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Southwest Portland's Independent Neighborhood Newspaper

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Community mural
needs 1000
volunteers to connect
the dots--Page 6

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Portland, Oregon

Complimentary

May 2009



Students at Hayhurst Elementary School in Southwest Portland celebrated Portland's 32nd annual Arbor Day Tuesday, April 7, by planting 25 trees in Pendleton Park. With the help of City Nature, Portland Parks and Recreation's environmental education program, the students learned about a variety of trees and enjoyed a morning of sunshine and games. (Post photo by Allison Rupp. Additional photos on Page 5)

North Macadam Transportation Plan approved unanimously by City Council

By Lee Perlman
The Southwest Portland Post

The Portland City Council last month unanimously approved the North Macadam Transportation Plan, a package of improvements designed to aid automobile, bicycle, pedestrian, and transit movement to and within the neighborhood.

Among the projects proposed, for a total cost of \$194 million, were 12 motor vehicle-related projects, 13 bicycle and pedestrian projects and five transit projects all designated high priority. These would cost \$125 to \$160 million.

The Portland Bureau of Transportation presented a tentative funding strategy that included a new set of System Development Charges on new development projects, with the proceeds earmarked for the transportation projects.

"While the efforts to secure this funding will be ongoing for the next 20 years, this is a landmark step," Mayor Sam Adams, who oversees PDOT, told the

City Council. Giving credit to project staff, he said, "Part of the reason Portland is known as a great city is because we have some of the most talented transportation planners."

Among the high priority projects were the proposed Milwaukie Light Rail route, bus line re-routings, the northward extension of Southwest Moody and Bond avenues, extension of the Willamette Greenway Trail, the Gibbs Street Pedestrian Bridge, and a series of traffic improvements intended to facilitate access to the South Waterfront neighborhood from the north and south (the North and South portals).

Project manager Art Pearce told the City Council that the intent of the program was to provide "safe, efficient, multi-modal" connections between the South Waterfront and the older neighborhood to the west, as well as the wider community.

Urban renewal tax increment funds would provide "the lion's share" of the financing, he said.

Geraldine Moyle of the Portland De-
(Continued on Page 3)

Southwest residents shoot down proposed TriMet changes at public hearing

By Allison Rupp
The Southwest Portland Post

Students, employees, and residents of Southwest Portland convened at Wilson High School in Hillsdale on April 6 to testify about proposed service cuts that TriMet announced in February and revised in March.

The hearing, which lasted about an hour, included brief, three minute testimonies from ten people, who mostly argued against service cutbacks to specific bus lines.

TriMet General Manager Fred Hansen opened the hearing by explaining the reason for the cutbacks. With 55 percent of TriMet's revenue drawn from payroll taxes, Portland's rising unemployment means less money for TriMet services.

The agency's budget shortage has grown in recent months to over \$20 million, making budget cuts of five percent necessary in each department. "We're looking at every category to see if we can minimize the effect on our riders," Hansen said. "It's a very painful

process, because that's what we care most about."

Arnie Panitch, a Southwest Portland resident, gave the first testimony. Panitch argued that Fareless Square—a section of downtown Portland, Old Town, and Lloyd Center where riders can board without paying—should remain in tact for the sake of tourists and people attending conventions.

Panitch also suggested the #39 bus to Lewis and Clark College be expanded rather than cut back. "We need to force that college to come into Portland. It's within the city limits," he said.

Changes to the #39 bus line have been a hot point in the conversation surrounding TriMet cutbacks. Students and faculty at Lewis and Clark say discontinuing weekend service and reducing weekday service on the #39 bus line amounts to cutting the school off from Portland. And while the college has its own private bus service, the Pioneer Express, running to downtown Portland, many believe it is inefficient and a waste of resources.

Three witnesses from the Lewis and Clark community came to the hearing

to address the changes wearing buttons and t-shirts that read "LC ♥'s #39." Matt Dowling, the student body president of Lewis and Clark Law School, asked "Are the cutbacks absolutely necessary? We're not convinced."

Dowling said reducing the #39 bus line's service would put more cars on the road and hinder Lewis and Clark students from getting to important activities like internships and community service projects.

Carl Vance, vice president of business and finance at Lewis and Clark College, also shared his concerns about limited #39 bus line service. Vance reiterated the school's offer to pay TriMet \$250,000 and purchase bus passes for all students

and faculty if TriMet would expand the #39 bus line and give college students a discounted fare.

Several speakers also complained about cuts to the #55 Hamilton bus line, which was originally supposed to be eliminated but now will have its service reduced from every 30 minutes to every hour. The #55 bus line provides many Southwest residents transportation to their jobs at Oregon Health and Sciences University (OHSU), where the waiting time for a parking permit is five years.

"I've lived in cities with less public transportation than Portland, and my car is putting on more mileage here

(Continued on Page 3)

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Don Baack, president of the Hillsdale Neighborhood Association, testifies at the hearing on proposed TriMet cutbacks Monday, April 7 at Wilson High School's cafeteria. (Post photo by Allison Rupp)

EarthTalk: Full economic, environmental costs not factored into electric vehicles

In April of 2009 the Southwest Portland Post featured an editorial reply that gave a resounding "yes" [to a question about whether] electric cars are better at per cost per mile and for the environment overall.

Although the Electric Power Research Institute (EPRI) did show a cost analysis of electrics approximating 75 cents per gallon this is not the full cost/environment impact picture.

As noted even oil refineries use electric power to run their plants while processing the bubbling crude. Each time a form of power is used to convert another type of power there is waste expended in the conversion. In this case charging vehicles directly would be a better environment/cost exchange.

With regard to green house gas emissions what is often overlooked is that those projections are just that, projections. Often these reports do not capture other unforeseen variables such as the gas emissions of plastics which are greatly needed to reduce the weight ratio of electric vehicles.

