

Hillsdale could be first neighborhood designated as age-friendly

HILLSDALE NOTEBOOK

By Jillian Daley
The Southwest Portland Post

Hillsdale Main Street executive director Megan Braunsten and Elders in Action volunteer Will Fuller announced a partnership between their groups at the May 2 Hillsdale Neighborhood Association meeting.

The union could mean changes at businesses throughout the neighborhood.

An age-friendly certification for a business involves improvements such as making doors easier to open, providing places to rest, and improving lighting to help prevent crime and make places easier to navigate for those with vision trouble.

The designation has other benefits. "It's building a community, a vibrant community, where the quality of life



Hillsdale Main Street executive director Megan Braunsten discussed a partnership with Elders In Action that would make Hillsdale "the first neighborhood in Portland to be designated age-friendly." (Post photo by Jillian Daley)

doesn't depend on age," Fuller said.

Once called an elder-friendly certification, the group changed the moniker because updating a business' safety

features can be beneficial to all ages.

"Kids have trouble opening heavy doors; they trip over stoops just like older people," Fuller said. "What we're finding is really the operative words are 'friendly' and 'community.'"

Hillsdale Main Street is devoted to improving businesses, so it was a natural partnership, added Leslie Foren, interim executive director of Elders in Action, in an interview on May 14.

Elders in Action advocates for seniors in Multnomah, Clackamas and Washington counties.

The organization helps businesses better serve older customers; and provides informational workshops on topics important to seniors. For more information, visit www.eldersinaction.org.

Tryon Creek State Park seek volunteers for restoration, education

Friends of Tryon Creek State Park executive director David Cohen said

he needs volunteers to help maintain this natural, community hub, serving in areas including park restoration and education programs.

At the Hillsdale Neighborhood Association meeting last month, Cohen discussed the park that 5,000 school children travel to by bus each year.

Cohen said the children learn crucial lessons about nature, and some of them "have never been in a forest before."

He also said that businesses gather their employees for team-building exercises at the park, during which they yank out invasive species such as ivy.

Yet, Cohen said, many people do not know about the approximately 675-acre park that's right in their backyard, and they should explore its beauty and wildlife. Owlets have been seen nesting in the 42-year-old park, he said.

"It's really an incredible community jewel," Cohen said. For more information, visit www.tryonfriends.org.

Macadam Avenue

(Continued from Page 1)

tors' building intact and with plenty of parking.

Mike Dowd of Miles Place repeated this and added, "Most of Freeman's use of the lot is illegal, and a violation letter has already been drafted by the City."

Roger Robinson said, "The Macadam Bay people have their problems and their property values, but theirs can float down the river if need be, and ours can't. Bless them, but they knew what they were getting into when they moved there." Several called Freeman Motors "the only logical option."

On the other hand, several Macadam Bay residents spoke against the

use of Freeman Motors. Chris Olson, a real estate broker, said it would lower property values. "I know of no other neighborhood that has access through a parking lot and transmission towers," she said.

Another Macadam Bay resident, Kim Culhane, said, "We want to do right by our neighbors, and we're asking that they do right by us."

Still another, John Johnson, said, "Miles Place is a pretty special place, but so is Macadam Bay." When he approaches the existing driveway, he said, he speeds up so that he can make the turn without being rear-ended.

Tony McCoy said, as did several others, "No one asked for this to happen." He then said, "Freeman Motors is the

least safe of the options." Using Miles Street would involve "the least impact to the majority of people. People have been there for some time, but they are infringing on the right of way."

Jay Clemons said, "Miles Place is one of the most incredible places around." To its residents he said, "This isn't us against you." However, answering Robinson, he said, "The statement that we can just float down to the Columbia is just not true. Half our value is on the land."

Sam Galbreath, an economic development consultant, took a different tack. He lives in Macadam Bay, he said, but "Miles Place is one of my favorite places," and he helped create Butterfly Park. "It was ODOT that said safety impli-

cations made it imperative to move the entrance," he said. "It's unsafe now but Holy Cow! To spend two to four million dollars for an alternative that's no improvement, if anything degradation. Leave our damn driveway alone and provide a traffic signal." Galbreath also said the cost estimates were "bogus."

Multnomah County Public Affairs spokesperson Mike Pullen said the Sellwood Bridge Citizen Advisory Committee would consider the issue at a meeting starting at 5:30 p.m. June 4 at Sellwood Station, 8210 SE 13th Ave. The project's Stakeholders Committee, representing participating jurisdictions, will take the matter up on June 18.

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