

ELIOT NEWS

A Publication of the Eliot Neighborhood Association
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Fall 2022

Dawson Park Job and Resource Fair

By Jennifer Wilcox

Over the summer a series of resource events have been taking place in Dawson Park. The series was started by the Vancouver Avenue First Baptist Church, the J.W. Matt Hennessee Center for Social Justice, and the Saturday Samaritans. They began with a "street store" food distribution and hot food giveaway in addition to partnering with Cascadia Health and Emanuel to provide COVID vaccines. In August the Eliot Neighborhood Association and Cascadia Health joined and added a resource and job fair. These events have continued in August, September, and October. A number of employers including Amazon, the City of Portland, and Dave's Killer Bread have been present and ready to hire. Additionally, there have been a number of community organizations offering resources including computers and bus passes. The goal of these events is to serve the needs of the neighborhood and bring safety back to Dawson Park. The City of Portland through the Office of Civic and Community Life has helped to sponsor the events. At each event, 10 \$25 gift cards are raffled off for individuals who are talking with employers or learning about resources. If you are interested in contributing to these events, please contact: news@eliotneighborhood.org



Employers, job seekers, and community organizations meet to discuss opportunities. Photo courtesy Jennifer Wilcox

Eliot Neighborhood Association General Meeting Monday October 17th, 7:00pm via Webex

Highlights:

- ⇒ Eliot Cleanup/Adopt-a-block. (Alice Chang)
- ⇒ Board Elections & Neighborhood Updates
- ⇒ Share your ideas and talents and see where you can help us to give back to the community
- ⇒ All residents and business employees in Eliot can participate in bringing issues to the discussion and vote on any motions.

We hope to see you there!

<https://eliotneighborhood.org/2022/10/05/eliot-neighborhood-association-general-member-meeting-agenda-monday-october-17-2022-at-700pm/>

Is Ranked Choice Voting (RCV) Election Rigging?

By William Warwick

Portland voters will have an opportunity this year to vote to change the City Charter. The proposal to do so includes three innovations that have not been implemented anywhere else. While Charter reform is needed, this proposal may not be the best, or even only, option to do so. One feature that has attracted a lot of attention is ranked choice voting (RCV). I am not a fan of RCV but its proponents claim it has many benefits. I will get to those, but first a primer on RCV.

RCV is an alternative to the familiar "one man, one vote" and "winner take all" election. The "problem" RCV has with this system is that sometimes the "winner" only gets a "plurality" or less than 50% of the votes. In that case, a candidate that may have been a second choice could have "won" had the initial winner not been in the race. This sounds like "what if" to me and the why I think the change to RCV is a form of vote rigging. There are several versions of RCV but all allow voters to vote for more than one candidate by their "rank," or preference: first,

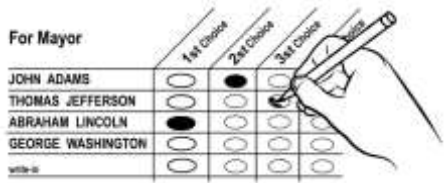
second, third, etc. See the example:

0% of Adams voters ranked Jefferson second, the combination of those votes would put Abe over the top with 55% of first and second votes (45%+10%=55%). Jefferson would still be a loser although his total of first and second votes would be 45%.

Why change the way we vote? Advocates for RCV claim a number of benefits. First, it avoids a second run-off election if a 50% vote is required to declare a winner. That saves money from not running a second election. I don't think elections are a place to save money but whatever. Second, they claim the current process rewards more extreme candidates. Consequently, more moderate candidates are more likely to win, thereby discouraging extreme candidates from running and inflaming the electorate. Finally, it claims to be more "inclusive" as even lesser-known candidates can appear on a ballot and have a chance at winning.

The logic of "ranking" votes assumes "losing" votes are being cast "against" the most popular candidate. In the example prior, 45% wanted Abe to win, but 55% didn't and 55% is a "majority" of the voters. The losing candidate in Portland's last mayoral

(Ranked Choice Voting, continued on page 5)



CRT and Reparations in 2022

By Elliott Armstrong

In last year's winter issue of the Eliot News, I featured an article about Critical Race Theory (CRT), its volatility politically, and its roots in white supremacy. The murder of George Floyd ignited a wave of protests in 2020 throughout the country as well as a political movement that doesn't believe in systematic racism. 35 States have banned or introduced

legislation to ban CRT since 2020. The racial protests opened many eyes to injustice, but it also started a movement of anti CRT teaching in K-12 schooling while renewing a debate for reparations for slavery and the generational effects of white supremacy built into law, our institutions, and into the fabric of America.

(CRT & Reparations, continued on page 6)

Eliot Neighborhood Association

The Eliot Neighborhood Association represents a geographic area of the city. We want everyone to feel welcome on the streets, parks, schools, homes and businesses in Eliot. That includes those that live in the area now, those that have been displaced from the area and those that are merely visiting.

The Eliot Neighborhood Association is a 501(c)3 nonprofit organization whose members are the residents and business owners of the Eliot Neighborhood. Its purpose is to inform Eliot residents about issues affecting the neighborhood through meetings, newsletters and other activities. Members of the neighborhood association must be over 14 years old and live, own property, have a business, or represent a nonprofit within the neighborhood. The Eliot Neighborhood Association was founded in 1969 and is recognized by the City of Portland.

Eliot Board

- Co-Chair - Allan Rudwick - arudwick@gmail.com 503-703-3910
- Co-Chair - Jimmy Wilson - jwilsonassoc@yahoo.com 503-740-5923
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- LUTC Vice Chair - Mike Warwick - mike@b-prop.com 503-329-5414
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- At Large Members -Andrew Champion, James Casey McGuirk, Will Svindland

Committees:

- NECN Rep - Jimmy Wilson - jwilsonassoc@yahoo.com 503-740-5923
- Livability Team Chair - Jody Guth - jodyguth@gmail.com 971-320-8594

Eliot Monthly Meetings

Meetings of the Eliot Neighborhood Association are held on the third Monday of each month at Cascadia Health Garlington Health Center at 7:00 pm. 3036 NE Martin Luther King Blvd (masks are required for those attending the hybrid meetings in person). Enter from the parking lot side off of Morris street near MLK. Check the agenda online for Virtual Meeting information at: <https://eliotneighborhood.org/category/meeting-agenda/>).

- All meetings are open to the public and currently through Webex.
- Land Use Meeting - October 10th, 7:00-8:30pm
- Eliot Neighborhood Meeting - October 17th, 7:00-8:30pm
- Land Use Meeting - November 14th, 7:00-8:30pm
- Eliot Neighborhood Meeting - November 21st, 7:00-8:30pm
- Land Use Meeting - December 12th, 7:00-8:30pm
- Eliot Neighborhood Meeting - December 19th, 7:00-8:30pm

For agendas and more information, see www.eliotneighborhood.org

Eliot News

Eliot News is published four times a year by the Eliot Neighborhood Association. It is mailed free of charge to every address in the neighborhood. It does not have an ISBN or ISSN.

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Rights to articles are retained by the author. Opinions of the authors do not necessarily reflect the official positions of the Eliot Neighborhood Association. Letters to the editor, suggestions or comments: news@eliotneighborhood.org

ELIOT NEWS AD RATES

The *Eliot News* has a circulation of about 3,700 and is mailed quarterly to all of the homes and businesses in the Eliot neighborhood. Ad deadlines are 3/8, 6/8, 9/8, and 12/8.

Category	Size	1x	2x	3x	4x
1/16 Page	4.9" W x 1.8" H	\$42	\$76	\$104	\$126
1/8 Page	4.9" W x 3.8" H	\$84	\$152	\$208	\$252
1/4 Page	4.9" W x 7.8" H	\$168	\$305	\$416	\$504
1/2 Page	10" W x 7.8" H	\$355	\$645	\$880	\$1,067
Full Page	10" W x 15.8" H	\$710	\$1,291	\$1,760	\$2,134

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The Eliot News
is looking for neighbors!

Send your stories, photos, and editorials
to news@eliotneighborhood.org

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Crossword by JED

1	2	3	4		5	6	7	8
9					10			
11					12			
13				14				
			15					
16	17	18				19	20	21
22					23			
24					25			
26					27			

Crossword clues on page 3

Eliot News
Advertising Special
20% off Winter issue for new or
returning customers
15% off 4 issue blocks
See ad rates on the left

Drop, Cover, Hold On

By Elliott Armstrong

There are over 1000 earthquakes over magnitude 1.0 in Washington State and Oregon every year with more than two dozen being large enough to be felt. Since 1931, there have been 312 earthquakes with 30 miles of Portland. By some estimates, there is a 31% chance of a 5.0 magnitude earthquake occurring within the same boundary in the next 50 years.

Earthquakes come from four different sources: crustal, subduction zone, intraplate, and volcanoes. The most common are crustal earthquakes, which occur along faults, or breaks in the earth’s crust, at shallow depths of 6-12 miles below the surface. The two largest earthquakes in recent years in Oregon, Scotts Mills (magnitude 5.6) and the Klamath Falls main shocks (magnitude 5.9 and magnitude 6.0) of 1993 were crustal earthquakes.

Great subduction zone earthquakes occur around the world where the tectonic plates that make up the sur-

face of the earth collide. When these plates collide, one plate slides beneath the other, where it is reabsorbed into the mantle of the earth. This sloping boundary between the two plates is the site of some of the most powerful earthquakes ever recorded, often having magnitudes of 8 to 9 or larger and lasting several minutes.

Which is why it’s a good time to pause. On October 15th, folks are meeting at OMSI for the Great Oregon Shakeout. You’ll be able to create or update emergency plans, plan an emergency supplies kit, review your emergency contacts list, learn about first aid and community response trainings, get tips on retrofitting your home or building, and generally on being prepared for disaster so you can recover quickly should it occur.

Eliot neighbor Steve Gemmell from EarthQuakeTech will be there to answer any questions for you.