Now do not get me wrong, personally I am all for all electrics, but the display of a Tesla Roadster-- cost \$98,000.00 base price-- is prohibitive to the average driver. The alternative such as a ZAP car although more affordable at around \$12,000 is better priced, yet has limits of range and top speed that are better suited to gardening or meter maids.

One possibility that appears to be

overlooked is the Carver car. Currently this vehicle is used in Europe using a 650 c.c. motor with great results. Noting that 90 percent of all drivers/commuters drive alone, the Carver seats two. Talk has been to unveil a version that is all electric this year.

What is disconcerting is that Congress is dragging its feet on United States safety standards even though the vehicle has passed more vigorous tests overseas.

Perhaps if we could convince Congress collectively to expedite approval and sign a mutual manufacturing agreement with the design company we could retool our car manufacturers to make a vehicle that is more desirable to the average Joe.

Or we could continue to bail out CEO's that fly down to Washington in their private jets with the only plan of saving their companies by laying off thousands of workers. The choice is ours.

Alexander Fontana

Editor's Note: EarthTalk, a syndicated column which appears occasionally in The Post, featured a reader question regarding sustainability of electric/gas hybrids and plug-in electric vehicles. Editors at E Magazine provided the reply.

Letters to the Editor



The Southwest Portland Post
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Consignment, resale, and thrift shops are not the same things

I read your article ("Save money and recycle at Southwest Portland thrift shops," by Polina Olsen, April 2009) regarding "thrift shops" in Southwest Portland.

I found that what you were describing and promoting were "resale shops" which buy merchandise outright from owners and resell it and "consignment shops" which take items in to sell and then split the proceeds with the shop and the seller. A "thrift shop" is run by a non-profit organization to raise money for a cause.

For example: The Assistance League, of which I am a member, operates a thrift shop in Beaverton. All of our merchandise is donated to us. We, in turn, sell the merchandise and the proceeds go to the funding of Assistance League's

Children's Dental Center and Operation School Bell®.

Our dental center is open to any student in Portland Public Schools who receives free or reduced lunch and has no insurance for dental care. Operation School Bell provides new clothes (winter jacket, 2 pairs of pants and tops, 5 sets of socks and underwear) to children living below the poverty level in Hillsboro.

It is important to make the distinction between the three different types of shops. Assistance League, Salvation Army, Goodwill, William Temple House are non-profit organizations. We would love to have good donations to sell for our worthy causes. One good turn deserves another...your gift is a gift to someone less fortunate. We believe we can make a difference because we have.

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North Macadam Transportation

(Continued from Page 1)

velopment Commission said that her agency planned to dedicate 80 percent of North Macadam Urban Renewal funds to transportation projects.

When City Commissioner Nick Fish questioned whether the projected funds would in fact be available given the current economic down turn, Moyle said the projects were "very conservative" and based on "what's in the ground and what's in the pipeline." She conceded that the current budget calls for \$10 million dedicated to Milwaukie Light Rail, leaving a \$20 million funding gap for this part of the route.

Adams said, "We're working to come up with the last \$20 million. We're not there yet, but one-third of it is a major step forward." He said that adding additional tax increment funding is "still on the table," but that a new Local Improvement District assessment against local property owners is not.

PDOT's Kathryn Levine presented the project's new SDC charge schedule, which the City hopes will raise \$18 million. It would raise the assessment for new administrative office developments from the present \$2.80 per square foot to \$5.32, for medical offices from \$7.38 per square foot to \$14.14, and for condominiums from \$1,375 per unit to \$2,716.

Asked about the impact of the recession on development, and therefore on

SDC revenues, PDOT's Randy Young said that the \$18 million figure was "a twenty-year projection. While we're in a terrible patch now, we have always recovered in the past, and we expect to recover again. We expect projects to slow down, then rebound. SDCs create a quality infrastructure that attracts development."

Bill Danneman, Lee Buhler and Thomas Naguchi of the South Portland Neighborhood Association, and Don Baack of the Hillsdale Neighborhood Association, all spoke in favor of the program. Danneman called the projects "long overdue." Buhler said that walking and biking to downtown from the close-in neighborhood would be attractive if the route was easier and safer; he also said that the project had changed due to public input received.

President David Schleich led a contingent from the National College of Natural Medicine all praising the plan and calling for its speedy implementation. Schleich said that the college planned to expand the campus at 049 S.W. Porter St., relocate a satellite clinic there, and increase enrollment to 1,000 students. However, he said, "Traffic is a huge issue" that makes access to the campus "difficult and dangerous."

Another representative, Marty Loomis, said that "students are risking their safety" to come by foot or transit, that there is "no ADA access (for the disabled) without driving," and that a foot bridge across Southwest Naito Parkway from the Lair Hill neighborhood is "hazardous even for able-

bodied walkers."

The only negative comment came from Bob Durgin, representing the Zidel Company, industrial property owners in the district. "There is no basis in reality that this will ever be funded," he declared.

According to Durgin, there would need to be \$1 million worth of new development to generate the funding for the light rail improvements alone. "You don't understand what you're doing," he told the City Council. Asked by Fish whether he feared there would be new "asks" from property owners such as Zidel, Durgin replied, "It's implicit."

Despite this, Fish joined the rest of the City Council in voting for the plan, saying, "I'm satisfied I have enough information for an informed vote." Of the plan he said, "I've come to appreciate the Portland way of doing planning. It's lengthy and inclusive. As a document, it's superb."

City Commissioner Amanda Fritz said she was reassured by the testimony, saying, "These citizen experts, who followed the plan since it started, would tell us if there was cause for alarm. I'm particularly pleased to see the prioritization; we understand we can't fund all of this at once." Adams told Pearce, "This was a hard project, but you made it look easy."

Tri-Met Hearing

(Continued from Page 1)

than in those cities," said Judy Stewart, who rides the #55 bus line to work at OHSU.

