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INSIDE:

Wilson High School choir wins first state championship
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Volume No. 21, Issue No. 8

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Portland, Oregon

Complimentary

June 2013

PDX Bike Breakfast



Commuter cyclists treated to breakfast: May was PDX Bike Month, and what better way to make the commute a little nicer by filling up with some goodies from local merchants in Hillsdale. Over 100 bicyclists rode by in mid-May with many stopping for breakfast burritos (Food Front), scones (Baker & Spice), and coffee (Starbucks). Organized by the Bureau of Transportation, staffer Dave Johnson, helped coordinate

the annual Hillsdale event. More information is available at www.pdxbikemonth.com. Johnson reminded everyone that the Southwest Portland's Sunday Parkways (in which many roads are closed to automobile traffic) is scheduled this year for September 29. Pictured: bike commuters including Olaf, David, Emma, and Kim along with PBOT's Dave Johnson take time to enjoy some Hillsdale hospitality. (Post photo by Erik Vidstrand)

Portland City Council votes in favor of Barbur Concept Plan

By Lee Perlman
The Southwest Portland Post

The Portland City Council passed the Barbur Concept Plan on April 24, and engaged in a debate as to whether it should be a guide for current use or put on a shelf until the rest of the City catches up.

The Barbur Plan, by the Portland Bureau of Planning, is a subset of Metro's larger Southwest Corridor Plan, which is considering the placement of light rail or other high capacity transit through the area.

The Barbur Plan, and similar efforts in other jurisdictions, is looking at the sort of development that would be appropriate on Barbur Boulevard [between downtown Portland and the City of Tigard] and adjacent streets, and what zone changes or public improvements would be necessary to bring them about.

(Continued on Page 7)

Mayor Hales' budget cuts include neighborhood small grants

CITY HALL

By Lee Perlman
The Southwest Portland Post

Mayor Charlie Hales published his draft City of Portland budget last month. It produced sighs of relief in some quarters, sighs of regret in others.

The budget ax fell less heavily on Portland's neighborhood system, and the Southwest Neighborhoods, Inc. (SWNI) coalition specifically, than earlier reports might have led them to expect.

The Office of Neighborhood Involvement (ONI), through which most neighborhood funds are funneled, was asked to prepare a fiscal year 2013-14 budget 10 percent below its previous one. Hales' budget cuts ONI's budget by just three percent.

Among other things, ONI will not have to eliminate one of its 12 neighborhood crime prevention positions.

Nevertheless, there will be pain. The budget eliminates the popular Neighborhood Small Grants program, which allocated a total of \$200,000 citywide to coalitions for use in special, one-time neighborhood improvement projects.

For SWNI, the cut will mean not just the loss of the program but of its part-time administrator and Outreach Coordinator, Payal Razdan. There will also be cuts to communication funds citywide, which could affect the district-wide *Southwest Neighborhood News* newsletter.

In years past, a frequent target for budget cuts in southwest has been

the SUN School after-school activities programs. This year the City and Multnomah County were providing funding for the Jackson Middle School and Markham School SUN School programs.

However, the Robert Gray Middle School program as well as those for two east side schools – Buckman and Sabin – stood to be eliminated.

Then, hours before the first of three hearings on the proposed budget, Hales announced a deal between himself and Multnomah County Commission Chair Jeff Cogen that would restore funding to a variety of social service programs.

As part of this, Cogen agreed to absorb the three endangered SUN School programs into his budget.

Also facing cuts is the Portland Development Commission. The draft PDC budget calls for cutting more than \$30,000 from its appropriation to Venture Portland, a non-profit which provides support services to local neighborhood business associations in much the same way that ONI and SWNI aid neighborhood associations.

Venture Portland executive director Heather Hoell told the Portland City Council at a public hearing last month that the proposed cut would force them to reduce grants to business groups for special projects by half.

Randy Bonella of the Multnomah Village Business Association supported Venture Portland's bid to restore funding.

Bonella credited them with helping area businesses survive the disruption caused by sewer work on Southwest Multnomah Boulevard and told the

(Continued on Page 2)



Safeway construction scheduled for completion by Halloween

Workers on the roof take advantage of the sunshine in early May to meet the October deadline for construction of the new Safeway supermarket at Southwest Barbur Boulevard and Capitol Hill Road. The store will be almost 40,000 square feet, featuring an outdoor deck with a view of Mt Hood. Built in 1968, the classic, curved roof structure on the previous building was demolished last year but many parts were reused or recycled. (Post photo by Erik Vidstrand)

Don't forget to renew your subscription. Form on Page 2.

