Commissioner Fritz visits neighborhood, comments on Portland budget cuts

SOUTH PORTLAND

By Lee Perlman The Southwest Portland Post

Commissioner Amanda Fritz visited the South Portland Neighborhood Association last month. As might have been expected Mayor Charlie Hales' just-released budget was a major topic of conversation.

In general, Fritz supported Hales' choices. While regretting the loss of the Neighborhood Small Grants program, she was relieved that the budget ax did not fall so heavily this year on the Portland Office of Neighborhood Involvement and coalitions such as Southwest Neighborhoods, Inc.

"After years of losing fingers and toes, it's nice that we won't be chopping off arms and legs," Fritz said of the relatively small cuts to the program.

Fritz also supported Hales' plans for cuts to the Fire and Police bureaus, saying, "We can't balance the budget without" cutting these major bureaus. She also supported Hales' specific plans.

Hales suggested using smaller vehicles and crews, rather than fire trucks, to respond to medical emergencies, which make up a large portion of Fire Bureau calls. With regard to the police, Fritz said, "I think the time for the mounted patrol is past." This is a popular feature of the force that has survived past budget cuts, but critics say the patrol is expensive to

maintain, and does not offer significant advantages, other than public relations, to other types of patrol. Fritz did take issue with an-

other Hales proposal: to transfer the Noise Control Office from the Bureau of Development Services to ONI.

Fritz compared this to former City Commissioner Randy Leonard's abortive effort to transform neighborhood offices into providers of government services, rather than the supports for grass roots activism that they currently are.

"ONI is not about services or enforcement," she said. "This is clearly not core to ONI's mission."

Regarding SUN Schools and other youth-related programs, Fritz said that Hales and County Commission Chair Jeff Cogan are discussing which jurisdiction should fund what services, and that some services may fall through the cracks. "I don't care who funds them; I just want them funded," she said.

In a related matter, Fritz and

South Portland members discussed the Southwest Corridor Plan process, and expressed similar concerns and dissatisfactions with it.

The Plan is examining the creation of "high capacity transit" – either a light rail or "bus rapid transit" route – extending from downtown as far south as Sherwood along Southwest Barbur Boulevard or adjacent streets.

Metro is in charge of the project, and critics have complained that it is proceeding too fast with insufficient time for public input.

For instance, planners have identified 47 public improvement projects that might be undertaken as part of this process and are accepting public comment about these, but the projects were culled from a much larger list without public input.

When some residents expressed confusion about the current state of the process, Fritz said, "You're a really invested neighborhood, and the fact that you don't know what's going on is a concern to me."

Told that Metro planners may narrow the list of potential options by July, she said, "It's hard to believe that we need to make a decision by July. A lot of planners went to planning school – they decide among themselves what's best for



City Commissioner Amanda Fritz

us, and we're all supposed to say, 'Isn't that lovely.'"

Fritz, originally from Leeds, England, said she had recently gotten lost in the area and had done an "accidental walking tour" of South Portland.

"It's like old London," Fritz said. "It's a great old neighborhood that's had a lot of things done to it. This is a really stalwart neighborhood. Thank you for all the work you do."

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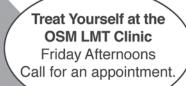


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