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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

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OHSU announces
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due to Supreme Court
ruling -- Page 3

Volume No. 16, Issue No. 4

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Portland, Oregon

Complimentary

February 2008

City Council considers Commissioner Adams' street improvement plan

By Lee Perlman
The Southwest Portland Post

Commissioner Sam Adams' Safe, Sound and Green Street improvement program received praise and criticism from 29 people, including several from southwest Portland, at a three-hour City Council hearing last month.

Adams' proposal calls for raising \$422 million in local business and residential property assessments for road projects. They include work on intersections with a large number of crashes, expanding the city's bike route system, paving substandard streets or those in disrepair, expanding the Safer Routes to School program, and creating or upgrading pedestrian facilities on major traffic routes.

Each of the city's seven district neighborhood coalitions, including Southwest Neighborhoods Inc., would be allotted \$50,000 a year for transportation projects, and would have input into the selection of projects in other categories.

To pay for this, the city would assess each dwelling \$4.54 per month. For 83 percent of businesses, the average monthly assessment would be \$33 per month, based on the amount of vehicle traffic the business is deemed likely to generate, Adams told the City Council. Residents would get discounts if they didn't own a car, owned a fuel-efficient car, did purchase bus passes, or were low-income. Businesses could get discounts for subsidizing employee transit passes. In addition, businesses that consider their bills to be unfair would be entitled to free appeals.

The program is necessary, Adams said, because the legislature has failed to raise the statewide gas tax from its current 24 cents a gallon, the lowest rate in the west, since 1993. As a result, he said, the backlog of substandard streets has reached 221 miles, and is growing every year. More significantly, 378 people were killed and 2,662 were injured last year in traffic or pedestrian accidents "due to a lack of funding for obvious safety measures," he said.

The heaviest concentration of spending will be in east Portland, followed by southwest. "We could spend the whole budget in one area of the city and still not fund all of the potential projects," Adams said. "This is for the worst of the worst, the most unsafe."

In addition to 20 public open houses, the program was reviewed by an 89-member Stakeholder Committee. One of the members, Jim Gardner of the South Portland Neighborhood Association, told Council, "The process has not, for one day, been dull or predictable. I believe it was a careful and evolving search for that combination of taxes that would be as fair as possible, to be spent on projects that would solve as much as possible of the city's maintenance and safety needs."

Referring to the long-delayed South Portland Circulation Study, Gardner said, "We in southwest Portland have long felt...that we've been led to expect far more city transportation help than we've actually received. But I can enthusiastically support today's

proposal because it does *not* follow that pattern...The proposal before you may not be perfect, but it is good. Don't let the former be the enemy of the latter."

Another Stakeholder, Sandra McDonough of the Portland Business Alliance, said, "It's not often backs a fee increase, but it's critical that we address our most pressing needs after years of disinvestment. This is not a complete solution, and we need to recognize that." McDonough urged Council to direct additional General Fund and licensing fees to the problem. "I urge you not to wait until the potholes get big enough to swallow a Smart Car," she said.

Portland Police Chief Rosie Sizer, Multnomah County Commission Chair Ted Wheeler and Sen. Rick Metzger (D-Welches), among others, added their support. Wheeler noted that replacement of the Sellwood Bridge will cost about \$400 million, of which at least \$100 million will have to come from within the state. Metzger pledged to seek a statewide
(Continued on Page 8)

Bookstore's feline ambassador still feisty after all these years

By Polina Olsen
The Southwest Portland Post

Nobody notices the dainty jet-black cat unless they look underneath the sale-books table, and she opens her almond-shaped green eyes. Oscar Wilde's current hiding place, also known as "the cave," doubles as a storage spot for stacks of folding chairs. Their mottled-colored cloth seat-covers make the perfect kitty bed.

A tall woman wearing a long black coat stops at the table and flips through a book on Monet. Oscar decides her paw needs washing and scrubs with her pink tongue. Then, she closes her eyes - it's time for another snooze. The tall woman walks by again.

"Since Fup (Powell's Technical Book-

store's cat) died, Oscar Wilde may be the oldest store-cat in Portland," said Bobby Tichenor, the owner of Annie Bloom's Books in Multnomah Village.

Like bookstore cats everywhere, she gives the place a comfortable, homey feeling. Her Halloween look and quirky personality make Oscar a neighborhood fixture.

Oscar's life started 16 years ago, when Tichenor's son's Saturday Market cat, Jazz, had a litter. He found homes for all but Jazz and one kitten, so Tichenor brought them to her store. Jazz was large, feisty and also jet-black.

"Once a dog came in and Jazz came tearing from the back of the store and attacked him," Tichenor remembers. The kitten ran around wildly, too, so they named her "Oscar Wilde." When Jazz deserted for better treats at nearby

Fat City Café, Oscar became the store's only cat.

"Oscar doesn't like me," says a staff member who asked not to be identified. "I feed her, and she still doesn't like me." "She can turn from purring to not purring fast," concurs another shop assistant. "She's 16 and like most of us when we reach that august age."

Tichenor explains: "Oscar's not sweet; she's selective. She loves to be petted, but doesn't like to be held. If you pet her and stop, she'll swat or bite you." And, she doesn't like dogs.

"Once when Oscar was in her cave, a little dog came up. She whacked him."

"She likes the calm ones who let her come to them," said Mary Fellows who has known Oscar for 16 years.

Sometimes that backfires, as in the case of one customer who didn't like cats. She jumped on his lap and tore his pants when she kneaded her paws. (The store compensated with a replacement pair.)

Still, most customers enjoy the petite neighborhood cat "People come in the store just to see her," says staff member Jennifer Weinberg. In fact, when Oscar left to live with Tichenor's mother, cus-

tomers expressed real concern.

"We swore she wasn't dead but customers were very upset," recalls Tichenor. "Oscar was having trouble - overgrooming, nervous -- and we thought the crowds bothered her." When Tichenor's mother moved to a retirement center, the cat returned to the store.

