

None for Sandy

Freeway funds reallocated

by MARK FLOYD

The Mt. Hood Freeway may be a thing of the past, but some of the money that was originally allocated for the project was approved for other uses last week by the Oregon Transportation Commission.

Originally designed to improve eastbound traffic from Portland on U.S. Highway 26, the Mt. Hood Freeway was scrapped approximately two years ago

by the City of Portland and Multnomah County.

Although the total amount of funds transferred from the Mt. Hood Freeway can only be approximated, Max Klotz, transportation engineer, said that over \$200 million has been made available for five categories of projects over the past two years.

The first and largest category is for improvement of transit corridors. More

than \$150 million has been allocated or is available for improvements of major problems on the Banfield, Sunset and Oregon City highways as well as a Tri-Met technical study.

Approximately two dozen projects in the southeast Portland area and Clackamas County take up an additional \$16.5 million. None are scheduled for the Sandy area.

The third category is a catch-all, according to Klotz. More than \$24 million is available for various projects including work on the Oregon City bypass. There are currently 13 projects being looked at in this category.

Six projects have been approved or are under consideration in east Multnomah County for a total of \$5 million.

The final category is comprised of 10 projects in the Portland urban area under the heading of T.S.M., or Transportation System Management. The aim of these projects is to keep traffic moving throughout the downtown system and clear up potential bottlenecks. The funds allocated for this category total \$5 million.

Klotz emphasized that not all of these projects have been approved nor have all the monies been appropriated.

"There may still be some funds that have not yet been identified," he said.

He added that it might be possible for a small town such as Sandy to receive some of the reallocated Mt. Hood Freeway funds, but that the approval procedure is an arduous one.

The money is being allocated through CRAG which is also overseeing some of the projects. In addition to CRAG, however, approval must be gained from several agencies, including the State Transportation Department and the Federal Highway Commission, in Washington, D.C.

Klotz said he didn't know how much money, if any, could be allocated for future projects.

"CRAG will have to keep some money in a slush fund in case some of the other projects run over," he said.

The Oregon Transportation Commission approved two minor projects for Clackamas County at its meeting Nov. 28.

Approximately \$39,000 was approved to widen the existing roadway and realign curves on Thiessen Road in the Milwaukie area. The roadway will be widened to provide two 12-foot travel lanes with four-foot paved shoulders.

The second project was allocated \$62,000 to widen both sides of Jennings Avenue in Milwaukie to accommodate pedestrian and bicycle traffic.

Other projects in the county have been approved but are under the heading of individual city projects.

Sewage plant foes to petition county

Organizers opposed to the establishment of a service district in the Hoodland area for the construction of a sewage treatment plant in Welches will present a petition to the Clackamas County Board of Commissioners Monday to put the matter to a vote.

Property owners in the Welches area have been gathering signatures to call for a special election on the formation of the district.

Robert Pearson, who has been coordinating the signature drive, said approximately 50 signatures are required to put the matter to a popular vote of the residents in the area. He said this week the group expects to have the signatures in time for the commissioners meeting at 10 a.m. in the courthouse in Oregon City.

The Clackamas County Public Works Department is proposing formation of the service district. Property owners

within the district boundaries would be assessed fees based on size of their property to pay for construction of the plant.

The treatment plant would serve a population up to 10,000.

The Hoodland Chamber of Commerce has gone on record in support of its construction.

A number of residents in the Welches area have said they are opposed to the plant because they already have adequate septic systems.

The county elections office will call an election on formation of the service district if a petition with 15 percent of the registered voters in the proposed boundaries of the service district are gathered.

There are 306 homes in the service district with 288 registered voters, according to the county elections office.

Sheriff says deputies were right in arrest

A spokesman for the Clackamas County Sheriff's Department said this week that deputies did not violate department policy or break the law when they used force to arrest Brightwood resident James Purdy on Aug. 28.

The spokesman, speaking for Sheriff John Renfro who is on vacation, said an in-house investigation of the incident revealed the officers acted within the scope of the law.

