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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

INSIDE:

Multnomah Days includes street fair, parade, live music, petting zoo and more!
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Complimentary

August 2012

Gibbs Street Pedestrian Bridge named for Congresswoman Hooley during grand opening

By Lee Perlman
The Southwest Portland Post

The opening was three weeks late due to a faulty elevator. The opening ceremony was several days late, with the structure already in active use. But on July 14 City officials and neighborhood activists dedicated the new Gibbs Street Pedestrian Bridge, named for former Congresswoman Darlene Hooley, its biggest benefactor.

The bridge, which crosses Interstate 5 from Southwest Kelley to Macadam avenues, provides direct pedestrian and bike access between the old Corbett and Lair Hill neighborhoods and the new South Waterfront.

Because the grade change would have required a steeply sloping ramp if the bridge had ended on ground level on the east end, instead it terminates 68 feet in the air. There are stairs to the ground, but also a handicapped-accessible elevator.

Mayor Sam Adams, who presided at the opening ceremony, said that before the bridge's completion, walking or biking between the two sides of the neighborhood "meant a one-mile

trek that was impossible for someone not reasonably spry and fearless. Today it is a mere 700 feet."

Together with Interstate 5, the Portland Streetcar, the Oregon Health and Sciences University's aerial tram and the planned Portland to Milwaukie light rail line, the new bridge will make the South Waterfront a "multi-modal hub. To make it vital, we needed to make it accessible to all users," said Adams.

The bridge was conceived, in part, as mitigation to the neighborhood for the tram, whose effects were widely feared.

Mark Williams of OHSU said the university viewed construction of the bridge a part of a partnership with



Former Congresswoman Darlene Hooley is joined at the Gibbs Street Pedestrian Bridge dedication by (from left) Mark Williams, Jim Gardner, Don Baack, and Mayor Sam Adams, July 14. (Post photo by Lee Perlman)

its neighbors. "There's no way we could have gotten this built by any one player," he said.

Past transportation projects, such as I-5, had "served to cut the neighbor- (Continued on Page 7)

Bike Central



There were bikes (and bicyclists) everywhere in Multnomah Village during the Sunday Parkways event, July 22.

(Photo courtesy of Patti Waitman-Ingelbretsen)

Speed limits to dip on Maplewood Road and other Southwest streets

NEIGHBORHOOD GREENWAYS

By Jillian Daley
The Southwest Portland Post

Maplewood, Hillsdale and Hayhurst neighborhood association residents could see speed limit changes on streets in their areas this summer.

Portland City Council this month could approve dropping the speed limit from 25 to 20 mph on some low-traffic residential streets, including a few roads in the southwest, said Kyle Chisek, a capital projects manager at the Portland Bureau of Transportation.

Chisek said the potential slowdowns in Southwest Portland are: Maplewood Road, from 45th Avenue to 52nd Avenue; 52nd Avenue, from Maplewood Road to Vermont Street; 60th Avenue, from Miles Court to Vermont Street; Illinois Street, from 45th Avenue to Shattuck Road; and Westwood Drive, from Terwilliger Boulevard to Sunset Drive.

If passed, the changes will occur by the end of September in this area, Chisek said. In anticipation of the change, the city planned to start installing speed bumps in July every 350 feet on Maplewood, Southwest 52nd and Southwest 60th avenues. Illinois Street already has speed bumps in place, and Westwood Drive cannot add them because it is so steep, he said.

The Oregon Legislature passed House Bill 3150 in 2011, allowing cities to decrease the speed limit by 5 mph on roads with less than 2,000 cars a

day. Before the bill went into effect on Jan. 1, 2012, Oregon Department of Transportation previously held the authority to set speed limits, according to a bill summary.

The roads where the city plans to decrease the speed limit are called "neighborhood greenways," Chisek said. A neighborhood greenway is a street with little traffic and a low speed limit where pedestrian and bicycle traffic safety is top priority.

In the last three years, the city has improved 50 miles of neighborhood greenways, allocating \$900,000 per year to support the upgrades, Chisek said.