Crossword Clues

Across

- 1 Bean curd
- 5 Take a shot
- 9 One soft drink each?
- 10 Unit of pressure named for Italian scientist
- 11 So-called spy in cab, in short
- 12 Chiwere speaker
- 13 Latest on poet? You're looking at it
- 15 Something Washington was incapable of
- 16 You're working on it – dammit!
- 22 Affected by tears
- 23 Vera often goes with this curative plant
- 24 What feeds the kitty?
- 25 Majority shareholder
- 26 Like mouse in church
- 27 Room under 20

Down

- 1 London gallery
- 2 White stone
- 3 Meeting places?
- 4 Add padding to
- 5 General nickname in Civil War
- 6 A, B, C, D, F, or G?
- 7 In which pretty maids or ducks may be organized
- 8 JFK or LBJ
- 14 Memoir by Frank McCourt
- 16 Two or three, perhaps? BS
- 17 Splitsville?
- 18 Smelling a rat
- 19 Miscellaneous collection
- 20 Elevated position for fiddler in musical
- 21 Make little impression on

Interacting with PBOT Work Crews

By Mark Bennett

Every story has a backstory and the struggle between the 7th and Tillamook neighborhood and PBOT is no different, but I’m not going to dive too deeply into that rathole – instead I want mostly to relate my experience as PBOT contractors showed up to cut down the tree and start removing the traffic circle on Monday Sept. 27th.

Our neighborhood knew they might be coming, not because PBOT explicitly notified us, but because we have long since stopped trusting them because they don’t respond to our letters, emails, or phone calls and instead we try to anticipate their every move. A few others and I (who didn’t have Monday morning office responsibilities) assembled at the traffic circle at 6:45am.

Shortly thereafter, a PBOT truck and a contractor parked some distance away on 7th and began to observe us. They talked on their phones while observing us – a good indication that they were calling PBOT for instructions. Then, a tree cutting service pulled up next to the traffic circle and a squad of five or six guys with chainsaws and chippers approached us at the circle.

I informed them, “We need to see your permit to cut down the tree.”

After some back and forth, the contractor’s supervisor walked up and said, “We’re cutting down this tree, you need to move now.”

I replied, “We need to see your permit or you aren’t cutting down the tree.”

The contractor snarled back, “I don’t need a damn permit, we’re cutting this tree down.”

Again I said, “Without a permit, you aren’t cutting this tree. We can’t just have people walk into our neighborhood and cut down trees without a valid permit.”

The PBOT inspector joined the discussion, “We have an approved project and the start date is today.”

I repeated, “Show me the permit.”

He pulled out his phone and showed me a long document which I visually scanned. I pointed out, “This is a project description, not a permit.”

The contractor said to the PBOT inspector, “We can start cutting down the other tree while you make a call to clear the intersection.”

The PBOT inspector was on an animated call for a few minutes and returned, “We have full authorization and we’re cutting down this tree. You need to move your protest off the circle.”

I said, “You have no compunction acting completely against the obvious will of this neighborhood”.

Inspector, “I’m just doing my job.”

I replied, “How often has that argument been used to justify bad things?”

And then, the community response team of PBOT showed up in the guise of a Portland Police sergeant all dressed in black with a bullet proof

vest and a 9mm pistol on his belt.

The sergeant said, “You have the right to protest, but not on this circle. If you do not move from the circle, I will arrest you for misdemeanor trespass. It may not be a serious charge, but I will take you in for booking and it may not look good to your employers or any future employment you might seek.”

I responded, “You show up and the first thing you do is try to intimidate us”.

The sergeant said, “I’m not intimidating, I’m just doing my job.”

I thought, there it is again, just doing his job. I replied, “Is it your job to suggest we might lose our jobs and not be able to find employment? Isn’t it a little intimidating that the person PBOT sends to talk to us has a 9mm?”

The sergeant said, “This is just my uniform, and I am just trying to make you aware of the consequences.”

I said, “Well you are intimidating me whether you intend to or not. You have turned this peaceful protest into a dangerous confrontation.”

I noticed that I was shaking, I couldn’t tell if I was cold or if it was the fear of the officer.

The Sergeant said, “You’ve been warned.”

I left for a bit as I had to get ready for an appointment and when I got back, the PBOT project manager had showed up and was addressing our group (now that she had Police protection). She may have said many things before I had arrived back on the scene, but the first thing I heard her say was, “We are already over budget and behind schedule, you should allow us to move forward and trust that you will have an opportunity for changes when the project is completed”.

This was too much, I blurted out, “Trust you? You have misled and lied to us every step of the way. Three years ago, the community approved a plan with a straw vote of over 150 voters and then mysteriously PBOT changed the plan because unidentified powers brokered a behind-the-scenes deal. Now you come back, without notifying the neighborhood, to remove the traffic circle — the only speed abatement in this intersection, and we are supposed to trust you? We wouldn’t even be here if you didn’t refuse to add two stop signs to the plan with the only reason provided being that it doesn’t meet Federal guidelines. You may steamroll us, but it will result in a lot of bad will. This isn’t going away. You are liars”

The sergeant announced, “This isn’t productive.”

I said, “Oh, so the guy with the gun gets to say what’s productive and appropriate.”

At this point, one of my neighbors pulled me aside and said, “I’m nervous about too much confrontation with a police officer with a gun.”

I agreed with my neighbor, mostly because I had no idea how I would react if the officer tried to arrest me.

(PBOT Work Crew, continued on page 4)

(PBOT Work Crew, continued from page 3)

Our story ends with the tree cut down and the traffic circle ready for bulldozing. Car speeds which already average 29 miles an hour with a standard deviation of 4 mph will undoubtedly increase (incredibly 1 out of every 20 cars is already going over 37mph). The traffic volume which is currently 6000 cars a day (five times PBOTs planned volume for 7th) will almost assuredly increase as well. We must not forget that the circle was originally built because a child was killed 50 feet from the existing circle by a speeding car.

I cannot help but ask myself, “Why does PBOT ram this project down our throats in the face of nearly universal

EarthQuakeTech Prep

By Steve Gemmell

What a strange time to be in the construction business! Having started Earthquake Tech 27 years ago, I have been through a lot of strange times. 2001 and 2008 most notably. The pandemic was strange two years ago - can't believe it has been two years. I remember stocking up on cans of soup at Safeway about a week before the shutdown and thinking how eerie it all was.

Fast forward two years and now we are dealing with the inflation we should have all seen coming right? Hindsight is always 20/20. When I get a moment to think about things, I always come back to preparedness is key. What could make this situation worse? Well, a 2.9 magnitude earthquake that was recorded on July 24th in Hillsboro/ Aloha was a gentle reminder of what could make things worse. A significant earthquake could make things much worse - I mean much, much worse. Yeah - that is how I think - breathing seismic retrofitting day in and day out, earthquake preparedness is always staring me in the face - and the truth is I am not as prepared as I would like to be. So, I am going to share with you what is on my need to do list:

I moved into another old house two years ago. I immediately did the seismic retrofit on it, but I have put off the strapping of my water heater and the install of an emergency gas shut off valve. It is definitely time to take care of that. That's right, Mr. Earth-QuakeTech needs to do that still. I will have to build a decent 2x4 brace wall next to the water heater because it is not next to anything I can brace it to - no big deal - three 2x4s, some nuts and bolts and a few hours and it is done. The water heater strapping kits are sold at Home Depot. Easy peasy.

For those of you not inclined to do this, you can find someone to do that easily. Of course we are standing by the phone waiting for your call as well so feel free to call us. Our standard rate for a simple water heater bracing is \$250. More involved situations will cost more. Do not strap the water heater to your chimney! This is a big no no. Your chimney is made of brick and will fall apart during an earthquake, leaving your broken water heater sitting next to a pile of rubble.

Installing an emergency gas shut off on your gas line outside of your home is a little more involved and should be done by someone who knows how to thread gas pipe. This will prevent potential gas leaks and fires should your

neighborhood opposition?” I believe the answer lies in the words of the PBOT project manager and the PBOT traffic engineer. The project manager said, “We can’t have another meeting, we are already over budget and behind schedule” and the engineer said, “We can’t add the two stop signs because of Federal guidelines.”

It’s clear as day, since PBOT thrives on Federal money, they march to Federal schedules and budgets and once a project is approved, they don’t want any changes – it jeopardizes the money that pays their salaries. PBOT’s interest is to keep the federal dollars flowing. Community involvement and input is all just for show.

house and gas lines move during an earthquake. Again - there are plenty of people you can find who can do these. We are doing standard 3/4 gas line emergency shut off valve installs for \$700 and up - we use the California Emergency gas Shut Off Valve. There are others out there like the Northridge Valve that are fine as well. Our install includes the required permit label with the City and the required gas line bracing that ensures the valve is activated when the house moves.

We also do all the structural home and building retrofitting that will safeguard your asset! Feel free to call us for a free estimate.

I also need to get on a few less expensive, but also very important emergency preparedness measures.

I need to get to know my neighbors living next to me better! Organizing a simple get together to talk about an emergency scenario is a great way to introduce your neighbors to the concept of neighborhood emergency response should something go down. You and your neighbors will be the first responders in a significant earthquake. The police and fire department are NOT coming for a while. Knowing how you can help your neighbors and letting them know how they can help you will make a big difference should the time come. It is a good way to spread the responsibilities of having everything you will need and finding out who has a generator, tools, ladder, who can check in on your pets and whose pets you can check in on.

Make list of all the good stuff and talk through it. Your cell phones are not going to be functioning, so some time spent now will save you a lot of grief later. There is a great brochure called Map Your Neighborhood that outlines ALL of this. Hit up the link and get ten of them for you and your neighbors to use.

<https://www.tvfr.com/DocumentCenter/View/188/Map-Your-Neighborhood?bidId=>

I need to restock the soup supply and other food that I got two years ago when the pandemic set in. I have eaten it all - rotating the stock is necessary unless you buy product that lasts as long as a Twinkie. I like product from Trader Joe's - they sell some great reheatable pouches of Indian food that I will cook up with some couscous or rice. Great on the hiking trail for those overnight camping trips too.

