

“Digging deep,  
Shining a light”

INSIDE



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Restaurants  
struggle, some  
close



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Grand slam  
disaster



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Mitch cleared  
the air

JUNE 2020/ VOLUME 33, NO. 9

FREE

SERVING PORTLAND'S NORTHWEST NEIGHBORHOODS SINCE 1986

nwexaminer

# Cycling in Forest Park

## The rhetoric goes round and round, but real debate never begins

BY ALLAN CLASSEN

Organized mountain bikers have yearned to ride Forest Park trails for decades, restrained so far by a city law that puts the ecological health of the 5,000-acre urban preserve above potentially destructive recreational uses.

To be precise, the standard for allowing new recreational use is even higher than that. These activities must literally “enhance” plant and animal life in the park.

Science is to have the last word. New facilities or activities cannot be considered until the current condition of biological life in the park is documented, providing a baseline from which to measure disruptions to the status quo.

This framework is at the heart of the Forest Park Natural Resources Management Plan, adopted by Portland City Council in 1995. Twenty-five years later, the baseline studies have still not been conducted.

The bicycle lobby has never attempted to clear this hurdle nor pushed for the prerequisite studies. Instead, cycling advocates have attempted to go around the ordinance and its formidable environmental bar.

Cont'd on page 6



Although envisioned as “a natural sanctuary—a place for mental and spiritual renewal and refreshment”—by its founders, the park is used by cyclists in violation of rules that Portland Parks & Recreation is unable to enforce.

Photo by Catherine Thompson

# Street barriers installed without public review



A delivery truck crosses into the left lane turning onto Northwest 24th Avenue from Thurman Street because the right lane was fully blocked by temporary barriers that are part of the city's Slow Streets/Safe Streets program. The barriers were later moved to meet the program's objective of allowing local traffic to pass unhindered.

Photo by Bob Weinstein

## Commissioner Chloe Eudaly makes abrupt reversal in response to pandemic

BY ALLAN CLASSEN

Recent media attention has explored the possibility that governments worldwide are seizing opportunities created by the COVID-19 pandemic to undermine rights of their constituents.

Locally, Chloe Eudaly, commissioner of the Portland Bureau of Transportation, announced a citywide program restricting motor vehicle traffic on 100 miles of residential streets. The first public announcement of the initiative on April 28 came a week before it was implemented. There was no opportunity for public input before the program rolled out with its first installation at Northwest 22<sup>nd</sup> and Flanders streets on May 7.

Slow Streets/Safe Streets involves nine streets signed for “local traffic only” in

Cont'd on page 15

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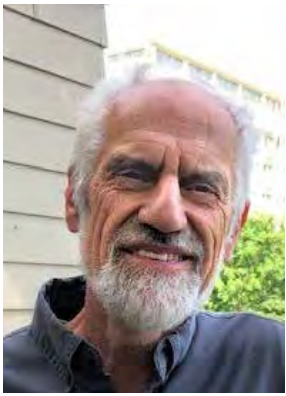
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*Burdean, Dan, Mardi, and Kishra*





# Readers have the last word

We have a very special advertisement in this edition: a full-page announcement by readers who bought the space to ask neighbors and friends to join them in supporting the NW Examiner financially. I am deeply honored to have such devoted and community-minded readers.

Upon their recommendation, we will be instituting a \$50 annual subscription fee. The Examiner has been mailed free of charge to 23,000 or more addresses since the 1990s, constituting our largest expense item. Free mailings will continue for the foreseeable future, but those who want to support the paper as a commitment to our kind of independent local journalism now have an avenue.

The long American tradition of advertising providing the bulk of newspaper revenues has obscured the fact that the interests of marketers are not identical to those of readers. A thin wall separates editorial content from advertising, a wall enforced primarily by professional ethics. That wall hardly exists on the internet, which is taking away increasing share of promotional dollars from print media. Unlike publications, in which advertisers can be easily identified, websites often have hidden sponsors, and they may be peddling more than



products. Newspapers large and small are losing out to free social media as an advertising medium. And now the COVID-19 pandemic jeopardizes the future of the retailers and restaurants who have underwritten local papers since the 19<sup>th</sup> century. Businesses alone will no longer sustain professional journalism and

the newspapers that publish it. The NW Examiner has seen ad revenues plummet since March as stores closed. Our page count fell from the usual 24 to 16. There were no layoffs because Joleen and I decided to keep working (our other staff members are part-time freelancers), but revenues have covered little more than the cost of postage and printing. We need our readers to fill the gap. That is not a bad thing. Putting readers first has been my motto, and the transition will move the economic incentives in that direction.

We may also develop events and forums. We expect to use reader connections to reach major institutions and businesses, such as hospitals, supermarkets and banks, that have chosen our community as their home but have perhaps overlooked the benefits of associating with a newspaper trusted by their customers.

While charging subscriptions for something people could get for free may not make sense for most businesses, it has long worked for public broadcasting, and most newspapers are now pursuing a similar course. I take pride in the fact that this initiative came from the readers, the people I have always considered our reason for being. Not all readers will subscribe, even if they would like to. Many have greater immediate necessities, especially now. But for those who have both the means and share this purpose, we would be most grateful for your support. Self-government requires an informed citizenry to hold its representatives accountable. Information alone is not hard to come by. We are deluged with it. Often manipulated by it. Increasingly divided by it. Raw information can drive our delusions, apathy, paranoia and tribal instincts. Information must flow through that filter we call news to become worthy of reliance. More than ever, journalists must work daily to overcome the blinders—within and without—that limit our vision and our ability to function as a society.

That has been my mission for 34 years, and with your support, I am ready for more. ■

## Readers Reply

Letters can be sent to: [allan@nwexaminer.com](mailto:allan@nwexaminer.com) or 2825 NW Upshur St, Ste. C, Portland, OR 97210. Letters should be 300 words or fewer; include a name and a street of residence. Deadline: third Saturday of the month.

### No to leaf blowers

Pollution generated by gas leaf blowers can increase your risk of complications or death from COVID-19. Harvard researchers found that a small increase (1 microgram) in the concentration of particulate air pollution means a big increase in COVID-19 deaths. A single commercial gas leaf blower can produce millions of particle micrograms every hour. Quiet Communities, a national nonprofit, has called for an immediate moratorium on the use of gas blowers given the health risks to the public and especially to landscape workers. Quiet Clean PDX advocates for a voluntary moratorium until a vaccine is widely available.

There is no use for any blowers in the spring. Blowing grass after mowing is unnecessary and counterproductive, and use of a leaf blower has a destructive impact on soil, plants and pollinators. There is no evidence of landscape workers losing jobs in cities that have prohibited gas leaf blowers. We recommend that lawn care workers use rakes and brooms or battery-powered blowers at low throttle for now. Residents who own gas leaf blowers can voluntarily suspend their use. If you feel uncomfortable asking a lawn care contractor to not use gas-powered blowers, remember that you are the customer and you can determine the nature of the work being done on your property. Many successful lawn care companies do not use gas leaf blowers.

Please read the Quiet Communities white paper posted on the Quiet Clean PDX website: [quietcleanpdx.org](http://quietcleanpdx.org). Scroll down the home page and click the COVID-19 button, which will take you to the link for “COVID-19 and Gas-Powered Leaf Blowers: A Lethal Combination.” To become a Quiet Clean PDX supporter, visit [Quietcleanpdx.org](http://Quietcleanpdx.org). We currently have about 400 Portland area supporters signed up for our occasional news updates. Michael Hall  
NE 29th Ave.

### Endorse somebody

Your comments in the May edition on some of the candidates for the City Council were helpful, but I wish you had a NW Examiner choice for council position 1. Carmen Rubio does indeed appear to

need more schooling, but I still have to vote for someone. The voter’s guide resumés of the other eight candidates were not particularly impressive, and Ms. Rubio was The Oregonian’s choice. Thank you for the NW Examiner. Although I sometimes disagree with the editorial positions, the paper is always interesting. Kenneth W. Hergenhan  
SW Arthur Way

**Editor’s note:** We did not develop meaningful knowledge or insights on the other candidates in the course of our regular reporting and did not have the resources to treat each one—or our readers—fairly. In the primary election, any vote for someone other than Rubio would have increased the odds of a runoff being necessary in November.





## Rep. Mitch Greenlick

Merwyn Ronald “Mitch” Greenlick, Oregon House District 33 representative from 2003-20, died May 15 at age 85 in his Northwest Portland home. Greenlick was born Jan. 13, 1935, in Detroit, and graduated from Wayne State University and received a Ph.D. from the University of Michigan in health system organization. He moved to Portland in 1964 to found and later direct the Kaiser Permanente Center for Health Research. He was named vice president of Kaiser Foundation Hospital in 1981. From 1990-2000, he was professor and chair of public health and preventive medicine in the School of Medicine at Oregon Health Sciences University. After losing his first campaign for District 33, which includes much of Northwest Portland and northern Washington County, in 2000, he was elected to nine consecutive terms. He chaired the House Health Care Committee and championed health care and environmental reform. In 1995, he was awarded the Presidential Award by Association for Health Services Research, now known as AcademyHealth, for lifetime achievement in health research. The NW Examiner presented him with the Glen Downs Justice for All Award in 2006. In 1956, he married Harriet, who worked as his legislative aide. In addition to his wife, he is survived by his son, Michael; daughters, Phyllis Taber and Vicki Green; and five grandchildren.

