoping that by adding more lines and adding more service that will increase ridership and make it easier. TriMet is hoping that by increasing service, increasing frequency and making a longer span and variety of shifts people will be more enticed to take TriMet.

Councilor Kranz stated she lives in downtown Troutdale, and she does ride the bus. She's disappointed that there won't be that capacity.

Michael Ray stated that Line 77 is not changing its basic route to the Frontage Road. During the peak shift changes, instead of going around the loop of Frontage Road it will head straight up Graham to TRIP.

**6. PUBLIC HEARING / ORDINANCE (Introduced 9/27/22): An ordinance amending Troutdale Municipal Code Chapter 8.34.090 – Graffiti.**

<0:54:35>

Ray Young gave a brief overview of the staff report. He stated this is the second reading on the ordinance that updates the current ordinance regarding graffiti to provide an opportunity for staff to get the attention of property owners who aren't quick to deal with graffiti on their

property. The only issue that was raised at the first hearing was the concern with the 7 days given to clean the graffiti.

**Mayor Lauer opened the public hearing at 7:56pm.**

Paul Wilcox, Troutdale resident, stated he's noting a couple of typo corrections he would like to recommend. Section F of Exhibit A in paragraph F, last sentence it says, entry on to property. It should be onto, one word. In paragraph H, city manager should be capitalized. As far as the contents of the ordinance, he agrees that 7 days was kind of a strict reaction time.

**Mayor Lauer closed the public hearing at 7:59pm.**

Councilor Ripma stated that he's of the opinion that the sooner that graffiti can be removed the better. He thinks the way the ordinance is written it gives the City Manager discretion to allow more time in cases where it can't be removed due to hardship of any kind. He's okay with it as written.

Councilor Moon stated that he has the same opinion. There's enough room for discretion for the City Manager to evaluate.

Councilor Kranz stated that the \$150 fine is a little sticky because the property owner didn't create the problem, just a recipient of it.

Councilor White stated that he would at least make it 7 business days. He suggested creating a fund for low income or elderly people that need to remove graffiti from their property.

Ray Young stated the City has a grant from Metro right now that will last around a year and a half and the City's own budget item for cleaning up stuff. Tim Seery and parks and facilities help clean up too.

Mayor Lauer stated he's fine with 7 days and the way the ordinance is written.

Councilor Glantz likes 10 days.

Councilor Kranz stated she likes the idea of 10 business days.

Mayor Lauer stated that he's fine with 10 business days.

Ray Young stated the amendment would be to amend paragraph A, B and D to change the 7-day period to 10 business days. Then paragraph E would be on the 11<sup>th</sup> day instead of the 8<sup>th</sup> day.

Mayor Lauer stated we'll do 10 days.

**MOTION: Councilor Ripma moved to adopt an ordinance amending Troutdale Municipal Code Chapter 8.34.080 – Graffiti with attachment A amended in Sections A, B,**

**D and E to reflect 10 days, instead of 7 days. Also correct the typos in Section F, second to the last line, onto should be one word and Section H, City Manager should be capitalized. Seconded by Councilor Glantz.**

**VOTE: Councilor Kranz – Yes; Mayor Lauer – Yes; Councilor White – Yes; Councilor Moon – Yes; Councilor Glantz – Yes and Councilor Ripma – Yes.**

**Motion passed 6-0.**

**7. DISCUSSION:** A discussion relating to establishing a process to evaluate submissions to the Request for Qualifications to develop the Urban Renewal Area.

<1:15:48>

Ray Young gave a brief overview of the staff report. He stated that after 20 years of looking at a vacant, messy lot, the City is now at the precipice of being able to actually have development happen in the Urban Renewal Area. The funding is all lined up to do the waterfront trail so that part of the project is moving forward. The process for development on the 16 acres starts with an advertisement. Request for qualifications have been sent out and there is a due date of November 9<sup>th</sup> for submission. Once the City receives the proposals there needs to be a process to get to the end to select one. He explained that one of the critical phases is picking the person that you want to dance with and how Council should do that is the subject of the discussion tonight. Staff worked on a draft resolution which includes kind of a 3-step process. Staff would review all the submissions to make sure they meet all the minimum requirements. Secondly, have the Town Center Advisory Board review them. There isn't a lot of developmental experience on the board, so staff is suggesting adding ex-officio members. They won't vote but they can engage in discussions. TCAB could review and rank them, not select them.

<1:21:28>

Mayor Lauer stated that he loves the idea.

Councilor Ripma stated he thinks it looks really good.

Councilor White asked if it's okay to solicit admissions.

Ed Trompke, City Attorney, replied yes, sell it as hard as you can to anybody who's good that you would like to have come bid.

Ray Young stated that the window to submit for developments is open until November 9<sup>th</sup>.

**8. STAFF COMMUNICATIONS**

<1:25:50>

Ray Young provided the following staff communications:

- TCAB will be meeting Thursday night
- Next Tuesday night is the Three Cities Meeting at the Wood Village City Hall at 6:30pm
- 10/25 there will be an Executive Session at 6:30pm followed by a City Council meeting
- 10/22 is the Trauma Intervention Program fundraiser at Ilani Casino

- Multnomah County will have an on-site Open House 10/14 at 3pm on safety restructuring of 257<sup>th</sup> from Cherry Park south to Stark Street.

## 9. COUNCIL COMMUNICATIONS

Councilor White stated Saul made a good point about how 6 years ago the bike racks were talked about and a lot of stress from the businesses could have been saved had Council been aware of them. It was pretty much unanimous that they were going to be specialty bike racks. He stated that he went to the LOC Conference in Bend, and it was good to regroup. It's good to build new relationships with new folks there.

Councilor Glantz stated that you can't really see the red message lines on the City water bills. She's wondering why the City is sending bills to people on autopay.

Councilor Ripma agreed with Glenn on the LOC Conference. It's useful to go to the conferences. They're always well put together.

## 10. ADJOURNMENT

**MOTION:** Councilor Ripma moved to adjourn. Seconded by Councilor White. Motion passed unanimously.

Meeting adjourned at 8:34pm.



**Randy Lauer, Mayor**  
**Dated: October 28, 2022**

**ATTEST:**



**Kenda Schlaht, Deputy City Recorder**



## October 11, 2022 City Council Regular Mtg. - Zoom Guest List

Name (Original Name)	User Email	Join Time	Leave Time	Duration (Minutes)
Troutdale Conferencing	troutconf@troutdaleoregon.gov	10/11/2022 18:58	10/11/2022 20:34	96
Travis Hultin		10/11/2022 18:58	10/11/2022 19:54	56
Nick Moon		10/11/2022 18:59	10/11/2022 20:34	96
Jamie Kranz		10/11/2022 18:59	10/11/2022 20:36	97
Troutdale Conferencing	troutconf@troutdaleoregon.gov	10/11/2022 18:59	10/11/2022 20:34	96
Oasis Team		10/11/2022 18:59	10/11/2022 20:34	96
Randy Lauer		10/11/2022 18:59	10/11/2022 20:34	95
Sandy Glantz		10/11/2022 18:59	10/11/2022 20:34	95
Paul Wilcox		10/11/2022 18:59	10/11/2022 20:34	95
ray.young		10/11/2022 18:59	10/11/2022 20:34	95
Troutdale Conferencing	troutconf@troutdaleoregon.gov	10/11/2022 19:00	10/11/2022 20:34	95
Dave Ripma		10/11/2022 19:01	10/11/2022 20:34	94
tim.seery		10/11/2022 19:04	10/11/2022 20:34	90
Michael Ray - TriMet		10/11/2022 19:05	10/11/2022 20:02	58
Glenn White		10/11/2022 19:12	10/11/2022 19:14	2

**Before planning and design processes are scheduled to begin: Inform the citizens, businesses and city council; and obtain approval by city council for the processes to move forward.**

Community Meeting: Troutdale Transportation System Plan

10/11/22 – 8:30am at Ristorante di Pompello

Minutes:

Heidi - Welcome, thank you for joining us today. Saul will begin the discussion shortly, but first we want to thank our representative Zach Hudson for attending & invite Zach to speak or share.

Zach Hudson – State Representative for our district. Can't speak for city or county but wants to hear our concerns.