I need to fill up the two 5-gallon gas tanks that I have for my emergency generator.

Get a generator! I spent \$700 at Harbor Freight for a nice one. Your electricity will be going out and so will your freezer! BBQing is sooo much nicer than just relying on canned goods. <https://www.harborfreight.com/generators-engines/generators.html>

I need to re-organize my disaster kit - I plundered the stock of sleeping bags and other consumables like charcoal and kindling that I store year round for the summer outings we have been having.

And last - if you have a fireplace - stock up on firewood! I took the opportunity to do so two years ago after the last ice storm. There was sooo much maple lying in the roads I couldn't resist.

So there ya go! My best advice for earthquake preparedness in this year 2022, year three of the pandemic. I am sure there are some things I left out, but if I can get my butt in gear and do these simple tasks, I will be feeling pretty well prepared.

Stories from 7th and Tillamook

Arranged by safeon7th.org Neighbors living near 7th and Tillamook

My name is Jerry Thompson and I am one of the people that is being impacted by the project on 7th and Tillamook. As a resident of this area for over 50 years, I can say that the removal of the traffic circle is not going to make the traffic flow safer. When the circle was installed, it did deter some speeders, but I can remember people racing down 7th. It also seems that no one ever reaches out to the Westside of 7th Ave. When major changes are being done in this area. I have my worries about my neighbors with ambulatory issues. I would hope that my concerns are not falling on deaf ears. Throughout my life this area seems to be where the city uses this area as a place to test things out. I would hope that PBOT would do more than lip service for this area. There has been a lack of acknowledgement when dealing with this neighborhood for a longtime. I personally have to pull into the southbound and back into my driveway, if I pulled in head in, I'd never get out on 7th. I also had an accident on 7th when I was waiting for a cyclist to get past my driveway when I was rear ended and knocked head on into a southbound vehicle. I again as a longtime resident of this area I respectfully hope that we can have more dialog about a decision that will impact my community and lives for years to come. We have children in this area and the new plan seems to endanger the elderly and the kids.

“I agree with my neighbors that safety issues are big concern by moving the roundabout. As a family with a young child I am already worried about speeding cars down our street.... Many people go well over 35 miles per hour down our street with speed bumps. There has already been a death of child and many pets on 7th. By removing the barriers that protect our neighborhood from being a highway it will increase speeding and make our street a cut through street for aggressive drivers.” -Sabra S. (Email Thread Between Street Users and PBOT)

You should absolutely come down to OMSI on October 15th for their pre–Great Oregon ShakeOut event being held from 10 until 4, keeping earthquake preparedness on people's minds. Earthquake Tech will have a table there and I would love to hear your questions and ideas! They also have a ridiculously cool shake table that is the size of a normal room. Pretty cool!

Check out the shake room https://www.youtube.com/watch?v=x-WH_x5FK1Y

Check out the OMSI events link (it should put out info on their events page in September) <https://tickets.oms.edu/events>

Oregon Emergency Management is also holding The Great Oregon ShakeOut on October 20th, 2022, at 10:20 am. This event is trying to get as many people in Oregon as possible to participate in a statewide emergency earthquake drill. It is a great opportunity for people and businesses to run through their emergency plans.

Check out the Great Oregon ShakeOut at this link <https://www.shakeout.org/oregon>

“My wife and I operate the preschool on Tillamook and we also live here, and both of us would happily trade access changes and car commute modifications for ourselves and our customers for a better neighborhood with lower car traffic. . . ” -Zac (Email Thread Between Street Users and PBOT)

“The difference on 7th street since the barriers have gone up is night and day. Listen to the community that actually lives there, not just motorists that want to use it as a high speed cut through. Literally MLK is a block away.” -Jay Cee (“Eliot Residents Meet PBOT in the Street to Air Grievances and Urge More Traffic Calming”)

“Even those in support of PBOT’s plan, and PBOT themselves, can’t point to anything that will prevent speeds from increasing as a result of this project. All the mitigations in the design are directed at improving visibility and mode separation. Nothing in the design will mitigate drivers speeding and it’s therefore not the clear cut “net improvement in safety” that PBOT claims it is. The neighbors are united in their concern about speeds for good reason. Speed kills.” -Mitch (“Eliot Residents Meet PBOT in the Street to Air Grievances and Urge More Traffic Calming”)

“Speed bumps and paint won’t effectively mitigate speeding traffic, which is the problem we’re trying to address.” -John V. (“Eliot Residents Meet PBOT in the Street to Air Grievances and Urge More Traffic Calming”)

“The construction bike routing and the lack of cars has made the majority of 7th Ave quite pleasant.... It seems overkill to fully demolish and try something new when ‘tweaks’ to the intersection would work.” -Patrick (“7th Ave. to PBOT – Keep Cars Out of Our Neighborhood”)

(7th & Tillamook , continued on page 5)



(Ranked Choice Voting, from page 1)

election made this point and claimed she should be the winner because more votes were cast “against” Wheeler and she got most of those, so went her logic. The flaw in this logic, and a significant weakness in RCV IMO, is that in most elections voters weigh two factors: the candidate’s “personality,” and their political philosophy and/or party affiliation. Political parties are a fact of life in elections, even in undemocratic countries, like Russia. Party labels are an easy way to convey policy positions to voters. RCV assumes political parties are exclusionary, because candidates can’t claim to be a Democrat or Republican without party support. However, any candidate that embraces a parties politics CAN get that endorsement, so it isn’t particularly exclusionary. They also claim parties lead to extreme candidates due to the way parties select candidates. I find this distasteful for “partisanship” troubling, because eliminating the influence of political parties would make elections only about “personality.”

The reality of political parties and similar electoral affinity groups like conservation voters and anti-abortion groups, means that candidates associated with that philosophy will attract voters who favor that party. Voters use party labels when they vote seeing it as a “seal of approval” for political values they share. RCV is an attempt to undermine the role party-line voting plays in partisan elections, which I think creates a threat to the “one man/vote” principle at least two ways. For example, I favor only Democratic candidates. First, if I refuse to vote for a candidate that is not a Democrat, I may not have another Democrats to give my second or third vote to. If I choose not to cast a second or third choice vote, I am effectively denied as many votes as someone who does choose multiple candidates. Even if I did have other candidates to vote for, but still abhorred the candidate from another party, I would not agree to reallocating my “losing” votes to that party’s candidates; however, RCV doesn’t give me that option.

Let’s use the upcoming Governor election as an example. Assume we used RCV and we had 2 votes to allocate among 3 candidates, Kotek, Johnson,

and Drazen. My “anti-abortion” vote has only 1 choice, Drazen. I couldn’t in good conscience vote for the other two candidates so choose not to do so, but pro-choice voters can cast votes for both of the other two candidates. I cast 1 vote and they cast 2 each; that violates the “one man/vote” rule. Now assume I am a “pro-choice” voter but anti-socialist, so Johnson is my first choice, but Drazen as a “lessor evil” than Kotek. Johnson gets fewer votes than Drazen so my vote is reallocated to Drazen, who wins. That validates my anti-socialist strategy to oppose Kotek, but also violates my strongly held “pro-choice” philosophy. It is a “damned if I do or don’t” situation. Instead of being a sore loser under the current system, under RCV I become a regretful winner. Unfortunately, my support for my lesser choices aren’t going to be as strong as for my favored candidate, making me a grumpy citizen. Grumpy citizens lead to political instability. In fact, that is the result from the recent Alaska election, which used a form of RCV. The sole Democrat on the ballot won by splitting the vote of the two Republicans. Now Republicans are telling their voters to NOT cast a second-choice vote for the Democrat in the November election. They are also planning to repeal RCV.

I want to wrap up with another example. Abe Lincoln “won” the presidency with 39% of the vote against several pro-slavery candidates. The other candidates comprised a majority of the votes, over 60%, and favored either retaining slavery or expanding it. Had RCV been used, slavery would have “won.” In that case, RCV would have been more “inclusionary” but not so good for Black citizens. The hope of RCV is that it will eliminate “extreme” candidates because they will be perennial losers and drive candidates to more “centrist” positions. That is wishful thinking IMO give the egos of candidates and the financial support for extreme, one-issue candidates. The solution to partisan “extremes” isn’t changing elections but changing the “extreme” party or creating a new party to counter it, which “never Trumpers” Republicans are wrestling with currently and have the right to do so without interference from people who don’t identify as “Republicans” or from well-meaning election reformers.



Resource events at Dawson Park. Photos courtesy of Jennifer Wilcox

(7th & Tillamook, from page 4)

“The last few days I’ve taken 7th several times, including riding with my 12 year old daughter to visit a friend in Northwest. It’s been much nicer with greatly reduced through traffic south of Knott. . . .” -Joseph

“I don’t understand what the rush is; they’ve waited 4 years already, a little longer isn’t going to hurt anyone. Surely there’s a way to delay the contractor for a few weeks and work this out with residents.” -Watts (“Eliot Residents Meet PBOT in the Street to Air Grievances and Urge More Traffic Calming”)

“PBOT needs to pay attention to the real complexity of diversity within our communities, which requires them to

listen to organizations AND individuals, over time scales of decades and over time scales of months.” -Helen (Email Thread Between Street Users and PBOT).

The Eliot Neighborhood Association has taken a stance that 7th can never be reopened to through traffic between Fremont and Broadway. There were way too many cars on that stretch and it was just too efficient a cut-through for cars. Keeping the street blocked is the only tool in the City’s toolbox that will get this done. 7th is already a more neighborly place with the construction diversion. There was an awesome block party for the first time in years Sunday night. We can’t give these gains up. - Allan Rudwick, co-Chair, Eliot Neighborhood Association

Eliot Community Leader’s Business Damaged in Fire

By: Sean Green, Co-Chair of the Northeast Coalition of Neighborhoods (NECN)

The business owned by Jimmy Wilson—a community leader who has touched the lives of many people in Eliot and Northeast Portland—was devastated by a fire in September. The Black-owned food cart pod known as J&Q’s Corner is at the corner of NE Fremont and NE Vancouver. Jimmy and Quanita Wilson started the business at this location in 2008 with a dry cleaners and BBQ food cart. The married couple eventually decided to shut down the dry cleaning business and BBQ food cart in an effort to allow other entrepreneurs to start their own food cart businesses.