Purdy received bruises and cuts and was sprayed with a chemical deterrent while being arrested. The deputies claim Purdy struck one of them in the chest prompting them to use force to restrain him.

Purdy, owner of the Brightwood

Garage on the Brightwood Loop, was being arrested for "hindering prosecution" of an incident involving stolen property.

Attorney Lowell Njust is representing Purdy in the matter. He said his client was prepared to take a polygraph test about the incidents that took place on the night of the arrest as a part of the investigation.

However, Njust said he instructed Purdy not to take the test after he learned that at least one of the arresting officers was unwilling to also be tested as part of the investigation.

Clackamas County District Attorney James O'Leary has decided not to press charges against Purdy for the original charge of hindering prosecution.

Highway 212: A killer road

by JAN LOVELL
County Reporter

State Highway 212 in Clackamas County doesn't leave much room for mistakes.

Last week a Portland resident apparently thought she had enough time to make a left turn before an approaching semi-truck would reach her car at the busy intersection of Highway 212 and Foster Road.

She paid for that mistake with her life.

Highway 212 has been termed by some as the worst two-lane highways around and by others as just one of many hazardous roads in the county. No matter what one calls it, it has been a headache to local residents and transportation officials for many years.

Efforts have been mounted by citizen groups and officials alike to make it a safer roadway by widening, adding turn lanes, installing street lights and reducing speed limits.

Most of the efforts have gotten bogged down because of one controlling factor — money.

In October, the Damascus Merchants Association agreed to supply \$7,500 for a traffic light at the Highway 212-Foster Road intersection near the Damascus Square shopping center, but a lack of government funds is hindering the installation of a light.

Ron Failmezer, regional traffic engineer for the state highway division, said the report on the traffic light is

almost completed. "It is just a matter of whether we can get the federal government to match the funds," he said. "We're not even sure if there are enough federal funds for the project."

Failmezer said the state will use the \$7,500 to help pay for 10 percent of the total cost while the federal government would pay 90 percent. The requested traffic light for the shopping center intersection will cost about \$35,000, Failmezer said.

He noted the highway division currently is conducting a feasibility study on lowering the Highway 212 speed limit through Damascus to 35 miles per hour. The speed limit now is 40 m.p.h.

One fatality occurred on 212 in 1977, according to Clackamas County sheriff's records. Last week's fatality was the first in 1978.

Other hazards
Non-fatal accidents are frequent on the highway, however. The Boring Fire District, which covers the area on Highway 212 from Highway 26 to Tong Road, reported 43 accident calls on the highway this year as of last weekend.

Boring Fire Chief Matt Shields said he doesn't feel Highway 212 is any worse than other two-lane roads in his district. "There just isn't any one road you can put your finger on that people should drive more carefully on," he said. "We can't expect the county or the state to redo the whole road system. Considerable im-

provements have been made on the highway since the state took it over a year ago, Shields said. He noted road improvements between Boring and 242nd Avenue have eliminated many accidents.

Shields said he did feel the "S" curves east of Damascus between 222nd and Barclay Court are especially dangerous during poor weather.

One resident who lives on the corner of 222nd Avenue and Highway 212 is quite aware of the traffic problems in that section. She spent last New Year's Eve feeding sandwiches and coffee to people who just had accidents at the intersection. She said an average of six people a month ask to use her phone because of wrecks at the blind corner.

If the state would only cut down on the hill at the intersection, most of the accidents could be eliminated, she said.

Clackamas County Sheriff John Renfro said all two-lane highways, not just Highway 212, pose traffic problems.

"There is no question freeways are much safer than two-lane highways," Renfro said. "We only had one fatality on a freeway last year while we had 54 on other roads."

"It would be ideal in the traffic safety sense if we could have freeways everywhere," Renfro said. "But of course there are limitations on that. I would say the No. 1 priority for Highway 212, in particular, would be widening the road."

