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INSIDE:

Multnomah Village resident ventures to climb Africa's highest mountain
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Portland, Oregon

Complimentary

April 2014

Mayor Hales and Commissioner Novick lead transportation town hall

REPORTER'S NOTEBOOK

By Erik Vidstrand and Don Snedecor
The Southwest Portland Post

"Roads are like teeth; if not flossed and brushed, there is decay," said Portland City Commissioner Steve Novick in his opening remarks at a transportation town hall meeting at the Multnomah Arts Center Feb. 27.

Novick was referring to the fact that the annual cost of maintaining all improved streets is about \$97 million per year and only about 10 percent of that is currently budgeted.

According to Novick, gas taxes haven't changed in years. People are driving less; fuel efficiency has improved; electric and hybrid vehicles have been introduced; and the city has one of the highest number of cyclists, if not the highest number of cyclists per capita. Revenue is down,

gas taxes are down, and federal support has been cut back.

Greg Jones, assistant director of transportation, said the city's goal was to come up with a six-month plan and the highest priorities need to be decided.

In April revenue options will be defined; and finally, a specific budget plan will be proposed.

Maintenance includes pavement, signals, street lights, bridges, signs, and markings. Mayor Hales said that street maintenance is a complicated issue. The goal is to have 100 miles of paving this year.

Wes Risher of Hillsdale said he was concerned that, "we are not using our revenue smartly," when it comes to transportation.

Jessica Wade of Multnomah asked why the stretch of Capitol Highway between Taylors Ferry Road and Garden Home Road was being ignored after so many years.

Jill Crecraft of the Multnomah

(Continued on Page 6)

Sen. Wyden's town hall topics include energy, environment, tax reform

By Erik Vidstrand
The Southwest Portland Post

U.S. Sen. Ron Wyden (Democrat-OR) held a town hall March 1, at the Multnomah Arts Center, listening and responding to over 100 southwest citizens on a variety of subjects.

"This is my 688th town hall," announced Wyden. He was elected to the Senate in 1996 in a special election to fill the seat vacated by former Republican Sen. Bob Packwood. He's been there ever since.

Sen. Wyden is the new chairman of the Senate Finance Committee. He's also on the energy, taxation, and international trade subcommittees. Wyden also serves on the Senate Select Committee on Intelligence.

Portland City Commissioner Steve Novick, a Multnomah neighborhood resident, introduced the senior senator.

"I'll be talking the next 90 minutes," Wyden explained, as many first timers groaned. He immediately grinned and asked, "How many are new to this?"

Half the crowd raised their hands. "You're doing the talking and I'm going to listen."

After sighs of relief and without further ado, the questions began.

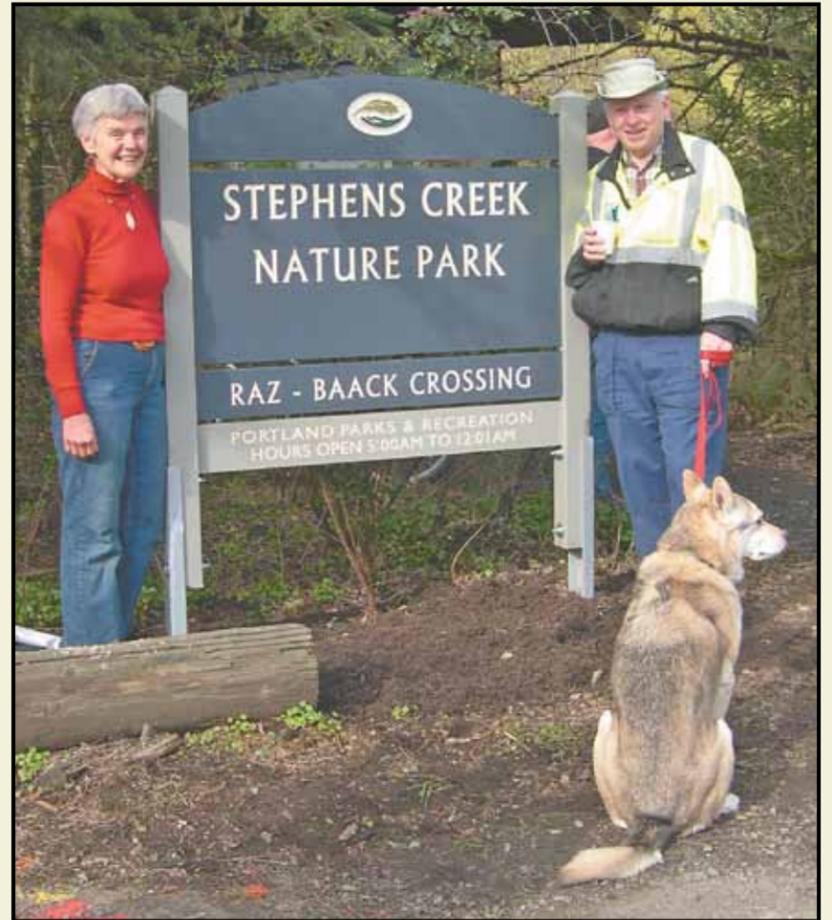
Questions ranged from climate change to corporate money in the