Jimmy buys and restores food carts, renting them out to people who have been denied traditional entrepreneurial opportunities elsewhere. Over the years, most of the businesses in the pod have been operated by minorities.

In September, a fire broke out in one of the food carts and spread to several other food carts. Fortunately, no one was hurt in the fire and it was extinguished quickly by the Portland Fire Bureau. The building on the property that once held the dry cleaning business—and was in the process of being transformed into a music studio to support young people and their creative musical endeavors—was also damaged.

Supporting youth is nothing new to Jimmy. He has dedicated his life to community service, including volun-

teering for the past 38 years at Emanuel Church. He is currently a deacon, serves on the board of trustees, and is the facility manager. Recently, Jimmy has been working to support youth through community outreach and service to provide mentorship in an effort to reduce gang violence.

Jimmy is currently the co-chair of the Eliot Neighborhood Association and the Northeast Coalition of Neighborhoods (NECN). Jimmy and Quanita were born and raised in Northeast Portland and operate one of the last Black-owned businesses that have withstood gentrification. Jimmy says that “while [he] has seen a lot of changes in Northeast Portland, it has always been [his] home and [he] has no plans on leaving.”

As Jimmy rebuilds his food cart pod, many people in the community have come together to support him through a GoFundMe campaign (gofund.me/0205bee0).

The funds raised will be used to support lost revenue related to the fire and any damage that is not covered by insurance. Any extra funds will be put towards the recording studio project to support youth.

If you stop by J&Q’s Corner be sure to say hi to Jimmy who is there nearly every day.

Adopt a storm drain this fall

Follow these tips for clearing storm drains:

- **Use a rake, shovel, or broom.** Don't use your hands.
- **Wear gloves.** Be careful of sharp objects!
- **Wear reflective clothing** so people driving can see you. Watch out for traffic!
- **Only clear drains you can reach from the sidewalk.** Don't stand in the street and don't clear drains that are in the middle of a street.
- **Clear drains before the rain,** whenever possible.
- **Clear 10 feet** on both approaches to the drain.
- **Watch for standing water** to avoid slipping or stepping on sharp objects.
- **Clear surface debris only.** Call PBOT Maintenance Dispatch 24/7 at 503-823-1700 for any emergency hazards or if the drain is still clogged after removing surface debris.
- **Don't put leaves in the street.** Place leaves in your green yard debris roll cart for curbside pickup. If you have too much for the cart, simply use lawn bags and place them next to the roll cart for pickup.

Those that oppose CRT believe that it teaches to divide people about their race, that they're superior to others or should feel guilty for something that happened in the past. Legislation recently passed throughout the country prohibits teaching that any individual should feel discomfort or guilt on account of their race or that they shouldn't be proud of their country; that its system is fair. Said Gov. Kevin Stitt after signing an anti-CRT bill, "Now more than ever, we need policies that bring us together, not rip us apart."

CRT critiques American history, society, and institutions including government and legal systems from a race-based perspective revealing that things are not equal. In September 2020, Gov. Gavin Newsom of California signed into law, Assembly Bill 3121, creating a task force that would study the state's history of slavery and institutionalized racism and make recommendations for reparations.

In June 2021, a 500-page report which detailed the harm suffered by descendants of enslaved people through racist laws in housing, employment, education, health, the legal system, and more was released by the task force.

Said task force chair Kamilah Moore of the report, it "chronicles the harms against the African American community, starting with the slave trade, the institution of U.S. chattel slavery, emancipation and the broken promise of reconstruction, genocidal Jim Crow, to contemporary harms; it is the most extensive government-issued report on the African American community since the Kerner Commission in 1968." The report is a survey of those harms, as part of efforts of California's task force to study and develop reparations proposals.

The Task Force examined 12 major areas of systemic discrimination that negatively affect the African American community. The report cites those factors as enslavement, racial terror, political disenfranchisement, separate and unequal education, housing segregation, racism in the environment and infrastructure, pathologizing the Black family, control over creative cultural and intellectual life, stolen labor and hindered opportunity, an unjust legal system, mental and physical harm and neglect, and the wealth gap.

Slavery was abolished 159 years ago but remains enmeshed in political, legal, health, financial, educational, cultural, environmental, social, and economic systems of the United States. It's woven into the establishment, history, and prosperity of the United States and lasted from 1619 to 1865. After it was outlawed, government at the federal, state, and local levels continued to preserve, allow, and often profit from practices that brutalized African Americans and excluded them from meaningful participation in society. It resulted in debilitating economic, educational, and health hardships that are uniquely experienced by African Americans.

The foundation of America's wealth was built upon trafficked African people and their descendants. After the American Revolution, the United States built the largest and the most profitable enslaved labor economies in the world. In 1860, of the about 12 million people living in 15 slavery states, nearly 4 million were slaves.

After the assassination of President Abraham Lincoln, President Andrew Johnson in 1866 proclaimed "this is a country for white men, and by God, as long as I am President, it shall be a government for white men.

African Americans have pursued equal political participation since before the Civil War, but the federal, state, and local governments have suppressed and continue to suppress Black votes. Although dated, Stacy Abrams *All In: The Fight for Democracy* is a good example of this in modern times.

After the Civil War, the United States protected the voting rights of African Americans on paper, but not in reality. During the 12-year period after the Civil War called Reconstruction, the federal government tried to give freed African Americans access to basic civil rights. By 1868, more than 700,000 Black men were registered to vote in the South.

During Reconstruction, 1,400 African Americans held federal, state, or local office. However, that progress didn't last. During the presidential election of 1876, Republicans and Democrats agreed to withdraw federal troops from key locations in the South, effectively ending Reconstruction.

Southern states then willfully ignored the voting protections in the U.S. Constitution, and passed literacy tests, poll taxes, challenger laws, grandfather clauses, and found other ways to prevent African Americans from voting. States also barred African Americans from serving on juries. Several points that are covered in Stacy Abrams *All In: The Fight for Democracy*.

This targeted government action was extremely effective in stripping African Americans of what little political power gained during the Reconstruction era. For example, in 1867 Black turnout in Virginia was 90 percent. After Virginia's voter suppression laws took effect, the number of Black voters dropped from 147,000 to 21,000. During Reconstruction, 16 Black men held seats in Congress. From 1901 until 1970, not a single African American served in Congress.

These government actions returned white supremacists to power in local, state, and federal government. Historians have argued that racist lawmakers elected from the Southern states blocked hundreds of federal civil rights laws and rewrote many of the country's most important pieces of legislation to exclude or discriminate against African Americans.

The New Deal, designed to pull America out of the Great Depression, created the modern white middle class and many of the programs that Americans depend upon today, such as Social Security. But the New Deal excluded African Americans from the most of its benefits. The G.I. Bill was passed in 1944 for returning war veterans but the great majority of returning 1.2 million Black Veterans were denied unemployment, employment, education, and help for housing.

Although Jim Crow segregation was common in the South, it existed in less obvious but still effective ways throughout the entire country. This was done through government guided segregation well into the 40's that prevented homes from being sold to African Americans. The federal govern-

ment used redlining to deny African Americans equal access to the capital needed to buy single-family homes while at the same time subsidizing white Americans efforts to do the same. The passage of the Fair Housing Act in 1968 outlawed housing discrimination but did not fix the structures put in place by 100 years of discriminatory government policies, and residential segregation.

Through much of American history, enslavers and the white political ruling class in America believed it was in their best interest to deny education to African Americans to dominate and control them. Slave states denied education to nearly all enslaved people, while the North and Midwest segregated their schools and limited or denied access to free Black people.

After slavery, many white Americans maintained the stain of slavery by carrying out violence and intimidation against African Americans. Racial terror ran thru every aspect of post-slavery Black life and prevented African Americans from building the same wealth and political influence as white Americans. African Americans faced threats of violence when they tried to vote, when they tried to buy homes in white neighborhoods, when they tried to swim in public pools, and when they tried to assert equal rights through the courts or in legislation.

White mobs bombed, murdered, and destroyed entire towns. Federal, state, and local governments ignored the violence, failed to or refused to prosecute offenders, or participated in the violence themselves. Southern states maintained the racial hierarchy by legally segregating Black and white children,

and white-controlled legislatures funded Black public schools far less than white public schools. An Alabama state legislator stated in 1889, "education would spoil a good plow hand." Black teachers received lower wages, and Black children received fewer months of schooling per year and fewer years of schooling per lifetime than white children.

After Brown v. Board in 1954, many white people and white-dominated school boards throughout the country actively resisted integration. In the South, segregation was still in place through the early 1970s due to massive resistance by white communities. In the rest of the country, education segregation occurred when government sanctioned housing segregation combined with school assignment and siting policies. Because children attended the schools in their neighborhood and school financing was tied to property taxes, most Black children attended segregated schools with less funding and resources than schools attended by white children.

Due to residential segregation, African Americans have lived in poor-quality housing throughout American history, exposing them to disproportionate amounts of lead poisoning and increasing risk of infectious disease. Segregated Black neighborhoods have more exposure to hazardous waste, oil and gas production, automobile, and diesel fumes, and are more likely to have inadequate public services like sewage lines and drinking water pipes. African Americans are more vulnerable than white Americans to the dangerous effects of extreme weather patterns

(CRT & Reparations, continued on page 7)

Why the Eliot NA is working with No More Freeways to Sue ODOT

By Allan Rudwick

At our September Eliot Neighborhood Association (ENA) meeting, we had a visitor who was surprised to hear that ENA was a party to a lawsuit against the Oregon Department of Transportation (ODOT) over the I-5 Rose Quarter Expansion project (I5RQX). We are actually party to multiple lawsuits regarding the project. But how did we get here? And why do we feel confident that this is a good idea?

