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Portland, Oregon

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Committee studies alternative light rail routes between Portland and Tigard

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

In November, Southwest Corridor Community Advisory Committee members assessed the future light rail alignment options from downtown Portland to Tigard.

Eryn Kehe, Metro senior communications specialist, instructed the audience to meet in small groups to discuss pros and cons of choices for either Southwest Naito Parkway or Barbur Boulevard, rail options from Custer Drive to 60th Avenue, and then choices for Tigard Triangle routes.

The Barbur Boulevard route would begin at Southwest Lincoln Street and cross over Interstate 405 on a new light rail bridge.

The Naito alignment would start at Lincoln Street and run down the center of Naito Parkway until it intersects with Barbur Boulevard.

The route would then travel along Barbur Boulevard until it reaches the Burlingame Fred Meyer store south of Terwilliger Boulevard. At this point, there is a choice whether the light rail continues to run down Barbur Boulevard or runs adjacent to Interstate 5.

The exercise lasted over 90 minutes and then each group shared their preferences. Most of the teams supported beginning the line along Barbur Boulevard. This route would provide easier access to the hospitals on Marquam Hill. According to TriMet estimates, there would be a shorter ride time getting to Tigard.

Participants said it would cause disruption initially but would enhance Barbur Boulevard in the end.

“There will be opportunities to invest on Barbur,” one participant said. “It’s not just for transit but connectivity to neighborhoods with walkability to jobs and homes.”

Roger Averbeck, who represents the Portland Pedestrian Advisory

(Continued on Page 3)



Eryn Kehe, Metro communication specialist, gives instructions to participants at a Southwest Corridor workshop in November. (Post photo by Erik Vidstrand)

Willamette Park improvements include trail system, \$18.6 million pump station

By Jack Rubinger
The Southwest Portland Post

The 27-acre Willamette Park — a haven for cyclists, boaters, dog lovers and concert goers; has uses that one would typically see in neighborhood parks: trails, fields, courts and playgrounds.

The riverfront park is also a regional

destination for people from around the metro area.

Portland Parks and Recreation has recently completed several major improvements, including a new entrance. Other amenities include more prominent signage, walls and monuments.

The park bureau plans on having a small event on Earth Day 2018 (tentatively set for April 22) to thank the Portland Garden Club for their generous contribution of 31 dogwood trees to the park as part of the project.

Willamette Park is the only public motorized boat launch in the core of the city, and boaters will appreciate the new dredging around the boat ramp for safer launches. Many non-motorized boat users — such as kayaker and paddle boarders — will also benefit.

A new trail system with wider paths reinforces the loops, which are a noted feature of the park. There’s also an improved connection to the new regional trail which was completed as part of the recent Sellwood Bridge project.

Bike commuters will love the wider lanes on the Willamette Greenway Trail. For years, neighbors were navigating conflicts between park visitors biking for leisure and bike commuters.

The solution? There are now separate paths for both commuting cyclists and those using park paths on bikes.

Dog walkers will appreciate a new dog off-leash area which replaces the old, temporary location, which the park bureau noted drained poorly. The new area has an improved surface.

Another significant improvement is the Portland Water Bureau’s Hannah Mason Pump Station.

“The new Hannah Mason Pump Station supports a citywide goal of reducing energy use by 2 percent,” said Mike Stuhr, administrator. “Energy Trust’s assistance allowed the city to make a major contribution to meeting these goals with an investment that will pay for itself in only 3.3 years.”

The pump station was under con-

struction for three years, beginning in 2014. It went into operation in June of 2017. It receives electricity from Portland General Electric and draws water primarily from the city’s Washington County supply line.

The pump station is the first Water Bureau infrastructure project named after a woman. A philanthropist, landowner, and widow of Portland Mayor William S. Mason, Hannah Mason owned most of the land on which Willamette Park sits today.

“The pump station site was originally suggested by the South Portland Neighborhood Association,” said Ken Love, a former president of the association.

The total cost of the pump station is \$18.6 million. The pump station project’s funding came from a combination of revenue bond sales, water sales revenue, and other construction fund revenues such as system development charges and interest earnings.

