

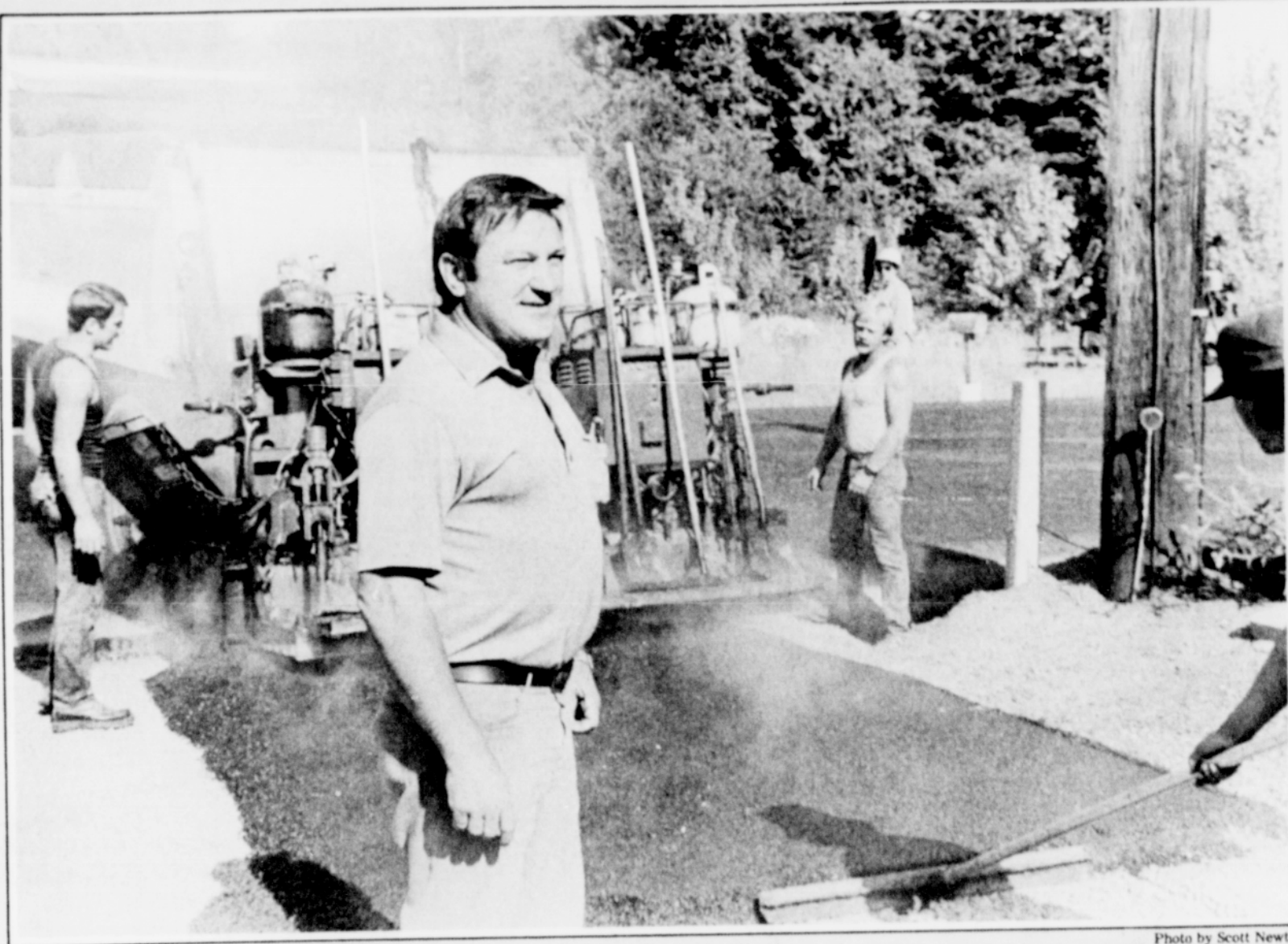
# The Sandy Post

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Jim Turin, president of Jim Turin and Sons Inc., oversees the paving of driveways, which is one of the final phases of the Bluff Road project.

## Bluff Road ready for traffic

### Local contractor pleased with the results of his work

It took 14,000 tons of rock, 7,000 tons of asphaltic concrete and a lot of patience, but it should be smooth sailing for motorists on Bluff Road for a long time to come.

Gary Kennen, project manager for the state Highway Division, said the project was a little complicated because the road was so narrow.

But Bill Maish, inspector for the state Highway Division, said he thinks contractor Jim Turin and Sons Inc. did a good job on the road improvements, which are being finished this week.

"These guys did one hell of a good job," Maish said. "They really did."

The Sandy-based company worked with eight subcontractors, in-

cluding Konnell Excavating of Sandy, in completing the 1.5-mile, \$873,000 project.

