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New subdivision would have dramatic impact on Hayhurst neighborhood

By Jack Rubinger
The Southwest Portland Post

A March 8 land use hearing was attended by more than 50 friends and families from the Hayhurst area to discuss a proposed development that would have a dramatic impact on the neighborhood.

Speakers included Susan King, Brynna Hurwitz, and Randi Sachs. Everett Custom Homes is the developer.

The hearing was conducted because it's required for a Type III development. This is controversial because the property has a 15 percent slope to be filled with 18 feet of dirt in a potential landslide zone and there are protected wetlands there.

Neighbors, many of who have lived in the area for 20-plus years, aren't happy.

"Our Southwest neighborhoods continue to battle greedy developers," said one neighbor. "With so many folks moving to Portland and the urban growth boundary, developers are swallowing up any old lots they can

find within city limits and building large homes on them, with little consideration for the environment or the community."

According to the same neighbor, this development, on Southwest 48th Avenue, proposes 11 homes on one lot, all out of price range for the neighborhood. It proposes paving what is now a "safe route to school" for Hayhurst Elementary School children and removing more than 90 trees.

More than 320 people have signed a petition protesting the development.

The area near Pendleton Woods is former dairy land. It is rural and filled with trees, seeps and springs.

There is a gravel road and Southwest 48th Avenue is an unimproved street with no sidewalks, many potholes and an intersection with Cameron Street with low visibility.

It's also a "safe route to school" so there are lots of pedestrians on 48th Avenue from Cameron through the site to Iowa Street, where Hayhurst Elementary School stands.

(Continued on Page 7)



A picture of the proposed Pendleton Woods development in Hayhurst. (Photo courtesy of Randi Sachs)

New city renter ordinance provides assistance for evicted tenants

MULTNOMAH NOTEBOOK

By Erik Vidstrand
The Southwest Portland Post

The March 14 meeting of the Multnomah Neighborhood Association was full of detailed reports from each of the various committees. Parks are looking at a 5 percent budget cut, local transportation issues continue to progress, and safety remains a top priority for the area.

When they were finished, vice chair Leslie Hammond discussed the "Portland Renter Additional

Protections" ordinance. It was approved recently by the city council and became effective Feb. 2.

"The ordinance covers a few protections for tenants," Hammond said. "Landlords may terminate a rental agreement without a cause with a written notice no less than 90 days before the termination date designated in the lease."

Hammond explained that the landlord must pay the evicted tenant "relocation assistance" in various sums depending on the size of the unit.

"For example, \$2,900 must be paid for single-room occupancy, \$3,300 for

a one-bedroom dwelling, or \$4,200 for a two-bedroom."

Several exemptions apply: week-to-week tenancies; landlords who only have one rental unit; rentals within the landlord's principal residence; or long-term rentals of the principal residence of not more than three years.

Reducing homelessness and increasing affordable housing were the number one priorities on both of the council's agendas.

Residential infill project discussed

Land use co-chair Houston Markley mentioned a Jan. 26 Portland Tribune article about affordable home lobbying efforts by various groups.

"We need to end the exclusionary gated communities without gates in Portland," Madeline Kovacs, the program director for Portland for Everyone, was quoted.

"Kovacs was referring in particular to various neighborhoods fighting infill housing projects, including Multnomah," Markley explained.

"Portland for Everyone is a land-use watchdog organization that works to restrict the urban growth boundaries where new development can occur," Jim Peterson, the land use co-chair said.

Kovacs is planning to spend the coming year working to ensure the residential infill project concept plan, approved by city council last year, allowing new multifamily housing projects in existing single-family neighborhoods.

According to United Neighborhoods for Reform, the Residential Infill Project Stakeholder Advisory Committee was appointed by city staff.

"UNR is a grass roots neighborhoods organization," wrote Barbara Strunk, the group's representative on the committee.

"UNR group was created because of concerns about the number of demolitions of viable, relatively affordable houses and replacement with much larger, very expensive houses," Strunk wrote to *The Post*.