"She seems to have revived," reports Tichenor, who assumes another of Oscar's nine-lives kicked-in.

A creature of habit, Oscar likes a change, sort-of, and her favorite spot varies over time. Now it's the cave, but last summer she preferred the window or rather, the small stuffed toy cat in the display.

She adopted the toy, snuggled, and washed it, until she changed her mind and ignored it completely. The warm photocopy machine, the heating duct, and the sunny spot under the skylight; all have been her favorites and may be her favorite again.

"She's a community cat - a Multnomah Village ambassador," says Weinberg. "And, she's a different cat around 9:00 p.m. at night. She sits on the counter and purrs on people's laps. She greets everyone as they walk in the door."



Oscar and Annie Bloom's Books staff member Pat Balmer enjoy lunch in the staff kitchen. (Post photo by Polina Olsen)

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

The Southwest Portland Post
7825 SW 36th Ave Suite #203
Portland, OR 97219

Combination hike/transit adventure ideal for entertaining out-of-town guests

On Saturday, January 12, at 9:00 a.m., 50 area residents began the 4Ts walk. The walk was named because it uses the Trails, the Tram, the Trolley, and the Trains of Portland.

Led by Southwest Trails kingpins Don Baack, Lee Beuhler, and Phyllis Towne the walk takes about three hours and is four miles for the walkers. Vertical lifts range about 400 feet.

With an assist from Arnold Panitch, a TriMet Ride-wise Volunteer,

we boarded the 9:03 a.m. inbound #56 bus at Sunset Boulevard and Capitol Highway, and it ran on time. Each of us had either his ticket, his monthly pass, or exact change cash ready for the driver (Fares are either \$1.75 for 2 zone adult or \$.85 for seniors).

We left the bus at Southwest 4th Avenue and Taylor Street downtown and immediately hopped on the Westbound Red Beaverton MAX train on Southwest Morrison Street.

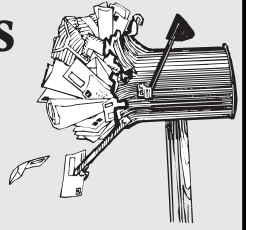
Exiting the MAX line at Washington Park, we were met by another group of walkers who had taken other trains or who had driven to Washington Park. The view up there is refreshing and amazed first timers to Washington Park.

Led by Baack and his 4Ts guides, we headed across U.S. 26 to the Marquam Trailhead. Up, up, up and away we tramped in rain, sleet, and an occasional snowflake, up the sometimes muddy trail on a gentle and safe climb. Pausing as we went, we arrived at Council Crest.

After a breather there, it was all downhill on either the Marquam Trail or a combination of city streets to the top of the OHSU Aerial Tram. At the bottom station, some boarded the Trolley back to our bus at Southwest Harrison and Naito Parkway, others moved about in the center city for food and shopping, while some walked a lot more along the Willamette River. Roundtrips for them ranged in the 8.5 mile range.

This is an excellent urban/forested adventure of hiking and public transits. It would be ideal for entertaining out-of-town guests looking

Letters to the Editor



The Southwest Portland Post
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Portland, OR 97219
Fax: (866) 727-5336
email: news@multnomahpost.com

to get a real feel of how Portland lives. This walk attracted residents from all over the Portland Metro, city dwellers and suburbanites.

TriMet employees and OHSU personnel were very accommodating to us. Along the way, there are good places to relax and use restrooms. Props to Southwest Trails leadership for this wonderful invention. This could be a huge visitor attraction if properly advertised.

Arnold Panitch
Hillsdale



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Experience required. Bonus points for photography.

Beats include arts, schools, parks, crime prevention, land use, transportation, neighborhoods. Please mail or e-mail resume, cover letter with specific interest, and three published clips to:

Don Snedecor
Editor and Publisher
The Southwest Portland Post
7825 SW 36th Ave Suite #203
Portland, OR 97219
don@multnomahpost.com

The Southwest Portland Post
7825 SW 36th Ave Suite #203
Portland, OR 97219
Phone: (503) 244-6933; Fax: (866) 727-5336
general email: news@multnomahpost.com
web address: www.multnomahpost.com

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Reporters/Writers: Mark Ellis, Polina Olsen, Lee Perlman, Don Snedecor
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February Special

The Southwest Portland Post

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OHSU announces \$30 million shortfall due to Supreme Court ruling

By Don Snedecor
The Southwest Portland Post

A \$30 million annual budget shortfall will result in the elimination of jobs, program reductions and discontinued services at Oregon Health & Sciences University.

The recent Oregon Supreme Court ruling on the Oregon Tort Claims Act, which effectively eliminated the tort liability cap for all public bodies in Oregon, has created a significant budget

shortfall for Oregon Health & Science University.

The shortfall will affect OHSU's ability to provide services to Oregonians across the state. On January 18, OHSU President Joe Robertson, M.D., discussed how the ruling's \$30 million annual impact on OHSU will result in the reduction and loss of certain services and programs.

To put the significance of this financial amount in context, the state's annual support for the university's operating

budget totals \$43.3 million.

"These cuts will change OHSU in significant ways. This is a sad day for me personally and for all of us at OHSU," said Dr. Robertson. "We've worried all along that losing the tort cap would hurt public services, and we are now confronted with the full reality of what that means."

"To cover the cost of higher liability and insurance bills, we must achieve \$30 million per year in offsetting financial improvement for the foreseeable future through budget cuts and tuition increases."

OHSU had already undertaken a five-year, \$114 million cost-cutting drive. The loss of the tort cap more than doubles how much the university will have to save.

As part of the cost-cutting efforts, an estimated 200 to 300 positions will be eliminated. These will take place through program reduction, attrition, voluntary departures and transfers.

Additional changes include the closure or restructuring of the Russell Street Dental Clinic which provides dental services for the underserved.