political system to the Hanford nuclear site cleanup. Energy concerns, the environment, and tax reform topped the discussion.

"I have proposed a campaign fund disclosure bill," Wyden said. This bill would be an effort to keep an eye on undisclosed corporate contributions, currently unlimited.

Despite the recent Supreme Court decision, Wyden maintains that corporations are not people and thus certain rights do not apply to the businesses. He wants to amend the Constitution to limit campaign spending.



Trudy Raz-Frengle (left) and Don Baack pose next to one of the new signs at Stephens Creek Nature Park (SW Bertha Boulevard at Chestnut Street), March 15. Completed in 2007, the boardwalk bridge which connects Multnomah and Hillsdale was named Raz-Baack Crossing for legendary trailblazer Werner Raz (Raz-Frengle's father) and SW Trails president Don Baack.

Baack and Raz-Frengle joined a group of neighbors, trail builders, and local officials including Metro Councilor Bob Stacy and Portland Parks & Recreation Commissioner Amanda Fritz for a ribbon-cutting ceremony of a new trail in the park. The trail was funded in part by a Metro "Nature in the Neighborhood" grant. (Post photo by Don Snedecor)

Surprisingly, only a few questions came up related to local matters.

"There have been 15-20 years of projects stalled with regards to local infrastructure," Jessica Wade stated. "What can the federal government do? All the money seems to go to downtown projects."

Wyden explained that the country is in an enormous infrastructure crisis. He supported the Build America Bonds bill with over \$181 billion of bonds sold.

"What has to happen is that the city, Metro, and state need to take it from there," Wyden said. "I will get a chance to meet with all these leaders while I'm out here."

Wyden lives with his family in Eastmoreland when not in Washington.

As for the tax system, Wyden declared, "The current tax system is a dysfunctional, rotting carcass!" Applause erupted.

Wyden went on to say that there are thousands of special interest perks. Over 15,000 changes have been made to the tax law since the last tax reform.

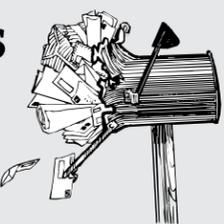
There were a few elected officials on hand; it is an election year. The crowd was made up of mostly elderly citizens and some business folks. Youth were not present and Wyden's staff was there to make sure any other issues would be addressed at a later time.

Exactly ninety-minutes into the town hall it ended but Wyden hung around to shake hands and meet the crowd.

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Letters to the Editor



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EarthTalk columnist ignorant about oil business, life in Canada

Regarding "EarthTalk: What are dirty fuels and why are they so called?" by Roddy Scheer and Doug Moss, The Post, March 2014.

As a resident Canadian, I am offended!

Your picture [of environmental leaders protesting the proposed Keystone oil pipeline in front of the Canadian consulate in Chicago] is offensive enough.

But the writer of this article probably doesn't even know how many provinces are in Canada, where the oil is from, how many people are employed there, what kind of winters they endure, and much more.

Most people I've met in Portland are ill-informed about their neighbor to the north...for what reason? (Forgive; I had to say that because I've met some of "these" ignorant people.)

They are "probably" the same people who rant and rave about

the environment. They drive hybrid cars (that get poor mileage), and of course, use paper diapers for their kids.

This is ridiculous! Either you are environmentally aware, and follow this pattern of behavior...or...you are a phony three-dollar bill! Practice what you preach or be quiet yet!

Oh, I've heard all the excuses..."I don't have time to wash diapers," or "They don't sell them anymore." They do sell them. And I used [cloth diapers] for all three children while working full time because I had to.

You just have to get up an hour earlier in the morning, become organized, and get on with life! Whining doesn't accomplish much.

There...I've had my say. Thanks for listening, Don. It takes a village...doesn't it?

