



Cedar Mill News

Volume 5, Issue 2

February 2007

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Murray Boulevard project PAC announced

The Project Advisory Committee (PAC) for the Murray Boulevard road improvement project was announced on February 6. This committee includes representatives from neighborhood groups, property owners, the business community, other citizens and affected public agencies. They will meet regularly to receive updates and advise the project team.

PAC members include: Mike Appel, Hal Ballard, Virginia Bruce, Rick Edmunds, Mary Gingel, Jerry Green, Martha Heilman, Sheila Hobernicht, Laura Kelly, Elaine Ledbetter, Martha Moyer, John Ragno, Jerry Renfro, Xander Smit, and Dr. Terry Tobin.

Murray Boulevard is a major connection between the Cedar Mill community and Highway 26. Murray is designated as a four-lane

The following improvements will be constructed:

- An additional lane in each direction on Murray Boulevard, making it a four-lane road
- Turn lanes or median islands on Murray Boulevard
- Signal modernization and additional turn lanes at the Murray/Cornell intersection
- Bike lanes, sidewalks, and transit facilities
- Curbs and gutters, landscaping and streetlighting
- Storm drainage system improvements



arterial roadway in Washington County's adopted transportation plan. Currently, the roadway in this stretch has only two lanes with turn lanes.

Roadway widening and improvements are intended to improve safety and capacity. Traffic volumes on Murray Boulevard are currently about 20,000 vehicles per day (vpd), and this is expected to increase to 30,000 vpd in 20 years.

Subscribe to The News—see page 7

County crews completed field surveying and consulting engineer WRG Design started preliminary engineering in late 2006. Engineering design and right-of-way acquisition will proceed through 2007. Construction is expected to start in late 2007, and be substantially completed in 2008.

More information about the project is available at the County website at www.co.washington.or.us/deptmts/lut/cap_proj/murray/default.htm

Next Meeting

Cedar Mill Business Association

Tuesday, February 20, noon

Place: Cedar Mill Community Library

Topic: Health Insurance Options for Small Business

Speaker: Meng Su

The Cedar Mill Business Association's meetings are free and open to anyone interested in business in Cedar Mill

Featured Business

Cornell Cobbler

By Virginia Bruce

For 25 years Clarence Buehrle has been providing the service of shoe repair from his tiny shop hidden away in a corner of one of Cedar Mill's shopping centers at the corner of Saltzman and Cornell. He is a master craftsman, using a bit of glue or some thread to put a good pair of shoes back on the road. And his shop is fun to visit for a look at the cobbler figurines and prints on the walls.

Buehrle came to Oregon after his position as shift boss at Barney's Casino in Lake Tahoe ended when the management changed. Some friends invited him to come up and stay with them in Forest Grove. He liked it so much, he rented a house from a man who did shoe repair there. When money became available from the Comprehensive Education and Training Act (CETA) he went to work for his landlord at Dan's Shoe Repair. "It was a good deal for everyone," he recalls. "He got paid, I got paid, and I learned the trade from a master."

After his training, he worked for a while at a shoe repair shop in Beaverton. When that closed down, he was able to locate some old shoe-making equipment for sale in Bend and he and his former wife rented



the shop in Cedar Mill.

Buehrle is willing to tackle repairs on almost any type of footwear, along with belts and bags. The only thing that's nearly impossible to repair are shoes that have been chewed by a dog. He works on athletic shoes, designer stilettos, boots and work shoes, and everything in between.

If you're wondering if a pair of shoes is repairable, he says, "bring them in. If they're your favorite shoes, I can usually make them work again for you. It may be

expensive, but if you love the shoes it's worth it. That's the way I was taught."

The most common request is protective soles and heels.

This is fairly new technology a thin protective layer applied to new shoes to extend the life of leather soles. He also carries Vibram® soles and heels for repairing worn shoes.



layer applied to new shoes to extend the life of leather soles. He also carries Vibram® soles and heels for repairing worn shoes.

