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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

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 Tri-Met's #1
 Vermont bus line no
 longer provides
 regular service?
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Volume No. 18, Issue No. 1

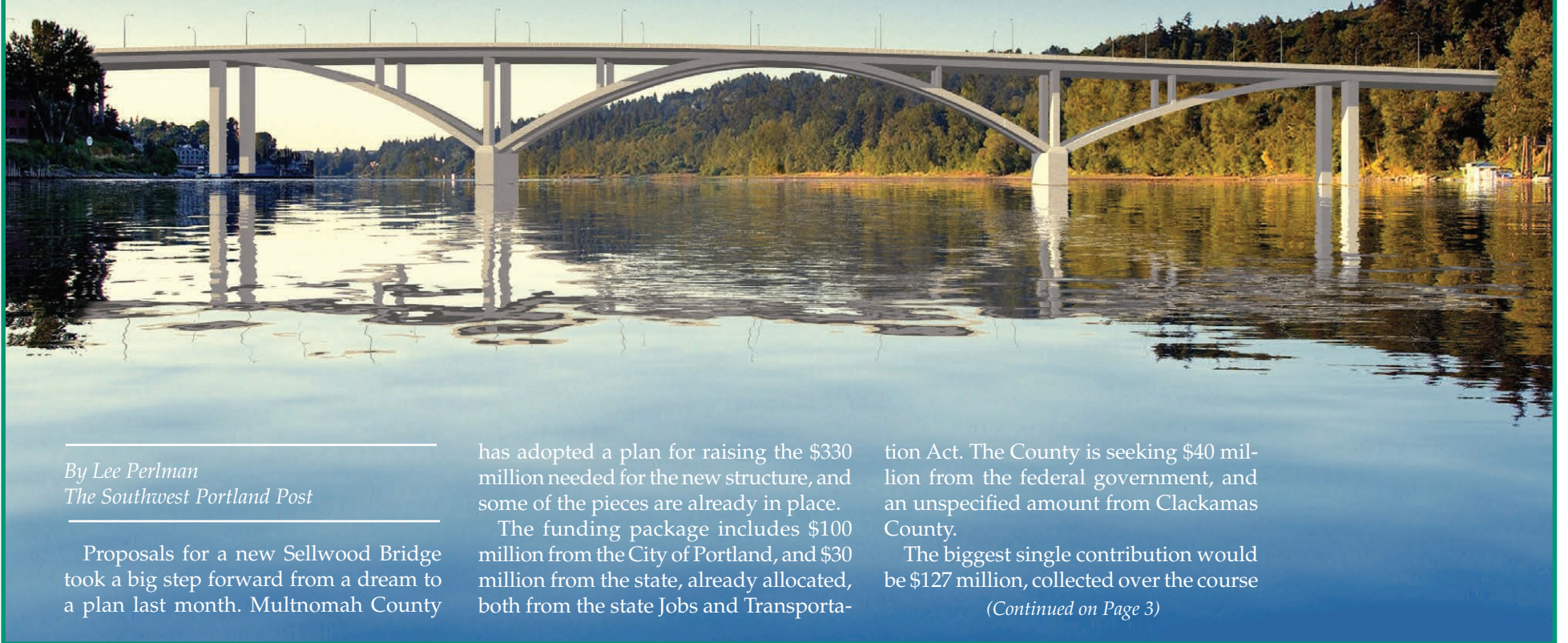
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Portland, Oregon

Complimentary

November 2009

Multnomah County adopts plan to raise \$330 million for new Sellwood Bridge



By Lee Perlman
 The Southwest Portland Post

Proposals for a new Sellwood Bridge took a big step forward from a dream to a plan last month. Multnomah County

has adopted a plan for raising the \$330 million needed for the new structure, and some of the pieces are already in place.

The funding package includes \$100 million from the City of Portland, and \$30 million from the state, already allocated, both from the state Jobs and Transporta-

tion Act. The County is seeking \$40 million from the federal government, and an unspecified amount from Clackamas County.

The biggest single contribution would be \$127 million, collected over the course

(Continued on Page 3)

A photo simulation of a deck arch Sellwood Bridge replacement. According to Mike Pullen, a spokesman for Multnomah County, "This has been the most popular of the three bridge type options that are being considered." (Graphic courtesy of Multnomah County)

Gibbs Street Pedestrian Bridge bids come in \$4 million over budget

NEIGHBORHOOD NEWS

By Lee Perlman
 The Southwest Portland Post

It was back to the drawing boards last month for the Portland Bureau of Transportation as the bids for the proposed Gibbs Street Pedestrian Bridge came in \$4 million over budget.

