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# The Southwest Portland Post

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## City conducting site visits to discuss how project may affect property frontages

### CAPITOL HIGHWAY PROJECT

By Erik Vidstrand  
The Southwest Portland Post

In early January, the Multnomah Neighborhood Association's Capitol Highway subcommittee met to review the city's proposed 30 percent design and additional project work.

The list included a strong preference for a continuous sidewalk on the east side of the corridor, continuous bicycle paths on both sides, extensive tree preservation, and crosswalks at all transit stops.

Members were adamant about the use of stormwater treatment methods that rely more on regional facilities rather than on-corridor services within rights-of-way.

"The extensive use of 24 proposed on-corridor stormwater facilities, or bioswales, should be minimized or eliminated to improve safety for pedestrians and bicyclists," said

subcommittee chair Chris Lyons. "Many of these bioswales are six to eight feet long and will cause obstructions along the corridor."

Lyons said the preferences would be forwarded on to the bureaus of environmental services and transportation.

"While the neighborhood compromised on a multi-use path on the west side of the corridor," Lyons said, "more separation of facilities is needed on the east side of the corridor to ensure safety and functionality. This would help reduce both the project costs and footprint."

The committee supports a multi-use bicycle and pedestrian path on the west side as designed. However, the east side downhill bicycle lanes should completely be separate from the highway and made as straight as possible to minimize hazards.

"The current design is akin to Multnomah Boulevard bike lanes, which many do not like," Lyons said. "The city's current design



Capitol Highway connects Multnomah Village and the Barbur Transit Center, but lacks sidewalks, bike lanes and stormwater facilities. (Photo courtesy of Portland Bureau of Transportation)

includes hazardous conditions for bicyclists."

According to Lyons, Capitol Highway has approximately 30 sharp corners, 40 driveways, seven streets, and adjacent parking and bus stops within the one-mile corridor.

The group wants to keep on-street parking minimal but the city must work with property owners on a specific basis to ensure individual parking needs.

Adjacent property owners will be (Continued on Page 3)

### THE COUNTRY STORE

By Erik Vidstrand  
The Southwest Portland Post

## Eagle Seafood and Meat opens in French Quarter

The fresh fish cart at the Multnomah Village French Quarter has a new owner. Daniel Eagle bought the business last November and includes meat from Pat 'n' Tams farm located near Pendleton in Stanfield, Oregon.

Located right next to Parsons Farm Stand, Eagle showed off items such as Spanish octopus, Canadian lobster tails, and Washington oysters. Eagle just began featuring chicken products from Marion Acres, an artisan sustainable farm in Hillsboro.

Eagle, who has a law degree from Rutgers and has yet to take the bar in Oregon, was in the restaurant

business years ago.

"I'm excited to offer fresh, quality food and reasonable rates," Eagle said.

Parsons is closed until spring but several new food carts are starting to pop up at the old automotive center joining several businesses inside the New Orleans' themed gathering space.

Eagle Seafood and Meat is located at 3530 SW Multnomah Blvd. and is open Tuesday through Saturday, 10:30 a.m. to 6 p.m. and Sunday, noon until 6 p.m.

## Multnomah Village gift shop closing after 27 years

Nadine Rowland Lefkowitz is calling it quits. She has owned Topanien Global Gifts located in the heart of Multnomah Village for 27 years.

"Topanien was the ride of my life for over a quarter of a century," Lefkowitz wrote in an online post, "but all good things must come to an end. I am closing our fair trade, multicultural village store and [taking] a new path."

The Craft Factory, the children's art workshop located directly upstairs, will be using the old Topanien space as an addition to

their workshop.

"We've always had fair trade objects in our store," she told *The Post* on First Friday. "We pay our artisans the money they deserve to support their families in the countries."

Topanien features such items as wall hangings, candles, pillows, wind chimes, CDs, and other curios from Mexico, Poland, Thailand, India, Nepal, Haiti, and Zimbabwe.

Lefkowitz has been traveling back and forth between Ashland and Multnomah for many years. She has been helping her daughter's business and plans to remain there.

When asked what she would miss most about her business, she replied, "My staff, and other business owners," she said. Her longest serving staff, Mara Camplan, began in January 2001.

