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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

INSIDE:

Sewer construction closes Interstate 5 ramp at Multnomah Blvd. through mid-November
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Volume No. 19, Issue No. 12

www.swportlandpost.com

Portland, Oregon

Complimentary

October 2011

Speed bumps play starring role in new Maplewood pedestrian plan

TRAFFIC CALMING

By Lee Perlman
The Southwest Portland Post

Portland Bureau of Planning representatives last month unveiled a draft Maplewood Greenway plan detailing traffic calming projects. About 40 people attended the meeting at Multnomah Arts Center and, while some questioned the details, there seemed to be general support for the plan as a whole.

As shown by City of Portland transportation planner Greg Raisman, the plan would place a total of 30 speed bumps, and some pedestrian improvements where they don't currently exist, on parts of Southwest Maplewood Drive, 51st, 52nd, 54th and 60th Avenues, Custer Street and Miles Court.

These are intended to slow traffic and make bike and pedestrian

traffic safer to such destinations as Maplewood School, the Southwest Community Center, Gabriel Park and Southwest Vermont Street commercial destinations.

Also on the agenda is providing improved pedestrian facilities on Southwest Vermont Street between 45th and 52nd avenues. A scheme that would provide sidewalks on both sides of the street would cost \$750,000 and is "outside our budget," Raisman said. A modified plan that would sidewalks in only on the north side of the street would cost \$350,000, which Raisman said is "also outside our budget, but not by a ton."

In some cases, the City proposes to use gravel rather than asphalt for pedestrian facilities. Trails advocate Don Baack objected to this, saying it would be dangerous for bicyclists who would also use the path. "Gravel would be a big improvement over what exists in

(Continued on Page 7)



Volunteers work to "depave" Capitol Hill School playground

By Don Snedecor
The Southwest Portland Post

On July 9, more than 120 school and community volunteers worked together to remove nearly 5000 square feet of 6-inch thick asphalt from Capitol Hill Elementary School's playground.

This cleared the way for two new swing areas, a climbing log and rocks, and a story circle. Thanks to some hard-working parent volunteers, the new playground additions were ready for play by the first day of school in September.

This November, benches and trees (Continued on Page 5)

Local environmentalist wins Spirit of Portland award

NEIGHBORHOOD NEWS

By Lee Perlman
The Southwest Portland Post

Terri Pre-g Riggsby, long time head of the Tryon Creek Watershed Council and member of the West Multnomah Soil and Water Conservation District, has been named winner of this year's Sandy Diedrich Spirit of Portland Award.



Spirit of Portland Awards honor individuals, businesses and groups that contribute to the city's livability. Award winners are selected, from

nominations submitted by the public at large, by a citizen jury under the direction of the Portland Office of Neighborhood Involvement, plus awards bestowed by members of the Portland City Council.

The Diedrich award, now in its second year, specifically honors environmental stewardship. Riggsby and the other winners will receive their awards from City Council members at a ceremony from 7 to 9 p.m. October 27 at the East Portland Community Center, 740 S.E. 106th Ave. All are welcome, and refreshments will be served.

Transportation committee questions Safeway access plan

The Southwest Neighborhoods, Inc. Transportation Committee has examined the transportation and access plans for the proposed new Safeway grocery on Southwest Barbur

Boulevard, and has some concerns, committee chair Roger Averbeck told the Post last month.

Most of the concerns involve the proposed use of Southwest Capitol Hill Road as part of access routes, especially for large delivery trucks, Averbeck said. "Capitol Hill Road is designed for the homes on it and the streets that branch off of it, not regional traffic," Averbeck said.

The Committee would also not like to see freight use Southwest Multnomah Boulevard, where there is a lack of good connections to Barbur Boulevard, Averbeck said. Instead, he said, truck traffic should go directly onto and off of Barbur.

Neighborhood grant applications due October 31

The deadline for applications for Southwest Neighborhood Grants is October 31. Available this year in amounts ranging from \$200 to \$2,000, the grants are awarded to local community groups and non-profits for projects that "increase the capacity" of such groups, encourage participation by "under-represented communities," and "encourage partnerships."

The funds are allocated from the City General Fund, through the Office of Neighborhood Involvement, to Southwest Neighborhoods, Inc. (SWNI) and the city's six other neighborhood offices and coalitions.