(Continued on Page 6)



One of eight projects in and around Southwest Carson Street and 46th Avenue. According to Houston Markley, the crumbling street is becoming worse with the number of construction trucks coming and going since last year. (Post photo by Erik Vidstrand)

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EARTH TALK™

Questions & Answers About Our Environment

Dear EarthTalk: If Neil Gorsuch is confirmed to fill the vacant seat on the Supreme Court, what will be the implications for environmental and climate policy?

— Jim Metcalf, Newark, Delaware

Environmental leaders aren't particularly jazzed about Neil Gorsuch as Donald Trump's nominee to fill the vacancy left on the U.S. Supreme Court following the death of Justice Antonin Scalia in February 2016.

For starters, the name Gorsuch brings back bad memories of the 1980s when Anne Gorsuch (Neil's mother) slashed federal environmental funding by 22 percent as head of the U.S. Environmental Protection Agency under President Ronald Reagan.

Greens at the time accused her of placating polluters and trying to dismantle the very agency she was hired to run. And it's *deja vu* all over again at the EPA with Scott Pruitt now at the helm.

But it would be unfair to judge

a son based on his mother's doings some four decades ago. Nevertheless, environmentalists aren't finding much to like from Neil Gorsuch either.

According to Billy Corriher of the Center for American Progress, Judge Gorsuch made his way onto candidate Trump's radar as a potential Supreme Court nominee in August 2016.

At that time Gorsuch wrote a controversial manifesto arguing that it should be easier for corporations and individuals suing federal agencies to have courts strike down regulations and overrule decisions by experts at agencies like the Environmental Protection Agency.

Gorsuch contends that the judiciary should be able to overrule how federal agency experts interpret how a given law should be implemented.

In the case of global warming, the Obama EPA interpreted carbon dioxide as a harmful pollutant worth regulating under the Clean Air Act based on the recommendations of the very agency experts Gorsuch would potentially seek to overrule.

Like Trump's cabinet picks, Gorsuch favors the shrinking of federal bureaucracy and an increased reliance on the states to handle their own problems.

This antipathy toward federal regulations is another reason Gorsuch could be a disaster for the climate in case he casts the deciding vote on the Supreme Court against implementing the Clean Power Plan, an Obama-era effort to ratchet down carbon emissions from the utility sector by moving away from coal.



Environmentalists worry that Supreme Court nominee Neil Gorsuch will be dismissive of advocacy groups and could cast the deciding vote against implementing the Clean Power Plan. (Photo by Joe Ravi, CC)

Without the Clean Power Plan—currently cooling its heels in judicial review and likely headed for the Supreme Court later this year—there's little hope of the U.S. meeting its Paris climate accord emissions reduction commitments.

Another concern is Gorsuch's historically dismissive posture toward the standing of public interest groups as plaintiffs (defined as their right to file suit given direct injury or harm).

According to EnviroNews, Gorsuch dismissed a 2015 case brought by a hunters and anglers group against the Forest Service for allowing motorcycles to access trails in Colorado's San Juan National Forest due to lack of direct harm.

Likewise, he barred three leading environmental groups from joining a 2013 suit regarding where off-

road vehicles could travel in New Mexico's Santa Fe National Forest.

Greens, still hopeful that the judiciary can be the last check on the conservative-dominated legislative and executive branches, are crossing their fingers that Democrats can block Gorsuch and send the Trump administration back to the drawing board for someone more to their liking.

Contacts: Center for American Progress, www.americanprogress.org; Clean Power Plan, www.epa.gov/cleanpowerplan/clean-power-plan-existing-power-plants; EnviroNews, www.environews.tv.

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Community Advisory Committee ponders light rail alignment, station issues

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

The Metro sanctioned Southwest Corridor Light Rail Community Advisory Committee met for the second time on March 6.

The group of community stakeholders provides feedback and recommendations to project staff and the steering committee during the Draft Environmental Impact Statement process.

The purpose of this evening was to learn more about the light rail alignment, potential stations, and park-and-ride locations being considered in the federal study.

