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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

EDITORIAL:

Southwest motorists need to be particularly aware of bicyclists and pedestrians
— Page 2

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January 2012

New Sellwood Bridge construction officially under way

By Lee Perlman
The Southwest Portland Post

Work didn't actually begin that day, and at press time Multnomah County was still \$5 million short, but on the morning of December 16 it "officially" began work on a new Sellwood Bridge.

By now crews should be working on the creation of new piers 40 yards north of the existing structure. Sometime this summer the existing span will be moved onto these piers (a process taking two or three days), and this will function as a temporary bridge.

At that point crews will begin constructing a new bridge in the old location, a process that will take about three and a half years.

The new structure will have a lane of auto traffic in each direction as at present, plus much better facilities for bicyclists and pedestrians, and the space and facilities to accommodate a future streetcar line.

The cost for all this will be just under \$269 million, from a variety of different sources, down from an estimate a year

ago of \$330 million.

The refusal of Clackamas County voters to approve an appropriation for the bridge left a major funding gap, but most of this was closed this week when the federal Department of Transportation approved a \$17.7 million Transportation Infrastructure Geared to Economic Recovery (TIGER) grant for the project.

Multnomah County spokesperson Mike Pullen said the County would attempt to get the remaining \$5 million from the Oregon Department of Transportation.

Officials have identified the need to replace the bridge, built in 1926, for 50 years. Since the identification of cracks in its supports in 2004, heavy vehicles, including TriMet buses, have been barred from using it.

Multnomah County Commissioner Deborah Kafoury, who acted as MC at the groundbreaking ceremony, said, "Three years ago we only had a plan and about \$11 million. Now, after six years of planning and design work, construction can begin!"

Kafoury continued, "This is the larg-



Multnomah County Commissioner Deborah Kafoury (left) receives a ceremonial check from U.S. Undersecretary of Transportation Polly Trottenberg, at the December 16 groundbreaking of the new Sellwood Bridge. (Post photo by Lee Perlman)

est transportation project the County has taken on in a long time, and it would not have been possible without strong partnerships." There was some irony in the remarks.

Last year, County Commission Chair Jeff Cogen and Portland Mayor Sam Adams were publicly at loggerheads on this issue, and Kafoury announced at a public meeting a plan to have the rest of the Portland City Council overrule Adams. Last month Adams and Cogen paid tribute to each other.

U.S. Undersecretary of Transportation Polly Trottenberg said that the TIGER grant was one of 46 announced by Transportation Secretary Ray LaHood "months ahead of schedule." It upholds President Barack Obama's pledge "that we will not wait for projects that benefit the American people."

The requests far exceeded the amount available, she said, but the Sellwood Bridge application "knocked it out of the park. It fits the transportation priority."
(Continued on Page 3)



The Hayhurst Neighborhood School Lego Robotics team won a trophy at the regional robotics competition at Catlin Gabel School on December 10. (Photo courtesy of Fran Barth)

Hayhurst School robotics team wins trophy in regional tournament

By Fran Barth

The Hayhurst Neighborhood School Lego Robotics team, "Lego My Lettuce", competed against 19 other teams in a regional tournament held at Catlin Gabel School on December 10.

They had spent the previous 10 weeks, designing and building their robot, writing programs and working on their research project.

Every year, teams across the world take on the First Lego League Challenge. The challenge is released early in September and the tournament is in early December.

This year's theme was Food Safety. The challenge always consists of three parts: the robot game, the research project and FLL core values.

For the robot game, the teams design, build and program a robot to complete challenges on a themed competition board. The robot has three opportunities to complete the tasks within 2 1/2 minutes.

The second part of the robot game is technical judging on the programming and robot design. The research project involves selecting an existing, real life problem, researching it and recommending a solution.

The FLL core values are the foundation of the program, reminding all of us that Lego Robotics is about being a team, about being good sports and about enjoying the journey, regardless

of the outcome. Most importantly, it's about having fun.

