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# The Southwest Portland Post

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## Westside candidates answer questions and mingle at Multnomah Center forum

### PRIMARY ELECTION 2016

By Erik Vidstrand  
The Southwest Portland Post

Election season is here. Vote-by-mail ballots were scheduled to be sent to registered voters April 28. The primary election, which includes presidential candidates, is Tuesday, May 17.

On a warm evening in late March, approximately 150 local neighbors gathered in the Multnomah Center auditorium to listen to variety of diverse candidates vying for the offices of Portland mayor and city commissioner.

Tables loaded with campaign handouts and buttons encircled the room. Some of the candidates mingled with community members and some sat at their tables ticking off statistics and reasons why the incumbents, city commissioners Steve Novick and Amanda Fritz, shouldn't keep their jobs.



Ted Wheeler, candidate for Portland mayor, answers a question from Beth Omansky, Multnomah crime prevention chair. Deborah Harris, business employment specialist, speaks to the press about her mayoral candidacy. (Post photos by Erik Vidstrand)

As this reporter has noted at numerous town meetings focused on crucial issues facing Southwest neighborhoods, very few young people were in attendance.

The forum was sponsored by Southwest Neighborhoods, Inc. The facilitator explained the rules allowing

no questions or applause from the audience.

Questions had been pulled from an earlier online survey incorporating homelessness, home demolitions, infill, transportation, the tree canopy, and maintaining the charm of Multnomah Village.

### Portland City Commissioner positions #1 and #4

At 7 p.m. sharp, the first four candidates, competing for City Commissioner Position #1 sat on stage in front of a brilliant red velvet curtain. (Continued on Page 3)

## Heritage tree in Multnomah Village endangered by new development

By KC Cowan  
The Southwest Portland Post

Portland is undergoing "growing pains" as thousands of new residents come into the city and seek homes. The rush to develop has led to many smaller homes and buildings being sold to make way for new construction.

Businesses must close or relocate, cottages are demolished to build larger houses, and old-timers bemoan the "changing landscape." A Facebook page is dedicated to decrying the

"Demolition of Portland."

Nothing can make citizens stand up and take notice, however, like the destruction of heritage trees. And in Multnomah Village, one tree on a lot at 7316 SW 33rd Ave has become the subject of debate and concern.

The property was purchased on Feb. 24 from the elderly owner, Roger Slade, for \$185,000. The buyer is listed as Ronald Layton. On March 11, Layton resold the property to Renaissance Custom Homes for \$450,000—a sizable increase in value.

Neighbors have heard that Renaissance plans to split the lot into two parcels, for two new houses. But they are most upset over the fate of a Northern Deodar Cedar tree on the southern end of the lot, which they fear is slated to be cut down.

Sara Long, activist and City Council candidate, learned of the possible destruction of the tree and took action. She climbed into it and said she'll do everything she can to keep it from being cut

down.

"I told the (Portland) city council that tree is coming down over my cold, dead body," Long said.

The new tree code (Title 11), allows developers to remove heritage trees for the cost of a \$1200 permit. Long is furious that such an old tree can be cut down for so little money

Others agree. Multnomah vice chair Martie Sucec testified to City Council that the Deodar Cedar tree was brought as a sapling from England in the early 1900s. She claimed it was cherished by the property owner and he was promised it would not be cut down when the land was sold.

In addition, many are upset over the low sale price, followed by a much higher resale to the developer. Sucec called it "predatory." Long categorizes it as elder fraud and contacted City Commissioner Nick Fish's office about it.

Commissioner Fish's policy advisor Jamie Dunphy has a strong background in elder fraud and abuse and said, on paper, the sale does look suspicious. However, there could be many reasons for the low sale price.

"There could have been a dozen reasons," Dunphy said. "There could have been a reverse mortgage on it. There could have been a contested inheritance sale; there could have been liens against the house, or a foreclosure."

And while Commissioner Fish's office would be more than willing to look into it further, one thing stops Dunphy—they haven't been asked to do so by the former owner or his family.

"I talked to my former colleagues at the state AG's (attorney general's) office. And they pointed out very quickly that

we don't have authorization to talk to them on behalf of this individual," Dunphy said.

"The information we got was from a third party. You can't go talking about people's financial information without explicit, written permission on their behalf."

Meanwhile, although the first legal day the tree could come down was April 5, nothing has happened yet. There is a "No Trespassing" sign up on the house (one on the tree vanished) but although Long checks daily, there's been no sign of a tree removal crew.