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Letters to the Editor



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Critical safety improvements needed after fatal crash on Barbur Boulevard

Unfortunately, there was another fatal car crash on Barbur Boulevard at Miles Place last evening [May 14]. Scant information is available online.

I rode by the scene at approximately 12:30 am on the way home from work, as the crash investigation was ongoing. Barbur Boulevard was completely closed in both directions, with vehicle traffic detoured to I-5.

After a short delay, the police allowed me and other bicyclists to bypass the scene on the west side, as the crash scene was on the east side near the TriMet bus stop.

It is ironic that this crash occurred one block from the site of the previous night's [Oregon Department of Transportation] Open House for the Barbur Bridge project. While the factors that contributed to this crash are not yet available, it is clear that the roadway design encourages

speeding.

The time has come for a serious and earnest discussion with the community regarding traffic safety on Barbur Boulevard, including the consideration of a lane diet, and safety improvements for all modes.

While I appreciate the consideration of future improvements that might occur as result of high capacity transit in in the Southwest Corridor 15 to 20 years from now, this is too long to wait.

Critical safety improvements that were recommendations in the 2011 High Crash Corridor Study, and increased law enforcement are needed now, not in 2028.

Please consider this request for a meeting among ODOT, Metro, and City of Portland officials and staff; and Southwest Portland community leaders, with ODOT as the lead agency, to discuss funding and implementation of safety improvements on Barbur Boulevard.

Roger Aeverbeck
Southwest Neighborhoods, Inc.
Transportation Committee Chair

Editor's Note: According to Portland Police, the man who died in the May 14 traffic crash on Southwest Barbur Boulevard has been identified as 45-year-old Lance Marcus. Preliminary information indicates that Marcus was driving an Audi A-6 at a high rate of speed northbound on Barbur Boulevard just before striking a power pole. Toxicology tests are pending by the Oregon State Medical Examiner's Office. This was the 15th traffic fatality of 2013.

Rep. Williamson doing outstanding work in healthcare reform

RE: "Freshman legislator Jennifer Williamson reports to constituents on current session," by Lee Perlman, *The Post*, May 2013

Your front page article in the May 2013 issue featured Jennifer Williamson, one of our Southwest Portland state legislators.

Not mentioned in the article is the outstanding work Rep. Williamson has done in health care reform. She is the co-chief sponsor of two critical pieces of legislation.

The first is HB 3260, authorizing the Oregon Health Authority to conduct a study of Oregon's health care financing options.

Successful financing is a key feature of systems that currently provide better care to more people for less money than Oregonians spend.

This study, which would be privately funded without taxpayer money, is the first step toward discovering Oregon's best options.

The second is HB 2922, the Affordable Health Care for All Oregon Act. This revolutionary proposal would create a single, publicly funded, universal health care financing system permitting all Oregonians to receive care when they need it.

[HB 2922] is modeled on successful systems around the world and in

the US that currently provides better care to more people for less money than Oregonians spend now.

Rep. Williamson dares to tackle real health care reform while most legislators claim the Affordable Care Act renders further action unnecessary.

Readers of *The Post* who want a health care system in Oregon that gives our families health care access when we need it, lowers our costs, and improves our health might let Rep. Williamson know how much we appreciate her courage in advocating for these two bills. We might also ask our other legislators to sign on and vote for them.

Samuel Metz, MD
Southwest Gale Avenue

CITY HALL

(Continued from Page 1)

City Council, "Without their support, we wouldn't be as strong as we are today."

Yet another set of cuts were to Main Street programs, including one in Hillsdale, backed by federal funds and intended to increase the economic vitality of commercial areas.

The budget also called for cuts to the bureaus of Fire, Parks and Police. Representatives of all three bureaus said budget cuts would work against public safety and long-term public interest.

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Editor & Publisher: Don Snedecor
Reporters/Writers: Lee Perlman, Erik Vidstrand
Advertising Sales: Don Snedecor, Harry Blythe, Josephine Newport
Graphic Design: Leslie Baird Design
Printing: Oregon Lithoprint







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Deadline for news and advertising is generally the 20th of the month prior to publication. Please call for current deadline information. Advertising rates are available upon request.