"Lego My Lettuce" had a balanced day at the competition, performing well in all of the categories. They did especially well on the research project.

They researched lettuce harvesting and discovered a high incidence of contamination, including listeria, salmonella and ecoli. The team designed an invention that could be strapped to a harvester's arm or leg.

The device uses solar powered, ultraviolet light combined with a liquid cleaner to sterilize the harvesting knives. The process involves swiping the knife before each head of lettuce is cut, reducing the contamination.

The team wore farmer's costumes, created a lettuce field for a prop, built a prototype of their invention and wowed a panel of judges with their presentation. They were awarded a trophy for their project.

The team members are Tyler Brown, Josiah Barney (missing in photos), Sam Weber, Kailin Gilzow, Dominic Lenzini and Reid Kille. The coaches are Fran Barth, Shannon Rodgers, John Kresl, and Kathy Taylor. Danielle Lenzini and Lori Weber were particularly helpful on the research project.

Helpful Links: <http://firstlegoleague.org/challenge/thechallenge>, <http://www.ortop.org/fll/>

Fran Barth teaches instructional technology in the Odyssey Program at Hayhurst Neighborhood School.

Don't forget to renew your subscription. Form on Page 2.

The Southwest Portland Post
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Southwest motorists need to be particularly aware of bicyclists, pedestrians

FROM THE EDITOR'S DESK

By Don Snedecor
The Southwest Portland Post

It's late October, and Steven Cahill, 43, is riding his bicycle in the bike lane along Capitol Highway, in a northwest direction from Multnomah towards Hillsdale.

A line of cars is waiting to merge onto Capitol Highway at Vermont Street, not far from the Fanno Creek Medical Clinic.

As the bicyclist approaches the intersection, Roberta Yeaman, 53, driving a black Chevrolet Tahoe, suddenly darts out into traffic, hitting Cahill, who is then thrown up

onto the hood of the truck.

Police and an ambulance quickly respond and Cahill is rushed to St. Vincent Hospital where he is treated for a broken hand and leg. Yeaman is cited at the scene of the accident for failure to yield the right-of-way. She was uninjured.

Luckily, Cahill's injuries weren't life threatening. He is gradually recovering at home with the help of his wife, Maria, who was forced to take time off from work to care for her husband.

This accident might have been understandable if the circumstances had been different. If Cahill had been wearing dark clothing, without lights, at night-time, in the rain.

Or if Cahill had done something stupid. Like cutting in front of the truck while turning right onto Vermont Street, for example.

But the bicyclist was lit up like a Christmas tree. Cahill was wearing reflective clothing. It was during daylight hours. Visibility was excellent. There was no excuse.

In traditionally auto-oriented roads in Southwest Portland, motorists have to make a special effort to look out for bicyclists and pedestrians.

Because of the hills and dales, sightlines are often obstructed. Blind spots are everywhere. Sidewalks and bicycle lanes are few and far between.

