

The Oregonian

1st TriMet Bus Line Ever Across Fremont Bridge Will Link NW Portland with Eastside

*By Andrew Theen
March 1, 2019*

The Fremont Bridge opened almost half a century ago, but the span across the Willamette River has never carried a TriMet bus route.

The Ross Island, St. Johns, Morrison, Steel, Sellwood, Hawthorne, Tilikum and Broadway bridges all had at least one bus line, but the Fremont stood alone.

On Sunday that will change, as TriMet reroutes its existing Line 24 across the bridge, home to Interstate 405 and U.S. 30. The line will serve Northwest Portland and the rapidly developing Slabtown neighborhood and continue into Southwest.

The bus line will run down Northwest 19th Avenue and loop near the Providence Park MAX station. The bus will then return northbound on Northwest 18th Avenue.

The line currently runs from the Gateway Transit Center largely along Fremont Street to the Boise/Eliot neighborhood, where it loops at Russell Street and returns up North Williams Avenue. The new route brings the 24 across the Fremont Bridge and the river while adding 13 new stops, including one steps away from Providence Park.

“This line has been talked about not only for days or months or years, but actually decades,” TriMet General Manager Doug Kelsey said at a news conference. “I feel tremendously humbled and privileged to be a part of the culmination.”

The expanded route and service will cost \$1.5 million to implement, paid for by the 2017 statewide transportation package approved by the Legislature. TriMet is also publicizing new service in Clackamas County (Line 31 between the Clackamas Town Center and Oregon City Transit Center) and more trips on a separate Line 79 in Clackamas County.

The 24 bus will run every 20 minutes during the morning and afternoon commutes and every 30 minutes or so otherwise. The added stops between the eastside and the end of the line will take roughly 15 minutes.

Rep. Barbara Smith-Warner, D-Portland, who served on the Joint Committee on Transportation when the transportation package was assembled, said one of her favorite parts of the \$5.3 billion package was that it funded transit projects like the Fremont bus extension.

“When you do it right, public transit can transform communities and connect everyone, especially workers, seniors, students and kids, to the places that they need to go when they need to get there,” she said.

Commissioner Chloe Eudaly, who oversees the city Transportation Bureau, said the project is a good example of the city and TriMet working together to bring a “smart, targeted” public transit project to a reality.

Portland transportation officials say the route is happening because of \$9.6 million in transportation improvements nearby, like extending Northwest Thurman Street underneath U.S. 30 and extending Northwest 20th Avenue to create a new intersection in the neighborhood. Local

property owners are paying \$7.5 million of those transportation costs through taxes in a Local Improvement District, with the remainder covered by the city.

That improvement project, which goes near the Con-Way campus and its planned more than \$500 million redevelopment, is expected to finish this summer.

TriMet said the new line also connects Legacy Health System's Emanuel and Good Samaritan hospitals.

Sherifa Roach lives four blocks from the Fremont Bridge and said in order to get to Northwest Portland today, she has to take a bus to the Rose Quarter Transit Center and transfer to another line. All told, that trip takes an hour.

"This is a huge missing link," she said of the new route. She hopes it will encourage more neighbors to take transit to get to Northwest Portland from the eastside instead of driving.

The Portland Tribune

Amanda Fritz: Residential Infill 'Absolutely Appalling'

By Bill Gallagher

March 2, 2019

Commissioner Amanda Fritz talks about the issues that matter to Southwest Portland

There's no "no comment." Nor are there any of the standard evasions employed by elected officials who would rather not answer the question because to do so would mean taking a stand.

Ask Commissioner Amanda Fritz how she feels about the ramifications of the Residential Infill Policy (RIP) and you'll get an answer.

"It's absolutely appalling. We in Southwest Portland have been ignored," she said.

In the density debate that RIP has sparked, battle lines have been drawn between opposing sides that would be allies on many other issues.

"I'm very concerned about how divisive this has been already and how it's going to be in the future. And it's completely unnecessary. We have the capacity for 249,000 new homes in Portland and most of them are multi-family. We don't have a shortage of multi-family units, what we have is a shortage of single family homes. So if they're looking at making it easier to build more multiple units, that's the opposite of what we need," she said.

