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# The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

**INSIDE:**  
 Save money and  
 recycle at Southwest  
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 shops -- Page 4

Volume No. 17, Issue No. 6

www.multnomahpost.com

Portland, Oregon

Complimentary

April 2009

## TriMet proposed service cuts include lines 39 Lewis & Clark, 43 Taylors Ferry

By Lee Perlman  
 The Southwest Portland Post

In our lean times, TriMet is tightening its belt. Bus riders and community advocates protest that the exercise is sacrificing the wrong things, or is just plain misguided.

As TriMet's Jon Joseph and Dan Marchand told the Hillsdale Neighborhood Association (HNA) last month, the agency is facing a double whammy: not only is fare box revenue decreasing, but so is the payroll tax that accounts for 55 percent of its budget, and is affected by a regional reduction in business income. TriMet is facing a \$13.5 million shortfall, Joseph said, and has already instituted a hiring freeze.

Asked to examine their services in January, the transit agency has proposed to eliminate several "low-performing" lines and reduce service on a number of others.

Here in Southwest, there will be service reductions on either weekdays or weekends on Line #1 Vermont, #39 Lewis and Clark, #43 Taylors Ferry, #51

Vista, and #63 Washington Park. There will also be a reduction in frequency of MAX light rail service, and perhaps some modification of the Fareless Square free ride system offered for the Downtown, Old Town and Lloyd Center areas.

In addition to low ridership, Marchand said, TriMet wanted to avoid eliminating service essential to a large number of commuters, essential to "transit-dependent" people who don't own cars, or lines where there is no other transit service available to the people who use them. The agency recently raised its fares and considered doing so again, "but we realize this would be a hardship for our most vulnerable customers," he said.

The TriMet board will consider the reductions at three hearings in April: April 6 at Wilson High School, April 7 at the Portland Building at 1120 S.W. Fifth Ave., and April 8 in Clackamas County. All will be from 6 to 8 p.m. Any changes approved will take effect on September 20.

Several Hillsdale residents protested the elimination of Line #55 Hamilton



(Photo courtesy of pdxpipeline.com)

(Editor's Note: TriMet has since revised its list of cutbacks with Line #55 Hamilton retaining service hourly). Rick Seifert noted that it serves Lincoln High School, and that without it, "Kids from Bridlemile will have to walk all the way to Beaverton-Hillsdale Highway, on streets with no sidewalks," to find alternative transportation.

Others, such as Hillsdale Business and Professional Association chair Mike Roach, said it would exacerbate an existing problem of people using

Hillsdale Town Center as a Park-and-Ride lot while they board buses for downtown. "They drive to Hillsdale, park, hope no one notices, and hop on a (Bus) #44 or #45," he said. Reiterating Seifert's point he said, "It's one thing to talk about 'alternative routes' on the east side, another to do it here where there's no safe place to walk."

HNA chair Don Baack said he thought Tri-Met had contributed to the problem because they had "screwed up the

(Continued on Page 6)

## Hillsdale Terrace to apply for HOPE VI redevelopment funds

By Allison Rupp  
 The Southwest Portland Post

After a March 17 meeting of its board of directors, the Housing Authority of Portland (HAP) has decided to pursue a complete redevelopment of Hillsdale Terrace, an ailing low-income apartment complex in Southwest Portland.

The 63-unit building has become HAP's most expensive to run, with utility costs for each unit double that of

other properties and maintenance costs 75 percent greater.

Constructed in 1968, the building at 6775 SW 26th Ave. suffers from inadequate insulation because of its concrete masonry and a living atmosphere that HAP determined "harsh" and "institutional" in its February report on site conditions.

Furthermore, poor soil conditions have led to dangerous erosion, and the current layout of the eight buildings allows few open, recreational spaces for individual or community use.

"It's a very challenging property from a topographical perspective," said Katie Such, the deputy executive director at HAP.

The board has considered a variety of options to improve the condition of Hillsdale Terrace since 2000, including selling the site and extensive improvements on the existing structure.

But because of the lack of available land or replacement apartment units, and the lack of funding for comprehensive improvements on the existing structure, tearing down the sickly green building and starting from scratch became the solution.

To achieve this, HAP will need more than \$30 million, double what Oregon received from the recent federal stimulus bill for public housing.