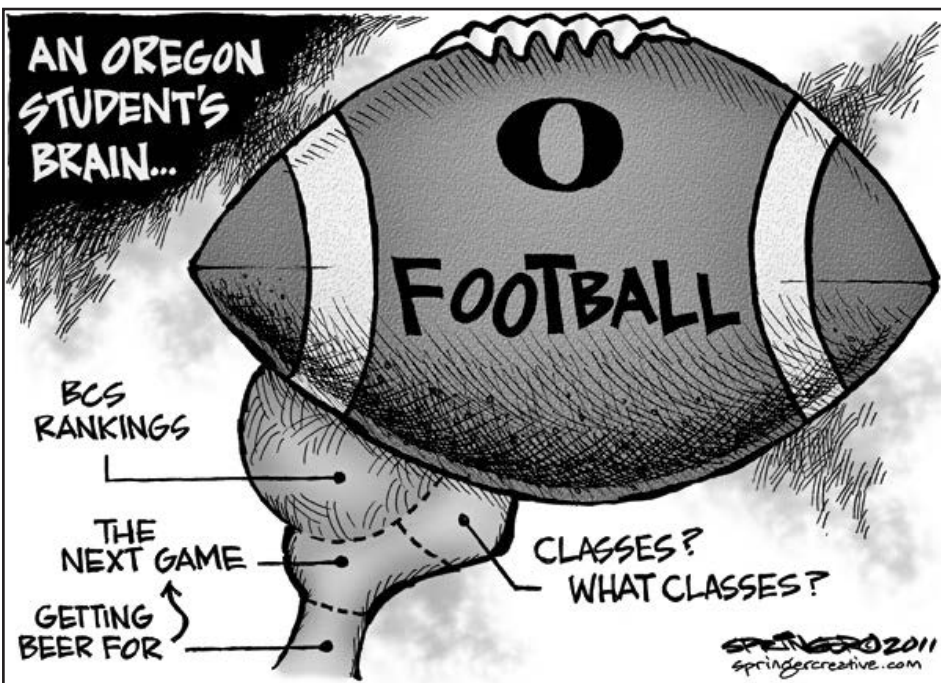
It's easy to blame accidents on bicyclists and pedestrians. But motorists need to remember that not everyone using the streets is protected by two tons of steel. By law we are all responsible

for sharing the road, and looking out for others.

Steven Cahill is recovering from his injuries, hopefully without any long-term effects or suffering. Angela Burke, a 26-year-old bicyclist killed a year ago while crossing Barbur Boulevard near Hamilton Street, wasn't so lucky.



Bicyclist Maria Cahill pedals northbound along Capitol Highway towards Vermont Street in late December. (Photo courtesy of Mary Rossi)



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Letters to the Editor



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War and peace and the Occupy Movement

I had this response to Wim Laven's article ("OPEN FORUM: It's important for the Occupy Movement to stay peaceful") in the December issue.

According to Wim Laven of PSU's Dep't of Conflict Resolution, "At our cores we know: whatever the problem, violence is never the solution."

I have this question for Mr. Laven: It's 1940. Hitler is rampaging through Europe, Russia, and North Africa.

He's killing Jews by the trainload in camps like Auschwitz and Dachau. The Battle of Britain is raging and there's a good possibility that Britain will fall to the Nazis.

That's the problem. What's your solution?

Michael Trigoboff
Southwest Portland

Headwaters Apartments should not have been subsidized by taxpayers

As a Multnomah Village resident, I am outraged to read about the City of Portland's Headwater Apartments (located in Multnomah Village).

These high-end apartments are

clearly rented to those with above average incomes and the city pays no taxes. This means that the rest of the Multnomah County residents must pay even higher property taxes to make up for slick maneuvers like this.

The city has no business being in the apartment business, high end or otherwise. Just like the City had no business building a tram for OHSU, a state university hospital.

But wait, there's more. How about those huge bills generated for allowing the homeless to camp illegally in downtown Portland?

You can bet that if any of the rest of us had tried that, we would have been booted immediately. We just keep paying for poor planning and management at the city level.

When will they stop spending the taxpayer's hard earned money on projects that are inappropriate and not the business of the city? Is there no one accountable one more time?

Patti Waitman
Multnomah

We must learn from our experience in Iraq

This day (December 15, 2011), the day marking the end of combat troops in Iraq, has been far too long in coming.

This misguided war should never have been fought, but today we can all celebrate that all our troops are coming home and that, after more than eight years, billions of dollars spent and thousands of lives lost, military operations have come to an end.

I have the deepest admiration for and gratitude to the brave men and women in uniform who did all we asked of them and more. We owe all of them our thanks.

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Many have lost their lives, many have returned home with profound injuries, and thousands of families have been forever impacted. We must reaffirm our commitment to standing up for them, as they stood up for us. Our thoughts and prayers are with them all.