In a packed classroom at the Multnomah Arts Center, brief public input was scheduled before members got down to business.

Many handouts lined the tables including Metro reports, minutes, and a variety of articles from an organization called Debunking Portland. One article in particular reviewed why many Americans don't ride mass transit.

Project manager Matt Bihn began with a current presentation of the project.

"The rail line is 12 miles long and begins in downtown Portland," Bihn said. "It then makes its way through Tigard with a variety of routes, and ends in Bridgeport Village."

"We've divided the line into three segments: inner Portland, outer Portland, and Tigard."

Bihn described one scenario of where the light rail would travel connecting the MAX line near Portland State University, traveling over a new light rail bridge over Interstate 405, and make its way south along Barbur Boulevard.

The other choice being examined

connects the MAX line by the Tilikum Crossing, connecting neighborhoods near the Ross Island Bridge, and making its way down Barbur Boulevard or parallel to Interstate 5, and connecting to Barbur Boulevard at Hamilton Street.

A committee member asked about the various cost considerations of each alignment. Another asked about whether there would be a station near some low-income apartments on Barbur Boulevard, and wondered whether the project would address homeless camps in the woods.

"All these issues will be addressed in the DEIS," Bihn replied, "and this committee will have a chance for input when the time comes."

According to Bihn, "Gibbs Street is a crucial crossroads, as it accesses the Southwest waterfront as well as up to Marquam Hill."

Having the line parallel the freeway, Bihn explained, would not provide improvements to bike trails, add sidewalks, or make road improvements for that section of Barbur Boulevard.

"It would connect various pathways to the raised tracks, there would be less expense to the alignment, and would not compete with traffic along Barbur," said Bihn.

On the other hand, he remarked, alignment down Barbur Boulevard would be easier to build, there would be sidewalk and roadway improvements, and include U-turn lanes for business access.

Both the Newbury and Vermont viaducts along Barbur Boulevard would be reconstructed, and widened, as well as the Capitol Highway bridge.

Committee member Roger Averbeck requested that the group review the vision and goals that the elected officials already promised.

"We must also address mitigating impacts," Averbeck said, "as well as



The Barbur Transit Center will eventually undergo major renovations, including additional parking, once the light rail project gets underway. (Post photo by Erik Vidstrand)

improving business redevelopment."

"The vision and goals clearly state the community's desires for Barbur Boulevard as a destination rather than a major thoroughfare," replied Bihn.

A question came from a Portland Community College student in the audience. He wondered if some bus lines would disappear. Bihn responded that TriMet does not want light rail to compete with bus lines.

"There will be some changes and eliminations," he said. "Some buses will merge, and some will share light rail tracks at times then branch out to destinations such as Hillsdale and

the community college."

Some proposed stations include Gibbs, Hamilton, Custer, and Spring Garden streets. The current Barbur Transit Center would be remodeled and expanded. An additional transit center is also projected for 53rd Avenue near PCC Sylvania.

The lots are projected to hold 850 and 950 parking spots respectively. A 53rd Avenue park-and-ride also may be a hub with shuttles and possible autonomous vehicles up to the college.

As the two-hour meeting neared its completion, Eryn Kehe, the project's

(Continued on Page 7)

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Raleigh Hills Business Association to host fourth annual shred and recycle event

THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

The Raleigh Hills Business Association met on March 1 for their monthly meeting to catch up on the latest news, network, and hear the latest economic information of the area. Chair Marie Morris welcomed nearly 30 members who appeared to be at an afterhours social event rather than a 7 o'clock meeting on a cold, damp morning.

The main presentation was provided by Emily Starbuck, an economist from the State of Oregon Employment Department.

"Employment in Washington County has increased almost 4 percent in recent years," Starbuck said. "This is a bit lower than the 19 percent growth seen in Portland."

According to Starbuck, Raleigh Hills provides approximately 2,000 jobs, a third of them in retail, and 16 percent in professional business services.

