

► Hillsdale appreciates customers with annual Blueberry Pancake Breakfast – Page 8



► State representatives provide overview of education funding legislation –Page 4



► Bicycle racers compete in the Alpenrose Velodrome Challenge – Page 5



# The Southwest Portland Post

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## Autonomous vehicles may shuttle students from light rail stations to PCC Sylvania

### SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand  
The Southwest Portland Post

The Metro community advisory committee met on June 5 to discuss two components of the proposed Southwest light rail line. Committee members reviewed alignment options in Tigard and transportation options to Portland Community College's Sylvania campus.

Eryn Kehe, Metro facilitator, announced that TriMet is partnering with University of Oregon student teams who will assess sustainable components of the project. These include technology, wildlife habitats, and autonomous cars.

"They will be looking at phone apps such as schedules and tickets," Kehe said, "as well as considering upgrading Wi-Fi services at many of the stations."

Matt Bihn, Metro project planner,

then discussed options for accessing the PCC Sylvania campus.

"Tonight we are proposing two shuttle options," Bihn said. "These include an automated electric shuttle (van) up Southwest 53rd Avenue, and the Barbur Transit Center and Baylor Street shuttle buses."

Bihn explained that the 53rd Avenue shuttle would connect the PCC Sylvania campus with a light rail station at Barbur Boulevard and 53rd Avenue.

"This quarter-mile route would use 12-passenger autonomous shuttles operating on demand," Bihn said. "Frequencies would vary throughout the day."

Currently 53rd Avenue is mostly gravel, has no sidewalks, and no lights. The plan is to pave the street, add lighting, and make it safer for pedestrians and bikes.

Bihn explained that six states, including Washington and California, have been testing autonomous vehicles in pilot programs.



Metro is considering an autonomous (driverless) shuttle to carry passengers between light rail stations and Portland Community College Sylvania. (2010 photo by James Hill, courtesy Portland Community College)

The Barbur-Baylor shuttle would connect PCC Sylvania with the light rail stations at Barbur Transit Center in Portland and Baylor Street in Tigard. This system would add eighteen

55-passenger standard Trimet diesel buses per hour during peak times.

Travel time, convenience, neighbor issues, transfers, capital costs, and  
(Continued on Page 3)

## Construction underway; Plans include new playground, walkway, restroom

### SPRING GARDEN PARK

By Erik Vidstrand and Don Snedecor  
The Southwest Portland Post

The giant boulders and logs are gone, the sand pit is no more, and the toy Tonka trucks have been replaced by heavy machinery. Construction has finally begun at Spring Garden Park.

Nestled in the Multnomah neighborhood, the 4.65 acre park is bordered by Southwest Dolph Court and Spring Garden Street between 32nd and 35th avenues.

Friends of Spring Garden Park have

been meeting with city planners the last few years to improve the park with extra amenities.

"Working with parks staff, the city council, and with the support of the park commissioner, Amanda Fritz, we have sorted through all the construction and budget questions and are ready to proceed with building the park," said Elizabeth Kennedy-Wong, community engagement manager for Portland Parks and Recreation.

According to the park bureau, the playground will feature an interactive water feature, embankment slide, contemporary play structures, rocks

for climbing with tree logs and stumps for nature-based play.

The playground will meet all current Americans with Disabilities Act requirements. An ADA-accessible walking path will be constructed that links Dolph Court to Spring Garden Street through the park.

Along the main walking path there will be seating opportunities as well as the option to take one of the alternative soft surface trails.

Adjacent to the playground a loo (restroom facility) along with bike racks, drinking fountain and trash receptacles will be installed.

There will be a small picnic area with shelter constructed along Dolph Court that sits within a more contemplative flower garden with small areas of turf grass along with benches, picnic tables and soft surface walking paths.

Along the northern portion of the park, south of the existing stream area, a small group gathering area consisting of an approximately 400 square feet concrete pad, turf and

seating walls will be installed.

The gathering area will accommodate movies in the park and provide additional space for learning and interpretation of the adjacent stream daylighting project.

"Recently, we indicated that the retaining wall and gathering area would be removed from the project," Kennedy-Wong recently wrote the Friends of Spring Garden Park. "You will be happy to know that these features have been put back into the park program."

The gathering space, however, has been a point of contention in the neighborhood. Supporters of the park, including the "Friends" have been receptive to this area. Neighbors who live within earshot of the gathering space have not been supportive of the "amphitheater" as they call it.