Maplewood Road also is designated as one of the City of Portland "safe routes to school." The city works to improve crosswalks and other safety features on those routes, and they have organized group walking and biking trips to and from school.

The Portland Bureau of Environmental Services is doing ditch maintenance and shoulder work on Maplewood Road, clearing out weeds from the drainage ditch and adding crushed rock.

Those changes will provide a stable area for the Bureau of Transportation to pave the shoulder. That will give pedestrians a safe point of refuge on the road, which has no sidewalks, Chisek said.

"These projects are basically alternatives to busy streets, and they're good streets that we're trying to make better for biking and walking."

(Continued on Page 4)

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The Southwest Portland Post
4207 SE Woodstock Blvd #509
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Southwest Corridor planners seek input on 99W between Portland and Sherwood

COMMENTARY

By Lee Perlman
The Southwest Portland Post

The Southwest Corridor team is seeking your input on what the future of this part of the Metro area should be, and what kind of transportation should serve it. This last includes a study of a potential new light rail line.

The multi-jurisdictional study is being led by Metro, and includes both Highway 99W (Barbur Boulevard) and the land around it out as far as Sherwood.

It is working in cooperation with local efforts such as Portland's Barbur Concept Plan, which is considering land uses, but the Corridor study is concerned primarily with transportation issues.

The project anticipates major growth in several designated "concept centers" between now and 2035, including Hillsdale and West Portland Park.

Currently, planners found, there is a lack of "a balance of housing choices" for students, families and the elderly.

"Challenges" include limited accessibility, lack of transportation options (including safe places to walk), traffic congestion, limited options for roadway expansion, air pollution and "environmental considerations."

To gain public input, staff has held

presentations at local community groups, held facilitated discussions, held two open houses, and had a mail and e-mail comment period for a month last year.

In "dot" exercises at public events, asked what areas of concern were most important in terms of objectives, the highest recorded level of concern was for parks, trails and natural areas, followed by safety and security and water quality.

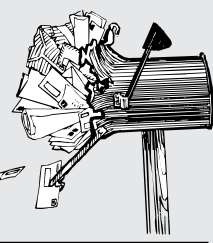
Other concerns, in descending order of importance, were jobs and economic development, commercial development, housing choices and public health.

Metro staff found that three quarters of the responses they received supported improved public transit, and two-thirds called for "high-capacity" transit. This is a key, since part of staff's assignment is whether to move forward on more detailed study of mass transit options.

These options, Metro planners say, include light rail, bus rapid transit, improved bus service, commuter rail and rapid streetcar, not necessarily on Barbur Boulevard. There was virtually unanimous support for improved pedestrian facilities along the corridor.

Metro staff said they were planning to do additional outreach at public events this month, including Sunday Parkways. For more information, visit www.oregonmetro.gov/southwestcorridor.

Letters to the Editor



The Southwest Portland Post
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Multnomah Village dentist announces his retirement after 30 years

To my valued patients:

It has been an honor and a privilege to serve you; we have laughed and cried together through the years. It is with a mix of joy and difficulty that I inform you today about my retirement from the practice of dentistry. I have always wanted to end my career when I am at the top of my game and when I am still healthy enough to enjoy my retirement.

I believe that time is now. I look forward to spending time with family and friends and enjoying the many interests I have had to postpone.

This, however, requires that I give up what I have valued the most about my profession—the many individual relationships that I have been privileged to be part of during

my 30 years of practice.

I have looked long and hard for my replacement, and am pleased to announce that Lisa K. Jensen, DMD, will take over my practice, effective immediately.

After interviewing other potential dentists, I happily met Dr. Jensen, who is friendly and funny and yet able to be serious about the practice of dentistry.

I believe she holds the high standards of ethics, honesty and excellence that I have always strived for. I urge all of you to begin your new patient-dentist relationships with Dr. Jensen, as I am confident she will continue to provide the highest standard of dental care possible.

To those of you who have been in recently, I want you to know that I have been unable to share my exciting news with you due to the nature of the sale of a dental practice. It is my pleasure to announce the transfer of my practice to Dr. Lisa K. Jensen.