SWNI's total allocation for the program this year is \$22,000, and based on past grant cycles they expect appli-

cants to request far more than this. For more information or for application forms contact SWNI at 503-823-4592.

Stromer trial rescheduled

As *The Post* went to press last month, the trial of former Southwest Neighborhoods, Inc. Operations Manager Virginia Stromer, originally set for September 6, had been rescheduled to October 31 at the request of her attorney.

Stromer, free on her own recognition since July, has been charged with the theft of \$130,000 in SWNI funds over the course of seven years, prior to her abrupt resignation last fall. She has pleaded not guilty to the charge.

City schedules new Portland Plan hearings

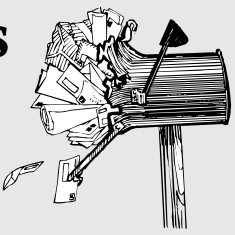
The Portland Bureau of Planning and Sustainability is about to publish a draft of the proposed Portland Plan, which will set policy for City action and private development. The draft should be available beginning in early October at www.pdxplan.com.

The Portland Planning and Sustainability Commission will hold public hearings on the draft on the following dates: November 8 at Jefferson High School, 5210 N. Kerby Ave., November 15 at Parkrose High School, 12003 N. Shaver St., and November 29 at 1900 S.W. Fourth Ave. All three hearings are scheduled to be held from 5:30 p.m. to 9 p.m.

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

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Letters to the Editor



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Multnomah Village needs your help

“Shop Local” or better yet “Shop Multnomah Village” means more this year than ever. The ramps to and from I-5 are going to be closed for 45 days for sewer line re-construction and are not expected to re-open until mid November.

The ramp closures during the month leading up to the holiday shopping season are expected to reduce the number of people frequenting our local shops, restaurants and bars by a significant number through this critical period.

If you care about Multnomah Village, shop, dine and celebrate here. Pass the word around and let others know that they too can enjoy what we have. We want to make sure that Multnomah Village remains a vibrant and fun place to live, work and play.

There are a number of other things that you can do during the freeway ramp closure to help:

1) For the morning rush hour avoid Multnomah Blvd. and Garden Home Road at SW 40th Ave. The evening

rush hour shouldn't be a problem.

2) If you can't avoid the detour area in the morning give yourself extra time to get to where you need to be. Be careful and patient; there will be delays in and around Multnomah Village as commuters figure out alternative routes.

3) Alternative I-5 freeway entrance ramps at SW Barbur Blvd and Capitol Hwy at Taylors Ferry Rd. and SW Bertha at Barbur Blvd will also have extra congestion in the morning, more patience will be needed.

4) Don't forget that Multnomah Village and surrounding businesses along Multnomah Blvd. are open for business and will be easily accessible at all other times.

Construction started on Multnomah Blvd in March of 2010 and will continue through June of 2012. There is also more construction planned for 2012 and 2013 that will significantly impact parking and accessibility to the Village.

More than 1.5 years of an expected 3 years or more of near continuous construction on our major arterials combined with the ongoing stagnant economy has and will continue to stress our business district.

In the end we know that the new infrastructure will improve the livability of our neighborhood, we just need our businesses to be here to benefit from that work. Remember: Shop, eat, celebrate and play in Multnomah Village and make it “The place to be” the rest of this year and beyond.

Randy Bonella
Executive Director
Multnomah Village Bloc's Initiative

Fund established at Edward Jones for Young Lee

Young and John Lee have owned Gabriel Park Cleaners at 4397 SW Vermont St. for 17 years. I have never seen a harder working couple. They work 11 hours a day on weekdays and most of Saturday.

During my five years as their neighbor, I have never seen them take off more than a couple of days for vacation. But, the Lees always have a smile for everyone and have become very well known in this community.

On September 15 (one of the few times John wasn't there with his wife) Young was found unconscious on the floor by a loyal customer who called 911. She suffered a massive stroke and has undergone two surgeries.