Expect a reduction in the School of Science Engineering which will also be merged with the School of Medicine. OHSU will also accelerate the move of the School of Science and Engineering away from the university's West Campus. Additionally, the March Wellness Center at South Waterfront will be

outsourced or closed.

The university will reduce central university services in finance, human resources, administration and other areas.

Research centers at OHSU may be unable to absorb their share of the additional costs, which may result in the loss of some centers. A reorganization of an OHSU-initiated statewide health research program is anticipated. The program may also be slated for closure at a later date.

A reduction in class size for the School of Medicine is expected. Officials called this a significant issue for Oregon as the state is facing a physician shortage which is expected to worsen.

"These cuts will affect our size but not our excellence," explained Dr. Robertson. "We are committed to retain faculty and staff who are essential for OHSU to remain a top-tier institution. We also remain committed to maintaining the highest standards in health care, education and research."

OHSU plans to close or transfer to another agency the rural health clinic in Union, Oregon which serves residents from the surrounding region. Discontinuation of additional community outreach services is expected.

Robertson said, "To lessen the impact on underserved Oregonians, we will work with our external partners where possible to transition services that OHSU must end."



Sky bridge and OHSU buildings from Veterans Administration Hospital. (Photo courtesy of portlandground.com)



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"I have faith in the people. They will not consent to disunion. The danger is in their being misled. Let them know the truth, and the country is safe."
-- Abraham Lincoln, born February 12, 1809 in Hardin County, Kentucky.

THE RIGHT OF A NATION TO ESTABLISH ITS OWN GOVERNMENT
...My politics are plain and simple. I think every nation has a Right to establish that form of Government under which It conceives. It shall live most happy; provided it infracts no Right or is not dangerous to others. And that no governments ought to interfere with the internal concerns of Another, except for the security of what is due themselves.
--George Washington to Marquis de Lafayette, December 25, 1798. *Maxims of Washington: Political, Spiritual, Moral and Religious. Collected and arranged by John Frederick Schroeder, D.D. Copyright 1943. Fourth printing June 1974.*

THE APPROACH OF DANGER
At what point shall we expect the approach of danger? Shall we expect some transatlantic military giant to step the ocean and crush us at a blow? Never! All the armies of Europe, Asia, and Africa combined, with all the treasures of the earth (our own excepted) in their military chest, with Bonaparte for a commander, could not by force, take a drink from the Ohio, or make a track on the Blue Ridge, in a trial of a thousand years. At what point, then, is this approach of danger to be expected? I answer: If it ever reaches us, it must spring up amongst us. It cannot come from abroad. If destruction be our lot, we must ourselves be its author and finisher. As a nation of freemen, we must live through all time or die by suicide. --Abraham Lincoln, in an extract from the Springfield address of 1838. *The Lincoln Year Book: Containing Immortal Words of Abraham Lincoln. Copyright 1907 by J.T. Hobson.*

Paid for by Louise Weidlich, director, Neighborhoods Protective Association, P.O. Box 19224, Portland, OR 97219.

Contact your member of Congress. Urge them to restore the rightful birthdays of Lincoln and Washington.

NEWS BRIEFS

Candidate Amanda Fritz qualifies for \$144,815 in public funds

According to Andrew Carlstrom, the City of Portland's elections officer, on January 18 the Auditor certified Amanda Fritz as a Campaign Finance Fund candidate for the May 20, 2008 Primary Election.

Fritz, candidate for Commissioner No. 1, achieved 1,037 verified qualifying contributions from Portland registered voters during the qualifying period. In addition, Fritz has filed for office by perfected nominating petition. The Auditor has determined that Fritz has complied with all applicable provisions of City Code Chapter 2.10.

Certified Candidates may only make expenditures from qualifying contributions, seed money contributions, in-kind contributions, and Campaign



Amanda Fritz (courtesy photo)

Finance Fund revenues during the primary election period. Candidates for Commissioner are limited to spending no more than \$150,000 during the primary election period except for in-
(Continued on Page 4)

Shriner and Prometheus building projects undergo design review

By Lee Perlman
The Southwest Portland Post

Two major southwest development projects underwent design review by the Portland Design Commission last month. In each case, the commission expressed encouragement, but sent the projects back for additional work.

The Shriners Hospital for Children is seeking to add a three story, 7,600 square foot addition to its existing 66,000 square foot structure on Southwest Sam Jackson Parkway.

The institution would eventually like to add three more stories, architect Kent Duffy said, but it does not have the financing for this and has no timeline for the proposed second addition.

This left the commission in a quandary, with some members saying they would favor different architectural approaches based on whether the second addition was imminent. "This will have to stand on its own," commission member Mike McCulloch said.

Commission members said the project had improved since a previous hearing, but still needed more work. One member, Jeff Stuhr, said that the connection between the old and new portions of the building looked like "a mistake." Another hearing was set for February 7.

The commission also reviewed a 25-story, 211-unit condominium project in the South Waterfront. It is part of a six-acre development by the Prometheus Corporation on the south end of the district, and is bounded by Southwest River Parkway, Bond Avenue, Lane and Lowell Streets.

The building has floor plates of 13,000 square feet each, and in comparison to some of the "point towers" under construction in the district it struck planner Kristen Minor as "chunky and squat."

It also has access to its 211-space underground garage via Southwest Lane Street, which is a "universal street" where pedestrians share the road with cars without benefit of sidewalks. This alarmed some members.

There were some dissenters. Commission member Tim Eddy said it would be good to see more variety in the district's architecture. "We seem to be creating a row of the same size, same height dominoes," he said. He urged the Prometheus team to provide variety in their projects.

Both commission chair Lloyd Lindley and member Jeff Stuhr said that European and Asian countries have shared pedestrian-auto streets that work well. The commission did have more of a consensus on two other issues – the project's blue-tinted glass walls and its connection to the Willamette Greenway.