Fondly,
John P. Shaw, DMD

Death Notice

Sherman Hess, longtime Multnomah and Hillsdale pharmacist, died in July at the age of 83. A funeral service will be held on Saturday, August 18, 2012 at Riverview Cemetery.

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WEST PORTLAND PARK NOTEBOOK

By Jillian Daley
The Southwest Portland Post

Crime, National Night Out, the new Walgreens, elections and park regulations on fishing were among the topics the West Portland Park Neighborhood Association board discussed at its July 12 meeting.

Portland Police Officer Andrew Caspar attended the meeting, held in neighborhood association chairman Bill Dant's backyard, to give neighbors an update on recent crimes in the area:

A 15-year-old male was arrested after a fight among juveniles involving a knife on June 13 at Holly Farm Park, 10819 SW Capitol Highway.

A car was reported stolen on June 16 in the 3800 block of Southwest Comus Street.

A burglary was reported on June 21 in the 10,000 block of Southwest 53rd Avenue.

Caspar asked that neighbors call 9-1-1 to report in-progress crimes and call the public safety non-emergency response line to report suspicious activity: 503-823-3333.

"Call, it's free," he said. "You pay your taxes. You have high property taxes in this area."

Board member Sarah Jane Owens gave her report on parks, telling the board that Portland Parks & Recreation had recently designated a few parks as acceptable places to fish: Kelley Point Park, Cathedral Park, Sellwood Riverfront Park, Powers Marine Park and Vera Katz Eastbank Esplanade.

Transportation issues the board touched on included traffic con-

cerns about the Walgreens being constructed at the intersection of Southwest Capitol Highway and Barbur Boulevard, abutting an entrance ramp to and an exit ramp from Interstate 5.

Owens said she hopes the new Walgreens is successful but is concerned that it will cause congestion when it opens later this year.

"I just believe there's going to end up being back-ups on I-5," she said.

The neighborhood association board also discussed its plans for celebrating National Night Out. The neighborhood is holding its event 2-4 p.m. Aug. 5 at Southwest Comus Street and 35th Avenue. Attendees are invited to bring a dish

and something to grill.

In September, the board will hold elections. The board was not certain whose term was expiring and so elected a nominating committee to sort out the details.

Imtiaz Khan, president of the Islamic Center of Portland, told the board that there would be more traffic around the mosque, 10323 SW 43rd Ave.

Ramadan, a holiday during which Muslims fast during the day and pray late into the night, began July 20 and continues for the next 30 days.

"If there is any issue, please contact me," Khan said. Khan's email address is president@assaber.com.



Sarah Jane Owens reads a press release about designated fishing sites in city parks during the West Portland Park board meeting while Mike Langtry and Imtiaz Khan listen. (Post photo by Jillian Daley)

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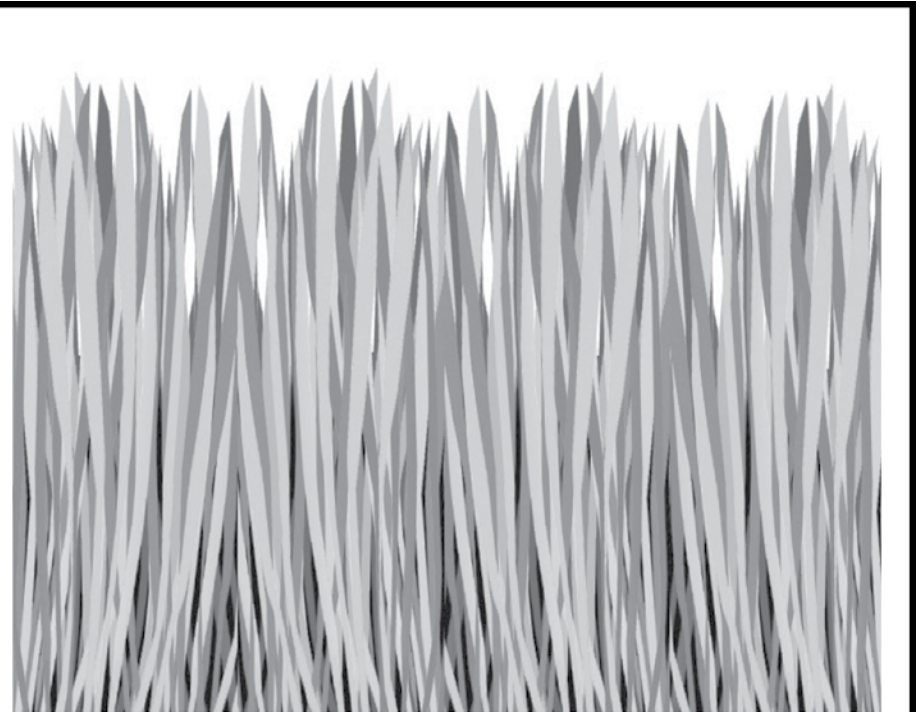
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Multnomah Days includes street fair, parade, live music, petting zoo and more!