In 2010, the City started doing its central city planning process and did this in quadrants. The North/Northeast Quadrant plan included all land inside the I-5/I-405 loop on the east side of the river plus parts of Eliot and almost all of the Lloyd District (see drawing). During this planning process, the City also included a large discussion of highway planning that really dwarfed the planning discussion in my opinion.

ODOT has claimed that their project would be a "safety and operations project"- adding shoulders and "auxiliary lanes" an ODOT-created term that is intended to mean lanes that don't continue for very long distances. Regardless of what they are called, any lane-mile additions in the core of an urban area are statistically likely to increase vehicle miles traveled (VMT) and emissions accordingly. The safety improvements that ODOT claims to be creating? They are a reduction in lower speed crashes. Increasing speeds is thought to increase the severity of crashes and this redesign may increase serious injuries and cause the zero (0) fatalities between

vehicles to increase. (Tragically, several people have died on this section of I-5, but they were people on foot entering the highway not cars. Those incidents will not decrease with these changes.)

During those planning discussions, the City and State (along with community partners) came up with a plan for I-5 that really was just "polishing a turd" according to one highway engineer. They spent months tweaking their traffic models to justify the project and we didn't know what sorts of tweaks they were doing. Since then, sharp-minded lawyers, traffic engineers and activists from the No More Freeways (NMF) coalition have found out that the major sin that ODOT made was to include the assumption that a new huge (12 lane + exit ramps) bridge would be built between Vancouver, WA across Hayden Island (the Interstate Bridge Replacement, or IBR) to delta park and that all those additional cars would be trying to come into the central city. (It is unclear how they would get to the central city through the 3-lane corridor between I-405 and the new bridge).

Additionally, ODOT is assuming that I5RQX will be built in their traffic models of the new IBR project. Both projects are needed to justify the other? Page 6 This is now how we do planning generally, in fact it is ludicrous. This sleight of hand is a great PR move on behalf of ODOT, who is able to "get" multiple huge projects done after a generation of really not building any

(ENA & ODOT, continued on page 11)

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such as floods, as neighborhoods historically “appropriate” for African Americans are in the “worst” parts of the city, next to freeways and at low elevations near the flood plain, made worse by the effects of industrial degradation of the environment.

During slavery, state governments controlled and dictated the forms and content of African American artistic and cultural production. Advocates argue that this is still true today. There are estimates that racial violence accounts for 1,100 missing patents that should have been given to African Americans. Federal and state governments allowed white Americans to steal Black art and culture with impunity, depriving Black creators of valuable copyright and patent protections.

The Task Force purports that it is undeniable that the labor of enslaved Africans built the infrastructure of the nation, produced its main agricultural products for domestic consumption and export, and filled the nation’s coffers. Since then, federal, state, and local government actions directly segregated and discriminated against African Americans.

Federal laws have protected white workers while denying the same protections to Black workers, empowering discrimination. Nearly 85 percent of all Black workers in the United States were excluded from the protections of the Fair Labor Standards Act of 1938 including access to a federal minimum wage, a maximum number of working hours, access to overtime pay, and limits on child labor. The Act outlawed child labor in industrial settings where most white children worked and allowed child labor in agricultural and domestic work where most Black children worked.

American government at all levels criminalized African Americans for social control, and to maintain an economy based on exploited Black labor. After the Civil War, and throughout segregation, states passed numerous laws that criminalized African Americans as they performed everyday tasks, like entering into the same waiting rooms as white Americans or at bus stations or walking into a park for white people. In the South, until the 1940s, Black men and boys were frequently arrested on vagrancy charges or minor violations, then fined, and forced to pay their fine in a new system of enslavement called convict leasing.

During the tough on crime and War on Drugs era, politicians continued to criminalize African Americans to win elections. President Richard Nixon’s domestic policy advisor explained that by “getting the public to associate the hippies with marijuana and blacks with heroin, and then criminalizing both heavily, (the Nixon White House) could disrupt those communities. Did we know we were lying about the drugs? Of course we did.”

The government actions described in the report have had a crushing effect on the health of African Americans. Compared to white Americans, African Americans live shorter lives and are more likely to die from nearly all known diseases and medical conditions compared to white Americans. When African Americans are hospitalized, Black patients with heart

disease receive older, cheaper, and more conservative treatments than their white counterparts.

Researchers have found this health gap has grown and isn’t explained by poverty alone, as middle and upper-class African Americans also manifest high rates of chronic illness and disability. Researchers have linked these health outcomes in part to African Americans’ experience of racism in our society. Research suggests that race-related stress may have a greater impact on health among African Americans than diet, exercise, smoking, or low socioeconomic status.

As described throughout the report, government policies perpetuating marks of slavery have helped white Americans accumulate wealth while erecting barriers which prevent African Americans from doing the same. Federal Acts essentially gave away hundreds of millions of acres of land almost for free mostly to white families. Today, as many as 46 million of their living descendants reap the wealth benefits. After the Civil War, the 40 acres and a mule promised to slaves for 246 years of forced labor building America was never fulfilled.

In the 1930s and 1940s, the federal government created programs that subsidized low-cost loans, which allowed millions of average white Americans to own their homes for the first time. Of the \$120 billion worth of new housing subsidized between 1934 and 1962, less than two percent went to non-white families. Other bedrocks of the American middle class, like Social Security and the G.I. Bill, almost entirely excluded African Americans.

In 1969, about one-third of Black Americans lived below the poverty line. By 2016, that number had dropped to 22 percent as a significant number moved into the middle class with a boost from 1960s legislation. In 2015, Black men’s average hourly wages were 31 percent lower than for white men. Even now, Black unemployment rates are twice those of white Americans. Blacks now have a louder voice in government yet poverty and disenfranchisement remain.

In 2019, white households held 9x more assets than Black households. These has multiplied over generations, resulting in a wealth gap that is the same today as it had been two years before the Civil Rights Act was passed in 1964. In 2019, the median Black household had a net worth of \$24,100, while white households had a net worth of \$188,200. This wealth gap persists across all income levels, regardless of education or family structure.

In 2020, African Americans held 1.6 percent of corporate stocks and mutual-fund shares compared to 91.6% of white investors. Bloomberg also reported that white households account for 80% of real-estate holdings.

In July 2023, the task force will release its final report with recommendations for appropriate remedies of compensation, rehabilitation, and restitution for descendants of persons enslaved in California. They established an agency to mitigate, identify, and prevent future harms and suggest policies to compensate for the harm caused by the legacy of anti-Black discrimination and work to eliminate systematic racism that has developed as a

result of the enslavement of African Americans.

Sage Howard in Black Voices talks about how reparations can slow down our climate crisis. She writes about the relationship between climate change, colonialism, enslavement, and reparations that affects all of us today. A 2019 BBC article explains: Enslaved people were brought (to North America) to work on the cotton, sugar and tobacco plantations. The crops they grew were sent to the northern colonies or Europe, to be turned into finished products. Those finished goods were used to fund trips to Africa to obtain more slaves who were then trafficked back to America. The wealth was used to pillage land stolen from Native Americans and accelerate industrialization which exploited people of color and jumpstarting global warming.

As historian Lisa Betty put it, “justice is about way more than just a check. It’s about reimagining the world as a place where degradation and land theft are no longer normalized.” Betty is a reparations advocate who is vocal about how reparations are acts of social and climate justice. In an article for Ethical Style Journal, she examined how white supremacy, colonialism, and the enslavement of Black people not only affects the wealth of Black and Indigenous people in this country but laid a foundation for the current climate crisis.

“White supremacy has led to an abuse of resources that is literally killing us and the planet. Even if we executed a plan for financial restitution today — say, Venmo-ing all Black Americans — it wouldn’t fix our problems. Many of us have ended up living on land that’s been abused and that abuses us in turn with chemicals, illnesses, floods, and higher temperatures. For those experiencing climate apartheid in places like Flint, Michigan, and Louisiana’s Cancer Alley, the history of enslavement leaves an inescapable residue. We need to totally rethink our relationship with each other and with the natural world around us.”

“We’re still living in a plantation economy, but it’s worse because now more people are reliant on the plantation economy than even before. Our reliance on the global exploitation of land and people fostered by the institution of slavery is expediting the climate crisis. So where do we start with reparations as a solution, and how would it address or even slow down climate change?”

The Half Has Never Been Told by John Baptist confronts the institution of American slavery and how its expansion built the US economy and gave birth to the Industrial Revolution. It contributed to the entire US economy, both in the north and the south, and was an engine for the expansion of US territory to the south and west. Without taking on a debate for reparations, Baptist articulates the economics between slavery and capitalism and how it was intertwined with and drove the American economy.

A 2021 UMassAmherst poll found that nearly two-thirds of Americans and 90% of Republicans oppose the idea of cash reparations to the descendants of slaves. Men by 65% and women by 58% percent were against reparations. By age, 18-29 year olds favored by 57% while 55 years and above opposed by 70%. By education, the higher

degree attained netted the highest results in favor of reparations.

“400 years since Africans were forcibly brought to the shores of America, 245 years since the 3/5th Compromise and 157 years since freed African Americans were promised 40 acres and a mule, a majority of Americans expressed an unwillingness to pay the descendants of slaves for the nation’s original sin,” said Tatishe Nteta, associate professor UMass Amherst and director of the poll.

62% of the poll’s respondents oppose reparations, and nearly half (46%) say the federal government should not make cash payments to the descendants of slaves. Nearly two-thirds (64%) of Democrats and 86% of African Americans support the idea of compensating slaves’ descendants, while only 28% of whites support reparations.

“For opponents of reparations, it is not about the cost or the difficulty of the policy, but about perceptions of the worthiness of the contemporary recipients of cash payments,” Nteta says.

“Disturbingly – and in spite of indisputable evidence of the continuing effects of slavery and Jim Crow on Blacks – the primary stated reason for this opposition is the perception that descendants of enslaved people are not deserving of reparations,” says Jesse Rhodes, professor of political science at UMass Amherst and associate director of the poll.