PBOT had hoped to build the span for about \$7 million but, according to project manager Jodi Yates, the City received no bids under \$11 million. Yates was unavailable for comment at press time. A bureau spokesperson, Elizabeth Mahon, told The Post that planners were engaged in "value engineering" on the bridge design to try to decrease its cost.

The proposed bridge would connect Southwest Kelly Avenue with a point on the east side of Southwest Macadam Avenue, and connect to trails that would take pedestrians to the Oregon Health and Sciences University. The City has viewed the bridge as compensation to



A photo simulation of the Gibbs Street pedestrian bridge as it crosses Interstate 5. (Courtesy Portland Bureau of Transportation)

the South Portland neighborhood for the presence and impact of the OHSU aerial tram, which Gibbs Street residents had bitterly fought.

It has also been seen as a way to provide pedestrian access through the neighborhood, which had been cut apart by Interstate 5, Naito Parkway, an expanded Southwest Macadam Avenue

and other through routes.

Not all residents viewed the bridge as their highest priority, and the neighborhood association extracted a promise from Mayor Sam Adams to let them use any surplus in the budget for other projects.

Loaves and Fishes Centers, Inc. wins Spirit of Portland Award

Loaves and Fishes Centers, Inc. (Meals on Wheels) headquartered at 7710 SW 31st Ave., in Multnomah Village, was one of 25 winners of the Spirit of Portland Awards. The awards are given annually to individuals, businesses and organizations whose work improves the city's livability. They are selected from public nominations by a citizen jury under the direction of the Office of Neighborhood Involvement.

This year the awards will be given at a ceremony beginning at 7 p.m. November 12 at the Portland Center for Performing Arts' Newmark Theater, 1111 SW Broadway. Loaves and Fishes provides 5,000 free, nutritious meals daily at 31 sites to senior citizens. Meals on Wheels drivers deliver meals to shut-ins. The non-profit is assisted by 7,500 volunteers.

Series of meetings scheduled to update Portland Plan

Temporarily derailed by administrative and budget issues, the Portland Plan process is gearing up again. The Bureau of Planning and Sustainability has scheduled a series of meetings to get staff and volunteers started on the effort to update the Portland Comprehensive Plan.

For southwest Portland, the kickoff meeting will be 6:30 to 9 p.m. December 7 at Wilson High School, 1151 S.W. Vermont St. For more information call 503-823-2041 or visit marty.stockton@ci.portland.or.us.

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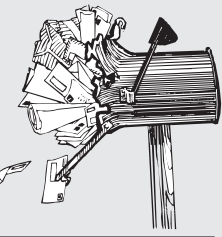


Headquartered in Multnomah Village, Loaves & Fishes Centers, Inc. won the Spirit of Portland Award for a non-profit. Pictured are Jackie Hampton, Vivian and Tina Bodaghi. (Photo courtesy of Loaves and Fishes)

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Letters to the Editor



The Southwest Portland Post
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TriMet's #1 Vermont bus line no longer provides service during non-rush hours

If you are not a frequent rider of the Vermont #1 bus line that runs through the Hayhurst and Maplewood neighborhoods you may not be aware of the very limited service that we now have as of September 13, 2009.

Morning and evening "rush hours" on "week days only" is what TriMet now offers if we want to go downtown or even get to other bus lines at the Burlingame Transit Center.

There is no way that someone can ride a bus between 9:43 a.m. and 3:15 p.m. in our area to go grocery shopping, get an appointment at the OHSU Medical Clinic at SW 45th and SW Vermont, get to the SW Community Center on that corner, get home from Wilson High School before 3:15 p.m., or even pick up a child from either Maplewood or Hayhurst School in the middle of the day.

Also you will not be able to get back to the neighborhood from downtown after 5:45 p.m. so no staying in town for dinner after work. Forget riding a #1 bus on weekends, there is no service!

The Hayhurst Neighborhood Association & the board of Southwest

Neighborhoods, Inc. knows that there is little chance of getting TriMet to change this decision, but we feel that there has been limited publicity of the cutbacks in service.

Only a small notice on each bus stop sign alerts riders to the fact that it is now "Weekday Rush Hours Service" only.

This letter is an attempt to let the occasional bus rider know that you will have a long wait in the rain & cold if you try to get somewhere in the middle of the day in our area.

Carolyn Rundorff
Hayhurst Neighborhood Association

Streetcar misnamed 'trolley' in front page story

I just read the headline article on the front page of Volume 17, issue 12, about Don Baack's so-called "4T Trail" ["Hikers test SW Portland's diverse transportation on 4T Trail," by Allison Voigts, October 2009]. For the record, it's not really *four* Ts because what Mr. Baack mistakenly refers to as "Trolley" is actually "Streetcar."