Saul Pompeyo:

Thank you all for coming. I have reviewed the Transportation Plan, and it is very generic. We want to be sure that Public Works does not begin any projects without input from the public. Some of the projects are very good, some I do not agree with. It is important that city council is involved and approves all projects, and citizens and businesses need to be informed before any project begins.

We want to develop and make changes as needed but not before we need it. Former employee worked hard and saved money to buy a house, five years later she opened her own business on Division St. The median barriers recently constructed now block access to her business.

This plan suggests that businesses pay for employee time to ride a bicycle to work. We want to reward our employees for working hard, not for their mode of transportation.

Bicycle/pedestrian path from police station to food carts – this is an expensive project and was not discussed or requested at committee meetings. More parking has been repeatedly requested, and that needs to be the priority. Maybe the path is a good project – it needs to be reviewed first.

We need amendments to this plan before it begins.

Deb Teeny – Teeny Foods. Parking is already a challenge here, so to take out multiple spots will harm the businesses. As much as mass transit is promoted within and near Portland. A 30 min drive is a 2-hour commute on the bus – it's not always practical. Weather and events can disrupt or change the schedule. Businesses are already struggling with increased wages, increased taxes (taxed on gross, not profit – so even if you had no profits these last couple years, you still paid the taxes), businesses have great difficulty finding employees, labor shortage, inflation, and a looming recession. Husband had a meeting with a top 100 financial advisor- expects recession in the next year and a half. Businesses pay the bulk of the taxes to keep the city alive. If we kill the businesses, we kill the city. Taking a look at the plan – think about what are the things the city needs to survive, not the things that are nice to have. Do things as we need. Bicycle racks required to be installed indoors & outdoors and only 1 or 2 are used. Focus on what the city needs.

Ray Lucero – I live on the border of Gresham & Troutdale, love this town and have seen it grow. Wife volunteers at Historical Society. We shop here and do our errands. The sky bridge from police station to food carts just makes no sense. Apartments going up everywhere to consolidate people. We want to support this town. Small towns are vital and shouldn't be picking up the burden.

David Van Horn – Property owner. Recently purchased the old General Store, and the building with Siam Sushi & Lady Locks Salon. Parking is vital with small businesses. Keeping parking on this strip is very important, as it provides convenience. People can choose to bike/walk, and we can install bike racks but put them further away and don't cannibalize the nearby parking spaces.

Open conversation & discussed topics on handout



- There should be complete transparency to prevent any alternative interpretations (now or in the future). Example:
  - Goal 3. Provide a balanced, multi-modal transportation system and reduce the number of trips by single occupant vehicles.

Single occupant vehicles can include bicycles and other non-motor vehicles. The public and city council have expressed interest in encouraging recreational bicycling to/through Troutdale. If the goal is to reduce motor vehicles, say so. Be clear.

- Division & Halsey have reduced car lanes in order to have "balance" between motor vehicles, bicycles and pedestrians. We want a balance according to demand. If there isn't yet a demand for more bicycle lanes or bicycle racks, then we don't yet need to take those steps.
- Dividers in the road are a detriment to small businesses, as they limit which vehicles can easily access the entrance and force traffic to divert elsewhere.
- This plan doesn't include development of more parking. At city council meetings, businesses and citizens have repeatedly requested more parking.
- We oppose paid parking in Troutdale, as it discourages visitors.
- The people do not support a multi-million-dollar project for a pedestrian bridge from the police station to the food carts. This does not serve the general public.
- The reason many people don't use public transportation in Troutdale is that it is inefficient, with buses running only on hourly schedules. Often it is more expensive than using a car, and it takes considerably more time. To make buses a more attractive option, we should invest in smaller buses and shuttles that run more often.
- It would be a good idea to prioritize the budget to use the land on 257<sup>th</sup> adjacent to the police station to add a Transit Center with a Park & Ride structure.
- We oppose the point of businesses paying employees to ride their bike to work. Businesses may choose to offer this benefit but should not be pressured or required to. Companies should focus on attracting and retaining talented employees, and should not be concerned with their method of transportation.

How many parking spots did we lose for the handicap space & crosswalk? We lost 4, it would have been more but Saul fought it. Per code, we needed 1 marked crosswalk, but they made 2.

Most of the businesses here are oriented to the community – dental, chiropractic, legal, restaurants. We need to aim for the least possible impact on parking – not the maximum impact. We need more parking, not less parking. We are lucky because more businesses have come to the area – we need parking to support it.

Our town has many senior citizens, and Saul fought for this handicap space in front of the business – both for compassion and for business.

There are many ideas that may be beneficial. Many of the ideas in the plan are just copying models from Portland and Metro. Public Works needs to inform the citizens, the businesses, and the city council, with enough time to review and gather feedback from the citizens.

Manager of dental office – implant surgeries with anesthesia, patients are wheeled out in wheelchairs. They cannot be wheeled up the hill in the rain. Chiropractic patients shouldn't have to park far away and walk in pain.

How will we make the amendments? We need to do very quickly – will take a list of proposed amendments to city council meeting tonight. We won't change the whole plan, just a specific amendment – to inform the citizens, businesses and city council, and obtain city council approval.

Who put the plan together? Troutdale Public Works partnered with a development company. Metro is heavily involved.

This is a tourist destination for cyclists – they ride on the pavement and don't park their \$3000 bikes at a bike rack. If vehicles can't find parking, they just pass through. Troutdale is not Portland.

Reduce the size of buses or do shuttles for more efficiency. Not enough ridership for a large bus. They need to run more often and later. Buses aren't running when employees get off work.

In Portland – permits won't be issued if the project includes parking. They're forcing public transport. Between 82<sup>nd</sup> & 181<sup>st</sup>, there are too many stops. Raised islands prevent left turns onto side streets, makes it harder for people who live in those neighborhoods.

This plan is generic; it provides guidelines based on other models. We don't want to follow these other experimental models. Don't hide the real plan behind generic guidelines. We don't want a political agenda

Will you email to keep us informed? Yes!

Many comments from clients at the salon – they love the small town feel of Troutdale. City administrators should have the businesses' backs. Employees can't park on the street but city hall employees do.

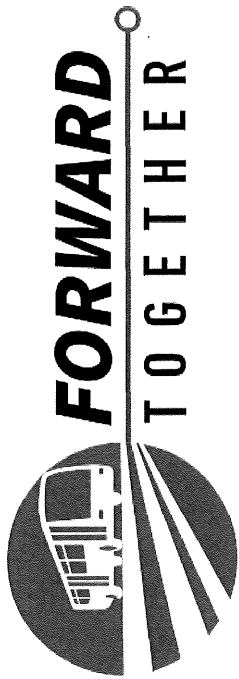
Add a parking structure & transit center. There is no parking for city events.

Events should be on Sundays instead of Saturdays to minimize impact to businesses. Troutdale is based on the community, not tourism. Events that work in a tourist town don't always work here. Ask the businesses for feedback before making the plan. The Kiwanis car show on a Saturday disrupted business because customers couldn't come. Appreciated when the city consulted with businesses before scheduling Trick or Treating, would like to see more of that

Community Meeting 10/11/22

Sign In

<u>Name</u>	<u>Email</u>
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David Van Horn	vanghorn@yahoo.com
Nora Thomas	thomasnfc@comcast.net
MATTHEW ANDREE	Matthew_andree@yahoo.com
Zach Hudson	z.t.hudson@gmail.com
Lauren Lucero	laurluc@gmail.com
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Saul Pompyo	Saul Pomello@diPomello.com



10/11/2022  
Service Concept Overview

Exhibit B

10/11/22 Council Mtg. Item #5

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# ***This is a network concept.***

- It is not yet a proposal.
- Its purpose is to start a conversation.

## ***We're saying:***

- Based on the values and goals that the community expressed in the survey, the network would look something like this.
- Do we have the balance of goals right?
- And are there other good ideas for improving the design?

