

The first half of planning for the SW Corridor High Capacity Transit line is nearly complete. See the SW Corridor Plan project website for details (www.swcorridorplan.org). The SWC Steering Committee has previously decided that the mode will be a Light Rail Transit (LRT) line. There will be a massive light rail and bus transit station across Barbur Blvd. by Fred Meyers. All this mass transit planning is meant to facilitate increased urban density needed to accommodate the anticipated 40% increase in population forecast in SW Portland over the next twenty years. How our existing communities can take advantage of light rail and mass transit will become a pressing issue. Our neighborhoods on the east side of I-5 – Arnold Creek, Collins View, Markham, Marshall Park and South Burlingame – will need to have access to the transit stations on the west side of I-5, regardless of the chosen LRT alignment. At the recent SWNI transportation work session with Metro staff, we suggested a footbridge across I-5 to afford access to all our neighborhoods, including Marshall Park and South Burlingame and the large student population at Lewis & Clark College. Our neighborhoods’ “footbridge to the transit station” is a concept similar to what Lair Hill neighborhood had negotiated – a footbridge providing bike and pedestrian access to the South Waterfront by the tram. During the Draft Environmental Impact Statement (DEIS) scoping period, currently scheduled for August 15 through September 30, 2016, the public will be invited to submit comments on a range of suggestions, including which additional roadway, bike and pedestrian projects to study. We suggest that our neighborhoods, including Arnold Creek, Collins View, Markham, Marshall Park and South Burlingame Neighborhood Associations engage together to lobby for support of bike/pedestrian access to the transit station planned for sites west of I-5 between Terwilliger and Capitol Highway..

Affordable housing, increased density, and zoning changes within the city’s Comprehensive Plan Update have each become significant issues in their own right. The Oregonian has a related report about the city’s “increased density” and infill efforts, (please see <http://www.oregonlive.com/front-porch/in... :...>) “Developers would be required to reduce the scale of homes they build in Portland’s single-family zones and would be allowed to construct more duplexes, triplexes and other forms of so-called ‘middle housing’ on those lots under a tentative set of city proposals that will be made public this month.... Portland officials are now looking for public input. The proposals will be available on the city’s website by June 15, and residents can attend a series of open houses throughout June and July....”. This is the right time to comment on these proposed changes in land use and housing density.

River View Natural Area is having problems. Members of our neighborhood association have seen directly the effects of human impact: many of the signs banning mountain biking, trail building and vandalism have been destroyed or removed; extensive trail modifications – drainage, removing adding soil to raise the level of the trails – continue. Recent signs of abuse include camp fires, a campsite with two tents, personnel belongings, more and more piles of trash, food containers, beer cans, and human feces and soiled toilet paper. It has been reported that strangers furtively use the water from garden hoses in nearby households. We find these worrisome on a number of levels. Has what we embraced as a wildlife sanctuary and protected natural area and salmonid refugia become a health and safety hazard instead?

Maryellen Read, Secretary, Collins View Neighborhood Association