Barbara Rowland, a Southwest resident who does not drive, testified that eliminating night and weekend bus service in her area is "like house arrest. You can go places, just as long as it's before 7:30pm and not on a weekend."

After three hearings and a call for comments on the TriMet website, the TriMet Board of Directors will meet again on April 22 for final revisions before service changes go into effect on September 20. Hansen said that as soon as mid-May the agency will be assessing whether further cuts are needed, which would go into effect in December.

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Hillsdale, Multnomah neighborhoods to vote on Capitol Hill Road speed bumps

By Lee Perlman
The Southwest Portland Post

The residents of Southwest Capitol Hill Road are off and running to make traffic on their street slow down.

Under a Portland Bureau of Transportation program, volunteers began on April 2 to secure the signatures of at least 67 percent of the occupants of the street to install 11 speed tables (elongated speed bumps) on the street between Southwest Barbur and Bertha boulevards. They have 60 days to get them.

Proponents must also obtain the support of the Hillsdale and Multnomah neighborhood associations. If they succeed, they win the right to raise the money for the tables, at \$2,200 each, through voluntary contributions and fundraising.

As City transportation planner Will Stevens explained at a kickoff meeting at West Hills Christian School in early April, the City has in the past helped pay for traffic calming projects such as this through the Safer Routes to School and the Speed Bump Subsidy programs, among others.

All such support is now gone, victims of the recession and subsequent budget

cuts. "Here tonight we have neighbors so invested in traffic safety that they're willing to step up to the plate and self-fund this project," Stevens said.

Moreover, he said, it was local residents, especially Mellani Calvin and Lisa Broten, who initiated the project. "They are the champions of this project," he said. "This is not the City's wish list project, this is the neighborhood's project brought to you by the City."

However, it does meet the City's criteria for these improvements. Surveys have shown that the 85th percentile for the street is 31 miles per hour (meaning 15 percent exceeded this speed) while the posted limit is 25. Capitol Hill Road is designated a neighborhood collector (intended to carry through traffic but not a major through route), and has a daily traffic volume between 2,500 and 3,400 auto trips, less than the 10,000 limit for the program.

Under the rules of the program, multi-family complexes of four units or more get one collective vote. The occupants of all other occupied buildings, residential or otherwise, get one vote each. This includes properties with addresses on side streets that in fact have frontage on CHR, and those on streets that have no other access.

"Every property on the street is as



This narrow stretch of Capitol Hill Road has little or no room for pedestrians. Speed bumps might make it a little less frightening. (Post photo by Don Snedecor)

important as every other property, whether it's half the size of the property next door or twice its size," Stevens said. However, he added, "Vacant buildings don't count. We're not instituting traffic calming to make buildings safer."

Turning to Steve Sagnotti, an outspoken opponent of the project, Stevens said, "Let's say Steve doesn't want the project, and I know he doesn't. Let's say his wife wants it, and I know she does. They have to work it out, and cast one vote either way."

Sagnotti has maintained that speed bumps are ineffective in slowing traffic, and that there are better alternatives. At the kickoff meeting he suggested that CHR receive the same treatment as Southeast Clinton Street, where diverters restrict its use as a long-distance through route for autos.

Stevens replied that Clinton has lower traffic volumes and is not designated a collector. "The intent here is speed reduction, not diversion," he said. "We're trying to get it to operate at a safe speed."

Noting that proponents have two years to raise the money, Sagnotti then asked, "If they come up \$1,000 short,

will the City say, 'Oh, we'll give you \$1,000?' That's not fair. They should pay the whole amount or stay out of it."

Stevens noted, "This project qualifies for a subsidy; we just don't have it." Proponents can go with an alternative plan utilizing just nine tables if they are short of full financing, but not for less than this. "The idea isn't to reduce speed here, here and here, it's to reduce the speed profile of the street," Stevens said.

The Hillsdale Neighborhood Association is scheduled to vote on the project on May 6 (at 7:00 p.m. at St. Barnabas Episcopal Church), and Multnomah NA on May 12 (at 7:00 p.m. at the Multnomah Center). According to Calvin, Hillsdale has informally shown strong support for the tables, while Multnomah is somewhat more ambivalent.

Stevens emphasized that if the project does get off the ground, financial contributions from property owners will be strictly voluntary. "Lisa's a big proponent, but she's paid me so much money on the side that she can't afford to contribute," he quipped.

Design commission approves Gibbs Street pedestrian bridge

By Lee Perlman
The Southwest Portland Post

On their second review, after initially asking for additional information and revisions, the Portland Design Commission approved the design of the proposed Gibbs Street Pedestrian Bridge in April.

At a previous hearing the month before, the Commission asked to see samples of the exterior materials to be used on the structure, and criticized the design of its two supporting piers.

Project manager Jodi Yates and architect Carol Mayer Reed said that the materials would be cast concrete, with galvanized steel and steel mesh on the

east end. Pedestrians and bicyclists will use an elevator to reach the bridge, 60 feet above ground at that point.

Yates said the project team decided not to change the bridge piers, saying they didn't want to "compete" with the aerial tram above it. While expressing some disappointment with this last choice (Gwen Millius called the piers the project's "weak link," and Jeff Stuhr said that they "really ruin this for me"), overall they expressed guarded satisfaction with the project.

The bridge will connect Southwest Kelley and Moody streets, spanning Naito Parkway, Macadam Avenue and Interstate 5. According to Yates, construction should begin by the end of summer.

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Arbor Day Tree Planting

Photo Essay by Allison Rupp

The City of Portland celebrated Arbor Day on April 7 at Hayhurst Elementary School this year, the first time the official celebration has been held in Southwest Portland. Following an "official" ceremony, Hayhurst students joined Portland Parks and Recreation City Nature staff to plant 25 trees, transforming the school into a "learning landscape," a diverse arboretum featuring different variety of trees, and complete with educational signs and activities to teach students about biology and urban ecology issues. The celebration included bucket truck rides, food and games, and youth activities.