The Post has a circulation of 7,000 in Multnomah Village and the surrounding neighborhood business districts including Burlingame, Capitol Hill, Garden Home, Glen Cullen, Hillsdale, South Portland, Raleigh Hills, West Portland and Vermont Hills. The Post is published on or about the 1st of every month. Subscriptions are \$14 per year. Back issues are \$2.50 each when available. All major credit cards accepted.




The Post is printed on recycled newsprint using soy-based inks. 

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Commissioner Fritz visits neighborhood, comments on Portland budget cuts

SOUTH PORTLAND

By Lee Perlman
The Southwest Portland Post

Commissioner Amanda Fritz visited the South Portland Neighborhood Association last month. As might have been expected Mayor Charlie Hales' just-released budget was a major topic of conversation.

In general, Fritz supported Hales' choices. While regretting the loss of the Neighborhood Small Grants program, she was relieved that the budget ax did not fall so heavily this year on the Portland Office of Neighborhood Involvement and coalitions such as Southwest Neighborhoods, Inc.

"After years of losing fingers and toes, it's nice that we won't be chopping off arms and legs," Fritz said of the relatively small cuts to the program.

Fritz also supported Hales' plans for cuts to the Fire and Police bureaus, saying, "We can't balance the budget without" cutting these major bureaus. She also supported Hales' specific plans.

Hales suggested using smaller vehicles and crews, rather than fire trucks, to respond to medical emergencies, which make up a

large portion of Fire Bureau calls.

With regard to the police, Fritz said, "I think the time for the mounted patrol is past." This is a popular feature of the force that has survived past budget cuts, but critics say the patrol is expensive to maintain, and does not offer significant advantages, other than public relations, to other types of patrol.

Fritz did take issue with another Hales proposal: to transfer the Noise Control Office from the Bureau of Development Services to ONI.

Fritz compared this to former City Commissioner Randy Leonard's abortive effort to transform neighborhood offices into providers of government services, rather than the supports for grass roots activism that they currently are.

"ONI is not about services or enforcement," she said. "This is clearly not core to ONI's mission."

Regarding SUN Schools and other youth-related programs, Fritz said that Hales and County Commission Chair Jeff Cogan are discussing which jurisdiction should fund what services, and that some services may fall through the cracks. "I don't care who funds them; I just want them funded," she said.

In a related matter, Fritz and

South Portland members discussed the Southwest Corridor Plan process, and expressed similar concerns and dissatisfactions with it.

The Plan is examining the creation of "high capacity transit" – either a light rail or "bus rapid transit" route – extending from downtown as far south as Sherwood along Southwest Barbur Boulevard or adjacent streets.

Metro is in charge of the project, and critics have complained that it is proceeding too fast with insufficient time for public input.

For instance, planners have identified 47 public improvement projects that might be undertaken as part of this process and are accepting public comment about these, but the projects were culled from a much larger list without public input.

When some residents expressed confusion about the current state of the process, Fritz said, "You're a really invested neighborhood, and the fact that you don't know what's going on is a concern to me."

Told that Metro planners may narrow the list of potential options by July, she said, "It's hard to believe that we need to make a decision by July. A lot of planners went to planning school – they decide among themselves what's best for



City Commissioner Amanda Fritz

us, and we're all supposed to say, 'Isn't that lovely?'"

Fritz, originally from Leeds, England, said she had recently gotten lost in the area and had done an "accidental walking tour" of South Portland.

"It's like old London," Fritz said. "It's a great old neighborhood that's had a lot of things done to it. This is a really stalwart neighborhood. Thank you for all the work you do."

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The Post is seeking a freelance writer/photographer to cover Southwest neighborhood meetings, happenings, etc. E-mail cover letter, up to three clips, and current resume to: Don Snedecor, Publisher, The Southwest Portland Post, don@multnomahpost.com. Snail mail or fax OK. No phone calls, please.



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COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

8 Library StoryWalk is Saturday, June 8, 10:30-11:30 a.m. Bring the whole family for a "storywalk" at Spring Garden Park led by the Capitol Hill Library youth librarian.