Some park components were scaled back, removed, or redesigned with more cost-effective building materials.

The Post visited the construction site recently and spoke to Daniel Paul, the  
(Continued on Page 3)



Construction began June 19 on Spring Garden Park. Paul Brothers, Inc. won the landscaping bid. The entire park is fenced off until completion. (Post photo by Erik Vidstrand)

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# Portland celebrates 10th anniversary of Sunday Parkways (but not in Southwest)

By Don Snedecor  
The Southwest Portland Post

Portland Mayor Ted Wheeler proclaimed Sunday, June 25, "Portland Sunday Parkways Day" to celebrate 10 years of these events. June 25 marked the 10th Sunday Parkways event in North Portland, the route that has typically attracted the largest crowds.

According to a Portland Bureau of Transportation press release, "Sunday Parkways is a series of free community events opening the city's largest public space—its streets—for people to walk, bike, roll and discover active transportation.

"The events are loved by Portlanders of all ages. Total attendance for the 10 years has topped 690,000 over 38 Sunday Parkways events.

"Residents and visitors say they come to enjoy the traffic-free streets connecting parks and schools filled with activities, music and vendors. It's safe, family friendly and a chance to meet neighbors."

All of those things may be true in other parts of the city but not in Southwest.

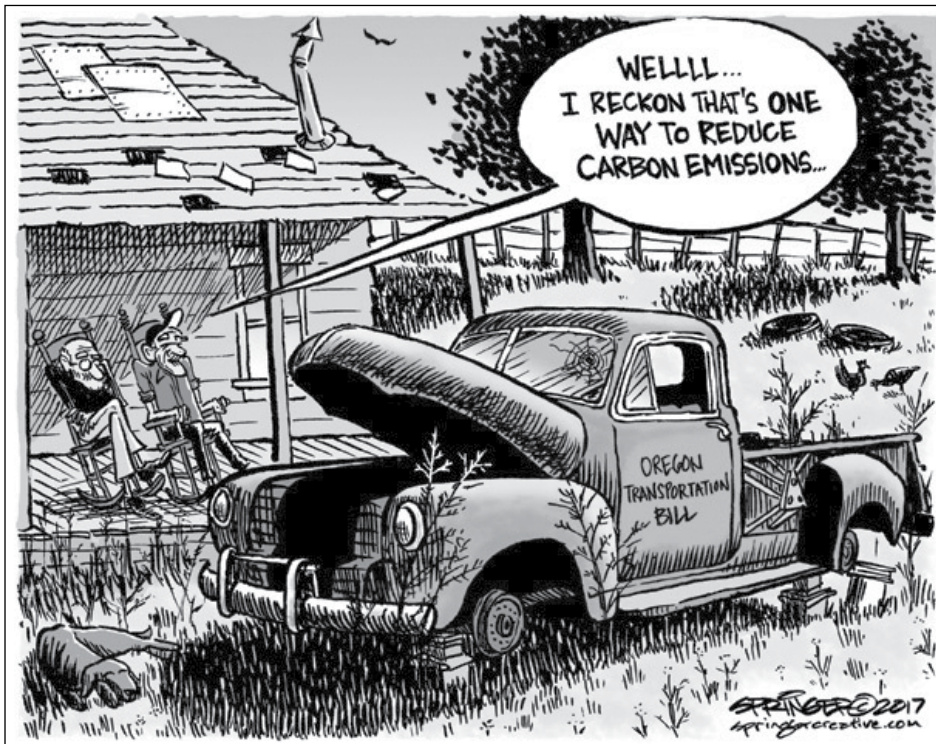
In a letter to Don Baack and the Southwest Trails board dated

April 14, 2016 from Portland Bureau of Transportation Director Leah Treat said, "PBOT has struggled to craft and implement a Sunday Parkways program for southwest neighborhoods that meets our program goals and invites neighborhood participation, while also providing a parkway route that cyclists, pedestrians and other modal users can safely and reasonably access."

According to Treat, there were several reasons for not having Sunday Parkways events in Southwest. Among those were topography, lack of infrastructure, lack of connectivity, conflicts with volunteers, and lack of program participation.

"Hills are a staple part of the profile in Southwest," said Treat in her letter. "Neighborhood greenways in Southwest are significantly steeper than the streets and routes that Sunday Parkways has used in other locations in previous years."

The lack of curbs and fully improved streets, composed of gravel and uneven paving surfaces, would likely mean families who are not already avid cyclists or walkers would spend more time navigating the hills and terrain than enjoying the spirit and comradery created during the day's events, said Treat.