S. Thiessen
Milwaukie, Oregon

Editor's Note: For general inquiries about our EarthTalk syndicated column, you may wish to contact E - The Environmental Magazine, 28 Knight Street, Norwalk, CT 06851. Phone: (203) 854-5559. Fax: (203) 866-0602. Email: earthtalk@emagazine.com. The authors are Roddy Scheer and Doug Moss.

Reporter's comments confuse reader regarding Southwest Corridor Plan

Regarding "Southwest Corridor Plan rolls on with full cast of characters and issues," by Erik Vidstrand,

The Post, March 2014.

In the March issue of your newspaper, this paragraph appeared in an article about the Southwest Corridor Plan:

"Nothing has been decided yet. The budget is not set. Barbur Boulevard is not going down to one lane each way. Bike lanes will not be sacrificed."

If nothing has been decided, how can your reporter say things like, "Barbur Boulevard is not going down to one lane each way?"

Does your reporter actually know this for a fact? Or is he just saying that nothing has been decided including things like the three items he included in the paragraph?

I'm kind of confused here, hoping you can send back some enlightenment...

— Michael Trigoboff

Editor's Note: Here is a response from Post reporter Erik Vidstrand:

Dear Michael—You're somewhat right and caught me. It is true that nothing has been decided yet so it is premature of me to say that Barbur Boulevard won't go down to one lane in each direction.

The budget isn't set and bike lanes are a main focus of the Southwest Corridor development. With that said, some of the participants of the Portland Working Group feared that Barbur Boulevard would turn into a

"North Interstate" where only one vehicle lane goes in either direction from the Moda Center (Rose Garden) to the Expo Center.

TriMet officials said that at large intersections there are left and right turn lanes planned. They said that North Interstate Avenue along with the MAX Yellow Line is a lot different than Barbur Boulevard especially since Barbur is a state highway (99W) and that even though Barbur Boulevard may have a road diet at places, "it wouldn't resemble North Interstate."

It is important to attend meetings and become involved so that Barbur Boulevard may turn into a functioning boulevard that will work for not only motor vehicles but also bicyclists, pedestrians, and rapid transit commuters.

— Erik Vidstrand

These folks get it!

Rochelle Farkas, Eric and Joanne Frank, Lloyd Kendrick, Courtney Kruetz, Jean McDowell, and Doug Reynolds all recently subscribed to The Post. Join the club! Subscribe to The Post and help support your neighborhood newspaper.
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Do your potholes qualify for repairs? Not if your street is unimproved

By Lee Braymen-Cleary
The Southwest Portland Post

Toodling about your Southwest neighborhood one day, you spot a blue and white sign, one of the many strategically-placed signs announcing the city of Portland's telephone number to report potholes.

"Oh, happy day!" you shout. "Now I can get that blankety-blank collection of ruts and potholes I call my street filled and get my car's alignment and suspension fixed for good."

So, confident citizen that you are, you phone the Portland Bureau of Transportation as the sign instructs.

When a pleasant – thankfully not pre-recorded – voice at the other end asks if you are a *bona fide* Portland resident whose home falls under Portland's jurisdiction, you heave a sigh of contentment as you answer in the affirmative.

Then you move onto the next question: "Do you live on an improved street, avenue or road?"

"What do you mean, 'improved?'" you ask.

"Is your street paved?" the civil servant asks. "Do you have sidewalks, good drainage, catch basins?"

"Well, um, not exactly," you reply. "But a good portion of Southwest

Portland's residents don't have all of that."

"Then I'm sorry. It's the bureau's policy to repair only maintained roads, those built to standards."

Perhaps you want to hurl epithets, maybe at your car or maybe at your street that resembles a war zone. But consider stifling yourself before you lambast that "do-nothing Portland Bureau of Transportation."

Weather permitting, all policy-worthy potholes are checked out within 48 hours of their reporting.

But a budget is a budget is a budget, and striving to maintain 4,700 miles of byways and major city roads and \$8 billion in assets necessitates no small outlay and explains why our "poor sister" unimproved roads remain unimproved.

Diane Dulken, media relations manager for transportation, sheds light on what is currently fiscally feasible for paving city streets and filling potholes.

"This year's pavement preservation budget is \$11.8 million," Dulken says. "If that funding level remains the same for the next 10 years, we will see the city's paved streets decline. To meet our target of maintaining most city streets in fair or better condition would require \$91.6 million per year for the next 10 years."

One might say that short-fall is our "long fall" and sadly explains the non-improvement of some unimproved streets. But there's hope.

