

Hillsdale lobbies Metro steering committee for future transit stations

SOUTHWEST CORRIDOR PLAN

By Janet Goetze
The Southwest Portland Post

Neighborhood leaders are urging residents and business people to tell a Metro steering committee that Hillsdale needs transit stations in the Southwest Corridor Plan, which stretches from downtown Portland to Washington County suburbs.

The steering committee will meet in Hillsdale at 7 p.m. Feb. 4 at the Watershed Building community room at Southwest Bertha Court and Capital Highway. The entrance is in a causeway between the buildings.

The Southwest Corridor is growing in population and in road congestion,

according to Metro studies. The transit system needs upgrading to meet growth pressures, and improvements also are needed for pedestrian and bicycle safety, the studies indicate.

Metro and TriMet are studying options for light rail or bus rapid transit, which are quicker and more frequent buses using their own roadway or running in mixed traffic. One question under consideration is whether to choose one mode or a combination of bus and rail.

Earlier in the planning, the steering committee decided to keep high capacity transit off Oregon 99W south of Portland and not to extend it to Sherwood or King City. However, a specific route hasn't been selected.

No matter which transportation mode is selected, stops are needed in Hillsdale, said Glenn Bridger, chairman

of the neighborhood transportation committee.

Without one or two, he said, "It could affect the Hillsdale Town Center economy and home values. This could have great significance for people."

Over the next year, the steering committee of mayors and public agency officials will gather comments on transit proposals from a variety of groups. The represented jurisdictions include Southwest Portland, Tigard, Tualatin, Sherwood, Beaverton,

Durham, King City and other areas of Multnomah and Washington counties. Also participating in the planning is the Oregon Department of Transportation.

Controversy over the idea of a transportation plan already has surfaced. Last year, Tigard residents approved a measure requiring their city council to seek voter approval for "high capacity transit," whether rail or bus, before spending any funds on plans. Tualatin residents passed a measure requiring a vote only on light rail.



Letters to the Editor



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Multnomah Boulevard needs new multi-use paths from 40th to Garden Home Road

I'm very excited to see the changes to SW Multnomah Blvd. The new sidewalk by the west-bound side of the road will separate bicycle and pedestrian traffic near the Capitol Highway bridge.

That area underneath the bridge had lots of Himalayan blackberry in recent years which prevented parking, anyway.

Multnomah Village doesn't need any

additional parking except for some more spots designated as handicap.

The boulevard now needs multi-use paths that look like bicycle cycle tracks between Southwest Garden Home Road and 40th Avenue to accommodate both pedestrian and bicycle traffic.

The cycle track design would also allow automobiles to drive over onto it when emergency vehicles are racing on the boulevard.

Rick Kappler
Raleigh Hills

The Post welcomes reader response. Send letters or commentary to: Editor, The Southwest Portland Post, 4207 SE Woodstock Blvd #509, Portland, OR 97206. Fax (866-727-5336) or email editor@multnomahpost.com.



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