Maybe this wouldn't matter at all if there wasn't already an actual existing Trolley in Portland. I'm referring to the antique trolley that runs between Lloyd Center and downtown (not to mention the Lake Oswego Trolley).

It may be too late to correct this nomenclature in Mr. Baack's mind, but it would sure be nice to see a clarification in print. Perhaps I'm the only persnickety Portlander who's bugged by his poetic but incorrect play on words. Thanks for considering this minor point!

Christine Carocci
(Portlander x 20 years)

Beware of coyotes in the neighborhood

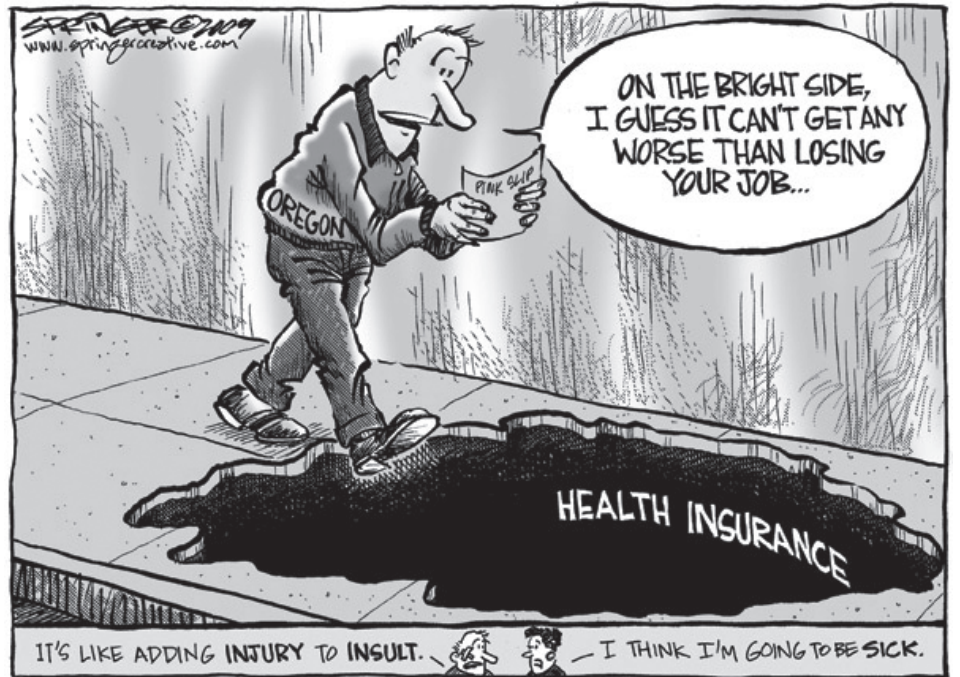
I live on Hume Court and three days ago saw a coyote in my street with a dead cat in its mouth. I wonder if this topic might be worth covering in your paper since these animal sightings seem to be increasing and the potential for losing pets is high.

Several of my neighbors have seen coyotes all over our neighborhood including in the Village area. I left flyers on the doors of the homes on the street to give some warning but I think we really do need to get the word out to people throughout the whole area. If we continue to provide "food" they will keep coming back for more.

Nancy Craig, Multnomah

Put on your dancin' boots!

On Saturday, November 14th, join us for the monthly Family Dance put on by Portland Country Dance Community! Sherry Nevins is coming from Seattle to provide wonderful country dance calling and live music for all ages of kids and their grownups. Fulton Park Community Center, 68 SW Miles, from 5 to 7 pm with a potluck afterwards. \$6/adult, \$5/child, babies are free, maximum \$20/family. For information call 503-981-2179.



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Sellwood Bridge

(Continued from Page 1)

of 20 years, from a proposed new \$19 annual County surtax on motor vehicle registrations developed by Commissioner Deborah Kafoury. Last month the Multnomah County Commission approved the surtax by unanimous vote.

Commissioner Jeff Cogen said that enacting such a fee is "not easy at any time, but especially today. For many people, \$19 a year is a real burden." Despite this, he said, enacting the fee is "the right thing to do."

Cogen mentioned that several talk radio hosts had criticized the fee, but that despite this, "There is no one out there storming the gates. The feedback has been overwhelmingly positive." He added, "This is not the state bailing out Multnomah County, it is Multnomah County helping itself."

