



The Southwest Portland Post

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Stephens Creek Crossing housing project opens with fanfare
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Portland, Oregon

Complimentary

July 2014

Barbur Boulevard traffic to be redirected through Hillsdale July 11-14

By Erik Vidstrand
The Southwest Portland Post

By now, many Southwest commuters, Hillsdale business owners, and customers will have experienced the first of two weekend road closures of the Southwest lanes of Barbur Boulevard.

Due to construction on the Vermont Street Bridge along Barbur Boulevard, Oregon Department of Transportation decided to detour "a ton of traffic through Hillsdale for the weekend" according to Mike Roach, president of the Hillsdale Business and Professional Association.

The weekend of June 20-24 was the first of two weekend southbound lane closures. The next one is expected on July 11-14. The closure hours will be from Friday night at 9 p.m. and reopen by 5 a.m. on Monday.

"There will be opportunities to attract these cars to stop in and shop," Roach wrote to local business owners, "especially on the north side where access will be much easier."

"If regular customers complain," Roach said, "please let them know that all Barbur southbound traffic has been routed through Hillsdale for the weekend and that you appreciate their patience."

The northbound lanes will be open the weekend of July 11-14. Southbound motorists on Barbur Boulevard will be detoured on to Capitol Highway and Bertha Boulevard, then back to Barbur Boulevard.

Bicyclists heading southbound may use a dedicated bike lane, through the work zone, during the closure. It is next to the northbound traffic but southbound bicyclists and motorists should use extreme caution.

Susan Hanson, from ODOT, said, "Please watch for motorists turning onto the detour route on Capitol as well as bicyclists continuing straight on Barbur."

According to Roach, the asso-



Builders construct the original Vermont Street Bridge along Southwest Barbur Boulevard in September 1934. (Photo courtesy of Oregon Department of Transportation)

ciation asked for and received from ODOT and Portland Bureau of Transportation several requests.

There will be a tripling of the usual green arrow time for left hand turns

at Bertha Court and Capitol Highway.

Five flaggers were also requested along the detour route. Several will be placed in the business district to

(Continued on Page 6)



Benjamin Howell and Charlotte Lewis build a hut at Spring Garden Park. (Photo courtesy of Lori Howell and Portland Parks & Recreation)

City of Portland to invest \$1.5 million for development of Spring Garden Park

BREAKING NEWS

By Don Snedecor
The Southwest Portland Post

According to Mark Ross, with Portland Parks & Recreation, the park bureau will invest \$1.5 million in the development of a permanent natural play area, a grassy meadow, as well as other features in Multnomah's Spring Garden Park.

Portland Parks Commissioner Amanda Fritz announced June 26 that revenue from development in Portland (known as system development charges, or SDCs) will fund the upcoming development, as opposed to property tax dollars.

Located at 3332 SW Spring Garden St in Southwest Portland's Multnomah neighborhood, the park site encompasses nearly five acres of land in a park-deficient part of the city.

Southwest is an area known as lacking in parks and park services. Currently, the city has nine parcels of Southwest Portland parkland, but no funding to develop them.

Approximately 1,359 nearby households will benefit, including 128 homes which currently have no access to a neighborhood park or

natural area within the Parks 2020 goal of half a mile.

Southwest Neighborhoods, Inc. ranked Spring Garden Park as a top priority for development when revenue from SDC funds became available.

SDC funds, by state law, can only be used to pay for growth projects such as new parks. They cannot be used to pay for replacement or major maintenance in existing parks.

Park access in the area is hampered by the nearby presence of Interstate 5, Barbur Boulevard, Capitol Highway, and Multnomah Boulevard.

Right now, one of those major thoroughfares has to be crossed in order to reach any park or natural area nearby. Spring Garden Park will close this play gap.

Total project funds of \$1.5 million in SDCs are designated for Spring Garden Park, though final costs will be dependent on the park's final design.

"The gaps in our system are significant in southwest Portland, so we are doing what we can with SDC dollars," said Commissioner Fritz.

"We've been working with an amazing group of community stakeholders since 2007, and PP&R staff and I are thrilled to steer their

(Continued on Page 4)

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Letters to the Editor



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How will Barbur Boulevard be reconfigured (for bus or light rail)?

Regarding, "Southwest Corridor Plan rolls on with full cast of characters and issues," by Erik Vidstrand, *The Post*, March 2014.

On the cover of your March 2014 issue, Erik Vidstrand did the cover article about the Southwest Corridor Plan and in paragraph two stated, "Barbur Boulevard is not going down to one lane each way."

Maybe he could do a follow up article with the latest changes. Sections will in fact only have one lane going north into downtown.