For this reason they'll be

returning to the successful strategy used for their New Columbia and Humboldt Gardens properties—applying for a HOPE VI grant (a program that recently received \$120 million) from the federal government.

Such said the agency's track record in earning the grants makes it a competitive candidate the third time around. HAP will be asking for \$20 million from HOPE VI, with an additional \$25 million needed from local government funding for the remaining construction and operating costs.

HAP has already begun collecting application materials and approaching the community for support, having detailed the plan at the Multnomah Neighborhood Association's meeting in March. Application materials will be submitted to the U.S. Department of Housing and Urban Development this fall, with a response expected in 2010.

If successful, HAP will begin construction in 2011 with an estimated completion date in the spring of 2013. During that time, current residents would be relocated to other HAP properties appropriate for their needs, and

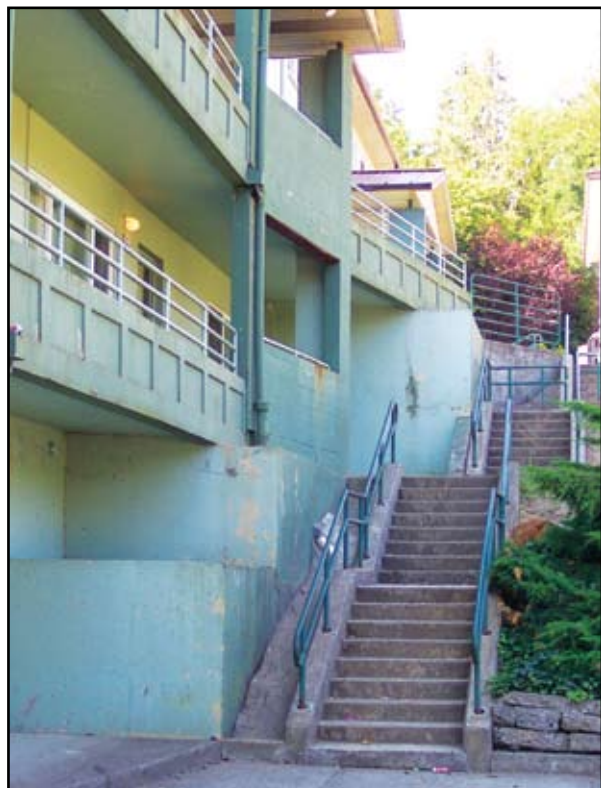
offered a chance to move back in when construction is completed.

Hillsdale Terrace presently houses 237 low-income residents, over half of them children. The site's redesign would include improved play areas for the younger residents, whose playground often sits in a pond of water because of the poor soil.

Only three percent of the residents are seniors, a figure that HAP would like to change. Preliminary design plans include 30 units of senior housing within an expanded complex of 115 units.

As one of the only low-income housing complexes in Southwest Portland, Hillsdale Terrace offers the advantage of proximity to the area's high-quality schools, parks, services, and public transit.

Such said she hopes redeveloping the property will enhance residents' relationships with the surrounding community and lead to future partnerships between the agency and Southwest Portland neighborhoods. "This is an opportunity to make Hillsdale Terrace a property we can all be proud of."



The Housing Authority of Portland is putting together an application for a federal HOPE VI grant to completely redevelop its Hillsdale Terrace site in Southwest Portland. The 63-unit apartment complex houses 237 low-income residents. (Photo courtesy of HAP)

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The Southwest Portland Post  
 7825 SW 36th Ave Suite #203  
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# Capitol Hill Road traffic calming project leads to acute e-mail congestion

## COMMENTARY

By Lee Perlman  
The Southwest Portland Post

A group of neighbors led by Mellani Calvin is trying to do something about the traffic speed on Southwest Capitol Hill Road between Falcon and Nebraska streets. With the assistance of City transportation planner Will Stevens she has put together a program to install between nine and 11 speed "tables" (a longer, less steep version of a speed bump) on the street. The \$2,200 per table cost would be borne by adjacent property owners on a voluntary basis.

To get the ball rolling, she needs the endorsement of more than 50 percent of adjacent property owners, and of the Hillsdale and Multnomah neighborhood associations. Calvin told Hillsdale last month that 67 percent of these owners had pledged their support and "only five are adamantly opposed."

For one of these, however, "adamantly" may not do the man justice. Steve Sagnotti said he concedes that there is a problem; he just doesn't think that speed bumps are the solution. He cited Southwest Sunset Boulevard, where speed bumps were installed in 1994 and, he said, the problem is still there.