Young is still paralyzed on her left side and will eventually go to a nursing

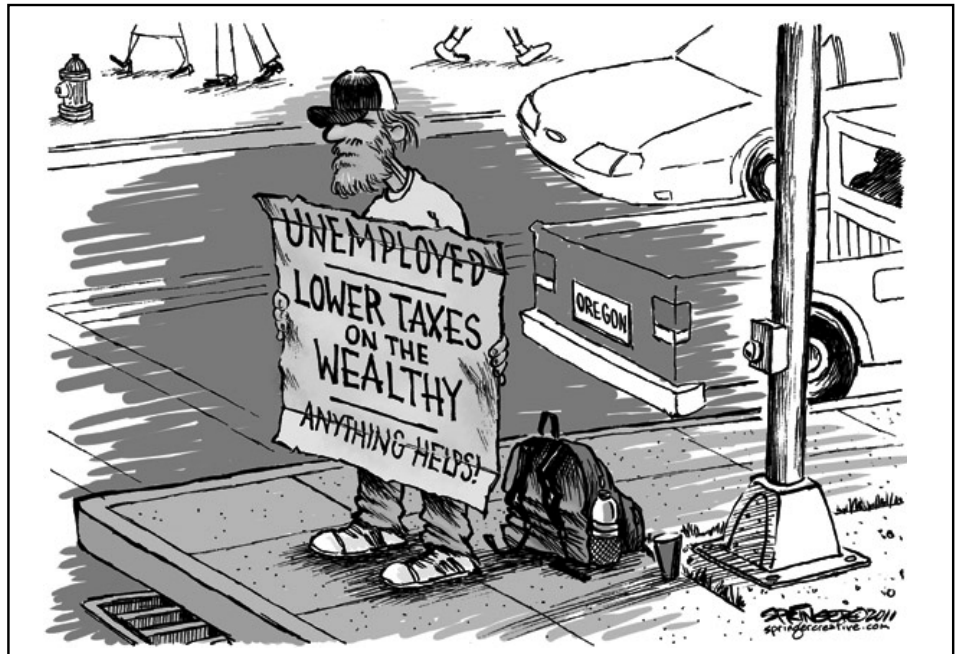
home after her discharge from Oregon Health Sciences University. This is a woman who hasn't even reached retirement age yet.

The Lees don't have health insurance. John can't manage the business without Young and is afraid he will have to walk away from it. Since Young's stroke, their income has been significantly reduced.

I know many customers and friends have been asking how they can help. An account has been set up at Edward Jones at 4399 SW Vermont St. Portland 97219 for people wishing to donate and help the Lees get through this. Any contributions will be greatly appreciated.

Laura O'Donovan
Southwest Portland

Editor's Note: Laura O'Donovan is branch office administrator at Edward Jones. She can be reached at (503) 245-7063.



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Editor & Publisher: Don Snedecor
Reporters/Writers: Polina Olsen, Lee Perlman, and Stephanie Lodromanean
Retail Advertising Manager: Harry Blythe
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.




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Opponents cry foul at Macadam jail hearing; City Council delays final decision

By Lee Perlman
The Southwest Portland Post

Once again, the Portland City Council last month failed to reach a decision on the proposed Immigration and Customs Enforcement (ICE) processing center on Southwest Macadam Avenue because of a procedural issue.

The City Council last year approved a design for the 125,000 square foot expanded building at 4310 SW Macadam Ave., but ruled that a 5200 square foot area was a detention facility, and needed a Conditional Use permit in this zone.

In July Hearings Officer Gregory Frank found that the proposal met nearly all the criteria for Conditional Use approval, but that ICE did not provide enough information about procedures for the detainees it might release from the site – about three a week of the 10 to 15 per day who would pass through.

Last month the City Council seemed to feel that ICE – and Lindquist Development, their landlords-to-be – had proved that the releases would not represent danger to nearby residents or the adjacent Southwest Charter School.

However, the City Council balked at Southwest Portland Neighborhood Association land use chair Jim Davis's charge that in doing so, Lindquist and ICE had improperly introduced new evidence into the record, after Frank's decision, in violation of state law, creating potential grounds for a legal appeal.

As a result, the City Council decided to allow another week for the public to respond to Lindquist's testimony, and set their decision over to 3 p.m. October 5. One of the contested documents was ICE's Release Plan, providing more specific information on who would be released and under what circumstances.