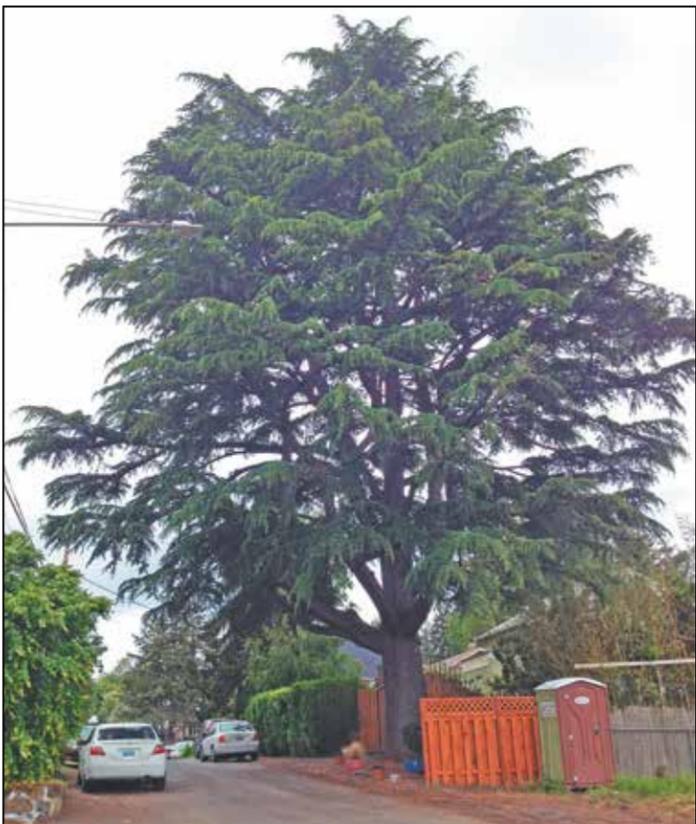
"I come back every day to check on it. Every morning. And people (in the neighborhood) are supposed to get in touch with me if it happens," she said.

Long criticized Renaissance and its president Randy Sebastian. "He wants to take this little home, which would have been a wonderful starter home for someone," Long said, "and he wants to tear it down and throw it in the landfill and then cut (down) this beautiful tree and build two McMansions right next to each other."

Sebastian said the tree might not necessarily have to be sacrificed. "We're doing everything we can to save the tree," he said in a voice mail message. "We may or may not be able to, depending on the root system. We even changed the floorplan to accommodate the tree."

But Sebastian is under no obligation to do so. The City's tree policy does not protect trees on lots 5,000 square feet or larger. Therefore, modest homes on large lots can be bulldozed, along with historic trees, so larger homes can be built.

(Continued on Page 3)



A similar heritage cedar tree is located on Southwest 31st Avenue near Capitol Highway. (Post photo by Don Snedecor)

# New construction should automatically trigger creation of a local improvement district

## FROM THE EDITOR'S DESK

By Don Snedecor  
The Southwest Portland Post

In a local improvement district, the majority of property owners on the block or street agree to pitch in for curbs, sidewalks, pavement, and other street improvements—often where none had existed before. A new fund earmarked for these districts, and not nearby arterials, could actually begin to improve Portland's local streets.

In Southwest Portland alone, some 63 percent of all streets don't have sidewalks. There are many unimproved dirt, gravel or partially paved streets that need to be completely rebuilt. Erosion and flooding are constant concerns by property owners, reminded every time it rains.

Currently city code requires developers to make half-street improvements along the property's street frontage whenever there is new adjacent residential construction. But developers argue that this doesn't work on unimproved streets, simply creating what Commissioner Steve Novick refers to as "sidewalk islands."

The solution to this problem for the past 25 years has been "waivers of remonstrance." That simply means that the city is adding a caveat to the deed of the property in question that waives the owner's right to object to future street assessments and improvements. That property owner is a YES when it comes time for residents of that street to vote up or down.

The problem with waivers, of course, is that nothing seems to trigger these local improvement districts from ever being built. Developers are happy

not to have to build sidewalks and other improvements, and that cost isn't passed on to the property owners.

But developers don't have to live with the aftermath. When do improvements ever kick in? Rarely or never.

It's been widely reported in the media that some \$375 million in waivers are on the books. But even on blocks where every single property owner has a waiver on the books, these improvements are not being made. Why not?

The reason is the cost. According to the LARKE Report, a study of unimproved roadways in the Woodstock neighborhood by Portland State University graduate students, the average citywide cost per linear foot is \$1500. So for 50 linear feet of frontage that means \$75,000. Ouch!

Novick's most recent innovation is called the Local Transportation Infrastructure Charge or LTIC. This ordinance, recently passed by the city council, would create a fund when developers for a variety of reasons sought to avoid building sidewalks.

Let's say the actual construction cost to a single-family residence for half-street improvements was \$75,000. This money would be pooled into a fund which would pay instead for improvements needed on nearby arterials and thoroughfares.

According to a spokesman for the transportation bureau, federal and regional funds can only be used for improvements to arterials and collectors—and I assume that would include the proposed 10 percent gas tax that appears on the primary ballot May 17.