Regarding Multnomah Village, Lefkowitz said, "Keep it local and work out the parking problem!" The liquidation sale will

go on until the store closes.

Topanien is located at 7832 SW Capitol Highway and open daily 10 a.m. – 6 p.m.



Owner Nadine Lefkowitz (left) poses with employee Mara Camplan inside Topanien. (Post photo by Erik Vidstrand)



Daniel Eagle displays Spanish octopus and fresh tuna at his new food cart. (Post photo by Erik Vidstrand)

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# Design plans for light rail line in limbo due to delays in the funding process

## SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand  
The Southwest Portland Post

The Southwest Corridor community advisory committee gathered in mid-January at the Multnomah Arts Center. Neighbors and business owners packed the small classroom and provided brief public comments before the committee was briefed on the latest updates.

Southwest Trails president Don Baack was one of those who commented. He had emailed the committee about a scenario if highway tolls on Interstate 5 become a reality.

"If this happens," Baack said, "congestion may increase on Barbur Boulevard and push increased overflow traffic in to the Hillsdale community. This will affect the light rail project no doubt."

Chris Ford, Metro project manager, did acknowledge the anxiety and that design plans are in limbo due to delays in the funding process.

Ford explained that there would not be a \$1.7 billion transportation bond measure on the 2018 ballot sponsored by TriMet.

Instead, the lead would now be Metro and the regional government would introduce a November 2020 bond measure.

"This does not affect decisions or

our process," Ford said, "however, this committee will most likely wrap up by summer."

Linda Moholt, representing Tualatin Chamber of Commerce, asked what happens if voters reject the measure to fund the corridor. Ford said that the feds could say no to the project even if the bond passes.

"Construction would now potentially begin in 2023 instead of 2021," Ford said, "with opening of the line by 2027."

Ford reminded everyone that the previous MAX lines each endured a 20-year process.

Staff then introduced Heather Wills, a consultant with Parametrix, a multidisciplinary agency that provides services in transportation, environmental planning, and community building. Wills spent the rest of the evening providing the committee with the various topics of the federally-required environmental review process which produce a Draft Environmental Impact Statement.

"The National Environmental Policy Act [enacted in 1970] holds federal agencies accountable for their actions," Wills said. "Before this act, there was no opportunity for the public to comment on large infrastructure projects."

Wills explained that when Interstate 5 was built in Portland, it divided communities in Portland and there was no community involvement.

"The DEIS is a decision tool," said Wills. "Preferences are value-based like bike paths, sidewalks, and wetlands. The final document will be

a 150-page document with appendices."

Wills explained that the analysis will look at air quality, geology, and soils including seismic vulnerabilities. The statement is expected to take into account the entire project footprint including land needed to store supplies and equipment.

"Land use will be reviewed within half a mile of the route," Wills said. "This includes looking at parks, trails, access to trails, schools, and community gardens."

A committee member asked if there would be zoning changes.

"It would be transferred to a transportation conversion land-use zone," Wills said.

Other items being considered are hazardous materials, ecosystems including fish, endangered species, wetlands, culverts, streams, and water runoff. Utilities will need relocation.

The statement will address rider forecasts until 2035, bicycle-pedestrian connections, freight routes, and emergency response. It is also expected to address noise sources such as wheel squeal, track crossings, warning bells, the actual train, and vibration.

"Noise is also measured during construction," Wills said. "Builders will disclose construction hours."

Wills explained visual quality, viewer sensitivity, safety, and security components including areas of isolation and crime.

"The DEIS also looks at disproportionate impacts on low-income and minority communities," Wills said. "The Federal Transit Administration wants to have a robust review of environmental justice issues."

Finally, the impact on the community analysis will take in mind



Ecosystem surveys were conducted last year assessing soil, wetlands, and geology in planning for the future light rail line. (Photo courtesy of Metro)

seniors, people with disabilities, and property and home displacements. Wills said specific issues cannot be solved for each displacement, though, and will be aggregated with all the necessary displacements.

Ford explained next steps. "The good news is that you are going to get a lot of information," Ford said. "The bad news is that you are going to get a lot of information."

Ford said the advisory committee's role is to recommend the route and the locally preferred alternative, but not station locations.