In mid-March the debate shifted to e-mail, with some 30 messages exchanged in a few days. The main correspondents were Calvin and Sagnotti, but others weighed in on both sides.

"I would very much like to see the speeding on Capitol Hill Road significantly reduced," Sagnotti wrote. "Based on the city's own traffic studies I do not believe that can, or will, be accomplished by installing speed bumps."

According to Sagnotti, "It is my belief that the only true solution to the problem is enough enforcement of the speed limit to modify behavior; the only way we'll get that enforcement is when enough of us call Officer Hannah and demand that the speed problem be addressed."

Sagnotti said, "There is a dirty, insidious little secret; regardless of the posted speed limit the Portland Police will allow speeding 10 miles per hour over the posted limit before they will get interested in stopping the speeder."

There was considerable debate over what the "data" showed. One respondent said that speed bump technology has improved considerably since the 1994 Sunset installations. To this Sagnotti replied, "A speed bump by any other name is still a speed bump. The more it is designed to be more innocuous at legal speeds, the less effective it will be in reducing speeding."

A speed table supporter, Lisa Broten, wrote, "I have spoken to one of the women who spearheaded the campaign to reduce speed on Sunset (Boulevard) in 1994. She states to me that the speed has dropped significantly on Sunset even though it is not perfect; she will have her kids walk on the street, and she will ride her bike. The cars don't go 40 or 50 miles an hour as they did and as

they do now on Capitol Hill Road."

Rian Meguire wrote, "Data aside, I can't ever think of a time when my average speed increased when confronting elevated speed bumps/tables along a road."

Commenting on Sagnotti's proposed solution, "Joe" wrote, "I don't think it's realistic to expect the local police to station an officer on Capitol Hill Road 24/7 permanently."

Barbie Schott wrote that she and her husband Joel Kleinbaum walk constantly to destinations such as the Hillsdale Library, Food Front, Baker and Spice, Annie Bloom's Books and Village Coffee. She spoke of confronting speeders by "scowling and staring at license plates," "brandishing a flashlight," "jumping out of my yard SWAT-style."

One such motorist demolished their fence, she wrote, and had it not been for the fence would have hit their house; it was replaced by massive boulders.

"I would rather not present myself as the bitter, unhinged woman of (Capitol Hill Road)," Schott wrote. "Proactively, I choose to calm CHR the way the City offers to me: speed tables."

Sagnotti has attracted at least one ally: Arthur Henry, who lives across the street from Calvin. When Calvin argued that she had been seeking an effective solution for three and a half years and had investigated several other strategies, Henry commented that she hadn't consulted him.

He argued that if residents agreed to participate in the project, they would

lose the legal right to object to any future City action and be compelled to pay for it as well. At that point Stevens stepped in to try to settle the issue, saying the rules Henry referred to do not apply to this program – and promptly became embroiled in the fight.

Henry demanded legal reassurance of Stevens' point, and set off a fresh debate as to whether an e-mail is a legal document. He declined to come to a meeting, writing, "I have all the 'data' I need to confirm my 'opinion' that speed bumps are not a good idea."

Decision-points on the issue are a public meeting April 2 at West Hills Christian School, 7945 S.W. Capitol Hill Road, and the Hillsdale and Multnomah board meetings on May 11 and 12, respectively.

Meanwhile, one correspondent wrote, "Our small street calming project seems to have deteriorated into a blog, or thread or something like that. If we are not careful we are going to consume more energy in running computer servers than in melting asphalt."

### The Post welcomes reader response

Please send letters and photos to: Editor, The Southwest Portland Post, 7825 SW 36th Ave #203, Portland, 97219. Fax (866) 727-5336. E-mail editor@multnomahpost.com. Please include contact information. Deadline is the 15th of the month prior to publication.



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# Office of Neighborhood Involvement budget gets chilly reception from City Council

By Lee Perlman  
The Southwest Portland Post

The Portland Office of Neighborhood Involvement, which is the principal source of funding for Southwest Neighborhoods, Inc. and other neighborhood offices, wants to give up a little less this budget year. Last month it received a less than warm reception from City Council.

Anticipating sharply reduced revenue, Mayor Sam Adams has asked each City bureau to prepare "cut packages" equal to 2.5 and 5 percent of their current budget.