But since this fund could not be used for side streets, when would those badly needed improvements ever be built?

Here's the answer. On fully improved



Sidewalk islands could be a thing of the past if LTIC funds are earmarked for local improvement districts. (Post photo by Don Snedecor)

streets, nothing should change. Developers should be required to build curbs, sidewalks and other half-street improvements along the property lines.

But for new residential development on sub-standard streets, City Council should create a local improvement district which automatically is triggered by new construction.

Neighbors on the block, or perhaps within a linear quarter mile, depending on needed improvements, would be notified there was money set aside for street improvements.

A trust fund would be created, with seed money from the new development. Those with waivers of remonstrance on their deeds could not object, which would speed up the process.

An advisory committee to oversee improvements would be established and all stake holders would be invited to serve on that committee.

A technical advisory committee, including engineers from the environmental and transportation bureaus, would be consulted for dealing with landslides, stormwater runoff and other related issues.

The city would pay half of the cost of the project. The property owners would split up the cost of the other half, based on street frontage.

After all, the city is already paying 100 percent of the cost of improvements to arterials and collectors. This is only fair.

Low interest loans, currently available to property owners to pay for sidewalks and other street assessments would continue.

Once the street is improved to city standards, the city takes over maintenance. Erosion is eliminated. Children and seniors have a safe place to walk. Police, fire and medical personnel are able to access the street in an emergency. Justice has prevailed. And yes, you still have to pay to repair cracks the roots to your maple tree made in the sidewalk along your property line.



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**Correction**

In the article, "Boys and Girls Aid offers free seminar for foster parents in Southwest," (*The Post*, April 2016) reporter Jack Rubinger mistakenly referred to Londo Ramos as "her" and "she." Ramos is actually a male. We apologize for the confusion and regret the errors.

**PRIMARY ELECTION 2016**

*(Continued from Page 1)*

Candidates Lanita Duke, Amanda Fritz, Ann Sanderson, and David Morrison were up first. Amanda Fritz is the incumbent. Duke stated that it was time for a new voice. Sanderson said city hall wasn't listening to the citizens. Fritz thanked the community for their partnership with the Sears Armory homeless shelter. Morrison warned the audience about the dangers of microwave radiation from Wi-Fi routers.

Candidates for City Commissioner Position #4 were up next. Steve Novick is the incumbent. Stuart Emmons, an architect, responded that he had the experience to build the infrastructure and housing needed for the growing population.

Shannon Estabrook, a teacher for 30 years at Portland Community College, said she had lots of excellent ideas to alleviate traffic. James Lee, the oldest of the entire candidates and physics specialist, would bring technical expertise to the transportation bureau and deal with a broken tax system.

Novick said if the gas tax is passed there will be more money for community

priorities like better roads and safer communities.

Chloe Eudaly, an independent bookstore owner, was asked about reducing congestion.

"It would be more appropriate for an office-holder to answer that question," she replied.

Suzanne Stahl, a city rights activist who sits on disability advisory councils, said that the city needs to address showers and clean clothes for the homeless in order for them to seriously look for work.

Fred Stewart doesn't feel city council members are doing their jobs. He'd create a new youth bureau focused on children becoming more involved in city planning.

**Eight candidates compete for Portland mayor**

Incumbent Portland Mayor Charlie Hales decided not to run for a second four-year term opening up the position with at least eight candidates in attendance this night.

Jules Bailey, a county commissioner, was asked about the tree canopy which he replied needed prioritization. He also mentioned earthquake preparedness.

Patty Burkett said she realized she was one of the lesser candidates and said many people don't know how to pay their taxes and said homeless issues were a federal issue.

Deborah Harris, a business woman and writer, addressed stormwater questions. She said she would ask the residents themselves to assess their needs and let the mayor's office know.

Sarah Iannarone, a global advisor on environmental and energy solutions, wants to keep the village quaint. Iannarone sits on a mixed-use comprehensive plan committee and suggested more sustainable projects for development.

David Schor, an assistant attorney general, supports working where you live and to increase routes for walking and biking.

Ted Wheeler, incumbent state treasurer who's also running for



David Schor, Oregon assistant attorney general and mayoral candidate, speaks with Jim Peterson, Multnomah land use chair. (Post photo by Erik Vidstrand)

Portland mayor, answered a question on the homeless problem. "Addictions need to be treated," said Wheeler. He made the only joke of the evening saying that this event felt like speed dating since candidates were held to strict time limits and were allowed no interaction with the audience.

The audience was polite with no one clapping or yelling out questions or comments. The event finished early for more mingling.

