

Southwest Hills Residential League
c/o Southwest Neighborhoods, Inc.
7688 SW Capitol Hwy
Portland, OR 97219

September 27, 2018

TriMet HB2017 Transit Advisory Committee
c/o Tom Mills
1800 SW 1st Ave., Suite 300
Portland, OR 97201

RE: TriMet HB2017 Funding Allocation

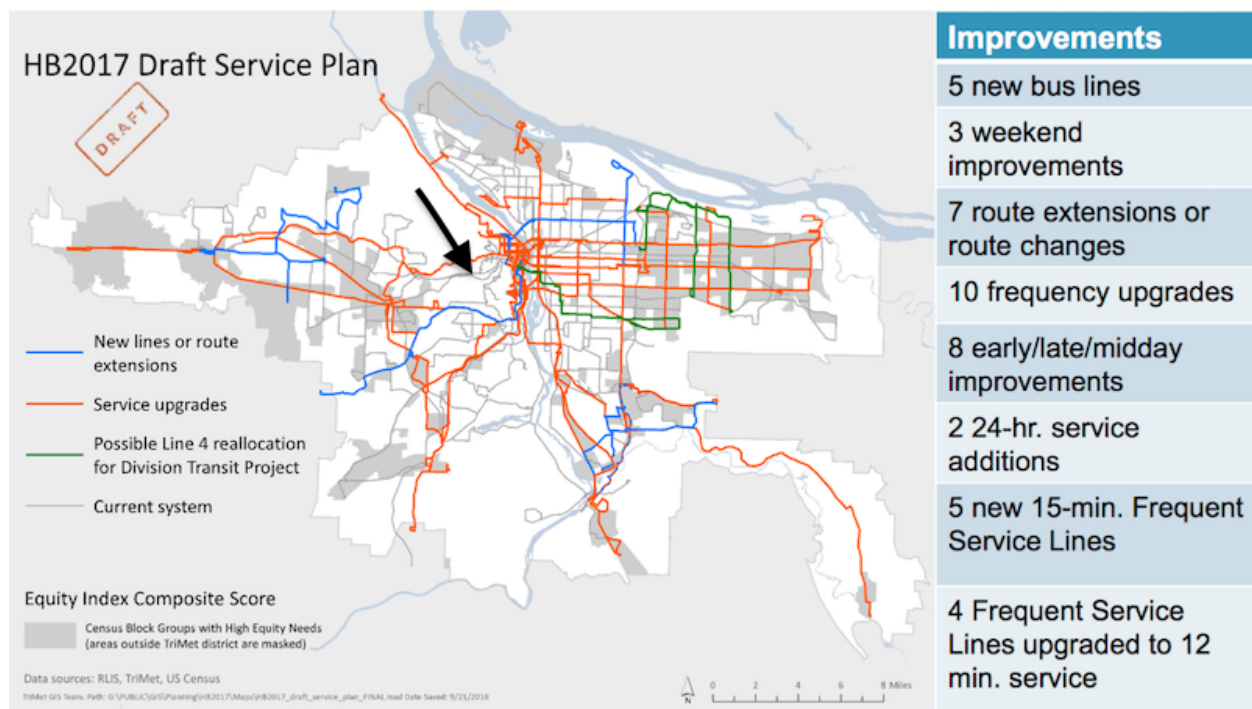
Dear TriMet HB2017 Transit Advisory Committee,

As a board member of my Southwest Hills Neighborhood Association, SWHRL, I would like to congratulate TriMet and the Advisory Committee on the many important improvements to the transit system outlined in the Draft Transportation Plan. As TriMet wrote in one of its outreach emails, this is “the biggest service expansion in TriMet history.”

But, while understanding and approving of the general direction of the Plan, I have concerns.

This Plan is funded through a payroll tax, a slight tax burden shared by all workers, yet the inner Southwest neighborhoods will not be seeing any service improvements. Moreover, we still have not had our service restored from cuts made a decade ago. I can best illustrate this graphically.

Draft Service Plan

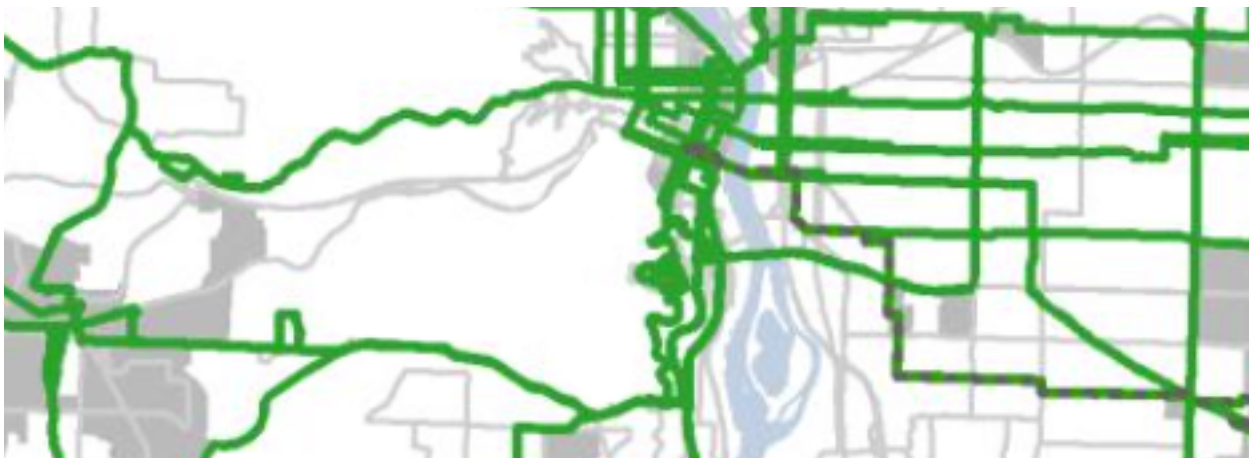


The black arrow above points to the inner Southwest neighborhoods that with poor bus service. The grey lines are existing routes—but they are misleading in that they don't indicate service frequency.



The pink arrows (above) are route 55—it runs twice a day, once at 6:55AM and once at 8:02AM. The blue arrows are route 51, it has a five hour service gap from around 9:30AM to 2:30PM. The purple arrow is the max running along 26, and the orange arrow is route 58, which runs on Hwy 26 to Canyon Rd.

At mid-day, nights and weekends, the map of our neighborhood looks like this:



Thus, west of the city between Hwy 26 and Beaverton Hillsdale Highway—an area is the size of east Portland from the Willamette to 82nd St.--does not have weekend, evening, or mid-day service. Nor can we reach the MAX when the 51 isn't running.

A crucial transportation goal is to lessen car traffic into downtown Portland, how can that be accomplished without getting the inner Southwest drivers out of their cars?--bus service needs to be in place to do this. I've read HB2017, I see the guidance, but I don't see language that prohibits some funds be spent in other neighborhoods.

I request that:

- 1) the committee please consider funding the merger of the 39/51 bus routes, which would provide much-needed north/south service west of the West Hills,
- 2) TriMet adequately communicate to the Southwest neighborhoods the timeline for their Southwest Service Enhancement Plan.

Reading between the lines, it appeared to me that service enhancement in the inner Southwest was almost a decade away.

Sincerely,

Lisa Caballero
Board Member, Southwest Hills Residential League