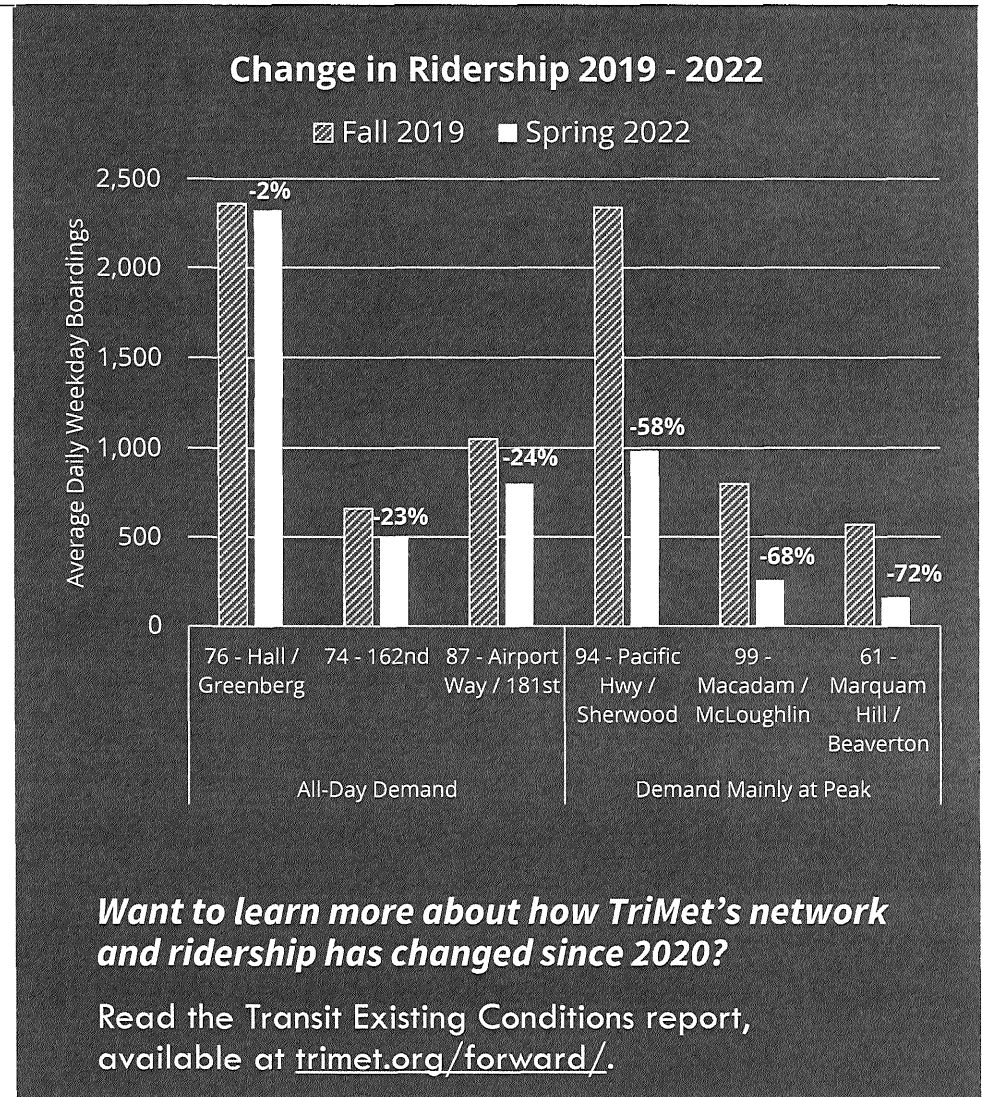


- TriMet's new post-pandemic service concept.
- Network changes that respond to:
  - Changes in demand.
  - Changes in goals and expectations.
  - Changes in resources available to operate bus service.

*The COVID-19 pandemic has changed the way people travel, so we're evaluating our plans to move forward together.*

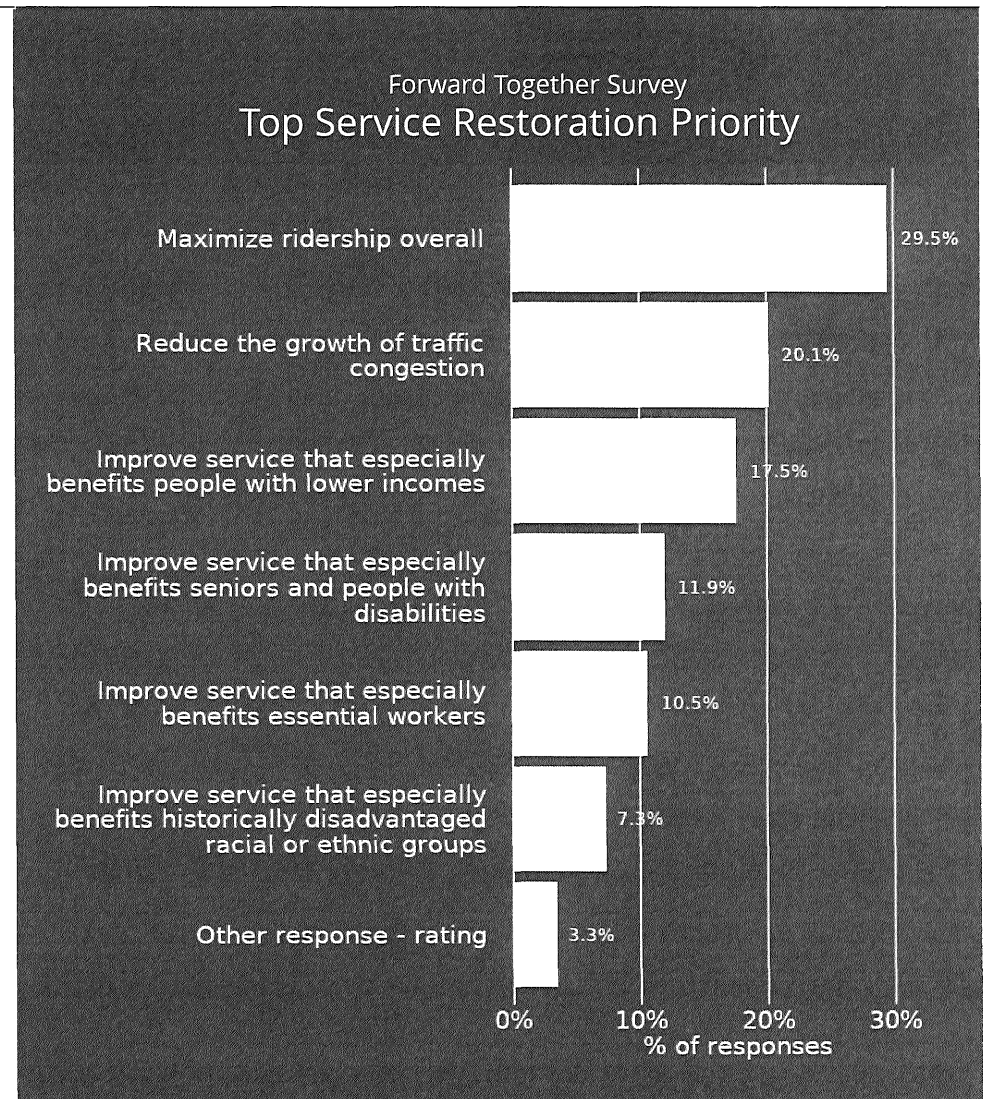
## Changes in Demand

- Since 2020, the pattern of ridership on TriMet's services has changed.
- Peak commute ridership, driven by more affluent workers, has declined the most and stayed low.
- Ridership in other places has fallen less, and recovered faster
  - Commercial and educational destinations,
  - Retail/industrial/service job centers
  - Areas high on TriMet's equity index.