Only five people testified on the proposal, and only one spoke against it. Terry Parker, a Rose City Park resident who has consistently opposed mass transit projects, was incensed that the bridge as planned calls for expanded pedestrian paths, two bike lanes, and possibly future streetcar tracks.

In colorful language he called the project a product of the "Bernie Madoff school of financing," a "Ponzi scheme," and an "exercise in social engineering to determine how people move about." Bike and pedestrian facilities, if included, should be paid for by the "freeloading" advocates of such transportation or by the Sellwood community, he said.

Laura Jackson and Brian Wilson, both members of a citizen task force that studied the issue (and sometimes complained that County government didn't listen to them) both endorsed the fee. So did Eric Miller, who said he uses the bridge on an "almost daily basis."

Miller conceded that a bridge toll, once under consideration, "would have been more equitable, but was difficult. No one wants additional fees," but Kafoury's proposal would amount to a "modest increase," he said. Given the extent of Clackamas County residents' use, it would be "appropriate for them to share" in the funding, he said. "We're not done, but this is a huge step forward."

Heather Cook, a Sellwood resident, said the fee, and moving the project forward, was more than a local issue. Continuing to maintain the old bridge would waste "a lot of tax dollars." If it became necessary to close it, it would "cut off a significant chunk of the county and put pressure on the other bridges. I live one-third of a mile away, I seldom use it, but we all need it for safety and vitality."

Kafoury commented, "To be honest, I wasn't sure we'd ever be able to find the money. No one wanted to be the first one forward."

There was strong support for the bridge plans in general at a September 30 open house attended by 130 people. The most significant changes to previous plans were to the western end of the new bridge.

Westbound exit lanes have been reduced from three to two. In place of large circular ramps, the bicycle accesses are now a series of switchbacks. There were minor tweaks to improve access to destinations such as Willamette Bay Moorage and Riverview Cemetery.

Although Sellwood residents predominated, as they have throughout the process, there were more west side residents at this open house. They were divided between satisfied and concerns with the west side plans.

Creating jobs in Oregon requires health care reform

COMMENTARY

By Jeff Merkley

Over the summer, we heard about the tragic losses many American families have endured as a result of our broken health care system.

There are too many stories of folks who lost a loved one because their insurance didn't cover a life-saving treatment, or lost their homes because they were socked with huge medical bills.

Health care reform will help end these terrible losses, but it also provides us with something to gain. By lowering costs and increasing choice, we'll stimulate job growth, restore our economy, and keep wages with working families instead of handing them over to insurance companies.

Just last month, I spoke with a small business owner in Medford who told me that rising health care costs were forcing his company to choose between providing health coverage or laying off

employees.

Businesses around the country are experiencing the same squeeze, and it means fewer jobs and lower wages for working Americans.

In the last decade, health care premiums for the average Oregon family rose by 101 percent, while median earnings rose by only 23.8 percent.

It's no coincidence: employers are spending more and more on compensation for their employees; it's just going towards higher insurance premiums instead of higher wages.

Health costs are not only siphoning away money that could go towards higher wages or new hires, they're also making our companies less competitive globally.

If you build a car in America, you spend \$1,500 on health care benefits. If you build it across the border in Canada, the cost is zero. Indeed, GM spent more on health care last year than it did on steel. That's bad for American business and bad for American jobs.

Working families in Oregon can't

afford to sacrifice their jobs and their incomes to the health insurance beast anymore. It's time we get our priorities back in place.

By improving care, increasing choices, and lowering health costs, we can put our businesses and families in the position to thrive.

There's still more work to do as health care reform winds its way through the legislative process, but each step that moves a bill closer to President Obama's desk is a step towards a brighter economic future for Oregon families.

U.S. Senator Jeff Merkley, a Democrat, is the junior senator from Oregon.

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5 Things Everyone Should Know About Identity Theft:

1. You're Only as Safe as Your Weakest Link.

The challenge in protecting your identity is that your personal information is everywhere. Even if you shred your private documents, or use secure websites and strong passwords, what about everyone else who has your Social Security number – like your doctor, dentist or the 17-year-old clerk handling your credit application at the electronics store? The problem quickly becomes obvious: you may be doing everything right, but what about everyone else who has your information?

2. Once Your Social Security Number is Out, It's Staying Out.

If your credit or debit card is stolen, you can replace it, but what happens when non-changing information like your Social Security number is stolen? The fact is, once it's out, it's out. Identity thieves buy, sell and trade stolen information, using it over and over again for years. Is your Social Security number really secure?