Starbuck went on to describe an increase in jobs in Tigard, Hillsboro, and Beaverton.

"The county population is around 584,000 and is much more diverse than Portland," she continued. "People of color make up 33 percent."

A Washington County sheriff described a proposed levy for the May election. If passed, it would renew a previous levy and earmarks

increased law enforcement services and funds advanced trainings in crisis interventions.

The fourth annual shred and recycle event sponsored by the business association will be held on Saturday, April 22, from 9 a.m. until noon at 8555 SW Apple Way (in the AAA Oregon parking lot).

Community Warehouse, a nonprofit furniture bank, will be accepting household items. EcoBinary, an electronic-waste recycling business; Interstate All Battery, and Cartridge Network will all offer recycling. West Slope and Garden Home libraries will be accepting donations as well.

The association meets at 7 a.m. the first Wednesday of each month at the Raleigh Hills New Seasons Market, 7300 SW Beaverton-Hillsdale Highway.

Raleigh Hills appears to be named after Raleigh Robinson, a native of Washington County who owned and operated a portion of the farm where he was born in 1857. A post office named Raleigh was established in the area April 1892. Southern Pacific's Red Electric line had a stop in Raleigh from 1914 until the line ceased operation in 1929. For more information, please go to <http://raleighhillsbusinessassn.org/>.

Grand opening of Garden Home library annex set for April 18

Nick Wilczek, Garden Home Community Library director, announced that the library is about ready to open a new community space called the Annex. Located directly



Nick Wilczek, Garden Home Community Library director, shows off the new community library annex. "When the yellow gnome is outside, we have an event happening," he said. (Post photo by Erik Vidstrand)

across the street in the west side of the Lamb's Thriftway strip mall, the Annex will serve as a meeting space, resource room, and hold events for children.

"We have been saving money for this project," Wilczek said as he showed off the almost completed room to this reporter. "Our library has no extra room whatsoever so when this space became available, we jumped at the opportunity."

Complete with laptops computers, a 3D printer, and a Blu-ray entertainment system, the room will open in early April.

"We have scheduled a meeting for the community on Tuesday, April 18 at 7 p.m. at the Annex," announced Wilczek. "We're looking for ideas and public use for this room."

The Annex is located at 7306 SW Oleson Road. Hours will vary.

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Blind walker asks motorists to be more aware of their surroundings

By KC Cowan
The Southwest Portland Post

With distracted drivers checking their cell phones more than their driving, it's no wonder automobile/pedestrian accidents are up.

Even people crossing in marked crosswalks have been struck. But while most pedestrians can at least *try* to keep an eye open for drivers ignoring them in a crosswalk, it's a little more difficult for Peggy McSorley.

You see, McSorley is legally blind. She has a genetic condition called Stargardt's Disease. It causes progressive damage—or degeneration—of the macula, which is a small area in the center of the retina that is responsible for sharp, straight-ahead vision.

"I am legally blind," said McSorley. "I have peripheral vision,

is considered a *legal* crosswalk, even if there is no marking. Secondly, drivers must remain stopped for a pedestrian crossing "when the pedestrian is in your lane of travel, in the lane next to your lane of travel, and in the lane you are turning into."

If you are turning at an intersection that has a traffic signal, the pedestrian must be six feet or more from the lane you are turning into.

If there is *not* a traffic signal, you must wait until the pedestrian is out of the lane you want to turn into *plus* the next full lane.

Lest you think McSorley is just not being careful enough, she stressed that she trained with a mobility trainer with the Oregon Commission for the Blind for a year and a half after she lost her sight.

They taught her how to listen for the traffic noise to cross safely. She even uses a white cane, but shockingly, she says a majority of

people she meets don't know what it signifies.

"I can't tell you how many people ask me what I have a cane for."

The laws are very clear when dealing with the sight impaired in crosswalks. The manual specifically states that you must give the right of way to a blind or partially blind pedestrian who is carrying a white cane or using a guide dog.

You have to remain stopped "until the person has crossed the entire road, even if you have the green light."

