

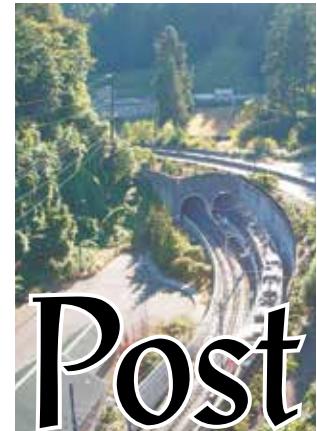
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The Southwest Portland Post

Volume No. 23 Issue No. 7

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Portland, Oregon

Complimentary

May 2015

'Road warriors' develop plan of attack for Capitol Highway improvements

By Erik Vidstrand
The Southwest Portland Post

On a cold, damp Saturday morning in April, more than a dozen citizens, many who live along Southwest Capitol Highway, between Garden Home Road and Taylors Ferry Road, assembled to address solutions for pedestrian and bicycle improvements along this stretch of highway.

Under the leadership of Chris Lyons, a group of neighbors formed an *ad hoc* committee of the Multnomah Neighborhood Association.

These present-day road warriors are sick and tired of the deficiencies on this road but say they believe this time they may be successful.

This was the second meeting held by the ad hoc committee. From this reporter's view, the group of crusaders seemed like new troops replacing the tired ones.

It's been literally decades that various residents have been petitioning, meeting, and holding vigils about the poor quality and safety of this major artery. There are no sidewalks; a goat trail and gulley parallel the roadway; and blind intersections are numerous.

Bicyclists navigate with speeding vehicles without even a shoulder to ride on.

The Portland Bureau of



Capitol Highway "road warriors" convene April 25 at the Dolph Court intersection where all major issues prevail.
(Post photo by Erik Vidstrand)

Transportation has said that this stretch will cost \$19 million to make necessary improvements. It would address stormwater issues and improve safety components. But the money is not available.

"The most recent design, from 2011, proposes digging up the entire roadway," Lyons reported, "and

installing a 72-inch pipe under the road to manage stormwater."

"This is a significant cost for this concept," Marianne Fitzgerald added. "However, PBOT committed to re-examining the project to identify any new design ideas that may lessen the overall project cost."

Now the Bureau of Environmental Services is working in partnership with the Transportation Bureau. The tandem is looking into the possibility of improving stormwater issues in the Spring Garden/Dolph Court area east of Capitol Highway, which may help to reduce that cost.

Retaining walls, trees, and parking were identified as the three costliest aspects to the project.

Lyons and Fitzgerald provided an update on a recent meeting with state legislators Rep. Margaret Doherty, Rep. Ann Lininger, and Sen. Richard Devlin. All of them have constituents in the Multnomah neighborhood. They heard ways to strategize how to obtain state funding for the project.

Sen. Devlin noted that it would be difficult to get funding for a roadway that is managed by the city, though it may be possible to link some project improvements to Barbur Boulevard (Oregon 99W) as a way to obtain funding.

Rep. Lininger is working to organize a meeting with Congressman Earl Blumenauer, other state legislators, and Portland city commissioners.

"The irony," said Al Iverson, a local civil engineer, "is that back in 1985, Capitol Highway was a state highway and that held up issues back then. The city was waiting for the road to be designated as a city roadway."

Discussing cutbacks, Lyons proposed one option to just start with half the project for now. Another option is to just put sidewalks on one side, and then the rest another day.

"Cut it back?" Patti Waitman-Ingebretsen spoke up. "No; we want the whole thing!"

She has lived on Capitol for over 40 years and has heard it all.

Stormwater drains (bioswales) were a point of contention to many in the room.

"Swales are taking the bike lanes," commented an avid bicyclist. "Look what happened on Multnomah Boulevard."

"It is a requirement now, any way you look at it," said Lyons.

Many agreed that one sidewalk and two bike lanes could work. Crosswalks and beacon lights were also discussed.

The committee reviewed the road map section by section. Parking was discussed. Everyone agreed that parking is needed but only where it is actually needed.

Fitzgerald said that the plan has a lot of on street parking already.

Retaining walls and saving large trees were the last issues decided upon.

"We value green space and at least one sidewalk," Iverson said, "but bike lanes on both sides are preferable. I suggest a pervious pavement bicycle lane."

Lyons had a bit of good news that may impact the efforts in a positive way.