I think this would be a good article and people would like to know that all the current options being considered for the Southwest Corridor Plan (either bus rapid transit or light rail transit) include losing drive lanes on Barbur Boulevard.

The Metro representative makes it sound like only two options include losing lanes but it is all of them per the Tri-Met presenter ("Matt") at the

Southwest Corridor Plan forum in Tigard.

John Smith

Editor's Note: The above letter was received May 28, after our deadline for the June edition. Read Erik Vidstrand's latest story on the Southwest Corridor Plan on Page 4.

South Waterfront residents want a grocery store

Portland's South Waterfront area has grown rapidly in population during the past few years. The whole general area badly needs a grocery store.

There is a petition circulating in the area sponsored by the South Portland Neighborhood Association and the South Waterfront Community Association.

The petition asks Mayor Charlie Hales and the Portland Development Commission to assist in making this happen before the large land parcels are consumed by other developments.

Over 1,000 residents have already signed the petition. You can help by contacting Mayor Hales (Hales@portlandoregon.gov) and /or Patrick Quinton (quintonp@pdc.us).

The petitions are located at all the South Waterfront towers and at Rilassi's Cafe. They will be available at the South Waterfront Farmers Market on Thursday afternoons.

Roger Gertenrich
South Waterfront



Multnomah Village activists held a safety vigil at Southwest Capitol Highway and Miles Street on June 16. (Photo courtesy of Patti Waitman-Ingebretsen)

Safety vigils along Capitol Highway ongoing

Once again, Multnomah Village activists met on Southwest Capitol Highway near Miles Street to urge drivers to travel at the posted speed limits.

Signs were placed for maximum exposure with the local citizens waving slow down motions or thank you waves. The new partner in the efforts to slow down traffic is Officer Dan Spiegel.

He comes with a very recogniz-

able City of Portland Police vehicle and as well as a hand-held radar gun which is very handy when identifying speeders.

Verbal warnings were issued [by Officer Spiegel] during the June 16 rush hour vigil and another vigil is planned for Capitol Highway at 40th Avenue later this month.

Patti Waitman-Ingebretsen
Multnomah Village

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Stephens Creek Crossing housing project opens with fanfare

By Erik Vidstrand
The Southwest Portland Post

The grand opening has come and gone; the politicians pronounced their accolades; the construction crews are wrapping up; and most of the units are now filled. Stephens Creek Crossing is open for business.

The former site of Hillsdale Terrace, Stephens Creek Crossing sits on the edge of the Multnomah and Hillsdale neighborhoods offering opportunities for families seeking a path to self-sufficient living.

The old facility, built in the '60s, became an unhealthy environment with mold and water runoff problems.

Students will still attend Hayhurst, which has been preparing for them for months. When all 90 of these children have joined Hayhurst by the beginning of the new school year, its student body will increase by 30 percent.

The school boundaries have still not changed. Hayhurst has welcomed the new families with open arms with a tight knit school community very much like Stephens Creek Crossing.

The older children will attend Robert Gray and Wilson. Over 230 of the residents are children.

With 122 apartments, walking paths, a place for a community garden, and children's center, the property was financed with a HOPE VI grant from the federal government with additional funding from the city of Portland's housing bureau.

Home Forward, formerly the Housing Authority of Portland, created the new Stephens Creek property. Home Forward is the state's largest provider of affordable housing.

Steve Rudman, executive director, said the transformation was the collaboration of neighbors, community partners, and residents. "We would not be where we are today without the tremendous investment of time and energy by these folks."

Many residents signed a contract with the GOALS Program which provides a maximum of five years of work and independent living support. They will then move on to independent, unsubsidized living arrangements.

Walking through the property, one finds open spaces, walkways, vivid colors, several parks, and a space being developed for a community garden.

There is an outdoor covered patio and large kitchen full of stoves, ovens and sinks for cooking classes and large gatherings.

"Only a couple families [from the original Hillsdale Terrace] came back to the new community," said Kaouther Elatchi, from Morocco. Elatchi who is expecting a third child in a few months has a two-bedroom apartment but she is not subsidized by the government.

"We're not in the GOAL program," she stated, but does become involved with community events, potlucks, and gatherings.

On this sunny day, residents were gathered claiming tomato, squash, and lettuce plants and seeds for other vegetables.

Emily Keeler, staff from Growing Gardens, has been meeting with residents and employees getting the community garden started.

"There will be individual quadrants along with communal plots," Keeler explained. "We hold work shops, embrace volunteers, and are always in need of tools or other garden equipment."