This new energy-efficient pump station provides drinking water to

(Continued on Page 6)



Bicyclists will enjoy a new system of trails at Willamette Park. (photo courtesy of Portland Parks and Recreation)

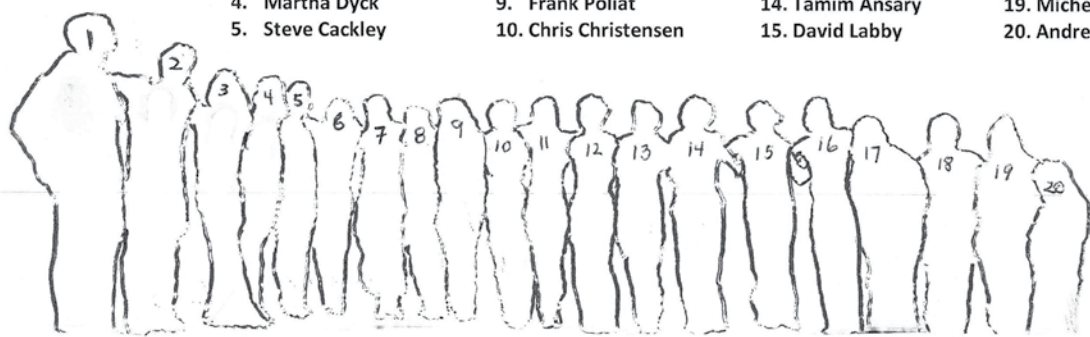
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PORTLAND SCRIBE STAFF PICNIC, SUMMER 1974, KELLEY POINT PARK (photo by Doreen Labby)

- | | | | |
|---------------------|-----------------------|-------------------|----------------------------|
| 1. Jerry Sayers | 6. David McMahon | 11. Janet Schultz | 16. Lee Perlman |
| 2. Maurice Isserman | 7. Grant Raddon | 12. Fred Nussbaum | 17. Sue Sargent |
| 3. Bill Bothwell | 8. David Heath | 13. Susan Sayers | 18. Anne McLaughlin |
| 4. Martha Dyck | 9. Frank Poliat | 14. Tamim Ansary | 19. Michela Marcus McMahon |
| 5. Steve Cackley | 10. Chris Christensen | 15. David Labby | 20. Andrea Marcus |



Reader remembers staff of the Portland Scribe

I'm sending you this photo because I think (or know) that you know at least one of its subjects [former *Post* reporter Lee Perlman] and I hope you would like to see this old photo. Except Andrea Marcus, Michaela's daughter, all worked at the Portland Scribe, an alternative weekly newspaper, in the 1970s. The photo was taken by Doreen Labby at a picnic at Kelley Point Park, sometime during summer 1974. At the time it was taken, Michael and Mary Wells, who had started the paper (in early '72, I think), had recently left the Scribe to work at the about-to-debut Willamette Week. Of the 20 in the photo, I know that three died in the last five years: Grant Raddon, Lee Perlman and Sue Sargent. At least they never knew Trump as president. Michael Wells died this past summer. May they all rest in peace. I've had this photo for years and finally got around to adding the identifying information.

Anne McLaughlin

Letters to the Editor



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Future light rail alignment should be along Interstate 5

Metro invites us to comment on the Southwest Corridor route through our neighborhoods. The following are my views on the

two routes the MAX trains could go through our neighborhoods from just east of Terwilliger to the Barbur Boulevard/Capitol Highway/Interstate 5 intersection further south and west.

I think staff is biased toward the Barbur Boulevard alignment. For example, the text notes that the travel time might be slowed due to traffic on Barbur Boulevard, while the summary matrix shows no difference.

At some point in the recent past staff showed that slower times decreased the number of people willing to ride the train. With this obvious bias, the whole report is not creditable!

Staff shows possible traffic impacts along Barbur Boulevard. I suspect they will be significant as they are along Interstate Avenue's light rail line.

If the train is placed on Barbur

Boulevard, I suspect the impact on the adjacent neighborhoods will be significant as slowed Barbur Boulevard traffic seeks alternative routes.