"TriMet is proposing new frequent bus service for line 44, which travels between downtown Portland and [Portland Community College] along Capitol Highway."

"They are currently seeking public comment on this proposal, and if it succeeds, it will certainly bring safety measures such as added sidewalks."

For comments to TriMet, please go to <http://future.trimet.org/southwest/refined-draft-vision>. You can find the 2011 Capitol Highway Refinement Report from the Portland Bureau of Transportation at <http://www.portlandoregon.gov/transportation/article/353046>.



A new traffic pattern was introduced on April 19 at Southwest 40th Avenue and Capitol Highway. Some residents have been waiting nearly 40 years for this intersection to be improved. (Post photo by Erik Vidstrand)

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Southwest Compassion Clinic to be held May 16 at Wilson High School

FROM THE EDITOR'S DESK

By Don Snedecor
The Southwest Portland Post

Local churches have banded together to offer the second annual Southwest Compassion Clinic to be held at Wilson High School, 1151 SW Vermont St, on May 16 from 8 a.m. to 3 p.m.

According to Sheri Shimogaki, the clinic will offer free medical and dental services, in addition to other areas of medical care (podiatry, physical therapy, massage therapy, vision) and

complimentary lunch.

Last year, it served between 300-400 people at the one day clinic. For more information about this event, visit www.compassionsw.org.

More affordable housing planned for South Waterfront

On April 9, the Portland Development Commission, in partnership with the Portland Housing Bureau, released a request for proposals for a new South Waterfront development that aims to create at least 200 affordable homes as well as market-rate housing and commercial space.

According to Portland Housing

Bureau representative Martha Calhoon, Riverplace Parcel 3 is nearly 88,000 square feet located on the corner of Southwest River Parkway and Moody Avenue in the Riverplace neighborhood.

As many as 90 of the housing units will be affordable to households earning less than 30 percent of median family income, thanks to a commitment from public housing agency Home Forward to dedicate 80 rent assistance vouchers to the project.

"Through innovative thinking and collaboration, we are able to maximize affordable housing opportunities on this site," said Commissioner Dan Saltzman. "South Waterfront offers many amenities and opportunities that should be available to Portlanders of all income levels."

Willamette Park redevelopment project hosts open house May 7

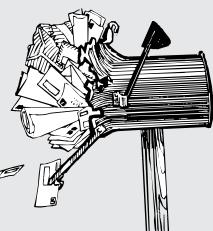
Back in 2012 friends of Willamette Park came together to envision a range of improvements that would make the park a better place for everyone.

Among the improvements which will take place this spring and summer are expanding and relocating the dog off-leash area. Also planned are widening of the multi-use trail on the west side, and enhancing three park entries.

The community is invited to participate in an open house on Thursday, May 7 from 5:30 to 7 p.m. at Umpqua Bank's South Waterfront branch, 3606 SW Bond Ave.

Can't make it? Comment forms and project information are online starting May 6 at www.portlandparks.org.

Letters to the Editor



The Southwest Portland Post
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East end of Red Electric Trail should connect to Slavin Road

Regarding "Southern Pacific's Red Electric railroad may become regional trail," by Lee Braymen-Cleary and Don Snedecor, The Post, April 2015.

The Red Electric Trail will help relieve the fears of helicopter parents when letting their kids walk and ride bikes in and around Southwest Portland.

However, it is very angering that Portland's 2035 Comprehensive Plan identifies the overhauled Iowa Street Trail as the eastern edge of the Red Electric Trail.

That trail by Southwest Iowa Street is a very steep trail that is only suited for walking and running. It is too steep to be changed into a bike path, too.

The cheap plan for the Red Electric Trail should not be taken. The Portland City Council needs to make the trail connect to Southwest Slavin Road and Parkhill Drive. SW Trails has done their work and the city needs to do their work.

Rick Kappler
Raleigh Hills

Q: DOES OREGON'S "MOTOR VOTER" LAW GO FAR ENOUGH?

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With apologies to the late great Gomer Pyle! SPRINGER©2015 SPRINGERcreative.com

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Technical advisory committee considers 2025 rapid transit & tunnels

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

On Portland's first 80 degree day of the year, over three dozen community members sat patiently to hear technical updates from all parties involved with the Southwest Corridor Plan.