6% of those opposed say such a program would be too expensive and 13% say it would be too difficult to administer while 25% say it is impossible to place a value on slavery’s impact. 38% say the descendants do not deserve reparations for their ancestor’s struggles. Another 18% say reparations should not be paid because they say African Americans are treated equally in society. Nearly half of the Republicans (46%) who oppose reparations say African Americans do not deserve them, and 25% say they are treated equally and therefore should not receive cash payments.

“In explaining their opposition to reparations, Americans view the descendants of slaves as unworthy of payment for the plight of their forefathers and mothers,” Nteta says. “For supporters of reparations, the next stage in the fight may be the education of the public regarding the continuing legacy and impact of slavery on the African American community.”

Said Nteta, “For the minority of Americans who indicated support for reparations, they view the institution of slavery as responsible for the socioeconomic inequalities between African Americans and whites. And while a majority of Americans express trepidation at paying the descendants of slaves, the future may be bright for the movement as a strong majority of Americans aged 18-29 express support for reparations.”

The National African American Reparation Commission (NAARC) is a group of professionals in law, medicine, journalism, academia, history, civil rights, and social justice advocacy that formed in 2015. This commission supports congressional bill HR-40 that was established to study reparations for African Americans. HR-40, was first introduced in 1989 before being passed

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(CRT & Reparations continued from page 7)

in 2021. A federal commission is now studying and developing reparation proposals for African Americans.

NAARC’s current reparations plan consists of the following: A formal apology and establishment of an African Holocaust Institute, the right of repatriation and creation of an African knowledge program, the right to land for social and economic development, funds for cooperative enterprises and socially responsible entrepreneurial development, resources for the health, wellness, and healing of Black families and communities, education and community development and empowerment, affordable housing for healthy black communities and wealth generation, strengthening Black information and communications infrastructure, preserving Black sacred sites and monuments, repairing the damages of the “Criminal Injustice System.”

“You didn’t build that” is a phrase from a campaign speech by Barack Obama in 2012. Said Senator Elizabeth Warren, “There is nobody in this country who got rich on his own - nobody. You built a factory out there? Good for you. But I want to be clear. You moved your goods to market on the roads the rest of us paid for. You hired workers the rest of us paid to educate. You were safe in your factory because of police-forces and fire-forces that the rest of us paid for. You didn't have to worry that marauding bands would come and seize everything at your factory - and hire someone to protect against this - because of the work the rest of us did. Now look, you built a factory and it turned into something terrific, or a great idea. God bless - keep a big hunk

of it. But part of the underlying social contract is, you take a hunk of that and pay forward for the next kid who comes along.”

Said Obama, “There are a lot of wealthy, successful Americans who agree with me – because they want to give something back. They know they didn't – look, if you've been successful, you didn't get there on your own. You didn't get there on your own. I'm always struck by people who think, well, it must be because I was just so smart. There are a lot of smart people out there. It must be because I worked harder than everybody else. Let me tell you something – there are a whole bunch of hardworking people out there. If you were successful, somebody along the line gave you some help. There was a great teacher somewhere in your life. Somebody helped to create this unbelievable American system that we have that allowed you to thrive. Somebody invested in roads and bridges. If you've got a business, you didn’t build that Somebody else made that happen. The Internet didn't get invented on its own. Government research created the Internet so that all the companies could make money off the Internet. The point is, is that when we succeed, we succeed because of our individual initiative, but also because we do things together.”

He made some interesting points but was he alluding to a larger issue, that of slavery. This country owes much of its wealth to slavery and Black America is still being punished. I read a 2014 poll that found that 75% of white Americans have no Black friends. Are these the people enacting anti-CRT teaching?

Of the 15 original slave states, 11 have

enacted CRT bans. Imagine that, take land by force, torture for profit, discriminate for power, and then deny that there is a race issue in America.

Please submit your thoughts/editorials to news@eliotneighborhood.org

Cascadia Health Opens Resource Room for Community

By Jennifer Wilcox

Amid the high demand for mental health services in our community, where it can take weeks or months to get an appointment with a provider, Cascadia Health has opened resource rooms in two of its health centers: Garlington Health Center (3036 NE Martin Luther King Jr. Blvd. in Portland) and Woodland Park Health Center (10373 NE Hancock St.). Garlington’s drop-in hours are Tuesdays 2-6 p.m. and Fridays 8:30 a.m. to noon. Woodland Park’s drop-in hours are Mondays from 2-6 p.m. and Thursdays 8:30-11 a.m.

These resource rooms, which are open to the community, are staffed by a peer wellness specialist: someone with lived experience, specialized training, and state certification to provide peer-delivered services to people needing support. The peer wellness specialist offers support in locating and accessing community resources such as food, shelter, and safety net benefits such as Oregon Health Plan, SNAP, and vocational services. Most importantly, the peer wellness specialist provides a personal contact to listen, validate, encourage, problem-solve, and advocate for those needing support and connection while waiting to access the behavioral and physical health services Cascadia Health offers.

Limited shower and laundry services are also available at Garlington Health

Center during drop-in hours and on Mondays 10 a.m. to noon and Wednesdays 2-4 p.m.

Cascadia’s Community Wellness Program also offers the following groups, which are open to the public:

Move and Groove – Mondays 12:30-1:30 p.m. Virtual only. Curated seated exercise YouTube videos.

Personal Health & Life Management Group – Thursdays 2-3 p.m. Hybrid group, both virtual through Microsoft Teams and in-person at Woodland Park Health Center. Join online at bit.ly/life-management-ch

Diabetes Management Support Group – Fridays 1-2 p.m. Virtual only. Join online at bit.ly/diabetes-support-ch



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Eliot Welcomes Centered Healing, A Holistic Healthcare Clinic

By Helen Spieth

Centered Healing, a Holistic Healthcare Clinic recently opened its doors in the Eliot neighborhood. Located at 2805 NE MLK Blvd on the corner of Graham St, Centered Healing is a team of practitioners that offer Acupuncture, Cupping, Gua Sha, Chinese Herbs and Nutritional Programs. The clinic also has an onsite herbal pharmacy.

Helen Spieth L.Ac, M.Chem is the clinic owner and director and has been serving the Portland population as a healthcare provider and Acupuncturist for the past 14 years. She is delighted to consolidate this experience into her own vision of a healing oasis.

During her Masters in Classical Chinese Medicine at the National University of Natural Medicine here in Portland in 2003, Helen had the fortune of meeting Kjell Moline, who she describes "as an exceptional herbalist." Their postgraduate studies in Chinese herbal medicine with a renowned scholar, led them to forging professional acquaintances with Meghan Ewing L.Ac, also a NUNM graduate who is now part of the team.

Trained in the same lineage, each has a specialty and passion. Helen specializes in all manner of digestive disorders,

hormonal imbalances, menstrual disorders, peri-menopause and menopausal symptoms, anxiety and insomnia. Kjell specializes in treating issues that are chronic and traditionally difficult to treat, such as migraine headaches, tinnitus, circulatory issues, complicated digestive issues and chronic pain. Meghan is the pain expert. With an adjunct practice at a Chiropractic office, Meghan is experienced in all manner of musculoskeletal pain and sports injuries from head to feet! She is particularly skilled at treating TMJ, neck pain, lower back pain, headaches and support for chronic pain conditions such as MS and Fibromyalgia.

The team member they could not be without is Julianna, Office Manager and Patient Care Coordinator. Julianna keeps it all rolling smoothly.

Centered Healing offers 30-minute complimentary consultations to discuss your health care needs, answer your questions, and learn if it is a good fit. They accept most major insurance plans. You can schedule a complimentary consult online at www.centered-healing.com. If you have questions on which practitioner you might be best suited to, please give Julianna a call at 503-206-5883.



The team at Centered Healing for Holistic Healthcare

Black and White: An Irish perspective

By Brian Greer

For the first 56 years of my life, I lived in Ireland and saw very few Black people. In 2000, I emigrated to the US and in 2004 moved to Portland. These are some of my thoughts on being Black or White.

Most of my life in Ireland, I lived in Belfast. Kenneth Branagh’s recent movie gives a good sense of what it meant to live in the city when “The Troubles” were becoming serious, at the time when Dr. King was assassinated. As a humanist, observing violence between Catholics and Protestants gave me some insight into the nature of unthinking hate but there is a major difference between religion and complexion as identifiers. If I saw someone on a Belfast street, I could not tell their religion simply by looking at them whereas here, in very many cases, I will immediately categorize that person as “Black” or “White”.

Given my life history, I assume that I retain subconscious racism however much I consciously strive to overcome it. Being married for 24 years to an Indian from Kolkata (Calcutta, for the colonists), and visiting that city and

country many times, also gives me some insight into what it means to be a “person of color”. And one of the most surprising things I learned about India is the extent to which degree of lightness is considered in judging a woman’s looks.

If you ever go to Belfast, you may see a mural with a portrait of Frederick Douglass (irishstudies.sunygeneseoenglish.org/frederick-douglass/).