The Oregon Department of Transportation has plans for widening part of the highway, but the state has run into money problems. Funding is just not available to begin construction on the project, officials have said.

Interim project

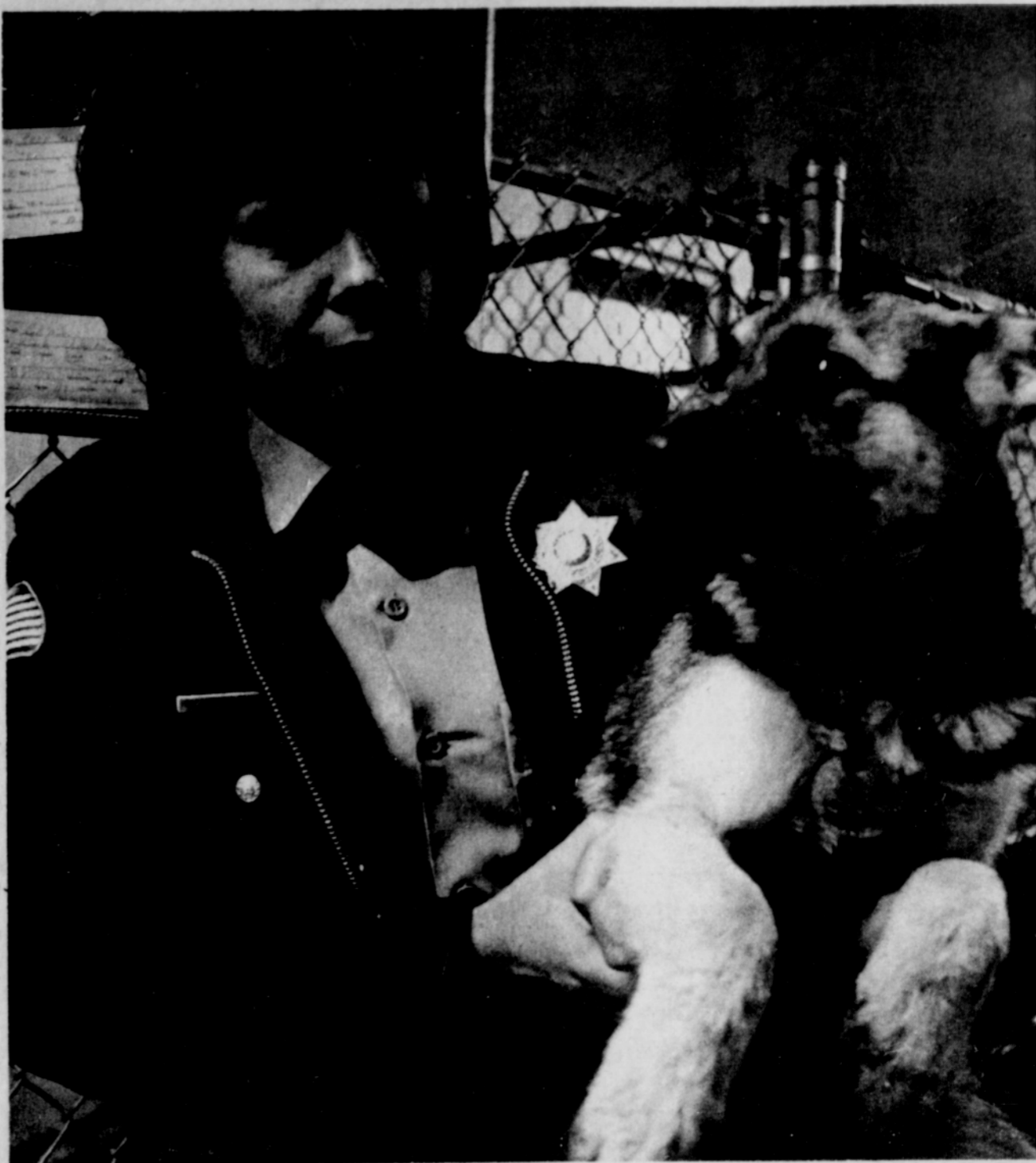
In the meantime, the state is starting on an interim project and also is nearing completion of an environmental impact study.