Noelle Dobson, Metro's new community engagement specialist, vowed to facilitate the large group to make sure everyone was heard and answers provided.

"We want to look for more opportunities," Dobson began, "to engage the community with their questions, look at upcoming meeting schedules, and to provide ways to offer input."

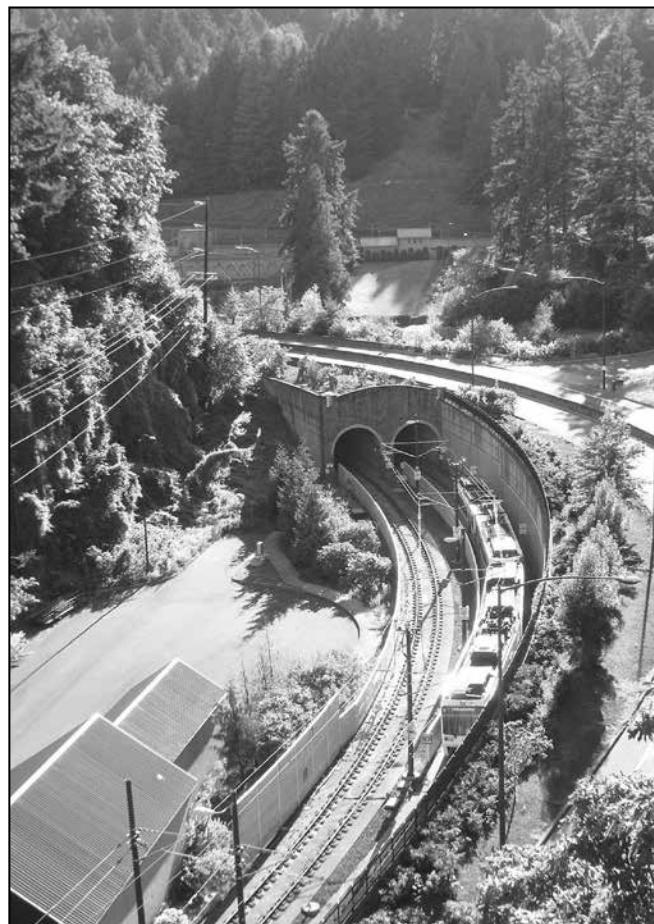
Southwest Corridor Plan Community Forum is scheduled for Tuesday, May 12 from 6 to 8:30 p.m. at Wilson High School (cafeteria)

To this reporter, who grabbed the many packets of information upon arriving, hours and hours could be spent dissecting them for Post readers to decipher.

There are so many documents in fact they can overwhelm the most literate. Key impact issues for Hillsdale, Portland Community College, and South Portland are posted online. Tunnel information and alignment modifications based on technical analysis are also available.

Add these to budget proposals and TriMet's refined service enhancement plan. Seven different cities need to weigh in as well as Washington County, Oregon Department of Transportation, TriMet, and Metro.

Finally, the Federal Highway



East end of Robertson Tunnel at Canyon Road/Jefferson Street.
Above light rail tunnel is Washington Park.

(Photo by EncMstr, August 2007, courtesy Wikipedia)

Administration needs to sign off on everything after a Draft Environmental Impact Statement is submitted in January 2017.

According to Dobson, construction is still 10 to 20 years away.

Concerned readers should focus their time becoming familiar with what pertains to their particular neighborhood, expertise, or main apprehension.

Metro staff members are developing a memo for early May 2015 that will present geotechnical findings, ridership and travel time results, costs estimates, and potential disruptions that are likely to occur during construction.

There will be a comment period from May 5-19. A community forum will be held on Tues., May 12, from 6

p.m. until 8:30 p.m. at the Wilson High School cafeteria.

The following day, results will be published online, then, a second comment period will be available June 2-16.

What was on most everyone's minds was whether tunnels would be in the picture or not, and then if they would be a cut-and-cover type, much shallower, or the deeply bored kind like the MAX tunnel that runs underneath Washington Park and the Oregon Zoo.

Darrell Wendell, a TriMet tunnel expert, was on hand to explain the ins and outs of tunneling. Wendell has also worked in Seattle on a major tunnel project.

"Tunnels must have portals," Wendell explained, "to allow equipment, staging, and access."

So far, TriMet has recommended one tunnel portal be placed at Duniway Park, near PSU; the other near the Rieke Elementary sports field.