He came to Ireland as the Famine was starting, as part of a trip to avoid danger after the publication of one of his autobiographies. According to the mural, “Henceforth, he championed the abolition of slavery, women’s rights, and Irish freedom,” but that is inaccurate on several points. He had been championing the abolition of slavery all his life, and women’s rights for some time. Unmentioned is another major campaign in which he was heavily involved, namely temperance, reflecting the way in which imperialists have often used alcohol as a weapon against the people they oppress, including enslaved people and

Dining and Drinking in Eliot		
Breakfast/Coffee/Cafés		
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Dawn Patrol Coffee	670 N Russell	(971) 271-8151
Le Bontemps Café and Catering	2716 NE MLK Jr.	(503) 327-8162
Little Gotham Coffee	722 N Page St	
Pine State Biscuits	125 NE Schuyler	(503) 719-5357
Tiny’s Café	2031 NE MLK Jr.	(503) 467-4199
TwentySix Café	2723 NE 7th	(503) 284-6033
Bars/Taverns		
Bill Ray’s Dive	2210 NE MLK Jr.	(503) 287-7254
Cartside Tap House	1825 N Williams	(503) 327-8234
Cliff’s PDX	128 NE Russell	(503) 327-8234
Ex Novo	2326 N Flint	(503) 894-8251
Labrewatory	670 N Russell	(971) 271-8151
Sloan’s Tavern	36 N Russell	(503) 287-2262
Waypost	3120 N Williams	(503) 367-3182
Whey Bar	2225 NE MLK Jr.	(503) 284-3366
White Eagle Saloon	836 N Russell	(503) 282-6810
Groceries and Markets		
Chuck’s Market, J&S Grocery	2415 N Williams	(503) 281-6269
Jerusalem Rose Market	2948 NE MLK Jr.	
Knott St Grocery	2709 N 7th	(503) 284-7490
Merkato Ethiopian Food Store	2605 NE MLK Jr.	(503) 331-9283
New Seasons Market	3445 N Williams	(503) 528-2888
Shop N Go Mini Mart	2858 N Williams	(971) 506-5875
Lunch/Dinner/Food Carts		
Back Porch Provisions	1825 N Williams	(503) 523-9212
Better Half PDX	25 NE Fremont	(971) 347-3152
Izakaya Kichinto	102 NE Russell	(971) 255-0169
Jerusalem Rose Market	2948 NE MLK Jr.	(503) 805-2963
Killer Burger	325 NE Russell	(503) 477-6881
Ko Sisters Seoul Food	1825 N Williams	(503) 267-3918
Let’s Roll Sushi PDX	1825 N Williams	(503) 716-0126
Lottie and Zula’s	120 NE Russell	(503) 333-6923
Monkey Thai	3441 N Vancouver	(469) 922-9751
Mumbo Gumbo PDX	1825 N Williams	(503) 999-0819
OX	2225 NE MLK Jr.	(503) 284-3366
Pastas	3441 N Vancouver	(503) 832-8197
The People’s Pig	3217 N Williams	(503) 282-2800
Pepe Chile Taqueria & Catering	3441 N Vancouver	(503) 281-3340
Pocket Pub	2719 NE 7th Ave	(503) 287-3645
Popeye’s	3120 NE MLK Jr.	(503) 281-8455
PP Thai Food Cart	1825 N Williams	(503) 896-8855
Queen of Sheba	2413 NE MLK Jr.	(503) 287-6302
Shwarma Express	1825 N Williams	(971) 312-9702
Sizzle Pie	125 NE Schuyler	(503) 234-7437
Smokin Fire Fish	668 N Russell	(503) 432-8661
Sparky’s Pizza	2434 NE MLK Jr.	(503) 282-3000
Tamale Boy	668 N Russell	(503) 477-6706
Thai MLK	2222 OR 99E (MLK)	(971) 915-9246
Yaba Yabaa Mediterranean	1825 N Williams	(503) 754-8667

Indigenous Americans.

The mural also features a direct quote from him illustrating a tragic contrast: “Perhaps no class has carried prejudice against colour to a point more dangerous than the Irish and yet no people have been more relentlessly oppressed on account of race and religion”. The first part refers to how Irish immigrants, met at first with great hostility (“NINA -- no Irish need apply” was a common sign when jobs were available) responded by becoming racist and in other bad ways. The second part refers to the conditions of extreme poverty, religious persecution, and political oppression suffered by the Irish.

He was amazed to observe the depth

of poverty in Ireland, but was always careful to underline that the people were not enslaved, the property of another human. While that is true, very many Irish people were forced to go overseas as indentured workers (en.wikipedia.org/wiki/Irish_indentured_servants) which differed from slavery mainly in being time-limited.

What he said about the Irish, as quoted above, captures the sad historical reality that Irish immigrants, in the struggle to survive and then thrive in the United States, adapted to the prevalent racism, as well as having recourse to other forms of violence. The definitive account of how this happened is “How the Irish became White” by Noel

(See Black & White, continued on page 10)

(Black & White, continued from page 9)

Ignatiev. As Douglass wrote in 1853: “The Irish, who, at home, readily sympathize with the oppressed everywhere, are instantly taught when they step upon our soil to hate and despise the Negro ... the Irish-American will one day find out his mistake”. (You might ask Sean Hannity if that day has come yet).

When it comes to discrimination, oppression, and violence against others, White supremacists, like male chauvinists, have it easy because they can immediately identify many “others” on sight. They can see that a person is black in pigmentation, whether they are descended from enslaved people, immigrants from Africa or the Caribbean or many other places, and they feel no need to make any distinctions, which is part of the problem.

I feel something of the same when identified as White or European. I am very fair in complexion, and as soon as I speak, am liable to be perceived, correctly, as someone whose first language is English. Indeed, Americans tend to guess I’m English and my response is “Well, actually I’m Irish, but I don’t expect you Canadians to know the difference”. English is not my na-

tive tongue (I like to claim that we got some revenge for being forced to speak their language by speaking it better than they do). As Frederick Douglass knew well, the Irish were oppressed and impoverished by the English for centuries before the Pilgrim Fathers. During the Great Famine in the middle of the 19th century, when Douglass visited, the English allowed about a million to starve out of a population of about eight million, while millions emigrated to the United States during that period.

So, Whiteness is not so simple. Nor is Blackness. In the book of poetry “The geometry of being Black” by Ogorchukwu, she writes: “that chestnut/ that olive/ that ivory/ that charcoal/ that taupe/ that ebony/ that coffee/ that copper/ that mahogany/ that almond/ that Black/ is a community of endless palettes, each color just as beautiful as the next.”

These distinctions are about pigmentation, not “race”, a term that, as too often used, is meaningless. There is only the human race. Racism, on the other hand, is real and pervasive.

The Housing Crisis and Beyond

By William Warwick

This is intended to be the first article in a series on this subject. For context, I have lived in Eliot over 40 years and have rehabilitated several buildings for rent, which preserved those buildings and Eliot’s history. That provides me with an intimate view of housing issues. This article is an introduction, so it begins answering basic questions. Subsequent articles will be following where that leads.

What is housing?

There are formal and informal housing units. Formal housing is based on publicly recognized ownership rights such as deeds, mortgage liens, and leases. Informal housing lacks this recognition such as squatting, structures illegally built on public lands (barrios and favelas), and living “rough” in tents, etc. Living in structures to which the resident has no formal, legal right isn’t common and isn’t tracked by the US Census. While unknown, it is probably a very small share of all housing units in the US. Living “rough” in tents and temporary structures is also a small fraction, under 1%. The formal market is the topic of this article.

Who is housed, where, and how?

A large fraction of the population in western nations live in formal housing, mostly homes they own, roughly 65% in the US. Italy has the highest fraction, over 80%; however, multigenerational households are much more common in Italy and other European countries. Living in grandparents’ homes increases the proportion of people living in a home they “own,” although it isn’t the “home of one’s own” that is central to the “American Dream.” That means roughly 35% of the

population lives in rental housing.

The number of conventional owner-occupied households in Portland is about 55%, so less than the US average. This is typical for urban areas because more people live in rental housing. Most “owned” homes are single family “detached” homes, although the number of single-family homes with shared walls, such as townhomes, is growing. People typically borrow to buy a home and over 70% of owner-occupied homes have a mortgage. The balance of households live in multifamily (more than 2 unit) buildings as renters, although some live in condos they own. On average, 2 people live in each rental unit and just over 2.5 reside in owner-occupied units. And, most US residents live in “urban” areas, which includes suburbs: 80% since 2000. Surprisingly, nearly 90% of people live in urban areas in the “wide-open spaces” of the west.

The national home ownership rate has trended in the low 60% range for decades. During the Millennial housing boom the rate exceeded 65%, primarily because of mortgages to unqualified buyers. The housing market and banking industry collapsed when those borrowers were unable to pay their mortgages resulting in the Financial Crisis and subsequent recession. This suggests 65% is a “natural” cap for home ownership under existing home finance conditions. Ownership of apartment units is common in New York City and Europe, but not here. That could be a way to increase home ownership; however, condos are not a particularly popular ownership option in Portland.

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A home of your own is central to the American Dream as most of us know it. The fact is homeownership prior to 1940 was NOT the norm. In 1940 it was less than 45%, so homeownership increased by half since then. World War II was largely responsible for this transformation. Prior to the war a lot of housing was provided by or associated with employment, so called company towns were common for miners, loggers, and for major construction projects, including several Columbia River dams. The war continued that trend with the “Great Migration” of southern Blacks to northern industrial towns to work in wartime factories. Vanport is a well-known example, although there were others in Portland. “Company” housing such as this was supposed to provide housing while the employees were employed. The transition after that was at best an afterthought.

The war and its end transformed the US. Returning soldiers came “home” to a more urban economy and a desire to return to family life, including a home. The demand for housing led to a housing boom, the development of suburbs and subdivisions, and a boost in home ownership from financial assistance to veterans. By 1960 homeownership was 62%, where it has mostly remained, which is how homeownership became a cornerstone of the American Dream. This hope endures, even among Generations X and Z according to survey data. However, this remained a dream for minorities, especially those from the Great Migration who

found themselves in manufacturing hubs but out of work and evicted from wartime housing projects.

Making ownership a reality (for some anyway)

The post-war era also spawned a surge in financial innovations, largely based on the new role the US, and the US dollar, now played in international markets. A host of Federal programs and regulations took mortgage lending from small banks, like the one in It’s a Wonderful Life, to mainstream commercial ones, increasing access. While it was easier for some to find the home of their “dream” redlining and deed restrictions kept many minorities from it. Limiting the pool of housing open to minorities increased the cost for them, as did the hurdles they had to jump to do so.

Laying the foundation

In summary, homeownership rates increased after WWII due to the transformation of the US economy and financial innovations and government policies favoring home lending. Demand for home ownership appears to be capped around 65% due to existing financing and market constraints; however, demand for a home of one’s own is greater than this cap suggests. Causes for this include the cost of new construction, governmental restrictions, and speculation in the housing market. These will be discussed in future articles.

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Vancouver Ave is designed for cars despite bike lanes. Our children deserve better.