By Lee Perlman
The Southwest Portland Post

For a business district that claims to be more than 100 years old, and is such a success, the Multnomah Village Business Association's Multnomah Days Festival and Parade – 8 a.m. to 4 p.m. August 18 – still manages to change and evolve.

A safe, consistent starting point is the Kiwanis Pancake Breakfast, 8 to 11 a.m. at the Key Bank parking lot. \$6 for adults, \$4 for kids, with proceeds to the Kiwanis camp for children with disabilities.

Then there is “the biggest little parade” in Portland, with an assembly point at Handy Andy's, a kickoff time of 10 a.m., and Timber Joey as mascot. This year, for the first time, organizers are asking participants to make a cash donation to Neighborhood House.

Neighborhood House will also be doing some other collecting – in a unique way. Up to and on Parade Day they will have been collecting non-food items of use to the needy – hygiene supplies, paper towels, cleaning supplies, toiletries – obvious necessities that can NOT be purchased with food stamps.

On Parade Day the supplies will be formed into a sculpture called the Snap Gap that you can view at the Neighborhood House booth at Southwest 35th Avenue. After the event, the items will be put to use.

There will be a Kids Zone at the Multnomah Arts Center basketball courts from 9 a.m. to 4 p.m. The attractions will include a petting zoo. For the adults, there will be a beer garden and wine garden, courtesy of Sip D'Vine, at Southwest Moss Street from noon to 10 p.m., with live music after 6 p.m.

There will also be live music on the Main Stage, also at Moss, with the following lineup at press time: The Beat Goes On Marching Band at the conclusion of the parade; The Magnets at 1:30 p.m.; and the Renegade String Band from 2 to 4:30 p.m. This year there will also be a Community Stage, featuring local talent, at Southwest 36th Avenue.

Along Southwest Capitol Highway there will be more than 100 street vendors selling everything from food to art to the unique as well as free information. (If you

want to be one of them the fee is \$100, and you should immediately contact mikeradakovich@comcast.net)

Finally, individual businesses and institutions will have their own activities. For instance, the Lucky Lab will have their annual Dog Wash, with donations going to Dove Lewis animal clinics. Umpqua Bank is co-sponsoring an Energy Fair. The Multnomah Arts Center will have their annual Crafts Sale on the front lawn.

For more information about Multnomah Days visit www.multnomahvillage.org.

Vine and Dine benefits Village; MHA sponsors community picnic

This year the fun spills over into Sunday, August 19. Sip D'Vine will be host to Vine and Dine, with participants treated to tastings of fine wines and food donated by shops and restaurants. Tickets are \$40.

For \$60 you can have an “early entry” at 1 p.m. (everyone else gets in at 3 p.m.), and listen to renowned geologist Alan Busacca speak on “Ex-



Police Chief Mike Reese was grand marshal for the Multnomah Days Parade in 2010. (Post file photo by Polina Olsen)

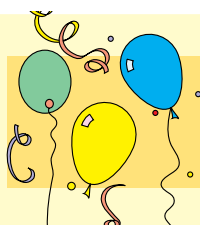
ploring Washington's Ice Age.”