Treat noted that there were limited options available for alternate detour routes. "Adding to this challenge is the fact that participants are uncomfortable sharing streets with moving vehicles."

According to Treat, "Lack of connectivity has also proven to be a strenuous experience for our volunteers... Sunday Parkways relies extensively on volunteer staff. In order to retain this dedicated corps, Sunday Parkways must ensure that their experience is meaningful, safe and reasonably free of conflict."

Treat noted that unfortunately, given the experience of volunteers at previous events Sunday Parkways, the city could not guarantee that future events would be "reasonably free of conflict."

Program participation was another problem for Sunday Parkways events in Southwest, said Treat.

"Participant numbers in Southwest, even on the sunniest of days, have been the lowest of any event hosted by Sunday Parkways in the eight years of its operations," said Treat. "Unfortunately, this has led to fewer season-wide sponsors and fewer vendors willing to sign up with events scheduled for

Southwest."

Despite the total lack of success with Sunday Parkways outlined by Treat, the city still tried to put a positive spin on the situation when contacted about this story by The Post.

According to Bureau of Transportation spokesman Dylan Rivera, "In 2018, Sunday Parkways returns to Southwest Portland for the first time since 2014. A Sunday Parkways route will introduce the public to the Green Loop, a planned 6-mile active transportation loop in the Central City.

"This will include a segment from the Tilikum Crossing in South Waterfront to downtown Portland. So folks riding in from elsewhere in Southwest Portland will be able to join up with Sunday Parkways in South Waterfront – or ride the Portland Aerial Tram to Sunday Parkways!"

Despite the rhetoric, it sounds like the city has decided to hold off on traditional Sunday Parkways events in the Southwest neighborhoods. At least until the area is flattened, a grid pattern established, streets are paved, sidewalks built, participation levels improve, and neighbors get along better with volunteers.

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**SOUTHWEST CORRIDOR PLAN**

(Continued from Page 1)

operating costs were all examined in the short presentation.

Marcia Leslie, of Far Southwest, was later interviewed by *The Post*.

"The consensus I've heard from neighbors," Leslie said, "is that they oppose self-driving cars, and buses, along 53rd. Shuttle service is the least offensive of the options, but still not popular.

"Metro keeps insisting there will be 1,000 people per day using 53rd to get from Barbur to campus," Leslie said. "According to residents along this stretch of street, this simply isn't true. Maybe a dozen people access PCC per day now, if that."

Metro planners say these options still depend on the results of the draft environmental impact study, the budget, and capital costs.

"Buses and shuttles are important," said committee member Arnie Panitch who represents the TriMet Committee on Accessible Transit, "but a single seat from start to finish is very important especially for the elderly, disabled or blind."

*Editor's Note: Panitch was referring to a proposed single track along Barbur Boulevard between Portland State University and Barbur Transit Center which would have allowed TriMet buses and light rail trains to share the same roadway. Metro staff recommended against this in a November report, noting the added cost of \$53 million and the fact that buses and trains couldn't travel faster than 25 miles per hour on shared roadways.*

Panitch asked if autonomous vehicles would operate all the time.

"Only during the college class hours," Bihn said.

The biggest committee concern of the autonomous shuttles was security. Bihn speculated that someone, perhaps a student, TriMet staff, or other person would be on these shuttles.

"Autonomous (shuttles) should not impact traffic, noise, or safety of the residents," Bihn said. "They will be electric and are much quieter than the diesel buses."

In an article in Consumer Reports (Feb. 28, 2017) Jeff Plungis wrote that the former Google self-driving car project, Waymo, has been tested on more than 2 million miles of roads.

Philip Koopman, associate professor of electrical and computer engineering at Carnegie Mellon University, is quoted as saying there's so much uncertainty around the technology that close to a billion miles of test-driving data is needed to ensure safety on roads populated with both human and machine-driven cars.

"Today's self-driving cars are sometimes described like teenagers," Prof. Koopman is quoted as saying. "It's relatively safe in limited situations, not nearly as safe as an experienced human driver."

Bihn commented that the project is not due to be completed until at least the year 2025.

"Technology will definitely improve by then," he said. "If technology fails when these are built, a driver would end up operating the vehicle."

Kathleen McMullen of Portland Community College said the college



In March, an autonomous shuttle demonstration took place on the University of Texas campus in Austin, Texas. (photo courtesy of Austin Tech Alliance)

wants the best transportation for all students.