This special storytime will explore a book and the park at the same time. Hosted at Spring Garden Park, 3332 SW Spring Garden St., located off Dolph St. between 30th and 35th avenues. Made possible by the Southwest Neighborhoods Small Grants Program. For more information contact Capitol Hill



David O'Donovan, Class of 2012, celebrates during the hat tossing at last year's GED graduation at Portland Community College's Sylvania Campus. (Photo courtesy of Joe Urbina, Portland Community College)

Library, 10723 SW Capitol Hwy, 503-988-5385.

PCC Sylvania Graduation: Saturday, June 8, Portland Community College's Sylvania Campus will host its sixth annual GED graduation ceremony at the Performing Arts Center with 185 students expected to graduate.

PCC Sylvania's GED graduation ceremony is the largest and one of the most successful in the state. Students attend comprehensive classes, where one instructor teaches five subjects. To earn a GED certificate, students must pass a test in five subject areas: writing, social studies, science, literature and arts/reading, and math.

Those who graduate from the program are offered 12 tuition-free credits in the associate degree program at PCC. While the student body varies from year to year, in general 55 percent of the students are at-risk youth, and 45 percent are adults over the age of 21.

12 Multnomah Neighborhood Association meets again on Tuesday, June 11, at 7:00 p.m. at the Multnomah Center, 7688 SW Capitol Hwy. Multnomah is just one of 16 neighborhoods in Southwest Portland. For your neighborhood's meeting date and agenda information, please contact the Southwest Neighborhood office at 503-823-4592 or visit www.swni.org.

Capitol Hill School celebrates centennial



A fun run, picnic, historical exhibit, and visits with former teachers, principals, classmates and much more begin at noon on Saturday, June 22, at the Capitol Hill School playground located at 8401 SW 17th Ave. Capitol Hill alumnus and Oregon Hall of Fame member Dan Balmer and his trio will perform. (Photo courtesy of Capitol Hill School PTA)

18 Maryka Biaggio, author of *Parlor Games*, (Doubleday, 2013, hardcover \$25.95) will be making an appearance at the Garden Home Community Library, 7475 SW Oleson Rd, on Tuesday, June 18 at 6:30 p.m.

Parlor Games is a sweeping historical novel about a beautiful con artist whose turn-of-the-century escapades take her around the world as she's doggedly pursued by a Pinkerton Agency detective. Based on the true story of May Dugas of Menominee, Michigan. For more information visit www.marykabiaggio.com.

25 The Marquam Mosaic: Wildflowers in Clay: Sculpt wildflowers from our local forests in clay

with artist Lynn Takata in this class at the Hillsdale Library (1525 SW Sunset Blvd) on Tuesday, June 25, from 3:00 to 4:30 p.m. Trillium, twinflower and Oregon grape can be inspiring subjects. Learn about shading and painting your artwork.

After being fired, one of your designs will be a beautiful part of the Marquam Mosaic. Help create Southwest Portland's newest public art project. Learn about some of our native forest plants and flowers. Then try writing a poem or making a mosaic. Come celebrate this fall at a public dedication at the park.

This project is sponsored by the Friends of Marquam Nature Park. For ages 10 to adult. Registration required; register online, in the library or by calling 503-988-5234.

Park bureau offers free summer movies and concerts

By Lee Perlman
The Southwest Portland Post

The Portland Bureau of Parks and Recreation is once again offering free summer concerts and movies in many Portland parks, including some in Southwest. There will be free concert series in two southwest parks: Willamette and Caruthers.

The Willamette Park (SW Macadam Ave & Nebraska St) schedule is as follows: July 10: Lisa Mann and Her Really Good Band; July 17: The Buckles; July 24: Reggie Houston; July 31: The Strange Tones. All begin at 6:30 p.m.

The Caruthers Park (3508 SW Moody Ave) concerts will be Bon Ton Roulet August 11; Luke Wilson King & Esther Rose August 18, both beginning at 3 p.m.

Movies are as follows: July 18: *Back to the Future* at Dewitt Park (1805 SW Dewitt St). July 19: *Brave* at Dickinson Park (SW 55th & Alfred Ct). August 8: *Raiders of the Lost Ark* at Caruthers Park.

August 15: *Hotel Transylvania* at Dewitt Park. September 6: *Wreck-It Ralph* at Multnomah Arts Center (7688 SW Capitol Hwy). September 7: *Princess Bride* at Multnomah Arts Center. September 12: *Casablanca* at Caruthers Park.

Pre-movie entertainment begins at 6:30 p.m. usually by local musicians followed by the film at dusk.