## Solomon D. Menashe



Solomon D. Menashe, a Pearl District resident, died May 8 at age 94. Solomon was born Nov. 17, 1925, in Portland and grew up on Southwest Montgomery Place. He graduated from Lincoln High School in 1943 and the University of Washington in 1946 before earning a master’s in actuarial science from the University of Michigan. He also served as a naval officer in the Pacific during World War II. In a nearly 40-year career in the insurance industry, he worked for the Oregon State Insurance Department, became president of Oregon Physician Services Blue Shield in 1968 and then served as president and CEO of Blue Cross and Blue Shield until he retired in 1990. He was appointed by Oregon governors to the Comprehensive Health Planning Authority, the State Accident Insurance Fund Corporation and the Commission on Healthcare for the Uninsured. He was also on the boards of U.S. Bank, Blue Cross Blue Shield and NW Oregon Health Systems. He chaired United Way and Portland Business Alliance and was on the boards of the Downtown Community Housing Inc., Salvation Army, Portland Chamber of Commerce, Chess for Success and the Jewish Federation of Greater Portland. He was a member of Congregation Neveh Shalom. He was married to Rosalyn for 69 years. He is survived by his wife, Rosalyn; daughters, JoAnn Forman, Marlinda Menashe and Elise Menashe; brother, Victor; four grandchildren; and three great-grandchildren.

## John ‘Art’ Widder

John Arthur Widder Jr., a former resident of NorthWest Place, died May 5, 2020, from Parkinson’s disease. He was born on Dec. 31, 1928, in Rockville Centre, N.Y. He received a master’s degree in journalism from the University of Missouri in Columbia. He received a Bronze Star for his military service in Vietnam. He taught business at Portland Community College; had two of his books, “Adventures in Black” and “Action in Submarines,” published by Harper & Row; and volunteered for the Nature Conservancy. He appeared on “Jeopardy!” and “What’s My Line?” He married Bette Wienberg in 1953. They lived in Monterey, Calif., New Orleans, England, New York and Italy before moving to the Portland area in 1972. Most recently, he lived in Touchmark in the West Hills. He is survived by his wife, Bette; son, John; daughters, Sue Bachrach and Anne Whiteley; and six grandchildren. His son, Scott, predeceased him.

## Sister Rita Ferschweiler

Sister Rita Ferschweiler, the administrator of St. Vincent Medical Center who oversaw its move from Northwest Westover Road to Washington County, died April 25 at age 102. Ferschweiler was born in St. Louis, Ore., March 16, 1918. She earned a bachelor’s degree in nursing from Seattle University and a master’s in nursing service and administration from St. Louis University in Missouri. She worked at Providence Hospital in Seattle, St. Joseph Hospital in Fairbanks, Alaska, and St. Elizabeth School of Nursing in Yakima, Wash., before coming to Portland in 1956. She worked as a surgical nurse at St. Vincent Hospital and director of nursing before becoming the institution’s administrator in 1964. She championed the move from the hospital’s cramped, outmoded building in Nob Hill to the new facility on Barnes Road. It opened in 1971. The following year, she retired to pursue spiritual care work in Washington state. She eventually returned to Portland, where she lived for many years at a now-defunct convent at Providence Portland Medical Center. In 2018, Providence St. Vincent named a campus garden, Sister Rita Peace Garden, in her honor.

## Elsa Wells



Elsa Frantz Wells, a teacher at Ainsworth Elementary School and Sylvan Middle School for more than 20 years, died April 24 at age 94. Elsa Werme was born Sept. 8, 1926, in New Haven, Conn., where she graduated from high school in 1943. She graduated from Mount Holyoke College in 1947. She married Carl Wells, and they moved to Portland after he graduated from Yale Law School. She received a master’s degree in education from Portland State Uni-

versity. She was a member of St. Andrew’s Presbyterian Church. She is survived by her daughter, Betsy; sons, Carl and Robert; six grandchildren; and five great-grandchildren. She was predeceased by her husband, Robert; and daughter, Kathryn.

## Patricia Kneass



Patricia Kneass, a longtime resident of Portland Heights, died April 17 at age 102. Patricia Thomas was born in Northwest Portland on April 10, 1918. After moving to Seattle and Philadelphia, her family returned to Portland, where she graduated from Lincoln High School in 1935. In 1941, she married Don Kneass at Trinity Episcopal Church. He died in 1973. She volunteered for the Junior League and United Way. She is survived by her daughter, Katy; sons, Don and Charlie; six grandchildren and 15 great-grandchildren.

## Mary Jane Wittick



Mary Jane Wittick, a member of St. Mary’s Cathedral, died April 7 at age 89. Mary McGinnis was born June 3, 1930, in Chicago and attended St. Carthage Catholic School before moving with her family to Battle Ground, Wash., at age 12. She graduated from Battle Ground High School in 1948. In 1951, she married George Wittick and they moved to Coos Bay. After their divorce, she returned to Portland in 1959 to raise her family and complete a bachelor’s degree at Portland State University. She lived on Northwest Hoyt Street. She taught high school literature in Klamath Falls and Sherwood. She later worked at Holladay Park Hospital, Meridian Park Hospital and Providence Home Services, retiring in 1999. She is survived by her son, Thomas; daughters, Mary Lee Sergi and Barbara Cusick; sister, Gerry Nelson; five grandchildren; seven great-grandchildren; and three great-great-grandchildren.

## Stephen M. Lockwood



Stephen Morse Lockwood, a former Forest Park neighborhood resident, died Jan. 15 of lymphoma at age 80. He was born in Portland on Feb. 8, 1939, and graduated from Lincoln High School in 1956. He married Sally Leech in 1957. He worked 30 years for Pacific Telephone & Telegraph Co., retiring in 1987 as operations manager for Oregon. He served on the citizen advisory committee that established Portland’s Urban

Growth Boundary and chaired the Oregon Department of Environmental Quality advisory committee that implemented the 1977 Clean Air Act. In 1984, he married Molly O’Reilly. In recent years, they lived in Sandpoint, Idaho, where he served on several government and civic boards. In 2018, he ran for Bonner County Commissioner. He is survived by his wife, Molly; sons, Brent, Dale, Andrew; sister, Susan Swanson; grandchildren; and great-grandchildren.

## Death Notices

**JANE H. COOK**, 98, Arlington Heights resident.

**HENRY MASON**, 83, attended Ainsworth Elementary and Lincoln High School.

**DR. WALLACE KURIHARA**, 75, grew up in the Japanese community in downtown Portland.

**SUSAN M. RIDDELL**, 67, worked for Con-way Inc.

**MARY M. (SEID) FOON**, 96, Lincoln High School graduate.

**AUDREY S. “COOKIE” GREENSTEIN DOBSON**, 93, member of Congregation Shaarie Torah.

**MARGARET M. TOBIN**, 99, Ainsworth Elementary School teacher.

**MARVIN M. ADAMS**, 93, worked at the Oregon Steel Mills.

**GERALD J. FISHER**, 94, worked at Henry Thiele’s restaurant.

**MICHAEL DENTON JR.**, 96, Multnomah Athletic Club member.

**ROBERT K. EMRICH**, 76, ESCO engineer for 40 years.

## CORRECTION

The obituary in last month’s edition misspelled the name of William Silver.

The Northwest Examiner publishes obituaries of people who lived, worked or had other substantial connections to our readership area, which includes Northwest Portland, Goose Hollow, Sauvie Island and areas north of Highway 26. If you have information about a death in our area, please contact us at [allan@nwexaminer.com](mailto:allan@nwexaminer.com). Photographs are also welcomed. There is no charge for obituaries in the Examiner.



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The original issue of Northwest Examiner newspaper, September 1985

## What you can do



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**REQUEST** a grant-giving organization, such as Meyer Memorial Trust or others you may be connected with, to help.





Above: Lower Balch Creek trail begins a block from city streets and houses.



Above: City Commissioner Mike Lindberg and Marcy Houle, whose “One City’s Wilderness: Portland’s Forest Park,” had just been published, participated in a 1988 tree-planting ceremony honoring the park’s founders.

Left: Forest Park was dedicated on Sept. 25, 1948, by the Committee of Fifty, appointed by the City Club to establish it as a city park. “The wilderness within a city is not a place for speeding; there should be no need for haste. ... It is hoped that the feeling of an extensive, uninterrupted forest sanctuary may be preserved,” read their statement.

“Cycling” cont’d from page 1

They have argued that mountain biking is popular, and they have no sufficient alternative locations to practice their sport in the urban area. They have argued that bikes cause no more damage to trails than hikers do. They have labeled park preservationists NIMBYs wanting to keep this semi-wilderness wonder to themselves.

A sport based on overcoming challenging, even dangerous, obstacles, breeds adherents who do not readily give up.

Daniel Greenstadt, an off-road cycling advocate and frequent contributor to BikePortland.org, believes the management plan was off-base from the start.

“Forest Park is governed by a Natural Resources Management Plan that contains recreational trail management guidelines—unfavorable to bicycle use—that were already out of date when the management plan was adopted in 1995,” he told the NW Examiner. “People can decide for themselves if they think that was the result of professional negligence, casual oversight or an intentional effort to skew policy in the park.”

Let’s share

In 2006, Portland Parks & Recreation launched a pilot project to create a section of single-track on Firelane 5. Single-track, just wide enough for single-file riding and typically having turns and inclines to

test a rider’s skill, is preferred to wider, gentler routes.

The city-funded Forest Park Conservancy and the militant Northwest Trail Alliance issued a report citing this as “an example of a previously limited-use trail that now successfully accommodates multiple user groups.”