Children enjoy playing on the geodome during the grand opening of Stephens Creek Crossing, June 6. (Post photo by Don Snedecor)

"Many of them have never dug in the dirt like this," exclaimed Zakia, a mother of two, also from Morocco. "They're away from their electronics, mingling with other children different than themselves, and learning about healthy food."

Dressed in traditional burqa, Zakia was delighted to see the children out in force.

On hand this day was New Beginnings Landscaping who provided the soil and pots. Richard Edwards, who has worked for New Beginnings for over a year, and lives

in Stephens Creek, said that the program is helping him with his GOALS contract.

"I want to have my own landscaping company within five years," he announced.

"We're about ready to plant a children's pumpkin patch on the other side of the property," Edwards beamed. "Each child will have their own pumpkin and in the fall we'll have a jack-o-lantern decorating contest."

A talent show full of singing and dancing is in the planning as well.



Oleson Road @ Fanno Creek Bridge Replacement Project

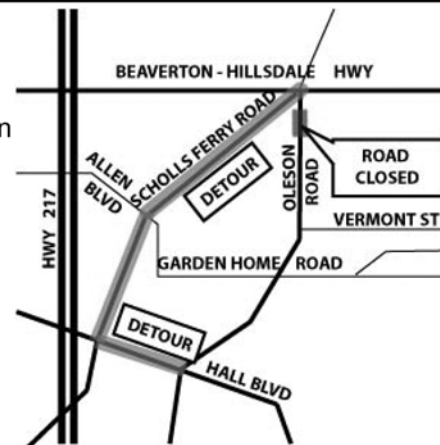
ROAD CLOSURE

July 28, 2014 – March 28, 2015

Motorists are requested to follow the signed detour route.

A temporary bicycle and pedestrian bridge will provide access for walkers and bicyclists through the closure area.

Project Contact
Kim Haughn
Public Information Officer
(503) 846-7822
lutproj@co.washington.or.us



www.co.washington.or.us/transportationprojects
"Oleson Road Bridge"

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Water Bureau Flushing Water Mains in SW Portland Neighborhoods

The Portland Water Bureau is flushing the water mains in SW Portland neighborhoods this summer.



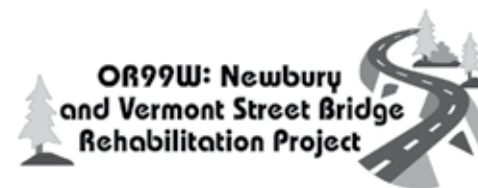
Drinking water systems, especially unfiltered systems like Portland, need to routinely clean the network of pipes to improve water quality. The Portland Water Bureau uses Unidirectional Flushing (UDF) to scour and clean the insides of the pipes.

What you can expect to see:

- **UDF works** by forcing water in the pipes to flow at much higher speeds than normal. Flushing crews first open and close valves to isolate sections of pipe, and then the water and any sediments in the pipes are flushed out through an open fire hydrant. You may see lots of water gushing from an open hydrant.
- **During flushing**, residents in the immediate vicinity of flushing may notice temporarily discolored water and lower than normal water pressure. The discoloration does not pose a health risk. However, avoid using tap water or running the washing machine or dishwasher until your water runs clear. After flushing, if you still experience discolored water, turn on each cold water faucet in your house and allow them to run for several minutes or until the water is clear.

Flushing usually occurs 9:00 am to 3:00 pm, Monday – Friday.

Call the Portland Water Bureau Water Line from 8:30 am to 4:30 pm at 503-823-7525 with any questions or to report ongoing water quality problems. For more information, updates, and maps, visit: www.portlandoregon.gov/water/udf.



Rehabilitation work continues on Barbur Boulevard's Newbury and Vermont Street Bridges, near the Hillsdale exit. The project is expected to be complete in October.

Traffic will be reduced to one lane in one direction at a time, 24 hours a day, seven days a week.

Upcoming Weekend Detour

In July, the second of two weekend closures of the southbound lanes of Barbur Boulevard is planned. The lanes are expected to be closed from 9 p.m. Friday, July 11 to 5 a.m. Monday, July 14.

Traffic will be detoured on to Capitol Highway and Bertha Boulevards. The northbound lane will be open. For other project information and traffic impacts, visit the project website: www.barburbridges.org

Oregon Department of Transportation

Tempers flare as Portland participants find out they don't get a vote

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

As the Southwest Corridor Portland workgroup came to order last month, word circulated that a pedestrian had gotten struck by a car at Southwest Capitol Highway and Terwilliger Boulevard.

One of the main reasons most citizens attend these ongoing meetings is to address just this issue, pedestrian safety; that and increased congestion, bicyclist access, and making it easier to commute with rapid transit.