We must learn from our experience in Iraq. The next step should be to accelerate our transition out of Afghanistan. It is time to bring these chapters to a close and bring our troops home."

U.S. Senator Jeff Merkley (D-Oregon)
Washington, D.C.

New Sellwood Bridge

(Continued from Page 1)

ties for this administration. We have a strong partnership with the State of Oregon."

Cogen said, "A lot of people thought that this day would never come. But it's here, and this is a project that will help people get to work and put people back to work."

According to Cogen, the bridge construction will employ 400 workers. "It will expand our transportation capacity without adding cars. When we work together we can make big things happen."

Adams said that with work about to start on another Willamette River bridge for transit, "it solidifies our position as Bridge City." Among other things it will provide new transportation options for South Portland, "The most constrained part of our city bar none," Adams said.

State Representative Carolyn Tomei said she "took pride in finding a way to get this project done. It's tremen-

dously beneficial to both sides of the river, to Multnomah and Clackamas counties." This last produced some titters and Tomei noted that she lives in Clackamas County.

State Senator Diane Rosenbaum said the project "restores my faith in our ability as a community to come together."

Jason Tell of the Oregon Department of Transportation called the process "extreme collaboration. The level of cooperation was really an impressive feat—but that alone wouldn't have got us here. It was leadership."

In this context Tell gave credit to various participants, including Adams for seeking a replacement for a facility "owned by another governmental entity."

There were also brief speeches by Madelein Adriance and Ava Martinson of Llewellyn Primary School and Riley Wolf of Sellwood Middle School. Kafoury gave thanks to the project's citizen advisory committee and to County public affairs spokesperson Mike Pullen.

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EARTH TALK™

Questions & Answers About Our Environment

Dear EarthTalk: Is it true that gas furnaces cost less to run and burn cleaner than their oil counterparts? If I make the switch, how long should I expect it to take for me to pay back my initial investment? And are there any greener options I should consider?

— Veronica Austin, Boston, MA

It is true that natural gas has been a more affordable heat source than oil for Americans in recent years. The federal Energy Information Administration (EIA) reports that the average American homeowner will pay only about \$732 to heat their home with gas this winter season (October 1 through March 31) versus a whopping \$2,535 for oil heat.

While the price of natural gas has remained relatively stable in the last few years, oil prices have been high and rising thanks in large part to continued unrest in Middle Eastern oil producing countries. Just two years ago the average winter home oil-heating bill was \$1,752.

While oil prices are likely to remain high and volatile in the foreseeable future, most energy analysts agree that pricing for natural gas, much of which is still derived domestically, is not expected to rise or fluctuate substantially in the U.S. any time soon.

According to EIA economist and forecaster Neil Gamson, the U.S. already has a glut of natural gas and expects even more domestic production to come online soon as drillers are set to open up the Marcellus Shale in Pennsylvania and New York to more gas development.

Only about eight percent of U.S. homes are on oil heat today. Most are in the Northeastern U.S. and were built back in the day when oil was the cheapest way to keep toasty through the long winters. Many utilities have since put gas lines into neighborhoods that didn't have them in the past, opening the door for homeowners to switch out old inefficient oil furnaces for more efficient gas units.

The federal government's 30 percent tax credit (capped at \$500) for upgrading to a high efficiency furnace expires at the end of 2011 but will likely be extended in one form or another into 2012. In the meantime, some states, municipalities and utilities offer their own incentives and low-interest loans on upgraded, high-efficiency furnaces.

Check what's available in your area via a zip code or map-based search online at the website of the Database of State Incentives for Renewables and Efficiency (DSIRE). Regardless of incentives, gas furnaces tend to cost less than their oil



Only eight percent of U.S. homes use oil heat today. Natural gas is both cheaper and has lower carbon emissions than oil, though it is still a fossil fuel and its green-friendliness is overstated. Most eco-advocates would rather see a shift to truly renewable heating sources like geothermal or solar. (Photo courtesy of iStock/ThinkStock)

counterparts anyway, but installing one from scratch will incur an extra thousand dollars or two to run a gas line to it from the street.