Wendell went on to say that it is quite uncertain what all this would look like until excavation actually began.

"We're dealing with fault lines, water tables, and who knows what else," Wendell said. "Of course disruptions may occur such as vibrations, and some ground settling, but our equipment measures all of these."

Anthony Buczek, a Metro traffic engineer, explained mitigating traffic solutions which would involve timing of traffic lights, new turn lanes, and new sidewalks.

"We have projected traffic issues by the year 2035 or 2040," Buczek quantified with detailed maps and numbers spit out by a computer

(Continued on Page 6)

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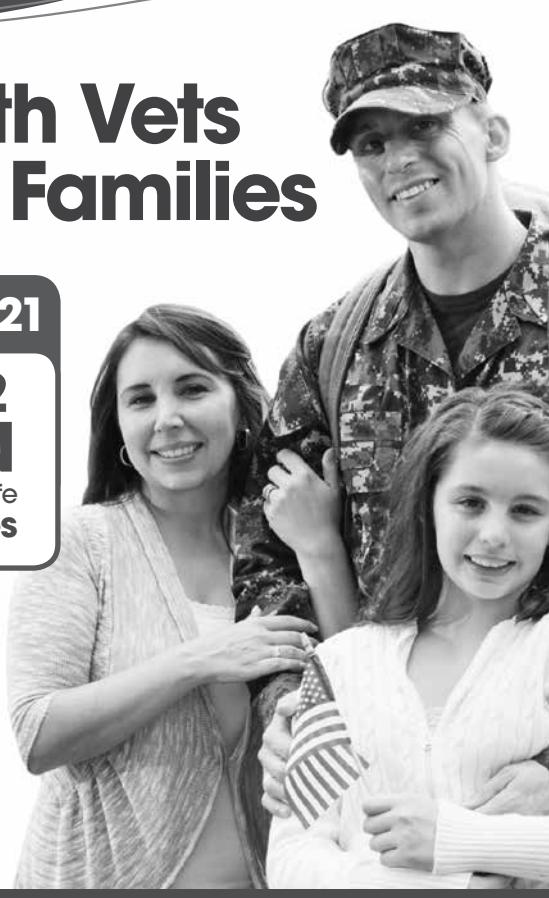
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School band programs get \$925,000 boost for new instruments

By KC Cowan
The Southwest Portland Post

The Portland Public Schools board of directors recently voted to invest nearly a million dollars in new musical instruments for school bands, and Southwest school music programs will benefit.

The special Portland Arts Tax pays for music teachers, but the money can't be used to buy new instruments, so the school board agreed to the one-time investment. It's long overdue. Some of the tubas, clarinets and trumpets have been in rotation since the 1940s.

During the recession, many middle



Sixth grader Conor Walsh started learning trombone at Jackson Middle School this year. (Post photo by KC Cowan)

and grade schools had to abandon their band programs, and they've been clawing their way back ever since.

Jackson Middle School is an example. It reinstated its band program just last year with a single class for beginning band music.

This year, Kristin Cywinski took over the program; she teaches three classes. She loves her job and her students. But it's been a struggle, with an inadequate number of instruments in the district for students to rent.

"Just about a month ago, we finally got our first bass clarinet," Cywinski said. "But I have three people who are going to play it, and so we have three mouthpieces and (the bass clarinet) has to stay here and the students take their own clarinets home to practice the fingering."

Cywinski pointed out that the bass clarinet is a vastly different instrument than a regular one and students can't practice the "wind" aspect of that particular wind instrument because it never leaves the school.

Of her 67 students, 17 rent instruments from the district that they can take home for approximately \$30 a year.

Others either own their instruments or rent one from a music store for around \$30 a month. That price makes it impossible for some children to participate in band at all.

"My goal is that anyone who would have the desire to play an instrument, regardless of their socio-economic status, would be able to play in a band," said Cywinski.

"And that's one reason why these

instruments coming from the district are so important," she added. Cywinski said she is "thrilled and excited" at the prospect of increasing her inventory.

She said she particularly longs for a bass tuba that is small enough for middle school students. The one she has is better suited to a high-schooler.

"We can play anything, but what we are missing, because we have no tuba, is the bottom. And every good musician knows that the most important part of any ensemble is the bass line; it's the foundation."

The \$925,000 budgeted by the District will purchase nearly 750 instruments.