Proceeds will go to the Multnomah Village Bloc Initiative to install vintage light fixtures and street furniture. For tickets visit <http://vineanddinetickets.eventbrite.com>.

Also Sunday, the Multnomah Historical Association is hosting a free

community picnic, from 11 a.m. to 2 p.m., at Gabriel Park.

MHA will be providing hot dogs and cold drinks. Don't forget your blanket, lawn chair and picnic lunch! For more information call 503-893-5549 or visit www.multnomahhistorical.com.



Multnomah Days Festival & Parade - August 18

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Neighborhood Greenways

(Continued from Page 1)

According to Chisek, “In the Southwest, that's kind of a challenge because a lot of the residential streets, they don't have sidewalks, so you have bikes and pedestrians on the street. You have cars on the street.”

Maplewood Neighborhood Association president Jill Gaddis said she is excited about the changes.

“It's so that our streets are safer to walk on and ride our bicycles,” Gaddis said. “Children can walk safely to school; we can walk safely to the park; we can walk safely to exercise, go to our neighbor's house.”

For more information, go to www.neighborhoodgreenways.com.

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New sign marks 100th anniversary of Terwilliger Parkway

By Lee Perlman
The Southwest Portland Post

With a new sign the Friends of Terwilliger and the Portland Bureau of Parks marked the 100th anniversary of the parkway and a weekend of activities to celebrate the occasion. The sign, at Southwest Sixth Avenue and Sheridan Street on the edge of Duniway Park, marks the beginning of the parkway.

It was the first event in a full weekend

of activities for Terwilliger. Saturday's schedule included two guided hikes, a community ivy pull near the Chart House restaurant, a performance by an actor playing suffragist Abigail Scott Duniway, and a free evening concert at Duniway Park by Trash Can Joe.

Sunday's plans called for eight and five-kilometer fun runs from Duniway Park to the Charthouse, and closure of the south end of the parkway as part of the first Sunday Parkways event.



Friends of Terwilliger Robin Vesey, Doug Weir, and Susan Egnor celebrate the Parkway's centennial with a birthday cake. (Post photo by Lee Perlman)

Richard Stein of Friends of Terwilliger, who acted as Master of Ceremonies, said the Parkway embodies the vision of the Olmsted Park Plan, which "emphasized the importance of parkways to form an integrated system, rather than isolated islands" of greenery.

Commissioners Amanda Fritz and Dan Saltzman were among the dignitaries who spoke at the sign's unveiling. Fritz, a former nurse, said she com-



Friends, neighbors and public officials at the Terwilliger Parkway sign unveiling. (Post photo by Lee Perlman)

mented on the road daily for 22 years while employed at the Oregon Health and Sciences University, and would sometimes reflect on "how blessed I was to live in such a beautiful place."

Fritz praised a young crew from the Park Bureau's Youth Conservation Crew who showed up early to pull ivy, and Sandy Diedrich who started the No Ivy League. She thanked the "leadership and pride" of the Friends of Terwilliger and the Homestead Neighborhood Association and said, "Let's move on to the next hundred years."

Saltzman, who said he lives "on the mid-stretch" of the Parkway, noted that it is visible to the Oregon Health and Sciences University and said he hoped that for its patients the view is "an inspiration to fight to survive."

OHSU representative Norwood Richardson said the Parkway was already in existence when the hospital's first building above it opened in 1919. It "symbolizes the wisdom and foresight of the City," he said.

For OHSU, the Parkway is "more than just a road; it's a road of hope for men, women and children seeking treatment for illness" in a place of "healing, teaching and discovery." Richardson added, "I'm a Texan, I will always be a Texan, but I came here for a purpose, and I shall not leave."

The Terwilliger Plaza retirement community sponsored the concert. Speaking on their behalf, manager Dee Sellner noted that Terwilliger Plaza has "been part of the Parkway for 50 years. Our residents use it on a daily basis."

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Sellwood Bridge

(Continued from Page 8)

of the County Bicycle and Pedestrian Advisory Committee commended the County for not proceeding with the asymmetrical design.