Critics charged that it contained vague and soft language such as "may" or "might" in place of specific directives, but City planner Douglas Hardy said the language could be hardened and made a condition of approval. Critics pointed out that City officials have no authority over federal agencies, but Mayor Sam Adams said that the City could revoke the Conditional Use permit if need be.

Pat Prendergast, a Pearl District developer with an interest in the current project, argued that ICE and its predecessors have operated for 35 years from a federal building at 511 N.W. Broadway, "not nearly as secure as the new building will be, with no incidents. This is a very minor move from one end of town to another, from federal ownership to private. It's hard for me to understand why there's a problem."

Opponents, most of them Charter School parents, weren't reassured. One, Christa Rodriguez, said, "My son's safety is my number one priority, and it should be yours, too. There's no way anyone can guarantee there will be no harm to

the school." With others, she said the ICE facility belonged in an industrial area rather than this or any residential neighborhood.

Davis and South Portland board member Bill Danneman argued against the procedure. Danneman said that ICE and Lindquist had in effect submitted a new application. "They said, 'We're only going to give you the information you need,'" Danneman said. "Then they lost. We wouldn't be here today if this information had been made available to the Hearings Officer.

Commissioner Nick Fish responded, "Does that mean that (with this information) you would have been satisfied?" "No, but the Hearings Officer would have been," Danneman replied.

Elizabeth Godfrey of ICE said that in most cases, if detainees were released, their families, friends or attorneys would come to get them. Others would take a cab or mass transit, and given bus fare if need be. At one point Commissioner Dan Saltzman suggested taking released detainees to another site prior to release.

Commissioner Amanda Fritz objected to this, saying, "If ICE determines it's safe to release some people to the community, what difference does it make where they're released?" Fritz also initially



An artist's rendition of the proposed ICE detention facility. (Courtesy Keith Skille, GBD Architects)

opposed setting the case over, saying, "From what I've heard today, I could make a decision based on things that are in the record.

"Council is required to grant a conditional use if it meets the criteria, or if it can be conditioned to meet criteria." Eventually, however,

she said, "It probably wouldn't hurt to do the longer step."

Fritz told the audience, "We're not being asked to decide if an ICE facility anywhere in the city is a good thing or not. It's whether it meets and satisfies the criteria the Hearings Offer set out."

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Temporary Closure of I-5 Ramps at Multnomah Boulevard

Sewer construction will close Interstate 5 freeway ramps to and from SW Multnomah Boulevard for about 45 days starting Monday, October 3. The ramps will remain closed through mid-November.

Burlingame Sewer Project
Multnomah I-5 Ramps closure
from early Oct to mid Nov 2011

Simplified map - not to scale WS 11124 rev Sept 2011

Detours

From I-5 southbound, take Exit 297 (Terwilliger/Bertha) and use Barbur Boulevard to reach Multnomah Boulevard.

From Multnomah Boulevard eastbound, go south on SW 40th Avenue to SW Capitol Highway and follow the signs to I-5 north.

More Information

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WS 11130 rev Sept 2011

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About Our Environment

Dear EarthTalk: Pharmaceuticals were in the news again recently, how they are polluting water and raising a host of health issues because we dispose of them both unused and used through body waste elimination. What can be done?

— Lucy Abbot,

Macon, GA

Pharmaceutical drug contamination in our groundwater, rivers, lakes, estuaries and bays is a growing problem. Millions of us are flushing unused medications down the toilet and discharging them in our body waste—even though sewage treatment plants and septic systems were never designed to deal with such contaminants.

Additional discharges by health-care facilities exacerbate the problem. As a result, researchers have identified traces of pharmaceutical drugs in the drinking water supplies of some 40 million Americans.

A nationwide study conducted by the U.S. Geological Survey in 1999

and 2000 found low levels of pharmaceuticals—including antibiotics, hormones, contraceptives and steroids—in 80 percent of the rivers and streams sampled.

According to Citizens Campaign for the Environment (CCE), the effects of constant, low-level exposure of pharmaceuticals on ecosystems and humans are uncertain, though “possible health concerns include hormone disruption, antibiotic resistance and synergistic effects.” And antidepressants, says CCE, can “alter the behavior and reproductive functions of fish and mollusks.”

