

► Metro staff proposes initial light rail route from Portland to Tigard
– Page 6



► Cannabis dispensary to replace Uncle John's Pizza in Markham
– Page 5



► Hillsdale Farmers' Market kicks off 17th season, Molloy returns as manager
– Page 5



The Southwest Portland Post

Volume No. 26 Issue No. 6 www.swportlandpost.com Portland, Oregon Complimentary April 2018

City bureaus deal with four watersheds along with 30 percent design concerns

CAPITOL HIGHWAY PROJECT

By Erik Vidstrand
The Southwest Portland Post

The Southwest Capitol Highway Project continues to move forward reported Chris Lyons, chair of the Multnomah subcommittee.

Lyons provided an update at the March meeting of the Multnomah Neighborhood Association. Last fall, the bureaus of Transportation and Environmental Services provided residents with its 30 percent design.

"The city said this is one of the hardest projects they have ever done," Lyons said. "There are four watersheds and [numerous] topography issues to contend with."

Lyons explained that the west side of Capitol Highway would have an all-purpose path, which wasn't the neighbors' favorite choice.

"The city didn't have the money to separate out the bike lanes and side-

walks," Lyons said.

The city spent several months responding to the committee's concerns of the first design. Parking, swales, and keeping bike lanes as straight as possible were some of the main issues Lyons presented.

"We wanted to clarify that the only maintenance the residents will have," Lyons said, "will be maintaining the sidewalks in front of their homes."

"They would also preserve as many trees as possible and pay special attention to intersections like Dolph, reduce the use of retaining walls, and add crosswalks as needed."

The committee has also recommended the city reduce the speed limit along Capitol Highway to 25



BES staff visited Southwest Capitol Highway neighbors near Basin 3. Front row: Marianne Fitzgerald, Nayda Boone, Nancy Miller, Michele Ruby, K Christensen, and Bev Shields. Back row: Al Iverson, Angie Clark, Jason Clark, Michael Jordan, and Becky Tilson (Photo courtesy of Murphy Terrell)

miles per hour. The current limit is 35 mph.

Lyons shared some of the highlights from the city's letter.

"We appreciate your insights and your commitment to this joint Transportation and Environmental Ser-

(Continued on Page 3)

Controversy over Spring Garden Park remodel includes landscaping, parking



Spring Garden Park is currently under construction but should be opening in late May or early June. (Photo courtesy of Portland Parks and Recreation)

By Jack Rubinger
The Southwest Portland Post

Joel Schaper lives across the street from Spring Garden Park, a 4.65 acre site in southwest Portland, acquired in 1999, in an area that has been park deficient for some time.

Schaper said he has lived happily in the Multnomah neighborhood for several years, and was originally happy about plans to develop the park, but now he's not so happy.

His beloved lush, green park is getting a messy makeover consisting

of bark dust and hard surface areas. Schaper believes these changes are forcing folks off 50 years of established walking paths.

"Since the landscape didn't change too much it seems like the paths that were naturally used should have just been paved. The wet area from the stream/spring in the back of Spring Garden Street has still caused a very wet area at the bottom of the park," said neighbor Ken Boltz.

"We warned the parks people about this area and it seems like the warnings were not listened to since the area is not draining properly," Boltz said.

"Since. Since the project is almost finished, this will probably be a problem spot for years."

Park bureau officials are defending their process and their communications to the community, saying that there have been numerous community and open house meetings related to the reconstruction of the park.

"The community was very clear about the desire to develop a natural space that came from the master plan process while at the same time providing ADA access through the site, soft surface trails, creating a contemplative garden space as well as a hybrid nature playground," said Jennifer Yocum, community relations manager for the park bureau.

"More specifically, the majority of the park is planted with meadow and wildflowers directly in line with what we heard from the community members," she said.

Boltz and other neighbors are displeased that the park bureau is allowing cars to park on the north side of the street in smaller than normal parking spaces.

Neighbors complain this change will force cars to park in a traffic lane and make it unsafe for pedestrians, bicyclists, and cars. Schaper said he is upset because these changes were made without any neighborhood input.

"The planners and the people at the top have been subpar and have outright endangered people with their poor plan design. In fact when people voiced concern about the intent most neighbors believed parking wouldn't be allowed," said Schaper.

But according to Yocum, "Given the existing condition of both Spring Garden Street and Dolph Court (both narrow and absent of sidewalks), it's not surprising that traffic and congestion was an ongoing topic during our 12-month public involvement process."

Other neighbors are perfectly fine with developments at the park in-

(Continued on Page 2)

Subscribe to *The Post* and help us keep the presses rolling! Form on Page 2.

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