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# The Southwest Portland Post

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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

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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

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

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