Mayor Charlie Hales, known for his interest in urban infrastructure, is not twiddling his thumbs.

Along with Portland City Commissioner Steve Novick and city staff, Hales is "engaging neighborhood, business and transportation leaders to consider what it would take ensure that our transportation system remains safe and well maintained," says Dulken.

Despite seemingly lackluster funding issues and an overabundance of potholes, the city still forges ahead. It has instituted scores of street improvements since 2013 and will complete many others in 2014.

The Southwest Multnomah Boulevard project is a case in point.



This sign along Capitol Highway only helps if you live on an improved street. Otherwise, forget it. (Post photo by Lee Braymen-Cleary)

So also is the Southwest Vermont Street/Capitol Highway to Southwest 11th Drive project, not to mention one involving Southwest Capitol Highway to Texas Street.

And by all means, if you live on an improved street with a pothole problem, give the city a call.

Any interested citizen can check out transportation topics under discussion by visiting <http://www.ourstreetspd.com>. You will find an exhaustive list of citywide paving, safety, and other improvement projects by checking out the City of Portland's website at <http://www.portlandoregon.gov/transportation>.

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OR99W: Newbury and Vermont Street Bridge Rehabilitation Project

Construction starts April 21 on the Newbury and Vermont Street Bridges on Barbur Boulevard, near the Hillsdale exit. The project is expected to take four months.

Traffic will be reduced to one lane in one direction on one bridge at a time, around-the-clock, seven days a week. When a lane is closed on one bridge, the other will have all lanes open.

For more information on traffic impacts, visit the project website at: www.oregon.gov/ODOT/HWY/REGION1/Pages/newbury_vermont/index.aspx

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Maplewood coffee shop's historic setting harkens to a simpler time

THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

If you walk or ride your bike along the main road, just before you reach the grade school you will find yourself in front of what looks like a country store. It's easy to imagine your great-grandparents stopping by to pick up some groceries or mail a letter.

Maplewood Coffee and Tea is a hidden treasure in, you guessed it, the Maplewood neighborhood.

Built in 1911, the building was a general store with a small post office in the back.

"Customers say they remember being little children," Boyd said, "and coming to the store to get penny candy, soda, and ice cream."

Visiting is like taking a trip back to the turn of the century when everyone knew your name. It seems as if the business fell from Manzanita but left the ocean behind.

Manager Liz Boyd said every time she enters, "It feels like I'm stepping back into a simpler time. We don't have any ghosts..."

Chelsea, the other barista/manager chimed in, "But, there was an old, dark dog that slinked into the



A guitarist entertains the audience on a music night in March at Maplewood Coffee and Tea. (Post photo by Erik Vidstrand)

store one day. We kept putting him outside, but he kept coming back into the store even though the door was closed."

Boyd continued. "None of the customers recognized him and he had a ghostly and nostalgic manner about him that was a bit unsettling."

Well, you'll need to come in to hear the rest.

The owner, Jo Whitsell, an acu-

puncturist, bought it in 2011 to restore it to its original design and opened for business in May 2012.

Maplewood Coffee also serves as a local community center and yoga studio (every Wednesday evening from 7:00 to 8:30 p.m.).

On this night, Sequoia, 5, was reading *The Gingerbread Man*, while Gabriel, 9, created a new game

called Chesskers – a mix of chess and checkers. Local musicians strummed on guitars to a standing room only crowd.

Oh yeah, and they serve coffee, tea, and chai. The pastries are gluten free; coffee is Stumptown; and the tea is Firefox.

There's even playdates for moms, dads and children 5 and under, on the first and third Mondays of each month at 10 a.m. According to Boyd, the next music night is Saturday, April 26, from 6:00 to 8:00 p.m.

Maplewood Coffee & Tea is located at 5206 SW Custer, near Maplewood Elementary School. It's open Monday through Friday, 7:00 a.m. to 3:00 p.m. Weekends, 8:00 a.m. to 4:00 p.m. Visit them on the web or on their Facebook page. Don Snedecor contributed to this story.

Get to know the trees in your neighborhood

Ever stop to think about that tree in front of your house? How about those trees that shade the schoolyard or your walk to the bus stop?

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The first half of this program will take place in the library; the second half will be a short walk exploring the neighborhood's trees.

Registration is required. Register online, in the Capitol Hill Library, 10723 SW Capitol Hwy, or by calling 503-988-5234. This event takes place on Saturday, April 19, 10:30 to noon.