**Comprehensive Plan amendment would allow middle housing in established neighborhoods**

**MULTNOMAH NOTEBOOK**

By Erik Vidstrand  
The Southwest Portland Post

The Portland City Council recently proposed an amendment, P45, to the 2035 Comprehensive Plan update. It states that clustered residential buildings would be allowed within a quarter mile of designated centers, where appropriate, and within the inner ring around the central city.

Called "middle housing," these smaller, more affordable housing units would be built in portions of select single-dwelling zones. This housing can be duplexes, triplexes, four-plexes, garden apartments, and cottage clusters. It can accommodate a greater diversity of household sizes, incomes, and ages.

Robert McCullough, community activist and president of the Eastmoreland Neighborhood Association, was on hand April 12 at the Multnomah Neighborhood Association meeting. McCullough discussed this

and other tactics to deal with challenges Multnomah has been besieged with.

These included affordable housing, infill, trees coming down, large out-of-scale projects, and land use which he considers the number one issue.

A letter drafted by the association states that this amendment was a radical and a last minute change to the 2035 Comprehensive Plan that is already too far reaching.

According to the city, this policy is already part of the recommended draft of the Comprehensive Plan. However, this additional policy takes the concept further reflecting on the needs of and benefits of middle housing.

"If the village is designated a neighborhood center as currently proposed in the Comprehensive Plan," warned Carol McCarthy, Multnomah neighborhood chair, "zoning would be changed to R2.5 in Multnomah Village, Hillsdale, and West Portland.

"This would eliminate most single-family residential zoning," McCarthy explained. "On top of it all, many people are unaware that this amendment is



Eastmoreland neighborhood chair Robert McCullough was a guest speaker at the April 12 meeting. In the background are Multnomah board members Martie Sucec, Carol McCarthy, Donna Bestwick, and Katherine Christiansen. (Post photo by Erik Vidstrand)

even being considered."

"This means more infill, traffic, and the destruction of more trees," McCullough added.

Association leaders hope the city will make Multnomah Village a neighborhood corridor, not a center. It better fits the design and character of the village and is more in keeping with the semi-rural feel of the area.

A new resident attending the meeting for the first time asked what was so bad about multi-family units. Jim Peterson, land use chair, responded that it was fine, but not in the neighborhoods.

"It belongs in the main arteries," he grinned. "It's just not the right method."

Two days after the neighborhood meeting, over 70 people attended a public hearing on all the various amendments. McCarthy's testimony stated that P45 was buried in over a hundred pages of amendments with just a little over a month for public comment.

"At numerous planning meetings since 2014," said McCarthy, "we have had repeated assurances from the Bureau of Planning and Sustainability that the zoning in our neighborhood would not be affected by being designated as a neighborhood center."

Open houses will be scheduled this summer throughout the city to further reach out to the public about these Comprehensive Plan amendments.

**In other news...**

Unprepared developers from Everett Homes were ridiculed for their lack of maps and other visual aids. They received terse responses on a large residential project they are building on Southwest Troy Street. The builders suggested future conversations between developers and community members.

Southwest Capitol Highway improvements may come down to a gas tax on the ballot in May. Chris Lyons, transportation chair, leads a subcommittee that has been leading the charge for sidewalks and bike lanes.

The Sears Armory will be shutting its doors as a homeless shelter on May 31. The city is looking for a tenant for the building to pay rent as it develops the emergency center.

McCarthy wrapped up the meeting in a dismal state. "Could the large apartment building across the art center just be a start? What's next? A Walmart by the post office? Townhouses next to the art center?" She sighed and closed the meeting. It takes a city to raze a village.

For more information about the Multnomah neighborhood, contact Carol McCarthy at [mnachair@gmail.com](mailto:mnachair@gmail.com). For more information about middle housing visit the city project website at [www.portlandoregon.gov/bps/infill](http://www.portlandoregon.gov/bps/infill).

**Heritage Tree in Danger**

*(Continued from Page 1)*

Sucec testified to the city council, "Your policies have not only promoted destruction of the prized tree canopy in many places, they have displaced many working class citizens and now they are displacing middle class citizens as the gentrification of their neighborhoods continues with frightening speed."

Sucec said she knew protesting the removal of the heritage tree might be a futile effort. "My feeling is that there's nothing the neighborhood association can do," she said. "It's heartbreaking."

But the tree may yet be saved. Sebastian said Renaissance won't know for sure if the developer can save the cedar until they do some excavation, which won't be for a couple of months.

But he warned that sometimes developers keep a tree that ends up being a hazard for the homeowners, who have to spend thousands of dollars taking it down later, and they're not happy about that.



Activist Sara Long climbs the Northern Deodar Cedar she hopes to save from the developer's ax. (Post photo by KC Cowan)

"We always try to save a tree if we can," he said. "But if it has to go, it has to go." At press time the tree was still standing.