If natural gas continues to be substantially cheaper than oil, the fuel cost savings alone would pay back the up-front equipment and

infrastructure investment within five years in most cases.

Environmentally speaking, gas has lower carbon emissions than oil, but hydraulic fracturing ("fracking")—the highly controversial gas extraction method increasingly employed today (drillers inject water, sand and chemicals at high pressure underground to break through rock and access the natural gas)—takes a heavy toll on surrounding ecosystems and regional water quality.

Most environmental advocates would rather see people transition to truly renewable heating sources like geothermal or solar. If you're going to the cost and trouble of switching out an oil furnace for something new, a geothermal heat pump may cost more (\$7,500 and up) than a new gas heating system but will save big bucks and emissions in the long run.

For those in reliably sunny areas, a solar heating system will cost even more up front but can deliver similar long term economic and environmental benefits.

CONTACTS: EIA, www.eia.gov; DSIRE, www.dsireusa.org.

(Continued on Page 5)



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EARTH TALK™

Questions & Answers About Our Environment

(Continued from Page 4)

Dear EarthTalk: I've heard of the slow food movement, but what is "slow money" all about?

—Phil Ninkoff, New York, NY

"Slow Money" is the name for a movement started by socially conscious investing pioneer and author, Woody Tasch, who essentially borrowed the conceptual framework of "Slow Food"—whereby participants eschew convenience-oriented "fast" foods, instead filling up their plates with traditional, unprocessed and, ideally, locally produced foods—and applied it to personal finance and investing.

As such, Slow Money is dedicated to connecting investors to their local economies by marshaling financial resources to invest in small food enterprises and local food systems.

Tasch's vision for Slow Money, now not just a concept but also a non-profit organization, seeks nothing less than a complete overhaul of the way we think about and spend our money, channeling much more of it into producing healthy local food, strengthening local communities instead of multinational corporations, and restoring our flagging economy in the process.

Instead of venture capital bankrolling far flung high tech start-ups, Tasch hopes to see "nurture capital" funding local merchants and producers who, in turn, plug half of their profits back into their communities.

This ensures one small local virtuous circle that values soil fertility, carrying capacity, a sense of place, care of

the commons, diversity, nonviolence, and cultural, ecological and economic health as much as financial return.

Tasch hopes to get there by persuading a million Americans to invest at least one percent of their assets in local food systems by 2020.

Tasch started Slow Money in November 2008 after the publication of his book, *Inquiries into the Nature of Slow Money: Investing as if Food, Farms and Fertility Mattered*.

Hitting the road to promote the book and the nascent movement in 2009, he was able to attract 450 intrigued investors, farmers and other entrepreneurs to Santa Fe, New Mexico to trade ideas at a three-day gathering.

"We just wanted to see who would show up, but four of the small food enterprises that presented raised an aggregate of \$260,000," says Tasch.

Tasch then organized another event for some 600 attendees the following June in Shelburne, Vermont. Investors there poured \$4.2 million into 12 more producers, and that's when Tasch knew he was really on to something.

More than 1,000 people converged in San Francisco for the third event in October 2011, and Tasch expects untold amounts of "slow capital" to be changing hands for the better as a result.

Whether or not you have money to invest in Slow Money's virtuous circles, you can show your support by visiting the group's website and electronically signing the organization's Principles, a list of six core beliefs shared by the Slow Money community.

Or if you have just \$25, you could park it with the organization's Soil Trust, which will seed small food enterprises that promote soil fertility in locales from coast to coast. Tasch sees the Soil Trust as key to opening up the Slow Money concept to all of us and achieving the group's goal of getting a million Americans involved in the movement over the next decade.