The road, which was 20 to 22 feet wide, is now 32 to 33 feet wide with 12-foot travel lanes and four-foot walking/bicycle lanes on each side.

Jim Turin said when his company started the project the thoroughfare was little more than a gravel road with "oil mat." And, according to a 1982 traffic count, that road was traveled by more than 3,000 people per day.

Those people now will be traveling on a road with nine inches of "cement-treated base" and four inches of "asphaltic concrete."

Cement-treated base is a mixture of rock, water and cement.

On Tuesday, Turin and Sons employees were working on individual driveways and were due to be finished with the project Wednesday.

The project was a major undertaking for the company, Turin said. It was the first time he had worked so closely with the state Highway Division, which he said was a good learning experience.

"I'm happy with our success overall," he said. "We feel we have an excellent road."

Turin is president of the company. The sons mentioned in the company name are Dan, Dennis, David and Doug.

Turin has been in the paving business for 17 years and estimates

he has built 400 tennis courts during that time.

One year, 1979-80, the company put in 50 tennis courts. This year it probably will build 10, Turin said.

The Bluff Road project, which was built over a two-month period last year and a 1½-month period this year, regularly employed 10 people and at times up to 30, Turin said.

The Sandy company turned in the low bid to win the contract.

A sense of satisfaction may accompany completion of the project, but Turin and his sons won't have much time for reflection.

They already are preparing to pave snow-park lots in the Mount Hood National Forest.

## Sandy will try to withdraw from Tri-Met

by SCOTT NEWTON  
Staff writer

The Sandy City Council will try to remove Sandy from the Tri-Met service district, a move that could eliminate bus service in Sandy and save local businesses thousands of dollars in payroll taxes.

The action is made possible by the Tri-Met boundary bill, which was signed into law recently by Gov. Neil Goldschmidt.

The law allows communities of under 10,000 to withdraw from the mass transit district.

"I think the business community would support this," said Mort Spence, city councilor.

"As soon as it's feasible, I'd like to get moving on it," Mayor Deane Wesselink said.

Under the new law, the first step for Sandy officials would be to start circulating petitions that call for Sandy to be removed from the Tri-Met district.

The bill had the support of state Sen. Bob Kintigh, R-Springfield, who represents the Sandy area.

"Tri-Met admitted that last year they collected \$1,800,000 in taxes from employers and self-employed people in rural Clackamas County while providing only \$800,000 in services to these people," Kintigh said.

"This appears to be an unfair burden on businesses in Sandy," he added.

Kintigh said he co-sponsored the bill because people from Clackamas County told him they were tired of paying Tri-Met to run empty buses.

Tri-Met buses pass through Sandy and Boring four times each morning and five times each afternoon during the week, said Phill Colombo, Tri-Met public information officer. During the fall of 1986, an average of 37 passengers used the Boring-Sandy buses each day, he said.

Dick Feeney, executive director of government affairs for Tri-Met, said Sandy "could make a good case" for withdrawal from the taxing and service district.

If 15 percent or more of the electorate seeks to be removed from the district, then the Tri-Met board must consider the petition, said Pam Dunham, manager of public affairs for Tri-Met.

For a community to be withdrawn from the district, four requirements

would be considered:

- The average number of rides per day should not exceed a minimum standard set by Tri-Met. Colombo said Sandy could meet this requirement.

- Tri-Met should have no plans to serve the area within the next five years. This provision does not apply to Sandy because the city already receives service.

- No petition should be filed seeking continuation of Tri-Met service.

- Business owners would have to demonstrate that taxes have adversely affected commercial activity.

In areas that receive service, such as Sandy, the Tri-Met board of directors would make the final decision, even if all conditions are met.

In an area such as Damascus, where there is no service, residents of a community need only meet the conditions set forth by the new law.

Colombo said even if a community did not meet all four requirements, the board could decide to let that community withdraw.

Diane Tiller, president of the Sandy Area Chamber of Commerce, favors withdrawing from Tri-Met.

Tiller, who testified on the measure before the Oregon House of Representatives in April, said Sandy is paying for full service but is receiving limited service.

In addition to the taxes, Tiller said another complaint is that Tri-Met provides transportation to Portland but does not help Sandy residents get to local destinations.

"Instead of helping us, they take customers away from us," said Tiller, owner of a floral business.

Tiller said she recognizes a need for mass transit in the area. She would like to have a local entity provide transportation in Sandy and also provide rides to the MAX light-rail train station in Gresham.

If Sandy dropped out of the district, it would mean a savings of \$600 a year to a business with a \$100,000 per year payroll.

The payroll tax is six-tenths of 1 percent of the gross payroll of a business. The amount of tax paid depends on the size of a business's payroll, Dunham said.

If some areas successfully withdrew from Tri-Met, the transit district would be allowed to raise its taxes in the remaining area.