Stuhr said that other large towers using tinted glass "seem so opaque and dark" when built. He said the commission would need to see the proposed materials. Member Paul Schlesinger agreed, although he said he welcomed a change from the clear and green glass used in other projects.

Commission member Andrew Jansky said that the project "seems to be turning its back on the river," and feared that it would make a future Greenway trail seem like "an exclusive place" where the public isn't welcome. The project will be reviewed again on March 20.


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Hayhurst - The School of Choices Neighborhood School & Odyssey Program
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503-916-6300 • hayhurst.pps.k12.or.us or odysseyprogram.org
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Tours: Call to schedule a tour!
Maplewood Elementary School
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503-916-6308 • maplewood.pps.k12.or.us
Kindergarten Roundup: 3 p.m. Thursday, February 7 (adults only)
Tours: Call, or visit our Web site, for tour dates.
Markham Elementary School
10531 S.W. Capitol Hwy, Portland 97219
503-916-5681 • markham.pps.k12.or.us
Kindergarten Roundup: 6:30 p.m. Thursday, February 7, Childcare provided.
Tours: Every Wednesday from 9:30-10:30 a.m. or upon request.
Rieke Elementary School
1405 S.W. Vermont St., Portland 97219
503-916-5768 • rieke.pps.k12.or.us
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Stephenson Elementary School
2627 S.W. Stephenson St., Portland 97219
503-916-6318 • stephenson.pps.k12.or.us
Kindergarten Roundup: 6 p.m. Monday, January 28
Tours: Visit our Web site to schedule a school tour and sign up for Kinderview, a 40-minute preview of the kindergarten classroom!
Learn more about kindergarten in Portland Public Schools: Visit the Kindergarten Know-How Room at our all-district showcase, Celebrate!, 1-5 p.m. Saturday, Feb. 2, Portland Expo Center, 2060 N. Marine Drive.
Portland Public Schools is an equal opportunity employer and educator. 

Southwest Neighborhoods, Inc. awards neighborhood grants

By Lee Perlman
The Southwest Portland Post

In December Southwest Neighborhood, Inc. awarded 16 grants, totaling \$21,370, to local community organizations for a variety of community projects.

Arnold Creek Neighborhood Association was awarded \$750 for a Community Resource Fair. Dickinson Park Stewards received \$1,970 for two to three outdoor movies in the park this summer.

Far Southwest Neighborhood Association

was awarded \$920 for a door-to-door outreach effort based on disaster preparedness, a survey of special needs, skills and supplies, and a National Night Out community potluck.

Girl Scouts Columbia River Council Troop 1984 received a \$970 grant for garden rejuvenation at Robert Gray School. Girls Scouts Columbia River Council Troop 1338 received a \$645 grant for a family sock hop for seniors, in conjunction with a canned food drive.

Hillsdale Alliance was awarded \$1,470 for a large lighted sign, in a prominent location saying "Hillsdale."

Homestead Neighborhood Association received \$500 for activities such as trail maintenance and ivy pulls as outreach ventures.

Hayhurst School PTA was awarded \$620 for outreach activities, including a neighborhood-wide mailed invitation to the school's multi-cultural fair.

Maplewood Neighborhood Association received \$1,470 for a National Night Out picnic.

Marshall Park Neighborhood Association was awarded \$1,520 for a National Night Out picnic, design of a community kiosk, and a neighborhood-wide mailing related to both. Multnomah

Historical Association received \$1,965 for an updated brochure and DVD for its planned 2008 centennial celebration.

Somali Community Services was awarded \$1,970 for web site development. Somali Women's Association received \$1,970 for a sewing class that will also be used for education on subjects such as how to access government and social service agencies.

South Portland Neighborhood Association was awarded \$1,970 for a mailing promoting a summer park concert series and establishment of a neighbor-

(Continued on Page 7)

Real Estate Guide

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EARTH TALK

From the Editors of E/The Environmental Magazine

Dear EarthTalk: Where do the leading presidential candidates stand on the issue of climate change and other environmental issues?

-- Max S., Seattle, WA

The outcome of the 2008 presidential election could very well have a big impact on a wide range of environmental issues, especially climate change.

All of the Democratic candidates—Hillary Clinton, Barack Obama, John Edwards, Bill Richardson and Dennis Kucinich—support reducing carbon dioxide emissions nationally upwards of 80 percent by 2050 in order to stave off global warming.

Likewise, each would like to see fuel efficiency standards for cars and light trucks raised to at least 40 miles per gallon within the next few decades.

Meanwhile, only one of the major Republican contenders, John McCain, has even articulated a position on the issue of global warming, with most favoring expanding our base of greenhouse gas-spewing coal-fired power plants.

As for specific track records, Clinton has an impressive record of introducing pro-environment legislation into Congress, and for her time in the Senate scores a 90 (out of 100) on green voting from the nonprofit, non-partisan League of Conservation Voters (LCV).

Obama is newer to the politics of the environment, but scored a 96 for his two years in the Senate from LCV, and has garnered kudos from environmental leaders for the aggressive climate and energy plan he unveiled in October 2007.

Ohio Congressman Dennis Kucinich wants to launch a Works Green Administration similar to the Works Progress Administration of the Great Depression, only this time to benefit the environment through the development of alternative energy technologies and infrastructures.

Bill Richardson, who served as Sec-

retary of Energy under Bill Clinton and more recently as governor of New Mexico, wants to be the “energy president,” and has an 82 lifetime rating from LCV to back it up. He has proposed the most ambitious carbon reduction plan of any of the candidates (90 percent by 2050).

John Edwards was the first candidate to make his campaign carbon neutral in March 2007, and greens consider him perhaps the most progressive of all the Democrats on the climate issue.

On the Republican side, the environmental bright spots are few and far between. McCain is really the only choice with any declared concern for the environment. In 2003 he co-sponsored the first Senate bill aimed at mandatory economy-wide reductions.