Continued on page 6

Teufel Nursery moving headquarters, store

Teufel Nursery will be moving their Portland corporate offices from the Barnes Road location to the original business location since 1890, at 100 SW Miller Road. The move will take place in March, 2007.

A new wholesale store at that location will be open shortly after the move for Spring 2007. In addition to specimen quality trees and shrubs, they will be selling a full selection of perennials and annuals

and dedicate themselves to being one of the best landscape and nursery operations in the Northwest.

Other branches of Teufel Nursery include stores and landscape services in Kent and Woodinville, Washington and McCall, Idaho. Nursery growing operations take place at Miller Road, the Roy location on Zion Church Road, and in Kent, Washington.

Oregon landscape operations will have several satellite locations, including Miller Road. One will be at their Roy farm location (west of Hillsboro), and one near the Portland airport.

Teufel Landscape does large-scale commercial landscape

construction and maintenance throughout the Northwest. Teufel Landscape professionals also offer landscape design and installation for custom residential projects. They handle both new homes and extensive renovations to existing home landscapes. Homeowners have the opportunity to come into the nursery and pick out their own specimen plants and have them installed into their custom landscape.

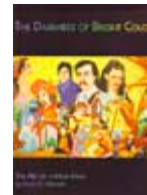
February 19th Presidents Day Rally for Education

Do you want to help lower class sizes and restore vital educational programs for children in our community? Join education advocates from around the state for a Presidents Day Education Rally at the State Capitol in Salem, on Monday, February 19th. It's a holiday, so plan to bring your kids. Stand for Children is organizing bus transportation. Call Julia at 503-430-0558 for more information. Come and help make the difference for Oregon schools!

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Library News & Events

- **Library reopens Friday evenings:** The library is open from 10am - 8pm on Fridays, as of Friday, 2/2. (Previously closed at 5 pm)
- **AARP Safe Driving Course:** Learn to avoid collisions and injuries and save on insurance premiums, too. Thursday, 2/8 & Friday, 2/9 from 1-4:30 pm (2 part class). Call 503-645-5790 to register.
- **Disc Repair:** Give new life to your scratched CDs/DVDs. Saturday, 2/10 from 10-noon and Wednesday, 2/28 from 6:30-8pm. \$1/per side resurfaced (\$2 for a 2 sided disc) The library uses all proceeds to add to the DVD/and CD collections.
- **Local Author's First Book Signing:** Local writer and artist, Ayad Al-Musawi, will discuss and sign his recently published book, *The Darkness of Bright Colors*. Sunday, 2/11 at 1:00 pm. A surrealistic abstract oil painter for thirty years, Ayad has been writing for the past three years. This program is recommended for adults, aged 18 and over. You can preview his work by visiting his website at www.ayadart.com. Ayad plans to donate the proceeds of his book to Iraqi children who have



- lost their parents during the war.
- **Owl Book Club:** The book selection is "The Plot Against America" by Philip Roth. The next meeting will be on Friday, 2/23 at 10:30am. Newcomers always welcome!
- **Voices in Verse:** Bring your poems or just come and listen. The next reading is Saturday, 2/24 at 10:00am.
- **Film Club:** "Men at Work" will be shown on Wednesday, 2/28 at 6:30pm, FREE. Film Club features are recommended for mature audiences. Adults aged 18 and over are invited to view this film and enjoy a lively discussion after the showing. Coffee and tea are provided.
- **Second Edition's Clearance Sale:** BIG 50% CLEARANCE SALE on all clothing for men, women, and children starts on Saturday, 2/3 and ends on Saturday, 2/17. Shop early for the best bargains! Second Edition Resale Shop is an ongoing fundraiser for the library. Shop is at the east end of the library.
- **Warehouse Space?** The library is looking for about 1,000 to 2,000 square feet of dry, secure space to store books, furniture and off-season Second Edition merchandise. If anyone knows of space in the neighborhood, contact Peter Leonard at 503-644-0043 ext. 110.



right out of the greenhouses where they are grown. It hasn't yet been decided whether the store will be open to the public.