"There could be other committees to sit on down the line," said Eryn Kehe, Metro senior communications specialist who facilitates each meeting.

Metro and TriMet will complete the draft environmental impact statement in the next few months. Comments on the study and the route proposal can be shared at meetings, online, email, or through letters once the 45-day comment period begins.

After comments are collected, the

(Continued on Page 6)

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**CAPITOL HIGHWAY PROJECT**

(Continued from Page 1)

responsible for maintaining sidewalks. The transportation bureau will be responsible for maintaining street, bicycle facilities, and multi-use paths. Environmental Services will be responsible for maintaining the stormwater facilities.

Retaining walls will be built throughout the highway. The committee wants to explore opportunities to incorporate artwork and other design features into these walls, transit stops, and other elements of the project to enhance the livability of the neighborhood.

The subcommittee wants the city to provide a construction timeline calendar and weekly email updates for residents to prepare accordingly. Construction is due to start later this year.

Lyons reminded anyone who lives along Capitol Highway, between Garden Home Road and Barbur Boulevard, that the city is conducting one-on-one site visits to discuss how the project may affect property frontages. Considerations include topography, trees, shrubs, driveways, parking, fences, and other features.

"Be sure to contact David Backes," Lyons said. "He can be reached at 503-823-5811 or david.backes@portlandoregon.gov as soon as possible to schedule your meeting."

For more details, visit [www.portlandoregon.gov/transportation/CapitolHwy](http://www.portlandoregon.gov/transportation/CapitolHwy).

**BES director Michael Jordan meets with Basin 3 residents**

On Jan. 9, Bureau of Environmental Services Director Michael Jordan met with about 15 neighbors who live in the water drainage assessment area called Basin 3. The basin is located south of Spring Garden Street and north of Dolph Court.

"This is a complementary but separate effort from the Southwest Capitol Highway project," said Becky Tillson, project manager.

"The assessment represents a change in the way we have traditionally dealt with stormwater challenges on private property in the separated sewer area."

After Jordan made introductory remarks, he received an earful from several neighbors who have been living with water run-off issues for decades.

In a letter from Jordan to the Basin 3 residents, Jordan said stormwater features will be located both along the corridor and in the surrounding basins.

"As you and other residents know," Jordan wrote, "this area is characterized by steep slopes, poorly infiltrating soils, and an incomplete patchwork of public and private stormwater infrastructure [and] has drainage challenges."

Mike Roche, former Multnomah land use chair and a longtime community activist, said that former Portland Mayor Charlie Hales left a mess.

"Hales preferred projects in the Pearl, South Waterfront, and outer southeast," Roche said. "I've been paying taxes for 25 years [in Southwest]

and have seen nothing."

Jordan, who said he is new with the bureau, said he was willing to learn from the neighborhood. Jordan has been with the bureau since June 2015.

"We haven't always collaborated the best with the transportation bureau or neighbors," Jordan said.

"Environmental services is getting ready to launch a new stormwater system plan," Tillson said. "We are committed to a more holistic approach to stormwater challenges. This may include cost-sharing opportunities for property owners and the bureau."

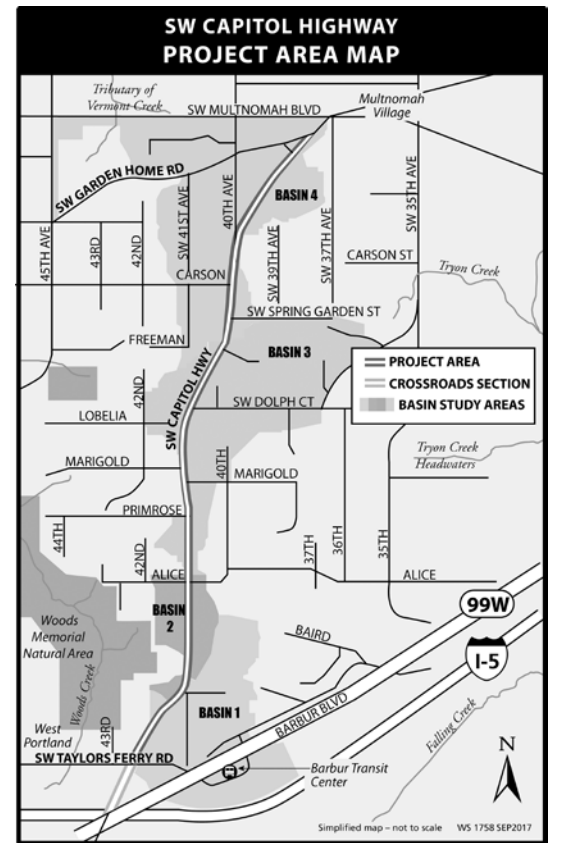
Others raised questions and voiced their concerns about the impacts of more development, especially middle housing, waivers of remonstrance, and the new Local Transportation Infrastructure Charge program.