Jennie Johnson, who repairs instruments for PPS, said she will mostly use it for flutes, clarinets and trombones, although after conducting a thorough inventory, she will fill specific needs for some band programs. Not every request can be honored.

"Three million (dollars) would be needed to make every school equal, but this is huge, more than we've ever received in one lump sum," Johnson said.

Every day six to seven instruments come into her shop for repair. She does her best with the aging inventory. As much as she'd like to retire some of the existing 3,500 instruments now being used, the school district can't afford to.

"We've kind of been ignored for 25 years, with nothing purchased for about that long, so as instruments get more wear and tear there's only so much repair you can do, and either have to completely rebuild or toss them."

The bids go out soon and the coming



Kristin Cywinski, band director at Jackson Middle School, holds a tuba, one of the instruments she hopes to replace soon. (Post photo by KC Cowan)

school year will open with shiny new band equipment shipped to band programs across the district.

The benefits go beyond making music. A music program can sometimes be the thing that keeps a student excited about school.

That describes first year band student Conor Walsh. He chose the trombone because "it's the loudest and most obnoxious" instrument.

After trying many different clubs and activities at Jackson Middle School, it was band that captured Walsh's enthusiasm. "It's my favorite class of the day," he said.

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COMMUNITY LIFE

By KC Cowan and Don Snedecor
The Southwest Portland Post

1 New watercolor and gouache works by Sabrina Ferry open at the Multnomah Arts Center Gallery May 1. "Static: Works on Paper" depict moments in a story that require participation to finish, capturing moments of tension between human and the natural world. Opening reception is Friday, May 1, 7–9 p.m. The show runs through June 2.

2 Like the song says, they're only paper roses: Learn to make realistic flowers from crepe paper Saturday, May 2, 1 to 3 p.m. at Capitol Hill Library, 10723 SW Capitol Hwy. This craft tradition dates back to Victorian times, when — in lieu of real flowers — crepe flowers were made in anticipation of Memorial Day. Use paint, glue and a little technique to transform crepe paper into lovely handcrafted flowers. Registration required; register online, in the library or by calling 503-988-5234.

4 Concerned about our climate? Attend a meeting by Organizing for Action/Climate Reality Project Mon. May 4, 6:30 – 7:30 p.m. at the Capitol Hill Library, 10723 S.W. Capitol Hwy. Trained volunteers can educate you about climate change so that we all can make more informed choices at home, work, in the community, and in how we influence our political leaders. Registration required; register online, in the library or by calling 503-988-5234.

8 Dig into some clay! Bring your youngsters to the Multnomah Arts Center for Family Clay night. Fridays, May 8, 15, 22 and 29 from 6 to 8:30 p.m. No solo participants, this is an adult and child activity. Drop-in OK, but you must pay at the MAC office before

joining in the fun. Call 503-823-2787 for more information.

9 Take a hike! The SW Urban Trails Walk will take place Saturday, May 9 and will be led by Dave Manville. Explore your own neighborhood, or learn a new one on this six-mile walk. Meet behind the bleachers at Wilson High School (Sunset Boulevard and Capitol Highway) and be ready to go at 9 a.m. Bring a snack and water and dress for the weather. For more information, contact Sharon Fekety at fekety@hevanet.com.

16 Crossroads, the new community garden under development between Hillsdale and Multnomah Village will hold its third volunteer work party on Saturday, May 16 from 10 a.m. to 1 p.m. Everyone is welcome to help transform this former playground and parking lot into a place for area residents to grow their own food. The garden location is on property at the Hillsdale Community United Church of Christ, 6948 Capitol Hwy. All tools will be provided.

Hayhurst Elementary School is holding its first auction. It will take place Saturday, May 16 from 6 to 10 p.m. at the school, 5037 SW Iowa St. The evening will feature a catered dinner, specialty beer, homemade desserts, and items for you to bid on. Plus, the neighborhood is holding a block party in front of the school. Tickets are available online at: <http://www.pps.k12.or.us/schools/hayhurst/> or at the school office.