Averbeck criticized "significantly altering the design without adequate public involvement." Holst urged the County to "pursue no rash decisions and give due consideration to changes."

Commissioner Deborah Kafoury, who serves on both the CAC and PSC, agreed with the decision to drop the asymmetrical design, but said, "I encourage staff to come up with cost-

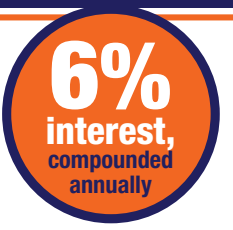
saving ideas. Some may not fly, but we welcome ideas to save money."

In fact the decision to drop the proposal leaves the County with the job of coming up with another \$2.3 million by August, when they must present a complete funding plan to the federal government.

In a related project, Cannon described a proposal by Boston artist Mikyung Kim for an art installation on the east end of the bridge. Called "Stratum," it will consist of a series of 22-foot-tall colored steel columns. It will be paid for with money set aside in the project budget for public art.

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Drug conviction by co-owner of Skippy's could affect liquor license

By Jillian Daley
The Southwest Portland Post

The Crestwood Neighborhood Association at its July 11 meeting discussed issues surrounding a business' efforts to get a liquor license to serve beer, wine and hard liquor – but the issue since then has taken a turn.

The liquor license for Skippy's, 5435 SW Taylors Ferry Rd, was to be discussed during an Oregon Liquor Control Commission board meeting this August, according to the Crestwood meeting minutes. The OLCC will not be reviewing the issue before the public this summer because of an investigation.

Skippy's owner Carrie Goudge's husband, Jim Murphy, recently was added to the application for the license allowing the business to serve beer, wine and hard liquor because he is involved in the business.

The OLCC began investigating Murphy, and turned up a drug delivery conviction, according to a July 19 email from Oregon Rep. Margaret Doherty (D-Tigard) to Crestwood chairman John Prouty.

The conviction could affect whether the OLCC will grant the license, said the email, in which Doherty said she was relaying information from the OLCC. She said because of the ongoing investigation no OLCC meeting on this application would take place before October, if at all.

OLCC staff could deny a license in this case if they decide there is a legal basis to do so, said Christie Scott, public affairs specialist for the OLCC. If the staff does not deny the license, the case could go before the board as early as October, and the commissioners take public input during meetings.

Murphy said the OLCC knew about his conviction from the start, and he just got an email from the OLCC

saying the conviction is about to be expunged from his record.

Murphy said the conviction stems from an incident in 2008, when he brought marijuana plants to his friends at a place he was renting to them in Scappoose.

He had gotten a medical marijuana caretaker card, so he could help out a friend who was dying of cancer, Murphy said, adding that he had not realized his card had expired and one of his tenants did not have a medical marijuana card.

"I was trying to help somebody, and



The owners of this building have applied for a liquor license for their new cafe & bar on SW Taylors Ferry Road, called Skippy's. (Post file photo by Jillian Daley)

I got a black mark," Murphy said.

According to the Columbia County District Attorney Office, a Leo James
(Continued on Page 7)

David William Feuz

OBITUARY

David William Feuz, 75, lifelong resident of the Multnomah neighborhood, passed away July 12, 2012. He was born January 19, 1937, in Portland, Oregon to John and Anna Feuz.

David went to Multnomah Grade School and Lincoln High School, where he played trumpet in the band. During his later high school years he joined the 104th Division Army Band where he was very proud to be the drum major.

He was married in 1963 to Shirley, his childhood sweetheart, whom he met over the meat counter at the original John's Market in Multnomah Village.

David grew up working with his parents and brother at John's Market, where he became a butcher. He learned the trade from his Swiss-born father. The building that is now John's Market was built in 1958, where David was the owner/manager for 26 years before selling the business.

David had many hobbies that he loved throughout the years. He liked to walk down to Gabriel Park, property that once belonged to his parents and later was sold to the city, on a sunny afternoon to fly his planes, where

he could always draw a crowd. He loved building and flying his model airplanes.

Quarter midget racing also became one of his favorite hobbies, as well as working on modified racecars with his brother John.