Neighbors also brought up property tax rates and questions as to the rationale for cost-sharing solutions in the basin.

In spring 2016, the city adopted the program, which charges a fee on new infill development occurring on streets in single-dwelling residential zones. According to the city's fact sheet, the LTIC provides a more predictable and simple option for developers to meet their obligations.

One of the main requests of this group was that water be diverted over to a regional facility on Multnomah Boulevard near the U.S. Post Office.

"We recognize that this process will



take time," Tillson wrote the group. "This is a long-term effort and are available to discuss shorter term actions that property owners can take in the meantime limiting downstream impacts."

Tillson announced that Jordan would like to schedule a time to visit some of the properties in Basin 3 that are experiencing flooding and other stormwater issues. Tillson said she would work with neighbors to schedule visits during the coming months.

For stormwater issues related to this area, contact Becky Tillson at (503) 823-7097 or becky.tillson@portlandoregon.gov.

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## Wilson's "Team Hat Trick" seeks to score big for cancer research

Edited by Don Snedecor  
The Southwest Portland Post

Approximately every three minutes, someone in the U.S. will be diagnosed with a blood cancer; that's 62,130 people in 2017! Three Wilson High School students are working hard together to change those statistics by raising funds for leukemia and lymphoma cancer research.

These dedicated Wilson High School students, led by sophomore Ben Finnell, have banded together to seek Wilson's third state title as the leading student fundraiser for the Leukemia Lymphoma Society.

Wilson's "Team Hat Trick" fundraising campaign will be challenged by student teams from other Oregon high schools also competing in "Student of the Year" competition that generated nearly \$90,000 in 2017. Wilson High School has won this statewide competition in the past two years. The competition runs seven weeks and will end March 4.

Typically, sophomores Ben Finnell, Lauren Davis, and Sam Altman enjoy weekends with friends or playing baseball, softball, or soccer for Wilson High School.

But when Finnell was asked by Susan Korte, of the Leukemia Lymphoma Society, to carry the fundraising torch this year at Wilson, he jumped at the opportunity to lead the effort and called on two of his most reliable friends.

"This is a really good cause and I'm glad I got the opportunity to help families beat this awful cancer," said Finnell, "I want to do what I can to reduce blood cancers in any way possible."

Davis' motivation to help raise money for cancer research stems from loved ones affected by blood cancer. "Because my uncle is currently suffering with leukemia, I've seen what it can do not just to the ones who fight this difficult battle, but their families. Nobody should have to live with that pain," she said.

According to Altman, "I'm part of Team Hat Trick because I want my kids [someday] to grow up in a cancer-free world. I value this program's message to spread awareness about these terrible diseases and to create ways for youth to get involved in such an important cause."

Blood cancer research gives hope to anyone with cancer. More than 40 percent of new cancer therapies approved by the Food and Drug Administration from 2000 and 2015 were initially approved to treat blood cancer.

"Team Hat Trick" is asking Portland residents to support this student-driven effort by visiting community "donation stations," available at various Multnomah and Hillsdale businesses through March 4, or, by donating online at <http://events.ils.org/oswim/PortlandSOY2018/bfinnellrxu>.



Lauren Davis, Ben Finnell, and Sam Altman of Wilson High School are fundraising for cancer research. (Photo by Kerri Ann Garfield)

## Vermont Street rehabilitation to include repaving, walking and bicycling access

By Jack Rubinger  
The Southwest Portland Post

The Southwest Vermont Street Pavement Rehabilitation Project will bring increased safety and improved access for pedestrians, families and cyclists to this east-west corridor.