## Changes in Goals

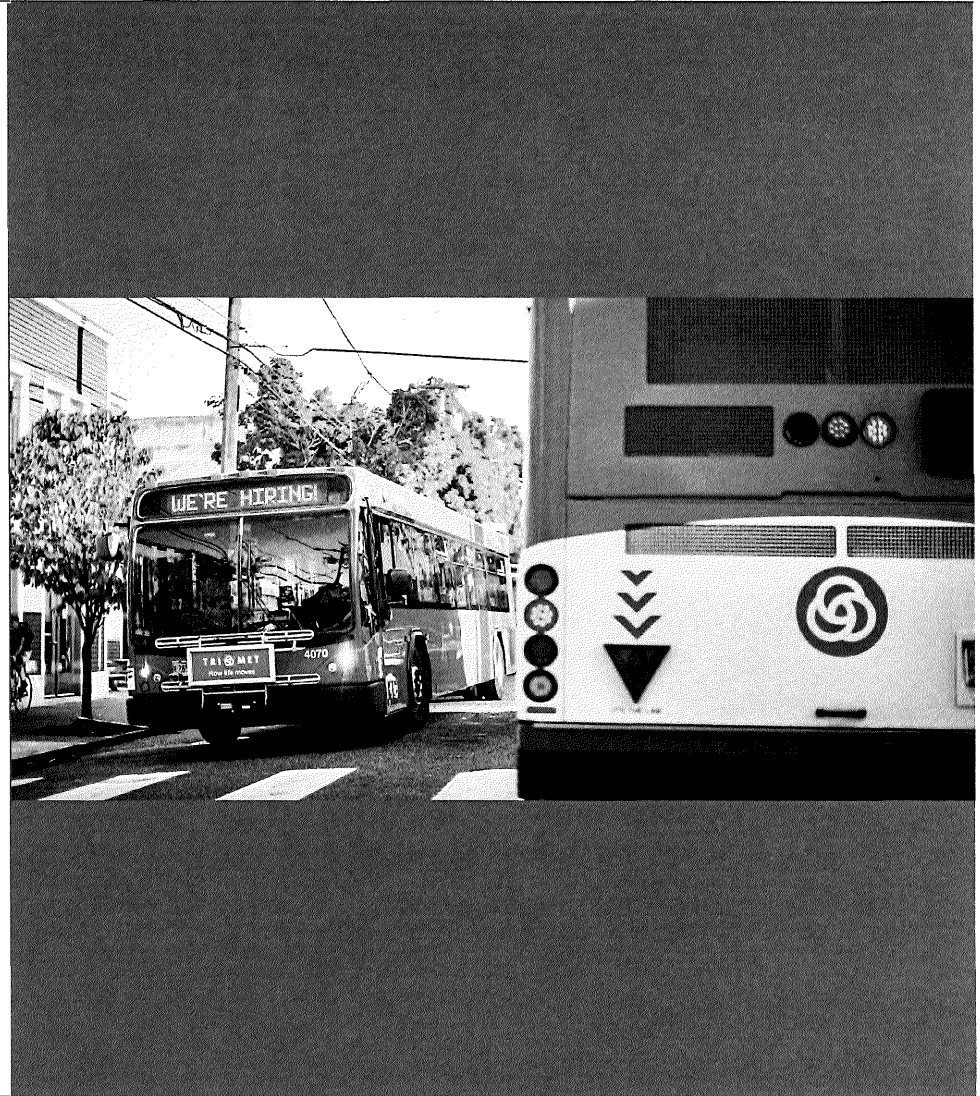
- In spring 2022, TriMet engaged in a public outreach effort intended to guide its service recovery planning.
- This survey focused on asking about what TriMet's priorities should be as it restores service. Over 5,500 people responded.
- The three most popular responses:
  - Restore ridership.
  - Reduce congestion.
  - Improve services for lower-income people.





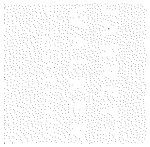
## ***Changes in Financial Resources***

- TriMet has the resources to restore and expand service. But the staffing shortage means that we can't deploy all those resources today.
- How quickly this happens will depend on TriMet's success recruiting and retaining operators.
- Eventually we anticipate being able to increase TriMet's overall service level by:
  - +38%, compared to existing levels.
  - Over +10% compared to 2019 levels.



# *Access to Opportunity*

Here is a person.



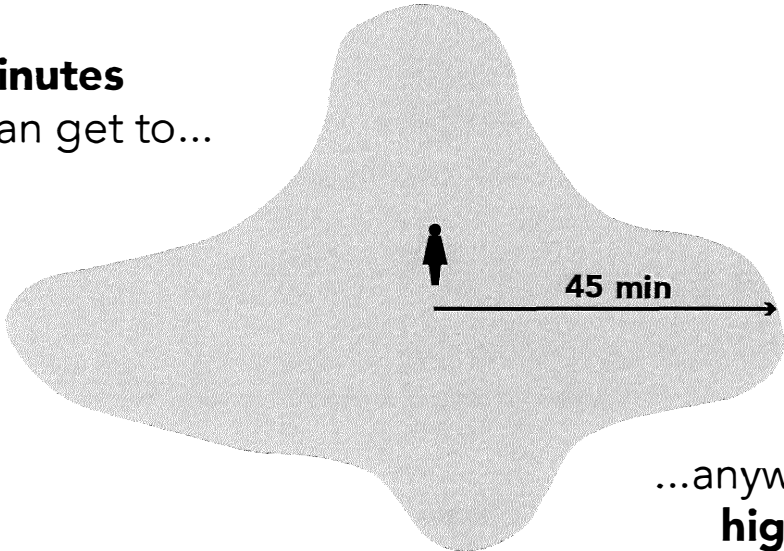
# Access to Opportunity

She is in a city full of possible destinations.

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# ***Access to Opportunity***

In **45 minutes**  
she can get to...



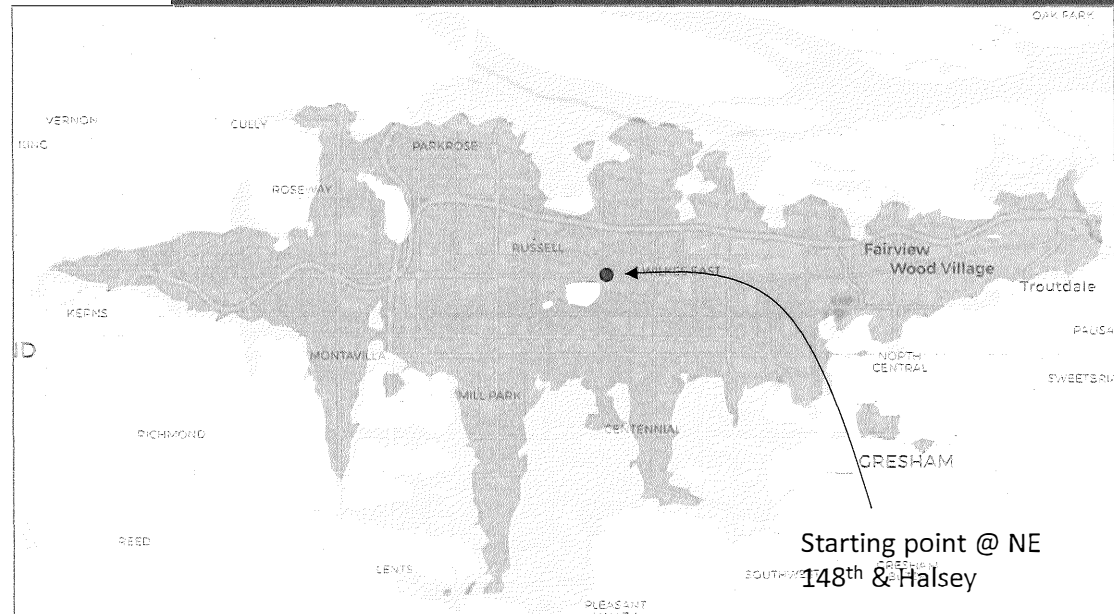
...anywhere in the  
**highlighted area.**



## A more useful network

- The median number of jobs reachable by service area residents in **45 minutes** would increase by over **45%**.
- Over **80%** of service area residents would see some improvement in access to jobs.
- Access to other important destinations increases as well:
  - e.g. +4 more grocery stores reachable in 45 minutes by median resident

*Where could I reach in 45 minutes from NE 148<sup>th</sup> & Halsey using transit?*



Purple = reachable with Existing Network  
Blue = newly within reach with Forward Together.

## ***Focus on equity***

The concept addresses gaps in the network and prioritizes Frequent Service in areas with more

- lower-income people.
- people of color.
- retail, service and industrial workers.