This will have a significant effect on our adjacent neighborhood livability and our ability to drive in our own neighborhoods. Staff makes no mention of this fact.

No consideration of noise effect on the adjacent neighborhoods is provided. I believe the noise of the train will be less when it is further down the Interstate 5 gully than when running along Barbur Boulevard.

As I understand the placement of stations, with one exception, they will be placed almost at the same locations, maybe a couple hundred feet further toward Interstate 5 if the Interstate 5 route is selected. I doubt the station placement will affect ridership to any degree.

In addition, no information is provided about cross sections of the street with the train and current conditions.

How is it that wider sidewalks would be provided with the Barbur Boulevard alignment and not with the Interstate 5 alignment? We are not told the assumptions used in coming to these conclusions.

They have not provided any estimate of the cost of disruption of businesses and the neighborhoods during constructions for the two alternatives. That will be a major issue for many small businesses.

Don Baack
Hillsdale

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SOUTHWEST CORRIDOR PLAN

(Continued from Page 1)

Committee, said his group had good arguments for both alignments and did not arrive at a consensus.

Some in his team said that the Ross Island Bridge reconfiguration would be more of a factor if the Naito Parkway alignment went through. The Naito Parkway choice also prevents some congestion along Barbur Boulevard, at least at the north end of the route.

Votes were mixed on the whether the route should continue along Barbur Boulevard or adjacent to Interstate 5 after passing Custer Drive.

Many in the room said they still did not have enough information about what might happen with certain businesses especially near the West Portland crossroads (where Barbur Boulevard, Capitol Highway, Taylors Ferry Road, and Interstate 5 meet).

Barbur Boulevard redevelopment was important, according to another team. Pedestrian overpasses, especially at Southwest 53rd Avenue, were specifically mentioned as necessities.

“Costs and mitigation for homes and businesses will be provided after the holidays,” Kehe said.

Arnie Panitch, who represents the TriMet Committee on Accessible Transportation, said he hoped there would be a single-ride version of the project where riders could ride all the way from Clackamas to Bridgeport Village without transferring.

“All these choices have tradeoffs,” Panitch said. “There is no one ideal route.”

Dave Unsworth, TriMet director of capital projects, said, “We’re expecting half of the project to be funded by federal dollars so it has to be cost-effective. No more than \$2.6 billion can be raised but we need to raise the other half.”

Unsworth said that a single-ride, that Panitch mentioned, would cost over \$3 billion.



A MAX train passes the Pioneer Courthouse on the downtown Portland transit mall. (TriMet photo)

“We may build one section (of the line) first,” Unsworth said, “then come back at a later time because we might want to build, for example, down to Sherwood.”

Unsworth said that officials want to insure the values that the project entails such as connectivity, speed, and convenience. He said they are looking at ways to lower costs.

“Costs include bridges,” he said. “There are some labor shortages, too, which raise costs.”

The next community advisory committee meeting is Wednesday, Jan. 17 from 6:15 – 8:45 p.m. at the Multnomah Arts Center.

Proposed bond measure to fund light rail delayed until 2020

TriMet has long believed that a regional transportation measure is necessary to help fund the \$2.4 billion Southwest Corridor light rail project.

The Metro Joint Policy Advisory Committee on Transportation recently made recommendations to the Metro Council on transportation needs in the region.

The committee is recommending delaying a vote on a \$1.7 billion bond measure until November 2020. Metro, rather than TriMet, would be the governmental entity submitting the measure. Metro would then submit an affordable housing bond measure as early as November 2018.

As intended, \$750 million would match half of the project that is expected to be promised by the federal government. The remaining \$950 million would be split among alternative transportation projects, addressing traffic congestion, and safety issues in the rest of the region.

According to Metro, the bond would levy a \$13 vehicle registration fee as well as adding a new

property tax assessment within the transit agency’s service area. This is expected to cost the average homeowner an additional \$150 a year.

The biggest single portion of the money raised, \$740 million, would

pay for part of the funding for the Southwest Corridor light rail project.