Another key to achieving Tasch's goal is growth of leadership at the lo-

cal level. To that end, a dozen autonomous local chapters have sprung up nationwide, with more sure to come as word gets out. The local groups have already gifted or lent hundreds of thousands of dollars to entities working to improve their own community "foodsheds." Now we all have a way to truly put our money where our mouths are.

CONTACTS: Slow Money, www.slowmoney.org.

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Woody Tasch, socially conscious investing pioneer and founder of the Slow Money movement. (Photo by Tammy Green, courtesy Flickr)



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NEIGHBORHOOD NEWS

By Lee Perlman
The Southwest Portland Post

Lake Oswego to Portland streetcar route more to neighbors' liking

The long-proposed Lake Oswego to Portland streetcar route has been given a new lease on life thanks to a new study, one that pleases South Portland residents for other reasons.

Earlier this year the Portland and Lake Oswego city councils called for further study of the controversial route despite vocal opposition in both cities.

Even Council members who voted for further study said they were not completely sold on the project and, in particular, were concerned about its projected \$460 million price tag.

Last month Art Pearce of the Portland Bureau of Transportation told Portland Streetcar Inc.'s Citizen Advisory Committee that new studies had reduced the capital cost to just \$200 million.

Details of the new analysis were not available at press time, but they did include a shorter terminus in Lake Oswego, initial acquisition of fewer cars providing less frequent service, and discounting the acquisition cost of the Willamette Shore Trolley right of way, valued at nearly \$100 million but already publicly owned.

Another feature of the study is that it puts more of the streetcar route through South Portland on



Portland Streetcar stops at Gibbs Street in the South Waterfront neighborhood. (flickr file photo courtesy of pchurch)

Southwest Macadam Avenue rather than the Willamette Shore right of way. The switchover would occur at Southwest Lowell Street rather than Hamilton as previously proposed, Pearce said.

South Portland activists feel the Macadam route would allow the streetcar to provide service and incentive for development where it would do the most good. The Willamette Shore Right of Way would take it, in some cases, within a few feet of residential bedroom windows.

South Portland activist Bill Danneman told Pearce, "It's only taken us four years to get to this place!"

Neighborhood coalition weighs grant applications

As *The Post* went to press last

month, the staff and board of Southwest Neighborhoods, Inc. were contemplating how to disperse the latest round of Neighborhood Small Grants.

Under this program the City of Portland annually disperses money from its general fund through the Office of Neighborhood Involvement to SWNI and six other neighborhood offices and coalitions.

They in turn use it to award grants to local community groups for special projects. Among other things, these projects are intended to "increase the capacity" of the group making the request, "encourage participation by under-represented communities," and encourage partnerships.

This year SWNI was allotted \$23,000. They received 23 applications requesting a grand total of \$36,000.

Gibbs Street Pedestrian Bridge half complete

Last month the Portland Bureau of Transportation and its contractors installed the third of five horizontal girders on the proposed Gibbs Street Pedestrian Bridge, creating a span more than halfway across the space between Southwest Kelley Street and Macadam Avenue.

Project Manager Jean Senechal Biggs of PBOT said that the project is on track for completion by March.



A photo simulation of the Gibbs Street pedestrian bridge as it crosses Interstate 5. (Courtesy Portland Bureau of Transportation)

Coalition board members fear community budget cuts

Anticipating bad economic times ahead, Portland Mayor Sam Adams has asked City bureaus to prepare budgets that reflect an eight percent cut from the 2011-2012 level.

Some southwest community ac- (Continued on Page 7)

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Cellar Door wine shop draws opposition from neighbors; South Portland NA board recommends liquor license approval

By Lee Perlman
The Southwest Portland Post

To hear owners Karen Hinsdale and Michael Price describe it, their Cellar Door wine shop, with occasional tastings, will be the lowest key commercial operation imaginable.