Community mural needs 1000 volunteer "artists" to connect the dots

By Polina Olsen
The Southwest Portland Post

Andy Bell wants kangaroos. Jarmila Darby wants people dancing. As artist Aimee Erickson sifts through suggestions for the Multnomah Arts Center (MAC) mural, her vision grows bigger and brighter.

After years of anticipation, the MAC is happy to announce they have commissioned Erickson to design and coordinate their 122-linear-foot main lobby mural. And, the center requests community input from start to finish.

"It's a beautiful thing to be part of," Erickson said during an interview with the Southwest Portland Post. By incorporating techniques she successfully used on several Portland area school murals, she hopes to include as many people as possible. "Once we know the design, we block in the solid

drawing," she said. "Then, we're ready for the dots."

The dots are what 1000 volunteers will make. Each gets a Q-tip and some paint. Dots large and small cover the mural background and foreground creating a colorful canvas everyone can share.

Aimee Erickson (www.aimeeerickson.com) teaches painting and drawing at the MAC and lives in Multnomah Village. A Brigham Young University graduate in Visual Communication and Design, she specializes in portraits, drawings and landscapes.

Her clients include KATU Channel 2, the Portland Art Museum and Portland Public Schools. Now the Regional Arts & Culture Council, The Safeway Foundation and Southwest Neighborhood, Inc. have teamed up on the \$11,437 grant that honors arts in the heart of the community.

"It's a great opportunity to work



Erickson includes public participation by painting with dots. This photo is from a mural she designed for the Illahee Elementary School in Camas, Washington. (Photo courtesy of Aimee Erickson)

with a fabulous muralist and reflect the multitude of lives we affect every day," said MAC Executive Director Michael Walsh. "We first met with a Portland Parks and Recreation grant specialist to discuss this in earnest last summer. Then, all the pieces came together, and we were able to make it happen. We gave Aimee the concept of *arts and community*, and she took it from there."

"We don't want to limit this to people who can draw," Erickson said. "All ages can participate. We want the mural to be a joyful and energetic representation of the role the art center plays in the community." Erickson hopes to finish the mural by the end of September with a community celebration planned for

November.

The deadline for design suggestions is May 8. Forms are available at the Multnomah Arts Center office, Multnomah Village Stores and online at www.multnomahartscenter.org. Or, visit Erickson during Friday drop-in hours. The MAC is located at 7688 SW Capitol Hwy (at 31st Avenue). Register for forty-five minute "paint the dots" sessions by calling 503-823-2787 or stopping by the MAC office.

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Aimee Erickson checks out suggestions for the new community mural. (Post photo by Polina Olsen)

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COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

3 The annual Rieke Elementary School Art Fair is being held Sunday, May 3 from 10 a.m. to 4 p.m. Fun for the whole family. Professional art and crafts for sale from some of Portland's favorite artists. Food, live music, art classes for kids. The Art Fair will be running in conjunction with the Hillsdale Farmers' Market. The Art Fair will be located inside the Rieke School gym. Rieke School is located in the heart of Hillsdale, 1405 SW Vermont Street. For more information visit their website: www.riekearts.blogspot.com.

6 Hillsdale Neighborhood Association meets again on Wednesday, May 6 at 7:00 p.m. at St. Barnabus Episcopal Church, 2201 SW Vermont St. Agenda includes a vote on the Capitol Hill Road speed bump project. Contact the Southwest Neighborhood office at 503-823-4592 for more information.

9 Multnomah Historical Association is having an Open House on Saturday, May 9 from 2:00 to 4:00 p.m. at their new office, 2929 SW Multnomah Blvd. Find out more about MHA by visiting their website, www.multnomahhistorical.com.

Don't forget to mark your calendar for the annual "Spring Cleanup"

sponsored by SOLV, Southwest Neighborhoods, Inc. and PCC Sylvania. It's Saturday, May 9 from 9:00 a.m. to 1:00 p.m. at the Portland Christian Center parking lot, 5700 SW Dosch Road (off Beaverton-Hillsdale Highway).

The cost is \$10 per carload of recyclable items such as scrap metal (toasters, ladders, empty buckets); bulky items and large appliances (couches, chairs, refrigerators, exercise equipment); yard debris and wood items (weeds, leaves, vines, grass clipping, fencing). New this year PCC students and faculty will recycle your old, unwanted computer equipment for free! To volunteer contact SWNI at 503-823-4592. For more information about the Spring Cleanup, contact Kate Chester at PCC Sylvania at 503-977-8233

12 Multnomah Neighborhood Association meets again on Tuesday, May 12 at 7:00 p.m. at the Multnomah Center, 7688 SW Capitol Hwy. Agenda includes a vote on the Capitol Hill Road speed bump project. Contact the Southwest Neighborhood office at 503-823-4592 for more information.

13 "Post-Conflict Resolution—Challenges Facing Business, NGOs and the Obama Administration" is the third installment in Portland Community College's "Global Business Speaker Series," to be held at the Sylvania Campus. Mark Schneider, former director of the United States Peace Corps, will be the keynote speaker. The lecture, which is free and open to the

public, will be held Wednesday, May 13 at PCC Sylvania's performing arts center, 12000 SW 49th Ave. For more information or to register visit www.bizcenter.org/globalspeakerseries or contact Kate Chester at (503) 977-8233.

17 Volunteers are needed to help in planting and weeding at Multnomah Village Park on Sunday, May 17 from 9:00 a.m. to 12 noon. Dirt therapy-- it is mind clearing, great exercise, cheap and in the end you feel good about yourself and the community. Please bring work gloves, shovels,

hoes, etc. Check out the website: www.multnomahvillagepark.googlepages.com for other work party dates and events.

18 The Portland Bureau of Transportation is holding a series of joint open houses to discuss both updates to the City's Bike Master Plan, and its Streetcar Systems plan for the future placement of streetcar routes. The southwest session will be from 4 to 7 p.m. on Monday, May 18 at Wilson High School, 1151 SW Vermont St.