The workgroup met on June 2 one last time before the June 9 meeting with Metro, the city of Portland, and Southwest Neighborhoods, Inc., commonly known as SWNI.

"We're hoping to come up with a clean line drawn in the sand," said Joan Frederiksen of the Portland Bureau of Planning and Sustainability.

"Some issues still need to be looked at," she continued. A few proposed items during the scoping stages of the drafts will be presented to the executive steering committee firmly moving forward with the environmental impact study.

The workgroup has been providing input on the high capacity transit alignment alternatives, and associated roadway and active transportation projects for the past 12 months.

"The (workgroup) does not vote on proposals or products," Frederiksen explained, "however, all (workgroup) perspectives on (high capacity transit) alignment alternatives and associated transportation projects will be shared with decision

makers for their consideration."

Frederiksen stated that an assortment of appendices, including reports, minutes, and public comments, would be put together as well. The committee heard public comments at the beginning of the hearing that lasted about 30 minutes.

"All minutes of the meeting will be sent out to workgroup members," Frederiksen promised. "All comments will be read, coded, and analyzed."

"Will there be opportunity to comment in the future?" Roger Averbek, SWNI transportation committee chair asked.

A nod of heads by all bureaus and organizations was in the affirmative. Averbek reported that comments from the SW corridor forum on April 29 were posted on the SWNI website. SWNI's recommendations were then sent to the transportation committee and all the neighborhood association chairs.

A brief overview of the draft environmental impact statement was then provided.

"What's next?" the workgroup wanted to know.

A decision on the June 9 meeting deemed further study, and federal transportation folks must review the mandated DEIS.

"All MAX lines have been built with this (DEIS) statement, except the Red Line," stated Denver Igarta of Metro. "After the federal guidelines are reviewed, then everything is reopened back up for consideration by public involvement in late summer."

Another part of it will be looked at in early fall with detailed profiles being reopened for additional comments.

Don Baack of SW Trails requested



Cartoon by Karl Vidstrand

to add the funding plan in all the decisions along the process.

"Where will the city get a billion dollars?" Baack asked.

"State bonds, Tigard/Tualatin bonds, etc.," was the reply.

"Some of the money for the Orange Line came out of school/fire/police funds," someone else said. "It wasn't out in the open!"

"Let's work this in a calm, collaborative manner," Frederiksen pleaded. "We appreciated the letter from SWNI."

Many of those items requested from SWNI were adopted in 2013.

For example, one item proposed was a more walk-able and vibrant safe place to move around.

One example for the SW corridor would more resemble the Interstate 84 access as a better illustration, although a few cautioned about the

MAX station islands like the Hollywood stop.

Another example was the Yellow Line where the MAX runs down the center of the street. Link light rail in Seattle was also presented as an example, with four lanes and light rail down the center with pedestrian crossings every 600-700 feet.

Some areas were taken for right-of-way, including parking lots, fields, and entire streets like Lincoln to make way for the Orange Line route to Milwaukie.

All photos in examples presented were with light rail in mind, not high capacity bus transit.

"Does bus transit have less impact?" Averbek asked.

He added that the plan was for traffic calming, more pedestrian access, and for more bikes. Noise, dust, and fences were all brought up as well. Isolation from stations was mentioned.

The issues go on and on.

Igarta mentioned that Barbur Boulevard can act like a zipper, bringing two parts on either side of Interstate 5 together. It also appeared that the tunnel is out of the question for now.

Talia Jacobsen, Associate Planner from Oregon Department of Transportation, had the last words.

"There are no easy answers," she said. "Our goal is to get everyone clear facts so that we can make an informed decision."

"The perception that ODOT wants to kill high capacity transit is not true," she added. "We want to see both proposals and will fight for either one. We are looking forward to working with city and Metro to keep bringing in the trade offs and bring them to the public."

A plausible scenario from this reporter includes two light rail tracks, two sidewalks, bike lanes, four auto lanes, and the tunnel put back into planning. There are no easy answers.

Frederiksen thanked everyone for their perseverance over the last year and relayed to continue being involved.

Stay tuned.

Spring Garden Park

(Continued from Page 1)

proactive efforts and diligent focus towards a much-needed new neighborhood park in an underserved part of the city," said Fritz.

Spring Garden Park neighbor Lori Howell said, "I look forward to watching our kids grow up in this park. And to passing down the legacy of nature play from generation to generation."

The Spring Garden Park Master Plan calls for features designed to create connections with neighbors and park visitors.

When complete, the park is planned to have: a picnic area and lawn; a new playground and places to sit; and park paths for walking.