**+35%**

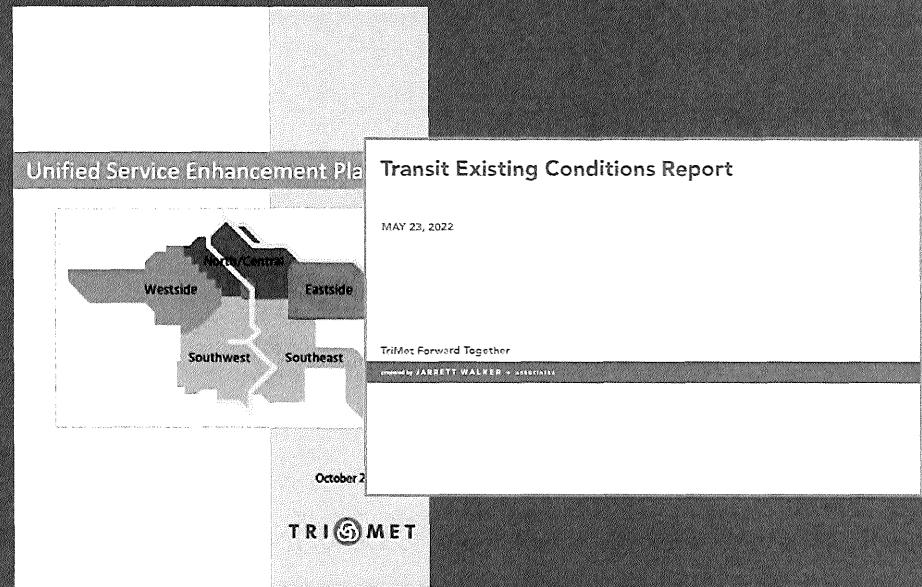
**Median number of jobs reachable  
by a person living in any of TriMet's  
Equity Areas**

**+50% for residents of the Equity  
Areas outside of the Central City**

**+50k more lower-income residents  
and +33k more people of color  
would be near Frequent Service  
than today.**

## ***What's in the service concept?***

- An expanded Frequent Network.
- Extending the grid to new areas.
- More local services running every 30 minutes.
- Expanded weekend service.
- New lines serving areas that are far from transit today.
- Reduced service to some low-demand, mostly higher-income areas.



### ***Where did these ideas come from?***

Many of the ideas come from the TriMet's Service Enhancement Plans (2011-2016).

The Forward Together "Transit Existing Conditions Report" added more recent data and insights.

Municipal staffs helped us with an earlier draft.



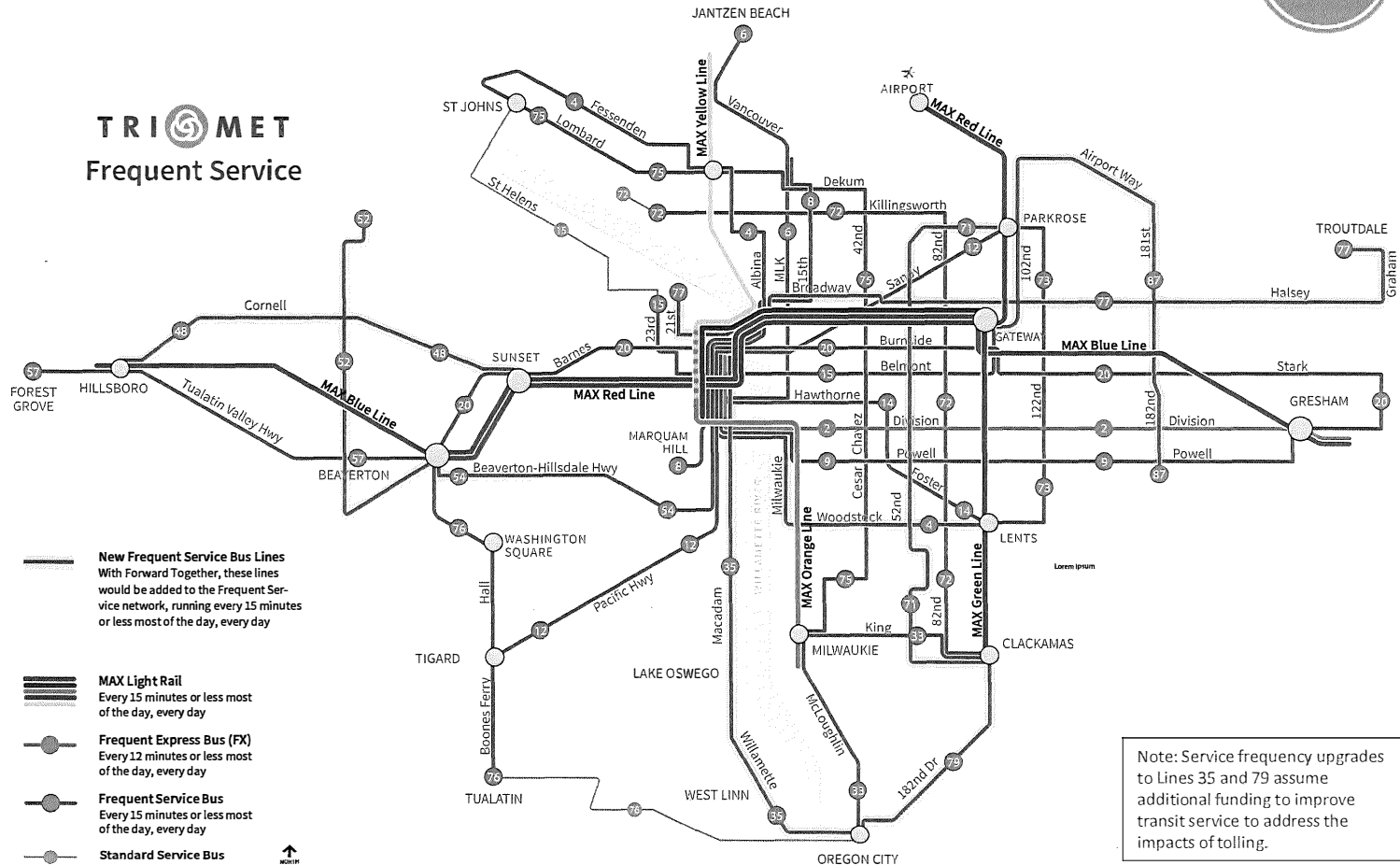
# An expanded Frequent Network



**50% more residents and jobs within ¼-mile walk of Frequent Service.**

**New Frequent Service corridors:**

- Woodstock (Line 4)
- Macadam (35)
- Cornell Rd (48)
- 185<sup>th</sup> Ave (52)
- 52<sup>nd</sup> / 60<sup>th</sup> (71)
- Broadway / Halsey (77)
- 82<sup>nd</sup> Dr (79)
- Airport Way / 181<sup>st</sup> (87)



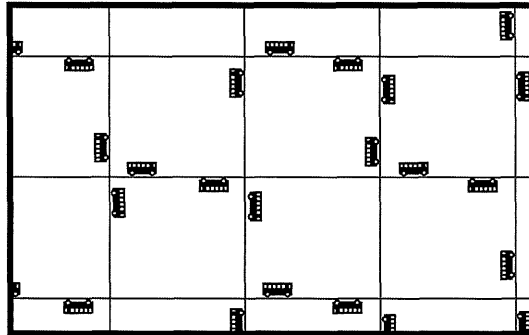
# Extending the Frequent Grid

TriMet's inner city network is organized as a frequent grid.

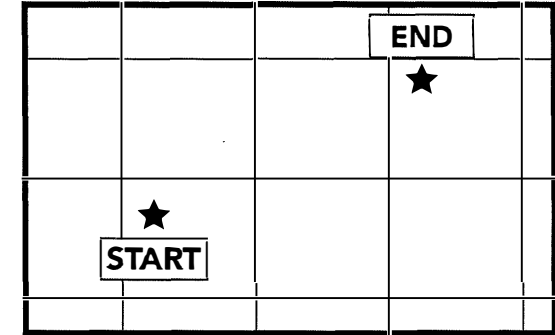
We want to extend this concept further.

## How Frequent Grids Work

A frequent grid consists of perpendicular lines all running frequently.



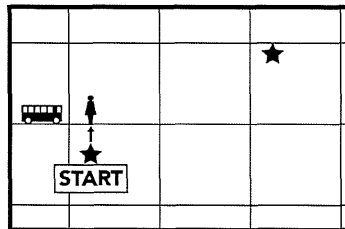
A grid serves trips from anywhere to anywhere. For example:



For any trip...

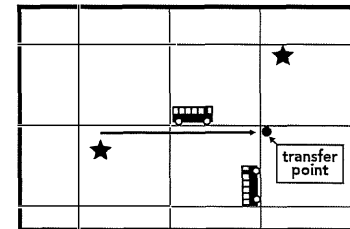
1. Walk and Wait\* for the first bus.