Sadly, McSorley has found very few people know the laws. "I ask people I meet: Do you know you can't turn until I'm a certain distance away from you? And they don't," she said.

Community volunteer Cynthia Chilton gives presentations in road safety classes operated by Multnomah County Traffic Court. Chilton said part of the problem is state crosswalk laws changed in

the not too distant past but most people don't know it.

"We are driving on licenses we got 20 or 30 years ago and (the state doesn't) have a good way of educating people about new traffic laws," she said. "There might be a flyer in your auto renewal information, or when you renew your driver's license."

She recommends asking the city to set up a crosswalk sting at Southwest 45th Avenue and Vermont Street.

"Get in the face of PBOT and tell them this is a critical intersection, that has a lot of kids crossing in it," she added.

It could take some time to set that up. In the meantime, if you see people in a crosswalk, McSorley has a request for you.

"Know your driving laws and know the pedestrian walkway," she pleaded. "Be aware. I would hate to have them have the consequences of hitting someone."

Not to mention the consequences for *her* by being struck by a distracted or uneducated driver.



Peggy McSorley stands outside the Southwest Community Center where she regularly walks. (Post photo by KC Cowan)



Peggy McSorley crosses Southwest Vermont Street where drivers often illegally cut into her crosswalk. (Post photo by KC Cowan)

so I see only on the edges. I see nothing ahead of me." Two other members of her family have the disease as well.

"Usually you are born with it and it develops in your teenage years, but in our family, it developed in middle age," she said.

It forced her to retire at age 62, but McSorley still wants to get around and be active, and that includes regular trips to the Southwest Community Center at Gabriel Park.

McSorley lives in the Vermont Hills area, near Hayhurst Elementary School, so she can walk. But lately, every time she tries to cross Vermont Street, she feels like she is putting her life in danger.

"As I go north along 45th, I am walking with the light. But cars that are coming south, they don't see me," she explained.

"And when they make a left hand turn east, they come right into the white strip of the crosswalk, and they don't stop. I've actually screamed twice at cars."

Once, she said she was getting ready to step off the curb, and a woman and her child were already ahead of her in the crosswalk. "And someone actually tried to drive between us in the crosswalk," she said.

According to the official Oregon State Driver Manual, drivers must stop *before* the marked stop-line or cross walk, if there is one.

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Land Use Committee reviews city budget, objects to middle housing amendment

By Erik Vidstrand
The Southwest Portland Post

The Land Use Committee, a standing committee of Southwest Neighborhoods, Inc., met on Feb. 21 to hear pertinent land use updates from city bureau managers and an advisory board member.

This working group is comprised of Southwest neighborhood association land use committees and other land use advocates. This group tracks and responds to the many land use and planning issues in the area.

These include infill projects, demolitions, new developments, design reviews, tree preservation, affordable housing, and comprehensive zoning changes.

"The last few meetings have been canceled due to inclement weather," said committee chair Jan Wilson.

Claire Carder, who is in her first term as a representative on the Development Review Advisory Committee, gave a report on how the Bureau of Development Services processes requests when a property owner subdivides property.

DRAC is a citizen advisory body representing those with interests in the outcomes of policies, budgets, and regulations. There are 17 appointed members.

"A lot has been going on at city hall," Carder began. "We're going line-by-line over the bureaus' budget."

Portland City Commissioner Chloe Eudaly now oversees the Office of Neighborhood Involvement and the Bureau of Development Services. "I certainly see progress with Eudaly in charge," Carder said.

"The city is also looking at having an assigned liaison for each geographic region/neighborhood like Joan Frederickson, who is bureau project manager for the entire Southwest."

Carder said there is a surplus of money—about \$50 million—which comes from a fee that developers pay the city.

"These are short-term funds secured by the housing project loan to the bureau," Carder explained. "This money is slated for the affordable

housing crisis."

DRAC has a demolition subcommittee and recently released its report. It suggested a change in the demolition ordinance which requires better notification for permits.

Carder said this is an opportunity to save more houses from the wrecking ball.