3. Anyone Can Be A Target.

Recent news reports revealed that even the chairman of the Federal Reserve¹ was one of the 9.9 million Americans who were victims of identity theft in 2008.² Other reports describe how one identity theft ring was responsible for two of the largest thefts in history, resulting in the theft of more than 130 million credit and debit card numbers.³ Think you could be at risk? (See #1.)

4. How Protected Are You?

You may think you're protected, but are you really? Your credit card may be safeguarded; but that won't help if thieves open new lines of credit. Credit monitoring will only alert you once something bad has already happened. Neither method will help prevent identity theft, nor resolve problems once you've become a victim.

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Multnomah-area school has trained massage therapists for 25 years

By Polina Olsen
The Southwest Portland Post

Violet colored walls set the mood at the Oregon School of Massage. Their suite at 9500 SW Barbur Blvd. attracts students from across the state. Celebrating its 25th year, massage therapy has become increasingly popular. *The Post* stopped by last month to talk with the school's founder and president, Ray Siderius.

"I was in graduate school studying counseling and felt massage was a valuable adjunct if it were taught in a certain way," Siderius said as we walked into the large one-room store off the main reception area. New age music played softly. Lotions like Bioton Pure Touch Organic Massage Cream covered one wall. Shoppers included students, former students, and the public.

"We have more psychology than some massage schools," Siderius said as he walked past hot stones, wind chimes and massage tables to the book section. He picked up an 800 page textbook entitled, *A Massage Therapist's Guide to Pathology*. Other books like *Medicine*

Hands; Massage Therapy for People with Cancer and Pediatric Massage were written by OSM instructors.

"We teach communication and psychology of relationships," Siderius said. "And, our program is known for a lot of electives. Students can focus on sports or maternity massage." The school also offers classes, like couples massage, to the public.

Siderius started teaching massage at a counseling center in Milwaukie, Oregon. The school moved to Sellwood and finally to Multnomah about eight years ago.

"When I came in 1978, Oregon required a license," Siderius said commenting on the changes in Oregon's licensed massage therapist requirements. "You needed to take a written and practical test but you didn't need to document training. Today, you need a minimum of 500 hours of classroom training." It takes students between 15 and 18 months to complete the OSM program.

"We started with 35 students," Siderius said. "Today, we have about 200." OSM has two locations, Salem and Barbur Boulevard., and a staff of



Ray Siderius started the Oregon School of Massage in 1984. (Post photo Polina Olsen)

about 60.

Student Services Coordinator Amy Stark stood behind the counter. "When I saw the website, I knew I wanted to work here," she said. "I like the body,

mind, spirit philosophy." Admissions Coordinator Valerie Mays talked about the student body. "Students want something rewarding," she said. "Some come right out of high school. For others it's a second or third career. Or, it's a career add-on, like one nurse."

Anthony Gitch (www.bodywork4me.com) graduated in June 2008. "The school was life changing," he said. "The way they bring the education piece along with the mind body spirit connection was paramount." Gitch particularly enjoyed science classes like the study of muscles and their actions. Now he has private practices in Vancouver and downtown Portland and works as a teaching assistant as OSM.

"The other schools I looked at didn't meet my criteria as far as being able to bring in that spiritual grounding," he said. "You're taught how to connect with the person you're working with. To me, that's spirituality."

For more information on the Oregon School of Massage, visit www.OregonSchoolofMassage.com or call 503-244-3420.



Instructor Lisa Barck Garofalo (left) teaches massage techniques to students Lisa Bennett Comley (laying down) and Wendy McKee. (Photo courtesy Oregon School of Massage)



Student Gea Barker practices foot massage on another student. (Photo courtesy of Oregon School of Massage)

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EARTH TALK™

From the Editors of E/The Environmental Magazine

Dear EarthTalk: Has anyone ever studied the environmental impact of discarded cigarettes? I'm constantly appalled at the number of drivers I see pitching their butts out their car windows.

— Ned Jordan, via email

It's true that littered cigarette butts are a public nuisance, and not just for aesthetic reasons. The filters on cigarettes—four fifths of all cigarettes have them—are made of cellulose acetate, a form of plastic that is very slow to degrade in the environment.

A typical cigarette butt can take anywhere from 18 months to 10 years to decompose, depending on environmental conditions.

But beyond the plastic, these filters—which are on cigarettes in the first place to absorb contaminants to prevent them from going into the lungs—contain trace amounts of toxins like cadmium, arsenic and lead.

Thus when smokers discard their butts improperly—out the car window or off the end of a pier or onto the sidewalk below—they are essentially tossing these substances willy-nilly into the environment.

