

Capitol Hill Road neighbors lobby for traffic calming, speed bumps

By Don Snedecor
The Southwest Portland Post

Southwest Capitol Hill Road stretches between Barbur Boulevard and Bertha Boulevard, creating a borderline between the Hillsdale and Multnomah neighborhoods. But neighbors Lisa Broten and Mellani Calvin say that with no sidewalks, speed bumps are needed along the narrow cut-through to slow traffic down for the safety of residents and visitors.

Broten and Calvin spoke to the Multnomah Neighborhood Association on January 13 at the Multnomah Center. "We were really hoping that the City would follow through on their promise to have someone at that meeting tonight

FROM THE EDITOR'S DESK

so that more folks could see their two proposals," said Calvin.

"Many of the folks on our street had heard that Capitol Hill Road had become eligible for speed tables [long flattened bumps] but we sure could use some 'spreading of the word,' said Calvin.

According to Will Stevens of the Portland Office of Transportation (PDOT), what the neighbors need is approval of both Hillsdale and Multnomah neighborhoods, along with a super-majority (67 percent) of home owners that live along this road.

But that isn't all. Once the community has approved the speed bump program,

then the folks have to raise the money themselves—approximately \$2200 per bump. Nine to 11 bumps are planned. "Hillsdale has given us their support already and as you know, we're hoping for a vote next month in Multnomah," said Calvin.

That Multnomah meeting will be held on Tuesday, February 10 at the Multnomah Center. Stevens or another PDOT representative is scheduled to make a presentation on the Capitol Hill Road traffic calming plan at that time. It should be noted that only the residents who live along the western side of Capitol Hill Road (who live in Multnomah) will be eligible to vote on this item. *Please see photo on Page 4 of this issue.*

construction on the Fanno pump station, the Fanno Pressure Line, and a gravity sewer line in Southwest Vermont Street at a total cost of \$18 million. The Fanno projects replaced a system that relied on five old pump stations.

After numerous pipeline breaks in 2005, 2006 and 2008, BES deactivated the Fanno Pump Station and pressure sewer and began diverting the flow to a gravity line that conveys wastewater to the Durham Treatment Plant in Washington County.

The city is seeking to recover costs from companies responsible for the design and construction of that line that has failed.

The Multnomah Boulevard project area, which would be constructed in 2009, stretches between Southwest 69th and 31st avenues. BES has requested a variance which would allow them to do construction during the hours of 7:00 p.m. to 6:00 a.m.

A hearing on the noise variance application will be held on Wednesday, February 11, at 6:00 p.m. at 1900 SW 4th Avenue. For more information, please contact Stephen Sykes at 503-823-7898 or stephen.sykes@bes.ci.portland.or.us.

Fanno Pressure Sewer Line scheduled to be replaced along Multnomah Blvd

As Yogi Berra used to say, it's déjà vu all over again. After installing a brand new pressure sewer line underneath Southwest Multnomah Boulevard and Garden Home Road in 2000, the City of Portland Bureau of Environmental Services says that the entire section needs to be replaced.

According to Dan Hebert, BES project manager, the project is scheduled to break ground in August or September of this year, construction would continue until October 2010.

The Multnomah section is a 30-inch PVC plastic pipe. The Garden Home section is a 32-inch HDPE plastic pipe. Hebert steel pipe will be used in both sections instead.

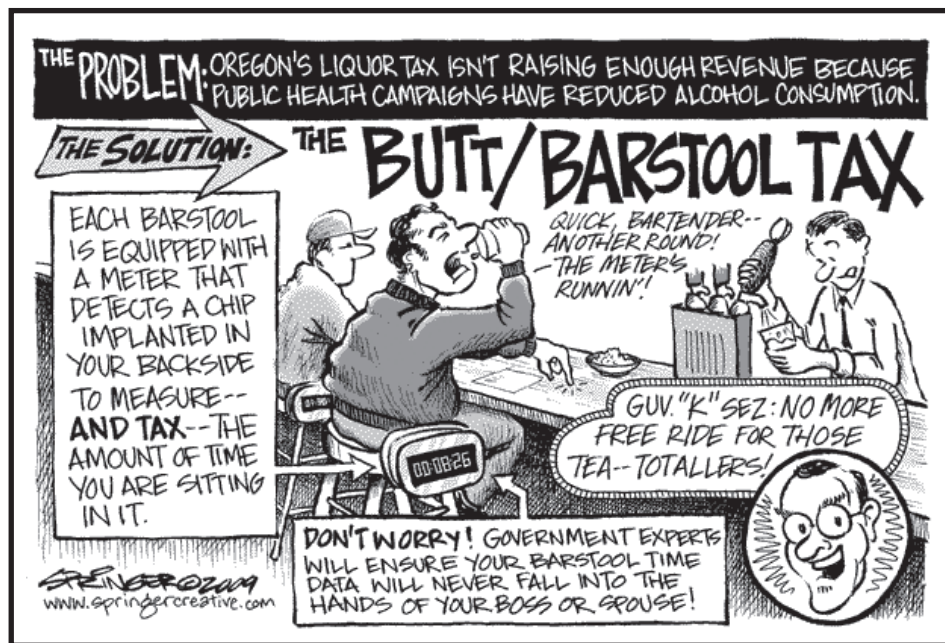
In 2000, the City of Portland finished

Water Bureau seeks public input in replacing Fulton Pump Station

According to Tim Hall with the City of Portland Water Bureau, the Fulton Drinking Water Pump Station—located on SW Nevada Street between Macadam and Virginia avenues is nearly 100 years old and needs to be replaced.

Water bureau literature explains that the existing facility "is critical to the City's

(Continued on Page 8)





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