CCE cites a recent Stony Brook University study showing that some fish species in New York’s Jamaica Bay are experiencing “feminization”—the ratio of female to male winter flounder was 10 to one in the studied area—likely a result of flushed pharmaceuticals that can act as “hormone mimics” and cause such effects.

New York’s Department of Environmental Conservation concurs, citing a number of other studies underscoring the impacts on aquatic life. What irks CCE about the problem is that almost all known sources of drugs in the environment first pass through wastewater treatment plants where they could be filtered out, but these facilities are not required to be equipped with pharmaceutical filter devices.

In light of the problem, the U.S. Food & Drug Administration (FDA) in 2007 established its first set of



Researchers have identified traces of pharmaceutical drugs -- including antibiotics, hormones, contraceptives and steroids -- in the drinking water supplies of some 40 million Americans. (Photo courtesy of Stockbyte)

guidelines for how consumers should dispose of prescription drugs.

First and foremost, consumers should follow any specific disposal instructions on a drug’s label or the patient information that accompanies the medication—and shouldn’t flush the drugs down the toilet.

If there are no disposal instructions, the FDA recommends finding out from your municipality if any take-back programs are in place. Also, the U.S. Drug Enforcement Administration sponsors National Prescription Drug Take Back Days across the country at various sites a few times a year.

“If no instructions are given on the drug label and no take-back program is available in your area, throw the drugs in the household trash, but first take them out of their original contain-

ers and mix them with an undesirable substance, such as used coffee grounds or kitty litter,” says the FDA.

This will make them less appealing to children, pets or people who may intentionally go through your trash, says the agency, which adds that a final step is to put the medication into a sealed bag or other container to prevent leaks.

CONTACTS: CCE, www.citizenscampaign.org; National Prescription Drug Take Back Days, www.nationaltakebackday.com; FDA’s “How to Dispose of Unused Medicines.”

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Water Project Impacts SW Streets

Resuming work in **October**, a contractor for the **Portland Water Bureau** will install 5,000-feet of 36-inch diameter steel mains to replace an old supply pipeline that is critical to the water system.

Working from north to south, the six-month open trench construction -- with some work at night* -- affects the following streets:

- **SW Naito Pkwy.***, between SW Clay St. & SW Caruthers St.
- **SW Caruthers St.**, between SW Naito Pkwy. & SW Water Ave.
- **SW Water Ave.**, between SW Caruthers St. & SW Baker St.
- **SW Baker St.**, between SW Water Ave. & SW Water Ave.
- **SW Water Ave.**, from SW Baker St. under SW Naito Pkwy.
- **SW Hooker St.**, under SW Naito Pkwy. to SW 1st Ave.
- **SW 1st Ave.**, between SW Hooker St. & SW Porter St.

Other work in October includes boring under SW Naito Pkwy. at SW Hooker St. to install a large steel casing to protect the new pipeline from the weight of vehicles atop this heavily used roadway.

The **Portland Water Bureau** encourages motorists and bicyclists to avoid these streets when work is underway. The public's cooperation is appreciated as we work to upgrade the city's century old water system.



PORTLAND
WATER
BUREAU
FROM FOREST TO FAUCET

COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

3 Songwriter Circle: Singer-songwriters Cal Scott, Richard Moore and Beth Wood will play at O'Connor's Restaurant in Multnomah Village on Monday, October 3, at 7:30 p.m. Tickets are \$10 each, from www.brownpapertickets.com or at the door.

7 Explorations in Fibers, an exhibit of interlacement techniques by the Portland Handweavers Guild, will be on view at the Multnomah Arts Center Gallery (7688 SW Capitol Hwy) beginning with an opening reception on Friday, October 7, 7-9 p.m.

Wearables, utilitarian items and art pieces will be on display that are woven, knitted, braided, felted, plied and embellished. The exhibit will be display through October 26. For more information, contact Jaye Campbell at 503-823-2787.

Artist reception at Knack with Karen Story Friday, October 7th from 4-8pm Knack in Multnomah Village will be hosting a show by encaustic artist Karen Story. Karen's paintings in this landscape series are created on a wood surface using a mixture of materials, including beeswax, natural resin, and natural pigments.

Each layer of wax is fused to the preceding layer using a torch, allowing the layers to become one. Many tools are used in addition to the brushes, one of the most useful being a scraper, which keeps the surface of the painting even.

