

THE COUNTRY STORE

Traffic issues biggest challenge for RHBA

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Raleigh Hills Business Association. Hosted by New Seasons, members gathered on a bright, sunny morning the day after New Years to get a jump start on all the business at hand.

First and foremost, officers gave a warm welcome to new members, old members, and the friends of Raleigh Hills- individuals who volunteer at many of the events.

More than just a “beautification project that hangs flower baskets”, the association’s mission is to support the community, promote a vibrant business environment, and maintain a safe and healthy climate with maximum livability.

RHBA [pronounced “reba”] was established in 2011 and soon became a member of Venture Portland, Portland’s economic development organization that helps manage the many business associations throughout the city.

Since then, membership has tripled; an annual community fair is held in the summer; open houses are held monthly (at a variety of different businesses).

Most unique, a monthly lunch group is organized to support local eateries as well as provide an alternative meeting time for those who cannot come to the morning monthly meetings.

Finally, every quarter, an after-hours networking event is held to raise funds

and to get to know one another better. Members are encouraged to join LinkedIn, Facebook, as well as connect on www.raleighhillsbusinessassn.org for all their communication needs.

When asked what the biggest challenge was for the area, several members stated that, as always, traffic issues top the list.

The main traffic issue is, and continues to be, “Deadman’s Corner”, the dangerous intersection at Southwest Scholls Ferry Road and Beaverton-Hillsdale Highway. The realignment has been held up due to lack of funds according to Washington County.

“We’re trying to get more people to stop in the area,” said Vivian Winnig of Faces by Vivian. “That intersection has killed or injured 8-9 people over the years.”

Winnig mentioned getting something more identifiable in the area that makes Raleigh Hills stand out as well as increased signage. Sign toppers are one way of identifying the neighborhood boundaries.

The next RHBA meeting will be held on Wednesday, February 6 at 7:00 a.m. at New Seasons Market.

“Planning the summer community fair will be a top priority,” said board member Toni Curry of TLC Promotions. “A date has not been set for the community fair yet, but the location has been moved to Ernesto’s parking lot which is expecting a record 80 vendors.”

For more information, go to info@raleighhillsbusinessassn.org. Have a business story idea for The Country Store? Call 503-244-6933, fax 866-727-5336, or email news@multnomahpost.com.

Car-sharing OHSU employees park along Terwilliger Boulevard and hike to work

By Lee Perlman
The Southwest Portland Post

Car2go, the Houston-based car sharing company, provides an alternative for people who’d like to escape car ownership but need a car sometimes. However, they have been known to cause some collateral inconvenience to property owners.

Members are equipped with electronic devices that allows them to locate the nearest free vehicle from their Portland fleet of 250, and gain access to it. The user is charged by the minute for the use.

When they are done, members leave the car in any legal parking space within the boundaries of their service, which includes most (but not all) of Portland.

For fees totaling slightly over \$1,000 per car, the company has secured the right to park their vehicles indefinitely in time-limited spaces, meter districts and permit districts within their operating boundaries.

Members can drive their cars outside

these boundaries, but here they must obey parking regulations and they cannot end their ride there.

Most of the west hills, including the Oregon Health and Sciences University, are outside the operating zone, but Southwest Terwilliger Boulevard is inside it.

Therefore, according to Anton Vetterlein of the Homestead Neighborhood Association, a sizable number of people drive their Car2go vehicles to Terwilliger Boulevard, leave them there, and hike up to OHSU.

So far, Vetterlein says, Car2go officials have not been responsive to complaints about the practice.

A Car2go employee, who asked not to be quoted by name, said the company was “aware” of the issue. Workers have been moving the cars to other areas, he said.

The company is also considering changing their service boundary – moving it further away from OHSU – to make the current practice less attractive, he said.



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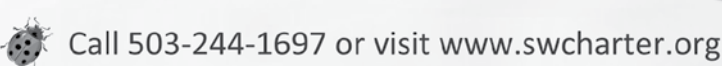
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