In the case of ONI, however, they have been operating largely on "one-time-only" appropriations which are given with no assurance that they will be retained, and which are normally the first expenditures to be cut. If the City proceeded in that fashion, ONI's budget would in fact be reduce from 16 to 18 percent of what it is now.

Last month ONI administrators and Commissioner Amanda Fritz, who oversees the bureau, presented what they called the "Right Budget," ten percent below their current one. It would retain current outreach efforts to "under-represented communities" because, executive director Amalia Alarcon de Morris told the City Council, "They were the last at the table."

The budget would also retain the popular Neighborhood Grants program while cutting it 10 percent. Other cuts

would be 2.5 percent for SWNI and other coalitions, five percent for the Neighborhood Mediation Program and Elders in Action, and 50 percent for the Graffiti Abatement Program.

The 2.5 percent cut recommended by the Portland Office of Finance and Administration would mean elimination of the grant program, a 2.5 percent cut to neighborhood offices, a 15 percent cut in Mediation, and reductions in the Neighborhood Crime Prevention Program budget.

At five percent SWNI would lose five percent of its budget, which would almost certainly necessitate cutting staff pay and limiting office hours. Fritz told her Council colleagues, "I do not believe that issues like diversity were intended to be funded for only one year. We decided to re-prioritize the entire budget."

Alarcon de Morris added, "One of the things I'm most proud about is that we didn't just say, 'Give us back our one-time money.' We looked at the

whole budget. I don't think we have unrealistic expectations."

Commissioner Nick Fish commented, "One-time-only funds are normally seen as fungible. We have a running tally of one-time-only funds that we see as essential." Essential or not, he implied, the City could not fund them all.

Commissioner Randy Leonard said, "I appreciate the services you provide, but I must echo Commissioner Fish. This is not done in a vacuum." His priority, he said, was that "homeless people have a place to sleep at night. There's nothing I feel more strongly about."

The Portland Parks Bureau has revised its budget proposal with regard to its

Community Garden Program. The bureau earlier had proposed to raise its seasonal charge for community garden plots from the current \$50 to \$75. Critics charged that this would deprive many poor people of the chance to grow their own food at the very time when they needed it most. Administrators responded that the current fees do not begin to pay for the program. A revised proposal call for raising the fees to \$75 a season, but offering reduced fees to food stamp recipients.

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# Save money and recycle at Southwest Portland thrift shops

## THE COUNTRY STORE

By Polina Olsen  
The Southwest Portland Post

Economy giving you the blues? Get heartburn searching for that perfect prom dress? Why not save money and recycle too at Southwest Portland thrift shops?

From women's business suits to baby clothes, the high quality and low cost may surprise you. Clean your closet at the same time exchanging those clothes you never wear. Here are some favorite



Micalah Wilson straightens the racks at Here We Go Again in John's Landing. (Post photo by Paulina Olsen)

finds in the order *The Post* visited. Be sure to call for hours:

### Here We Go Again

*The Post* met up with salesperson Micalah Wilson who started working at the attractive John's Landing consignment shop about six months ago. "We have women's clothing, teens and up," she said. "We mostly carry designer labels or high end brands."

The store does look high-end with large dressing rooms and colorful displays that include bags, sunglasses, shoes and jewelry along with racks of clothes. "Moms and daughters come in together," Wilson said. "We get a lot of working women. The cost depends on the condition and design but it's a big discount from new."

With a rack of prom dresses special for the season, regular inventory includes business suits and everyday wear. Suits we saw ranged from \$45 to \$148. Cotton blouse varied from \$14 to \$41, business slacks from \$23 to \$45.

Find extra discounts on the sale rack, which offers an additional 50 percent off the last week of each month. Or, for specials and coupons, Or, for specials and coupons, sign up for



Cole (baby) and Cydne Casper in the play area at Katelyn's Closet. (Post photo by Polina Olsen)

the free e-mail newsletter next time you stop by. Bring clothes to sell for 40 to 50 percent of the asking price. Here We Go Again is located at 0511 SW Carolina St. in John's Landing, [www.hwga.com](http://www.hwga.com), (503) 244-6910.

### Hoot-n-Annie

Jan Hanlon spent so much time at Hoot-n-Annie that when the place came

up for sale last October, she bought it. The resale children's shop has proved a good business. "We have a big variety of customers," she said. "Some are regulars from the neighborhood and we're getting others from around town."