Shared use became their slogan. Sharing a road with occasional fire or maintenance vehicles is of a different nature than sending single-track riders down hiking trails, but the phrase has a politically positive tone.

Privately, the cyclists were less interested in getting along with others. Northwest Trail Alliance (previously known as Portland United Mountain Pedalers) was renamed in 2009 to reflect mountain bikers “fed up with the status quo” and “itching to move the needle,” according to Bike Portland Editor Jonathan Maus.

In 2010, the City Club took notice of the growing tension and released a study entitled “A Call to Action.” The action it recommended was in the opposite direction. It called for stricter compliance with the Forest Park Management Plan and labeled past efforts “dismal.”

“We are concerned that the plan’s core requirement—scientific analysis that would establish a baseline for future decisions—has not happened. The plan mandates a com-

prehensive recreational user study and a comprehensive natural/sustainable resources plan; neither has been funded or performed. Instead, over the past 15 years, mere piecemeal and often unrelated efforts have been made to address the broader issues.”

Former City Commissioner Mike Lindberg, who served on council 1979-96 and oversaw the parks bureau almost half of those 17 years, raised another reason cyclists and hikers should not share the same paths: safety. A former Northwest District resident whose own experiences helped shape his assessment of conflicts over park usage, Lindberg wrote in a 2017 opinion piece in The Oregonian: “During my hundreds of hikes in the park, I have nearly been run over by mountain bikes speeding downhill. Many others I know have experienced similar near-accidents and some people have been hit by bikes.”

2010 exploration

While the City Club was researching the issue, PP&R formed a Single-track Advisory Committee to explore cycling options. The 17-member committee was heavily weighted with cycling advocates while having no representation from hiking and running groups, although these activities are pursued by vastly more people than cycling. Only 9 percent of park users were cyclists, according to a 2012 Forest Park

National association calls potential bike damage irreparable

The National Association of Olmsted Parks issued a statement in 2018 that countered the position of former Portland Parks & Recreation Director Michael Abbate, who strongly supported additional mountain bike opportunities in Forest Park.

“Altering the designated use of Forest Park to accommodate special purpose, active recreation would fly in the face of both Olmsted’s intent and current law that embodies it. Contemplated construction of miles of mountain bike trails would serve a small segment of the local population at great price to the rest and to the landscape itself.

“Introduction of single-track trails would be destructive in a great many ways, and irreparable damage done. The overarching loss would be the park’s treasured natural character and tranquility. Erosion, slope destabilization, canopy loss, fragmentation of fragile vegetation and wildlife habitat and dangerously incompatible uses are but some of the foreseeable consequences.”

Abbate was forced out of his position later that year by City Commissioner Amanda Fritz, who opposed adding recreational uses without a master plan.





Above: About 30 miles of roads in the park are open to cycling, but prohibited on paths less than 8 feet wide.

Left: Willamette Heights resident Will Aitchison helped found the Coalition to Protect Forest Park in 2017, bringing a counterpoint to the bike lobby that began making inroads at City Hall at least a decade earlier.

Recreation Survey of 2,277 respondents conducted by Portland State University and PP&R.

The two park preservationists on the committee, Marcy Houle and Les Blaize, stood alone against expanding bike access.

Commissioner Nick Fish, who oversaw PP&R, sided with the minority.

“We have concluded that Forest Park is not ready for expanded access,” he announced.

But Fish left the door ajar.

“We recognize that off-road cycling is a popular recreational sport. People who enjoy single-track riding also care about the environment and are committed to being good stewards of our natural areas. Although Forest Park is not ready to support increased access at this time, we will continue to pursue opportunities to create sustainable single-track trails in Portland.”

In 2012, Fish thought the time had come, promising action within nine months.

“Our team agreed that we needed to change our approach by focusing on single-track that’s designed especially for cyclists—from the get-go,” he announced, referring to joint use of firelanes by fire vehicles and single-track cyclists as not feasible.

“PP&R is currently seeking permits to build enhancements parallel to Firelane 5 that will result in a true single-track experience for cyclists in Forest Park.”

BikePortland’s Maus was optimistic. “Biking in Forest Park is finally set to improve,” stated his headline.

The stars seemed to be aligning for cyclists.

Michael Abbate, PP&R director 2011-19, was an ardent supporter of biking in the park. He claimed that John L. Olmsted, who in 1903 developed a citywide plan for Portland and intended Forest Park to be a contemplative “natural sanctuary,” would have favored high-energy activities and infrastructure to accommodate more users.

The National Association of Olmsted Parks issued a statement in 2018 contradicting Abbate’s interpretation, saying “single-track trails would be destructive in a great many ways and irreparable damage done.” (See sidebar.)

Fish listened, but he was not willing to give the cyclists all they wanted. So former Mayor Charlie Hales, who believed the park had “broad shoulders” that could bear added usage and infrastructure, moved the discussion to the Bureau of Planning and Sustainability, which Hales controlled.

Switched bureaus

In 2016, BPS created the Off-Road Cycling Master Plan Advisory Committee and appointed cyclists and bicycle business owners to 12 of the 16 seats. BPS hired three consultants, including Hilride, a firm designing destination riding areas and bike parks and “dedicated to realizing the potential of the global mountain biking movement.”

BPS would not release the results of its survey of park users in the spring of 2017. A public records request found that 61 percent of survey respondents opposed any expansion of cycling in Forest Park, while 6 percent wanted increased bike access. BPS repeated the survey later in the year, only to find that opposition had risen to 80 percent.

Continued on page 8

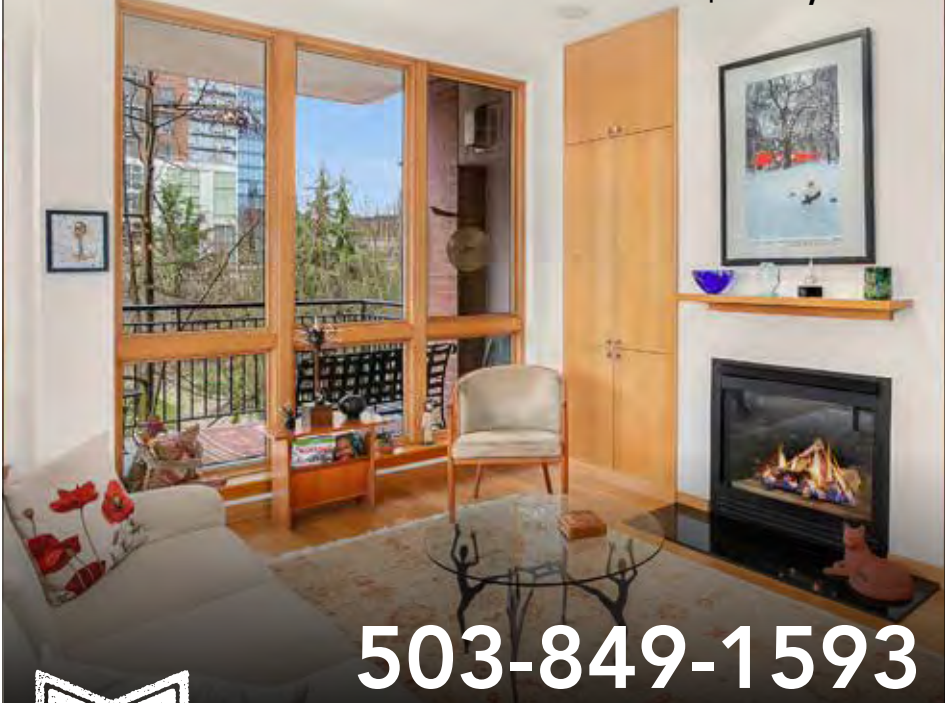


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Muddy ruts mar Tolinda Trail, where the cycling ban is routinely ignored. At the Single Track Cycling Committee meeting on Dec. 9, 2009, Park Ranger Supervisor Kurt Nelson said that he has seen evidence of bicycles on every trail in the park. Photos by Catherine Thompson

**“The lobbying by mountain bikers has been so effective and intense ... and there have been dozens of behind the scenes meetings, but we have never had a full City Council hearing or debate. ”**  
**—Former Commissioner Mike Lindberg**

*“Cycling” cont’d from page 7*

A petition opposing the expansion of mountain biking signed by 1,300 residents was delivered to the City Council.

Nevertheless, BPS selected five Forest Park sites as appropriate for cycling improvements, including two new trails. Without conducting the requisite environmental research, the bureau concluded that the central third of the park “does not have high-value natural resources” that would forestall the development of bike trails.

Zari Santner, executive director of PP&R 2000-08, said the project was shifted to the planning bureau for a simple reason: “The biking advocates put a lot of pressure on City Hall and said this should not be done by parks—they are biased.”

In her 29 years in the bureau, Santner found the perpetual shifting of oversight roles undermined focus on goals. Five different city commissioners had the bureau in their portfolios during her eight years as director.

“Different commissioners saw things differently, and then they change bureau assignments every two or three years, so you sort of start over,” she said.

Santner told each commissioner about the primacy of the Forest Park Management Plan, not always with good results.

“You guys are the naysayers,” was the message she heard from them.

The succession of studies, task forces and promises made to mountain bikers led to frustration and

wasted resources, resources that should have been devoted to studies of Forest Park’s environmental system, she said.

“It’s being penny-wise and pound foolish,” Santner said of the rounds of reconsideration with science at the hindmost.

Cycling advocates now have their sights on a proposed park entrance along U.S. Highway 30. A Phase I proposal recently submitted for approval includes a parking lot, trailhead, stormwater treatment and firelane improvements. Phase II could include bike trails. Rachel Felice of PP&R told Portland Garden Club members last year that the bureau is considering a trail along the highway that would be outside the jurisdiction of the Forest Park Management Plan.