Neighbors nearby aren't so sure. Price plans to set up his financial services business at 4525 SW Condor Ave. in a commercial building last used as the offices of an architectural firm. Hinsdale, his wife, will move her Cellar Door fine wine retailing business from Southwest 16th Avenue where she has operated since 1994.

Price's business will close at 4 p.m. daily, he told the South Portland Neighborhood Association last month, while the Cellar Door will hold tastings from 3:30 to 7 p.m. weekdays.

Hinsdale said her customers would be tasting wines selling for \$20 a bottle or more. "In 16 years I have never had a police or (Oregon Liquor Control Commission) complaint," she said. "My reputation is my most valued possession."

They are neighbors to Seventh Day Adventist Tabernacle Church but, Price said, because of the different hours of operation alone there should be no conflict. Several friends and associates testified to the business's quality and the couple's good character.

A neighbor, Norman Malbin, had a different perspective. Parking on the street is very congested, he said, and although the business has its own 16-space lot, "I can't help but think there'll be overflow. If we have one party on the street, we're full up."

Malbin envisioned young children "darting between cars" into the path of

drivers "young and inebriated."

Another neighbor, Jamie St. Mark, agreed that the street is "very small and very congested. The real issue is alcohol being drunk while little children, cats and dogs are in the street." She envisioned havoc from visitors who have consumed enough to "get a buzz."

A church representative disputed Price's statement that business and church activities would not overlap, saying that the church has activities at times other than Sundays. Yet another neighbor said, "I have nothing against (Hinsdale's) business, it looks perfectly acceptable to me, but it's not a good fit for this block."

Crime prevention specialist Stephanie Adams said that the City of Portland had made no recommendation on the liquor license application for the property, which she said is the practice where there is controversy but no overt reason to deny a license.

South Portland board member Kerry Chipman told opponents, "It's not proper to call this a 'liquor establishment.' They're not selling Mad Dog wine to transients. This is an urban neighborhood that is seeking to be vibrant. I can see no rational basis to oppose this."

Instead, Chipman moved to endorse the liquor license request, and the motion passed by a vote of seven to two.



Karen Hinsdale is moving her Cellar Door wine shop to South Portland. (Photo courtesy Cellar Door)

NEIGHBORHOOD NEWS

(Continued from Page 6)

tivists fear what such reductions might mean for them.

At last month's Southwest Neighborhoods Inc. board meeting, transportation chair Roger Averbeck said that a one-time appropriation of \$16 million for new sidewalks, of which half would go to East Portland and half to Southwest, made "an easy target" since it is not part of a regular bureau budget.

Averbeck asked the SWNI board to write a letter asking for the allocation to be retained, and the board agreed to do so.

Kirky Doblle, chair of the Southwest Parks Committee, feared that the park bureau would sacrifice the Fulton Park Community

Center, the oldest and smallest such facility in the system.

Not only is the facility well used, Doblle said, but also its elimination would put great pressure on the facilities of the Multnomah Center and Southwest Community Center at Gabriel Park, both of which are strained to capacity. Again, the SWNI board agreed to argue against the cut.

SWNI land use chair John Gibbon reported upon an issue relating to sewer lines. A change in the City's plumbing code in 2006 made it illegal to have sewer lines shared by separate single-family residences, or that are located in the public right of way.

This made some 4,500 systems citywide into code violations. "The good news is that most of them are in the inner east side;

there are 350 at most in southwest," Gibbon said.

The bad news is that under current procedures, the cost to homeowners of fixing the offending system would average \$9,000 per household, and in some cases would be as high as \$20,000. Until the problem is corrected, Gibbon said, the property owner "can't sell, upgrade or refinance the house."

A new proposal would have the City assume most of the burden for correcting the problem, at a total cost of \$4 million. Individual property owners would be liable only for the branch fee, at a maximum cost of \$4,800.

Glenn Bridger of Hillsdale called for support of this approach, saying it seemed like "the most equitable solution." The SWNI board agreed.