David was an avid beekeeper for many years, a hobby that he was in-



troduced to by his father. He took care of his bees like they were his many children. He was very proud and protective of his honey harvest.

David was very proud of his Swiss heritage. He loved to listen to Swiss music and make Swiss Brätzle cookies at Christmastime for all of the family.

David is survived by his wife Shirley; son Donald and daughter-in-law Monica; son Daniel; granddaughters Alyssa and Savannah; and brother John. He was predeceased by granddaughter Samantha.

The services for David were held on July 20, at Riverview Cemetery. Donations may be made to St. Vincent Medical Center.

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Gibbs Street Bridge

(Continued from Page 1)

hood off from the river," Williams said. "We thank the folks from the neighborhood for bringing the message to us that this had to change."

Williams also credited Hooley and former U.S. Senator Gordon Smith for "working together to actually get something done."

Others mentioned the area's history as well. Congressman Earl Blumenthauer said that Interstate 5 and other roadways had "sliced and diced" South Portland. "We're working to put it back together," he said.

Longtime South Portland activist Jim Gardner said, "For six decades a variety of transportation projects divided a once-cohesive neighborhood into thin slivers." Despite this, when the bridge was first conceived, it was viewed as "a bridge to nowhere," Gardner said.

"There wasn't much down here - patches of weeds, a few thriving operations like Zidell, and a plan for a greenway." Now the area is devel-

oping, and the bridge "lets us put the neighborhood back together," he said. He gave credit to contributors who "are here in spirit, and I know if they were here in person they'd approve of the bridge."

Adams introduced another activist, trails advocate Don Baack, by saying that Baack had once offered to take him on a trails tour. "Thirteen hours later..." Adams said.

Baack spoke about the bridge's significance as a connector to the 4T, Red Electric and other trails. He apologized for being late, saying that he had walked from Hillsdale.

Adams also paid tribute to South Portland Neighborhood Association chair Ken Love, calling him "an incredibly patient person who never gives up."

The bridge's construction was plagued by differences with the Portland Design Commission and cost over-runs that required a new design.

The bridge ultimately cost \$13.1 million, of which \$10 million came from federal funds. Adams gave credit for

securing these funds to former Congresswoman Hooley, who served from 1997-2009, and for this reason named the bridge for her.

Hooley thanked Adams for "this incredible honor." She noted that she had been an activist before she became a politician. Referring to local neighborhood volunteers she said, "By your

consistency and advocacy, you made this happen.

As a companion piece to the bridge, the city has installed new pedestrian crossings at Kelley and Southwest Barbur Boulevard. As part of the opening day ceremonies, there was a trail walk and a walking tour of South Portland historic places.

COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

3 BroadSides, a juried group of mixed media will be on view at the Multnomah Arts Center Gallery (7688 SW Capitol Hwy) beginning August 3 and continuing through September 5. An opening reception will be held at the gallery on Friday, August 3, 7-9 p.m. Free. For more information please contact Jaye Campbell at 503-823-2787.

9 Outdoor Cinema continues this month in Southwest Portland parks: August 9, *The Muppets*, Elizabeth Caruthers Park in South Waterfront. August 23, *Megamind*, Dewitt Park in Hillsdale. Live entertainment begins at 6:30 p.m., with the movies showing at sundown. Bring a blanket, lawn chair and picnic. Free.

11 Muddy Boots Family Trail Day is Saturday, August 11, from 10 a.m. to 1 p.m. at Tryon Creek State Natural Area, 11321 SW Terwilliger Blvd. Experienced guides stationed along park trails will engage parents and children in fun, interactive nature investigation techniques that are designed to be useful in a variety of outdoor environments. Free. Please visit www.tryonfriends.org or call 503-636-4398 to sign up.

The No. 1 Hillsdale Knitting Society. Learn basic knitting skills or get help with an existing project. Crocheters welcome too. For children 5 years and older as well as adults. Saturday, August 11, 10 am to 12 noon at the Hillsdale Library, 1525 SW Sunset Blvd., 503-988-5388.