The late state Rep. Mitch Greenlick, who represented the district encompassing Forest Park, advocated tirelessly for Forest Park preservation. Two weeks before he died on May 15, he emailed PP&R Director Adena Long expressing his concerns about the impacts of the entrance project and inquiring about an environmental impact study of Phase I.

### Science first

Will Aitchison, a Willamette Heights resident who helped form the Coalition to Protect Forest Park in 2017, has assembled a history of the conflicting visions for the park. His thrust and parry account told via PowerPoint has been shown to public officials and citizen groups.

“I’ve shown it several times in various offices in City Hall, and it’s gotten a very positive reception,”

he wrote in a guest opinion in The Oregonian last year. “At this point I’m ready to grab random people off the street to show them the PowerPoint.”

Two years ago, Aitchison shared it with Commissioner Fish. Former Commissioner Lindberg was with him at the presentation. Afterward, Fish told Lindberg, “That’s the best, most logical, most persuasive PowerPoint I’ve ever seen.”

Aitchison, a lawyer, is mystified that the debate has drifted so far from established policy and application of science.

“Science must come first,” he said. “We’re all Portlanders. When we consider global warming or COVID-19, we will all say we need to follow the science. What’s ironic is that when it comes to Forest Park, you have only one side saying we need to follow the science.”

Lindberg has had plenty of time to contemplate that conundrum in his years as a policymaker and citizen activist.

For the last two or three years especially, he anticipated a full debate before the City Council on the future of the park.

“For some reason it never really happens,” he said. “The lobbying by mountain bikers has been so effective and intense ... and there have been dozens of behind the scenes meetings, but we have never had a full City Council hearing or debate. We’ve never gotten the chance to present our case.” ■

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# THE CITY OF PORTLAND IS FACING MAJOR CHALLENGES

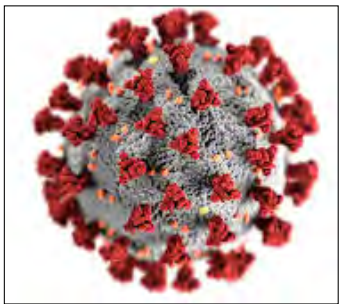
On May 28th, Mayor Wheeler held a virtual City Council meeting with **the intention of gaining support for re-adopting the Central City 2035 Plan**, which was remanded to the City Council by Oregon state regulators.

The City Council is presently an incomplete membership, FOUR of the usual FIVE. Three of these, including the Mayoral office, are being challenged in a runoff on November 3rd, 2019. The newly-elected and complete City Council will be seated in January 2021.

Pearl Neighbors for Integrity in Design, “PNID”, believe that the City Council should postpone this re-adoption vote on the Central City 2035 Plan, which largely benefits major corporate developers, until January 2021, focusing instead on pressing community issues.

If you agree with this position, or wish to express another opinion, please contact the present four City Council members:

**MayorWheeler@portlandoregon.gov; Amanda@portlandoregon.gov; Chloe@portlandoregon.gov; joann@portlandoregon.gov.**



## Here is the Big Picture

- The Contagion of Covid-19: Multnomah County is Oregon’s epicenter and protecting the citizenry should be a priority.
- Post-Covid-19 Urban Planning: Major adjustments must be addressed promoting development with reduced density and height, increasing green areas and encouraging social distancing.
- Creation of Affordable Housing: Not limited to a token number of additional units or alternatively making a contribution to “The Housing Fund”, allowed by the Inclusionary Housing Law. The appropriate model to be considered would be the seven buildings in the Pearl successfully developed with a public/private initiative with the tenancy reserved exclusively for those with a Median Household Income (MHI) of 0-80% of MHI.
- The Homeless Epidemic: Now at unimaginable proportions and likely to increase with future evictions during this economic crisis.
- Increase in Street Crime and Lawlessness: Personal safety of Portlanders and protection of property is threatened daily. Restoring law and order in these tenuous times must be a priority.
- The Economy: Business failures and increased unemployment associated with the increasing economic crisis.

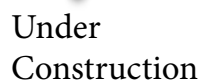
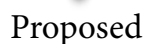
**Pearl Neighbors for Integrity in Design, PNID**, is a non-profit whose mission it is to promote Portland’s urban livability, economic stability and good, appropriate architectural development which incorporates affordable family housing in the Central City with a strong emphasis on resolving the plight of houseless Portlanders.

## Get Out The Vote!

**“Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it’s the only thing that ever could.” -Margaret Meade**

*Pearl Neighbors for Integrity in Design, PNID, [www.pearlneighbors.org](http://www.pearlneighbors.org)*





# NW PORTLAND / PEABODY



## NW SUSSEX AND GROCE

A seven-unit rowhouse project at Northwest Sussex and Groce streets partially surrounded by Forest Park has been proposed by Nathaniel Rosemeyer of Main Street Development. The steeply sloped site is across the street from industrial land fronting Northwest St. Helens Road. A code adjustment is sought related to the 131-foot width of the project, which exceeds the 100-foot limit in the code.



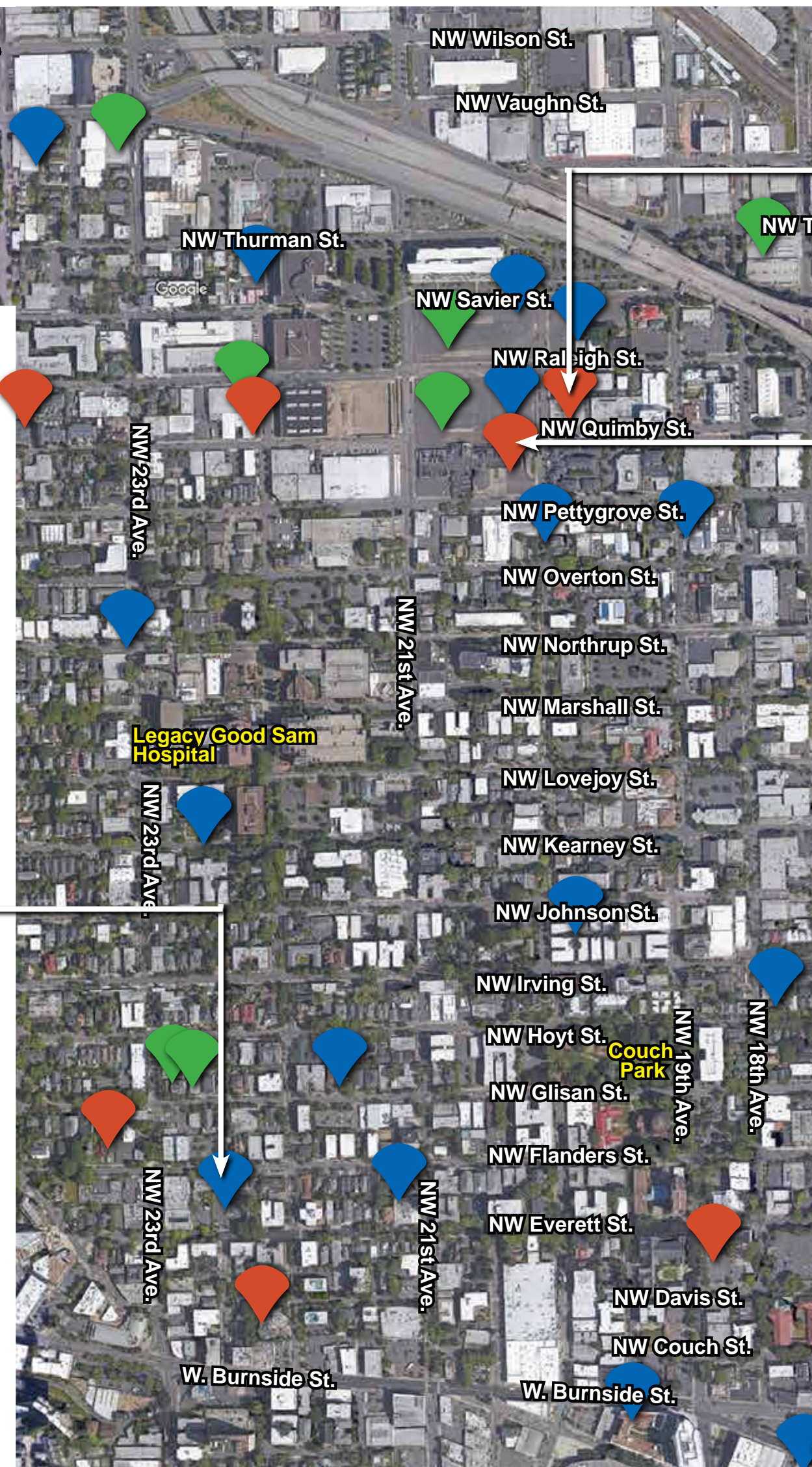
**2250 NW EVERETT ST.**

A project involving attached five- and six-story apartment buildings facing Everett and Flanders streets has been shelved by Mill Creek Residential Trust due to economic uncertainties surrounding the pandemic. Before the proposal was withdrawn, Northwest District Association representatives expressed concerns about the taller building on Everett overshadowing a historically significant house to the east.