19 Learn to make your own handmade soap on Tuesday, May 19, 6:15 to 7:45 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. Wholesome, all natural ingredients. They will cover the process of saponification, natural ways to color and fragrance soap. You will leave with written procedures, recipes



The seventh annual Rieke Art Fair is Sunday, May 3 from 10 a.m. to 4 p.m. at Rieke Elementary School, 1405 SW Vermont Street. The fair is being held in conjunction with Opening Day of the Hillsdale Farmers Market's Spring/Summer season in the Rieke parking lot from 10 a.m. to 2 p.m. The fair is the Rieke PTA's biggest fundraiser each year. Buy paintings, photography, jewelry, clothing, stationery and more from local, professional artists. Hour-long art classes for kids will be offered for \$15. In each class, children will create an art piece to take home. Please bring a canned or packaged food for the Rieke Food Pantry to be entered into the raffle for one of two Jay Shiels prints. Look for information at www.riekeartfair.com.

and soap as well as the confidence to make your own soap. Registration required; register online, in the library or by calling 503-988-5234.

20 Say "cheesecake!" The Mittleman Jewish Community Center will hold a cheesecake contest Wednesday, May 20. Kosher and non-kosher entries welcome, or, just show up to sample and vote for your favorite! Entries are due by 6:15 p.m. at the center. Judging and tasting from

6:30 – 7:30 p.m. For more information email lfendel@oregonjcc.org.

No need to dress up and go out for this fundraiser. Southwest Charter School's Spring Online Auction kicked off Monday, April 27, but you still have time to bid. The auction ends on Monday, May 4, at 10 p.m. There's everything from trips to doggie daycare to wine tasting. Go to <http://swcs.schoolauction.net/2015auction> to check out the items and make your bids.

I-5 Paving & Signs Project

Capitol Highway to Lombard Street

Oregon Department of Transportation is improving highway signage and repaving sections of I-5 in Portland.

SIGNAGE WORK

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- Improves or replaces freeway signage
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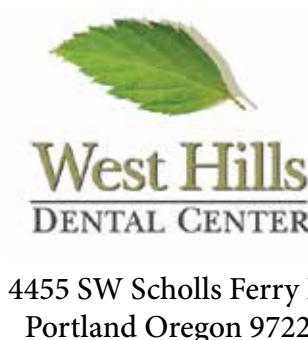
PAVING WORK

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Multnomah Village Business Association receives grant from Venture Portland

By Erik Vidstrand
The Southwest Portland Post

In early April, Venture Portland, the alliance of Portland neighborhood business districts, awarded almost \$1,500 to the Multnomah Village Business Association.

Ten other neighborhood business districts citywide received grants as well.

Some of the projects that were awarded included retail-focused street fairs, dynamic business district maps, and new websites. All these grants will leverage an additional \$137,563 in private business district investment.

"That's more than a 4-to-1 match," Heather Hoell, executive director of Venture Portland, said in announcing

the awards. "This round focuses on building strong, vibrant, and financially stable business districts."

In MVBA's case, a membership campaign will be funded.

Randy Bonella, MVBA's representative, also serves on Venture Portland's board as member-at-large/marketing.

"The MVBA will be receiving \$1,492 this grant cycle and will be matched at least 1:1 in cash," Bonella said. "Additional matching will come with volunteer work hours."

Bonella explained that funds will be used for liability insurance for the officers and directors; cover a portion of the attorney fees for support for applying for 501c6 status with the IRS; and to cover a portion of the cost of the 501c6 application - an IRS designation

for not-for-profit mutual benefit for business associations.

"These funds will grow a strong organization," Bonella continued. "With officer and director insurance, we can attract and retain critical organizational leadership."

Although not as visible to the community as the other awards, Bonella explained, indirectly it makes managing the growing operation comply with federal IRS rules and in turn, makes a stronger foundation for the association.

When the application is approved, MVBA will operate under the umbrella of a federal not-for-profit organization.

MVBA has expanded its focus to

promote the "village" brand and would drive recognition of the unique character of the area.

"Currently, MVBA has 83 paid members, an all time record," Bonella replied. "Growing organizations have larger budgets and need to stay in compliance with city, state, and federal regulations."

Since 1995 Venture Portland has granted more than \$1.2 million to fund 456 business district projects, leveraging more than \$3.8 million in additional private investment in districts city-wide.

For more information, check out Venture Portland's website ventureportland.org.

Walkers encouraged to support SW Trails

A number of urban trails have existed for years crisscrossing Southwest neighborhoods.

Southwest Trails staff is currently visiting all Southwest neighborhood associations presenting their mission and asking for support.