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Water Main Construction Scheduled in SW Hillsdale Neighborhood

The **Portland Water Bureau** will begin construction on two Capital Improvement Program projects in the Hillsdale neighborhood in early summer 2014.



Phase 2 of the SW Carolina Mains Project is scheduled to start in May-June 2014. Contractors will install 3,400 feet of new 24-inch diameter pipe from the intersection of SW Burlingame Avenue and SW Chestnut Street, north along SW Burlingame Avenue, then turn east on SW Burlingame Terrace down to SW Terwilliger Boulevard. Once on SW Terwilliger Boulevard, the construction will continue north until the traffic island at SW Capitol Highway where new underground vaults will be installed. The project will take approximately 8-9 months to complete.

The **Bertha Service Area Improvement project** is scheduled to start in May-June 2014. Contractors will install approximately 2230 feet of 8" main and 375 feet of 4" main from the intersection of SW 14th Avenue and SW Westwood Drive down to SW Martha Street, across Martha Street, and up SW 18th Drive until just past the intersection with SW 18th Place.

Typical work hours for both projects will be 7:00 am to 6:00 pm, Monday – Friday, with the option of working on Saturdays. The project will take approximately 4-6 months to complete.

Please contact Terry Black, Public Outreach, at 503-823-1168 or terry.black@portlandoregon.gov with any questions. For updates and maps visit: www.portlandoregon.gov/water/swcarolina or www.portlandoregon.gov/water/berthaarea

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Multnomah Village resident ventures to climb Africa's highest mountain

POSTCARD FROM KILIMANJARO

By Maria Thi Mai

Last December I traded my bike shoes for hiking boots. In the dead of winter and the shortest days of the year, I stepped out my door in Multnomah Village at 5:30 a.m. and walked to work.

For two months I trekked back and forth over Terwilliger Boulevard. Each step brought me closer to a childhood dream. These 10-mile a day treks were all about conditioning just so I could check one last continent off my bucket list—Africa.

Our adventure started in Portland and then on to Seattle, Dubai, Nairobi, Dar es Salaam, and Mt. Kilimanjaro. Three days and a series of calamities later, we finally arrived in Moshi, Tanzania. Here we met our guides and prepared to reach a new high, and I mean that literally.

Thanks to a friend's nephew who hooked us up with Gladys Adventures while in the Peace Corps, we had the best tour company in all of Tanzania. Gladys Adventures is a rare breed of successful women-owned tour companies.

Gladys and her staff provide custom tours with Tanzanian kindness. When we first met Gladys she hugged us like family.

A day after our arrival, we repacked our bags, separating climbing gear from safari clothes and handed two 25-pound duffle bags to our porters. Let the adventure begin.

Climbing Mt. Kilimanjaro takes a village. We had nine porters, two guides, a cook and a waiter for a total of 13 people to help get just the two of us up the mountain. Let me say that again. We had 13 people supporting just the two of us. We felt like royalty.

With porters carrying all our gear, all we had to do was carry a small daypack with water and an extra jacket and walk "poly poly." Walking poly poly is the Swahili word for slow slow. We were reminded of

this for the next 6 days and 40 some odd miles.

Without a doubt the hardest part of the climb is "Summit Day". Up until this time our days went like this: get up about 6:00 a.m., eat, pack and hike about four to five hours. We then rest, have lunch, then do an acclimatization hike for another two to three hours.

These first four days took us from about 7,000 feet to 15,000 feet. Kibo Hut is the base camp on the Rongai route and where we prepared for Summit Day that is really Summit Night.

After hiking for about five hours we arrived at base camp in the early afternoon. At 15,000 feet I didn't have much of an appetite and found myself out of breath walking 50 yards to the bathroom and back to our tent.

Nonetheless, we rested and prepared for our midnight ascent. When we awoke at about 11:00 p.m. and crawled out of our tent, the full moon illuminated tiny lights twisting up the mountain like constellations.

I asked our guide, August, what time did they start to be that far up the mountain when we hadn't even started. He calmly said, they might be going slower and not to worry. He was right.

Just when I didn't think I could walk any slower, August and Ignas slowed the pace down even further as the gravel rock crunched beneath our feet. Walking poly poly we crept higher, from 15,000 feet to Gilman's Point at 17,000 feet.

From here to the summit, you listen to your breath and concentrate on putting one foot in front of the other. No singing. No talking. Just breathing.

As the moon gives way to day-break, we see hundreds of people converging from the other routes to the spine of Mt. Kilimanjaro. Excitement rises. We are almost there. Yes, we did it – I celebrate my seventh continent on the summit of Mt. Kilimanjaro.