Responding to a question about utilizing the existing PCC shuttle buses, McMullen explained that these are only used between the various community college campuses.

"We'll take this back to the administration," McMullen said. "We like the 53rd Avenue shuttle at this point."

"Why does this decision have to

be made now?" asked committee member Roger Averbeck.

Bihn said, "Not every detail has to be decided now, but it would be nice to be set on a decision before tracks are laid."

The next Southwest Corridor Plan advisory committee meeting will be held on July 10, from 6:30 p.m. to 8:30 p.m., at PCC Sylvania, College Center building, in Fir, Elm and Oak rooms.

**SPRING GARDEN PARK**

(Continued from Page 1)

foreman of the landscaping company, Paul Brothers, Inc.

"The logs and boulders will be placed back in the sandbox area," said Paul. "We are aware of the issues in the neighborhood and are prepared to produce the best project we can offer."

According to the park bureau, a parking lot will not be built. Vehicle parking will be available along Dolph Court and Spring Garden Street.

Both streets will be improved by local improvement districts.

Sidewalks and storm swales will be placed along Dolph Court from the park west to 30th Avenue, near the fire station.

The park will be closed until construction is completed in six to eight months. The area has been cordoned off with a chain link fence.

"For safety reasons, we would ask that while construction is going on visitors should refrain from using the park," said Kennedy-Wong.

"We will be working hard to get the park and the street frontage improvements complete in anticipation for a late spring 2018 park opening."

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# State representatives provide overview of education funding legislation

By Jack Rubinger  
The Southwest Portland Post

The Revenue Reform and Education Stability Act of 2017 is the result of months of compromise and collaboration between leaders in the Oregon House and Senate, with input from the business and labor communities.

An overview of the bill was provided by state representatives from the Southwest area at Wilson High School in June, including Margaret Doherty (D-35 Tigard), House Majority Leader Jennifer Williamson (D-36 Portland), Ann Lininger (D-38 Lake Oswego) and Mitch Greenlick (D-33 Portland).

It was designed to raise \$850 million for schools and critical services in this budget cycle, scaling up to \$1.654 billion in 2023-25.

A minimum of 75 percent of these funds would be dedicated to education, from early learning through college.

According to Rep. Lininger, "The legislature has many obligations to meet, both moral and contractual, that are part of our state's ongoing budget costs.

"We need to reform our revenue system, make targeted spending cuts, and reduce the cost of delivering critical services," said Lininger.

"This balanced approach will stabilize the budget for the long-term and allows us to make strategic investments in education."



Rep. Mitch Greenlick



Rep. Margaret Doherty



Rep. Ann Lininger



Rep. Jennifer Williamson

In order to give businesses time to adjust to a new tax structure, this act would utilize the existing corporate income tax until 2019, when it would be replaced with a simpler, updated Commercial Activity Tax.

The Act applies a new Commercial Activity Tax of a fraction of one percent on business sales above \$3 million. Businesses with less than \$3 million in sales would pay just a flat \$250.

The Act would provide hundreds of millions of dollars in tax relief for low- and middle-income households.

The Act proposes to reduce costs in the following ways:

- By holding supply and service costs flat and rejecting inflationary increases and placing proposed new hiring decisions under close scrutiny.
- By eliminating health care redundancies and implementing and price controls.
- By focusing resources on the most

serious crimes and policies proven to reduce repeat offenders.

The goal is \$400 million in cost containment and \$250 million in targeted costs in 2017 - 2019.

State representatives believe now is the time to invest in education, to commit revenue generated through business tax reform to education.

Legislators are seeking to design a guarantee to ensure that commitment continues through long-term cost containment and more predictable business tax revenue to get citizens out of the boom and bust budgeting of the last 20 years.

Regarding the current budget shortfall, there are both short- and long-term factors which have been in play in Oregon.

Short term factors include Medicaid expansion and declining federal funds for healthcare (\$800+ million), 2016 voter-enacted ballot measures (\$357 million), and increased pension costs (\$354 million).

Long term factors include voter-approved property tax measures, Public Employee Retirement System costs, as well as an unstable and outdated revenue structure.

According the Oregon Department of Revenue, Oregon relies more on personal income taxes than any other state, meaning working Oregonians pay for essential services more than

anywhere else.

This creates difficult revenue instability during hard times. Meanwhile, Oregon has one of the lowest corporate tax burdens in the U.S.

Representatives said there are similar models in Washington and Ohio.

Rick Miller from Avamere is one business leader who supports the proposal.