## COMMUNITY LIFE

By KC Cowan  
The Southwest Portland Post

**6 New Art Exhibit:** The Multnomah Arts Center is presenting the annual Youth Art Show, titled "Landscapes of the Mind." This multi-media show opens Friday, May 6 with a reception from 5–7 p.m. and runs all month. Art students ages 18 months to 17 years will display their creative works. For more information, call 503-823-2787 or go to [www.MultnomahArtsCenter.org](http://www.MultnomahArtsCenter.org). Free.

**7 World in Motion:** Learn more about the Middle East and its culture. The Capitol Hill Library, 10723 SW Capitol Hwy., will showcase different cultural aspects of the Middle East that include



These hand made baskets are a sample of the student art at this year's show. (Photo courtesy Multnomah Arts Center)

literature, history, food, music and more. Saturday, May 7 from 1–5:45 p.m. Free. For more information, call 503-988-5385.

**9 Historic Talk:** The Garden Home Thriftway store has a long and interesting history. Come hear all about it when Colin Lamb presents a slide show and discussion of the store and other merchants of early Garden Home. Monday, May 9, 6:30–7 p.m. at the Garden Home Recreation Center, 7475 SW Oleson Road. Free. For more information contact Elaine Shreve at 503-246-5879 or [GardenHomeHistory@gmail.com](mailto:GardenHomeHistory@gmail.com).

**12 Granny Flat 101:** Learn the ins and outs to building an accessory dwelling unit on your property in Portland for your family or a renter.

Local accessory dwelling unit expert Kol Peterson will provide a brief overview of ADU information, including zoning, costs, financing, current events and resources. Thursday, May 12, 6:30–7:30 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. Registration required; register online, in the library or by calling 503-988-5234.



Lamb's Garden Home Thriftway as seen in 1957 on its grand opening. (Photo courtesy Garden Home History Project)

**14 Explore the Portland Heights:** This month's Southwest Urban Trails walk will be six miles and explore the west side of Portland Heights. Meet behind the bleachers at Wilson High School (Capitol Highway at Sunset Boulevard) on Saturday, May 14 at 9 a.m. For more information or to volunteer to lead a future walk in your neighborhood, contact Sharon Fekety ([fekety@hevanet.com](mailto:fekety@hevanet.com)) or visit [www.swtrails.org](http://www.swtrails.org).

**Free Health Check:** Come to Wilson High School, 1151 SW Vermont, on Saturday, May 14 and get a checkup. The Compassion Clinic will offer free medical and dental services, including podiatry, massage, vision checks and more. Access to social services and a free lunch will also be provided. It's all free. The clinic operates from 8 a.m. – 3 p.m.

**15 Through Indian Eyes: Native American Cinema** The series runs May 1–22 at the Northwest Film Center, but one film in particular looks inviting. *Naturally Native* is about three American Indian sisters who begin a line of organic cosmetics in a journey of self-betterment and triumph. Sunday, May 15 at 4:30 p.m. at the Northwest Film Center's Whitsell Auditorium, Portland Art Museum, 1219 SW Park Ave. Admission: \$9 General; \$8 Students, Seniors; \$6 Child. Advanced tickets: <https://nwfilm.org/film-series/through-indian-eyes/>

**16 Young Dancers:** Oregon Ballet Theatre presents OBT2, the new junior performing wing of the dance company. The performance will be at the Mittleman Jewish Community

Center, 6651 SW Capitol Hwy. on Monday, May 16 from 7–8 p.m. Free and open to the public. See the dance stars of tomorrow, today! For more information, call 503-244-0111.

**18 Seniors Act Up:** Northwest Senior Theatre presents a show celebrating 25 years of musical theatre from Broadway to Vaudeville. Come tap your toes May 18–21 at Alpenrose Dairy Opera House, 6149 SW Shattuck Rd. Performances are at 2 p.m. and admission is only \$5.00. For more information: (503) 227-2003 or [bettymer@comcast.net](mailto:bettymer@comcast.net).

**21 Classical Performances:** The Portland Chamber Orchestra holds its final concerts of the season on Saturday, May 21 at 7:30 p.m. at Nordia House, 8800 SW Oleson Road, and on Sunday, May 22, at 3 p.m. at Lewis & Clark College, Agnes Flanagan Chapel, 0615 SW Palatine Hill Road. The orchestra, under the baton of Yaacov Bergman, will perform works by Prokofiev, Mendelssohn and Beethoven. Tickets are available at the door, or call the box office: 503-771-3250.

**Cal Scott Band:** Matt Miner presents singer-songwriter Cal Scott with a supporting cast of some of Portland's finest musicians. Musical director of the Trail Band, Scott has performed on numerous compact discs and has composed for film and television, including more than 50 documentaries and specials for PBS. Don't miss this talented performer Saturday, May 21, 7 p.m. at O'Connor's Vault, 7850 SW Capitol Hwy. Tickets at [csband.brownpapertickets.com](http://csband.brownpapertickets.com).