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Canadian Twins

A short story by Haley Roxanne Blake

Once upon a time in Ottawa, Canada, a car came speeding down a stone street and into the birth center. That morning twins were born. They were two beautiful girls with curly black hair and heavenly blue eyes that seemed to say love and peace at a tone so sweet.

They were named Lisa and Lilly. From the time they were taken home their bond with each other was strong enough to take down a brick wall.

For the first few months everything was just about perfect in the Jaimiey household. On the girls' first birthday was when their lives took a bad fall. The mom and dad burst out in a terrible fight about who should cut the cake. They coldly decided to leave each other and each take one of the twins.

The girls almost cried themselves to pieces that day. They could hardly bear the pain of saying goodbye in their soft baby voices. The mother took Lilly deep into Ottawa City. The dad and Lisa drove for days to get to Winisk in Ontario. Separating them was a huge Canadian forest that insisted on keeping the twins apart forever.

After moving to the city the mother bought a town house. To Lilly's delight her mother got her a scrub jay in which she tamed and named Hyper. He became her best friend as her mother went to work as a florist. That was just fine with Lilly. She liked to put on make-up, do her homework, and read.

About 800 miles away lived Lisa and her father. They found a house, a barn, and a huge slice of land. They also bought a handful of animals including horses, dogs, cats, cows, sheep, goats, chicken and roosters. Lisa had fun getting home-schooled and even more fun riding and tending to the horses. For work her dad sold eggs, milk, and wool, and traded and sold animals.

Years pass, thoughts do not. Both girls grew up with a suspicion and a curiosity about their babyhood. Both held very tightly to the memories that they had, wondering if the past was not what they had come to know...

One day when Lisa was 11 years old she found out a secret that changed her life. Lisa and her father each got a horse and brought them into the barn to groom and tack them up for a ride in the woods. Lisa picked a gray boy named Winter and her father picked a reddish-white female named Summer Snow. Father and daughter decided to ride without a saddle. They got their helmets and mounted their horses.

The trails were beautiful with the green, lush trees smelly wonderfully of fresh pine. Rays of sun broke through the leaves creating warmth. Everything shed off a cozy feeling. Lisa smiled and her father suddenly stopped, his face looking sorry all over. He mumbled something that made her want to faint.

"You have a twin and a mother." Then it all caught up with her. The crying. The hugging. The laughter identical to hers. She did have a twin! She was so surprised that she kicked Winter a little too hard. He took off at a fast run and the only thing she could do was direct him to the barn because like herself, he never stopped until he absolutely had to.

The same day Lilly was having her share of surprises too. She was looking through an old photo album. She had to find a picture of herself as a baby for a school project. She was flipping through the pages when she saw a picture of two newborn babies. Both of them were identical.

She shifted her glance to the bottom of the picture. There in her mother's scrawl it said, "left to right, Lilly Lyn and Lisa Ann, Two very beautiful twins." Lilly was speechless. Never had her mother mentioned her having a twin!

Without another thought Lilly typed in "Lisa Ann Jaimiey" on the family computer. The name came up positive and it showed her age and where she lived. Lisa was the exact same age as Lilly and lived about eight hundred miles away in Winisk.

Lilly wrote a quick note to her mom explaining why she was gone, then went upstairs to pack. Her plan was to trek out across the thick forest to Lisa's house and explain the whole crazy mess. She packed clothes, water, food, a compass, a map, a flashlight, a small tent, and a hair brush.

She decided to take Hyper along with her, so she got out his small travel cage and some of his bird food. She laced up her hiking boots and headed out the door. She had to see her twin.

"Easy, whoa" Lisa called out to Winter. They were at the barn. Lisa knew her father was probably coming very slow. He didn't like to hover and Lisa liked that about him. He probably would be home in about two hours.

Lisa knew where her twin was. She remembered when she was little that her father had said they were in the city of Ottawa. "This will not be easy," she told herself and she slowed Winter down to a halt. "I will have to be very fast and quiet, too."

Her idea was to ride across the forest to her twin's house. Although her father had forbid her to, she was going to ride Breaking Dawn, a lovely light palomino thoroughbred who had just been in her first race. She had gotten a magnificent first place and was worth a lot of money due to speed and her good breeding. She was very fast, but was very gentle, too. Lisa knew she could handle her.

After taking off Winter's bridle and putting him in his stall, Lisa went to her room to pack. She packed very light because of the horse she would be riding. She put a change of clothes, a comb, her toothbrush and toothpaste, a blanket, and some food in a backpack that would sling over one shoulder. In a saddle bag she stored water, a hoof pick, some horse treats, a horse brush and Dawn's halter and lead rope.

Then Lisa tacked up Dawn in an English saddle and a comfortable bridle. She tested the weight of everything and concluded that it was not too heavy. She mounted up onto Breaking Dawn and heeled her into a trot. Dawn was glad to be moving but did not strain on the reins to go faster. Lisa had chosen a good horse for the ride but would Dawn make it all the way to Lilly's house?

Lilly let out a sigh. She had been walking for what had seemed like days. Lilly was in her small tent with Hyper, who was sitting contently on Lilly's knee. Darkness had set over the land and Lilly guessed it was about eight-thirty at night. She was just about to turn off her flashlight when she realized that she was hungry.

She dug into her bag and pulled out a bottle of water and a bag of potato chips. Chips were not her usual food, but they were one of her favorites. She was planning to get up early, have a banana, then, pack her tent and start going again.

Her goal was to make good time. Without a final thought, Lilly flipped the switch on the flashlight and was asleep before her eyes closed.

Lisa jolted awake when a muffled thump hit the ground. She panicked for a second, then realized that it must have been Breaking Dawn. Lisa had tied her to a tree nearby. She turned her head around to see Dawn rolling around on the ground. In other words, scratching her back. Lisa walked over to the horse and untied the rope.