Proposed improvements were discussed at an open house event held at the Southwest Community Center in January.

According to Mychal Tetteh, manager of the Portland Bureau of Transportation's Fixing Our Streets Program, popular destinations include the Southwest Community Center, Gabriel Park, the West Hills Montessori School and the Park Village Apartments.

The more than 1.5-mile corridor from 30th Avenue to 65th Avenue, is

also home to the Vermont Hills Shopping Center, OHSU Family Medicine outpatient clinic and a number of shops.

It's a key route for accessing the St. John Fisher Parish and School and the St. Luke Lutheran Church. The TriMet No. 1, 45, and 64 bus lines serve the area.

"The project will begin this summer and stretch from 30th to 65th Avenue," Tetteh said. "Residents in this area have been eagerly awaiting these improvements which are being made possible with funding from the Fixing Our Streets voter-approved program."

In the coming months, residents will see new and wider sidewalks, improved shoulders, traffic mitigation, repaved roadways, ramps for

(Continued on Page 6)

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**COMMUNITY LIFE**

By KC Cowan  
The Southwest Portland Post

**2 Prints and Ceramics:** Felicia Cantu presents "Sumi," a show of prints using a Japanese art form called Suminagashi – an ancient marbling technique which allows ink to float on water and then be transferred to paper. Her show is paired with a group show titled: "Continual Condition." It is the work of ceramic artists Avonlea Raschdorf, Carrie Kitze, Steven Schiewe and Griselda Izaguirre. Opening reception is Friday, Feb 2, from 6 – 9 p.m. at the Multnomah Arts Center, 7688 SW Capitol Highway. Free. For more information call 503-823-2787.

**3 Getting to Know Muslim Communities:** Join Mr. Jawad Khan, Muslim Educational Trust board member and Oregon Islamic Academy teacher, and weigh the differences between isolation, assimilation, and positive integration of the Muslim community in the United States. This event takes place on Saturday, Feb. 3, 3 p.m. at the Capitol Hill Library, 10723 SW Capitol Highway. Registration required; register online, in the library or by calling 503-988-5123.

**3 Vanport History:** Learn the fascinating history of Vanport, at one time the second largest city in Oregon. Built to house World War II workers, on May 30, 1948, in a matter of a few hours, it disappeared forever in a flood. Author Zita Podany talks about the rise and fall of Vanport on Saturday, Feb. 3, 1:30 – 2:45 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. For more information: 503-988-5123. Free.

**7 Checkmate!** Come and play chess on Wednesday, Feb. 7, 3:30 to 5:30 p.m., at the Hillsdale Library, 1525 SW Sunset Blvd. Play a game independently or get tips from an experienced tutor. Players of all ages and levels welcome. For more information call 503-988-5123. Free.

**10 Walk across the Willamette River:** This month's Southwest Trails hike is Saturday, Feb. 10. Hikers will carpool from Wilson High bleachers to SW Corbett and Whitaker for a walk that explores the Veteran's Hospital, OHSU, then crosses the river to the East Bank Esplanade and returns over the Tilikum Crossing. The walk is 5.5 miles long. Walk departs at 9 a.m. Well-behaved dogs are allowed on leash. To volunteer to lead a walk in your neighborhood, contact Sharon Fekety (fekety@hevanet.com). For more information visit [www.swtrails.org](http://www.swtrails.org).

**11 Young Artists Showcase:** Have a listen to the up-and-coming musicians in our community. Donald Appert conducts student musicians performing works by Shostakovich, Mendelssohn, Smetana and more. This event takes place on Sunday, Feb. 11, at 3 p.m. at the Mittleman Jewish Community Center, 6651 SW Capitol Highway. A silent auction will be held prior to the concert. Tickets at the door: \$10 adults, \$8 seniors, \$5 students. Children under 6 are free.

**12 Garden Home History:** Did you know the site of the Old Market Pub was once a community cannery designed to help people preserve their fruits and vegetables from their Victory Gardens during World War II? Learn about this fascinating project



Mark Whitney stands in front of Whitey's Cannery in Garden Home circa 1950. This is the current site of the Old Market Pub. (Photo courtesy of Elaine Shreve, Garden Home History Project)

when Virginia Vanture presents a free slide show and lecture, Monday, Feb. 12, 6:30 – 7:15 p.m. at the Garden Home Recreation Center, 7475 SW Oleson Road. For more information visit [www.GardenHomeHistory.com](http://www.GardenHomeHistory.com).