The Teufel Nursery staff is excited about the move, and the opportunity to reorganize and

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Planning moves ahead for new K-5 school on McDaniel

Following the passage of Beaverton School District's capital construction bond measure in November 2006, plans are moving forward for two new elementary schools in the fast-growing north end of the District. Additional classrooms are also being planned for Sunset High School.

The yet-to-be-named school will be located on McDaniel Road

Maureen Wheeler, district spokesperson.

"Later this spring, the community will be invited to nominate names for the new school," says Wheeler. "Sally Bunnell, resident historian and former BSD school board member, does a great job researching the history of the area. She will submit a report to the School Board along with community nominations. The School Board ultimately makes the decision on the school name."

The school will be constructed of masonry and will be two stories high. Play areas and an outdoor amphitheatre are proposed for the site.

A group of local residents has been advocating for the two-acre parcel at the north end of the school property to be acquired by Tualatin Hills Park & Recreation District (THPRD) and added to The Bluffs Park. The property is considered too steep for school use. Developer Don Morissette has an option on the property if the school

district decides to put it on the market.



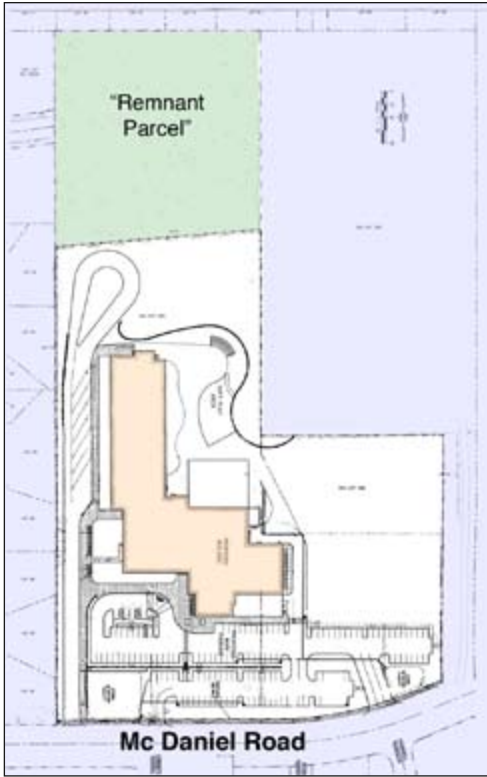
The district paid a total of \$4.2 million for the 10-acre property. The landowner refused to sell without including the two-acre slope. The "remnant" is close to the stub of 117th that runs south from Blackhawk. Residents north of the school are hoping that an easement can be included that will allow Bonny Slope and Ironwood children to walk to the nearby school.

THPRD General Manager Doug Menke says the district is interested in the property, and that purchase isn't out of the question but the district is exploring all its options.

One option suggested by a local resident is to sell a portion of the small piece of The Bluffs Park on South Road, currently undeveloped, to pay for the new piece. This would open access for residents of The Bluffs as well as Ironwood and Bonny Slope to the school property without having to walk along busy

McDaniel.

Allowing more children to walk to school would be a great outcome both for the sake of their health and to cut vehicle use. We hope all the parties can come together and find a solution.



just east of where it intersects 119th. Groundbreaking is anticipated for this summer with the projected opening set for September 2008. The attendance boundaries have not been finalized, according to

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TriMet in Cedar Mill—service cuts ahead?

by Virginia Bruce

Cedar Mill's demographics and geography offer a challenge to public transportation. Neighborhoods are spread out and hilly, with many indirect and circuitous road connections. Residents in these neighborhoods are generally affluent and don't move into the area expecting or requiring good public transit. Yet as we learn more about sustainable living, the necessity of providing and using public transportation is an ongoing theme.

In 1998, when the MAX Westside Light Rail system opened, TriMet began the Cedar Mill Shuttle as a unique, experimental method of getting people to the Sunset Transit Center. The Shuttle had a small but enthusiastic ridership. When TriMet formally took over the service from Sassy Cab in 2003, (see [Cedar Mill News, October 2003](#)), for financial reasons they had to cut back the hours, previously 7 am to 8 pm, to 6-9 am and 3-7 pm weekdays.