While the bill didn't garner enough votes to pass, it set the stage for future iterations that could put the U.S. on par with European nations as leaders in the fight to cut carbon emissions. McCain is also the only Republican candidate specifically opposed to drilling for oil in the Arctic National Wildlife Refuge.

Mike Huckabee scores some points with greens for his willingness to consider a specific increase in automotive fuel efficiency standards and for his (limited) embrace of alternative energy.

Mitt Romney is willing to consider a cap on emissions, but only if enacted on a global basis (including China and India, that is). The remaining Republicans (Rudy Giuliani, Fred Thompson and Ron Paul) have best been non-committal on climate change and environmental issues in general.

CONTACT: For more detailed information on specific candidates' positions and track records on environmental issues, check out the League of Conservation Voters' Voter Guide, www.lcv.org/voterguide.

GOT AN ENVIRONMENTAL QUESTION? Send it to: EarthTalk, c/o E/The Environmental Magazine, P.O. Box 5098, Westport, CT 06881; submit it at: www.emagazine.com/earthtalk/thisweek/, or e-mail: earthtalk@emagazine.com. Read past columns at: www.emagazine.com/earthtalk/archives.php.



All of the 2008 Democratic presidential candidates support reducing CO2 emissions upwards of 80 percent by 2050. Republican contenders have barely articulated positions on the issue of global warming, with most favoring expanding our base of coal-fired power plants. Pictured here: (top left to right) Democratic candidates Barack Obama, John Edwards and Hillary Clinton; (bottom left to right) Republican contenders Mike Huckabee and Mitt Romney. (Photo courtesy of Flickr)

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EARTH TALK

From the Editors of *E/The Environmental Magazine*

Dear EarthTalk: How much of an effect, if any, does the carbon dioxide in carbonated beverages have on global warming?

— Michael Holmes, Shenandoah, VA

A typical 12-ounce can of soda contains up to six grams (.013 pounds) of carbon dioxide (CO₂) gas, which either escapes into the atmosphere from the liquid upon opening, or from your body after you consume the contents. So yes, drinking carbonated beverages does contribute to your “carbon footprint,” but only ever so slightly.

To provide some context, every time you burn a gallon of gas driving from point A to B in your car, about 20 pounds of carbon dioxide wafts skyward (if you find this hard to believe, visit the U.S. Department of Energy’s fuel economy website at: www.fueleconomy.gov/feg/co2.shtml). So, extrapolating out, a typical car commute to work produces upwards of 700 times the greenhouse gases as drinking that can of Coke.

But cans and bottles of carbonated (or non-carbonated) drinks are still no friends of the environment. The production and distribution of single-serving beverages of all kinds generates untold millions of tons of greenhouse gases and other pollutants every year, while also wasting billions of gallons of fresh water. And once the drinks have been consumed, all those cans and plastic bottles have to go somewhere.

Some communities are diligent enough to capture more than half of all such containers for recycling—an activity which itself generates significant amounts of greenhouse gases—but that still means that more than 40 billion cans are ending up in landfills each year, or even worse, as litter, according to data compiled by the non-profit Container Recycling Institute (CRI).

Each un-recycled can or bottle then must be replaced by an equivalent one made from virgin materials. CRI reports that just the manufacture of these replacement aluminum cans each year generates about 3.5 million tons of greenhouse gas emissions, while also causing other environmental damage from the extraction of the bauxite from which aluminum is made.

Even a larger amount of resources are used (petroleum-based in this case) and greenhouse gases emitted from the

significant number of plastic single-serving drink bottles that are thrown away and not recycled each year.

Consumers can take a bite out of all this resource waste and pollution by remembering that, first and foremost, water is the least costly and healthiest beverage of all (on virtually all personal and ecological counts).

And water drawn from the kitchen faucet requires no disposable packaging or shipping to get there, thanks to the highly efficient water-delivery systems that have been in place in developed countries in the vast majority of communities for a very long time.

For those who cannot get by without their soft drinks—carbonated or otherwise—the best way to lower that carbon footprint is to buy them in large containers and parse out servings in cups or glasses.

A typical two-liter (67.6 ounce) plastic soda bottle holds five and a half times the liquid of a 12-ounce container and over four times that of a 16-ounce container, so it is easy to imagine the resource savings over time.

CONTACTS: Container Recycling Institute, www.container-recycling.org,

fueleconomy.gov, www.fueleconomy.gov/feg/co2.shtml.

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Westport, CT 06881; submit it at: www.emagazine.com/earthtalk/thisweek/ or e-mail: earthtalk@emagazine.com. Read past columns at: www.emagazine.com/earthtalk/archives.php.



Cans and bottles of sodas emit very little CO₂ directly when opened, but the production and distribution of single-serving beverages of all kinds generate untold millions of tons of greenhouse gases and other pollutants every year, while also wasting billions of gallons of fresh water. And once the drinks have been consumed, all those cans and plastic bottles have to go somewhere. (Photo courtesy of Getty Images)



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SWNI Awards Grants

(Continued on Page 7)

hood business association. SWNI Crime Prevention and Public Safety Committee received \$1,720 for education and outreach efforts, including a basketball camp for southwest Housing Authority of Portland residents.

West Portland Park Neighborhood Association was awarded \$970 for street sign caps to better identify the neighborhood.

These projects were selected from among 22 grant applications. The funds come from a \$200,000 appropriation to the Portland Office of Neighborhood Involvement.

The money was distributed to and administered by SWNI and the city’s six other neighborhood offices. The grants are intended to “increase capacity” of community groups, and to encourage interaction between neighborhood associations and “under-represented communities.”

NEWS BRIEFS

(Continued from Page 4)

stances when matching funds apply.

Fritz is eligible for \$144,815 in public funds. This calculation is made by subtracting the \$5,185 Fritz collected in verified qualifying contributions from the \$150,000 spending limit. Fritz collected no seed money contributions during the qualifying period.