A grassy meadow with native grasses for picnics or free and unstructured play like tossing a Frisbee and such are planned. The park's upgrades will provide new trees for shade, cleaner air, rest and reflection. Park entry points with signs, and other amenities are planned to build on the land's features and existing improvements.

The Bureau of Environmental

Services built a stormwater basin and wildlife habitat area last year in part of the park.

The bureau also re-established an above-ground creek located towards the bottom of a hill in the park. The creek previously flowed underground. The park's final design will incorporate those changes as well.

"I am thrilled that the Friends of Spring Garden Park, and their many community partners, will finally see their vision of connecting children to nature realized," said Sylvia Bogert, executive director of Southwest Neighborhoods, Inc.

"It is heartwarming to know future generations will be able to enjoy this special park and learn to cherish the natural world. We are grateful to Commissioner Fritz for finding a way to fund our dream," said Bogert.

Currently, Spring Garden Park is the site of a temporary nature-based playground, installed at the park November 2011 thanks to collaboration between the park bureau, Friends of Spring Garden Park, and Umpqua Bank's

Multnomah Village branch.

The nature play area was designed to be temporary, and lies on the site proposed for the new play area in the park's master Plan.

According to Ross, "It is possible that Portland Parks & Recreation could look at incorporating part of the nature play area, the existing climbing boulders, into the new park's design. However, we will review the feasibility of this as part of the community conversations during project planning."

A park bureau project manager will be touching base with the neighborhood coalition, neighborhoods and the Friends of Spring Garden Park this fall on project timeline and specifics. Further design work is expected to begin in 2015, with construction expected to begin in 2016.

The Spring Garden Park site was acquired in 1999, and the park currently has a master plan. According to Ross, park planning development will be in alignment with the master plan. For more information, call 503-823-5300 or visit portlandparks.org.

Author and centenarian signs copies of his book at Multnomah Village bank

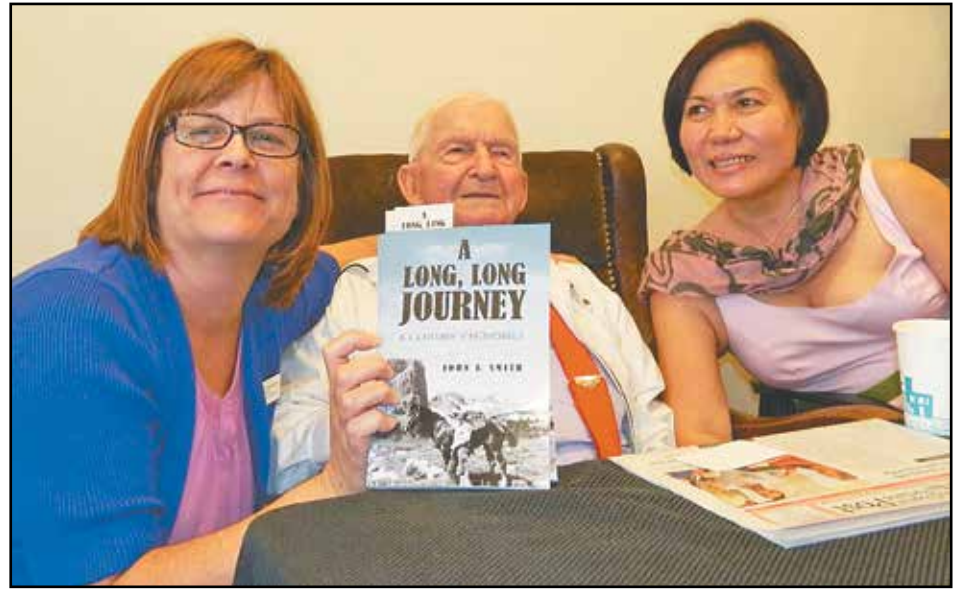
Friends, fans, and family gathered at Umpqua Bank at June's First Friday in Multnomah Village to get signed copies of John B. Smith's book, *The Long, Long Journey*, which Smith began writing at the age of 95. The memoir chronicles Smith's 40 year career with the Forest Service, 68 year marriage to his first wife, post retirement career of logging and tree farms, and marriage to his second wife, Grace, at 95.

At age 101½, Smith attributes his longevity to good old fashioned

hard work in the outdoors, lack of stress, strong family ties, and sharp mind.

Dapper in pressed clothing and suspenders, Smith's eyes twinkle and can recall story after story and addressing each grandchild and great-grand child by name.