**16 Lost Theatre Treasures:** The Lost Treasures Collection is a series of obscure and rarely performed musicals presented in concert/cabaret version for one weekend only at Lakewood Center for the Arts, 368 S. State St. On Friday and Saturday, Feb. 16 and 17, see "Pipe Dream" by Rodgers and Hammerstein. This 1955 musical is about an unlikely romance between Doc, a marine biologist,

and Suzy, a struggling young woman. At the Side Door stage. Call 503-635-3901 for tickets.

**28 Personal Narratives of Migration and Displacement:** Portland Community College invites students, staff, faculty and the larger community to drop in and share personal stories about migration or displacement. Stories will be recorded and shared to highlight the diversity of displacement that exists in the community. Participants are welcome to share stories anonymously. This event takes place on Wednesday, Feb 28, from 11 a.m. – 3 p.m., at PCC Sylvania Campus Library, 12000 SW 49th Ave.

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## Vermont Street

(Continued from Page 4)

people with disabilities, more visible crosswalks, better drainage and separate and elevated pathways for pedestrians and cyclists.

Improvements will vary along the corridor. A variety of sidewalks, shoulders and bike lanes will be built east of 52nd Avenue, while west of 52nd Avenue, the project mainly consists of repaving the street.

A highlight of the project is a 12-foot wide track for bicycle and pedestrian traffic on the south side of Vermont Street, between 50th and 52nd avenues.

This new track, elevated on sidewalk, is similar to the one on Multnomah Boulevard near Multnomah Village and is wider than the bike/pedestrian path on the Hawthorne Bridge.

"In this area, we have several multi-use facilities, so the goal is to minimize pedestrian and cyclist interaction with drivers," Tetteh said. "We envision families and friends walking more, getting out of their cars and having greater enjoyment of Gabriel Park and the Southwest Community Center."

The new path will provide a car-free connection for north-south bike and pedestrian traffic. It will allow people going south on 52nd Avenue to reach 50th Avenue via Vermont Street on a route that is separated from car traffic.

Some sections of Vermont Street are in poor condition and will require excavating, digging down, repaving and rebuilding roadways.

In some cases, new retaining walls near people's homes will be constructed and wider shoulder treatments will be required.

From 34th Avenue east to Idaho Drive, improvements will include maintenance paving, adding stripes to crosswalks and building new marked crosswalks at 34th and 37th avenues.

At the request of area residents, the transportation bureau has agreed to build a new sidewalk on the north side of Vermont, adjacent to the Park Village Apartments. The sidewalk will extend west from 45th Avenue to Idaho Drive.

Residents complained that drivers heading west on Vermont and North on Idaho take the turn too fast, so the transportation bureau will adjust the corner to require a tighter turn to slow traffic for pedestrian safety.

### SOUTHWEST CORRIDOR PLAN

(Continued from Page 2)

project's committees (the community advisory committee and the steering committee) will discuss the initial route proposal, public comments, technical data, and project staff input to recommend a locally preferred route for the light rail.

That recommended route will be considered for adoption by Oregon Department of Transportation, TriMet, Washington County and the cities of Portland, Tigard and Tualatin.

The Metro Council is expected to adopt the preferred alternative into the Regional Transportation Plan in October.

## Snow above 500 feet? New elevation signs installed around Southwest neighborhoods

By Erik Vidstrand  
The Southwest Portland Post

The Portland Bureau of Transportation recently installed 50 elevation signs indicating areas of town that are 500 or 1,000 feet above sea level. According to Dylan Rivera, the spokesperson for the transportation bureau, the signs were installed last December.

"The main reason," Rivera said, "is to help the public be prepared when traveling in higher elevations of town that could have more severe winter weather than other parts of the city."

"We have found that many longtime residents are surprised to learn that Multnomah Village and Hillsdale, for example, are at 500 feet above sea level," he said. "Nearly all of Northwest Skyline Boulevard is over 1,000 above sea level."