## Pioneer gathering draws 100 to park

Gladys Mitchell Olchawa has had relatives travel to Oregon in nearly every conceivable way.

One grandfather came by boat from Boston around Cape Horn. Another came west from Ohio to pan gold. A grandmother came over on the Barlow Trail.

Olchawa, the daughter of a pioneer family in Sandy, was queen of the Sandy Pioneer and Historical Association's 61st annual Pioneer Picnic, which was held Sunday in Sandy's Nelson Pioneer Park and attracted about 100 people.

Ernest Hegge, who is involved in Sandy Senior Center activities, was the king. Hegge, who was born in Wisconsin, lives in Sandy, but Olchawa has made her home in Tulalake, Calif., since 1929.

Mel Haneberg, who served as emcee of the coronation, used the opportunity to update the visitors on the progress of the historical association, which has increased its membership

from 48 to 135 in the past year.

The group is "interested in preserving the rich history of this area," Haneberg said.

"One of our aims is to preserve the memorabilia of the area, which is getting away from us," Haneberg said.

"We want to build a museum to display the artifacts."

Haneberg said Sandy was the first incorporated city on the Barlow Trail.

He said the association is working with a federally financed commission that is seeking to identify historic buildings, roadways and plants, which will later be identified with plaques by the commission.

He said members of the historic association also are offering to speak at schools and to organizations to try to educate the public on the group's goals.

Turn to PIONEERS, Page 4.

## City to form task force to study building projects

The Sandy City Council is seeking members to serve on a citizens task force that will make recommendations on building projects being considered by the council.

Earlier this year, the City Council considered a variety of proposals designed to alleviate the problem of a crowded library, Police Department and administrative offices. The options discussed included expanding City Hall or building a new facility.

The city recently received a \$95,500 federal grant for its library program,

and a decision on expanding the library could have long-term implications.

The council also has been discussing the need for a new sewage treatment plant, which could cost from \$1.5 million to \$2.5 million.

The citizens task force would deliberate this summer and fall and make a recommendation to the City Council by Dec. 1.

People interested in serving on the task force should call City Manager Tom Reber at 668-5533.

## New phones could save city money

by SCOTT NEWTON  
Staff writer

Deregulation of the telephone industry has created a growth industry as businesses scramble to replace antiquated telephone systems.

Amid the confusion, the city of Sandy has found itself in a "win-win" situation, said Ken Reinke, administrative assistant.

Earlier this year, Reinke was asked by City Manager Tom Reber to find out if it was possible to update the city of Sandy's telephone system and save money at the same time.

The answer was yes.

The city now is paying \$414 a month, or almost \$5,000 a year, to lease its telephones from the General Telephone Co. of the Northwest.

Reinke estimates the city could purchase its own system, pay for a maintenance contract and still save \$7,000 or \$8,000 over a five-year period.

After that, the city would own its equipment and possibly could save \$4,000 a year after renewing a maintenance contract.

Reinke, who has been spending a few hours a week on the project since February, has accumulated a one-foot stack of materials on the different companies. He started out by getting specifications used by Multnomah County and OMSI.

He then put together a 20-page bid document that asked what features each company was including in its bids.

For example, it is possible to get telephone systems that are tied into security systems and that unlock the doors in the morning.



Ken Reinke gathered a stack of information one-foot tall in researching the purchase of a telephone system.

Reinke put his bid document together in a way that he could "compare apples to apples."

After reviewing and standardizing the systems offered, GTE, Pacific Telesis Group (PacTel) and American Business Communica-

tions came within \$106 of each other.

Reinke is evaluating the bids to determine which offers the least expensive service contract. He said he would expect the City Council to go with the company that has the

lowest bid.

Reinke has checked the references of all three companies, and said all three appear to have dependable equipment.

GTE's equipment, with a brand name of Walker Poets, is made by Meisel Electric Co. of Japan.

American Business Communications uses Tie/Communications Inc. equipment, which is made in Shelton, Conn.

PacTel uses equipment made by Toshiba, a Japanese corporation.

Reinke's research was made more complicated when it was reported that Toshiba had exported equipment to the Soviet Union in violation of security agreements.

U.S. Sen. Bob Packwood, R-Oregon, threatened a boycott and Reinke was wondering if PacTel would even be able to get the equipment.

Toshiba Corp. has since apologized in full-page newspaper and magazine advertisements, and Reinke has been told by PacTel representatives that the equipment should be available.

The necessary equipment is probably already in stock, Reinke said, and it also is possible that Toshiba could begin manufacturing some of its equipment in the United States.

The city of Sandy has telephones at City Hall, the water treatment plant, the sewage treatment plant, the library, the Sandy Community Senior Center and the city shop. The various buildings would be tied together with one phone system.

The systems being considered offer redial capabilities and each phone would have a 10-telephone-number memory. The telephones also would be push-button or electrical instead of manual.