Surrounded by his new Filipino family and supported wife, Smith sat in his uncle's 114-year-old rocking chair for two hours greeting guests at Umpqua Bank organized by store manager, Susan Schwemberger. — Erik Vidstrand



John B. Smith, who signed his book, *The Long, Long Journey* was on hand to meet and greet a long line of guests, friends, and family. Left is Susan Schwemberger. Right is his wife, Grace Smith. (Post photo by Erik Vidstrand)

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Terry Hofferber Moore devoted her life to improving public policy

OBITUARY

By Don Snedecor
The Southwest Portland Post

Terry Hofferber Moore spent her life on all sides of the public policy table, beginning as an activist to get laws changed, or a staff position to help change them, and completing her career as an elected official to finally vote to make positive changes to people's lives.

Moore died Friday, June 13, 2014 from heart failure and even in ICU this past month was mentoring the young residents to become involved and to "carry the torch" to improve the lives of people. She was 64.

Born on December 4, 1949 in Ann Arbor, Michigan, Moore spent her early years with her family in Montana and Idaho, as her father worked for the U.S. Forest Service.

Moore was injured in a tobogganing accident in her freshman year at Carlton College in Northfield, Minnesota and was confined to a wheelchair for the rest of her life. Shortly after the accident, Moore and her family relocated to Portland, Oregon, to begin anew.

Settling in Portland, Moore became an advocate for accessibility, advocating for sidewalk ramps on downtown city streets, elevators in buildings, and accessible buses and trains.

Her change in mobility did little to slow her down as she completed her last year at Portland's Lewis and Clark College in France, receiving her Bachelor of Arts degree. She then traveled extensively in France while teaching French and Spanish at Barlow High School in Gresham from 1973 to 1976.



Moore began her political career as administrative assistant for what was then called the Office of Planning and Development. Richard Hofland, a retired city financial planner, remembers having to carry her up and down stairs to their office since the renamed Portland Planning Bureau offices in the 1970s had no elevator.

She moved to Albuquerque, New

Mexico with her husband, Will Moore, in 1982. Upon returning to Portland two years later, heard that MAX light rail cars would have steps and that sidewalk lifts would be established only at a few stops.

She testified at the TriMet board advocating for accessible, state-of-the-art European-style low floor cars and helped establish these as the standard for the future. She returned to her job as secretary to the Portland Planning Commission for another nine years.

Moore served as a Metro councilor from 1992-1995, working closely with citizens, business organizations, cities, schools, special service districts, and regional planning and transportation staff to develop and adopt the Region 2040 Growth Concept, and led regional affordable housing, transportation capital projects, waste management, and parks and trails acquisitions.

She was the citizen outreach coordinator with the Portland Bureau of Planning from 1995-1999 during the contentious Southwest Community

Plan process.

In 1995 she was elected to the board of directors of the Tualatin Hills Park and Recreation District serving until 2003 and was elected chairman for the last four years.

From 1989 to 2008 Moore was a leader in the Raleigh Hills-Garden Home Neighborhood Association, working on the street design task force, and the Oleson Road Reconstruction Project PAC.

She and her husband most recently have worked to put the "garden" into Garden Home with tree and flower plantings, hanging baskets, and street median gardens as part of the Garden Home Crossing Committee.

Moore is survived by her husband, Will Moore of Portland, her mother Dorothy of Beaverton, her sister Connie of the San Juan Islands, Wash., and her nieces Megan Jones of Tallahassee, Fla. and Kimberly Jones of Moscow, Idaho. The family suggests contributions be made to The Nature Conservancy.

Barbur Boulevard traffic

(Continued from Page 1)

direct and hopefully smooth out likely bottlenecks.

"This would have been considerably worse had nothing been done. We would like to particularly thank Louis Waldrip of PBOT and Shelly Romero of ODOT for their quick work addressing the traffic concerns."

This road work comes right before the 38th annual Hillsdale Blueberry Pancake Breakfast on Sun., July 27.

"We can't pull off this breakfast without lots of volunteers," stated Jo-Anna Dirk, owner of Salon Dirk. "We almost didn't have the breakfast

a few times in the past due to low volunteer turnout."

Dirk has volunteered to be the delegate to Venture Portland, sole provider of grants to Portland's neighborhood business districts.

This year, the owner of Cocina Verde, Noe Garnica, offered to donate his cooking equipment for the event. Rick Seifert continues to donate his time for the successful annual book sale which is taking place at the Watershed Building.

"We raised \$5000 last year for the Hillsdale Foundation," Seifert reported.

Update at press time: According to

Jo-Anna Dirk, the "carmageddon" that was predicted for June 20-24 never came for some reason. It appeared that Barbur remained open past Capitol Highway for part of the weekend.

"Traffic flow could be affected during the next closure and expects the community's patience," Dirk said. "It doesn't hurt to be fully prepared."