According to Rep. Williamson, "This model hits the sweet spot and drives the economy. The idea is to spread the impact across more kinds of businesses," she said.

"This will stabilize swings in budget and deal with cycles that are unsustainable."

Rep. Greenlick said, "We encourage people to inform themselves and talk to business colleagues. Getting business onboard is an important issue. We really care about what business thinks."

Rep. Doherty said, "We're asking folks in the community to call their senators to get their support. We need a hard push to get to the 36th vote and then continue to apply pressure where the most pressure is needed."

Representatives encouraged people to sign up as a supporter at [www.investineducationor.com](http://www.investineducationor.com) and to talk to small business owners in the community.

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“Change,” a two-person exhibit of paintings and illustrations by Caitlynn Abdo and new mixed media installations by Quire, will be on view at the Multnomah Arts Center Gallery beginning July 7.

**COMMUNITY LIFE**

By KC Cowan  
The Southwest Portland Post

**7 Mixed Media:** Artists Caitlynn Abdo and Quire display paintings, illustrations and new mixed media work this month at the Multnomah Arts Center Gallery. Abdo’s work highlights folklore, ritual and changing seasons of the solar year. Quire’s installation art features filmed interviews of people combined with paintings and mixed media. Opening reception is Friday, July 7, 7–9 p.m. at the Multnomah Arts Center, 7688 SW Capitol Hwy. The show runs through Aug. 1.

**Out of This World:** When Kreton, an alien, attempts to time travel to Earth to see the Civil War, he miscalculates his arrival by 100 years. But the world has even more war-making devices now, and Kreton decides to start his own war. “Visit to a Small Planet” runs from July 7 to Aug. 13 at the Lakewood Theatre, 368 S. State St., Lake Oswego. For more information, call the Box Office at 503-635-3901.

**8 Two Bridges Hike:** The July hike led by Southwest Urban Trails will carpool to the Willamette Park and explore a loop over the Sellwood Bridge and back over the Tillicum Bridge. It’s a 7.5 mile hike, but you can turn back at any time if it’s too long. Meet behind the bleachers at 9 a.m. on Saturday, July 8, at Wilson High School, Sunset Boulevard and Capitol Highway. For more information

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**9 American Red Cross Blood Drive:** The need for blood rises in the summer as regular donors take off for vacations. You can help fill the gap with your donation. Two local drives will be held on July 9, 9 a.m. to 2 p.m. at the Mittleman Jewish Community Center, 6651 SW Capitol Hwy; 10 a.m. to 3 p.m. at the Burlingame Fred Meyer, 7555 SW Barbur Blvd.

**27 Rock Mandala:** Explore the power of focused creativity by creating a mandala on the surface of a rock, and learn how it is not only an art project, but also a meditation method. Sunday, July 23, 2–4 p.m. at Capitol Hill Library, 10723 S.W. Capitol Hwy., 503-988-5123. Free, however, registration is required; register online, in the library or by calling 503-988-5123.

**26 Mothers’ Wisdom:** Join Rabbi Eve Posen for an interactive look at her recently published book entitled, *Pirkei Imahot: The Wisdom of Mothers, the Voices of Wisdom*. The evening will look at original Jewish text and modern wisdom we live by. Wednesday, July 26, 6:00 p.m. at the Hillsdale Library, 1525 SW Sunset

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families. For more information, contact Elaine Shreve, 503-246-5879.

**30 History and Ice Cream meet in Garden Home:** Enjoy ice cream at the July 30 Community Ice Cream Social sponsored by the Garden Home History Project. Meet friends and neighbors, view historical displays, and enjoy ice cream! Sunday, July 30 from 1–3 p.m. at the Garden Home Recreation Center, 7475 SW Oleson Road. Free and a great event for

**Aug. 1 National Night Out at Dewitt Park:** Sponsored by the Hillsdale Neighborhood Association, you’re invited to bring a potluck dish on Tuesday, Aug. 1, 6–9 p.m. at Dewitt Park, 1805 SW Dewitt St., across from the Hillsdale Library. Get to know your neighbors, make new friends, enjoy live music and activities for children, and much more.