There will be vendors from whom you can purchase food and drink at all of the above events, but feel free to bring your own food and something comfortable to sit on.

Don't forget your coats and even extra blankets because as soon as the sun goes down it can get pretty chilly when you are sitting still. Respect your neighbors, and enjoy the show.



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Wilson High School choir wins first state championship; Cleveland takes second

Southwest Portland's Wilson High School "Wilsingers/WAVE" concert choir reached new heights by winning the 5A OSAA Choir State Championships at George Fox University in Newberg on May 11.

Under the guidance of choir director Margaret Murer, and with student accompanist Gillian Bergman, the Wilsingers/WAVE choir performed five pieces: "Cantate Domino," "The Seal Lullaby," "Cantiam la bella Clorie," "I Love My Love," and finishing with "Elijah Rock."

Carla Nilsen, a three-time Wilsinger parent and an experienced choral performer, attended the state competition and commented "One of the things I was so impressed with was the changes in dynamics the choir performed, especially on 'I Love My Love'".

"It was amazing that a choir of that size could sing so well so quietly," said Nilsen. "Their blend on all the songs was exquisite."

Following the performance, the students were tested on sight reading and received one of the highest marks out of 11 other very qualified 5A choirs.

Many of these students have been singing together for four years now at Wilson, some since middle school at Jackson or Robert Gray. Many dedicate their time outside of school to participate in other choirs throughout the metro area.

The state championship was won by 57 Wilsinger choir students including: Sierra Ambrosio-Wood, Colby Anderson, Evan Anderson, Shayda Ansari, Ariel Black, Alyssa Bell-Padgett, Gillian Bergmann, Serenna Cady, Joe Charlone, Ethan Conroy, Sarah Corvi, Camille Cote, Courtney Cowan, Jennifer Dana, Alex Diaz-Hui, and Nick Diaz-Hui.

Singers included Sam Donily, Francesca Fontana, Connor French, Vincent Hand, Sarah Hall-Dolezal, Erin Healy, Emma Iverson, Raven Jewell, Aiden Koll, Lauren Lamont, Claire Lemley, Veronica Lindquist, Ian Magill, Austin Mahar, Gerhett Moser, Dana Nathanson, Sage Nicholson, Ryan Nilsen, Emily O'Loughlin, Jessica O'Loughlin, and Olivia Patton.

Other singers were Calvin Porterfield, Maddie Price, Ameilia Rathbun, Sam Reed, Kenzie Richter, Alberto Rincon, Aaron Ristau, Firenze Rodri-



Wilson High School's concert choir won their first state championship on May 11 at George Fox University. (Photo by Chantal Wright)

guez, Amy Schenk, Samantha Seibt, Lindsay Spear, Christina Strahm, James Trotter, Andrew Turel, Jacob Weber, Joseph Weissig, Alyssa Welty, Olivia Whittaker, Sahara Wright, and Saba Zewdie.

This was a first for Wilson choir. Cleveland High School "A" Concert Choir placed second under the direction of Diana Rowey. It was also a first for two PPS high schools to earn the top finishes in one year.

"This is the first time that two Portland high schools have placed in the top five of this prestigious annual

event - founded in 1987," said Steve Peter, a former choral director at both schools. "It's a thrill to see both schools being recognized for their excellence in the choral art."

Director Margaret Murer is excited about how winning the competition may impact her students' futures.

"Many of them will feel confident and inspired to continue singing beyond high school and remain invested in keeping the arts in their lives," Murer said. "Who knows, maybe one of them will return to Wilson as our next choral director?"

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EARTH TALK

Questions & Answers About Our Environment

Dear Earthtalk: What is the "Monsanto Protection Act" and why are environmentalists so upset about it?
 — Rita Redstone, Milwaukee, WI

The so-called Monsanto Protection Act is actually a provision (officially known as Section 735) within a recently passed Congressional spending bill, H.R. 933, which exempts biotech companies from litigation in regard to the making, selling and distribution of genetically engineered (GE) seeds and plants.

President Obama signed the bill and its controversial rider into law in March 2013 much to the dismay of environmentalists. It means that Monsanto and other companies that supply the majority of the nation's crop seeds can continue to produce GE products regardless of any potential court orders stating otherwise.

Opponents of GE foods believe that

giving such companies a free reign over the production of such potentially dangerous organisms regardless of judicial challenge is a bad idea—especially given how little we still know about the biological and ecological implications of widespread use of GE crops.