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# Ten baby goats join the other animals at Tryon Life Community Farm

By Jack Rubinger  
The Southwest Portland Post

Ten baby goats born at the beginning of March are the newest additions to the constantly changing Tryon Life Community Farm. Their antics have been delighting all those who have visited the land in the last month.

Located at 11640 SW Boones Ferry Road, the seven-acre property which abuts Tryon Creek State Natural Area was saved from commercial development in 2004.

Originally a planned housing development, TLC Farm staff members are planning a 10th anniversary celebration on June 19. The celebration will feature workshops, song circles, an open microphone, dancing and farm

tours (including those really cute baby goats).

"TLC Farm is a volunteer run non-profit organization and is based on generosity and creativity," said Jenny Leis.

"There is always more to do on a land project, and the work — especially in spring — can feel overwhelming as everything is growing from the things we want, like our 50 fruit trees, the starts in the greenhouse, and the baby goats, to the things we don't want, like blackberries, buttercup and bindweed."

TLC Farm offers all programs on a sliding scale to make them economically accessible to all.

Volunteer Neil Cadsawan's two children (Graham, 8, and Penny, 3) enjoyed running around and exploring all the different areas and structures.

Penny took great joy in running through the paths by herself. There was a rope tied to a tree that Graham loved.

"I'm a big proponent of free-range parenting," said Cadsawan. "The farm is a perfect place to let my kids to be outside and have hours of unstructured play. Graham keeps a look out for his sister and they play great together. Sometimes there are other kids at the farm and all of them have a terrific time running around together."

"It's also nice that other adults keep an eye out for them, as I do as well for other



Ten super cute baby goats were born in March at the TLC Farm. (Post photo by Jack Rubinger)



Penny Cadsawan enjoys running around at the TLC Farm. (Post photo by Jack Rubinger)

kids there," Cadsawan added. "I know my kids are my responsibility, but it's nice knowing that the people there — both residents and those volunteering — are willing to care enough for others that they keep an eye and ear out for everyone's wellbeing."

Farm staff members are planning to install more educational signs on the land to inform the many people who visit the land about everything going on. They recently received a grant from the Spirit Mountain Community Fund for their ethnobotany education program and are creating a seasonal curriculum for visiting school groups.

The farm hosts community work

parties every other weekend (The dates this month are May 7 & 8 and May 21 & 22.) with many upcoming events in June and July.

In July, TLC Farm will host summer camps for three weeks. Three summer camps are put on by the Mother Earth School and include Wilderness Exploration and Tracking Skills, Forest Music and Instrument Making and Music, Mime and Discovery camps.

*Editor's Note: For more information about Tryon Life Community Farm call 503-245-3847, fax 503-342-2618 or visit their web site tryonfarm.org. Detailed directions, a list of activities, staff and their appropriate email addresses can be found there.*

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# Frogs croak, neighbors sweat, staff recommends light rail over bus rapid transit

## SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand  
The Southwest Portland Post

So much for a rapid bus line along Southwest Barbur Boulevard or a tunnel to Portland Community College. These two components were recently nixed by project staff members who have been studying the Southwest Corridor Plan since 2012.

But the elected officials, who make up the steering committee, have the final say and will vote on the staff's recommendations in May. A recent planning meeting was held at the Southwest Community Center on April 6 with about half of the steering committee present. Metro staff presented their recent recommendations on the Southwest Corridor Plan.

Community members were crammed in a tiny room while frogs croaked outside and doors were propped open on the warmest night of the year.

Based on direction from the committee, technical analysis, and input from community and business groups including the general public, staff proposed light rail as the preferred high capacity transit mode and to eliminate the light rail tunnel alignment to PCC Sylvania.

They suggested exploring and refining alternative options to get to the college campus. According to Metro, growth ridership beyond 2035 could be accommodated by a MAX train but not with the bus rapid transit. Busses would also impact vehicular traffic through the corridor.

Light rail would be faster, more reliable, and more cost-effective to operate but not necessarily to build. There was clear public response for

light rail rather than busses.

As for the tunnel, ridership would not justify the cost of its construction. There would be more neighborhood and traffic impacts with a tunnel.

"Future investment on the Sylvania campus in response to an on-campus station is unclear," replied Metro project manager Chris Ford.

"While other options that connect the campus to light rail would be outperformed by a tunnel," Ford said, "the option would improve convenience, ridership, and travel times at a much lower construction cost."

The higher cost of the tunnel would also preclude funding for pedestrian, bike, and roadway projects that would connect to the major arteries according to Metro.

Staff presented additional solutions which include new bus lines with no transfers, a TriMet shuttle, and increasing the Line 44 and 78 schedules.