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COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

5 Pageturners Book Groups for Adults. Read *The Perfectionists: A Novel* by Tom Rachman. Engage in stimulating conversation about books, exchange perspectives about characters and plot, and get to know you neighbors. Thursday, January 5, 1:30 to 2:30 p.m. Tuesday, January 10, 6:45 to 7:45 p.m. at Capitol Hill Library, 10723 SW Capitol Hwy, 503-988-5385.

7 Family Dance. Fun dancing for kids and families with live music and Maggie Lind calling will be held Saturday, January 7, 4:30 to 6:30 p.m. at Fulton Park Community Center, 68 SW Miles St. Admission is \$6 for adults, \$5 for kids, \$20 per family max. For more information call 503-775-6537.

9 Multnomah Historical Association will have their monthly board meeting on Monday, January 9 at 7:00 p.m. at the Village Offices conference room, 2929 SW Multnomah Blvd. For agenda or for more information visit www.multnomahhistorical.com.

10 Legislative Town Hall. Residents of Southwest Portland, King City and Tigard are invited to join Sen. Ginny Burdick (D-Portland/Tigard) and Sen. Richard Devlin (D-Tualatin) to



Sen. Ginny Burdick

a town hall and open forum on Tuesday, January 10, at 7:00 p.m. at The Watershed at Hillsdale, 6388 SW Capitol Hwy.

Multnomah Neighborhood Association meets again on Tuesday, January 10, at 7:00 p.m. at the Multnomah Center, 7688 SW Capitol Hwy. Visit www.swni.org/multnomah or contact: Moses Ross, mnachair@gmail.com for more information.



One of Portland's biggest powwows is set for Jan. 21 at PCC Sylvania. (Photo by James Hill, courtesy Portland Community College)

21 Portland Community College's Annual Winter Traditional Powwow, showcasing hundreds of Native American dancers, drummers and vendors, takes place on Saturday, January 21, from 9 a.m. to 12 noon in the Health and Technology Building gymnasium, at PCC Sylvania, 12000 SW 49th Ave. Children's activities, a college fair, and a community dinner (at 5:30 p.m.) are among the festivities. Admission and parking are free. For more details, visit www.pcc.edu/powwow.

No-sew Recycled T-shirts. Turn an old T-shirt into a useful shopping bag, then use the leftover recycled fabric scraps to make necklaces, bracelets, headbands, wrist cuffs and hats. Make all these items (with no sewing required!) with the help of artist Lee Meredith of leethal.net. Bring an old T-shirt, for teens and adults. Saturday, January 21, 2:30 to 4:30 p.m. at Capitol Hill Library, 10723 SW Capitol Hwy, 503-988-5385.

Just how well do you know Multnomah Village? Find out at the Columbia River Orienteering Club's (CROC) first event of the new year, Saturday, January 21, at the Lucky Labrador Pub, 7675 SW Capitol Hwy. In this scavenger hunt kind of event, participants have their choice of 60 or 90 minutes to find as many controls as they can. Registration begins at 5:30 p.m. Maps will be handed out at 6:15 p.m. with a mass start at 6:30 p.m. Bring a bright flashlight, reflective clothing, compass and warm

clothes. Rain or shine. Cost is \$8 for individuals, \$12 for groups of two or more, compasses can be rented for \$1. For more information go to www.croc.org or contact Vanessa Blake at 503-803-7495 or vblakeor@yahoo.com.

24 The Human Resources Manager. It's Film Night on Tuesday, January 24 at 6:30 p.m., Garden Home Community Library, 7475 SW Oleson Rd, Portland, OR 97223. Gain a whole new perspective on HR from director Eran Riklis. Israel. In Hebrew, Romanian and English w/English subtitles. Official selection of the Palm Springs and Toronto film festivals! For more information call 503-245-9932 or visit www.wccls.org.

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