Now that we have reached the summit, you'd think the story ends.



Maria Thi Mai, with guide Ignas Kimath, en route to Mt. Kilimanjaro in Tanzania, Feb. 10. (Photo by Kenyon Fink)

Not so. After taking the ubiquitous photos and video wishing everyone a Happy Valentine's Day, Kenyon, my boyfriend, stoops down, starts digging through his pack and mumbles something about one more pic.

Agitated with the growing hoards of people, I say, "Let's go, I'm getting chilled." Our guides, August and Ignas, huddle close and start singing "One Love" and Kenyon's numb fingers hold up a shiny ring. Truly surprised, I say "yes" and we all cry tears of joy. I later learned, Kenyon had been choreographing and rehearsing the whole way up.

Now back in Multnomah Village, I can proudly say, my bucket list is nearly full.

Editor's Note: Where in the world are you going? Don't forget to send us a postcard! Travel essays and photos for "Postcards" are welcome. Email essays as Word document attachments and limit essays to 500 words. Email color

or black & white photos at least 3 x 5 at 300 dots per inch. The Post welcomes reader response.



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Multnomah Blvd sidewalk, bikeway improvements underway

TRAFFIC ADVISORY

By Don Snedecor
The Southwest Portland Post

The City of Portland Bureau of Transportation advises the traveling public that a major street and stormwater improvement project will require lane closures on Southwest Multnomah Boulevard from Southwest 22nd to 40th avenues now through the end of October.

Lane closures will be restricted to after 9 a.m. and before 3 p.m. to minimize impacts on travelers.

The public is advised to expect delays while repairs are being made. The city is asking the public to travel cautiously, observe all lane closures and construction sign directions, and use alternate routes if possible.

According to Diane Dulken, media relations manager for transportation, the project will create better connections between Multnomah Village and Barbur Boulevard for walking and bicycling, as well as reconstruct the road and install stormwater improvements.

The project will create a protected bikeway, new sidewalk and a multi-use path separated from the road by a landscaped bioswale ("green gutter").

Specifically, between Southwest 22nd and 34th avenues the project will build a sidewalk and a protected bikeway along the north side of Multnomah Boulevard.

On the south side of the street, from Southwest 25th to 31st avenues, crews will build a separated multi-use path for walking and bicycling.

To improve crossing safety for pedestrians, crews will install a flashing beacon and crosswalk at Southwest 25th Avenue and

Multnomah Boulevard.

Between Southwest 35th and 40th avenues, a series of localized stormwater management improvements will be built along with sidewalks. The project is jointly funded by the Bureaus of Transportation and Environmental Services

Construction will start at the east

end of the project area and on the north side of Multnomah Boulevard and work its way west. The project will largely be complete by the end of October.

More information will soon be posted on the project website: <http://www.portlandoregon.gov/transportation/54292>

Transportation Town Hall

(Continued from Page 1)

Village Business Association also mentioned that need for completing the Capitol Highway project. "The Southwest Corridor won't need high capacity transit if we can't get to it," she said.

Jones that the high cost of road development is because of environmental concerns. Stormwater swales are necessary here because stormwater empties from sewers into streams and Southwest doesn't have soils that percolate.

City planner Mark Lear pointed to a think tank called SWIM—Southwest in Motion—and said the question for the group was, "How can we do a mile of sidewalk in Southwest for less than \$20 million?"

One big funding problem for transportation is that the general fund goes mainly to police, fire, and parks. Future cuts are proposed. A community forum will take place on April 29 at the Multnomah Arts Center to continue this discussion.

Jim McLaughlin of West Portland Park summed it up when he said, "There are enough reports to fill all the potholes in the city." He added that there has been a lack of follow-through for the last 30 years.

Transportation safety is also a major concern

According to city officials, 155 people died in traffic crashes in Portland from 2009-13. On white boards around the auditorium, various colored dots explained the mode and jurisdiction: bicycle, pedestrian, motor vehicle, and motorcycle or moped.

To make the area safer for pedestrians, Don Baack of SW Trails urged the city to complete the urban trails network. One neighbor mentioned buffered bike lanes, and said they have been very effective in reducing accidents. A poor man's solution to cycle tracks? Maybe we need to slow things down or reduce auto lanes to make things safer for

bikes and peds.

Many of the fatalities were on major thoroughfares and so called "high crash corridors:" Powell Boulevard, Foster Road, Barbur Boulevard, and others scattered throughout the city.