She gazed at her surroundings and guessed that she and Dawn were about half way to the half way mark. Lisa had been very right to pick Dawn. The race horse was very up to the challenge of getting Lisa to Lilly. The two quickly trotted for most of the way. Sometimes Lisa had let Dawn canter or gallop. Breaking Dawn was a very good horse. She had been trained well. She paced herself and obeyed most all commands, even the unclear ones.

After feeding Dawn her breakfast of oats, grass, and water, Lisa packed up the stuff. As soon as she saw a ray of sunlight peeking in through the trees, she was off in the way of Lilly's house. She knew that the trail was dangerous. Even with a reliable horse like Breaking Dawn. She hoped to make it through the forest and not get in trouble afterwards. But now there was another thought that wandered into Lisa's head. What if she didn't make it through the challenging forest? She pushed that thought out of her mind as she and Dawn pranced down the trail of pine needles and greenish-yellow grass.

Chirp! Lilly opened her eyes to find herself sprawled out on the ground. Hyper's cage was on its side about a foot away from her body. Hyper was tweeting wildly, apparently frightened about being on the ground and Lilly on the ground with him. The girl reached out to the bird and set the cage upright. She pushed herself up from the forest floor and sat there where she was.

After pondering the day for a minute she decided that she had collapsed. She had been trying to make good time, but ended up not getting enough sleep or enough food and water. At first she was upset with herself for trying to be a hero. Then she was worried that she had wasted too much time.

She had not been on the ground long. Lilly was beginning to think badly of her choice to run away from her good life in the city and hike through eight hundred miles of forest to Lisa's house. She knew that she could not turn back now. Since the little girl was still half asleep, she sent up her tent and closed her worried eyes, letting the sunlight fade away.

Some things were starting to go wrong with Lisa and Dawn. The palomino horse was getting some mud fever and not acting right. She would shy away from sweet Lisa and bite, acting as if she was a different horse. Lisa felt as if she and her horse were actually going slower, despite the fact that Lisa let the horse run full blast much more often.

Lisa decided to keep the mare under control for the ride tomorrow. The next morning Lisa packed up all the stuff and put the equipment on Breaking Dawn. The horse tried to bite her and when she put the saddle on and tossed her head while Lisa was putting the bridle on.

She mounted the horse and nudged her into a trot. Dawn ignored the command, even though it was crystal clear, and sprinted as fast as she could! Lisa was not in control of the fiery horse and she lost the stirrups and the reins. She made a wild grab for the reins, but ended up falling to the ground.

She landed with a soft bump and it hit her! She knew why Dawn was acting so weird. Lisa wasn't giving the race horse enough love! She pushed herself up from the dirt and ran after Dawn, who was now trotting a teasing trot, as if challenging Lisa to come after her.

When Lisa got to Dawn (which was pretty fast because she was a good runner) she hugged and stroked her, telling her what a beautiful, great horse she was. Dawn melted into Lisa's arms and snorted in content. After a few minutes Dawn allowed Lisa to swing herself into the saddle and touch her with her heels gently. Then they were off, going at a gentle trot.

Lilly was pretty tired at the end of the day. She had gotten up at a reasonable hour after being refreshed and then set off on a good pace. Now she was looking for a small clearing to set up camp for the night.

She was starting to miss the comforts of home. Stuff like a warm bed, clean food, showers, and good places to use the bathroom. She was getting kick of sick of using Mother Nature for life. "Oh well," she thought. "I'll be over and done with it sometime soon."

After a long day of riding a perfect horse, Lisa was exhausted. Although Breaking Dawn had done most of the work, Lisa was probably just as tired from moving with the horse and getting on and off so much. She found a clearing and easily set up her blanket and tethered Dawn to a tree. They both nodded off in comfort as the red sun set lightly in the distance.

Lilly was now very tired. She stumbled through the roots and thorns with a sleeping Hyper in his small cage. Finally, she spotted a clearing! She was surprised when she saw that someone was already there, but was too tired to introduce herself. She got out her tent and went to sleep easily in it, dreaming of the one day that she would see her lovely twin, Lisa Ann.

In the morning both girls awoke next to each other. They screamed and cried in joy like a million stars shining a bright white, blinding anyone who dared to look. They hugged and danced, showing as much feeling as a world bank filled with money. But no amount of money could bring them apart for any length of time. They loved each other as much as everything. They were Canadian twins.

Epilogue

By then the parents had a helicopter searching the forest. The girls were quickly found. They made a choice and sold the town house, their full home becoming Lisa's barn and a piece of land called Dreamland. They all take rides during the week. Dad riding Summer Snow, Mom riding Winter, Lisa riding Breaking Dawn (who was now her very own horse), and Lilly riding her own racehorse, a black male named Twilight. The girls got home-schooled and Lilly became a farm girl. Breaking Dawn and Twilight had a beautiful red baby who was named at birth by the twins, Flaming Comet. Life was good for the two black-haired, blue-eyed twins. Life was good for the Canadian twins.

Haley Roxanne Blake lives in Salem and will be 11 years old in June.

EarthTalk™

From the Editors of E/The Environmental Magazine

Dear EarthTalk: What does “carbon neutral” really mean? And is it really possible to live in such a manner without just resorting to buying carbon credits?

—Vera Hoffman, Seattle, WA

Carbon neutral is a term that has sprouted many definitions, and how to achieve it has spawned numerous interpretations, too. According to the New Oxford American Dictionary, which made carbon neutral its 2006 “Word of the Year,” it involves “calculating your total climate-damaging carbon emissions, reducing them where possible, and then balancing your remaining emissions, often by purchasing a carbon offset.”

But the term is really so ‘06. Today’s term, “climate neutral,” complicates the issue. Tracking carbon is great, but carbon dioxide (CO₂) is only one of several greenhouse gases that contribute to global warming, says the 2008 publication, *Kick the Habit: A U.N. Guide to Climate Neutrality*, by the United Nations Environment Program.