In December 2006, TriMet Executive Director of Operations Robert Nelson sent a letter to CPO1 regarding low-productivity transit lines. Included in their list were bus lines 59 (Walker-Park Way) and Line 60-Leahy Road, and the Cedar Mill Shuttle. TriMet says they are aiming to make, "more effective use of our limited resources through productivity improvements that have significantly reduced operating costs."

TriMet is conducting a "community outreach and service review" on Line 59 this spring, and a similar process on the Cedar Mill Shuttle probably during the summer. While this does not necessarily mean that either of these lines will be discontinued, it may include "service ad-

justments." The evaluation process "sometimes involves experimental service changes and promotional programs to increase ridership. We then evaluate the results with community representatives and riders to determine the need for further action. Through every step of the process, we are acutely sensitive to the needs of transit-dependent riders," the letter continues.

TriMet bus system average ridership is 33 rides per vehicle with an average cost per rider of around \$2.60. Line 59 has an average of 10.5

We recognize that we have a broad service area, and we try to balance transportation needs with existing resources. We have our main service network and we try to provide connectivity to this network. We realize that not every area will have the same service characteristics.

What measures were taken in the past by TriMet to publicize the Cedar Mill shuttle service?

TriMet has attended a number of community meetings and events, sent information to households

What could be some of the "more effective ways to meet service needs in the Cedar Mill area" that are mentioned in Robert Nelson's letter?

There could be a range of alternatives, from modifying the present service to establishing a fixed route type of service. We would be interested in hearing from the community about their needs and ideas. We want to go where people are coming from. There has been a lot of recent development in Cedar Mill and we need to update our prior information.

Many of my readers ask about the Sunset Transit Center. They inquire about the size of the parking lot and the way it fills up before 8 am. Why can't there be a larger parking area for this station? I have heard several reasons - can't buy more land; trains already at capacity; people drive here from other areas. Which of those reasons are true, if any, and what is TriMet planning to do about it?

The Sunset Parking Garage provides three levels of parking totaling 630 spaces. Structurally, there is no ability to add additional parking spaces or floors to the existing garage. This lot fills up early in the day since many people choose to drive to the Park & Ride lot closest to their destination, rather than closest to their homes. Additionally, TriMet does not have the financial resources allocated to purchase property in this area for a parking lot. We do encourage riders to drive to other Park & Ride lots with capacity, or to take the bus to MAX lines whenever possible. For example, Beaverton Creek Park & Ride, just west of downtown Beaverton is almost never full.

To make better use of the spaces we do have at Sunset garage, TriMet has designated spaces reserved for registered carpools. Anyone interested in TriMet's Sunset Carpool Program should contact Arlie Adkins at (503) 962-2180. For more information on Park & Ride facilities and trip planning for bus and MAX please log onto trimet.org or call 503-238-RIDE.



riders with a cost of \$7.70, Line 60's ridership averages 10.2 and costs \$7.96 per rider. The Cedar Mill Shuttle's average is 5.5 rides per vehicle with a cost of \$14.59 per rider. This is up considerably from the \$6.30 per ride cost estimated by TriMet when they took over the service from Sassy Cab in 2002. However TriMet maintains that the service change was cost neutral—see below.

We put some questions to Steve Kautz, TriMet Manager of Service Programs. Here's what we found out.

Does TriMet have a mission to provide public transportation to everyone in the service area, or just to provide the most economical service?

in the service area, produced and distributed service brochures, and provided information about the service and registration materials through TriMet's website.

How much did the cost go up when TriMet took over the route? How much did the ridership change?

TriMet's operation of the service was done so as to be generally comparable in total cost. Ridership did not change much, about 70 daily rides at that time.

Why was the "established route" option discarded?

If you are referring to a "fixed route" service, I understand that in dialogue with the community TriMet heard a preference to keep the demand-responsive service.