## ALTA CENTRIC

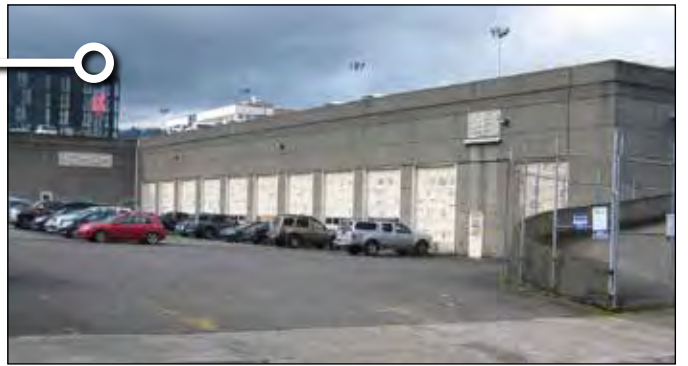
The Portland Design Commission approved the Alta Centric, a mixed-use building developed by Atlanta-based Wood Partners at 1634 SW Alder St. The eight-story project will include 203 residential units, a small commercial space facing Southwest Morrison Street and 15 parking stalls. The site is now occupied by a two-story 1925 office building and parking lot.





# ARL DISTRICT DEVELOPMENT MAP

For an interactive and continually updated version of this map, visit:  
[NextPortland.com](http://NextPortland.com)



## SLABTOWN PARK

Complex arrangements are underway to create a city park on a 200-by-200-foot parcel at Northwest 20th and Pettygrove where a truck maintenance structure now stands. Portland Parks & Recreation has budgeted \$5 million for the project, but first, the land must be transferred to the city from its owner under the terms of a master plan approved by the city in 2012.



## CONWAY BLOCK 291E

A seven-story market rate apartment building at Northwest 20th and Pettygrove is under design review. It will have 180 units and basement parking for 128 vehicles. It will have a two-story pavilion on the southwest corner of the parcel, providing views and open sky toward a public park planned directly to the south. The developer is Cairn Pacific LLC.



## WESTWIND APARTMENTS

Design advice has been offered for Westwind Apartments, a low-income project at 327 NW Sixth Ave. developed for Central City Concern. It will have 72 deeply affordable single-room and 28 studio apartments plus office and program space for the agency. It will replace a three-story apartment building that has been occupied by about 50 low-income people.





# Restaurants weigh options, obstacles



Husband and wife team Noé and Anna Garnica (above left) closed Verde Cocina (left) in the Pearl District last month. Tap & Table owner Travis Preece and his wife have been cooking a few takeout meals while waiting for things to open up.

BY ALLAN CLASSEN

While no one is optimistic about prospects for our neighborhood restaurants, there is no shortage of programs and ideas. Restaurant operators, landlords, local government and patrons are all testing strategies to preserve a business sector that for many defines livability and social interaction.

Last month, we reported on a Hillside neighborhood couple who created Adopt A Restaurant to facilitate donations for takeout meals delivered to vulnerable households.

In late May, the Portland Bureau of Transportation rolled out the Safe Streets | Healthy Businesses program to expedite dining and retailing on city streets and sidewalks. Permits are free and the application process is described as “one-stop.”

The federal Paycheck Protection Program is providing small businesses with forgivable loans to maintain their payrolls. Unemployed workers can receive an extra \$600 a week through the Federal Pandemic Unemployment Compensation program through the end of July.

Are these efforts working? Will they help Northwest Portland restaurants endure the crisis and bounce back as the shutdown eases?

We talked to people who weigh these matters daily as they wade through a sea of uncertainty.

“We’re still open,” said Jim Roberts, co-owner of four Jim & Patty’s Coffee locations, including one at 2246 NW Lovejoy St., “and we’re not envisioning closing any of them.”

Beyond that, it’s hard to say.

“I’ve been doing this for 45 years, and I’ve never seen anything like this,” Roberts said. “It’s been a real challenge and sales are down quite a bit.”

He recently added DoorDash delivery, which takes a substantial cut of revenues that he does

not pass on to the customers, but “you must adapt to how people buy things.”

The company attempted to rehire workers furloughed by the shutdown but found many were not interested in coming back and losing their generous unemployment benefits.

Travis Preece ran into the same situation at Tap & Table when attempting to bring back workers under the Paycheck Protection Program. He does not fault those who decided to take the money and stay home, but “you see which employees really care about the business. It’s really encouraging to see that,” he said.

Things were so slow at the 23rd Avenue location (he also has a brewery and brewpub on the Eastside) that Preece said he and his wife mostly did the cooking themselves and delivered meals to friends and neighbors.

Carioca Bowls, 1645 NW 21st Ave., reopened for takeout in late May with limited hours and a pared-down menu. Owner Rich Matusow tested that formula at his Northeast Alberta Street restaurant before trying it in Northwest. Ordering is done through their website, and the food is set out on a table for pickup to avoid physical contact with customers.

Matusow likes the city’s program to extend seating onto streets but thinks setting up tables and tents in the courtyard of the Carson building may work even better.

He expects some establishments will not be around when the crisis passes, particularly the high number centered on beer and coffee that would have been winnowed out anyway. National chains offering standardized family fare may have advantages in the survival race, but there should be a niche for those offering something different with good quality at a good price.

Jim Kennett, co-owner of Hostel Café at 1810 NW Glisan St. is waiting until it’s safe to open in perhaps

## NOBBY NEWS

Vol. 26, No. 6

“News You Can’t Always Believe”

June 2020

### Sorta Silver Lining

With even our curb side pigs masking up along with our staff, the Nob Hill Bar & Grill is eager for a full-time reopening.

Currently we are sticking to a part-time schedule of Tuesdays and Fridays for lunch and dinner.

(Takeout only; noon to 2 p.m. for lunch, 6-8 p.m. for dinner.)

Some of our regulars have found a sort of silver lining in these times.

Joey Stix, brags his girlfriend is feeling like a dominatrix in her mask. When asked what that means, Joey just shrugs in ignorance, “beats me.”

Jerry brags that people tell him that his looks have improved by 50 percent since he’s been wearing his mask.

Ron enjoys telling people he feels like an Old West bandit with his



bandana pulled over this face and laments, “I wanna be a cowboy.”

So in these weird times, rest assured that “Nobby’s continues to hold up its end of the weird scale.

The Nob Hill Bar & Grill wants to thank and reassure its loyal customers, friends and neighbors that as soon as the Nobby gets the all-clear signal, we will hit the ground running and fully open the best neighborhood bar in Northwest Portland.

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# as reopening nears



The Besaw's patio at Northwest 21st and Raleigh streets could satisfy social-distancing requirements before indoor seating is allowed.



Chris Nelson of Capstone Partners leases to a number of restaurants, including Besaw's.



Rich Matusow, owner of Carioca Bowls at 1645 NW 21st Ave., has reopened for takeout.

a month. He finds the city's offer to take over street space "just offbeat enough" to be appealing and something he will look into.

Meanwhile, Kennett is redoing floors and preparing "to make a big splash when we open."

At Besaw's, 1545 NW 21st Ave., owner Cana Flug checks the situation daily as she contemplates reopening. "Maybe July 4," is her best guess.

Nothing is certain.

"I'm not even positive that I can [reopen]," Flug said. "But I'm going to give it a try."

Even then, it will not be a return to

things as they were.

"We're going to have to completely reinvent ourselves," Flug said, a process that will involve a small staff, limited hours and a limited menu to see what works.

In deference to the fable, stone soup will be added to the menu.

Spreading into the parking lane seems like a good idea to her, but the federal Paycheck Protection Plan "is a disaster." Getting a loan was the easy part, but rehiring the same workers to qualify for the forgiveness step has been difficult, she said.

Flug feels "incredibly fortunate" to have a landlord willing to waive

her rent during the closure.

"I'm happy to be one of the lucky ones," she said, referring to her landlord, Chris Nelson of Capstone Partners.

Nelson, who lives in Portland Heights and has an office in Slabtown, was a regular Besaw's customer when it was on Northwest 23rd Avenue, and he recruited Flug to move to her current location.

Nelson canceled Besaw's rent obligation for April and May. He considers it a "heritage brand" with social importance to the neighborhood that goes beyond its business function.

He helped create United for Relief

(unitedforrelief.org), a short-term campaign led by local property owners and businesses advocating for a statewide moratorium on small business foreclosures. He is also part of Portland Independent Restaurant Alliance (pdxrestaurantalliance.org), a new organization providing resources and information for restaurant workers, operators and patrons.

"We're really a business partner in a lot of ways," Nelson said of his commercial tenants, whose hardships affect his company and the wider community. "It would be a horrible thing if restaurants don't come back." ■

## FOOD NEWS

### Pizzicato on 23rd closed

Pizzicato's 505 NW 23rd Ave. restaurant has permanently closed.

"Dwindling sales and our landlord not budging on monthly expenses forced us to make a tough business decision, one that was sped up by COVID-19," said John Paulus, director of operations for Pizzicato PDX. "This closure is especially emotional for me. I began my Pizzicato life at this location way back in 1997 when it was by far our busiest location.

The company's 12 other locations, including one in the Pearl, remain open.

### COVID-19 dooms Verde Cocina in Pearl

Verde Cocina thrived for eight years at 524 NW 14th Ave., but could not overcome the COVID-19 pandemic and closed last month.

"While the effect of COVID-19 on restaurants has been brutal, and our 14th Avenue loss is a direct result of this circumstance," co-owner Anna Garnica wrote in a message to customers, "please do not for one second count Verde Cocina down and out."

Garnica and her husband, Noé, continue to provide takeout at their flagship restaurant in Hillsdale and another in Sylvan Highlands and serve meals at the Portland Farmers Market Saturdays at Portland State University.