In compliance with the National Environmental Policy Act, a Draft Environmental Impact Statement is being prepared to help decision makers understand the environmental consequences of the options under consideration.

When asked whether the corridor design will still progress as planned despite funding delays, Kehe said yes and said she expects the draft statement to be released in late March 2018.

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HOLIDAY GUIDE

By KC Cowan
The Southwest Portland Post

1 Christmas in Multnomah Village: Carriage rides, strolling carolers and a food drive all are part of this year's holiday celebration in Multnomah Village. Santa will be there too, as they light the Christmas tree at 6:42 p.m. on Friday, Dec. 1. The fun continues on Saturday at 8:30 a.m. with the Kiwanis' annual fundraiser pancake breakfast at the Lucky Labrador Public House. Build a gingerbread house at Riversgate Church (2-4 p.m.) and continue holiday shopping throughout the day.

Christmas in Dairyville: During the holidays, Dairyville, a replica of a western frontier town, transforms into a winter wonderland. Animals are on display in nostalgic Storybook Lane. Vintage storefronts, local choirs, holiday movies in the

Opera House and, of course, Santa will be there! Admission is free, but unwrapped toys are gladly accepted to help local children in need. This event takes place on Friday, Dec. 1 from 10 a.m. to 6 p.m. at Alpenrose Dairy, 6149 SW Shattuck Road.

2 Winter Arts & Crafts: Get some of your holiday shopping done early at the Multnomah Arts Center. Ceramics, textiles, jewelry, paintings, prints and more will be on sale. This event takes place on Saturday, Dec. 2 from 9 a.m. – 4 p.m. at the MAC, 7688 SW Capitol Highway. Call (503) 823-2787 for more information. All sales benefit arts education.

Hillsdale Holiday: 'Tis the season to celebrate in Hillsdale Shopping Center on Saturday, Dec. 2 between 10 a.m. and 1 p.m. Chili feed and hot cocoa on the Food Front patio, 6344 SW Capitol Highway. School choirs perform throughout the day at various locations.



Nearly 300 tuba players are expected to participate in the 27th Annual Tuba Christmas Concert on Dec. 9 at Pioneer Courthouse Square.

3 Support Your Local Author: Northwest authors are celebrated at the annual Holiday Cheer book sale at the Oregon Historical Society, 1200 SW Park Ave., on Sunday, Dec. 3, from noon to 4 p.m. All writers will be there to sign their books. Get a great start on

your holiday shopping with the gift of reading.

6 Wreath Making: Learn to make your own Christmas wreath. Basic supplies are provided to create a simple, but beautiful wreath to hang proudly in your home. Feel free to bring additional foliage or decorative pieces to add a personal touch. This event takes place on Wednesday, Dec. 6, 6 to 8 p.m., at the Garden Home Community Library (Annex), 7306 SW Oleson Road. Please call the library to register: 503-245-9932.

9 A Tuba Christmas: Downtown will pulse with the melodic sounds of big brass as nearly 300 tubas play in unison for the 27th Annual Tuba Christmas Concert. This event takes place Saturday, Dec. 9, 1:30 – 3 p.m. at Pioneer Courthouse Square in the heart of downtown (701 SW Sixth Ave.). Join in on the sing-a-long carols! This seasonal performance is free.

13 Homemade Holiday Cards: Children are welcome to come and make personal holiday cards at the Garden Home Community Library Annex in the Lamb's Garden Home Marketplace, 7306 SW Oleson Road. They might turn out too pretty to mail! This event takes place on Wednesday, Dec. 13 from 2:30 – 3:30 p.m. Free. For more information, call (503) 245-9932.

17 Happy Chanukah: Kick off the Jewish winter celebration at this party. Make decorations for your home, take part in Israeli dancing, and eat some delicious sufganiot (jelly donuts) at this family-friendly Chanukah celebration. This event takes place on Sunday, Dec. 17, 2 – 4 p.m. at Mittleman Jewish Community Center, 6651 SW Capitol Highway. \$10 per family. For more information, call (503) 244-0111.