Layering and removal of layers keeps this process-oriented painting method archaeological in nature, as there is much digging back to reveal the often forgotten history of the painting. Knack is located at 7824 SW 35th Ave, Portland OR 97219. For more information visit www.knack-pdx.com.

22 Stand Up for Neighborhood House comedy night is Saturday, October 22nd. The sassy moms of the Time Out comedy crew will be bringing the funny to the Multnomah Arts Center, 7688 SW Capitol Hwy, to raise funds for families in need. Tickets are \$20 (general admission, with light hors d'oeuvres included) and are available on the Neighborhood House website, www.nhpd.com.

Donate Your Purses For The Arts: The Wilson Area Arts Council is collecting new & gently-used purses, handbags and messenger bags for its purse sale. All proceeds will benefit Wilson High School's choir, orchestra, band, drama and visual arts.

Once all the purses are collected, then come to the benefit pop-up purse sale on Sunday, November 13, 2011. Tax receipt given with all donations.

Drop off your donations at: Switch Clothing in Multnomah, Paloma Clothing in Hillsdale, Sip D'Vine Wineshop in Multnomah, O'Connors Restaurant in Multnomah, Haircolor Salon Dirk in Hillsdale, KeyBank in Hillsdale, UPS Store in Hillsdale, or at the Wilson High School front office.

Capitol Hill School

(Continued from Page 1) will be added. The trees are being donated by the City of Portland's Bureau of Environmental Services.

A combination of parent donations and supporting grants raised the \$50,000 needed to fund the second phase of the "Greening of the Playground" renovation project.

According to Martina Ford, the project was originally created by Sid Scott, an architect and Capitol Hill parent. He started the three-phase project while his son attended the school's kindergarten.

At the time the playground consisted of a small play structure island surrounded by nearly two acres of asphalt.

Scott's hope was to see the asphalt be removed and replaced with a softer and more natural environment for the kids to play and explore.

The first phase was not completed until Scott's son was in high school. In the spring of 2008, a large area of asphalt was removed from the perimeter of the playground providing space for students to plant trees.

Scott was called on again by a group of parents to help them move forward with the second phase of the project. With the support of Jessie Higgins and his film crew with Nike, a short video was made of a few of the students on the current playground.

The video portrayed the kids as prisoners in their asphalt and chain-



(Photo courtesy of Martina Ford)

linked fence environment. The video was shown at the PTA's school auction which helped raise more than \$24,000 in donations.

The video was also a top ten finalist in the KaBoom! Dr. Pepper Snapple Playground Grant competition.

The school then competed in an interactive online voting contest and successfully placed in the top five, qualifying for a \$15,000 grant in playground equipment.

Capitol Hill School also received support from Depave, a local non-profit that helps communities remove unwanted asphalt in urban areas. This project received a \$9000 grant from the West Multnomah Soil and Water Conservation District.

The completion of Phase II coincides with Scott's kindergartener now attending his first year of college. According to Martina Ford, Phase III involves the addition of a turf field.

On September 22, the Capitol Hill Elementary School community had their Back to School night, celebrating the significant improvements made to the playground over the summer months.

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Annie's Sweet Pea Photography

All proceeds go to Neighborhood House

Parents are encouraged to join in the fun! Secret judges will be circulating and giving out best costume awards for parents who dress up with their kids.



Sewer construction on Interstate 5 ramp at Multnomah Blvd rescheduled

By Lee Perlman
The Southwest Portland Post

The Portland Bureau of Environmental Quality will continue with sewer work in southwest Portland, to the chagrin of some.

The pending closure of the Multnomah on and off-ramps to the Interstate 5 freeway as part of the Burlingame Sewer Trunkline Replacement Project, originally scheduled to begin September 6, was moved back to October 3, according to BES spokesperson Stephen Sykes.

The bureau hopes to complete the work and re-open the ramps by November 16, Sykes said; they have a mandate to finish by November 18 so as not to interfere with access to Multnomah Village during the holiday shopping season. However, some merchants feel that holiday shopping will have begun in earnest by November.

The City will have signage directing downtown-bound motorists to Southwest 40th Avenue, Capitol Highway, Huber Street, and the Capitol Highway on-ramp as a detour route, Sykes says.