Studies done by Johns Hopkins University, the U.S. Centers for Disease Control and Prevention (CDC) and even the tobacco industry itself show that these contaminants can get into soils and waterways, harm or kill living organisms and generally degrade surrounding ecosystems.

While individual discarded cigarette butts may be small, they add up to a huge problem. Some 5.5 trillion cigarettes are consumed worldwide each year. The non-profit Keep America Beautiful reports that cigarette butts constitute as much as one-third of all litter nationwide when measured by the number of discarded items, not volume.

According to the Ocean Conservancy, a non-profit that advocates for stronger protection of marine ecosystems, cigarette butts are the most commonly littered item found on America's salt and fresh water beaches according to feedback received by hundreds of thousands of volunteers taking part in the group's annual Coastal Clean-up event.

While the tobacco industry may have its hands full just trying to stay afloat in the maelstrom of ongoing bad publicity,

critics say it should be doing more to prevent cigarette butt litter.

"Just as beverage manufacturers contribute to anti-litter campaigns, and have invested in public education on litter issues, so too should the tobacco industry," says Kathleen Register, founder and executive director of Clean Virginia Waterways.

Clean Virginia Waterways is a non-profit that has spearheaded the fight against cigarette butt litter in the mid-Atlantic region of the U.S. Register adds that cigarette manufacturers "need to take an active and responsible role in educating smokers about this issue and devote resources to the cleanup of cigarette litter."

Register suggests a number of strategies including putting anti-litter messages on all cigarette packaging and advertisements, distributing small, free portable ashtrays, and placing and maintaining outdoor ashtrays in areas where smokers congregate.

Register also suggests putting an extra tax on cigarette sales, with proceeds going toward anti-litter education efforts and to defray the costs of cleaning up butts. "Picking up littered cigarette butts costs schools, businesses and park agencies money," she says.

"By taxing smokers for anti-litter educational efforts, some of the costs of cleaning up cigarette butts will shift onto smokers." One way or another, Register hopes, smokers will learn that



Studies done by Johns Hopkins University, the U.S. Centers for Disease Control and Prevention, and even the tobacco industry itself show that contaminants from cigarette butts can get into soils and waterways, harm or kill living organisms and generally degrade surrounding ecosystems. (Photo by Jason Means, courtesy Flickr)

the Earth is not one giant ashtray.

CONTACTS: CDC, www.cdc.gov; Clean Virginia Waterways, www.longwood.edu/cleanva.

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EARTH TALK

From the Editors of E/The Environmental Magazine

Dear EarthTalk: How are heating, cooling and electricity produced by geothermal energy? I don't understand how it works.

— Delano Stewart, Wyandanch, NY

The term "geothermal" is derived from the Greek words for Earth (geo) and heat (therme). In essence geothermal energy is power harnessed from the Earth itself. Heat from the Earth's core, which averages about 6,650 degrees Fahrenheit, emanates out toward the planet's surface.

Heated springs and geysers up to three miles underground can be accessed by special wells that bring the hot water (or steam from it) up to the surface where it can be used directly for heat or indirectly to generate electricity by powering rotating turbines.

Since the water under the Earth's surface is constantly replenished, and the Earth's core will continue to generate

heat indefinitely, geothermal power is ultimately clean and renewable.

Today there are three main methods for harvesting utility-grade geothermal energy: dry steam, flash steam and binary-cycle. The dry steam process brings steam up directly from below to drive turbines that power electricity generators.

Flash steam plants bring the hot water itself up from below; it is then sprayed into a tank to create steam to drive the turbines. These two methods are the most common, generating hundreds of megawatts of electricity across the American West, Europe and elsewhere.

But expansion is limited as these plants only work in tectonic regions where it is easier to access ground heated water.

The binary-cycle technology extracts close-to-the surface warm (not necessarily hot) water and combines it with a second ("binary") fluid, like butane or pentane, which has a low boiling point.

This fluid is then pumped through a heat exchanger, where it is vaporized and sent through a turbine before being recycled back into the system. Binary-cycle geothermal plants already pump out dozens of megawatts of electricity in California, Nevada and Hawaii, among other places.

But geothermal isn't just for utilities. Homeowners looking to go green and

lower their utility bills can install a residential system, essentially a scaled-down version of the binary-cycle system.

A series of pipes is installed underground. Water circulating in the loop is heated naturally underground and then transferred to a heat exchanger which concentrate the energy and releases it inside the home as heat. In summer and in warmer climates, the process is reversed to fill the home with geothermal-cooled air.

Geothermal has its drawbacks. For homeowners, it may be hard to justify the up-front expense of \$7,500 or more to install a system, though the IRS now offers tax credits for 30 percent of the cost.