17 Summer Concerts continue this month in Southwest Portland parks: "Toque Libre" plays August 17 and "Sassparilla" plays August 24 at Elizabeth Caruthers Park in South Waterfront. Shows start at 6:30 p.m. Bring a blanket, lawn chair and picnic. Free.

19 Raleigh Hills Community Fair is happening on Sunday, August 19 from 11 a.m. to 3 p.m. at the Scholls Crossing Center parking lot, 4800 SW Scholls Ferry Rd. Bring the gang! Visit www.RaleighHills-BusinessAssn.org for details.

24 Spider-Man artist Randy Emberlin. Kids get to design their own comic book covers alongside Randy Emberlin, a 25-year design veteran of Marvel and Dark Horse Comics. Friday, August 24 from 2:30 to 4 p.m., at Capitol Hill Library, 10723 SW Capitol Hwy. Free tickets for seating will be available 30 minutes prior to the program. For teens and adults. Call the library at 503-988-5385 for more information.

Skippy's Report

(Continued from Page 6)

Murphy, 57, was arrested in 2008 on unlawful delivery of marijuana.

Some neighbors began voicing concerns about Skippy's after learning of the Full On-Premises Sales alcohol license Goudge applied for in February. A full license permits the sale of beer, wine, cider and drinks containing distilled spirits such as vodka, rum or gin.

Skippy's will be located in the building that previously held House Market, a convenience store that had an off-premises sales alcohol license. Such a license permits the sale of

sealed containers of beer, wine and cider.

The OLCC has authority over licensing; however, the local government and neighbors may submit recommendation or opposition letters.

"The neighbors don't think that having a bar in the neighborhood there would be a good fit," said Marty Gallagher, Crestwood board secretary.

Liquor license aside, Goudge plans to start serving coffee and sandwiches this month when the business opens, said Goudge's husband, Jim Murphy, on her behalf. Plumbing issues delayed the opening, originally scheduled for May.

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Multnomah County still faces \$10 million Sellwood Bridge funding shortfall

By Lee Perlman
The Southwest Portland Post

Multnomah County and its advisory groups spent much of last month seeking ways to bridge a \$10 million gap in funding for a new Sellwood Bridge. At press time they were still \$2.3 million short as both citizens and politicians found one cost-cutting idea unacceptable.

As project manager Ian Cannon explained to the project's Citizen Advisory Committee, and later the Multnomah County Commission, they have run into some unanticipated expenses.

Chief among these is the discovery that the hillside west of Highway 43 (Macadam Avenue), which they are cutting into to make way for a reconfigured roadway, is less stable than previously thought, and there will need to be a retaining wall to prevent future landslides.

Other factors are higher than anticipated subcontractor bids, higher material prices, greater soil contamination beneath the old highway, and "design complexities" in the river bottom where piles are being driven.

All of this has pushed the cost of the project up to just under \$300 million, \$10 million more than there are funds



Detour bridge river work being done using a tugboat last month. (Photo courtesy of Mike Pullen, Multnomah County)

available, Cannon said. He noted that at times the project cost had been as high as \$330 million, and was reduced by a variety of means.

At press time, the project team recommended using reinforced concrete instead of steel for the bridge's five main pier columns; Cannon said this would involve no loss of safety for the bridge.

Project team members also propose to use one, rather than two, right turn lanes from northbound Highway 43 to the bridge, and to eliminate an under-

bridge bike ramp.

Another proposal was to take an "asymmetrical" approach to the bridge's bicycle and pedestrian facilities.

Instead of having space for pedestrians and bicyclists to pass each other on both sides of the bridge, the designers would narrow the lane on the north side to allow for a single bike lane.

This was presented to the project's Citizen Advisory Committee in early July. Some members accepted the idea

— some even suggested that designers do away with non-auto facilities on the north side entirely — but there was also opposition.

The opposition was stronger at a meeting the following week of the public stakeholders committee, made up of representatives of participating jurisdictions.

Cannon told the County Commission that every month of delay increases the project's costs by \$1 million and said, "By the time we got this resolved, we would have eaten up the cost savings."

Roger Averbeck and Andrew Holst
(Continued on Page 5)

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