### Blue Star Donuts on 23rd closed

Blue Star Donuts closed one of its 11 stores—the one at 921 NW 23rd Ave., which opened five

years ago. Seven of the remaining locations are in Portland, and three are in California.

### Tanner Creek Tavern gone

As COVID-19 devastated local tourism, David Machado shuttered all five of his restaurants, all of them located in Portland hotels. That includes Tanner Creek Tavern in Hampton Inn & Suites in the Pearl.

In an Eater Portland story last month, Machado warned that more closures are coming in June.

"It has the potential to wipe out the owner-operator class: the mom and pop, independent places owned by one or two people, all the businesses grown from passion and creativity," he said. "It leaves the corporations, the highly capitalized with more space. Portland is built on the entrepreneurial spirit. It's what's made this city great. This attacks the very notion of who are."

Machado predicted higher costs due to safety and sanitation issues at a time when restaurant revenues could decline by 50 percent or more.

## Other business news

**LANE GALLERY**, 2412 NW Raleigh St., closed June 1. Another studio will take its place.

**POPINA SWIMWEAR** closed its 318 NW 11th Ave. store June 1 due to the coronavirus pandemic. The company retains its flagship location in the Hollywood District.

**THE NORTHWEST BUSINESS ASSOCIATION** is planning a **sidewalk sale July 10-12**. Stores from Northwest Thurman to West Burnside, between 16th and 24th avenues, will display merchandise on streets and sidewalks.





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# TAGG BOZIED: THE BIRTH OF A BOBBLEHEAD



The Tagg Bozied bobblehead honored a Portland Beaver whose 2004 season was ended by a freak accident. Bozied was hauled away on a stretcher after hitting a game-ending grand slam.

BY HARRY CUMMINS

As most of us came to realize long ago, life is given to bizarre and hair-trigger shifts in fortune.

Lest I ever forget and begin to celebrate a personal triumph too loudly, I need only glance at the bobblehead doll that rests on my desk. It is the likeness of a somewhat obscure baseball player named Tagg Bozied (pronounced bow-zayd).

Bozied was a great collegiate player in 1999, when he won the West Coast Conference triple crown playing for the University of San Francisco. He hit .412 for the Dons that season, along with 30 home runs. He led all of NCAA Division I baseball with a .936 slugging percentage. He earned a spot on the U.S.A. national team and still remains the WCC record holder with 60 career home runs.

Represented by the iconic sports agent Scott Boras, Bozied was a third-round pick in 2001 by the San Diego Padres and played 11 seasons in the minors. He never realized a single at-bat in the major leagues. Many never knew his name.

Yet, his bobblehead adorns my cluttered desk, sitting deservedly next to the great “Mr. Padre” himself, Tony Gwynn.

There are myriad reasons why a gifted performer never reaches the pinnacle of his chosen profession. If he so elected, Bozied could perhaps point to a July night in Portland in 2004 as the pivotal moment in his career. The night everything changed while wearing the uniform of the Portland Beavers.

I had planned a speedy exit from the Pacific Coast League game that night, walking to the left field gates of PGE Park in the ninth inning to catch the MAX train downtown. The Beavers trailed Tacoma 5-4 awaiting their final turn at bat.

Having watched too many desultory Portland defeats in the past, I considered beating the crowd and leaving before the Beavers came to bat. I decided to stay as Portland began to collect base runners until they loaded the bases ... and up stepped Tagg Bozied, who was tearing up the PCL at the time.

Bozied then smashed that most rare and dramatic of baseball home runs, a walk-off grand slam deep over my head, nearly 400 feet away into the left field seats. It was his 16th HR of the season. I was glad I had stayed to see it, and as he rounded the bases, I watched his jubilant teammates gather at home plate for a wild celebration.

As Bozied approached home, in a hero's baseball ritual, he leaped for joy into the arms of his waiting teammates. Suddenly, the mob at home plate began to part like the Red Sea.

Bozied felt his left knee collapse before landing on the plate. He blacked out as teammates hit his helmet and hugged him in joy. When he quickly came to, he looked down to see his kneecap pushed high up into his quadriceps.

The Beavers first baseman had severely ruptured his patella tendon and was loaded into an ambulance, headed to a nearby hospital. He was never quite the same player, though he kicked around the minors for many more seasons.

Bozied had gone from hitting a walk-off grand slam to the back of an ambulance. To this day, it remains the most bizarre thing I have ever witnessed on a baseball field.

Bozied mustered one final season of greatness in 2010. Playing for Reading of the Eastern League (AA), he hit .315 with 27 home runs in 104 games. Failing to get a call to the majors, he retired at the end of the following season.

A month after his season-ending injury, the team announced it was paying tribute to its shelved slugger with a Tagg Bozied Bobblehead Night.

For his part in agreeing to be featured, Bozied was given 100 of the one-of-kind collectibles. I waited in a long line that night to get mine.

Nearly every day since, I have flicked the bill on Bozied's plastic cap with my finger, watching his bespectacled head bobble up ... then quickly down. A bat in his hands, he still swings!

An everyday metaphor hard to miss. ■

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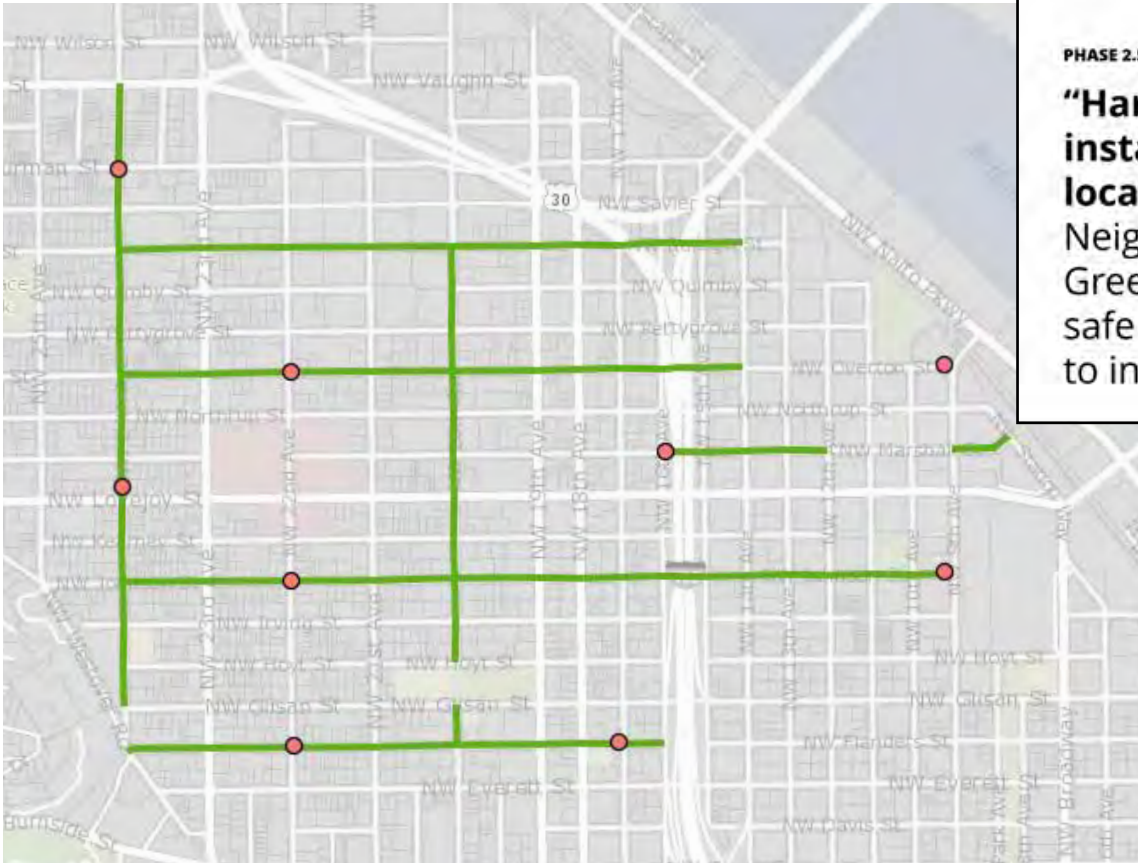


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**PHASE 2.5 STRATEGY:**

**“Harden” temporary installations in key locations to keep Neighborhood Greenways slow and safe as traffic begins to increase**

A green sign with a white bicycle icon and the text "Neighborhood Greenway". Below the sign is an illustration of a street scene with a greenway lane, trees, and a person walking. A small caption below the illustration reads "Illustration for visualization purposes only".

A goal of the Slow Streets/Safe Streets is to “harden” temporary traffic impediments, but the process whereby temporary measures become permanent has been vague.

Slow Streets/Safe Streets includes nine streets in the Pearl and Northwest District signed for local traffic only.

**“It is interesting that Commissioner Eudaly continues to pursue ‘public involvement’ without the public.”**  
**—Robert McCullough, former president, Eastmoreland Neighborhood Association**

*“Street barriers” cont’d from page 1*

the Northwest and Pearl districts.

The goal is to give pedestrians and cyclists priority on streets designated as greenways, at least during the pandemic and recovery period. Motorists can still use these streets, though rows of orange cones designate some lanes for non-motorized traffic only.

A-frame signs in the right of way advise pedestrians to “keep 6 feet of distance from one another.”

The first audience to Eudaly’s announcement, the PBOT Bicycle Advisory Committee, had reason to be surprised by the sudden reversal of her recent public statements. Earlier that month she told Oregon Public Broadcasting that “making radical changes with the way streets are used” is not “the best use of our time and resources.”