31 New Year's Eve at the J: The Mittleman Jewish Community Center is hosting a fun family event with games, a bouncy house, arts & crafts, snacks, dancing, pool float, and a balloon drop at noon, not midnight! This event takes place on Sunday, Dec. 31, 11 a.m. – 12:30 p.m. at the Mittleman Jewish Community Center, 6651 SW Capitol Highway. Free for all ages. For more information, call (503) 244-0111.

Multnomah Village · Hillsdale

Holiday Gala

Multnomah Village

Thursday 11/30

9am - 9pm Multnomah Arts Center Winter Arts & Crafts Sale

Friday 12/1

Carolers & Santa will be roaming the Village all evening

4pm Boy Scout Canned Food Drive and Wreath/Hanukkah Fundraiser at Neighborhood House

6 – 8:30pm Carriage Rides - Starting at Key Bank and Multnomah Arts Center

6:42pm Tree lighting

9am - 9pm Multnomah Arts Center Winter Arts & Crafts Sale

Saturday 12/2

Shopping specials throughout the day

8:30 – 11am Breakfast with Santa at Lucky Lab

Kiwanis Fundraiser

9am – 4pm Multnomah Arts Center Winter Arts & Crafts Sale

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Hillsdale Shopping Center

Saturday 12/2

10am – 1pm Holiday Sing & Chili Feed with coffee and hot cocoa on Food Front patio. Local vocal and musical school groups performing at multiple locations throughout Hillsdale. Proceeds go to schools that perform during the event.



Poster by: ericshulldesign.com

Deysa, a new retail boutique, opens in Multnomah Village

THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

Deysa, a new boutique featuring Indonesian merchandise, has joined a list of international businesses in Multnomah Village. The shop offers authentic home accents, décor, vibrant batiks, and ethnic clothing from Bali. Each piece is handmade.

Merchants selling items from Morocco, Latin America, Turkey, and Israel have been thriving in Multnomah Village for years.

Deysa, spelled *desa* in Indonesian, means "village". According to the owners Lisa Johnson and husband, Wayan Suarnawa, the *desa* is a center for a strong family and spiritual life in Bali.

"Our goal is to connect communities here and in Bali," Johnson said. "We intend to promote a higher level of global respect for stronger cultural exchanges. It's important that we know the source of the items we purchase."

The entire family, including daughters Sinta, Sarina, and Santianna, all play a part in purchasing the furnishings as well as helping out in the store.

"We know the faces and names of each of the artisans we buy from," Johnson said. "There is a story and a person on the other side of the world who is benefiting as well."

The couple has cultural roots back



Santianna, Lisa Johnson, Sinta, Sarina, and Waylan Suarnawa pose for a photo at Deysa, a new boutique in Multnomah Village. (Post photo by Erik Vidstrand)

in the village of Apityeh, Bali, where Suarnawa was born. They are proud to share part of the profits with the village, which supports children going to school.

Suarnawa works full time at the boutique. Johnson is involved as much as she can since she teaches elementary students which she has done for the last 22 years.

The girls showed off various pieces of artwork, masks, furniture, jewelry, and clothing. Sinta, a sixth grader,

modeled the Balinese pants she was wearing. Johnson has been designing clothing with batik fabric for over 20 years.

"I work directly with a family who takes my orders, cuts, sews, and sends me these amazing pieces," she said. "Our hope is to establish rapport with our new customers who support our vision."

The previous shopkeeper, Mary Newcomb, closed Maggie's in early September saying it was time to retire

after being in business for 40 years in various locations.

Deysa is located at 7868 SW Capitol Highway in Multnomah Village and is open every day from 10 a.m. to 6 p.m. The store may be open longer hours during the winter holidays.

Rustix Pub Salsa and Timba Club opens on Barbur Boulevard

The Rustix Pub Salsa and Timba Club opened on Oct. 27 at Barbur Boulevard near 22nd Avenue. Javier Garcia is the owner. His brother, Alberto, is the manager.

Salsa and timba classes are being taught by local teacher Jennie Fremont, who also teaches at the Viscount Ballroom on the east side of Portland. The grand opening featured a live salsa band called Pura Vida.