The interim project involves widening the highway to include a left-turn median from the Fred Meyer warehouse in Clackamas to 98th Avenue, according to Leon Brock, project coordinator for the transportation department's metropolitan section.

Two traffic signals also are being installed as part of the project, Brock said. One signal will be placed at the intersection of Highway 212 and Southeast Evelyn Street and the other at the intersection of Highway 212 and Highway 224 at the Carver junction.

Brock explained the major project favored by the transportation department would widen the highway to five lanes between I-205 and the Carver junction. The middle lane would be utilized as a left-turn lane.

Evelyn Street would be extended over the Southern Pacific railroad tracks to connect with I-205 in Gladstone, and Southeast 102nd Avenue would be extended north through Camp Withycombe to connect with Lawnfield Road.



Staff photo by Kaye Barton

LARRIE WILLIAMS, field deputy for the Clackamas County Sheriff's Office animal control division, gets ready to pen a stray German Shepherd she picked up on Sandy's Wolf Drive

last week. Williams apprehends approximately 20 abandoned animals each week in her territory, which extends from Mt. Hood to Estacada and Sunnyside.

500 calls a month

Pet dumpers pose problem

by KAYE BARTON

The person who knows best about the problem of abandoned animals probably lives in a farmhouse on a rural road with a barn standing nearby.

That, according to Clackamas County animal control officers, is the most common target of people who want to abandon their pets. "They think the animals will be happier in the country, and they assume a farmer will look after the pet if it shows up on his doorstep," said Sgt. W.H. Burnum, director of the animal control division

of the county sheriff's office. Larrie Williams is field deputy for the unit, handling calls from Mt. Hood to Estacada to Sunnyside. She responds to an average of 10 calls per day; an estimated four of them involve dogs who were dumped.

The animal control unit receives approximately 500 calls a month, 450 of which involve dogs. From 60 to 80 dogs at a time are housed in the Oregon City pound.

Williams reports that only 25 percent of the dogs in the shelter are claimed or adopted. The number was even lower before the adoption fee was lowered to \$20 for adult dogs and \$5 for puppies.

In one typical setting near Sandy, at the intersection of a country road with a state highway, she has picked up three or four abandoned dogs so far this year. Pet-dumpers see the farmhouse and the barn and zero in, according to Williams.

Unfortunately, the owners of the small farm have pets of their own and cannot feed the new arrivals. The latest was a full-grown female St. Bernard, that was transported to Oregon City like her predecessors.

The unit also handles complaints involving livestock, but such calls represent only 10 percent of their workload. The shelter has no facilities for cats, so any felines which are picked up must be "disposed of," along with the 75 percent of the dog tenants which are unclaimed.

The animal control deputies don't try to conceal their disgust with people who abandon their pets. "It's totally irresponsible," said Burnum. "The dog is punished because the owner doesn't want the trouble of caring for it."

Williams agrees. "Dumping unwanted puppies off somewhere in the country has to be the worst way to handle the situation," she said. "At least a cat can feed itself, but puppies are totally defenseless."