One neighbor mentioned attending a candlelight vigil for a woman killed in the very dangerous intersection of Shattuck Road and Beaverton-Hillsdale Highway.

Safety includes busy streets, high crash corridors, safety crossings, sidewalks, pedestrian, and bike safety.

Education and enforcement are key components. Safety also includes reducing driving under the influence of intoxicants, texting while driving, and speeding.

Traffic calming is another way to increase safety: Some of these devices include speed bumps and roundabouts on neighborhood streets, safe-routes-to-school, bike-friendly greenways, enhanced shoulders, education, and enforcement.

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Southwest resident Rich Ireland to speak on education for Haitians

By Erik Vidstrand
The Southwest Portland Post

A talk and slide show about the Education for Haiti project will be presented next month by long-time Southwest resident Rich Ireland.

The presentation is scheduled for Monday, May 5, from 6:30 to 8:00 p.m. at the Oregon School of Massage located at 9500 SW Barbur Blvd #100. (Ireland is an instructor at the school.)

Admission is free and those attending are invited to bring their questions and curiosity.

"We see in the media many examples of the immense problems facing Haiti," Ireland said in a recent interview. "One of the problems is access to education."

According to statistics, less than 50 percent of children in Haiti graduate from the 6th grade.

"Less than 20 percent go to high school," Ireland continued, "and only about nine percent graduate

from high school."

So Ireland created a non-profit called Education for Haiti which addresses this need by working with families in the Haitian town of Aquin. It provides tuition through high school and beyond.

"Tuition?" the *Post* asked. "Eighty-five percent of the schools in Haiti are private. Even the public schools cost money," Ireland replied.

This is a program that has been operating since 2001, when Ireland returned from the Peace Corps to Southwest Portland.

Over that time he and a handful of friends have donated money to six families to assist their children's access to school. These families represent 33 children.

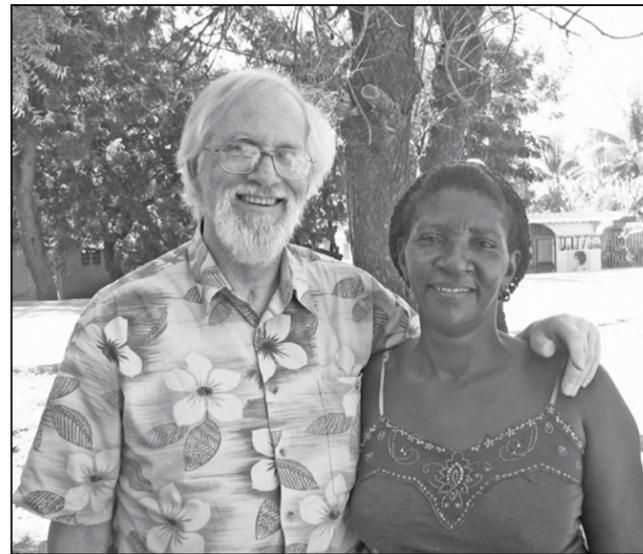
The investment has had wonderful success. Five have graduated from high school and three of those are pursuing professions in nursing, law and engineering. The other two would like to start nursing school.

Seventeen are still attending school. Most of them want to go into a profession. There are two others who have established viable businesses.

Education for Haiti is working to continue the legacy of this work by providing support for those in school and those who wish to continue. Once they commit to a family, the commitment is to continue that support until the individuals have finished their education.

Economic development is essential for Haiti to address its needs. Teaching is one profession where educated Haitians can find work.

"Through supporting students



Rich Ireland (left) visits his one employee, Marlen Bontemps, who helps distribute tuition donations in Aquin, Haiti. (Photo courtesy of Rich Ireland)

we not only support their potential," Ireland said. "In a very real way we contribute to the economy of Aquin."

Ireland served in Haiti as a Peace Corps volunteer, not right out of college like many do. He was 52. He went from 1998-2001 and returned for a visit ten years later.

"It was the right time," he said. I had wanted to do this as a young man but never found the time for it."

"After working in the private world for many years it was time to get out doing some good," he reflected.

What he didn't know was that it would alter his life course and the lives of many Haitians for years to come, providing opportunities where there were none before.

Find out more about the non-profit at www.educationforhaiti.org.

Community forum on child sex trafficking to be held April 12

Little Sisters Foundation and First Unitarian Church will host a community forum on Portland's child sex trade on Saturday, April 12, from 3:00 to 6:00 p.m. at the church sanctuary, 1211 SW Main Street.