On April 16, she had told the committee, “I’m really not seeing overcrowding. We don’t need streets closed.”

“What a difference a few weeks makes!” wrote Bike Portland Editor Jonathan Maus. “Last night, PBOT’s Art Pearce said he and his staff have spent about a month tracking other cities’ responses

to COVID-19. Pearce was clearly excited that he and his staff finally got the green light from the commissioner’s office to go public with their ideas.”

Bike Portland reported that PBOT Senior Planner Nick Falbo, architect of the initiative, told the advisory committee that PBOT is, “keeping our eyes on the prize about the future. ... We don’t have to just recover to where we were. We can recover to where we want to be.

“We have a rare moment to

mobilize our bureau and enter this phase with eyes wide open; to plan for what’s happening next,” Falbo added.

While people running the transportation department may have had open eyes, the citizenry was kept in the dark.

One of the first to point out the problem was Robert McCullough, former president of the Eastmoreland Neighborhood Association. His 440-word critique of the

*Continued on page 16*

# Friends of Wallace Park Announces



## WALLACE PARK WEEDING & CLEANING DAY

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Jeanne Martin



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Upper left: Traffic signs and barrels do not impede vehicles in this Portland Bureau of Transportation photo.  
Lower left: Illustration posted on the Slow Streets/Safe Streets webpage shows several devices limiting vehicle movements.  
Above: Tire marks on the curb at Northwest 24th and Thurman streets indicate that a program designed to put pedestrians on streets also puts cars on sidewalks.

Photo by Bob Weinstein

"Street barriers" cont'd from page 15

opaque decision-making process quickly circulated citywide.

"Where do you find the 'weeks of bureau analysis and community outreach'?" McCullough asked, referring to a claim in Eudaly's announcement. "The answer, to the best of my ability, is that you don't.

"This looks like a replay of the [Office of Community and Civic Life] code change initiative Commissioner Eudaly pursued a year ago, where a somewhat mysterious process recommended eliminating public involvement in land use and environmental issues from the city regulations.

"It is interesting that Commissioner Eudaly

continues to pursue 'public involvement' without the public," he concluded.

Another Eastside neighborhood association activist found the matter beyond interesting.

"Eudaly is going rogue again with an illiberal plan to restrict access to 100 miles of public streets by erecting barricades and cement diverters," the activist wrote. "It is being implemented under the cynical guise of addressing our COVID crisis by enhancing social distancing.


"I'd like to ask everyone to write not just Eudaly's office but also the other councilors with the concern that she is harming our democratic system by using the crisis as cover for implementing a controversial and unpopular project without the proper public engagement."

Such suspicions did not surface in the Northwest District Association, which took no action after hearing a presentation on the Safe Streets program last month.

"While I am personally supportive of the program broadly, the Transportation Committee did not take up any official position or vote on it," committee co-chair Damien Erlund said.

NWDA President Ciaran Connelly attended the presentation but did not comment on the merits of the program or the enactment process.

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PBOT planner Zef Wagner assured the committee that the initiative “is just temporary for this crisis” and would not overlap with NW in Motion, a separate local diverter program going for City Council approval in July.

Wagner said the two programs are “not in the same time period at all” and he was doubtful that temporary Safe Streets measures will remain when NW in Motion improvements are installed.

After NWDA Transportation Committee member Larry Kojaku expressed fears that a double dose of diverters in close proximity could create incoherent traffic patterns, Wagner admitted that some elements of Safe Streets may become permanent.

“People may say, I love this. Can we please keep it?” Wagner said. “We want to be open to that.”

Former Transportation Committee Chair Phil Selinger called the program “an opportunity to introduce some ‘soft’ treatments that can be a transition to the more substantial greenway projects in the draft NWIM plan.

“We did not vote or even seek consensus on whether the program is a good or bad idea,” Selinger said.

Kojaku, who chose not to run for the NWDA board last month after a partial term, thinks the committee should have been more skeptical of the program.

“Is Flanders and Northwest 22nd a busy intersection? Does Flanders need traffic restricted for pedestrians to socially distance? You would think that the neighborhood association would want to have input into such determinations,” he said.

“Also, if the city is in the midst of across-the-board budget cuts, required furlough days, etc., why is \$100,000 being spent on an optional and questionable initiative?

Northwest Upshur Street resident Bill Dameron wrote the NW Examiner the day after barriers went up.

“All was well before,” he wrote. “Who complained? Were there serious traffic studies?

“As evidenced by this latest surprise, neighborhood taxpayers are not consulted now so there is great mistrust of PBOT.”

Dameron said the barrier at Northwest 24<sup>th</sup> and Thurman streets makes it more difficult for drivers to reach the post office while providing no benefit to the few pedestrians on the street.

The NWDA Transportation and Planning committees are tentatively planning to hold a joint meeting in June to consider their differing response to the traffic diversion programs. ■

 [COMMENT ON NWEXAMINER.COM](#)  
or email: [allan@nwexaminer.com](mailto:allan@nwexaminer.com)



A driver turns onto the left lane at Northwest 24th Avenue because the right lane was fully blocked by barriers. The barriers were moved to allow use of the right lane after citizens complained.  
Photo by Bob Weinstein



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## Stormwater Management Manuals

The City of Portland's Bureau of Environmental Services (BES) is updating its Stormwater Management Manual (SWMM) and Title 17.38, the code that provides the authority for the SWMM, the Maintenance Inspection Program (MIP), and the Source Control Manual (SCM).

This applies to development that constructs or alters impervious area including certain paving projects in the public right-of-way, parcel-based development on public and private properties and properties that have drainageways.

The SWMM draft and proposed code will be available for public comment until 5pm Friday, June 19. The public comment materials can be found at [www.portlandoregon.gov/bes/2020SWMM](https://www.portlandoregon.gov/bes/2020SWMM).

### Schedule

- June 19, 2020, 5:00 pm: Public comment closes
- July – September: Revisions
- August/September: City Council hearing
- October – December: Implementation, with a three-month grace period for projects

## Report Hate Incidents

Portland United Against Hate is collecting information on hate incidents. An incident could be verbal harassment, graffiti, vandalism, physical assault or property damage based in Racism, Xenophobia, Homophobia, Islamophobia, Anti-Semitism, Anti-Asian sentiment, Ableism, Transphobia, Housing status, etc. If you have had or witnessed or heard about such an experience, your information will help determine how and to whom PUAH will provide consultation and training on responding to and preventing hate.

Report each incident at [bit.ly/ReportHateNW](https://bit.ly/ReportHateNW)

The form takes only a few minutes to fill out for each incident. If you have questions, please get in touch at [Debra@portlandunitedagainsthate.org](mailto:Debra@portlandunitedagainsthate.org). Thank you so much for helping!

## Neighborhood Calendar

### June 2020

NOTE: All in person meetings are cancelled until further notice. Some groups are holding virtual meetings instead and those are listed here. Please see the online calendar for the most up to date information.

For all of the Zoom meetings you can participate in three ways:

- call +1 253.215.8782 (audio only)
- on the web at [Zoom.us/join](https://zoom.us/join)
- download the Zoom app

Then enter the meeting ID indicated for that meeting.

Call 503.823.4288 if you don't have internet access and would like to learn more.



**NWNW Board Meeting**  
Weds., June 10, 5:30 pm  
Meeting ID: 857 2269 0724, PW: 816994



[ArlingtonHeightsPDX.org](https://ArlingtonHeightsPDX.org)

**BOARD MEETING**  
Mon., June 8, 6:00 pm  
Email for access  
[president@arlingtonheightspdx.org](mailto:president@arlingtonheightspdx.org)

[NWNW.org/calendar](https://NWNW.org/calendar)

**Forest Park Neighborhood Association**



[ForestParkNeighbors.org](https://ForestParkNeighbors.org)

**BOARD MEETING**  
Tues., June 16, 7:00 pm  
See online calendar for updates



[LinntonNA.org](https://LinntonNA.org)

**TOWN & BOARD MEETINGS**  
Weds., July 1, 7:00 pm, Zoom  
Email for access [rdubbyab@gmail.com](mailto:rdubbyab@gmail.com)

**Northwest District Association**



[NorthwestDistrictAssociation.org](https://NorthwestDistrictAssociation.org)

**BOARD MEETING**  
Mon., June 15, 6:00 pm  
Meeting ID: 834 425 181

**Executive Committee**  
Mon., July 6, 8:00 am  
Meeting ID: 916 5493 3772, PW: 589269

**Planning Committee**  
Thurs., Jun. 11, 18, 25, Jul. 2 & 9 8:00 am. Confirm prior  
Meeting ID: 606 419 132

**Transportation Committee**  
Weds., July 1, 6:30 pm  
Meeting ID: 990 9608 1683, PW: 763183

**Parks Committee**  
Mon., July 6, 5:00 pm  
Meeting ID: 778 9323 3704



[PDXoldtown.org](https://PDXoldtown.org)

**COMMUNITY MEETING**  
Weds., July 1, 11:30 am  
Zoom Meeting ID: 830 2004 9133

**BOARD MEETING**  
Weds., June 10, 11:30 am  
Zoom Meeting ID: 188 441 956

**Land Use & Transportation Cmte**  
Weds., June 17, 3:30 pm  
Zoom Meeting ID: 468 387 699

**Art, History and Culture Cmte**  
Thurs., July 23, 4:00 pm  
Zoom Meeting ID: 147 439 889

**Fundraising Committee**  
Mon., July 6, 3:30 pm  
Zoom Meeting ID: 719 173 543



[PearlDistrict.org](https://PearlDistrict.org)