CO₂ makes up some 80 percent of the world’s greenhouse gases, but five others—nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and methane—also contribute. Limits on all six gases were called for by the Kyoto Protocol international climate treaty.

Semantics aside, whether a person can live in a climate-neutral manner is a question of lifestyle choices and making improvements over time. Start your climate neutral quest by calculating your energy usage.

Type “climate footprint” or “carbon footprint” into Google and try a couple of calculators that track use in different ways. One is Earthlab’s (<https://www.earthlab.com/createprofile/reg.aspx>); the University of California at Berkeley also offers one at: <http://bie.berkeley.edu/files/ConsumerFootprintCalc.swf>.

For a calculation, you’ll need information about your home energy use and your travel by car and public transit. Some calculators ask whether you’re vegetarian, how much you recycle and compost, and how much you spend buying goods and dining out.

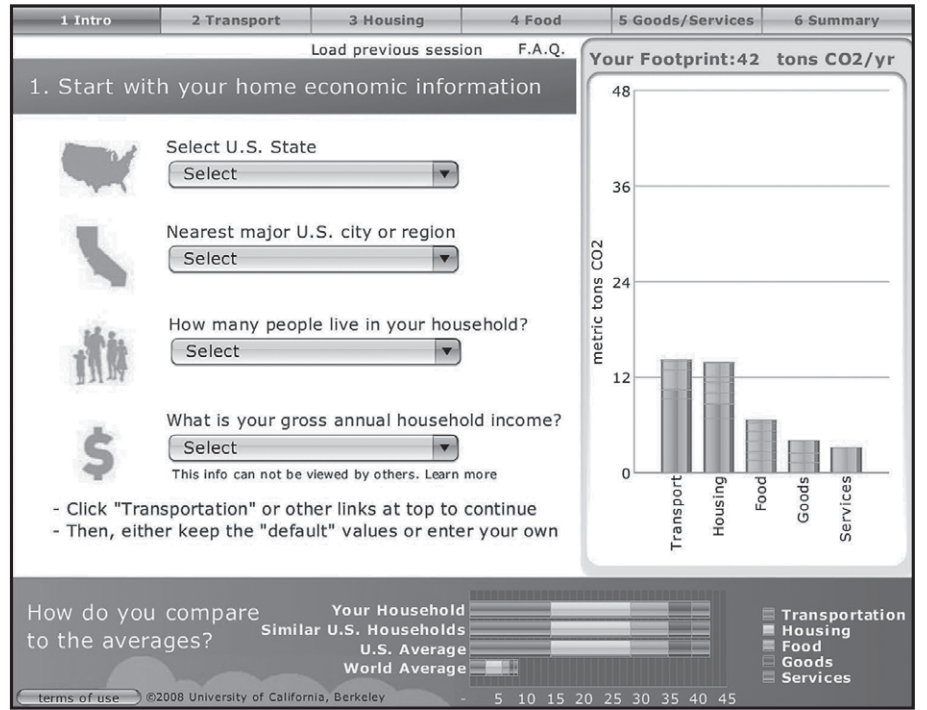
The equation can get involved. Record your information sources, and then revisit the calculator periodically with new numbers to see how you’re doing.

The final element involves a carbon offset, “an emission reduction credit from another organization’s project that results in less carbon dioxide or other greenhouse gases in the atmosphere than would otherwise occur,” says the David Suzuki Foundation, which promotes “ways for society to live in balance with the natural world.”

You can purchase credits from a renewable energy company, for instance, to offset the amount of carbon emissions you can’t eliminate through other measures. Will your efforts make a difference? *Kick the Habit* says that, for individuals, “less than 50 percent are direct emissions (such as driving a car or using a heater).”

About 20 percent are caused by the creation, use and disposal of products we use; 25 percent comes from powering workplaces; and 10 percent from maintaining public infrastructure. You can drive your car less and turn down the heat, but consider ways you can affect business and government policies that could tap into that other 50-plus percent.

“We are all part of the solution,” wrote



Track your carbon footprint via any number of web-based calculators. (Photo courtesy University of California at Berkeley)

U.N. Secretary-General Ban Ki-moon in the foreword to *Kick the Habit*. “Whether you are an individual, a business, an organization or a government, there are many steps you can take to reduce your climate footprint. It is a message

we must all take to heart.”

CONTACT: *Kick the Habit*, www.unep.org/publications/ebooks/kick-the-habit.

(Continued on Page 10)



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EarthTalk™

(Continued from Page 9)

Dear EarthTalk: We will need to replace our house gutters soon. What are our best options from an environmental perspective?

—Jodie Green, Dallas, TX

First understand clearly why your gutters need to be replaced. Are they rusted or broken? Are the fasteners no longer holding them in place? Or have the gutters leaked and failed to keep water out of your house? Answers to these questions will help you decide which type of gutter to choose.

Use a material that is the most durable for your climate; ultimately the longer your gutters last, the less environmental cost there will be in the product lifecycle, from manufacturing to recycling.

A cheaper product that degrades twice as fast as another would not be the best choice, even if it does have a greener production process: The extra cost of having to fix your water-damaged home—and the health problems that could arise from exposure to mold—would make a “cheaper” gutter in reality much more costly.

“Galvanized steel, copper and aluminum are preferred gutter materials,” reports Austin Energy, the Texas capitol’s community-owned electric utility. Copper is a more expensive, high-end gutter material, as are stainless steel and wood, although wood is used mostly in historical restoration.

According to home improvement expert Don Vandervort, who writes for ThisOldHouse.com, steel and aluminum each have big pluses. Steel is sturdy, while aluminum will not rust. Copper and stainless steel are sturdy and lasting, too, says Vandervort, but they can cost three to four times as much as steel or aluminum.