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The Cedar Mill "Post Office"

After the postal station in the old Reeves General Store closed in 1904, Cedar Mill was without a post office until the mid-seventies, when Odus Bales had another of his great ideas. He'd seen post office contract stations in some stores of the King Super chain. He reasoned that putting one in his grocery store would bring in customers and provide a useful service to the community. The first postal contract station opened around December of 1979 in the store when it was located where Walgreen's is now.

It moved with the store into the space it now occupies, to the west of the front entrance. The Contract

Station offers all the services of a full-service Post Office except for cashing Money Orders, sending COD items, and accepting credit cards for payment.

During the holiday season, the long lines of people waiting to mail parcels can stretch into the shopping areas, but store manager Butch Turner doesn't mind. "We really see the Post Office as a big asset to the store, and our employees just work around the crowds," he says.

Cheryl Jerome and Debbie Helvig have been sharing management of the Contract Station since 2002. They, like all the employees of the Contract Station, are employees of Bales Thriftway. Cheryl has worked at the Station for eight years, and Debbie for nine. They both live in the area.

Only one of the employees has worked for the Post Office—Randy was a mail carrier and, "really taught us a lot," comments Cheryl. Other employees are Cyndee, who's been there four and a half years, like Randy, and Sue and



Randy, Cheryl, Sue and Debbie will not only efficiently help with your mail, they'll probably also make you smile!

Linda who work part time. They like the new owners of the store, and said that benefits and vacations increased when they took over.

The Contract Station has 440 Post Office boxes, but there's always a waiting list to get one. Costs range from \$50 per year for small ones to \$144 for the largest. There's some turnover, so if you'd like to have a safe place to receive your mail, get your name on the list.

Because it's a Contract Station, they charge the same rates as a regular Post Office. The "Postal Annex"

stores are allowed to charge more for stamps and parcels.

They don't take credit cards for payments, because the credit card companies charge too much and Thriftway doesn't want to absorb the cost. Stamps can be bought at the checkstands with credit and debit cards, however.

Mail is picked up at 1:00 pm and 5:30 weekdays and after 3:00 pm on Saturdays. The station is open from 7:00 am to 5:30 pm Monday through Friday, and 9:00 am to 3:00 pm Saturday.



Co-manager Debbie Helvig puts mail into the Post Office boxes

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Cobbler, continued from page 1

If the shoe doesn't fit

Most shoes can be stretched, he says. "If you can get it on your foot, I can stretch it enough to make it comfortable." It depends on the shoes, and what part is tight, but it's usually worth a try.



He blames poor shoe fitting on the fact that very few shoes are made in the US any more. The quality and sizing consistency have gone down, he says. Research has shown, however, that nearly half the shoes purchased are the wrong size to begin with. People don't like to think their feet have grown, but it's a good idea to have your feet measured every time you buy shoes.

It usually only takes a few days to have your shoes repaired, depending on his workload. "I can work with the customer's needs," he says, and can turn shoes around quickly since he's in the shop six days a week.

His customers seem to find their way to the shop despite the poor access that was the result of the road project. "You have to plan how you're going to get in and out now," he says. "But people still seem to manage."

He finds a lot of trust and good will in Cedar Mill. He takes checks and rarely has a problem. He has seen customers' children grow up and become customers themselves.

In addition to shoe repair, the shop has a full line of laces and polish, and he also has some shoes for sale—closeouts from other stores and like-new shoes that customers bring in for him to sell. He also sells beeswax candles and crystals for a

Verizon moving to offer cable tv services

During the spring of 2005, Verizon subcontractors were working in the streets of Cedar Mill to install glass fiber cable, called fiber optics, throughout the neighborhood. This "fiber to the premises" network

which Verizon has named FiOS, enables extremely fast and wide video and broadband service.

Now Verizon has completed negotiations with the Metropolitan Area Communications Commission (MACC) for a contract to offer cable tv services to residents of ten cities and parts of unincorporated Washington County who can be served with these fiber optic cables. If the MACC formally approves the contract, Verizon will take it to each of the affected jurisdictions' elected bodies which will also need to consider and pass an ordinance adopting the proposed 15-year franchise. That process would take place through March and possibly into April. If all eleven jurisdictions approve the cable franchise, it would mark the first time two major telecommunications companies compete head to head in the state of Oregon.