Today more than 90 percent of the corn, soybeans, cotton, sugar beets and canola planted in the U.S. are derived from seeds genetically engineered by Monsanto and other companies to resist pests and thus increase yields.

Aviva Shen of the ThinkProgress blog reports that, instead of reducing farmers' use of toxic pesticides and herbicides, GE seeds are having the opposite effect in what has become a race to keep faster and faster developing "superweeds" and "superbugs" at bay.

With Congress and the White House refusing to regulate GE crops, the court system has remained a last line of defense for fighting the widespread adoption of genetic engineering—until now, that is, thanks to H.R. 933.

Monsanto isn't the only seed company heavy into genetic engineering, but it is the biggest and most well-known and spends millions of dollars each year on lobbyists to keep it that way.

Critics point out that the company has spent decades stacking government agencies with its executives and directors. "Monsanto's board members have worked for the EPA, advised the U.S. Department of Agriculture and served

on President Obama's Advisory Committee for Trade Policy and Negotiations," reports the group Food & Water Watch.

"The prevalence of Monsanto's directors in these highly influential positions begs a closer look at how they're able to push the pro-GE agenda within the government and influence public opinion."

"The judicial review process is an essential element of U.S. law and serves as a vital check on any Federal Agency decision that may negatively impact human health, the environment or livelihoods," reports Food Democracy Now!

"Yet this provision seeks an end-run around such judicial review by preemptively deciding that industry can set its own conditions to continue to sell biotech seeds, even if a court may find them to have been wrongfully approved."

Another concern of safe food advocates now is getting the government to require food makers to list GE ingredients clearly on product labels so consumers can make informed choices accordingly.

"Not only is [GE] labeling a reasonable and common sense solution to the continued controversy that corpora-



More than 90 percent of U.S.-grown corn, soybeans, cotton, sugar beets and canola are derived from seeds genetically engineered by Monsanto and other companies to resist pests. (iStockPhoto)

tions like Monsanto, DuPont and Dow Chemical have created by subverting our basic democratic rights," adds Food Democracy Now!, "but it is a basic right that citizens in 62 other countries around the world already enjoy, including Europe, Russia, China, India, South Africa and Saudi Arabia."

CONTACTS: ThinkProgress, www.thinkprogress.org; Food & Water Watch, www.foodandwaterwatch.org; Food Democracy Now! www.fooddemocracy.org.

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Citizens give Metro feedback on Southwest Corridor Plan; 45 out of 60 in favor of light rail

By Lee Perlman
The Southwest Portland Post

About 60 people attended and gave input at a public open house on the Southwest Corridor Plan (SWCP) at the Multnomah Center, April 25.

The Plan, under the direction of Metro, is an examination of a possible "a high capacity transit" improvement, either light rail or "bus rapid transit" extending from downtown Portland to as far as Sherwood utilizing either Highway 99W or adjacent streets.

Those who came were asked to show their preference for one of five transit options, and support for 46 transportation-related projects adjacent to the potential routes.

Portland recently completed the Barbur Concept Plan, showing the kind of future development desired on Southwest Barbur Boulevard and adjacent streets, and suggesting the type of zone changes and public improvements needed to make them happen. Other jurisdictions have had similar processes.

Metro Councilor Bob Stacey told those present that the process's end result should be "not just high-capacity transit, but a great community through a coordinated plan. We're taking these great visions and deciding what transit improvements we can do to make them

all happen. Your level of interest will be crucial."

Metro planner Malou Wilkinson said that the area covered by the SWCP comprised 11 percent of the Portland metropolitan area. "It's a really big area with a lot of opportunity," she said.

By July, Wilkinson said, "We want to narrow down the alternatives, and have a small list of improvement priorities. We want to know how we can serve the community with local transit projects."

During the open house, 45 people expressed a preference for light rail as

opposed to bus rapid transit. For the northernmost part of the route, 47 said a tunnel would be preferable, while 11 called for a surface route. There were 26 people who voted for Barbur Boulevard and 16 for Naito Parkway, as potential surface routes.

On the other end of the line for Portland, the vote was 31 to three in favor of access to Portland Community College's Sylvania Campus by Barbur instead of Capitol Highway. Only one person voted for access via Southwest Haines Road, while 34 said you should use existing routes.