Hanlon offers freshly washed and ironed merchandise at steep discounts, like the brand new \$32 party dress on sale for \$8.50. "We have high name  
(Continued on page 5)

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**THE COUNTRY STORE**

*(Continued from page 4)*

brand stuff for \$3 to \$4 an item," she said. "It would be \$12 to \$20 new."

Clothes are neatly organized by age; children especially like the play area in front of the store. Hanlon gives 30 to 35 percent store credit in exchange for merchandise. A corner of handmade items sells on consignment. Hoot-N-Annie is located at 7850 SW Barbur Blvd., Suite C, (503) 548-4668, [www.Hoot-n-Annie.com](http://www.Hoot-n-Annie.com).

**Katelyn's Closet**

Keep your eye out for playpens, strollers and bright children's clothes as you head east from Multnomah Village along Southwest Capitol Highway. Once inside, the three-room store has something for all ages including children's, women's, maternity and a small men's section.

Carrie Sadorus started the business 11 years ago and named it after her daughter. Later, she brought in her sister Julie Fillinger as partner. "It's been a lot of fun," Sadorus said. "We have the best support from the neighbors. There was a lady just here. Her daughter is 11. She's been coming in since her daughter was eight months old."

Sadorus finds business increasing both with people buying and selling. Clothes sell for one-third to one-half the price of new. Prices varied according to make and design. Most dresses and jeans priced in the mid-teens but a rack of designer jeans went for up to \$60. (They cost more than \$100 new). Cotton blouses cost \$8 to \$15. The inventory included bags and exercise clothes.

For extra discounts, try the half off *(Continued on page 6)*

**Stormwater swales being installed around Multnomah Village**

By Don Snedecor  
*The Southwest Portland Post*

Ask the powers that be at the City of Portland's Bureau of Environmental Services and they will tell you that Multnomah Village is in the headwaters of Tryon and Vermont creeks. More than 20 acres of paved streets, roofs and parking lots cover the commercial core and nearby neighborhood.

Rain that falls on these impervious services picks up urban pollutants and flows quickly to streams, where pollutants and fast-flowing water degrade aquatic habitat.

BES recently installed a 600-square-foot stormwater swale on the corner of Southwest Troy Street and 35th Avenue at a cost of \$18,000. It's the first of four "green street" projects (designed to protect streams) planned for Multnomah Village this year.

The Troy Street swale will treat more than 200,000 gallons of stormwater runoff annually from 9300 square feet of impervious surface.

Next on the green street list is a stormwater swale on the south side of Capitol Highway in front of the Multnomah Arts Center. The swale will replace nearly 400 square feet of asphalt and treat more than 160,000 gallons of stormwater runoff annually from 7,000 square feet of impervious areas. Construction is expected sometime this spring at a cost of \$13,500.

The Lucky Lab green street will replace over 300 square feet of asphalt with a vegetated stormwater swale on the west side of Southwest 32nd Avenue at Capitol Highway (next to the Lucky

Labrador Public House).

The swale will treat more than 300,000 gallons of stormwater runoff annually from 14,500 square feet of impervious surface. This project is expected to be built sometime this spring at a cost of \$27,000.

The Raindrop Walk green street will be a vegetated curb extension built on the south side of Capitol Highway between 35th and 36th avenues. This

project will treat more than 170,000 gallons of stormwater runoff annually from 7500 square feet of impervious surface. Currently in design mode, the project is expected to be built in the fall of this year at a cost of \$115,000.

For more information about the Multnomah Village green streets contact Leonard Gard at 503-823-4592 or [leonard@swni.org](mailto:leonard@swni.org), or visit [www.portlandonline.com/bes/tryoncreek](http://www.portlandonline.com/bes/tryoncreek).



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## TriMet service cuts

(Continued from page 1)

system enough to make it really look bad." He asked why TriMet's fares pay for only 20 percent of their operations. Joseph replied that this is typical of U.S. transit agencies in general, and that all are undergoing the same sort of financial difficulties.

Joseph mentioned that one proposal on the table is to charge \$1 fares in what is now Fareless Square. One resident responded, "How will you enforce that when you can't enforce your fares now?" Joseph said the agency planned to add more fare inspectors on the fringes of the free zone.

He conceded that the agency loses an estimated \$800,000 annually on uncollected fares. He also said that changing the rules will be "very difficult" because "Fareless Square has become a Portland icon."