\*The wait is short because service is frequent.



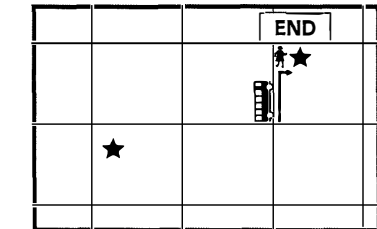
2. Ride and Wait\* for the first bus.

\*The wait is short because service is frequent.



3. Ride and Walk to the destination.

You've arrived!



The high frequency is critical.

It makes the transfer fast, so that the whole travel time is reasonable.

# Enhancing standard service

- Many standard service bus lines run less frequently than every 30 minutes.
- Where these lines have strong ridership potential, or serve areas of high equity concern, the service concept increases frequencies to every 30 minutes, all day.

*Just a few examples*

Line	County	Current Midday Frequency	Service Concept Midday Frequency
NE San Rafael	Multnomah	60 min	30 min
Outer NE Glisan	Multnomah	60 min	30 min
SE Webster Rd	Clackamas	40 min	30 min
River Rd	Clackamas	60-65 min	30 min
Evergreen Pkwy	Washington	35 min	30 min
158 <sup>th</sup> / Bethany	Washington	60 min	30 min

## ***New service areas***

- The network concept creates some new coverage, addressing gaps in the network and some limited areas of new development.
- Examples include:
  - In central Portland – Columbia Blvd
  - On the eastside - SE 112<sup>th</sup>, SE 148<sup>th</sup>, SE 201<sup>st</sup>, SE 242<sup>nd</sup>
  - On the westside – Cornelius Pass Rd, Century Blvd
  - In Clackamas – SE 172<sup>nd</sup>, Mt. Scott Blvd, Jennings Ave

**50,000** more residents would be within a ¼-mile walk to a bus stop.

**26,000** more jobs would be within a ¼-mile walk to a bus stop

## ***Improved Weekend Service***

- Today, many infrequent and peak-only lines do not run at all on weekends.
- Lower income people and essential workers rarely have weekends off.
- Forward Together provides weekend service on nearly all standard service bus lines.
- This would add new weekend service on secondary lines all over the region.

**+100,000** more people near service running on Sunday.

**+130,000** more people near Frequent Service on Sunday.

# Service reductions

- While this is a growth plan, there are some services that would be reduced compared to today / pre-pandemic.
- These are all lower-ridership services focused on:
  - peak commuters, or
  - higher-income neighborhoods.

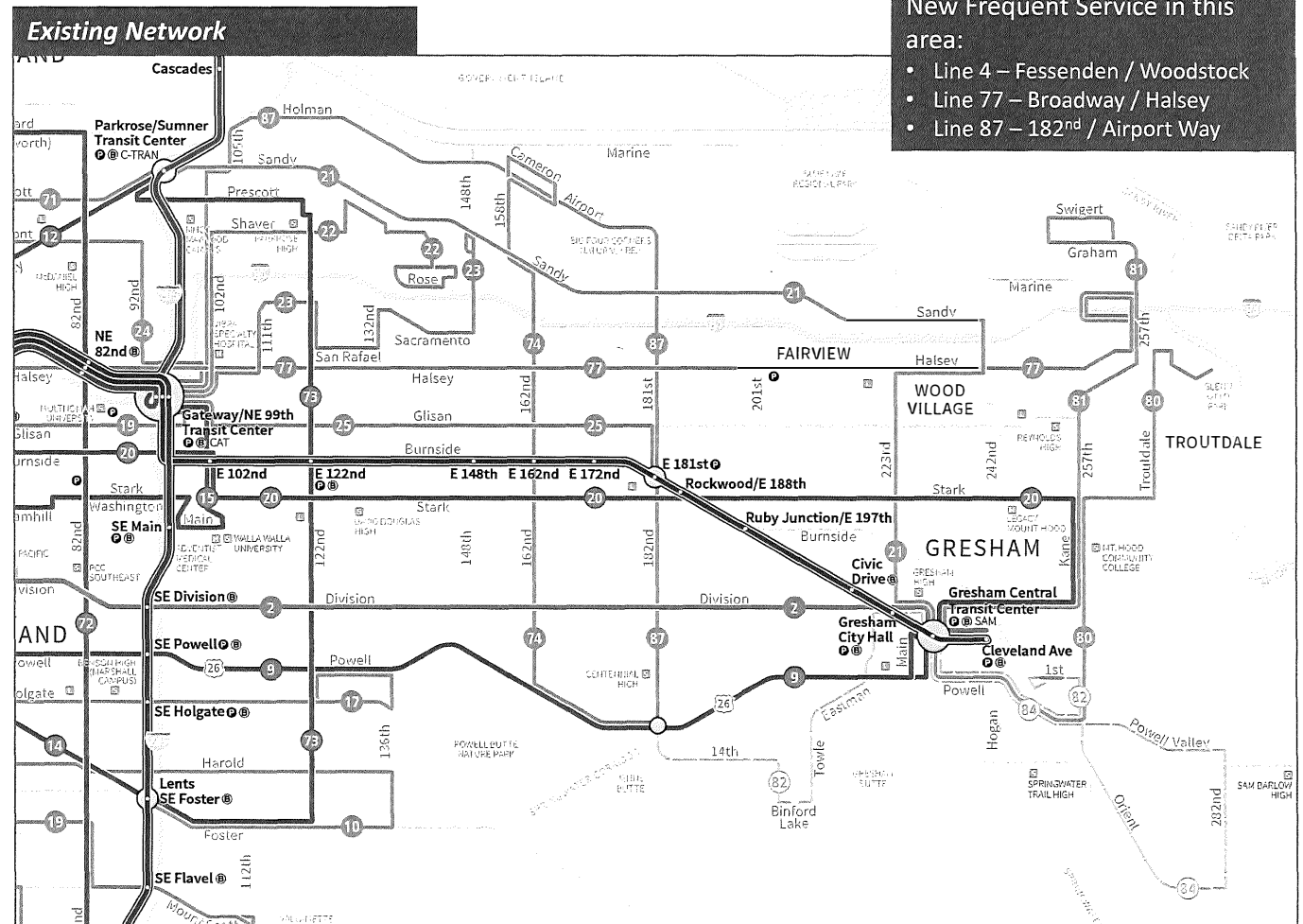
## Examples

Area	Lines	Change with Forward Together
Southwest rush-hour buses	Line 1, 18, 26, 51, 55	Reduced to trips at school bell times.
OHSU rush-hour expresses	Line 61, 64, 65	Marquam Hill peak services replaced by all-day access via Line 43 and 56
	Line 66, 68	Discontinued
Lower-ridership service in Portland	Line 17 - Broadway	24th / 27 <sup>th</sup> segment discontinued
Lake Oswego services	Line 36 – South Shore	Service to South Shore discontinued
	Line 38 – Boones Ferry Rd	Service to Boones Ferry Rd N of Country Club discontinued

# Eastside

## Key connections

- Enhanced regional access to Airport Way.
  - New Frequent Service
  - Better connections at Parkrose and Gateway
- Frequent Service on Halsey.
- New north-south lines (112<sup>th</sup>, 148<sup>th</sup>, 201<sup>st</sup>, 242<sup>nd</sup>).
- Continuous service along Glisan.
- Streamlined service in Troutdale and E Gresham.