The Alpenrose Velodrome Challenge takes place on July 14,15, and 16. This free three-day event will be a thrill for all spectators. Races include elite men and women, masters 30+ and masters 50+. See competitive track cyclists, national and international athletes, Olympians and the best local riders competing for track records and cash prizes up to \$2,000. Also, come enjoy great food and take advantage of the opportunity to shop for heavily discounted cycling attire. Alpenrose Dairy is located at 6149 SW Shattuck Road in Portland. For more information, visit [www.alpenrosechallenge.com](http://www.alpenrosechallenge.com). (2013 photo by Leonard Johnson, courtesy OBRA)

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## Szigethy gives subcommittee history lesson on unimproved streets in Southwest

### CAPITOL HIGHWAY PROJECT

By Erik Vidstrand  
The Southwest Portland Post

The Capitol Highway Subcommittee met on June 22 to discuss various options available to improve local streets near the Capitol Highway improvement project (Garden Home Road south to Taylors Ferry Road).

The Portland Bureau of Transportation presented an overview to an overflow crowd of about 45 neighbors. Chair Chris Lyons introduced Steve Szigethy, capital project manager, and his bureau colleague, Millicent Williams.

"I believe this is the largest subcommittee meeting we have ever had," Lyons said. "We are happy to have the bureau here tonight to discuss available solutions to improve streets that feed into Capitol Highway."

The attendees introduced themselves describing their street situations. It was apparent that everyone in the room shared basically the same issues: unimproved streets including storm water facilities. Szigethy described why there are unimproved streets in the first place.

"For the most part," Szigethy said, "this had to do with city annexation dates from 1880 on. Most of Multnomah was annexed in the 1940s and 1950s."

"[Outside the city of Portland] in those days, frontage improvements were not required," Szigethy said. "That's why we have so many graveled and substandard roads and no sidewalks."

To improve these streets, the city has developed several programs to address these issues. The most recent invention is called the Local Transportation Improvement Charge, or LTIC.

These charges are imposed upon the developers unless the project is not physically feasible or overly expensive.

In such cases the city may grant a waiver of remonstrance to the original

developer of a property instead of requiring a street improvement.

The city may also grant a waiver if a property has a greater than 21 percent grade, streams, environmental hazards, or if the road cannot be accessed by vehicles.

A waiver of remonstrance means that a property is automatically counted in favor of a street improvement for a future Local Improvement District.

The city works closely with all property owners in an LID, whether their property has a waiver of remonstrance or not.

A minimum of two property owners are needed to form an LID. Various low-interest loans are available for homeowners, who pay a certain allocated fee based on the linear feet of the frontage. The current average price is \$600 per linear foot.

"This money goes into a city account to be used later for street improvement projects," Szigethy said. "The city has assessed over \$2 million worth of fees, but has only collected approximately \$640,000."

Another source of funding is through the Transportation System Plan. Szigethy explained that these projects are funded by federal and state taxes, state and regional grants, and the city's Fixing our Streets program, which is supported by a 10 cents a gallon city gasoline tax.

"These funds are only for major capital projects," Szigethy said, "like the Capitol Highway improvement project."

The participants, many who live on and adjacent to Capitol Highway, had a multitude of questions.

Many have been working on this project since the 1990s. They appeared very knowledgeable of the rules, codes, and processes that have been going on for the last three decades.

Szigethy explained that neighbors can make minor repairs to their streets on their own without permits. Neighbors must use similar materials, like gravel, to fill potholes and ruts. Concrete and asphalt are not allowed; trees cannot be cut down.

"If you plan to pave with asphalt, a city permit with Public Works must be acquired," Szigethy said as he



The Capitol Highway Subcommittee meets at the Multnomah Arts Center in December 2016. (Post file photo by Erik Vidstrand)

finished up his talk.

Szigethy announced that in October, at the request of Southwest Trails activist Don Baack, a "gravel event" will take place along Capitol Highway.

Gravel will be delivered to four different areas along Capitol to amend the "goat path" which parallels the busy highway.

"Residents should bring their shovels and wheelbarrows to help repair the path," Szigethy said. "In November, I will be conducting one-on-one outreach with residents

along Capitol [Highway] to assess some finer details of the proposed improvements that may affect their property."

The final design of the segment's improvements will be ready by December 2018 with construction to start in spring and continue through fall of 2019.

To reach Szigethy, email him at [steve.szigethy@portlandoregon.gov](mailto:steve.szigethy@portlandoregon.gov). To learn more about the Capitol Highway Subcommittee, email Chris Lyons at [chrislyons7@yahoo.com](mailto:chrislyons7@yahoo.com).