The Planning and Sustainability Commission (on which Fritz served for six years in the 1990s) is holding a public hearing on RIP on March 12. If the plan is approved at that point, which is considered likely, the City Council will vote on it, probably during the summer.

For those in Southwest Portland opposed to the infill plan, she had this advice, "They need to show up in droves at the Council to make their case. We're the decision makers. If they come in person, that would be helpful. Testimony should be meaningful but not rude," she said.

"I realize that people are really concerned. For most people their life savings are tied up in their neighborhood and their social network is their neighborhood. But we can talk about the reasons it's good or the reasons it's bad without getting personal," she said.

RIP is a major overhaul of Portland's zoning laws to promote more multi-family units on one-house lots. Asked to predict the vote she didn't say "no comment." She said, "No prediction."

WHAT THE CITY SHOULD DO WITH SEARS CENTER

Asked about the plans for the seldom-used Sears Center on Southwest Multnomah Boulevard at 25th Street, she said, "I thought it should be used for affordable housing back in 2008. That was what I wanted to see happen."

The recession that smacked the economy in 2008 meant the end of plans to convert the property to subsidized housing. So now, Fritz said, "It could be a temporary shelter. But what we do need is a full-service emergency management center in Southwest Portland.

"We're going to be in a world of hurt if the big one hits before we've got things like the Willamette River Crossing Project finished and the bridges across the Willamette fixed up," she said. (The Willamette River Crossing Project is building a new more seismic-resistant pipe to transport water from the east side to the west side.)

"We're going to be on our own for a very long time with the loss of bridges connecting us to downtown and elsewhere. I really want to see Sears Center refurbished and ready to go as an emergency coordination center," Fritz said.

EARTHQUAKE WARNING SIGNS

Commissioner Fritz voted for the ordinance that would require owners of buildings considered vulnerable to earthquake damages to post warning signs. That requirement has proven to be extremely contentious and is the subject of a court battle. She doesn't regret her yes vote. "I think the very least we should do is to warn people who use the building or walk past it that there is some risk if there's an earthquake and what they should do about it," she said.

PERCEPTIONS OF SOUTHWEST PORTLAND

Asked about former Commissioner Dan Saltzman's comment to The Connection last month that many Portlanders from other parts of the city see Southwest Portland as an "affluent area", Fritz said, "It's very common. People think that all of Southwest is like Willamette Heights (a Northwest Portland neighborhood near Forest Park). They don't know about deep Southwest Portland," she said.

"I always say I'm in deep Southwest near PCC (Portland Community College) and they say 'Oh, really.' We were annexed the same time as East Portland in 1979. That's why we don't have sidewalks or cross walks or street lights in many areas of Southwest Portland, because of late annexing," she said.

"I think people who live in Southwest Portland recognize that there are a lot of low income people here. Markham Elementary is the only Title One school on the west side of Portland." (Title One is a Federal Government program which sends funding to schools with a certain percentage of students from low income households.)

Fritz said that many students from such households at other Southwest schools don't receive extra services because their school doesn't have a certain percentage of kids considered low income.

"There are lots of low income folks here who are struggling and who don't get the kinds of services other people get. Still, I think people in Southwest have said, 'Well, East Portland is even worse off than we are so it's right that they should get their's first,'" she said.

[Click here](#) to read the rest of the story in the Southwest Community Connection.

Portland Budget-Writing Process Kicks Off Tuesday

*By Jim Redden
March 03, 2019*

April 5 City Council work session marks the beginning of the process for writing and approving the budget that takes effect on July 1.

The City Council will begin the process of writing next year's budget with a work session that starts at 9:30 a.m. on Tuesday, April 5.

The session will begin with a presentation on the most recent revenue estimates, the state of the city's long-term financial plan, and a review of known budget issues. One of the biggest is the \$6.3 million shortfall in Portland Parks & Recreation budget, which is expected to require both layoffs and fee increases to close.