Along with a wraparound granite bar, tables, booths, and large screen televisions featuring sporting events, the newly remodeled club features real wooden floors for dancing. There is a full bar as well as a bar menu with the usual pub fare such as burgers, soups, salads, and pizza.

Garcia said they hope to have more music genres in the future including blues and jazz. But for the time being, live Latin orchestras and salsa lessons are the mainstays.

Rustix Pub is located at 8343 SW Barbur Blvd. It is open daily from 11:00 a.m. to 2:30 a.m.

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EARTH TALK™

Questions & Answers About Our Environment

Dear EarthTalk: What are planners and designers doing to solve the so-called “last-mile” problem regarding transit?
—Ginny R., via e-mail

Solving the “last mile” problem—that is, getting transit riders from their bus stop, train station or ferry terminal “the last mile” to the doorstep of their home or workplace—has plagued urban planners since the dawn of public transportation.

“Most people in the United States are ‘comfortable’ walking less than a quarter mile to or from public transit stops,” said Alex Gibson of TransLoc, which works on solutions to transit problems using app-based technologies. “The problem arises when a potential rider is further than a ‘comfortable distance’ to the necessary fixed-route stop.”

Widespread suburbanization across the United States is part and parcel of the problem, given that fewer and fewer of us now live within walking distance to public transportation options. The result is more private cars on the road (and the accompanying carbon and air

pollution) and underutilized public transit systems.

So, what can be done to overcome this last-mile hurdle? Some municipalities and counties run feeder buses that circle the suburbs and bring riders right from their homes or a nearby corner to a transit hub. Likewise, Uber, Lyft and other ridesharing services can help transit riders fill in this gap, especially in a pinch. But these are hardly the most cost- or energy-efficient fixes to the last-mile problem.

One time-tested solution is bicycles. Many regions have stepped up their commitment to installing more bike lanes accordingly.

While a bike, either the traditional kind or one of the new battery-assisted models, works fine if you have somewhere safe to lock it up or can bring it inside. Folding bikes may be a better option for “intermodal” commuters (who pair biking with a bus or train or ferry).

London office workers swear by their folding Bromptons. Another increasingly viable option is hopping on a pay-as-you-go share bike which you can pick up in one part of town and drop off in another. Beyond bikes, e-scooters—check the Stigo E-Scooter and Segway’s new MiniPro—are gaining traction and market share across the country.

And let’s not forget about the oldest last mile option of all: walking. Denver, Nashville and Los Angeles have made strides in fixing infrastructure to encourage transit riders to go the extra mile on foot.

“Because most riders in high rid-



Biketown makes it easier to find, reserve, park and ride around Portland. (photo by Charles Chesnut, courtesy Travel Portland)

ership systems walk to catch buses and trains, transit stops must be supported by well-designed streets and sidewalks,” according to the Transit Center, a foundation that supports transit reform advocacy.

“Yet many cities in America have built streets without sidewalks, or allowed property owners to encroach on or neglect them.”

Even more important than spiffing up sidewalks would be macro-level changes to how municipalities manage development.

“Transit-oriented development and zoning changes are other highly effective strategies that put more people within walking distance to transit,” said Angie Schmitt of StreetsBlogUSA.

“Removing barriers to walking and transit-oriented development are likely to yield better ridership and financial return on investment than

others designed to draw transit riders from suburban environments—the transportation equivalent of swimming upstream.”

Contacts: TransLoc, transloc.com; Stigo, stigobike.com; Segway, segway.com; Brompton, brompton.com; StreetsBlogUSA, usa.streetsblog.org.

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Willamette Park

(Continued from Page 1)

neighbors and customers on the west side of the river.

Finally, Willamette Park’s sports fields have received improved irrigation systems to prolong their ability to be used year-round, and to improve the turf playing surfaces.

“Portland Parks & Recreation is proud to have completed the first phase of Willamette Park’s improvements. It’s a regional destination, rather than simply a neighborhood park,” said Mark Ross, public information officer for the park bureau.