At the utility level, geothermal plants are costly to build and operate. And finding a suitable site requires digging expensive test wells with no guarantee of hitting a productive underground hot spot.

Nevertheless, analysts expect utility-grade geothermal capacity to nearly double over the next just six years. The Obama administration has set aside \$750 million for geothermal development, and Congress has also been



A utility-grade geothermal energy plant in Iceland, which derives 26.5 percent of its electricity needs from the technology. Here in the U.S., where geothermal is in its infancy, the Obama administration has set aside \$750 million for geothermal development, and Congress has allocated \$129 million to the Department of Energy for various geothermal programs. (Photo by Gretar Ivarsson)

generous, allocating \$129 million to the Department of Energy for various geothermal programs.

Geothermal may be in its infancy in the U.S., but it is a big player in Iceland, which derives 26.5 percent of its electricity needs from geothermal, and in New Zealand, which gets 10 percent of its electricity likewise.

CONTACTS: DOE Consumer Energy Tax Incentives, www.energy.gov/taxbreaks.htm; Geothermal Energy Association, www.geo-energy.org.

SEND YOUR ENVIRONMENTAL QUESTIONS TO: EarthTalk®, P.O. Box 5098, Westport, CT 06881; earthtalk@emagazine.com. Read past columns at: www.emagazine.com/earthtalk/archives.php.

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Neighborhood News

(Continued from Page 1)

Another planning effort is inviting public participation in helping the City decide how to use economic stimulus resources to provide low income housing.

Upcoming meetings in Southwest include the following: "Industry Challenges" will be discussed from 3 to 5 p.m. November 4 at United Way headquarters, 619 SW 11th Ave. "Homeless Issues" will be 4 to 5:30 p.m. November 18 at First United Methodist Church, 1838 SW Jefferson St. "Housing Needs of the Aging Population" will be 1 to 3 p.m. December 2 at Mittleman Jewish Community Center, 6651 SW Capitol Hwy.

Meetings related to low income housing will also be held in other parts of the city. People can also write on these subjects to Pat Mobley, Housing and Community Development Commission chair, at 421 S.W. Sixth Ave., Suite 1100, Portland, 97204; send a voice-mail to 503-823-2396, or visit www.portlandonline.com/phb/conplan for more information.

Federal funds available for sidewalks

Funds from the federal American Recovery and Reconstruction Act (ARRA) have been made available to construct sidewalks where they don't currently exist in southwest Portland, according to Southwest Trails Committee chair Don Baack and Portland Bureau of Transportation planner April Bertelsen.

Here in Southwest, the sidewalks would be located primarily along Barbur Boulevard, at or near the intersections of Woods, Penoyer, Lane, Spring Garden and Luradel Streets, 26th Avenue, and Capitol Highway. There will also be some work on Boones Ferry and Taylors Ferry roads.

Bicycle master plan update complete

The Portland Bureau of Transportation is moving forward with its update of the City's Bicycle Master Plan. The recommendations are to add 930 miles of bike ways, most of them along low-traffic streets where bikes and cars will share the road.

In southwest PBOT adopted many of the recommendations prepared by Keith Liden and the Southwest Neighborhoods, Inc. Transportation Committee.

Liden told *The Post* that he felt the plan draft was "pretty good overall," but said, "They sometimes pay too much attention to creating good bike streets and not enough to connecting destinations." He quickly added that he and other southwest volunteers are continuing to talk to PBOT staff, and that they have so far proved very responsive to suggestions.

Most of the routes do not require a separate roadway and merely involve signage, but bike-only lanes are proposed for sections of Southwest Barbur and Multnomah boulevards, Capitol Highway and Shattuck Road, among other places.

COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

Congressman to speak at Congregation Beth Israel Friday, November 13, at 7:00 p.m., Congressman David Wu, representing Oregon's First Congressional District, will speak at Congregation Beth Israel on the topic of Health Care Legislation.

The program will take place in Blu-mauer Auditorium and will feature an informational Health Care Fair presented with information from Ecumenical Ministries of Oregon and the Interfaith Health Justice Campaign. Linda Nilsen-Solares, Executive Director of Project Access NOW will also be present.

For information about this or other services at Beth Israel please contact Sydney Baer, executive director, 503-222-1069. The synagogue is located at 1972 NW Flanders Street.

Stormwater retrofit workshop The City of Portland holds free workshops for residents on how to manage stormwater on their property. The workshops cover site assessment; how to choose, install and maintain stormwater facilities; any necessary permits; and financial incentives. Tuesday, November 3, 2009, 6:30 p.m. - 8:30 p.m. Multnomah Center, 7688 SW Capitol Hwy. Get more information at www.CleanRiverRewards.com or call 503-823-1371.