The trails group needs volunteers to help determine what trails need improving or are needed. Additionally help is needed with monthly hikes and work parties; and explaining advocacy work with local city leaders, as well as state and national legislators.

The organization is also looking for one representative from each neighborhood.

Monthly meetings are held every fourth Thursday at 7 p.m. at The Watershed (in Hillsdale). Guided hikes are held every second Saturday at 9 a.m. and meet under the Wilson High School bleachers.

For more information and to become



*Post photo by Lee Brayman-Cleary
involved, please visit www.swtrails.org or contact Don Baack at 503-246-2088.*

- Erik Vidstrand

SOUTHWEST CORRIDOR PLAN

Committee considers tunnels

(Continued from Page 3)

program called Synchro.

These studies analyze the effects of medians and u-turns with signals on Barbur Boulevard, even traffic effects of park-n-rides. Several audience members were afraid of a major Barbur Boulevard "diet," or lanes being removed.

"There will be changes, of course," Buczak warned, "but major stretches won't be tampered with."

The final presentation of the evening was by Kelly Betteridge, from TriMet, on cost considerations.

"Based on 2014, not including inflation or finance charges," Betteridge stated, "and based from similar TriMet projects, each tunnel comes in anywhere from \$441 million to \$2.1 billion depending on whether they are cut-and-cover or bored."

"This includes other costs such as contingency fees, sidewalks, crosswalks, utilities, insurance, engineering, and

administration overhead."

TriMet did present their service enhancement plan before the night was over. These transit improvements to existing service can be found at www.trimet.org/southwest.

Being a mostly older crowd in the room at the Multnomah Arts Center, it was intriguing to see many of these elders so invested in the future of the younger citizens who will actually get to reap of the benefits of this large endeavor.

The sounds of young skateboarders could be heard in the courtyard. Were they oblivious to what future transportation options lay in front of them?

Please visit www.swcorridorplan.org for all the updates, technical details, and reports. This is where comments can be posted. In her March 2015 story, "Proposed light rail tunnels could take passengers to Hillsdale, Marquam Hill," reporter Janet Goetze does an excellent job summarizing the impending options. You can read that story online at www.swportlandpost.com.

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Questions & Answers About Our Environment

Dear EarthTalk: Can I throw my old disposable batteries in the trash or is there a way to recycle them?

—Jennifer Brandstrom, Chicago, IL

Truth be told, those old used up disposable alkaline batteries (AA, AAA, C, D, 9-volt, etc.) aren't the environmental menace they used to be.

The federal government mandated taking out the mercury, a potent neurotoxin linked to a wide range of environmental and health problems, as part of the Mercury-Containing and Rechargeable Battery Management Act of 1996.

These days, in every U.S. state except California (which requires recycling of all spent batteries), it is safe and legal to throw them in the trash.

Environmental Health & Safety Online, the leading web-based clearinghouse for information on environmental health and safety, reports that today's alkaline disposables are composed "primarily of common metals—steel, zinc, and manganese—that do not pose a health or environmental risk during normal use or disposal."

In California, tighter waste reduction laws mean that residents are required to recycle their spent alkalines by placing them in clear zip lock bags on top of their curbside trash cans (so garbage haulers can keep them separate) or by dropping them in battery recycling bins

(such as in larger apartment buildings and at libraries).

Many electronics, big box and drugstore chains that sell batteries (BestBuy, Walgreens and others) will also take them back for free and send them off for recycling. Check out CalRecycle's website for more detailed information on battery recycling in the Golden State.

Unfortunately, some other kinds of disposable batteries, such as the increasingly ubiquitous alkaline manganese "button cells" (commonly used in digital thermometers, calculators and many toys), still contain mercury, and the federal government provides little guidance regarding their proper disposal.

Editor's Note: For Post readers living in Clackamas, Multnomah and Washington counties, contact Metro Recycling for more information about recycling batteries.

The Mercury-Containing and Rechargeable Battery Management Act doesn't mandate phasing mercury out of alkaline manganese button cells because, at the time of the law's passage in 1996, including mercury was the only way to control the potentially dangerous formation of gas inside the specialized miniature batteries.

Lithium button cells are a safer, mercury-free alternative now widely available, but consumers often opt for the still cheaper alkaline manganese variety.

"The use and disposal of mercury-added button cells are unregulated at the federal level," reports the U.S. Environmental Protection Agency. "They do not have to be labeled; it is legal to dispose of them in the household trash; and they rarely are collected for recycling in most U.S. jurisdictions."