Service areas may vary within some of the jurisdictions due to Verizon's capacity and Oregon Public Utility Commission authority to serve that area. For example, portions of Beaverton are served by Qwest, therefore those areas of the City remain outside the jurisdiction of the proposed Verizon franchise.

Comcast, which is the sole provider of cable tv in the area, is expected to lobby vigorously against the various jurisdictions' adoption of the proposed contract. If only one jurisdiction turns down the contract, the entire deal will be off.

MACC feels that they were able to negotiate a contract that ensures that the two franchises have generally comparable terms, including customer service guarantees, franchise fees, and public access and government programming.

It is hoped that competition between the two cable providers will lead to lower prices. In the few areas of the US where Comcast and Verizon both offer services there's not enough history to know if this will happen.

MACC, which was formed in 1980, has a mission to serve the public interest through developing, overseeing, evaluating and promoting an area-wide cable communication system, and acting as a forum on communication issues and alternatives. It also oversees operations at Tualatin Valley Community Television (TVCTV).



friend.

Cornell Cobblers is open Monday-Friday 9-6 and Saturday 10-4. The shop is located just north of Papa Murphy's Pizza through the breezeway next to the dry cleaner shop. It's worth finding his shop to keep some of your old faithful footwear in working order.

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Cedar Mill Shops is a pioneer in the Town Center

By Virginia Bruce

The Cedar Mill Shops on Cornell at Dale is the first new development to be designed to meet Washington County's Town Center Ordinances. Requirements include building out to the sidewalk. In theory, pedestrian traffic will move along Cornell from shop to shop. Because this pattern hasn't really established itself yet, the County allowed owner Robert Flecker to place the entrances to the shops facing onto the rear parking area.

The building was completed in late spring 2006. Pacific Security Capital, the original leasing agent, has been replaced by Barnard Commercial (www.barnardcommercial.com). The first tenant is a tanning salon. "It was presented to be more of a day spa," comments Flecker, a veterinarian with an office in Hillsdale, "but they've done it pretty tastefully."

"There has been a lot of interest in the property," he says. "We are be-

least one of the Project Advisory Committee (PAC) meetings prior to Town Center road construction, is also involved in Hillsdale Town Center development. He says that being first isn't easy. But he's looking for more viable commercial property to develop in Cedar Mill. He doesn't see the Town Center ordinances as a barrier to development but as an opportunity for Cedar Mill to become a vibrant retail center.

"We're in early negotiations with three or four potential tenants, but it's not too late if someone wants to get in there," Flecker says. Barnard Commercial's phone number is 503-675-0900.

Across Dale from Cedar Mill Shops is a lot that was formerly The Security Store. In March 2006 Mark Tiffie, owner of A Cut Above Siding, purchased the property and he's been working with a land use consultant and an architect to develop a plan for the property. He says it will be a "European-style"



TO = Transit Oriented; BUS = Business; RC = Retail/Commercial; R = Residential and the number following indicates units per acre

visually with his current building and the wetland area, and plans to enhance the landscaping to accomplish this.

Tiffie, who was a member of the Cornell Road project PAC, cites Lake Oswego Town Center development as a model. His architect was involved in some of those projects.

"The new building will probably be three stories, with some parking underneath," he says. "The third floor will be dormer-style, similar to our building, so it won't look really tall. There will be retail on the ground floor with office space above." They are hoping to break ground in June for the new project.



ing pretty picky. We know the community needs a good restaurant, and we're trying to bring in an upscale tenant that will add to the neighborhood. A bakery is another option. There may be room for an additional business, depending on how much space the next tenant needs."

Flecker, who participated in at

building, with brick and masonry, to complement the style of the Cedar Mill Shops and A Cut Above's headquarters.

There is a Clean Water Services wetland owned by Washington County between his present building and the new project. Tiffie would like to tie the new project

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