Barbur Concept Plan

(Continued from Page 1)

As city planners Jay Sugnet and Morgan Tracey told the City Council, the public input was strongly for encouraging mixed-use development of four to six stories.

Sugnet and Tracey noted the need for significant public investment to make the area safe and accessible to pedestrians and bicyclists, especially in the "Crossroads" area at the junction of Barbur Boulevard, Interstate 5, Capitol Highway, and Taylors Ferry Road.

Regarding this point, Andre Baugh, chair of the Portland Planning and Sustainability Commission, told the

City Council, "There's an important question regarding the [Barbur] Crossroads: How does it fit into the matrix of equity?"

He said that before making the kind of investment in the area the Plan called for, "I recommend reviewing our funding priorities, and how this investment meets those citywide priorities."

Commissioner Steve Novick said that he lived near Multnomah Village but that "I would feel guilty about having high capacity on Barbur (Boulevard) before attending to (Southeast) Powell Boulevard and 122nd Avenue."

Commissioner Amanda Fritz had a different reaction. "West Portland Park has one of the highest concentrations

of Section Eight housing in the city," she said. "I don't accept the premise that this has to be either/or. We should figure out a way to do both."

Southwest Neighborhoods, Inc. president Marianne Fitzgerald said that this corridor "has the greatest potential to increase transit ridership of anywhere in the region" - if improvements are made. "Help West Portland Park realize its potential as a town center in more than name," she said.

Several residents from Southwest Haines Road testified to their concern that their street could be part of the route for a future High Capacity Transit project, and the effect that would have upon their livability.

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Citizen involvement needed to prevent, report and remove graffiti

CRIME PREVENTION NOTEBOOK

By Erik Vidstrand
The Southwest Portland Post

Almost \$3 million taxpayer dollars. That's the amount spent each year eradicating graffiti in the Portland metro area.

But if you think this only happens in the inner city or on freeway signs, you're mistaken.

Graffiti is a growing problem, according to Stefanie Adams, crime prevention coordinator for Southwest Portland, especially in the Southwest.

"No community is immune," Adams stated. "But the public and business owners can do something about it."

When there is a problem with defacing public property, there is a feeling of an uptick in crime. When graffiti is not removed, it can attract more crime.

Finally, graffiti doesn't necessarily mean there is a gang problem.

"Eighty-five percent of this problem is the act of a tagger," Adams explained. "They want notoriety, get an adrenalin rush from it, and tagging is a way of leaving their moniker like a type of 'business card.'"

So what to do about it? Adams presented several options at the monthly Multnomah Neighborhood Association meeting in May.

Prevent. Remove graffiti as soon as possible. That means within 24-48 hours. Lighting a property that gets plagued with the ink, stickers, or paint can deter repeat episodes.

Shrubs or thorny plants can be introduced; fences or railings installed; and limiting access to roofs are great ways to deter tagging.

Community murals are another way to resolve a problem as taggers are more reluctant to deface them since their 'art' cannot be as easily observed.

Report. Call the City of Portland's Graffiti Hotline at 503-823-4TAG (4824). Report graffiti on your own property to the non-emergency police line (823-3333). There is also an Office of Neighborhood Involvement (ONI) website for reporting purposes. www.portlandonline.com

Only call 911 to report graffiti *in progress*. Photographing vandalism is always recommended.

If you have a smart phone, there is a free app to report it: PDX Reporter. In order for the information to be usable, it must include a clear, close-up photo, your contact information and a physical address of the graffiti. If your phone has GPS capability, this will be recognized by the app auto-



Graffiti removal is the responsibility of all citizens. Calling 503-823-4TAG is one way of reporting it to the city and have it removed. A free app for smart phones is also available: PDX Reporter. (Post photo by Erik Vidstrand)

matically.

Remove. Property owners are responsible for cleaning up graffiti on their property within ten business days. There is variety of low/no-VOC (volatile organic compounds) paint available at many fire stations or by calling the Graffiti Abatement Program at 503-823-5860.

Never remove graffiti from someone else's property. Report it instead. Cleaning graffiti off stop signs, directional signs or other public property

should be left to city officials. Transportation Bureau technicians have solvents which won't ruin the face of the sign.

Livability is one of the highest values rated by residents and business owners in the southwest. Adopting a few streets, picking up litter, and organizing graffiti removal teams are ways citizens can work together.

According to Adams, the City will train volunteers and outfit them with the necessary resources.

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