The project website www.barburbridges.org will be updated regularly with the latest information. For any communication needs or questions, please contact Susan Hanson, ODOT Community Affairs, 503-731-3490, Susan.C.Hanson@odot.state.or.us

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Potholes and other miserable road maintenance issues, Part III

By Lee Braymen-Cleary
The Southwest Portland Post

If you've read the last few issues of *The Post* you know I've gone fishing, angling for answers to explain which Southwest Portland residents can and cannot expect their streets to receive street maintenance services from Portland's Bureau of Transportation. Chasing local annexation rules, I have cast a wide net, a narrow net, and even a net with a few unexpected holes in search of the answer.

I've trawled unproductive enough waters by contacting the Multnomah County Archives, Portland Bureau of Transportation's veteran employees, and some of its maintenance staff, not to mention its current media relation director, Diane Dulken.

Savvy neighborhood reader Larry Sloan once responded to my query by telling me that roads already paved and maintained would receive services. Yet he also believes some roads in lackluster condition are "grandfathered in" (my term). There's a question: What substantiates a "grandfathered in" byway, if there is such a thing. How does one fish for the answer?

Dulken, tied up by her reasonably short history at the transportation bureau and not interested in my speaking to longtime maintenance workers, managed to point me in a different, useful direction. "So why don't you go through the City of Portland Archives?" she asked, supplying me with their phone number.

I took her advice. And what a

fishing expedition it was! Located on the fifth floor of Portland State University's Academic and Student Recreation Center, the Portland Archives & Records Center guards the old bones of Portland. For starters, the archives' glass front doors are locked until a librarian lets you in.

Once I'd turned in my driver's license for collateral and planted myself at a clean table flooded with sunlight, I leafed first through a six-inch tome cross referencing multitudes of city ordinances. "This system works well," said my librarian. "You just need to understand it."

I did not let her see me roll or cross my eyes. She was like a fishing guide taking me out beyond the bar in a foreign country. It was a matter of personal courage to keep reading and then start in on microfiche.

Just about the time my dry, tired peepers were spent, Madame Librarian presented me with a thin, 1961 document spelling out services provided to annexed Southwest Portland as of 1960. *Aha!* and *eureka!*

What a huge nibble on my fishing line. Fish on! Fish on! I thought. Page 12 of the document, probably typed originally on an IBM Selectric typewriter predating computer publications, listed "Street & Sidewalk Design and Maintenance."

But did the booklet mean that all Southwest Portland areas annexed before 1961 received these services, or was there an unnamed start day, say 1950, 1940 or...? We might even ask when Southwest annexations actually began.

Although I've never fished at a dinner party, for anything but

the odd compliment, perhaps, I did last Sunday. I've known Ken Martin, father, husband, grandfather, and gourmet for 17 years. There this former Multnomah Village resident stood, swirling a glass of 2011 Teutonic Silvaner and giving it his nose, when I asked, "Before you retired, Ken, what did you do?"

His deep set and kind blue eyes game me a cool glance. "I worked for the Portland Boundary Commission."

"You *what?*" I asked. "How did I never know that? You're just the person I need."

"Because why?" he asked.

"Because you must know which Southwest Portland annexed areas are supposed to receive street maintenance and which aren't," I choked. "I've been trying to find out for over two months."

"Difficult getting through the city system, huh?"

"Don't even ask me," I breathed.

"It's pretty simple, really," Martin explained. "City by city there's a rule of thumb: Streets and roads already maintained before annexation continue to receive maintenance. The others don't but they can pony up their own funds to have a road paved."



A rutted view of Southwest 42nd Avenue in Multnomah Village. (Post photo by Lee Braymen-Cleary)

"That's it?" I asked. "Do you suppose you'd email me a paragraph tomorrow that explains that?" I begged.

"Nope," he said, "I'm going fishing."

May Ken Martin land the catch of a lifetime. But when he gets home I've got another question for him since resident Larry Sloan says there were some exceptions to the maintenance rule. "Ken, tell me the which roads got the maintenance even if they weren't in good shape," I'll say.

If he tells me, I'll buy him a new fishing pole.

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COMMUNITY LIFE

By KC Cowan
The Southwest Portland Post

Wilson Outdoor Pool: Get in the swim! Wilson High School's Outdoor Pool is now open daily for summer hours. Open play swim is Monday through Friday from 12:30 pm to 8:20 pm and weekends from noon to 6:00 pm. There is an admission fee. To find out about lap swim, swim lessons, junior lifeguard programs and rentals, etc., call 503-823-3680.

2 Hillsdale Neighborhood Association Meeting: Wednesday, July 2, 7:00 pm to 9:00 pm at St. Barnabas Church, 2201 SW Vermont St. Marita Ingalsbe, Portland Public Schools IT Client Services Director, will discuss future technology upgrades.