According to Rivera, more than 100 people a day have been moving to the metropolitan area for about 10 years. He said newcomers understandably might not know the changes in elevation offered by the Portland area's scenic hills.

Snow, ice, freezing rain, or a wintry mix in these areas can be present when the rest of the city only sees rain.

Rivera reminded commuters to carry snow chains in their car trunks if they do need to drive and to know what the weather forecast is for their location, and their destination, before leaving home in adverse weather.

"Labor and materials for the instal-



lation of the 50 signs totaled about \$3,000," Rivera told *The Post*. "When you consider the cost of wrecking one car or truck on a slick street that seems like a bargain to us!"

Elevation signs are now posted on busy streets in Southwest and Northwest Portland, as well as in the Mt. Scott area in Southeast Portland.

The bureau introduced additional procedures about winter preparations including expanded use of road salt. The city now has about 300 tons of salt on hand and storage capacity for up to 1,300 tons.

Chains or other traction devices are required during winter weather on West Burnside and Sam Jackson Park Road. These requirements dramatically reduced the number of abandoned cars after being implemented last year.

The city has expanded public information with an online winter weather center showing an interactive map, snow plow and anti-icing routes.

"We'll also repeat some of the incentives we started last winter," Rivera said. "These include parking amnesties that allow drivers to park for free in the downtown meter district."

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◀ **Joan Lunden**, journalist, former host of *Good Morning America* and senior living advocate.



*aPlaceforMom*

# County commissioner discusses homelessness at Multnomah neighborhood meeting

By Erik Vidstrand  
The Southwest Portland Post

Multnomah County Commissioner Sharon Meieran, who represents the west side, was the featured speaker at the Jan. 9 Multnomah neighborhood meeting. The commissioner updated the group on the priorities she has been working on. Meieran, an emergency room physician who still practices, discussed homeless people and their difficulty in navigating health services.

"Another challenge at the county," she said, "is mental health care. It would be worthwhile to provide health and mental services and in supportive housing.

"Many of the people living on the

street cycle through jails, the ER, and then back on the street."

Meieran said that an assessment is taking place involving interviews with administrators, people living on the street, and care providers.

"We don't want to recreate the wheel," Meieran said, "but we're looking at what solutions have been done before as well as investigating additional funding streams."

Meieran said the assessment would be ready by April.

The Joint Office of Homeless Services is coordinated by the city of Portland, which provides housing facilities, and Multnomah County, which is responsible for mental health services.

The commissioner mentioned that the county budget is going to be cut.



Multnomah neighborhood chair Martie Sucec (right) welcomed Multnomah County Commissioner Sharon Meieran at the January meeting. (Post photo by Erik Vidstrand)

Some neighbors seemed perplexed since they feel their taxes keep going up.

Some asked about where the marijuana taxes are going. Meieran said she'll look into it and perhaps ask for a piece of the pie.

According to the rules on distributing marijuana taxes, 40 percent of the funds go for education, 20 percent may be used for mental health, alcoholism, and drug services, and 15 percent for state law enforcement. Five percent is for alcohol and drug abuse prevention, early intervention, and treatment services.

Neighborhood chair Martie Sucec thanked the commissioner and invited her back once the homeless analysis is complete.

## Neighbor expresses concern about plans for new apartment building

At the end of the evening, Alison Meenhen, who lives next to the newest proposed four-story mixed-use building, "Multnomah Station," read a letter she wrote to the architects.

"I'm not opposed to development," Meenhen said, "but maybe some changes need to be made. Just displaying the gas pump in the lobby doesn't cut it and just throws a bone to the city.

"What we need is a building designed like it's always been here," she said. "There is no parking, the height should be reduced to two or three floors, and they should put in a grocery store for neighbors."

Meenhen said that these large projects erode the character of the village, will bring more cars and pedestrians, and that she is not sure what to expect once the completed apartment building opens.

Leslie Hammond, former vice-chair, said she called the architect regarding lack of parking.

"I'm not done with this," Hammond said.

Sucec thanked community members for donating over \$2,700 to support legal appeals with regards to the Portland Comprehensive Plan changes in zoning and height limits in Multnomah. The Multnomah Neighborhood Association meets the second Tuesday of every month at 7 p.m. in Room 30 at the Multnomah Arts Center.