By Allan Rudwick

The “Vancouver-Williams bicycle highway” was one of the first routes suggested to me to get around North and Northeast Portland back in 2007 when I was first beginning my utilitarian cycling career. Long straight direct routes with relatively gradual hills between the two main downtowns in our region – Vancouver, Washington and Portland, Oregon – are an obvious choice to have a designated route. In the early 2010s, I was a member of the Williams Avenue Stakeholder Advisory Group, which spent a lot of time thinking about how to tame a road with cars regularly topping 50 miles per hour adjacent to people walking, living and shopping along the street. From my observations, the biggest benefit of that project was not moving bicycles to the left side of the road or adding concrete islands but in fact was reducing the car capacity of the road to such a trickle as to force speeding drivers to consider alternate routes, slow down or both.

Fast forward to the 2020s, and my daughters have started attending our local neighborhood elementary school, Boise-Eliot/Humboldt School (BEH). This school name represents three schools being consolidated into one due to shrinking household sizes and intentional depopulation of the neighborhood by the Oregon Department of Transportation, Portland Development Commission, Emanuel Hospital and others. BEH is one of the better schools in the Portland Public Schools system at student retention. Our family has been very happy with the experienced teachers and administration at the school. The biggest challenge for us is commuting along and across the busy streets of Eliot, most of all N Vancouver Avenue.

In 2010, I took a class at Portland State called “Portland Traffic and Transportation.” Designed for citizen-advocates, the course guided each student to pick a road design problem in their neighborhood and empowered them to work with Portland Bureau of Transportation (PBOT) engineers to design a solution to their problem. At the time I was commuting to Hillsboro daily for work, so I chose to look at the intersections on Cook Street that were the most dangerous ones I had seen in my relatively short (at that time) driving career. At the time I had personally witnessed the aftermath of multiple crashes at the intersection of Vancou-

ver and Cook including one bicyclist/car collision. The PBOT Engineer with whom I ended up working was not too surprised to hear about the collisions, as he happened to be doing an analysis of the worst intersections in the City. He was surprised that the City hadn’t noticed this problem area previously. I no longer share his sense of surprise, however, because I now know that our neighborhood had been overlooked by the city for many years up until the most recent wave of gentrification. I proposed adding traffic signals at the intersections on Cook Street with N Gantenbein Avenue, N Vancouver Avenue, and N Williams Avenue. Ultimately the City decided to add traffic signals at N Vancouver and N Williams Avenues, and this resolved a number of issues at the intersections.

To cycle from my house east of NE Rodney Avenue to BEH with my girls, there is roughly one comfortable route to the school. We bike to NE Cook Street, cross at the lights and ride the sidewalk around the ODOT onramps to get to N Gantenbein Avenue, and then we ride down the N Ivy Street alley to the school. Other than dodging shopping carts on ODOT’s poorly maintained sidewalk, it is a relatively peaceful trip from a car interaction perspective. On the way home, riding on this sidewalk puts us on the “wrong” side of the street, so I have opted to bike south on N Vancouver and found it incredibly frustrating. My girls have learned how to maneuver through this configuration and follow me closely. However, three narrow lanes of car travel with a narrow bicycle lane in the middle is uncomfortable for everyone, including drivers. I am convinced that the City should narrow North Vancouver by one lane through this stretch. Hardly anyone is using the southbound travel lane next to New Seasons to turn left on Cook street anyhow, so I think there is an easy win here. With that change, all the lanes could be expanded a bit to give everyone a little more breathing room while traveling. It would also reduce the number of lanes pedestrians and cyclists have to cross to reach the other side of the street.

Supposedly a preeminent bicycle route in what the League of American Bicyclists calls a “Platinum Bicycle Friendly Community,” it is unacceptable that these blocks of N Vancouver Avenue are designed for car throughput above all else. We deserve better.

(ENA & ODOT, continued from page 6)

substantial project in the region or even arguably in the state. The fact that their highways bring all sorts of problems with them does not seem to concern them.

Those problems include road noise, air pollution from braking, air pollution from mostly unregulated diesel trucks, global warming emissions from burning hydrocarbons, social isolation for drivers. Additional traffic into neighborhoods which bring these problems even farther into our lives, traffic injuries due to crashes (while on and off the freeway), suburban sprawl wasting precious farm and forest land, decreased social connectedness for society, extraction of wealth due to high

costs of car ownership and maintenance, wasting urban land for parking vehicles, major construction impacts for local communities during widening projects, and more.

The air quality impacts from particulate pollution and vehicle exhaust has been shown to reduce human lifespans, IQ scores and overall health metrics. Evidence to this effect continues to accumulate. This project is likely to reduce residents’ lifespans and increase debilitating health conditions during that foreshortened lifetime. Worse, even short term particulate pollution reduces effective IQ by about 10 -20%. Children living and attending school along this corridor are already suffering these impacts, sentencing

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them to significantly worse life outcomes; fewer employment options, higher incarceration rates, less wealth, etc. The Environmental Analysis (EA) noted this as a risk in their critical review with less colorful language. ODOT's response to this risk in the EA was a kindness of strangers solution: people will buy more electric and fuel efficient cars and truckers will use cleaner diesel, so pollution won't be worse and may improve. Do we want to bet our futures on this assumption? The new cars I see are getting larger, less efficient, and more expensive.

The ENA realizes that I5RQX in our neighborhood will not help build a stronger or more resilient neighborhood. It could bring temporary construction jobs and minor street reconfigurations to the area at the monetary cost estimated around \$1,500,000,000. This is \$375 per Oregonian for one (1) traffic intersection in one (1) neighborhood. We cannot afford that level of spending – This is 0.6% of the entire state domestic product for a year. ODOT has promised over \$200,000,000 to minority contractors in order to strategically split minority interests and shore up enough minority support to keep a bad project going forward. We are eager to support proactive efforts for minority contracting as well as supporting family-wage jobs in investments in infrastructure - we simply demand that ODOT be hiring people to build sidewalks, bus lanes, light rail, even perhaps freeway covers. Just not more lanes of freeway.

Since the ENA joined this lawsuit, there have been some major developments along the way. Rukiyah Adams and the inspiring Albina Vision Trust team have brokered a deal to force ODOT to plan for building significant caps over the freeway strong enough to support new development and neigh-

borhood connectivity. This plan, referred to as ‘Hybrid 3’, would be a dramatic and welcome investment in our neighborhood. However, the ENA believes that ODOT should not couple this fantastic vision for reinvesting in this neighborhood with the expansion of freeway lanes that will bring increases in traffic and air pollution. It still comes with large increases in traffic and air quality degradation.

Additionally, ODOT has not committed to this plan in writing, they have only shown very coarse renderings of what the area could look like after construction. They are even showing buildings above I-5, something they told neighbors earlier in the process that they would not even consider. ODOT has not published any financial plans of how those buildings might be built or who would own and manage them. ODOT has also not indicated how they will pay for this project, and ODOT has a history of cutting well-liked parts of megaprojects to address inevitable cost-overruns.

ODOT has also recently lost a lawsuit in dramatic fashion regarding the way that they respond to public records requests. They are acting like a group that has something to hide, not one with the true public interest in mind.

The ENA continues to demand that ODOT study alternatives to adding lanes into our neighborhood. We look forward to encouraging ENA members to provide public comment supporting community caps and opposing freeway expansions in the upcoming weeks - stay tuned for more information.

The Author has personally donated to the No More Freeways fight and you can too at:
<https://nomorefreewayspx.com/donate/>



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Community Events

Land Use and Transportation Committee (LUTC) Meeting

St Philip the Deacon 120 NE Knott St
(for virtual meeting info see agenda at <https://eliotneighborhood.org/category/meeting-agenda/>)
7:00pm 2nd Monday of each month

Eliot Neighborhood Association Meeting

St Philip the Deacon 120 NE Knott St
(for virtual meeting info see agenda at <https://eliotneighborhood.org/category/meeting-agenda/>)
7:00pm 3rd Monday of each month

Northeast Coalition of Neighborhoods

4815 NE 7th Ave
www.necoalition.org, 503.388.5004

Meetings:

- ♦ *Safety and Livability Meeting*—6:30pm, 3rd Monday of month
- ♦ *NECN Board Meetings*—6:30pm, 3rd Tuesday of month
- ♦ *Community Police Relations Committee*—5:30pm, 3rd Wednesday of month
- ♦ *NECN Land Use Transportation Committee*—7pm, 4th Wednesday of month

Entertainment

Civilian Studios
2210 N Lewis Ave
503-476-2716

Fisk Gallery

3613 NE Martin Luther King Jr Blvd
Wednesday-Friday 12-6pm
Saturday and Sunday 12-4pm
fiskgallery.com 661-733-3521

Open Signal

2766 NE MLK Jr Blvd
opensignalpdx.org 503-288-1515

PICA

15 NE Hancock St
Pica.org 503-242-1419
TBA Festival: Sept, 16 - Oct. 3rd see website for details about specific shows/exhibits

Union Knott Gallery

2808 NE MLK Jr Blvd, #2
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The Waypost

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White Eagle

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mcmenamains.com/WhiteEagle
503-282-6810

Wonder Ballroom

128 NE Russell St
wonderballroom.com 503-284-8686

Recurring Events

- Mondays** - 12:30-1:30pm Move & Groove
Cascadia Health Virtual Only
- 7-9pm reading group at Black Hat Books
- Tuesdays** - 4-5pm Book Club Garlington Health Center
- 7pm Trivia at The Waypost
- Wednesdays** - Karaoke at The Waypost
- Thursdays-** - 2-3pm Cascadia Health Woodland Park Health Center Personal Health & Life Management
- Fridays-** - 1-2pm Diabetes Management Cascadia Health
- Saturdays -** - 2pm Public Speaking class at Black Hat Books
- Sundays -** - 12:00-1:30 pm Refuge in the Park at Dawson Park 2926 N Williams @refugeportland on Facebook

Did we miss something?
Email news@eliotneighborhood.org to submit something for the next edition.