Fritz's principal campaign committee is scheduled to receive \$39,815 by February 4 and \$105,000 by February 27. According to Carlstrom, all Campaign Finance Fund certified candidates are subject to limitations on the use of Campaign Finance Fund revenues in City Code Section 2.10.090 as well as all State of Oregon campaign finance provisions.

City announces courtyard design winners

At press time, the city was set to award prizes in a contest for courtyard housing development design at a January 29 reception at Northwest Natural Gas.

Mayor Tom Potter and commissioners Randy Leonard and Erik Sten will award four prizes for projects intended to fit in with historic "streetcar era" communities, and four for more con-

temporary areas such as those found in east Portland, according to planner Bill Cunningham.

The winners were selected by a jury of nationally-known experts, Cunningham said. The commission members were also to bestow six "people's choice awards" to designs favored by residents who viewed them on a web site.

The competition is part of the city's efforts to find infill housing designs that fit in with established neighborhoods and appeal to the public. Increasingly, planners are looking at courtyard and cluster site projects.

Shared use of open space makes it economical for developers to offer large lawns and courtyards that could attract families, Cunningham said. The competition also challenged architects to provide multiple uses for vehicle storage and maneuvering areas, he said.

The city is working with the Portland Development Commission to seek opportunities to build courtyard projects as prototypes, he said. The winning designs and runner-ups can be viewed at www.courtyardhousing.org.

SWNI committee "firming up" bike plan

The Southwest Neighborhoods, Inc. Transportation Committee's bike subcommittee is "firming up" and refining

its proposal for "bike boulevards" in southwest Portland, according to chair Keith Liden.

Bike boulevards utilize relatively low-traffic streets where bikes can safely share the road with cars without the creation of exclusive bike lanes. Their progress so far can be seen – and critiqued – on the SWNI web page, <http://www.swni.org>.

Neighborhoods near truce on Naito Parkway improvements

Supporters and opponents of the long-sought South Portland Circulation Study may be nearing a truce. The study, now officially called the South Portland Improvement Project, was conceived in the late 1970s.

It calls for shrinking Southwest Naito Parkway between Arthur Street and Barbur Boulevard from its current status as a freeway back to a local two-lane street, with conventional intersections with east-west streets. The study also calls for simplifying access routes to the Ross Island Bridge.

This would not only remove some of the barriers that divide the South Portland neighborhood, but free up land that could be used for development and parks. City Council has endorsed the

plan, but lacks the money to implement it, or even do detailed engineering to bring it about.

South Portland volunteers Jim Gardner and John Perry have championed the project over the course of nearly three decades. Hillsdale Neighborhood Association chair Don Baack has been a consistent critic and opponent of it, charging that downgrading a major route to downtown and the east side would overload other roads, especially Barbur Boulevard.


Within the last month, Baack and Gardner have said that they believe they have a compromise position on the project that both can live with. Both declined to discuss the details of the proposal at this time, but both said they intended to present it to their respective boards for action this month.

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Adams' street improvement plan

(Continued from Page 8)

gas tax increase, and noted, "There are some inherent unfairnesses when local jurisdictions raise taxes." However, he said he understood Adams' efforts in view of the legislature's failure to act.

Marianne Fitzgerald, SWNI Transportation Committee chair, gave the coalition's support to the effort. She noted that southwest has 22 miles of arterial streets without sidewalks, representing 45 percent of the city's arterials with this deficiency, and more than 40 miles of unpaved streets. "The city has made many commitments to transportation improvements over the last 15 years, but few of these commitments have been funded," she said.

She supported the Safe, Sound and Green program, but said its guarantees for public involvement needed to be strengthened. She also called for reinstatement of the Neighborhood Needs process by which neighborhoods can give the city their priorities for projects and spending.

Hillsdale Neighborhood Association chair Don Baack said he "strongly supports" the initiative. "It's been vetted by a lot of people," he said. Baack, who also heads the SWNI Trails Committee, suggested adding benefits to participants in "sweat equity" transportation improvement programs.

Critics of the proposal said they recognized the need for more funding for transportation, but disagreed with the proposed method. Paul

Romain, lobbyist for the Oregon Petroleum Association, noted that this year the city had a \$34 million budget surplus. "Why not just allocate more money" from the General Fund, he asked.

"If you think this is a good thing, send it out for a vote of the people," he said. He also said that the proper route was an increase statewide gas tax. This caused Commissioner Randy Leonard, a former legislator, to remind Romain that his organization had opposed such increases in the past. Romain replied that it hadn't happened since 2001, when he went to work for them.

Transit critic Terry Parker complained about money being spent on pedestrian and bicycle improvements. He charged that the Stakeholder Committee was "stacked" in favor of special interests. "Providing bicycle infrastructure is not a right and needs to be paid for by the users," he said.

The proposed fees would increase housing costs and run counter to the city's efforts to provide "affordable" housing, he said. Another speaker said that the business fees, added to others already in place, could cause businesses not to locate in Portland.

The most moving testimony came from Dr. Susan Komoda, aunt of slain cyclist Tracy Sparring. She attacked police and media suggestions that Sparring contributed to her own death by "not being more careful" when passing a truck that was turning right across her path.



A family waits at a crosswalk to cross a busy boulevard. Commissioner Adams' street improvement program would provide more pedestrian facilities. (Photo courtesy of the Portland Office of Transportation)

"Law enforcement's inability to protect this beautiful young woman should alarm every member of this community," she said. "We need action, not just a warning to pedestrians and bicyclists to be more careful."

At a subsequent hearing, Adams added an amendment that would end the program in the event the legislature passed a gas tax increase. A final vote on the measure was scheduled for January 23. Based on comments made at the previous two sessions Adams appeared to have the votes.