"Equity is the main issue with this policy," said Claire Colman Evans from Bridlemile. "Neighborhoods without much money don't have the means to fight the demolitions. Many times it turns associations or groups of neighbors into real estate agencies."

"Why is the bureau understaffed?" another committee member asked.

"There are state statutes that have strict ways expenditures are spent," Frederickson replied.

"Can it be used for inspection staff?"

"There is also a backlog of positions," Frederickson added. "We're also looking at staff for asbestos and lead removal programs in which schools have the highest priorities."

Carder finished up her report saying that two-way communication needs to be improved. Information from the land use committee to DRAC is good, but information doesn't always trickle down to the neighborhood association, she said.

Frederickson provided a snapshot of projects in Southwest which can be found in the SWNI newsletter. Barry Manning, a manager from the Bureau of Planning and Sustainability, was also in attendance.

"Code reconciliation projects are planned in 2017," he said. "Some commercial zones have changed. We're also working on landscaping and parking requirements."

"The biggest issue is that inclusionary zoning now is required in multi-family units with more than 20 units," he said.

New housing projects must include no less than 20 percent of units at affordable prices (80 percent of median income level).

A motion was made by Multnomah land use chair Jim Peterson, requesting that SWNI write a letter in support of the associations' objection to middle housing policy



One infill project that has the land use committee concerned is the 70-unit, four-story apartment building under construction on Southwest Capitol Highway at 33rd Avenue in Multnomah Village. (Post photo by Erik Vidstrand)

5.6 (Amendment P45) to the 2035 Portland Comprehensive Plan.

"This letter is consistent with SWNI's prior letter dated April 28, 2016, on the same issue," said Peterson. "We're

asking for as many letters of support as possible for this objection."

The motion was adopted and the issue will go to SWNI's board of directors for consideration.

MULTNOMAH NOTEBOOK

(Continued from Page 1)

"These concerns remain despite the work so far of the Residential Infill Project."

Multnomah neighborhood association members and board have been saying for years that this process has been hijacked by developers who sit on RIPSAC.

"In terms of the RIP process, take a look at the stakeholder advisory committee make-up," Strunk continued. "The developers, realtors, and others with financial interest in the infill project outcomes out-weighed the neighborhood representation."

Strunk said that it appears that the Bureau of Planning and Sustainability may be ignoring this input and ignoring City Council decisions from December.

"UNR has been opposing the comprehensive plan middle-housing amendment (P-45) that was snuck in at the last moment," Peterson added.

Eight housing projects at 46th Avenue and Carson Street

Markley expressed his frustration with the state of the streets near his house.

"There are eight housing projects going on around Southwest 46th and Carson," Markley said.

"The crumbling, gravel roads are falling apart from the construction truck traffic," he said. "Why aren't we holding the developers accountable for tearing up the road?"

Multnomah chair Martie Sucec said that the city only maintains streets that are brought up to city code. "This roadway is not one of them," Sucec stated. "It has to do with when the area was annexed by the city of Portland."

Editor's Note: "Up to code" means a complete buildout including paved streets and curbs. Sidewalks are required along arterials and side streets where there is new residential development.

"I'm going to put this issue on a future agenda and see what we can do about these streets," said Sucec.

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Hayhurst Subdivision

(Continued from Page 1)

Screech owls were heard in Pendleton Woods last summer. The area is home to ducks, rabbits and coyotes plus a myriad of birds and a native, enormous wetlands iris.

The area has not grown or changed dramatically over the years. A few homes have gone up with large lots in keeping with the R7 zoning (one home per 7,000 square feet) and the neighborhood.

There are several of Vic Remmers' faux Tudor houses, but no large developments such as the one proposed on Pendleton Creek Woods.

The proposed development is at odds with Southwest watershed issues, including numerous open creek channels, clay and silt.

Instead of keeping the natural slope and building homes with daylight basements, the proposed plan will re-grade the entire slope so that it is flat and build upon this. "This is a landslide

waiting to happen," said Hurwitz.