8 Multnomah Neighborhood Association Meeting: Tuesday, July 8, 7:00 pm at the Multnomah Arts Center, 7688 SW Capitol Hwy, room 30. City Commissioner Nick Fish will discuss land use decisions. For more information, contact Moses Ross at mnachair@gmail.com.

Rose by any other name: Portland-to-Austin transplant Raina Rose comes home for one show at O'Connor's Vault, 7850 SW Capitol Hwy, on Tuesday, July 8, at 7:00 p.m.

Joining her is her husband, Austin bassist Andrew Pressman, and Portlander Mateo Bevington. Advance tickets are \$8 from <http://rainarosepdx.brownpapertickets.com> or \$12 at the door. For more information, contact Matt Miner at 503-484-8196.

9 Maplewood Neighborhood Association Meeting: Wednesday July 9, 7:00 p.m. in April Hill Park, Southwest 58th and Miles Street, at the picnic tables. Maplewood is currently seeking a chair, an outreach coordinator, and a secretary. For more information, contact: maplewood@swni.org.

11 Lakewood Theatre: "The 39 Steps," a suspenseful-romantic-comedy based on Alfred Hitchcock's famous film opens at Lakewood Theatre July 11 and runs through Aug. 17. Four actors play more than 100 characters in this Tony-winning whodunnit that is part Monty Python, part spy novel.

Performances are Thursday, Friday, and Saturday nights at 7:30 pm; Sundays at 7:00 pm; and Sunday matinees at 2:00 pm. For tickets, call 503-635-3901 or go to www.lakewood-center.org.

Multnomah Arts Center: Artist Steven Tannenbaum opens a new exhibit of mixed-media assemblages titled: "Shifting Ballistics," at the Multnomah Arts Center gallery, 7688 SW Capitol Hwy.

The art relates to the mechanics that deal with the launching, flight, behavior and effects of projectiles



Alex Fox, Olivia Shimkus, Leif Norby and Todd Hermanson star in *The 39 Steps* at Lakewood Theatre Company beginning July 11. (Photo by Triumph Photography)

There will be a gallery reception on Friday, July 11, from 7:00 pm to 9:00 pm. The exhibit runs through July 29. For more information, call 503-823-2787 or www.MultnomahArtsCenter.org.

12 Hillsdale Library: Happy 450th birthday to William Shakespeare! Come celebrate his life at a party where three professional actors will teach you more about the Bard, sing, and perform some of his best-loved sonnets. Saturday, July 12, 3:00 p.m. to 4:00 p.m. 1525 SW Sunset Blvd. For more information, call 503-988-5388 or www.multcolib.org.

16 Vintage Rock: Learn how you can age in place while you rock out to great music at the "Vintage Rock for Vintage Rockers" concert series kickoff. It takes place Wednesday, July 16 from 5:30 pm to 8:00 pm at O'Connor's Vault, 7850 SW Capitol Hwy.

Admission is \$20 cash donation per person or \$35 per couple at the door. Enjoy the WF DrillBits with Jon Koonce and Lex Browning and more. Villages NW are part of a national movement to build grassroots "villages" to let people grow old in the homes and neighborhoods they love. For more information, call 503-281-4698 or www.VillagesNW.org.

22 Capitol Hill Library: Bring the whole family to explore the world of reptiles. Richard Ritchey, "The Reptile Man," will

bring his scaly friends for you to touch and make friends with. Tuesday, July 22, 2:00 p.m. to 3:00 p.m. Seating outside. 10723 SW Capitol Hwy. For more information, call 503-988-5385 or www.multcolib.org.

Garden Home Community Library: Go take a hike! Paul Gerald, author of five books, including "60 Hikes within 60 Miles of Portland," will read from the newest editions, tell stories and show pictures. Tuesday, July 22 at 7:00 p.m. 7475 SW Oleson Rd. For more information, call 503-245-9932 or www.wccls.org.

23 Stolen Sweets: Take a musical trip back in time with the Stolen Sweets. This talented group of women sings 1930s swing jazz in tight harmonies that will have your toes tapping. Wednesday, July 23 at 6:30 p.m. in Willamette Park. It's free!

27 Hillsdale Community Book Sale: You can never have too many books! Pick up some great reads from among the 6,000 donated books on Sunday, July 27 from 9:00 a.m. to 2:00 p.m. at the Watershed Building: 6399 SW Capitol Hwy. For more information, contact at Rick Seifert at wseifert@gmail.com, Marie Elena Potter at mariealenapotter@yahoo.com, or Les Jevning at tjevs@cnnw.net.



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