Board members Duane Hunting, Aloha Wyse and others suggested going in another direction by making the entire system free. Joseph replied that this

would mean a major increase in transit subsidies. "Four years ago we asked the state legislature for permission to increase the payroll tax by .1 percent," he said. "It was very difficult."

Hunting and Seifert suggested instituting a shuttle system utilizing fuel-efficient mini-buses. Joseph said that such systems are in place now at Lewis and Clark College and the Forest Heights development in Northwest Portland.

"Many times people get hung up trying to solve old problems with old ideas," Hunting said.

In answer to a question by Glenn Bridger, Joseph said TriMet would probably not restore any lines cut even if economic conditions improved and funding was available. "It doesn't make sense to restore low-performing routes," he said.

*The same night, people at a South Portland Neighborhood Association meeting expressed similar concerns about service cuts to the Line #43 Taylors Ferry bus service.*

## THE COUNTRY STORE

(Continued from page 5)

tag sale they offer every two weeks. Sell clothes on consignment for 40 percent of the asking price or take an in-store credit at 50 percent. "I always come here first if my little boy needs something," said Cydne Casper who lives in Multnomah Village. "Everyone who hasn't looked at resale shops for their kids should start." Katelyn's Closet is located in Multnomah Village, 7429 SW Capitol Hwy, (503) 293-4333, [www.katelynscloset.com](http://www.katelynscloset.com)

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Featured in Portland Best Places for 2008 and 2009, Second to None sells children's clothes from sizes birth to children's 16. "We have quality, fairly priced clothing, and we love our customers and know all the kids," said owner Indy Hill who lives in Multnomah Village.

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**Dear EarthTalk:** If you have an electric or plug-in hybrid car, you're paying for electricity rather than gasoline all or most of the time. How does that cost compare to a gas-powered car's cost-per-mile? And since the electricity may be generated from some other polluting source, does it really work out to be better for the environment?

-- Kevin DeMarco, Milford, Connecticut

When you compare battery to gasoline power, electricity wins hands down. A 2007 study by the non-profit Electric Power Research Institute (EPRI) calculated that powering a plug-in hybrid electric vehicle would cost the equivalent of roughly 75 cents per gallon of gasoline—a price not seen at the pump for 30 years.

The calculation was made using an average cost of electricity of 8.5 cents per kilowatt hour and the estimated distance the car would travel on one charge, versus a car that gets 25 miles per gallon and is

powered by \$3 per gallon gasoline.

Change any of those variables and the relative costs change. For example, substituting a car that gets 50 miles per gallon doubles the comparative electrical cost (though it still works out much cheaper than gasoline).

On the other hand, in some areas where wind or hydropower is wasted at night—just when the hybrid would be charging—the utility might drop the kilowatt hour cost to two to three cents, making the charge much less costly.

And don't worry that we'll run out of electrical power: A 2005 study by the U.S. Department of Energy's Pacific Northwest National Laboratory estimated that three-quarters of the country's current small vehicle fleet could be charged by our existing electrical grid without building new power plants.

And if all those cars were replaced by hybrids, it would eliminate the need for 6.5 billion barrels of oil per day, or 52 percent of current U.S. oil imports.

Regarding environmental impact, charging up your car with electricity from the grid also wins handily over filling up at the gas station.

In the most comprehensive hybrid study to date, released in 2007 by EPRI and the non-profit Natural Resources Defense Council, results predict that all greenhouse gases will be reduced as hybrids begin to penetrate the car market.

Estimated cumulative greenhouse gas reductions from 2010 to 2050, depending upon how fast hybrids take hold, range from 3.4 to 10.3 billion tons.

More than one half of our national energy grid is powered by coal, and in areas where hybrids are charged through coal-provided electricity, says NRDC, there is the possibility of increased levels of soot and mercury emissions.

However, charging up can be much less of a guilt-ridden affair where cleaner electrical sources like wind and solar are available. The website HybridCars.com points out that as more power plants are required to develop green power and emit fewer greenhouse gases, the



The all-electric Tesla Roadster sports car from Tesla Motors. (Flickr courtesy photo)

environmental and health benefits will further increase.

**CONTACTS:** Electric Power Research Institute, [www.epri.com](http://www.epri.com); HybridCars.com, [www.hybridcars.com](http://www.hybridcars.com); Natural Resources Defense Council, [www.nrdc.org](http://www.nrdc.org).