Editor's Note: According to a story in The Oregonian, City Council, at a January 23 hearing, approved amendments to the street fee ordinance, pushing a

final vote on the ordinance to January 30. Convenience store owners had objected to the street fees, arguing that customers weren't necessarily destined for the stores when they started out. Gas station owners objected because they viewed them similarly to gas taxes. Adams gained concessions from both groups by agreeing to drop the streets fees if the Oregon legislature passed a gas tax which brought the City of Portland more than \$184 million over 15 years. The changes would reduce the amount of fees paid by gas stations and convenience stores from \$500 per month to about \$70 per month—a total reduction of approximately \$500,000 per year in the \$24 million raised annually by the fees.

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COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

6 Hillsdale Neighborhood Association will meet again on Wednesday, February 6 at 7:00 p.m. at St. Barnabus Church, 2201 SW Vermont St. Contact Don Baack, president, at 503-246-2088 or e-mail baack@pacifier.com for more information. Website is www.hna-pdx.com.

10 West Hills Christian Church will celebrate the 35th anniversary of the dedication of its existing sanctuary on Sunday, February 10. Following the 10:45 a.m. worship service, a reception for past and present members of the congregation will be held in the church's fellowship hall. Photos, church bulletins, directories and other memorabilia will be displayed.

Originally called Multnomah Church of Christ, the congregation grew out of a tent-revival meeting in Multnomah Village in 1930. The first sanctuary was completed in 1933. The name was changed in 1964, and the existing sanc-

tuary was dedicated February 11, 1973. Joe Core has been pastor of the church for the past seven years.

11 Maplewood Neighborhood Association will meet again on Monday, February 11, at 7:00 p.m. at West Hills Friends School, 7426 SW 52nd Ave. Contact Anne-Marie Fischer at 503-452-4240 or Jill Gaddis at 503-977-2835 or e-mail co_chair@maplewoodna.com for more information. Website is www.maplewoodna.com.

Multnomah County has schedule a series of town hall meetings to present information on the condition of its Willamette River bridges and a proposal to fund their repair. The bridges include the Broadway, Burnside, Hawthorne, Morrison, Sauvie Island and Sellwood.

The meeting closest to Southwest will be held Monday, February 11, from 6:00 to 8:00 p.m. at the Multnomah Building, boardroom, 501 SE Hawthorne. The meeting format will include a presentation, an opportunity for the public to ask questions and share comments, and time to view displays on the condition and repair needs of the bridges.

12 Multnomah Neighborhood Association will meet again on Tuesday, February 12 at 7:00 p.m. at the Multnomah Center, 7688 SW Capitol Hwy. Contact the Southwest Neighborhood office at 503-823-4592 for more information or visit www.swni.org.

Pageturners engage in stimulating conversation about books. Join us for Everybody Reads, Multnomah County Library's annual community-wide discussion. Read *A Long Way Gone: Memoirs of a Boy Soldier* by Ishmael Beah. Interested readers are encouraged a pick up a copy of the featured book at the reference desk. Tuesday, February 12 6:30 to 7:30 p.m. Thursday, February 21, 12:30 to 2:00 p.m. Hillsdale Library, 1525 SW Sunset Blvd, 503-988-5388.

Robert Gray Middle School (6th, 7th and 8th graders) is hosting a Multicultural Celebration on Tuesday, February 12, from 5:30 to 8:00 p.m. Admission is free and the evening festivities will feature the renowned "Lions of Batacoda," an exhilarating, marching samba ensemble performing Brazilian-inspired music and dance. The World Café will be selling ethnic foods donated by local restaurants. Other entertainment will include music, hands-on craft activities and multicultural displays from students and local artists.

13 Don't forget Parent Information Night on Wednesday, February 13 at 7:00 p.m. at Robert Gray Middle School, 5505 SW 23rd Ave. in the Hillsdale neighborhood. School tours on 2/13, 2/20, 2/27, 3/5 from 9:30 to 11:00 a.m. For more information visit www.graypps.k12.or.us or call 503-916-5676.

15 West Hills Unitarian Universalist Fellowship is hosting a Book Sale and Coffee Shop on Friday, February 15 from 9:00 a.m. to 9:00 p.m. and Saturday, February 16 from 9:00 a.m. to 4:00 p.m. Books include fiction

and non-fiction for children and adults and will be categorized and shelved for easy searches. There will also be a selection of CDs and DVDs. Espresso, light lunch and supper foods, tea and desserts will be available in the Edibles Café. WHUUF is located at 8470 SW Oleson Road. It is wheelchair accessible.

19 The Portland Police Bureau has scheduled an open house on Tuesday, February 19 from 5:30 to 7:30 p.m. at the Multnomah Center, 7688 SW Capitol Hwy. The session will allow the bureau to discuss plans to rearrange the boundaries of its police precincts and hear public input on the subject.

20 Under the direction of Charles Gray, 17 of the finest jazz artists in Portland are featured in the Portland Jazz Orchestra. PJO will be headlining a concert at the historic Crystal Ballroom (1221 W Burnside) on Wednesday, February 20 at 7:30 p.m. Advance tickets are \$20 from the PDX Jazz box office (503-228-JAZZ).

26 Estate Planning Made Easy is the name of a class being offered on Tuesday, February 26, from 6:30 to 8:00 p.m. at Fulton Park Community Center, 68 SW Miles Street. Receive practical advice to safeguard your assets and healthcare wishes during and after your lifetime. Registration is requested and the course (#257474) will be held in Room 1. To register visit www.portlandparks.org or call 503-823-3180.

28 Multnomah Village Business Association will meet again on Thursday, February 28 at 8:30 a.m. at O'Connor's Restaurant (annex), 7850 SW Capitol Hwy. For more information visit the MVBA website at www.multnomahvillage.org.



Indignation flares when Lane (Susan Coromel) discovers that her sister-in-law Virginia (Marilyn Stacey) has been cleaning Lane's house behind her back in *The Clean House*, Sarah Ruhl's Pulitzer Prize nominated play about the messes we make of our lives, running through March 2nd on the Artist Rep's Second Stage. Tickets available online at www.artistsrep.org.