The Mouse That Soared is an animated short film by Multnomah Village filmmaker Kyle Bell. The 6-minute film was selected from among 300 entries for the Northwest Film Center's 36th NW Film & Video Festival, November 6-14. To find out more about Bell's film, contact him directly at xylebell@gmail.com or contact the Film Center at 503-221-1156. To find out more about the film festival, you can also visit www.nwfilm.org.

Multnomah Arts Center Gala Open House Friday, November 6, 5:00 to 9:00 p.m., at the MAC, 7688 SW Capitol Hwy. All activities and events are free and open to the public. The evening starts off at 5 p.m. in the Center Gallery with the opening reception for the Instructors Art Show. Over 30 new works of art will be displayed by MAC's teaching artists and will be available for sale.

Beginning at 5:15 p.m., the visual and performing arts departments of MAC will be providing free family-friendly activities as well as demonstrations of more advanced techniques in printmaking and metal arts.

The dedication of the "Arts in the Heart of Community" mural, recognizing the contributions of over 750 individuals that participated in its creation, will take place at 6:45 p.m., followed by original performances by MAC's Dance & Music Instructors at 7 p.m. and Theatre Instructors at 8 p.m. Additional open house participants will include the Portland Handweavers Guild, the Columbia Basin Basketry Guild, and Southwest Neighborhoods, Inc.

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Hillsdale \$474,500



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Terwilliger Heights \$449,500



2 bd, 2.5 ba w/ 3,175 sq ft. Sits peached in the West Hills. The ultimate pad w/ southerly view, indoor swimming pool, sauna & outdoor hot tub. Kitchen w/ island & open living room. Lots of custom features.

Backs to Greenspace \$437,000



One owner home! Custom kitchen w/ hrdwd floors, island & eating area. Family room off kitchen w/ 2nd family room w/ built-in entertainment center. Master w/ walk-in closet & bath. Large back deck.

Vermont Hills \$425,000



Classic solid 1963 dayranch with room for everyone. 5 BR, 3 BA. Beautiful views of the west hills. Knotty pine family room with fireplace. Hardwood floors on main. Living room with fireplace. New deck off dining room and living room. Private backyard with water feature..

Vermont Hills \$374,500



Located near Gabriel Park. Impeccable inside & out. 1928 sqft. 4 BD 2 BA with large, private and level backyard. Cozy family room off kitchen with fireplace. New master suite with attached office or nursery and 2 decks.

New Construction \$328,900



Light & bright w/ high ceilings. Hardwood floors & gas fireplace. Open kitchen w/ eating bar, granite countertops, maple cabinets & SS appliances. Master w/ bath & walk-in closet. Tile counters & floors in bathrooms. Attached garage.

Multnomah Village \$324,500



Classic 1924 Multnomah Village home that has been meticulously remodeled. 3 BR, 1 BA. Hrdwds, FP, new kitchen, bath & windows throughout. Two bedrooms & computer area upstairs. Partially finished basement w/ family room. Large fenced yard w/ fruit trees, decks & patios for outdoor living.

4 Car Garage in Multnomah Village - \$319,900



Spotless one level home located 3 blocks to Multnomah Village. 3 bd 2 ba with fireplace in living room. Light and bright. Double garage attached plus separate free standing double garage with shop. Nice yard with garden area.

Vermont Hills \$319,000



Very cool contemporary home on large private level lot. Open floor plan with vaulted ceilings in living room. Open hallway upstairs w/ 2 bedrooms and computer area. Deck off of master bedroom. Impeccably maintained. Large deck in private back yard. Located on quaint quiet street.

Vermont Hills \$257,500



Great Vermont Hills location. One level 2 bd, 1.5 ba home on large lot. Hardwood floors & fireplace in living room. Updated kitchen w/ garden window. Covered back patio. Large fully fenced back yard w/ tons of trees. Attached single car garage.

Multnomah Village \$220,000



Multnomah Village Cottage located on large lot. Just blocks to the heart of The Village. 2 bedrooms, 1 bath. Tasteful addition with new windows. Beautiful fenced yard with roses and garden areas. Bamboo flooring in most of the house. Updated bathroom. Detached garage w/ opener & plenty of off street parking.

Multnomah \$219,500



Great home located close to Multnomah Village. 4 BD, 2 BA with 1,440 sqft. Light & bright living room, kitchen w/ eating bar & dining room w/ slider to back deck overlooking greenspace. 2 car attached garage.

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