California is currently the only state that mandates recycling even for alkaline manganese button cells, but



Now that there's no more mercury in disposable alkaline batteries, can they go right into the garbage? (Photo by Heather Kennedy, FlickrCC)

several other states are considering regulating their disposal and whether to subsidize special recycling programs for them.

But until then, most of the mercury from these little wonders will end up in the municipal solid waste stream and contribute to our ongoing pollution burden.

Fortunately, the recycling of most types of rechargeable batteries (which can contain potentially harmful heavy metals and other contaminants) remains easy thanks to an industry-backed program called Call2Recycle that points people toward recyclers and retailers across the U.S. and Canada happy to take them off your hands at no cost.

CONTACTS: Environmental Health & Safety Online, www.ehso.com; Call2Recycle, www.call2recycle.org; CalRecycle, www.calrecycle.ca.gov/reducwaste/Batteries/.

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June is busting out all over!

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For more information call Don at 503-244-6933 or Harry at 503-244-4442. Deadline is May 20.

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The Hillsdale lady who collects napkins and what it means to age in place

By Erik Vidstrand
The Southwest Portland Post

If you read this reporter's story last month, you know that aging-in-place villages are a group of like-minded individuals in a geographic area who come together to figure out and develop the resources they will need to age comfortably in their own homes.

As an example of aging-in-place, Dr. John Dougherty of Hillsdale, one of the organizers of River West Village, wanted to share an example of what this looks like.

Dougherty has been involved with the "village" concept for several years now. He said that the only way for this concept to work is that it be intergenerational.

"You need to get involved. Take time out of your schedule to look in on elderly residents, and have some fun while you're at it."

Dougherty's neighbor, Arlene Morrison, who would only say she was under the age of 100, has a habit, a unique habit. So unique, a friend of Morrison's, Sandy Johnson, helped support her habit.

Visiting from Alabama last summer, Johnson went out with Morrison to lunch at a local café. Johnson noticed that Morrison grabbed a few napkins as they were leaving. Johnson was curious.

"I've never seen anyone do this," Johnson confessed.

Morrison responded she just preferred them over the cheaper ones she could afford at the market.

"They're heavier duty and do a job better," Morrison explained as if she were on a television commercial for Bounty paper towels.

As it turns out, Morrison had a small collection of napkins at home, some with logos, and some with art. She shared them with Dougherty and her friend.

Upon returning to Alabama, Johnson became a pen pal inserting a colorful napkin in each letter for Morrison to enjoy.

First came the Halloween themes, then Thanksgiving; Christmas was next. Each time a lovely letter described the weather or the latest town gossip or ailment.

A recent Easter theme had just arrived the other day along with a University of Alabama napkin.

Then, Dougherty started collecting them for Morrison. He showed off the Delta Airlines and Amtrak ones he donated. Morrison's granddaughter delivered a few colorful Intel ones.

"I just had to call *The Post* and share Arlene's story," Dougherty said.

"The funny part about this whole thing," Morrison said, laughing, "is that I use them then toss them out!"

"Even the real nice ones?" this reporter asked while visiting her and Dougherty in her neat, uncluttered apartment. This reporter imagined a hoarder with boxes and boxes of them



Arlene Morrison collects napkins but not for the reasons one would expect.
(Post photo by Erik Vidstrand)

stacked to the ceiling or a scrapbook full of them labeled with dates and locations. Morrison and Dougherty both laughed and smiled.

"Nope," she said. "I've been downsizing for years and don't need more stuff!"

Morrison is moving to an assisted living facility in Raleigh Hills in a few months and Dougherty plans on visiting her and, yes, collecting more napkins.

To use, of course!

"This is what it means to age-in-place," Dougherty said.

He explained how he helps get her mail each day and if a letter comes from Alabama, they sit down to enjoy

the contents together knowing a napkin may be inside.

Although Morrison didn't show it, moving from one's home to an assisted living facility is an emotional issue. A loss of independence comes with that as well as the community structure one is used to.

"This is what we are hoping to address once the Rivers West Village concept is up and running hopefully," Dougherty explained. "We want people to stay in their own homes as long as possible without the disruption of community, friends, neighbors."

Dougherty suspected that the facility Morrison is moving into would probably have linen napkins.

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