"The proposal does not include improving all of Southwest 48th, therefore, the increased traffic will be on a Safe Route to School with no sidewalks. Additionally, if the street is through there will be cut through traffic to avoid the sharp turn at the top of Southwest Cameron. We are concerned about the safety of children," said Hurwitz.

The proposal calls for a high density development. Many large trees will be cut down. The developer will pay into a mitigation fund. The proposal's homes are large, their yards miniscule. A tiny portion will be preserved as an Environmental Overlay Zone.

"We believe that development is inevitable but this one is wrong. Eleven homes shoved into this area with nearly every tree cut down is not in keeping with the neighborhood," said Hurwitz. "It necessitates impervious surfaces, requires a through road that will increase danger and does not respect the nature of our 'green' Portland."

SOUTHWEST CORRIDOR PLAN

(Continued from Page 3)

senior communications specialist, previewed the committee's schedule.

"In the coming months," Kehe said, "the overall plans will be discussed including land use and the Barbur Concept Plan."

From April to June, Kehe said that impacts would be discussed and much more information would come out during the summer months.

Three members were selected as liaisons to the steering committee: Roger Averbeck, Southwest Transportation Committee; Stephan Belding, Tigard Pedestrian and Bicycle Advisory Committee; and Michael Kisor, Southwest Bicycle and Pedestrian Neighborhoods.

The next Community Advisory Committee meeting is scheduled for Monday, April 3, at 6:30 p.m. at the Multnomah Arts Center. A project tour is planned for the committee on April 15.



Committee members sift through a plethora of materials and information on the light rail project. (Post photo by Erik Vidstrand)

Gax tax-funded projects include bike lanes, sidewalks, and street repairs

FIXING OUR STREETS

By Jack Rubinger
The Southwest Portland Post

On May 17, 2016, Portland voters passed Measure 26-173, Portland's first local funding source dedicated to fixing streets. One source of funding is a heavy vehicle use tax with total estimated revenue over four years of \$74 million.

Measure 26-173 projects include contract paving, base repair, safe routes to schools, sidewalks/shoulders, bike infrastructure.

So Fixing Our Streets is a gas-tax funded four-year program to implement street repair and traffic safety improvements on Portland's streets. Details were discussed at an open house meeting at the Multnomah Arts Center in March.

Speakers/presenters at the open house included Jennifer Rollins from fixingourstreets.com, Portland City Commissioner Dan Saltzman, and Leah Treat, director of the Portland

Bureau of Transportation, which manages \$11 billion in assets and about 5,000 lane miles of streets.

The program will allow the transportation bureau to expand preventive street maintenance that saves money, prevents potholes and makes it easier to move around the city.

The program will also incorporate critical safety improvements like sidewalks, traffic signals, and bike lanes to increase safer traffic for children and commuters.

Southwest Portland projects include "safe routes to school" safety improvements for Lincoln and Wilson high school clusters.

Paving, bike lanes and sidewalks on Southwest Capitol Highway (2018-2020), paving on Southwest Vermont Street from Oleson Road to Capitol Highway (2017) and crossing improvements on Beaverton Hillsdale Highway (2017) are also on the docket.

Basic street repairs began back in September. Beaverton-Hillsdale Highway improvements will begin this month.

Southwest Portland pedestrian and bicycle improvements are planned for Capitol Highway from Garden Home Road to Taylors Ferry Road.

The proposed improvements include continuous sidewalks on the east side of the road, protected bike lanes on the east side of the road, multi-use paths on the west side of the road, pedestrian crossings at consolidated bus stop locations, and stormwater management improvements.

The Fix Our Streets program will also include an oversight committee — 16 community members who will monitor revenues, expenditures and program implementation and approve any necessary changes to the project list.

The committee will monitor construction impacts and focus on minority-owned, women-owned, and emerging small business utilization.

Another goal was to elevate conversations and raise awareness about block parties, walking safely in Portland and encouraging people to get creative and reimagine their streets, parking spaces, plazas and alleys to

enjoy and engage the surrounding community.

