

Letters to the Editor



The Southwest Portland Post
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Averbeck attribution in Southwest Corridor Plan story incorrect

Regarding, "Southwest Corridor Plan: Should future light rail run along Barbur Boulevard or Interstate 5?" by Erik Vidstrand, The Post, August 2017.

I recently read an article regarding the Southwest Corridor in the August 2017 edition of the Southwest Portland Post.

The article discussed the July 10 meeting of the Community Advisory Committee at Portland Community

College Sylvania, focused on alignment options on Barbur Boulevard vs. Interstate 5.

The text describes a discussion between Matt Binh and myself [regarding safety for bicyclists and pedestrians along Barbur Boulevard]. This discussion is inaccurate, actually impossible, because I did not attend the July 10 committee meeting. I was out of town on this date.

Marianne Fitzgerald (my alternate on the committee) attended the meeting. I discussed this issue with Fitzgerald—she did not express the comments attributed to me.

We respectfully request a printed correction in a future issue.

Roger Averbeck

Editor's Note: While the quotation was accurate, we apologize for the misattribution. Evidently, another member of the committee was quoted by our reporter. We regret the error.

Metro project manager comments on Southwest Corridor Plan story

The Southwest Corridor project is studying improvements, including light rail, that could make getting around Southwest Portland easier, safer and more reliable for everyone.

The project team would like to thank the Southwest Portland Post for following this important project and we encourage readers to contact us anytime with their questions or comments. Project background and contract information is on the project website: www.swcorridorplan.org

The project team would like to clarify a few topics discussed in a

story in The Post's August 2017 issue, "Southwest Corridor Plan: Should future light rail line run along Barbur Boulevard or Interstate 5?"

There are three route options under consideration in Southwest Portland south of Terwilliger Boulevard. The light rail could run:

- in the center of Barbur Boulevard, with two auto lanes on either side,
- next to Interstate 5, or
- it could transition at some point from one to the other

For any of these rail options, the project proposes continuous sidewalks and bike lanes along Barbur Boulevard from downtown through Southwest Portland.

To help pay for that work, we will apply for federal funds which may cover up to 50 percent of the cost. The Federal Transit Administration

is supportive of station access investments as part of a light rail project.

Finally, we believe the attribution of several quotes and comments in the article to be inaccurate.

Many of these statements were made at the community advisory committee meeting, but not always by the individual cited. We simply request that your readers not assign specific statements with the people named in the article.

The project team will be in Southwest Portland this fall and is eager to answer your questions. Find us at the Hillsdale Farmer's Market on October 22nd. Or follow us on Facebook at www.facebook.com/swcorridor

Chris Ford
Southwest Corridor Project Manager
Metro



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