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THE COUNTRY STORE

By Don Snedecor
The Southwest Portland Post

Can you help rename this baby?

Baby! Oh Baby! a children's boutique in Multnomah Village is soliciting the public's help to rename it due to a "cease and desist" action brought against the store. The new name will be chosen from suggestions given by the public with the author receiving a \$250 gift certificate redeemable at the boutique. Suggestions are currently being accepted in the store.

Baby! Oh Baby!, the nine-month old children's boutique in Multnomah Village, has received a legal order to cease and desist use of their existing name from a business in Minneapolis, Minnesota that owns the words "Oh Baby." According to the owners, fighting a legal battle over copyright law would not be financially practical for the small business.

The village store specializes in classy baby clothes from Holland, Portugal, Peru and Denmark. Stylish fashions are

also available for older kids up to size 8 from local and European designers.

Photography show slated for local wine shop

During the month of February, 2008, there will be a photography exhibit at Sip D'Vine in Multnomah Village by local artist Eric Palmer. On Feb. 2nd, 2008 from 6-9pm there will be an artist reception. The show will consist of photography from Mexico, and the Pacific NW. For more information please go to http://www.adaptiveimages.com/Sip_D_Vine.html.

Historical society looks for a new home

According to Patti Waitman-Ingelbretsen, for some time the Multnomah Historical Association has enjoyed a close and mutually beneficial arrangement with A Closer Look Studio in Multnomah Village for housing the local history center, displaying materials with easy access and making historical information readily available.

Circumstances have changed and the space is no longer available to the

organization.

"We thank Kaye Synoground, owner of A Closer Look Studio for allowing MHA to be a part of her studio," said Waitman Ingelbretsen, president of the historical society. "We would prefer to maintain a presence in Multnomah

Village and also provide safe and easy access to our library holdings."

Please contact the historical society if you have space to offer, suggestions or referrals. Their web address is www.multnomahhistorical.com.



November was "Hayhurst School" month at Annastasia Salon and Your Beauty Store in Multnomah Village. Every guest who mentioned Hayhurst School received a 40 percent donation of their hair service towards the school. In the spirit of helping the community that supports their business, the salon was able to give \$275 to support Hayhurst School. Pictured (from left) are stylists Caitlin Layton, Elise Angerilli, Hayhurst Principal Robin Morrison and stylist Gioia Gomez. (Photo courtesy of Jan Huffstutter)

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EARTH TALK

From the Editors of E/The Environmental Magazine

Dear EarthTalk: What is the status of sharks around the world? I see occasional stories about sharks attacking humans, but on balance aren't we a lot more brutal to them than they are to us?

-- Pam Hitschler, Radnor, PA

It's true that humans do a lot more damage to shark populations than vice versa. Marine biologists report that sharks are in rapid decline around the world. In the North Atlantic Ocean, shark populations have declined more than 50 percent over the past 20 years alone, with some species now nearing extinction.

Experts see the primary cause as overfishing, which depletes sharks as well as their prey. Sharks are especially vulnerable to illegal "longlines" (fishing nets strung across dozens if not

hundreds of miles of ocean), where they get inadvertently snared along with the tuna and swordfish fishermen intend to catch.

Rising demand for shark fin soup in is also contributing to the demise of sharks. According to a report by Wildaid, shark fins are among the most expensive seafood products in the world, selling for some \$700 per kilogram on the Hong Kong market.

With prices like that, many longline fishermen, who are already operating illegally, are happy to augment their incomes by "finning" a few sharks along the way. (Finning is the practice of removing a fin from a shark and discarding the rest of the carcass at sea.)

Often, threatened wildlife species manage to maintain their numbers in spite of excessive human predation. But sharks face an especially uphill battle, says renowned shark expert Ransom Myers, because they "take a long time to mature and have relatively few babies."

So what is being done to save sharks? In the U.S., the Magnuson-Stevens Fishery Conservation Act is the primary law that oversees the conservation of U.S. fisheries and has established various management regulations for 39 species of sharks in the Atlantic Ocean, Caribbean Sea and Gulf of Mexico. It outlaws finning if the carcass is discarded but not if the rest of carcass is kept, clearly an unfortunate loophole.

The U.S. also helped develop a United Nations Food and Agriculture Organization treaty (the International Plan of Action for the Conservation and

Management of Sharks) whereby 87 countries agreed to develop their own plans for the conservation of sharks.

However, only two countries—the U.S. and Australia—have lived up to the agreement. The U.S. plan is administered by the National Oceanic and Atmospheric Administration, which has been working with regional fisheries authorities to make sure fishermen are sticking to cautiously low quotas regarding the number of sharks they are allowed to catch.

What can consumers do to save the sharks? The Monterey Bay Aquarium in Monterey, California urges consumers to avoid all shark products, not just on restaurant menus but also all souvenirs such as jaws and teeth, and shark-cartilage pills, which have been touted as cancer cures but which have been proven to be completely ineffective and are now widely considered a scam.

The aquarium also encourages consumers to support with their pocket-books conservation groups working to protect sharks and oceans, and specifically those working to set aside marine reserves that are off-limits to fishing.

CONTACTS: Wildaid, www.wildaid.org; Monterey Bay Aquarium, www.montereybayaquarium.org/cr/sea-foodwatch.asp.

GOT AN ENVIRONMENTAL QUESTION? Send it to: EarthTalk, c/o E/The Environmental Magazine, P.O. Box 5098, Westport, CT 06881; submit it at: www.emagazine.com/earthtalk/thisweek/, or e-mail: earthtalk@emagazine.com. Read past columns at: www.emagazine.com/earthtalk/archives.php.



Sharks are in rapid decline around the world, mostly due to overfishing, which wipes out the sharks themselves as well as the food they depend upon. Sharks face an especially uphill battle to survive in the face of human predation because they have few births and take a long time to mature. (Photo courtesy of Getty Images)

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