Some 40 neighbors and city staff gathered at the corner of Alice Street during a walking tour of Capitol Highway on July 30, 2016. (Post file photo by Erik Vidstrand)

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# EARTH TALK

Questions & Answers About Our Environment

Dear EarthTalk: What can we do to solve the e-waste problem caused by so many of us tossing our cell phones out and getting new ones every two years?

—Sandy Bartram, Beverly Hills, Calif.

As more and more of the world develops—and smartphones become ubiquitous—electronic waste (a.k.a. “e-waste”) is a bigger problem than ever.

Around the world, people generate some 50 million tons of e-waste every year, much of which ends up improperly disposed of in landfills where toxins common in electronics, like lead, mercury and cadmium, can leach out and contaminate surrounding soils and groundwater.

Much of the remaining e-waste gets shipped off to developing countries happy to profit from taking others’ trash despite the environmental consequences, or even worse, just dumped illegally into the ocean.

But thanks to consumer pressure to do the right thing, most major electronics manufacturers have started to pay attention to the problem and take action to reduce the flow of e-waste.

Apple, for instance, long targeted by Greenpeace and others for lack of concern about the environmental and health impacts of its sourcing and production processes, has made great strides in the last five years in recovering customers’ old products and reusing the constituent parts in new products.

In 2015 alone, the company collected some 90 million pounds of Apple-branded e-waste, recovering

upwards of 61 million pounds of material, including steel, plastics, glass, aluminum, copper, cobalt, zinc, lead, nickel, silver, tin and gold, to re-incorporate into new products.

Environmental advocates who love their iPhones can sleep easier knowing that lead, mercury, beryllium, arsenic, PVC, phthalates and brominated flame retardants are no longer welcome in or will soon be phased out of Apple’s supply chain.

But most of us upgrade our smartphones every two years, so that means that even today’s greener iPhones still contribute to the e-waste problem. That’s where Europe’s Fairphone comes to the rescue.

By incorporating long-lasting design and fair-traded materials, ensuring good working conditions and making products that are fully recyclable, easy-to-fix and reusable, Fairphone hopes to revolutionize the smartphone market with its eco-conscious products.

As the electronics industry matures and moves toward more sustainable components, that combined with better design can also help reduce the steady stream of e-waste.

For instance, researchers at Lawrence Livermore National Laboratory have come up with a way to extend the life and boost the productivity of lithium ion batteries—the standard power source in today’s electronics—by treating their electrodes with hydrogen.

Such a development could be huge for preventing e-waste, given that most of us toss our old phones within two years when the battery inside starts to deteriorate and underperform.

Choosing carefully when it comes to selecting your next smartphone and recycling your old one for free at BestBuy or through its manufacturer are important first steps in becoming part of the solution to the growing problem of e-waste.

Becoming an advocate by



Old cell phones can leak all kinds of hazardous elements into soils around landfills and potentially contaminate nearby groundwater supplies.

(Photo by Steve St. Louis, FlickrCC)

encouraging others to do the same is another way to greatly expand your positive impact.

The non-profit e-Stewards program is dedicated to teaching people how to deal with used electronics—and individuals can pledge to become one of the program’s Envoys to help spread the word about the importance of reducing e-waste.

Contacts: Apple: [www.apple.com](http://www.apple.com).  
Greenpeace: [www.greenpeace.org](http://www.greenpeace.org).  
Fairphone: [www.fairphone.com](http://www.fairphone.com).  
e-Stewards: [www.e-stewards.org](http://www.e-stewards.org).

This column was written by Georgina Guiney. EarthTalk® is produced by Roddy Scheer and Doug Moss and is a registered trademark of the nonprofit Earth Action Network. To donate, visit [www.earthtalk.org](http://www.earthtalk.org). Send questions to: [question@earthtalk.org](mailto:question@earthtalk.org).

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# Hillsdale appreciates customers with annual Blueberry Pancake Breakfast

## THE COUNTRY STORE

By Erik Vidstrand  
The Southwest Portland Post

The 41st annual Hillsdale Blueberry Pancake Breakfast will be held on Sunday, July 30 from 8 a.m. to noon at the Key Bank/Casa Colima plaza. The annual customer appreciation breakfast is organized by the Hillsdale Business and Professional Association.

Mark Reynolds, financial advisor with Edward Jones Investments, is co-chair of the event this year and says volunteers are still needed.

"We are grateful to OnPoint Community Credit Union and Verde Cocina for again being sponsors of the breakfast," Reynolds said. "These two businesses provide financial support, a team of volunteers, and equipment."

According to Mike Roach, Hillsdale business owner and co-chair of the business association, over 1,000 pancakes are served up at the annual breakfast.