“Steel gutters can stand up to ladders and fallen branches better than aluminum,” he says. “But even thick galvanized steel eventually rusts.” He advises buying “the thickest you can afford.” Austin Energy says that gutters should be a minimum of 26 gauge galvanized steel or 0.025 inch aluminum.

Polyvinyl chloride (PVC) is also used for gutters, but “can get brittle with age or in extreme cold,” says Vandervort, and cannot carry as much snow load as metal gutters. PVC is also not a very green-friendly choice.

The Center for Health, Environment and Justice (CHEJ) calls PVC plastic “one of the most hazardous consumer products ever created...dangerous to human health and the environment throughout its entire life cycle.”

When produced or burned, says CHEJ, PVC plastic releases dioxins, a group of potent synthetic chemicals that can cause cancer and harm the immune and reproductive systems.

Replacing your gutters can be an unfortunate expense, but it can provide an environmental opportunity, because the way you handle your roof’s water is important.

Consider linking your gutters to a “rooftop catchment system” that captures rainwater in a cistern or rain barrels and can then be used to water non-edible plantings. Efficient water use is a guideline in the U.S. Green Building Council’s LEED (Leadership in Energy and Environmental Design) for Homes standard for certifying green-built homes.

Finally, if you have a problem with debris, consider a RainTube. This recycled-plastic gutter insert (which won the 2008 Sustainable Product Award from Green Building Pages) keeps gutters clear of debris, preventing overflow into your house.

Of course, cleaning your gutters now and then is probably the best



The experts prefer galvanized steel, copper and aluminum gutters for longer life and therefore lower environmental as well as financial cost. Cleaning your gutters now and then is the best environmental option and may preclude any need for replacement. (Photo by Thomas and Dianne Jones, courtesy Flickr)

environmental option in that it may head off any need for replacement or modification.

CONTACTS: Austin Energy, www.austinenergy.com; U.S. Green Building Council, www.usgbc.org; RainTube, www.raintube.com; Green Building Pages, www.greenbuildingpages.com.

SEND YOUR ENVIRONMENTAL QUESTIONS TO: EarthTalk, P.O. Box 5098, Westport, CT 06881; earthtalk@emagazine.com. Read past columns at: www.emagazine.com/earthtalk/archives.php.

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Hillsdale neighborhood activist Phil Pennington remembered by community

By Lee Perlman
The Southwest Portland Post

Phil Pennington, a Hillsdale activist devoted to trails and crime prevention, died March 31 of the after-effects of pulmonary fibrosis at age 77.

Born in Denver, Pennington graduated from the Colorado School of Mines. He served in the U.S. Army, and then returned to school at the University of California at Berkeley, where he earned his doctorate. He taught physics at Portland State University from 1966 to 1970. After this he devoted himself to independent scientific research, usually for little or no compensation.

He and his wife Keturah lived an austere life and supported themselves through part-time jobs, while engaging in volunteer work and special projects that amounted to more than full-time work. They moved to Hillsdale in 1966.

Pennington helped develop the Hillsdale Neighborhood Association's web site, and was a particularly active member of the Southwest Neighborhoods, Inc. Trails Committee.

"He was an important part of the Hillsdale neighborhood," Hillsdale Neighborhood Association and Trails Committee chair Don Baack said. "He was one of the founders of Southwest Trails, and attended every meeting he could. He was a very willing helper. Any time anything needed to be done he was there."

In addition, Baack said, "He was one of the smartest men I've ever met. He had a phenomenal memory, a photographic memory pertaining to Hillsdale. He had a complete map of southwest with all the trails. He was

very critical of any other map, and quick to point out inaccuracies. He was very much to the point."

Indeed, SWNI executive director Sylvia Bogert recalls, "The first time I met Phil was when he walked into the office in his hiking shorts and said, 'Your map's not correct.' He was a wonderful man with a generous spirit who gave a tremendous amount to the community." In addition to Pennington's efforts on behalf of organized groups, "He would take neighbors who couldn't get around on their own to grocery and shopping appointments."

Phil and Keturah organized emergency preparedness networks, oversaw twice-yearly gatherings of these groups and Phil would film meetings so that they could be shared with those who couldn't make them.

Stephanie Reynolds, once a crime prevention specialist assigned to southwest Portland and now manager of the citywide program, says, "Phil and Keturah had one of the most successful neighborhood block watches in the city. They not only dealt with crime and safety issues, but they had social events such as a summer vegetable exchange. They had a way of building communities big and small, and that's what neighborhood watch is really all about." The program named a volunteer award after the Penningtons.

"We kept everyone in touch with each other every month for one reason or another," Keturah Pennington told *The Post*. "We helped each other. If someone had a truck, they would help someone else who needed hauling. If someone had a chain saw, they would help someone else who needed something cut up. It helped that we lived on a 'loop' street because there was nobody but us; we



Phil and Keturah Pennington, hiking with Don Baack. (Photo courtesy of Lee Buhler)

were a little village to ourselves."

"I just loved the Penningtons," Reynolds says. "Phil was such a lovely man. I was so sad when he got sick. It was amazing he lasted as long as he did, probably because he was in such great shape."

When Pennington was first diagnosed with pulmonary fibrosis in late 2005, the prognosis was that he probably would be dead by the following Valentine's Day, Keturah recalled. He lived through this and many other

"deadlines" before finally suffering a stroke.

Before his illness, Pennington led a walking group that met every Thursday morning, and a photography club. He devised games and puzzles for the annual DaVinci Fair in Corvallis.

In addition to his neighborhood activities, he campaigned for the preservation of Glen Canyon, the Grand Canyon and Rainbow Natural Bridge in their natural states. "He will be sorely missed," Baack said.

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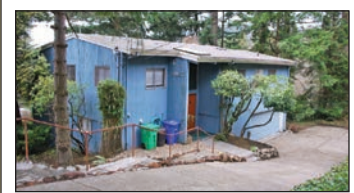
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