US Attorney Amanda Marshall and Oregon Rep. Carolyn Tomei will open the event with briefings on this modern-day form of slavery.

Long a hidden crime in Portland, child sex trafficking was docu-

mented in a study commissioned by Marshall and carried out by researchers at Portland State University last year.

Almost 500 underage victims of sexual trafficking were referred to the Multnomah County Department of Human Services and the Sexual Assault Resource Center between 2009 and 2013, with a total of 159 active cases at the time of the study.

Over 96 percent were girls and the average age was just 15. African Americans accounted for more than 27 percent of victims though

they make up less than 6 percent of Multnomah County's population.

Local efforts to end child sex trafficking are broad-based and involve the Department of Justice, law enforcement agencies, social welfare services, NGOs and faith-based organizations.

The April 12 event will profile these efforts in a panel discussion and reception. The community and media are invited. More information may be available at www.firstunitarianportland.org.

- Don Snedecor

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April is a good time to check the condition of potted plants

GARDEN MIND

By Rebecca Hart

April is a good time to check the condition of garden plants, particularly potted plants, and after a winter like the one we just had. So cold, so much snow!

I do a lot of container gardening, with some fancy pots but mostly with potted plants awaiting the perfect place to settle.

Often I buy bulbs or root divisions when available, pot them up, and grow them on until a permanent place in the garden is ready. But occasionally, if a winter is extreme, my luck runs out, and I lose treasures.

In the past weeks I've examined pots that should have shown signs of life. Gone are several pots of white hyacinths, red *Lucifer crocosmia*, several excellent clumps of both white Calla lilies and the less hardy colored pastel strains.

If a plant is "gone," normally I recycle the soil for another go, and toss the vegetative remains in either the compost or garbage can. If I see insect or fungal activity I toss it. I examine the soil too, and if I see wireworms that soil goes well away from the garden.

You must be vigilant with cleanup. However, the *Muscari* (grape hyacinths) are lovely—they are the color of faded blue jeans. My *Casa Blanca* lilies survived, and even show signs of slug damage, so it's never too early for baiting. Or other unorthodox means.

Recommended slug and snail control

Some of you are familiar with the good work done by Portland's

Xerces Society, a group committed to enhancing the existence of pollinators and particularly Monarch butterflies (<http://www.xerces.org>).

Robert Michael Pyle is a founder and his recommended method for slug control is this: "Go into the garden and pluck any and all slugs and snails, put into a small paper bag. Label the bag. Put the bag in the freezer. After a few days, discard the bag in trash or compost."

Pyle's reasoning? The gastropods are sentient creatures, and do not deserve to die an agonizing death, no more than anything does. The freezer duplicates nature's slow quiet death. This is how we deal with gastropods at my house.

Do it yourself project: The Crockpot Paraffin Dip Treat

Do you get stiff and sore hands after a prolonged time in the garden? Here's a comforting non-analgesic solution, easily made from on-hand supplies.

A hand paraffin dip is a process using melted paraffin wax to temporarily seal moist heat into your hands. It's a simple salon treatment and easily duplicated at home.

Basically, paraffin is heated in a designated crockpot, blended with a lubricant and essential oils, then temperature-tested with a handy candy thermometer to ensure a safe experience! The treatment is good for reducing pain and to loosen up hand and finger joints.

You will need:

- 4 lbs. (1.8 kg) of paraffin wax.
- 1 cup of mineral oil.
- Essential oils. (At least use lavender, and tea tree for microbial properties; add about 20 drops of each scent.)



Robert Michael Pyle has some humane ideas on how to deal with gastropods like this brown snail.

Crockpot or double boiler.

A candy thermometer.

Plastic wrap or plastic bags.

Terry cloth towel.

Process:

Melt the wax (use low heat); stir in the mineral oil and essential oils. Turn off the heat. Allow the wax to cool; test with thermometer.

Wash hands to keep paraffin clean for re-use. Generally, paraffin does not harbor conditions that favor bacteria. Start your dip when the temperature reads 125 to 130 degrees.

Relax your hand, dip it into the paraffin. Note: Be very careful not to contact the sides or bottom of the hot crockpot. *Do not "soak" in the wax.*

Lift your hand out; repeat 8-12 times. Then wrap your hands in the plastic bags; then wrap hand with a towel. Leave paraffin on for 20 minutes.

Relax, for about 20 minutes, then unwrap your hand and carefully peel the paraffin from your hand, back into the pot. The wax can be melted and used again.

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