## Grier R. Ingebretsen (1942 – 2017)

Longtime Multnomah resident Grier Ingebretsen died in December at the age of 75. Grier was born in Seattle, Nov. 27, 1942 and passed away Dec. 25, 2017 in Portland. A memorial service was held Dec. 29, 2017.

Grier was the son of Evelyn Taylor and Shirley B. Ingebretsen. He was a 1961 graduate of Oregon City High School and joined the Navy but was called home due to this father's illness.

Grier worked in the Oregon City paper mill before moving into the floor covering industry. He was a long time active member of Bergfreunde Ski Club and has many friends and experiences from those amazing days on the mountains.

Grier is survived by his wife of 27 years, Patti; sister, Carinda Ingebretsen; son, Erik Ingebretsen; stepsons, Steve and Tim Waitman; and three grandchildren, Caleb Ingebretsen, Amy and Megan Waitman.

Donations may be made to Grier's beloved Revolutionary War Memorial Project, Sons of the American



Revolution at [www.ORWM.org](http://www.ORWM.org). For this complete obituary, please visit [www.riverviewcemeteryfuneralhome.com/obituary](http://www.riverviewcemeteryfuneralhome.com/obituary).

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# EARTH TALK

Questions & Answers About Our Environment

**Dear EarthTalk: I always assumed the train was the greenest form of mass transit, but a friend told me I would be better off taking the bus. Could this be true?**

— Jane McNeil, New York, NY

Most of us assume that train travel—whether for getting around town, commuting to work or for long hauls—is the most eco-friendly mass transit “mode.” Indeed, trains seem greener, with some relying exclusively on electricity while others utilize a single diesel-powered locomotive to pull dozens of passenger cars.

But even though trains are no slouch when it comes to fuel efficiency, buses, even though they spew diesel exhaust and get only about six miles per gallon, may be even better.

“The reason is that they are usually full of people, giving [buses] the highest miles per gallon per passenger, at 208,” reported CNN’s Steve Hargreaves.

Based on his research digging into Department of Energy data, Hargreaves added that trains are the next best choice for the eco-conscious traveler, whether commuting or doing a longer haul.

“A city train (think subway or light rail) gets 52 miles per gallon, per passenger (or the equivalent, if it’s electric), while a commuter train—usually used to connect the suburbs to a city—

gets about 44 mpg per passenger.”

A landmark 2013 study in Environmental Science and Technology by researchers at the International Institute for Applied Systems Analysis and the Center for International Climate and Environmental Research backed up these findings.

The researchers found that bus travel noses out rail travel in fuel efficiency and carbon impact on typical business or holiday trips ranging from 500-1000 kilometers (300-600 miles), generating only about 20 percent of the per passenger emissions as driving alone in a typical gas-powered car.

“Motor coaches leave carbon in the dust,” according to the non-profit Union of Concerned Scientists, adding that a couple can cut their travel carbon emissions in half by boarding a motor coach instead of taking their Prius.

“And if they take the motor coach rather than flying, they will cut their emissions by 55 to 75 percent, depending on the distance they travel.”

And given that many bus companies have ditched their old buses in favor of new models replete with not only more efficient engines but also reclining seats, on-board entertainment and WI-FI, the bus could become your new favorite way to travel.

Though buses are the current green leader, trains are catching up fast. All of Amtrak’s trains in its busiest northeast corridor now eschew the old diesel generators that used to power their locomotives, and run instead on an increasingly renewable supply of electricity.

Some \$10 billion in investment in high-speed rail by the Obama administration means trains are getting more efficient across the country as well.

While President Donald Trump promised he would pour hundreds

of millions of dollars into further boosting high-speed rail infrastructure, his 2018 budget does more to decimate Obama’s progress on the issue than augment it.

Whether Trump will follow through with a plan to further bolster U.S. rail travel remains to be seen. In the meantime, while trains remain a viable green choice, choosing Greyhound over Amtrak might be the better option for the time being.

EarthTalk® is produced by Roddy



While train travel may be better for the environment than flying or driving your own car, hopping on a bus may still be the best choice from an environmental perspective.

(Photo by Don McCullough, FlickrCC)

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