"We went through 112 pints of blueberries last year," said Roach who added that he was at the very first event in 1976.

According to Roach, the annual breakfast is likely one of the longest, uninterrupted events for a business district in Portland. The average attendance is around 500-600 participants.

Local business owners join together to serve a first-class breakfast with real maple syrup, donated by Baker and Spice Bakery. The breakfast will include sausage, eggs, blueberry pancakes, fresh-squeezed orange juice and unlimited hot coffee from

the Hillsdale Starbucks.

"All this for a modest price that is designed to just break even," Roach said. "Any profit made goes to defray a small fraction of the cost of the hanging flower baskets on Capitol Highway."

One of the longest serving volunteers is Buzz Bowman, owner of Bowman's Pharmacy, and the oldest ski patrolman in Oregon. Bowman has the chief chef spot in the line.

"I come in a little later now to help flip pancakes and then stay to help clean-up," said Bowman, 87.

Bowman figures he missed just a few in the last four decades.

Complete with the local fire truck from Fire Station No. 5, the event also includes musicians and a book sale down the street.

For more information or to volunteer, please contact Heather or Tara at the Portland Wellness Clinic at 503-245-6516 or portlandwellnessoffice@yahoo.com

## Hard and soft cover book donations needed for the Hillsdale Book Sale

The 12th annual Hillsdale Book Sale will be held on the same day as the Blueberry Pancake Breakfast, Sunday, July 30. The event is held at the Watershed Building at Southwest Capitol Highway and Bertha Court and also extends along Capitol Highway eastward. Food Front and OnPoint Community Credit Union are event sponsors.

The sale benefits the non-profit Hillsdale Community Foundation, which donates proceeds to community and school projects.

"We need books," said Rick Seifert,



Hillsdale shoppers browse the sidewalk displays at the annual Hillsdale Book Sale. (file photo courtesy of Rick Seifert)

one of the volunteer organizers of the event. "Make your donations on the two Sundays prior to the sale."

Donation hours are from 9 a.m. to 1 p.m. on Sundays July 16 and 23 at the Hillsdale Farmers Market.

Seifert said you can also make mid-week donations at the Watershed Building on the two Tuesdays and Thursdays prior to the sale: July 18, 20, 25 and 27 from 3 p.m. to 5 p.m. Parking is available at the

southbound curb on Bertha Court.

"No unwanted books, please," Seifert said. "Textbooks, almanacs, encyclopedias, dated reference books, catalogs, and magazines have no value and should be recycled."

"We gladly accept DVDs and CDs, though" Seifert said. "Donations are tax-deductible so make sure to grab a receipt."

For more information, contact Rick Seifert at wfseifert@gmail.com.

## River West Village kick-off event scheduled for July 8

By Erik Vidstrand  
The Southwest Portland Post

River West Village, the virtual village in Southwest Portland, is becoming a reality. An information session and kick-off event is scheduled for Saturday, July 8, at 10 a.m. at the St. Luke Lutheran Church fellowship hall, 4595 SW California St.

"We have set our official 'launch' date for Oct. 1," announced Bev Snow-Kuehn, River West Village co-chair. "This is when we open our program to members and begin delivering services."

River West Village's mission is to build and sustain an inter-generational organization that provides older Southwest Portland area residents with trained volunteers and affordable paid services.

"This allows elderly individuals to stay in their homes as long as possible," Snow-Kuehn said. "This will support them to age in place and thrive as members of a safe, caring community."

Some of the examples of services that the organization provides

are volunteer drivers (for medical appointments, running errands, or social activities), computer assistance, minor home repairs, and referrals to professional services such as plumbers, electricians, and yard maintenance.

"We hold a variety of social events," she said. "These include potluck dinners, walks, happy hours, movie and theater groups, and coffee meet-ups."

Volunteer trainings will begin in late July. Throughout the summer, the organization will be doing outreach at a variety of community events including the Hillsdale Farmers Market, Lamb's Thriftway, Multnomah Days and others.

"All volunteers and services are vetted and pre-screened for the safety and reliability of all," said Snow-Kuehn.

The service area is generally Southwest Portland from the Willamette River westward to Scholls Ferry Road, and north of Lake Oswego.

River West Village is a volunteer organization working as a program of Villages Northwest, a nonprofit 501(c)(3) organization. For more information visit [www.RiverWestVillage.org](http://www.RiverWestVillage.org).

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The Southwest Portland Post

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