“It has a popular boat launch, full-sized sports fields, tennis courts, and the Willamette Greenway path running through it.

“Fishing season greatly elevates the daily visits. Finally, the park is situated adjacent to other regional open space and transportation corridors and assets. To the south are Willamette Moorage Park, Powers Marine Park and the Sellwood Bridge.”

Ross noted that the project went through a 9-month land use process via the Bureau of Development Services. As part of that review, great care was taken in choosing the proper plantings along the river’s edge.

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Sellwood Bridge receives Greenroads silver certification for sustainability

By Don Snedecor
The Southwest Portland Post

According to the Greenroads Foundation, Multnomah County's Sellwood Bridge replacement project has earned Greenroads Silver Certification. The bridge project is the 39th Greenroads Project certified in the world and takes the top rank as the highest scoring project to date.

The Sellwood Bridge is the cornerstone of the entire \$324 million Sellwood Bridge replacement program that also included work on the Oregon 43 interchange, local streets, regional parks, and the nearby trail system.

The original bridge was built in 1925. It crossed the Willamette River and was structurally deficient, vulnerable to earthquakes, had restricted access for buses, no bike lanes, and provided only limited connectivity for pedestrians.

The replacement project was made possible by using an innovative method of procurement called construction manager/general contractor.

This approach enabled the integrated team to collaborate and implement ideas that save time and money, such as the lateral bridge slide, which moved the old bridge to make space for the new bridge.

The bridge slide was a specialty process that ended up saving the public upwards of \$10 million in tax dollars from the initially estimated costs.

To do this, contractors used hydraulic jacks to shift the original 3,400-ton steel bridge 33 feet at the east end and 66 feet at the west end

onto a temporary structure, little by little, in a process that lasted 14 hours. This temporary structure served as a detour bridge.

The bridge move looks similar to a windshield wiper and made room for the adjacent construction of the new replacement bridge while maintaining the existing traffic connections.

The shift also allowed the project to avoid and reduce environmental impacts within the waterway by avoiding building the new bridge in two phases, each requiring in-water work.

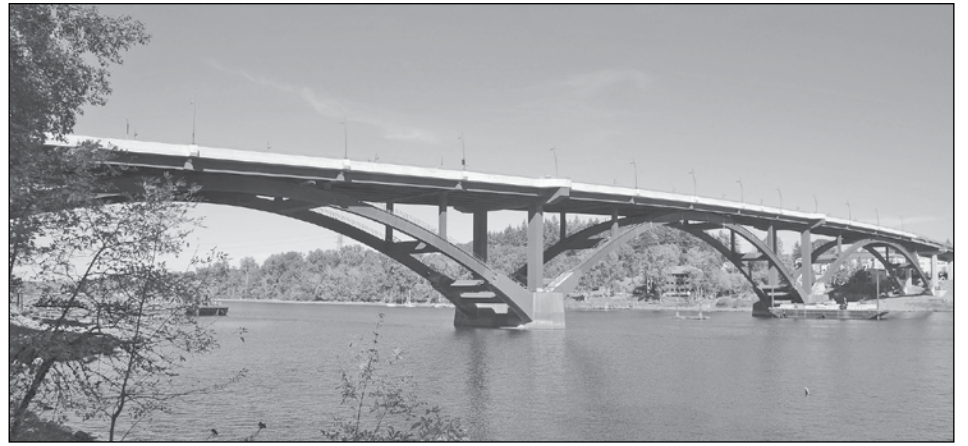
Portland is known for its signature bridges, so creating a unique, beautiful bridge that fit aesthetically into the neighborhood context was crucial. The result is a steel deck arch made with recycled components that echoes the character of the first bridge.

"One of our goals for the project was to reflect the county's values around sustainability, and we feel that the Greenroads certification is independent recognition that the county has achieved those goals," said Ian Cannon, transportation director and engineer for Multnomah County.

"What sets this project apart is how much collaboration happened between Multnomah County, Oregon Department of Transportation, the City of Portland, and the design and construction teams," said Jeralee Anderson, chief executive officer of the Greenroads Foundation.