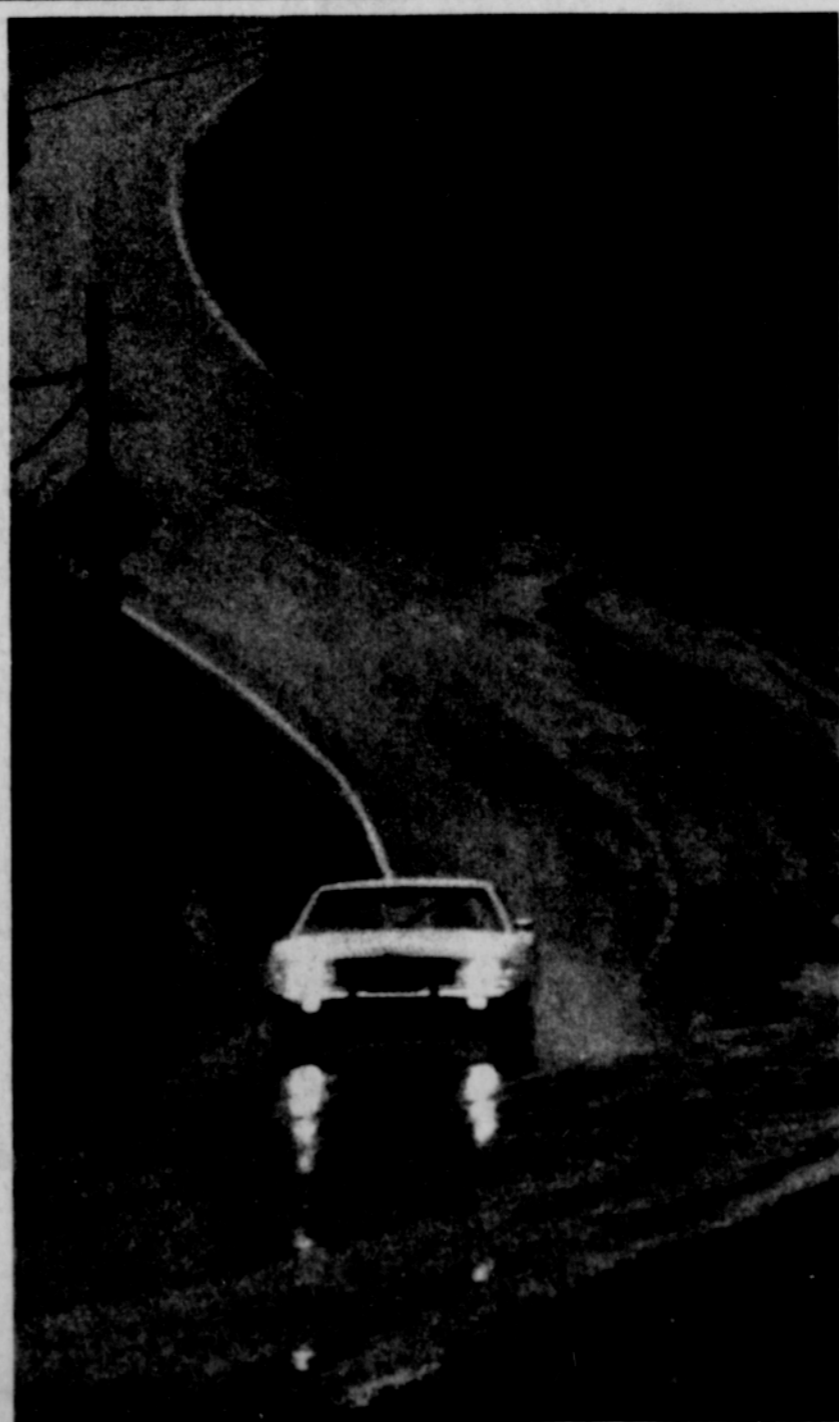
The problem of dogs running loose is not as severe in the Sandy area as in some other parts of Williams' territory. "But the dogs which do run don't have a chance of survival with that highway going through Sandy," she said.

"Inside the city limits, it's much easier," she said. "The Sandy chief of police (Fred Punzel) goes out of his way to help us restrain animals."

Williams and Burnum both encouraged families who lose their pets to come to the animal shelter in Oregon City instead of calling. "Matching a verbal description is pretty difficult," Burnum said.

The facility is open from 8:30 a.m.-5 p.m. Monday through Friday except holidays. The animals are kept five weekdays from the date of pickup before they are disposed of.

Livestock running loose and impounded is kept in a separate shelter on the same property off Warner-Milne Road in Oregon City. If the animal is unclaimed, it is disposed of through the state Department of Agriculture and sold at auction.



Staff photo

CAR NEGOTIATES tight S-curve on Highway 212 south of Boring.