There is some concern that the detour will burden the already-congested Barbur Boulevard-Capitol Highway interchange. Sykes commented, "There are other ways to get to I-5 and Barbur, and we would expect and encourage motorists to use all of them."

During the closure all traffic, including bikes and pedestrians,

will be diverted from Southwest Multnomah Boulevard at 22nd Avenue, Sykes said. Westbound traffic on Multnomah Boulevard will be open.

Meanwhile, BES has been relocating fiber optic cable on the north side of Multnomah Boulevard between Barbur Boulevard and 31st Avenue, and this should be complete by early this month if it isn't already, Sykes said. Later this year this section of Multnomah Boulevard will be repaved, Sykes said.

Fanno Creek sewer pump under construction on 86th Avenue

BES is also working on the creation of a new Fanno Creek Basin sanitary sewer pump station west of an existing one on Southwest 86th Avenue, in unincorporated Washington County.

During a public hearing, BES spokesperson Dan Hibert said the existing pump, constructed 12 years ago, has proven "inadequate" for the flow and a new pump is considered to be "the most efficient way" to deal with the issue.

Michael Lilly, a neighbor, objected. Much of the Fanno Creek Basin, "including my house," is served by Washington County's Clean Water Services. If such a facility is to be built, Lilly said, "It should impact the people who benefit from it" rather than people such as himself.

He is not alone, Lilly said; Washington County authorities "turned the proposal down big time" in 2010. A better approach would be



This photo taken July 12, 2010 by a city inspector shows new sewer pipes being installed along Multnomah Boulevard.

to fix leaking storm water pipes in the west hills, which are the root of the problem, Lilly said.

Hibert said the current proposal is significantly different from the one proposed in 2010. He agreed that leaking storm water pipes is a contributing factor, and that repairing them is his bureau's "long term" approach.

However, Hibert added, "There are very valid technical reasons why it must be located where it's located. We will make it as compatible (with nearby residences) as possible in terms of noise, odors and vibrations." Asked if CPO3, Washington County's citizen involvement organization, is happy with the plan, Hibert said, "No, they're not."



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Speed bumps also sought for Corbett Avenue and Garden Home Road

(Continued from Page 1)

many places, but it's not appropriate here," he said.

Raisman replied, "I don't disagree, our preference is asphalt, but if the funding falls short, we'll do what we can." Raisman added, "Only 70 percent of city streets have sidewalks. Bringing the rest up to standard would cost \$1.5 billion.

"We're concentrating on the major streets like Barbur, 82nd and Glisan." Maplewood was chosen for improvements in part because of its Safer Routes to School program, Raisman said.

Miles Court resident Bill Mallon argued that speed bumps weren't necessary on his part of the street. "There's not enough traffic to warrant it," he said. "Other than occasional UPS trucks, there isn't a problem." Having to negotiate the bumps daily would take a toll on his car, he said.

Another Miles Court resident, Greg Kuelgen, said, "I disagree. Traffic goes very fast on the hill."

Ronda Zakocs, active in the Safer Routes to School program, said, "All the speed bumps are on the routes of our walking school buses (in which children walk roped together and accompanied by adults). The number one danger is lack of facilities. We put ourselves in danger every time we walk these routes."

The Portland Bureau of Transportation is also proposing speed bumps along two other southwest streets. In one case, neighbors are solidly behind the idea and wish

they had more. In another, the bumps have divided the community.

In both cases, veteran transportation planner Will Stevens is in charge. Last month he presented plans to the South Portland Neighborhood Association for plans for seven bumps on Southwest Corbett Avenue between Boundary and Nebraska streets. Here, Stevens said, the average speed is more than five miles per hour above the posted 25 miles per hour limit.

Stevens noted that 15 years ago the City had installed curb extensions and traffic islands on this part of Corbett, "but it was not affecting vehicular speeds the way we hoped it would."

Stevens and South Portland chair Ken Love said last month's presentation was made because the City's notice of the project failed to specify exactly where the bumps would be placed, and some residents complained about this.

With the exception of the notice issue, residents greeted news of the project enthusiastically. Some residents asked that the traffic calming be extended northward to Southwest Hamilton Street; one woman said that on this part of Corbett, "Traffic goes really fast."

