

## Collins View Neighborhood SW News June 2016

Here are a few of my reflections on various actions over the last few months that have had an impact on the Collins View Neighborhood.

First, and most importantly, City Council has moved forward with the [2035 Comprehensive Plan Update](#). There was vigorous opposition to the amendment #S16, sponsored by Commissioner Dan Saltzman. This amendment would have incorporated into its campus boundary five properties owned by Lewis & Clark College near the already-congested intersection of SW Terwilliger Blvd and Lower Boones Ferry Rd, nearly cleaving Maplewood Drive from the rest of Collins View neighborhood. At its April 28 work session, Commissioner Saltzman withdrew the amendment, saying "As the sponsor of this amendment, I would vote against it, having heard the testimony and becoming more aware of exactly where this parcel was." He then withdrew the amendment.

Second, the process for the Southwest Corridor High-Capacity Transit (HCT) line is moving towards formulation of a Draft Environmental Impact Statement (DEIS), with a public comment period that probably will run from mid-August to the end of September. At the most recent Steering Committee meeting, important testimony from SWNI was provided by Marianne Fitzgerald, and Roger Averback, both of whom generally supported the staff recommendations but felt it was time to address concerns about Barbur congestion and transit times. Roger said, "Multiple modes on Barbur are a must, and there must be access to businesses along corridor." In his opinion, both the DEIS and EIS project list should be evaluated with specific criteria related to multiple modes, especially. Marsha Leslie, chair, FSWNA, added that SW Corridor connectivity is essential in making HCT accessible and usable. I am certain that Far Southwest residents are glad to know that the tunnel option for PCC-Sylvania has been shelved for now.

I was impressed by the demeanor, cool-headedness, and dedication of the members of the Steering Committee, especially Craig Dirksen and Bob Stacey, who responded with accuracy and force to a vocal critic whose criticisms descended to the personal level.

The SW Corridor HCT plan is an issue on which we should all strive to be informed, since it will frame our transportation discussion over the next half a century. I encourage you to read more on your own. See the link at Metro, <http://www.oregonmetro.gov/public-projects/southwest-corridor-plan/project-library>.

Finally, the City of Portland is moving ahead with its Off-Road Cycling Master Plan (ORCMP). The city is soliciting citizen input. Keep yourself up-to-date on the ORCMP, and fill out the city's questionnaire at Planning and Sustainability's site <http://www.portlandoregon.gov/bps/68157>

Jim Diamond, Chair,

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