Some kind of mechanized transport such as a funicular or aerial tram was also discussed. Would the tram have community impacts as well such as the ability to view into private gardens and windows from above?

Brief public comment was then welcomed. First up was Linda Degman, director of the bond program at PCC.

"We are excited about the various transit options," Degman testified, "but disappointed that there won't be a direct access with a tunnel. Students won't get out of cars to sit on buses."

According to a 2011 online survey administered to students, staff, and faculty, over 70 percent drive alone to the campus.

Next testimony up was Chris who only gave his first name. He explained how Metro is operating in a 20th century mode. He described self-driving Google cars that could act as



An aerial tram is being considered to transport faculty and students from the light rail station at Southwest 53rd Avenue and Barbur Boulevard up to the PCC Sylvania campus. (Photo courtesy OHSU)

shuttles to and from campus as well as other areas in the corridor.

"This is not some kind of science fiction fantasy," he said. "By the time this project is done in 2025, the technology you are now using will be outdated. Google has already logged 1.5 million Google car miles."

Jim Howell, a retired engineer, provided a little history of the project to date. "First, this project was going to serve OHSU, drop down to Hillsdale and perhaps run under Multnomah Village. This is no longer the case. You pulled Tualatin out and now are going to drop PCC," he went on. "And still it's a \$2 billion project!"

John Gibbon, land use chair for the Southwest neighborhood coalition, questioned how extreme winter weather will affect the rail service. Roger Averbeck, SWNI transportation

chair, questioned the timelines.

Malu Wilkinson, project coordinator, explained the investment strategy in 2013 had extensive engagement with a long list of stakeholders.

Noelle Dobson, project spokesperson, said that all the reports were online and invited the participants to engage with staff. Maybe it was the heat or the cramped room, but participants decided to mingle and look at maps and reports and ask their questions individually instead of sitting around more tables.

The steering committee will be meeting on May 9 from 9-11 a.m. at the Tigard Town Hall. In June, the committee is expected to approve a "preferred package" of potential transit alignments for a federal environment impact review. For more information, visit [www.swcorridorplan.gov](http://www.swcorridorplan.gov).

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Scott Ford, one of our readers, enjoyed a fabulous salad and a copy of the *Southwest Portland Post* in South Waterfront. Where do you read *The Post*?

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# Highway 5 in Santiago is a toll road; former streets replaced by pedestrian plazas

## POSTCARD FROM CHILE

By Erik Vidstrand  
The Southwest Portland Post

Driving in the hot smoggy weather in downtown Santiago, Chile, suddenly a beep-beep goes off in the SUV. It happens again kilometers later.

The beeping, it turns out, records the freeway kilometers driven on Highway 5 and charged to the driver's "E-Z Pass" account.

This is a section of the Pan-American Highway which runs from the tip of South America to Prudhoe Bay in Alaska.

The tolls are meant to not only build and maintain roads, but it is also a way to decrease vehicular traffic in order to get a grip on the poor air quality. Some 5 million people inhabit this former Spanish colonial city.

Today's cost, as expressed on an overhead digital sign, is 119 pesos (about 17 cents) per kilometer.

The freeway is a marvel of engineering being underground for many kilometers with exits every so often. The main reason was that the growing city needed a more direct way through the city without disrupting the many businesses and homes above ground.

The driver, Alejandro, normally takes the Metro, micro buses, or colectivos (shared taxis) in order to decrease traffic and personal cost.

"Besides," Alejandro said, "if I want to have a few drinks at a friend's house or bar, I can take public transportation without the risk of being pulled over for driving under the influence."

There is zero tolerance for drinking and driving here. Oregon may have its limit of .08 percent but in Chile it's 0.0 percent. Fines are stiff.

Additionally, since January, all drivers must have a safety vest in the vehicle at all times. These neon orange or green nylon vests were the topic of many a news story.



Public workout equipment near the beach in Santiago. (Post photo by Erik Vidstrand)



Pedestrian plazas are replacing traditional streets in downtown Santiago. (Post photo by Erik Vidstrand)

Whether a break down or fender bender, the driver is required by law to wear the vest when they exit the vehicle.

And although there are a lot of bikes for rent, not many cyclists are seen commuting just because it's just too dangerous. They can be seen all lined up in parks and painted bright orange so motorists can make them out.

Sunday Parkways is a weekly event where a long stretch of one of the busiest thoroughfares is closed to traffic. That is the day bicycling, jogging, and strolling is common. Chile still recognizes Sunday as a day of rest and most businesses are closed.

In its commitment to health, the government provides exercise equipment throughout a variety of outdoor locations. These consist of

pull-up bars, stretching machines or a place to do sit-ups. The equipment is made of solid steel painted with thick lacquer to protect it from the elements.