After a break, the council is then scheduled to receive a citywide asset management report, and then be briefed on two programs, the Bureau of Fire & Police Disability & Retirement and the Portland Children's Levy.

Additional morning budget work sessions are scheduled on March 12, 14 and 19, and on April 1 and 2.

Although public testimony is not allowed at work session, it will be taken at two following community budget forums. The first will be held on the evening of April 2 and the second will be held on the morning of April 6.

Three community budget forums will follow, including an evening one on April 2, a morning one on April 6, and an evening one on April 9. The locations of the forums have yet to be announced.

A public hearing on the budget is currently proposed for the evening of May 9 in the Council Chambers, followed by a morning work session on it on May 14.

The fiscal year 2019-2020 budget takes effect on July 1.

Budget requests from each city bureau and elected official can be found [here](#).

New TriMet Line Over Fremont Bridge Kicks Off Spring Improvements

*By Jim Redden
March 1, 2019*

Line 24-Fremont/NW 18th Ave is the first time a scheduled line crosses the Fremont Bridge since it opened in 1973.

TriMet kicked off its Spring 2019 service improvements with the first run a historic bus line connecting North and Northwest Portland on Friday morning.

The ceremonial 10 a.m. run of new Line 24-Fremont/NW 18th Ave marked the first time a schedule line crossed the Fremont Bridge since it opened in 1973.

The new line extends the Line 24-Fremont bus line from Legacy Emanuel Hospital in North Portland across the bridge to the Slabtown, Northwest, Alphabet and Goose Hollow neighborhoods. It includes frequent and weekend service.

According to TriMet, the new Line 24-Fremont/NW 18th Ave offers a quick, reliable link between Portland's east and west sides with a connection to MAX Blue and Red lines at Providence Park in Southwest Portland.

The March 1 run followed a press conference at the hospital by TriMet General Manager Doug Kelsey, state Rep. Barbara Smith Warner, (D) Dist. 45, state Rep. Mitch Greenlick (D) Dist. 33; Portland Commissioner Chloe Eudaly, and Northwest District Association President Ciaran Connelly.

Other changes that start on Sunday, March 3, improve service in Clackamas County. Affected lines include:

- Line 31-Webster Rd, which is a new bus line between the Clackamas Town Center and the Oregon City Transit Center.
- Line 79-Clackamas/Oregon City, which is improved between Clackamas and Oregon City by rerouting Line 79 to 82nd Avenue, I-205 and Washington Street to provide a more direct trip.
- Line 6-Martin Luther King Jr Blvd, where schedules are being adjusted throughout the day, with some trips leaving earlier.
- Line 14-Hawthorne, where schedules are being adjusted throughout the day, with some trips leaving earlier.
- Line 16-Front Ave/St Helens Rd, where schedules are being adjusted throughout the day, with some trips leaving earlier.
- Line 35-Macadam/Greeley, where the first weekday trip to Oregon City will be leaving Lake Oswego Transit Center four minutes earlier. Trips that serve the Sellwood Bridgehead stops are being added to printed schedules.
- Line 38-Boones Ferry Rd, where schedules are being adjusted throughout the day, with some trips leaving later.
- Line 58-Canyon Rd, where schedules are being adjusted throughout the day, with some trips leaving later.
- Line 61-Marquam Hill/Beaverton, where the scheduled morning trip leaving Beaverton Transit Center at 7:45 a.m., will leave 9 minutes earlier at 7:36 a.m.
- Line 71-60th Ave, where schedules are being adjusted throughout the day, with some trips leaving earlier and some trips leaving later.
- Line 291-Orange Night Bus, where weekday trips will start at the Union Station/NW 5th & Glisan MAX Station four minutes earlier.

Lines with minor schedule upgrades include: Line 9-Powell; Line 20-Burnside/Stark; Line 44-Capitol Hwy/Mocks Crest; Line 51-Vista; and Line 75-Cesar Chavez/Lombard.

The improvements are being funded in part by an increase in the regional payroll tax approved by the TriMet board of directors and TriMet's share of a statewide payroll tax for transit approved by the 2017 Oregon Legislature.

You can learn more [here](#).