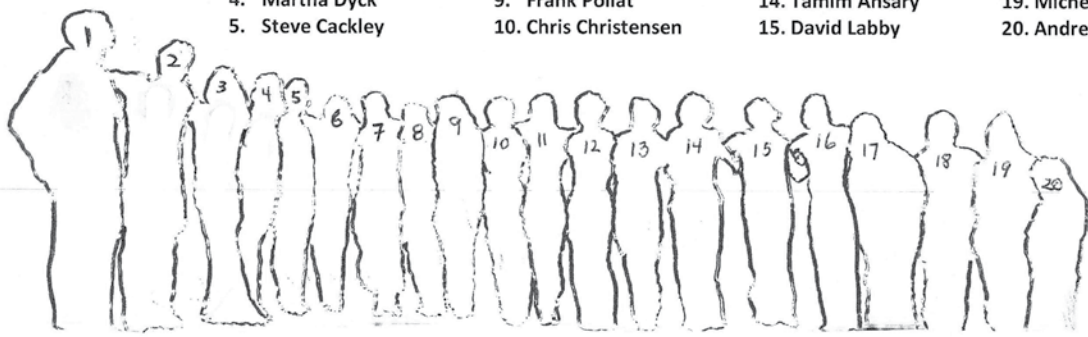




PORTLAND SCRIBE STAFF PICNIC, SUMMER 1974, KELLEY POINT PARK (photo by Doreen Labby)

- | | | | |
|---------------------|-----------------------|-------------------|----------------------------|
| 1. Jerry Sayers | 6. David McMahon | 11. Janet Schultz | 16. Lee Perlman |
| 2. Maurice Isserman | 7. Grant Raddon | 12. Fred Nussbaum | 17. Sue Sargent |
| 3. Bill Bothwell | 8. David Heath | 13. Susan Sayers | 18. Anne McLaughlin |
| 4. Martha Dyck | 9. Frank Poliat | 14. Tamim Ansary | 19. Michela Marcus McMahon |
| 5. Steve Cackley | 10. Chris Christensen | 15. David Labby | 20. Andrea Marcus |

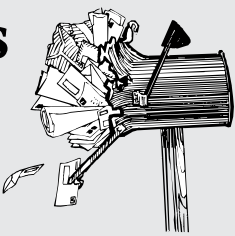


Reader remembers staff of the Portland Scribe

I'm sending you this photo because I think (or know) that you know at least one of its subjects [former *Post* reporter Lee Perlman] and I hope you would like to see this old photo. Except Andrea Marcus, Michaela's daughter, all worked at the Portland Scribe, an alternative weekly newspaper, in the 1970s. The photo was taken by Doreen Labby at a picnic at Kelley Point Park, sometime during summer 1974. At the time it was taken, Michael and Mary Wells, who had started the paper (in early '72, I think), had recently left the Scribe to work at the about-to-debut Willamette Week. Of the 20 in the photo, I know that three died in the last five years: Grant Raddon, Lee Perlman and Sue Sargent. At least they never knew Trump as president. Michael Wells died this past summer. May they all rest in peace. I've had this photo for years and finally got around to adding the identifying information.

Anne McLaughlin

Letters to the Editor



The Southwest Portland Post
4207 SE Woodstock Blvd #509
Portland, OR 97206
Fax: (866) 727-5336
email: editor@multnomahpost.com

Future light rail alignment should be along Interstate 5

Metro invites us to comment on the Southwest Corridor route through our neighborhoods. The following are my views on the

two routes the MAX trains could go through our neighborhoods from just east of Terwilliger to the Barbur Boulevard/Capitol Highway/Interstate 5 intersection further south and west.

I think staff is biased toward the Barbur Boulevard alignment. For example, the text notes that the travel time might be slowed due to traffic on Barbur Boulevard, while the summary matrix shows no difference.

At some point in the recent past staff showed that slower times decreased the number of people willing to ride the train. With this obvious bias, the whole report is not creditable!

Staff shows possible traffic impacts along Barbur Boulevard. I suspect they will be significant as they are along Interstate Avenue's light rail line.

If the train is placed on Barbur

Boulevard, I suspect the impact on the adjacent neighborhoods will be significant as slowed Barbur Boulevard traffic seeks alternative routes.

This will have a significant effect on our adjacent neighborhood livability and our ability to drive in our own neighborhoods. Staff makes no mention of this fact.

No consideration of noise effect on the adjacent neighborhoods is provided. I believe the noise of the train will be less when it is further down the Interstate 5 gully than when running along Barbur Boulevard.

As I understand the placement of stations, with one exception, they will be placed almost at the same locations, maybe a couple hundred feet further toward Interstate 5 if the Interstate 5 route is selected. I doubt the station placement will affect ridership to any degree.

In addition, no information is provided about cross sections of the street with the train and current conditions.

How is it that wider sidewalks would be provided with the Barbur Boulevard alignment and not with the Interstate 5 alignment? We are not told the assumptions used in coming to these conclusions.

They have not provided any estimate of the cost of disruption of businesses and the neighborhoods during constructions for the two alternatives. That will be a major issue for many small businesses.

Don Baack
Hillsdale

Don't forget to advertise in the January edition of *The Post*!
Call Don at 503-244-6933.
Deadline is Dec. 20.



Happy Holidays from all of us at *The Post*

Get *The Southwest Portland Post* delivered to your mailbox every month and save 50 percent! Makes a great gift! Mail us a check or money order or call 503-244-6933 with your credit or debit card. We accept Visa, MasterCard, American Express, and Discover.



- One year (12 monthly issues).....\$12 (reg. \$24)
- Two years (24 monthly issues).....\$24 (reg. \$48)
- Three years (36 monthly issues).....\$36 (reg. \$72)

Please send check or money order to:



Subscriptions, *The Southwest Portland Post*,
4207 SE Woodstock Blvd #509, Portland, OR 97206.

Name _____
Address _____
City/State/Zip _____
Phone _____
E-mail _____



4207 SE Woodstock Blvd #509, Portland, OR 97206

Phone: (503) 244-6933; Fax: (866) 727-5336
general email: news@multnomahpost.com
web address: www.swportlandpost.com

Editor & Publisher.....Don Snedecor
Reporters / Writers.....KC Cowan, Jack Rubinger,
Erik Vidstrand
Copy Editor.....Janet Goetze
Advertising Sales.....Don Snedecor
Graphic Design.....Leslie Baird
Printing.....Oregon Lithoprint
Circulation.....Rick Hepper



© 2017 by The Southwest Portland Post. All rights reserved. The opinions of the artists and authors contained herein are not necessarily shared by the publisher. Deadline for news and advertising is generally the 20th of the month prior to publication. Please call for current deadline information. Advertising rates are available upon request. Subscriptions are \$24 per year.

The Post has a circulation of 7,000 in Multnomah Village and the surrounding neighborhood business districts including Burlingame, Capitol Hill, Garden Home, Glen Cullen, Hillsdale, South Portland, Raleigh Hills, West Portland and Vermont Hills. The Post is published on or about the 1st of every month. Back issues are \$2.50 each when available. All major credit cards accepted.



The Post is printed on recycled newsprint using soy-based inks.