Tied into many of these parks and main boulevards, one can find walkways where motor traffic once ruled. The asphalt is replaced by brick and tile. Traffic signs have made way for trees. Retail kiosks, benches, fountains, and sidewalk cafés have been added.

As a result, businesses and the quality of life thrive. It's a win-win for all. Somehow Chile doesn't deserve the title of a third-world country.

Post reporter Erik Vidstrand spent nearly 40 days in Chile with his family this past winter. Traveling somewhere unusual or exotic? Send us a Postcard! Contact Don Snedecor at 503-244-6933 or [news@multnomahpost.com](mailto:news@multnomahpost.com) for details.

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## An interview with Spilt Milk's Betsy Kauffman and Joanie Quinn

By Jack Rubinger  
The Southwest Portland Post

Betsy Kauffman and Joanie Quinn are producers, cofounders, and performers in Spilt Milk, the smash hit monthly comedy series at O'Connors Vault in Multnomah Village.

Quinn has magenta hair. She's Catholic. Kauffman wears round glasses. She's Jewish. Both are in their 50s. The two met several years ago when they took comedy classes and tried doing stand-up.

This reporter interviewed the pair over a tall Guinness Stout at O'Connor's. Very quickly, a flow began as it turned out that this reporter and Kauffman knew each other from the B.C. (before children) era.

**Who are your influences?**

**Kauffman:** Gary Gulman, Andrew Norelli are two influences! They both get so much humor from everyday things. I love Elizabeth Gilbert's book on creativity; it's opened up a lot of things for me.

**Quinn:** Growing up it was the TV shows Laugh-In, Saturday Night Live, Gilda Radner, and later Steve Martin and Robin Williams. Today I am influenced by the daily comedy swirling around me with four kids, from three different mothers. My comedy is like Erma Bombeck on medical marijuana.

**Where is the humor in the world today?**

**Kauffman:** Pretty much everywhere. I heard Jay Leno quoted as saying that the average person could turn out a five-minute comedy set every day on the things that happen to him/her. For me, my humor is mostly from my family – my kids, my parents, my upbringing, my husband.

**Quinn:** Buried under a big pile of political correctness, perhaps. But I find humor everywhere – in the palm trees people are planting in Portland. Oh, and in Betsy's hair. Lots of comedy in there, and probably a few other things... Betsy have you seen my keys?

**What's the scariest thing about doing stand-up comedy?**

**Kauffman:** It's soooo scary the first time you get on a stage. I thought I was going to get sick. You're all alone and so vulnerable, wondering if anything is going to land. Everyone knows that awful feeling of telling a joke and not having anyone get it.

**Quinn:** Everything. Will I remember what I was going to say? I was really funny last time, but will the audience find me funny this time?

**How do you recover from a night when you have bombed?**

**Kauffman:** What? I never bomb! That's not true. I figured out early on that you don't die from it, so even

though it feels pretty crappy, it's not that big a deal. Still, I usually call Joanie after I have a bad performance so I can whine and get some sympathy.

**Quinn:** Tons of chocolate. Talk to Betsy. It's a hard feeling, but it does happen.

**Can anyone do stand-up comedy?**

**Kauffman:** Interesting question. I don't know. I do know that a lot more people can than realize they can. Much of it is a learned skill that can be taught if you're willing to work at it. Judy Carter, the author of "The Comedy Bible," claims to be able to make anyone funny.

**Quinn:** Anybody can do it. But it takes someone special to do it right. Wait – that's being a parent. I guess it applies here, too.

**What do you like most about Southwest Portland?**

**Kauffman:** It's very homey. I like the parks and the little shopping areas. I love the Hillsdale library. I spent a lot of time there with my kids. Our curving streets are good too. That grid system on the east side is dull.

**Quinn:** I like the community feel of Southwest Portland. Multnomah Village has original shops owned by local folks, who sent their kids to local schools, and who work at their shops and invest in the community feel of our town.

**What do you like least about Southwest Portland?**

**Kauffman:** We could use a few more sidewalks.

**Quinn:** The hills! Geez, a girl with no muscles would like to ride a bike every once in a while, pleeeese!

*Spilt Milk is located at O'Connor's Vault in Multnomah Village, 7850 SW*



Betsy Kauffman (left) and Joanie Quinn at O'Connor's in Multnomah Village. (Post photo by Jack Rubinger)

Capitol Hwy. Featuring PG-13 humor, the next show is set for Thursday, May 12. Dinner is available. No minors are allowed, and the doors open at 5:30 p.m. Shows often sell out ahead, so purchasing tickets in advance is recommended. The

line-up for the Thursday, May 12 show includes Nathan Brannon, Joanie Quinn, Debby Dodds, Neeraj Srinivasan, and Wendy Westerville. Tickets are available on [www.brownpapertickets.com](http://www.brownpapertickets.com) for \$10 in advance/\$15 at the door.

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