

Steering committee recommends eliminating tunnels to OHSU, Hillsdale

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

Light rail will not be tunneling under Marquam Hill and Hillsdale but a tunnel under a southwest street to Portland Community College's Sylvania Campus is still under consideration.

On July 13, the Southwest Corridor steering committee heard public testimony and project summaries before

approving staff recommendations eliminating two of the tunnels.

Consisting of project partner elected and appointed officials, the steering committee makes final recommendations to the Metro Council and other jurisdictions for the Southwest Corridor Plan.

Roger Averbek, chair of the Southwest Neighborhoods, Inc. (SWNI) transportation committee, testified that the neighborhood coalition has been highly involved and have sent numerous letters in support of the plan.

"But it must provide access to job

services and educational opportunities," Averbek testified. "It must improve safety for bicyclists and pedestrians."

He continued to discuss the need for enhanced livability with regards to growth.

"Land use hasn't been discussed," he continued. "Local neighborhood associations will continue submitting input but more research is needed to gain full support from SWNI."

A University of Washington transportation planner and advocate

who lives a couple blocks from the proposed Southwest 53rd Avenue cut-and-cover tunnel near PCC Sylvania, encouraged the committee to walk the talk by fully supporting this tunnel.

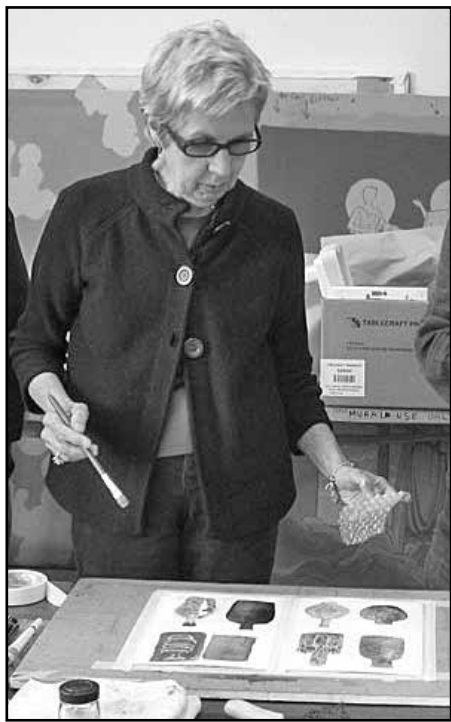
"The disruption will be worth the proposed project and access," he concluded.

Following testimonies, Chris Ford, the new Southwest Corridor Plan project manager, summarized reasons why the committee should forgo the
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The Southwest Corridor Plan Steering Committee hears testimony and discussions options for tunnels and high capacity transit at a meeting held at Metro headquarters on July 13. (Post photo by Erik Vidstrand)

Kaye Alene Synoground 1942-2015

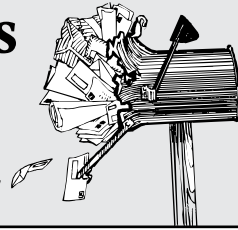


A memorial for local artist Kaye Synoground was held July 27 at Village Frame & Gallery in Multnomah Village. Synoground died July 16, 2015 after a battle with pancreatic cancer. She was 72.

Born Nov. 25, 1942, Synoground was a career artist who spent 30 years as a broad spectrum illustrator, and 16 years as the owner of A Closer Look Studio in historic Multnomah Village. A much loved instructor of watercolor and colored pencil, Synoground taught classes at the Multnomah Arts Center and Multnomah Athletic Club.

Kaye was a loving wife to her husband, Frank, and cherished time spent with her children. She is survived by her husband, Frank; son, Glen; stepdaughter, Karyn; stepson, Robert; stepdaughter, Sarah; and stepson, Barry. An artist until the end, Kaye showed a zest for art and life that was remarkable and admired by all that new her.

Letters to the Editor



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would be such a benefit to Southwest.

Currently I choose to walk as much as possible in this neighborhood, but it is a serious pain to do so without sidewalks, especially since I usually have a 2 year-old with me.

I agree this development is going to be a culture shock. Nowhere near that of 20-25 story buildings, which no one is proposing, nor is it in the Portland Plan to rezone the area to allow that.

The first development always looks bizarre, but this stretch is considered a transit corridor, "main street" in the Portland 2040 plan, and is zoned to allow densities up to 4 stories. It will happen unless the plan is changed.

With the population increase

projections ranging from 55 to 70 percent for West Portland by 2035, where are we going to fit all these people?

We can't keep building suburbs, so we have to retrofit the suburbs we do have to preserve our open park spaces, ecological sites, agricultural areas, and forest land.

Personally, I think Multnomah Boulevard might be the better option for a new higher density main street.

There is no historic character there to preserve. The proposed development site on Capitol Highway does not meet the historic nature of the area though. It is underutilized and has a parking lot facing the street.

I think growth can be done well, and by many existing examples, be done poorly. I'm planning on joining the neighborhood association and land use committee, so perhaps we will cross paths soon!

Again, thanks for the corrections on the sidewalk issue. Looks like that's another thing to add to my list to advocate for.

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