Stevens said that it is now City policy not to place curb extensions on streets with a slope steeper than eight percent, although an experimental project on Marquam Hill may in fact do so. Construction could begin as early as October,

Stevens said.

Stevens and the City are also proposing speed bumps for Southwest Garden Home Road between Capitol Highway and 69th Avenue. Roger Averbeck is Ash Creek Neighborhood Association chair and Southwest Neighborhoods, Inc. transportation committee chair. According to Averbeck, the average speed is 38 miles per hour while the posted speed is 30.

According to Averbeck, there have been 91 recorded crashes on the street and one fatality, with a concentration on and near the Woods Creek area near Southwest 48th Avenue.

However, Averbeck said, the Ash Creek Association has never taken a formal stand on the issue, and at recent meetings there have been "passionate feelings expressed on both sides."

Critics say the bumps could slow emergency vehicle response times; Garden Home Road is not a designated emergency response route but, because of southwest's "lack of connectivity," the street is used for this purpose, Averbeck said. Critics have also asked the City to consider other safety measures, Averbeck said.

The controversy started last summer when a City employee mistakenly started marking the street for bump installation, creating the impression that a decision on the matter had already been made.

Averbeck said that before this can happen, supporters would need to

gain the written consent of all owners whose property either touches the affected street or is located on cul-de-sacs accessed by it. Even then, Averbeck said, "Funding may be available, but there's no guarantee."

The Ash Creek Neighborhood Association is scheduled to discuss the issue at their meeting beginning at 7 p.m. November 14 at the Multnomah Center, 7688 SW Capitol Highway.

Editor's Note: The portion of the proposed Garden Home Road speed bumps between Capitol Highway and 45th Avenue lies within the boundaries of the Multnomah neighborhood. At press time, Kay Durtschi, Multnomah Neighborhood Association transportation representative, said that while the project had been discussed at the last meeting, the neighborhood did not have enough information to take a position.

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Governing partners prepare Sellwood Bridge funding priorities

By Lee Perlman
The Southwest Portland Post

Participating governments last month began zeroing in on a budget for a new Sellwood Bridge – as they would like it to be, and as it may have to be if they run short of funds.

As part of this venture, the project's Citizen Advisory Committee adopted a list of design features they would like to see added.

These include belvederes (towers that both add architectural character and stopping places for bicyclists and pedestrians) benches, pavement treatment to designate bike and pedestrian paths, fencing, structural lighting, and a Gateway Feature and artwork.

The total for all these comes to \$3.85 million. This in turn brings the existing funding shortfall for the \$269 million project as a whole to \$22.7 million.

Project manager Ian Cannon told the Project Stakeholders Committee (composed of representatives of the participating jurisdictions) that the best chance to gain the money is to secure a federal Transportation Investment Generating Economic Recovery (TIGER) grant.

Failing this, Cannon said, the project team is working on a list of



A photo simulation of a deck arch Sellwood Bridge replacement. (Photo courtesy of Multnomah County)

“downsized and deferred” items. Deferred items could be added later, but “downsized” ones would alter the bridge structure and, in all probability, would never be restored. None of the cuts would interfere with the project going forward as scheduled, Cannon said.

Virtually all of the proposed cost reduction measures presented called for alterations in the west end or approaches to the bridge. Even if they were all adopted, Cannon said, transportation would operate “somewhat better” than it does today.

In answer to a question from Mayor Sam Adams, Cannon said that cuts of \$8 million or less could be made in such a way as to allow their restoration later. Above \$8 million, Cannon said, “The interim plan becomes the plan.”

In discussions with the CAC, Cannon noted that the completed new span would be 2,000 feet long. Thus, he said, the stopping-off place the belvederes provide is not only an amenity for sightseers, but also a necessity for the elderly and infirm.

Bicycle and pedestrian advocates have argued that for the bridge to

operate properly, bike and pedestrian paths need to be clearly marked and differentiated. The CAC agreed on the need for a fence, but said it shouldn't be “penitentiary-like” in character.

The Multnomah County Commission is scheduled to vote on the proposal on October 6.

Alan Lehto, who represented TriMet at the PSC meeting, said, “We definitely support this. It makes sense to move forward and look at whatever resources we can find to not have this become a leftover project.”

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