"That collaboration was key to achieving so many environmental, social, and economic wins for this green bridge."

According to Cannon, "The new bridge has much better connections



The new Sellwood Bridge, viewed from the southwest from Powers Marine Park, in late September 2016. (Photo by Steve Morgan)

into the trail network on the west end of the bridge and better connections at the east end of the bridge, so it really ties into the routes that people who aren't using cars travel."

Creating a more multi-modal bridge is just one of the ways that the new Sellwood Bridge demonstrates stakeholders' commitment to sustainability.

Other sustainable actions included sourcing 94 percent of materials by cost within 50 miles, including recycled steel products. Contractors recycled over 91 percent of waste materials, and installed energy-efficient LED lights that limit light pollution. Educational plaques documenting the history of the bridge for pedestrians were installed.

Funding was provided by Multnomah County, the City of Portland, the State of Oregon, and the Federal Highway Administration, including a TIGER Grant.

The Sellwood Bridge was designed by T.Y. Lin, CH2M Hill, Walker Macy, Safdie Rabines Architects, Mainline Design, Inc., and Reyes Engineering.

Slayden Sundt Joint Venture was the prime contractor and other construction team members included Omega Morgan, Ross Island Sand & Gravel, Rose City Rebar, Thompson Metal Fab, and Knife River Corporation. David Evans and Associates acted as Owner's Representative.

Three other transportation projects in Oregon are also certified as a result of the Sellwood Bridge Replacement Program: OR 43 Interchange (Silver - Oregon Department of Transportation), Southwest Macadam Bay Drive and Regional Trail (Bronze - City of Portland Bureau of Parks & Recreation) and Southeast Tacoma Street (Bronze - City of Portland Bureau of Transportation).

Special thanks to Joshua Hatfield of Greenroads Foundation for providing press information for this story. Case studies and further details for Greenroads Certified Projects and Greenroads Pilot Projects are available at www.greenroads.org/portfolio. Additional information about the Sellwood Bridge can be found at www.sellwoodbridge.org.

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COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

9 Hillsdale to Council Crest: Join Southwest Trails for its December walk. This month's trek goes up Terwilliger Boulevard to the Marquam Trail, and then farther up to Council Crest. The walk will either be 5 miles with 700 feet elevation gain or 6 miles with 850 feet elevation gain, depending on weather. Meet behind the bleachers at Wilson High School (Capitol Highway and Sunset Boulevard) and be ready to go at 9 a.m. on Saturday, Dec. 9. For more information, or to volunteer to lead a walk in your neighborhood, contact Sharon Fekety at fekey@hevanet.com. Visit swtrails.org for more information.

10 In the Shoes of the Immigrant: By means of songs, stories and introspective activities,

empathy promoter, peace activist and singer songwriter Parfait Basalé takes participants on a personal journey with the West African immigrant. The outcome of the experience is to develop and enhance empathy by providing tools which could be used to constructively engage with other immigrants and refugees in our communities. Advanced registration required. Register online, in the library or by calling (503) 988-5123. This event takes place on Sunday, December 10, 2-3:30 p.m. at Capitol Hill Library, 10723 SW Capitol Highway.

12 Pacific Northwest History: Tuesday Pageturners engage in stimulating conversation about books. Read *Astoria: John Jacob Astor and Thomas Jefferson's Lost Pacific Empire: A Story of Wealth, Ambition, and Survival* by Peter Stark. This event takes place on Tuesday, Dec. 12, 6:30-7:30 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. (503) 988-5123. Sponsored by the Friends of the Library.



A photo taken circa 1970 of the historic Nelson Thomas building in Multnomah Village. (photo courtesy of Dan Bixel)

16 The No. 1 Hillsdale Knitting Society: Learn basic knitting skills or get help with an existing project. Crocheters welcome, too. This workshop is designed for children 5 years and older as well as adults. To

make a scarf with arm knitting, bring two balls of bulky yarn in your favorite color. This event takes place on Saturday, Dec. 16, 10 a.m. to 12:30 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. (503) 988-5123.

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