More than 100 community members attended the friendly open house which included pizza, salads and refreshments. Glenn Bridges, who lives in Hillsdale, was excited, but a bit skeptical. "The need exceeds the resources available, but let's get started," he said.

At breakout sessions, community members asked transportation officials to reach out to individual households, PTA presidents of Jackson and Stevenson schools, nextdoor.com, the Jewish community, and neighborhood associations.

For more information about proposed plans, visit www.fixingourstreets.com.

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COMMUNITY LIFE

By KC Cowan and Don Snedecor
The Southwest Portland Post

6 A Tale to Tell: Join storyteller Kevin Locke, author of "Mni Wiconi" (Lakota for Water is Life) at the annual "Art of the Story" storytelling festival. This event takes place on Thursday, April 6, at 7 p.m. at the Garden Home Recreation Center, 7475 SW Oleson Road. For full festival schedule visit www.wccls.org/festival. Free.

7 Double Vision: Two photographers display their work this month at the Multnomah Arts Center Gallery, 7688 SW Capitol Highway. An untitled exhibit of photographs by Megan Nann, and "Obscure," an exhibit of photographs by Stefan Lesueur, will be up through the month, with an opening reception on Friday, April 7, 7-9 p.m. Lesueur examines the relationship between the photographer, the camera, and the space the photographer occupies. Nanna's photography examines the taboo subject of nudity in America. Free and open during MAC's regular hours. For more information, call 503-823-2787.

13 Food for Thought: On Thursday, April 13, join authors Joan Nathan and Andrew Fortgang to discuss "An Evening

About Food." Nathan is an award-winning American cookbook author and newspaper journalist. Andrew Fortgang is the co-owner of Le Pigeon in Portland. Together, they will discuss their favorite topic, writing about food. All events begin at 7 pm at the Mittleman Jewish Community Center. Individual event tickets cost \$8. Members: \$5. Register at www.oregonjcc.org/authorseries.

15 Take a hike along Tryon Creek: This month's urban hike will take place on the third Saturday, April 15. Meet at 9 a.m. behind the bleachers, near the food carts, at Wilson High School, SW Sunset Blvd. and Capitol Hwy. Then be ready to carpool to Tryon Creek State Park. The 6 mile hike will go into Lake Oswego and back into the park along the Red Fox Trail. Well behaved dogs are allowed on leash. For more information, or to volunteer to lead a walk in your neighborhood, contact Sharon Fekety (fekety@hevanet.com).

21 The Oregon Mandolin Orchestra featuring Evan Marshall will perform movements from Mozart's 3rd and 4th violin concertos, Hummel's Mandolin Concerto, as well as folk music from the Americas. Directed by Brian Oberlin, the 24-member orchestra will perform Friday, April 21 at 7 p.m. at the Multnomah Arts Center, 7688 SW Capitol Highway. Tickets are \$15 at the door. For more



Brian Oberlin and Evan Marshall will show off their talents with the Oregon Mandolin Orchestra on April 21 at the Multnomah Arts Center.

information visit www.oregonmandolinorchestra.org.

23 Responding to the Language of Hate: A free workshop is being offered on Sunday, April 23 from 12:15-2:15 p.m. at West Hills Unitarian Universalist Fellowship in Forest Hall, 8470 SW Oleson Road. This will be presented by two Raging Grannies who have done this locally as well as at the national convention. They will use discussion and role-playing to explore firm but compassionate ways to respond when the values we stand for come

under verbal attack. Please RSVP to <http://bit.ly/Apr23wkshop>.

24 Are Minorities Welcome? On April 24 from 6:45-8:30 p.m., the Hillsdale Neighborhood Association will host an open forum at St. Barnabas Episcopal Church, 2201 SW Vermont St., based on the question: Is Hillsdale a welcoming and inclusive community? Leaders from the Muslim and Latino communities will address some of the issues they are experiencing, and neighbors will have a chance to meet and share ideas on this topic.

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