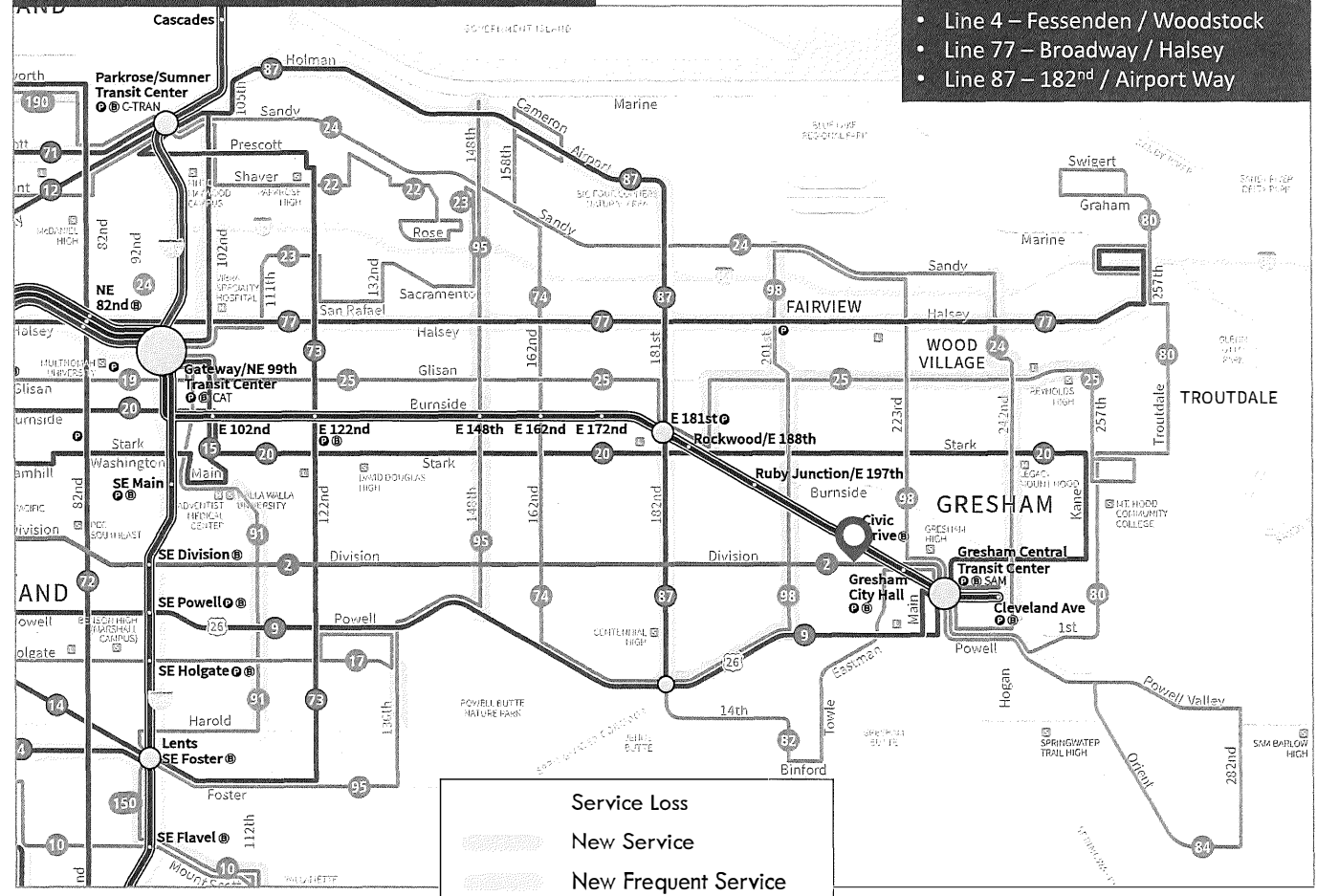


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Forward Together Draft Service Concept



New Frequent Service in this area:

- Line 4 – Fessenden / Woodstock
- Line 77 – Broadway / Halsey
- Line 87 – 182<sup>nd</sup> / Airport Way