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## City seeks to update Bicycle Master Plan; Open house scheduled for May 18

By Kate Bennett  
The Southwest Portland Post

At the SWTrails meeting on February 26, Ellen Vanderslice and Denver Igarta, both from the Portland Bureau of Transportation (PDOT), spoke about Portland's Bicycle Master Plan update and its impact upon Southwest Portland.

To provide a bit of background, Portland's Bicycle Master Plan was first adopted in 1996. According to PDOT's website, the purpose of the plan was to provide "a blueprint for making bicycling and walking an integral part of daily life in Portland."

The Bicycle Master Plan proved to be a success. Since the first implementation of the plan, Portland's bikeway network has more than doubled in miles, thousands of bicycle parking spaces have been added, and bicycle-related events and activities have increased ten-fold.

As a result of this success, PDOT wants to update the Master Plan. The transportation office wants to prepare our city for the next ten and twenty years of cycling.

While the city makes beneficial bicycle-related changes, others are taking note. For instance, in 2008 Portland was recognized by the League of American Bicyclists as a platinum-status bicycle friendly community.

But Southwest Portlanders, especially the members of the SWTrails group, felt as if Southwest Portland had not reached platinum status as a bicycle

friendly community. The group decided that something needed to be done in order to remedy this.

With dedication and a passionate desire to elevate Southwest Portland's bicycling community to platinum status, six members of the SWTrails group worked on and produced the *Bicycle Facilities Strategy to Reach Platinum Status in Southwest Portland*.

The report, a detailed assessment of Southwest Portland's bicycle problems and recommended solutions, was submitted to the Office of Transportation on November 3, 2008. Luckily, the report has been viewed favorably. As Vanderslice remarked, "[the report] was an excellent piece of work that has been a great help to staff."

The SWTrails group was obviously excited to hear what Vanderslice and Igarta had to say about their report at the February 26th meeting. Overall, their feedback was positive.

Vanderslice said the SWTrails group identified a good network of bike routes and that the Bicycle Master Plan committee has "incorporated most of the recommendations from the report into the draft Bicycle Master Plan network."

One such recommendation that has been incorporated into the draft plan is a stretch from Terwilliger Boulevard and 6th Avenue to Spring Garden Street and 17th Avenue.

According to SWTrails, "a low traffic neighborhood connection is needed to provide a low traffic alternative to Taylors Ferry."

According to the draft network map, the resolution to this need is a proposed bicycle boulevard route which would travel along Southwest 6th Avenue, Hume Street, 12th Street and Carson Street.

Another drafted resolution is to turn Southwest Mitchell Street, Westwood Drive, and Westwood Court into "enhanced shared roadways."

According to Vanderslice, an enhanced shared roadway is a roadway that has "shared roadway markings (bike-and-chevron) and accompanying signage delineating where bicyclists and motorists share a travel lane."

This resolution would address Southwest Portland's need for a low traffic link between Hillsdale and Fairmount that has a gentle gradient.

There are many more proposed bike routes for Southwest Portland, but the type of biking facility placed on each road depends on the road. As Vanderslice noted, "What [bike facility] is most suitable definitely varies according to the street, based on traffic volumes and speeds, sight lines, and other factors."

She explained that although Southwest Portland has a hilly topography and sight lines and connectivity issues, there is still potential for biking facilities ranging from cycle tracks to regular bike lanes.

Vanderslice hopes to submit the Port-



land Bicycle Master Plan update to City Council this September. In the meantime, she would love to see Southwest Portland residents at the Open House on May 18 from 4:00 to 7:00 p.m.

The open house will be held in the Wilson High School cafeteria and will give residents the chance to weigh in on the Bicycle Master Plan update as well as the Streetcar System Plan.

As Vanderslice explained in an e-mail to *The Post*, she needs to first hear recommendations from the people of Southwest Portland.

She then said that in order to implement the recommendations, "We need to get the plan adopted, amend the Comprehensive Plan per the plan's recommendations, and implement at least some funding strategies from our plan. For all three of these steps we will need the strong support of the community."

If you wish to see the current draft of the Bicycle Master Plan update prior to the open house, visit the City of Portland's Office of Transportation's website at [www.portlandonline.com](http://www.portlandonline.com).

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