**BOARD MEETING**  
Sat., June 11 & July 9, 6:00 pm

**Executive Committee**  
Weds., July 1, 8:00 am

**Land Use & Transportation Cmte**  
Tues., June 16 & July 7, 6:00 pm

**Livability & Safety Committee**  
Weds., July 1, 5:30 pm

**Emergency Preparedness Cmte**  
Mon., June 8, 15, 22, July 6, 6:00 pm

Email for meeting access  
[communications@pearldistrict.org](mailto:communications@pearldistrict.org)



[PortlandDowntownNA.com](https://PortlandDowntownNA.com)

**GENERAL & BOARD MEETING**  
Tues., June 24, 6:00 pm  
Email for meeting access  
[president@portlanddowntownna.com](mailto:president@portlanddowntownna.com)

**Land Use & Transportation Cmte**  
Tues., June 16 & July 7, 8:00 am  
Email for meeting access  
[planning@portlanddowntownna.com](mailto:planning@portlanddowntownna.com)

**Homelessness Committee**  
Tues., July 7, 6:00 pm  
Email for meeting access  
[homeless@portlanddowntownna.com](mailto:homeless@portlanddowntownna.com)

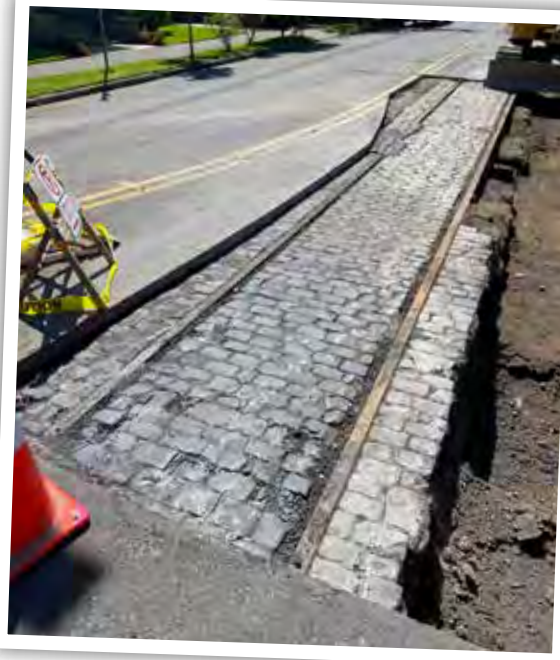




# Snapshots



An armed guard was stationed at a building site at Northwest 26th and Upshur streets for several nights when rioting occurred in downtown. Several neighbors complained to the city and to the developer, Dennis Sackhoff of Urban Development Group and Arbor Homes, about the guard's intimidating comments and display of three weapons.



Street maintenance on Northwest 25th Avenue exposed cobblestones and streetcar tracks from the early 20th century. Photo by Matt Erceg



Rep. Mitch Greenlick, who died last month, delivered a petition to the Oregon Department of Environmental Quality headquarters in 2011 demanding stronger standards for air toxics. Mary Peveto (holding the petition) of Neighbors for Clean Air praised Greenlick for championing the cause of clean air by calling for hearings, introducing landmark legislation and listening to his constituents.

Stephanie Barr was hired as executive director of Lift Urban Portland, replacing Erin Goldwater. Barr worked in YWCA Clark County's domestic violence program the past nine years.



The new Barbara Walker Crossing over West Burnside Street was closed the first week of May for maintenance six months after opening. The work was described as a "punch list" of smaller items best done when the weather is better.



Lincoln High School faculty, represented by Principal Peyton Chapman, and Parent Teachers Association held a drive-by graduation in early May  
Photo by Wesley Mahan



The city of Portland plans to remove a large walnut tree and a cherry tree at Northwest 32nd Avenue and Thurman Street in late June to install an ADA ramp. Neighbor Scott Kocher asked the Bureau of Environmental Services to consider modifying the project to save the trees, but after a long series of exchanges with two bureaus, did not get satisfaction.



Central Precinct Commander Mike Krantz and officers stepped up patrols in Old Town and the Pearl District last month in response to "a substantial increase in fear of violence and crime because of the aggressive nature of many individuals in the area," according to a Portland Police Bureau statement. Complaints addressed open-air drug transactions, threats and acts of violence and property crimes. "It's very, very difficult to walk the streets," Pearl District Neighborhood Association President Stan Penkin said. "Businesses are being blocked. It's worse than it's ever been."





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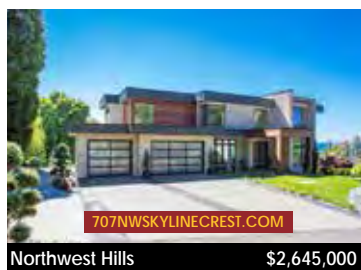


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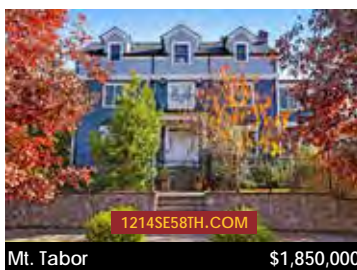
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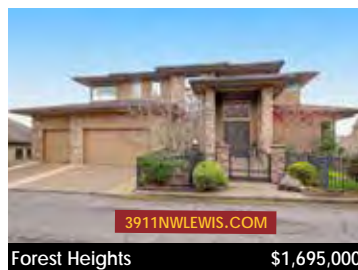
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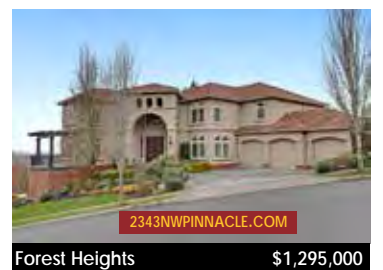
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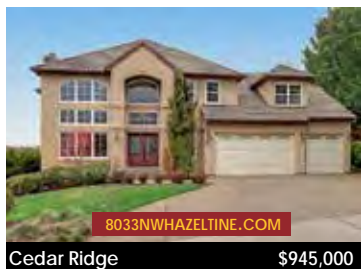
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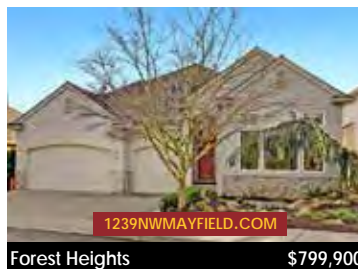
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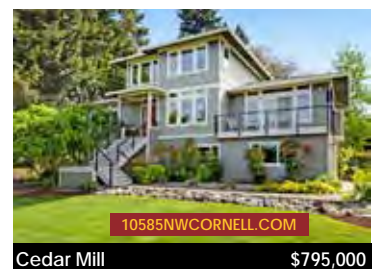
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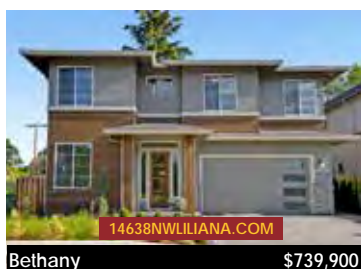
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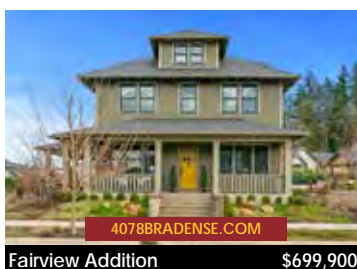
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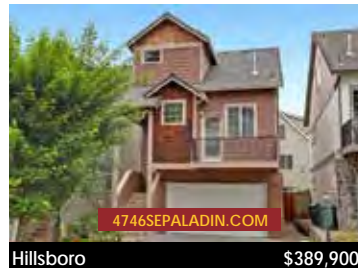
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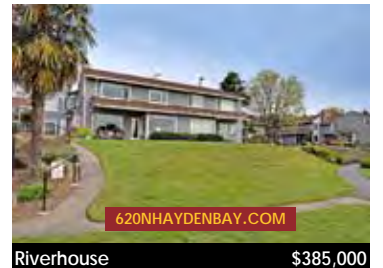
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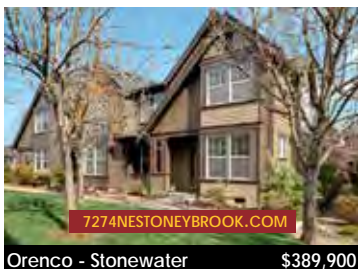
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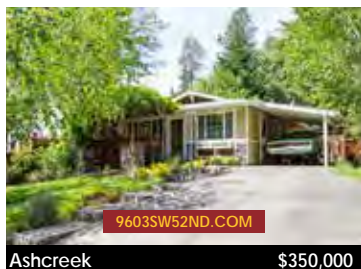
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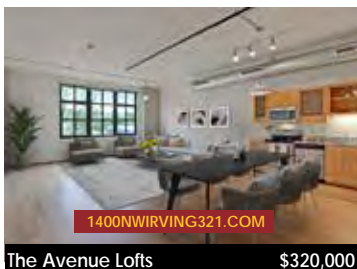
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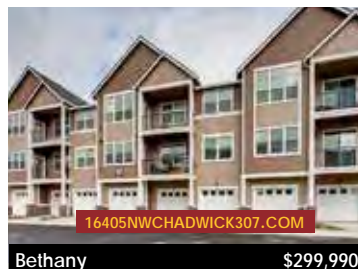
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