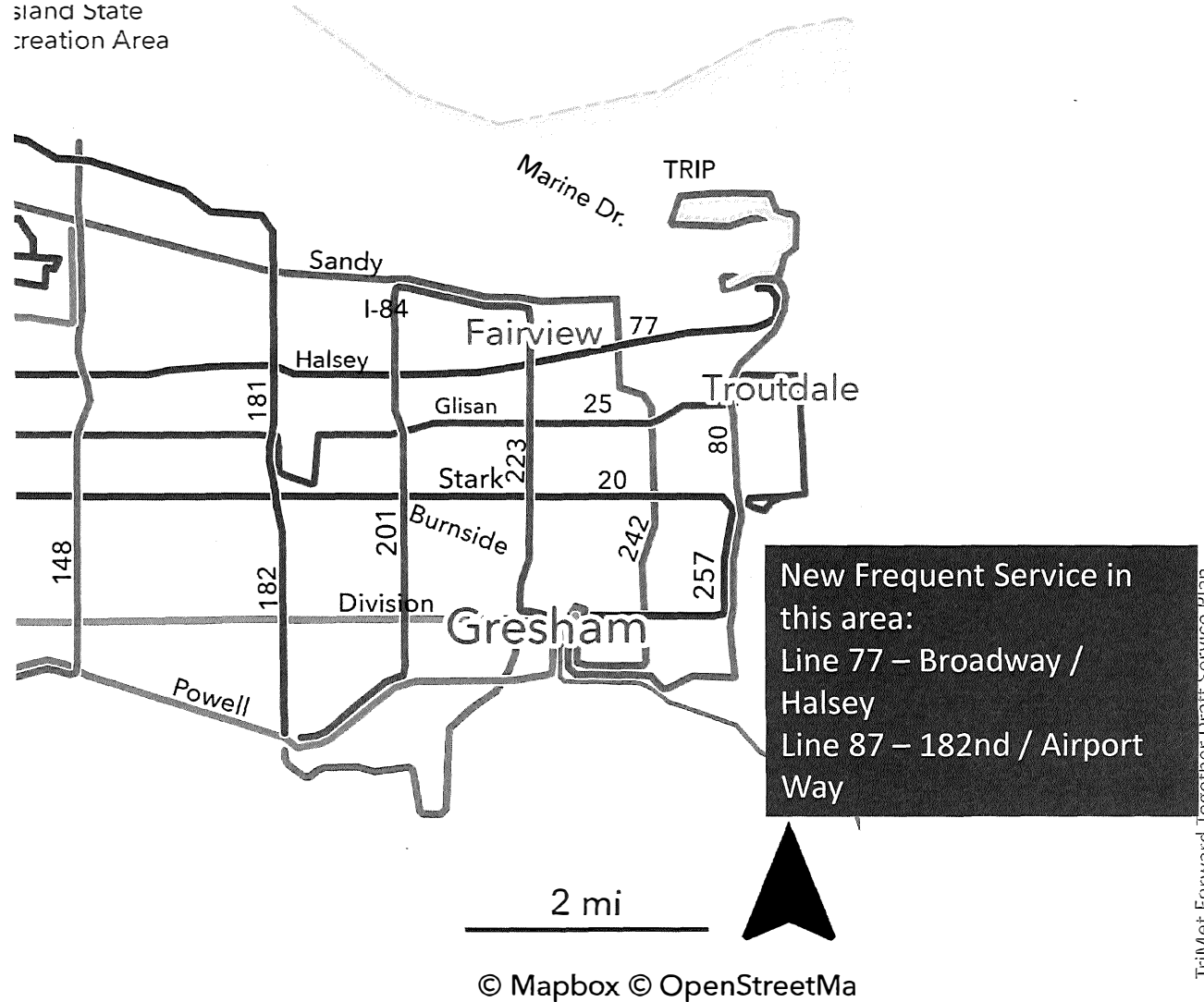


# Eastside

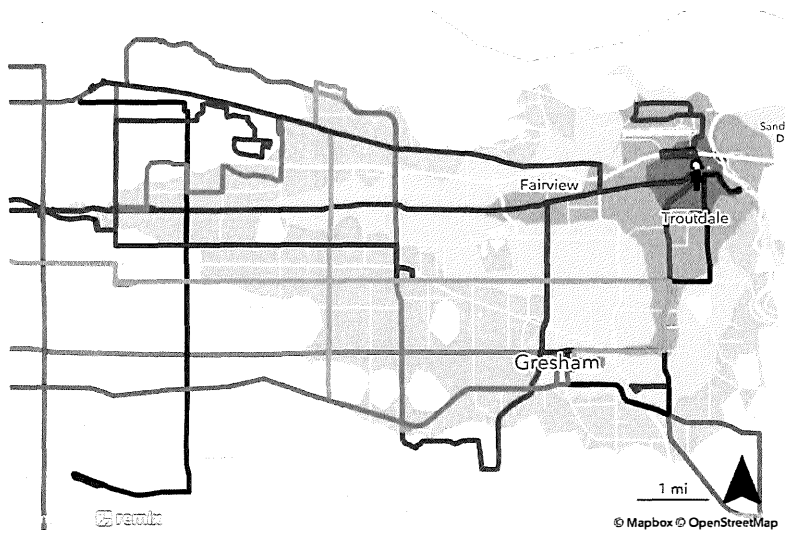
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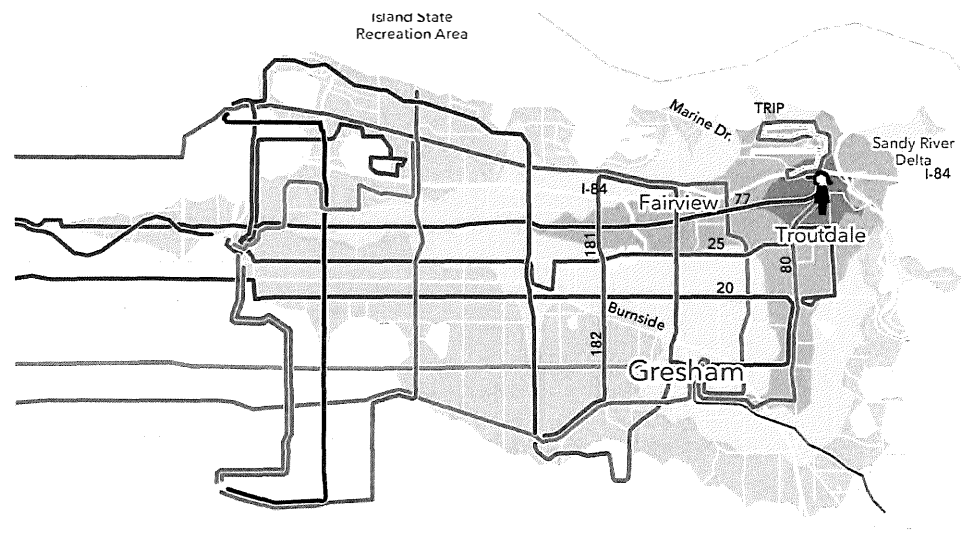
land State  
creation Area



## Where could I travel in 60 minutes from 257<sup>th</sup> and Halsey?



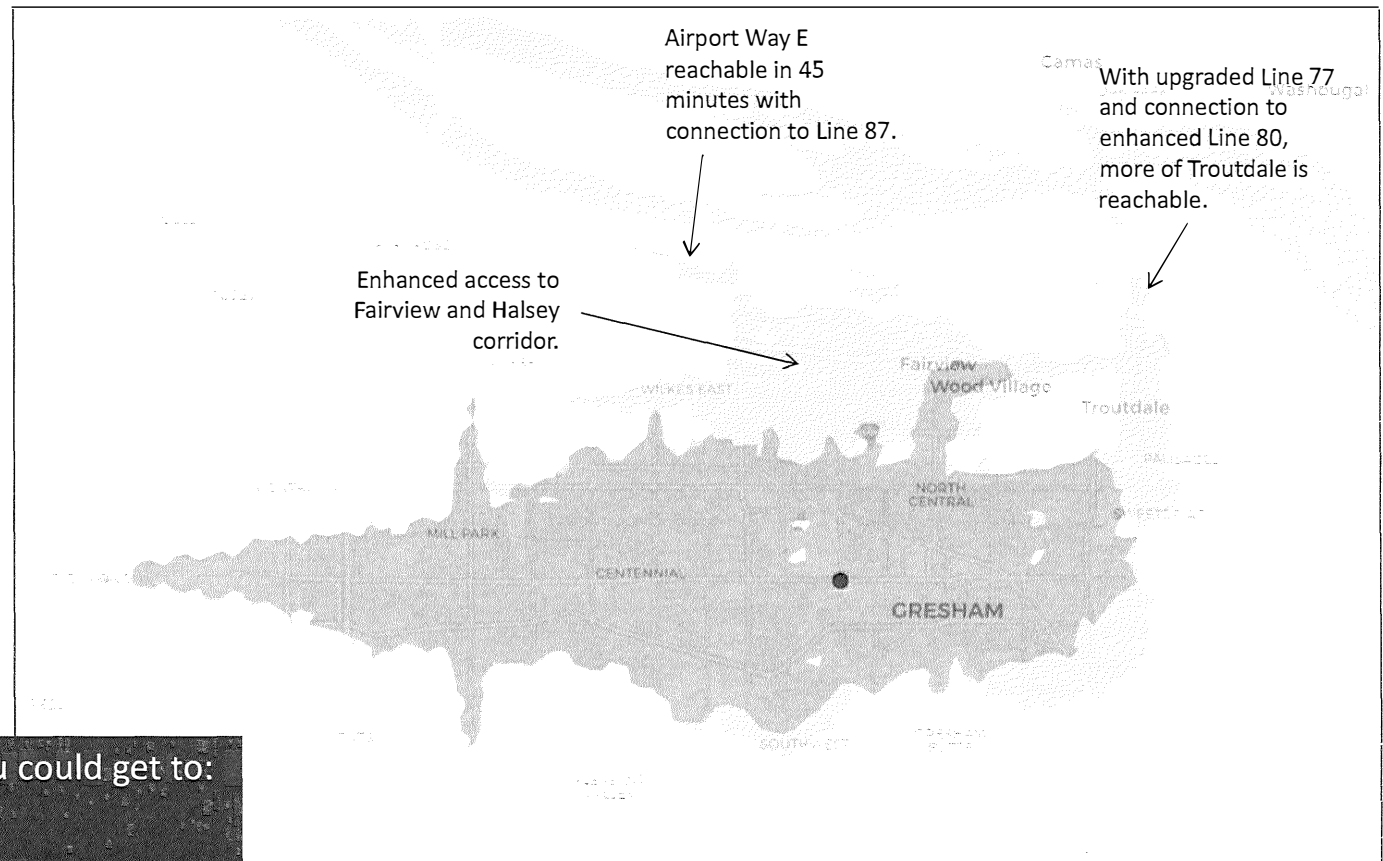
Current  
21,606 Jobs within 60 min.



Forward Together  
44,204 Jobs within 60 min.

## Where could I travel in 45 minutes from Division & 202<sup>nd</sup>?

- New service along 201<sup>st</sup> / 202<sup>nd</sup> (Line 98).
- Line 98 would connect to new Frequent Service on Halsey, as well as enhanced service on Sandy and Glisan.
- Troutdale and E Gresham streamlining shows benefits.



From this point, in 45 min, you could get to:

- 15k more jobs (+41%)
- 35k more residents (+24%)

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# ***Summary***

**+38% more  
resources.**

**+45% more  
jobs reachable  
by the median  
resident.**

**+50% more  
people and  
jobs near  
Frequent  
Service.**

**+50,000 more  
residents near  
service.**

**New routes  
serving new  
areas in all 3  
counties.**

**+100,000  
people near  
service running  
on the  
weekend.**

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## ***Next Steps***

- This is not a proposal. It's a draft concept to start the conversation.
- Outreach and engagement following public launch at September 28 board meeting.
- Refined full network in late 2022 based on input received in this process.
- First changes in 2023, subject to an additional round of outreach and Board review.

# Opportunities for More Public Input

Open House In-person PCC Cascade Lobby of Cascade Hall 5625 N. Albina Ave. Portland	Tuesday 10/18/22  11:30am – 1:30 p.m.
Open House In-person Rosewood Initiative 14127 SE Stark St. Portland	Wednesday  10/19/22 4-6 p.m.
Open House In-person Shute Park Library 775 SE 10th Ave Hillsboro	Thursday  10/20/22 5-7 p.m.
Open House Virtual (Spanish)	Saturday 10/22/22  Zoom 1:30 – 3 p.m. <a href="https://trinet.trimet.org/home/expressline/posts/outreach-begins-on-forward-together-service-concept">https://trinet.trimet.org/home/expressline/posts/outreach-begins-on-forward-together-service-concept</a>
Open House In-person CCC Harmony 773B SE Harmony Rd. Milwaukie	Wednesday 10/26/22  5-7 p.m.
Open House Virtual	Thursday 10/27/22  Zoom 5:30 – 7 p.m. <a href="https://trinet.trimet.org/home/expressline/posts/outreach-begins-on-forward-together-service-concept">https://trinet.trimet.org/home/expressline/posts/outreach-begins-on-forward-together-service-concept</a>

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# Discussion