

The Oregonian

Portland Proud Boys, antifa protests cost downtown biz \$3M, group says

*By Shane Dixon Kavanaugh
August 21, 2019*

A large right-wing rally and counterdemonstrations Saturday in downtown Portland cost retailers and restaurants an estimated \$3 million in lost revenue, according to the city's largest business group.

That price tag is only likely to grow, the Portland Business Alliance said Wednesday, as employers continue to tally up losses from a day marked by hours of disruption but limited property damage and clashes between political opponents.

The business group said it didn't have a detailed breakdown of the cost estimates, which were generated by the city's Downtown Retail Council.

A snapshot of the economic toll emerged as Mayor Ted Wheeler and other civic leaders called on residents to come to downtown this Saturday to support the area's businesses and workers.

Wheeler announced there will be free parking on city streets west and east of the Willamette River as well as all Smart Park garages. Visitors will also not have to pay to use the Portland Streetcar or city's bikeshare program.

Some businesses also plan to offer discounts and other perks, which the Travel Portland website is tracking.

"We're reclaiming our space from disruption, from the potential of chaos," Wheeler said during a press conference at Director Park. "Let's show some love for our community."

Wheeler previously said he estimates the protests will leave city taxpayers on the hook for millions of dollars, primarily for the unprecedented police presence used to maintain the peace.

The Portland Police Bureau drew on local, state and federal law enforcement agencies to provide 700 officers for the day, more than one cop for every two of the estimated 1,200 protest participants.

Some of downtown's largest retailers — including Starbucks, Nordstrom and the Portland Apple Store — closed in anticipation of right- and left-wing groups converging on the waterfront.

Restaurants and local merchants, from Saturday Market vendors to Salt & Straw's Wiz Bang Bar, also shuttered as police and city officials warned of prospective violence. Officials, meanwhile, encouraged people to avoid downtown entirely.

Yet the face-off between the right-wing Proud Boys and counterprotesters, including masked anti-fascist activists, or antifa, was relatively uneventful.

The day's most contentious moments unfolded after the Proud Boys and their supporters mostly left after rallying about 90 minutes. They marched across the closed Hawthorne Bridge while hundreds of counterprotesters remained downtown.

Over the next five hours, droves of left-leaning demonstrators often wandered into the street, sometimes blocking traffic, chanting and beating drums. Others confronted riot police or the stray right-wing activist who waded into the fray.

There were a few minor skirmishes and some smashed windows. According to police, 12 of the 13 arrests made during the demonstrations came while bands of counterprotesters roved the city streets.

In a statement released after the rally, the Proud Boys poked fun at Portland's mayor, lashed out at left-wing activists and vowed they'd continue to return until the city cracked down counterprotesters.

"The gathering was never about bringing carnage or violence to the City of Portland," the statement said. "It was about financially crippling the progressive hotbed until they take action against Antifa."

'Shop. Eat. Play.' campaign aims to help downtown Portland businesses hurt during last weekend's protests

*By Lizzie Acker
August 21, 2019*

The City of Portland, the Portland Business Alliance, Travel Portland and more are offering deals and free parking downtown this weekend in a bid to make up lost revenue caused by last weekend political protests.

The Portland Business Alliance said Wednesday that demonstrations on Aug. 17 cost Portland businesses an estimated \$3 million dollars in lost sales.

Ahead of the rightwing protest and counter-protest, many retailers and restaurants in the downtown area opted to close on Saturday.

Now, Portland is trying to bring in some extra revenue to make up for the loses with a "Shop. Eat. Play." promotion to get people out and spending money.

To entice shoppers, downtown street parking and Smart Park garages will be free on Saturday. Portland Streetcar rides will be free all day. Biketown will also be free. And Lyft, Lime, Bird and Spin are all offering deals to riders.

Portland 5 is selling \$20 tickets to Café Tacvba at Keller Auditorium on Sunday.

Portland State University Farmers Market and Portland Saturday Market will both take place on Saturday as usual.

Other downtown events happening next weekend include Portland Persian Party-Andisheh Center Summer Festival and Sunday Parkways.

"Whenever a situation like the one last Saturday happens, it has a negative effect on our local business community, their employees, and their families," Mayor Ted Wheeler said in a press release sent out Wednesday. "This is the busiest time of year, and businesses large and small have been significantly affected so let's show them some extra love on Saturday, Aug. 24th!"

The Portland Tribune

Sources: Wheeler sides with union over homeless forum

*By Jim Redden
August 22, 2019*

Plus, elections reform activist Seth Woolley challenges Commissioner Chloe Eudaly and Metro hits the gas on affordable housing projects

Mayor Ted Wheeler last week was forced to thread the needle between addressing homelessness and not alienating organized labor.

Wheeler, who is running for reelection next year, was one of three West Coast mayors who pulled out of a "Solving Homelessness" panel discussion on Aug. 15 because of a threatened picket line. The discussion was sponsored at San Francisco's Commonwealth Club by Kaiser Permanente. As first reported by Politico, Wheeler cancelled when SEIU-United Healthcare Workers West announced the picket line before possibly striking the large health care provider.

"The mayor has a firm policy to never cross picket lines," Wheeler spokesman Tim Becker said in an email, which also noted the planned Aug. 17 political protests played a role in his decision to stay in Portland.

Also cancelling were Oakland Mayor Libby Schaaf and San Francisco Mayor London Breed.

Woolley to challenge Eudaly

A potentially serious candidate has filed against Commissioner Chloe Eudaly. Elections reform advocate Seth Woolley has formed a campaign committee to challenge Eudaly in the 2020 May primary election. Woolley was also the Green Party's nominee for Oregon Secretary of State in 2008 and 2012. He only received about 3% of the vote, however.

Woolley received some press coverage in the last election by filing elections complaints against a number of candidates, including Multnomah County Commissioner Loretta Smith, who he charged should have resigned when she began running for the City Council. Like her campaign, the complaint eventually fizzled.

Eudaly is also being challenged by Kevin McKay, a Portland banker.

Housing issue goes into high gear

Metro is working to keep its promise to fast-track the affordable housing projects to be funded by the \$652.8 million regional bond measure voters approved in the November 2018 general election.

The Metro Council already has approved funding for four projects totally 339 units, roughly 10% of the total called for in the bond. The council has approved \$34.4 million for the projects, which include one each in Portland, Beaverton, Tigard and Clackamas County.

The Portland project is the redevelopment of Dekum Court, a 1972 public housing complex in Northeast Portland owned by Home Forward, that will add 160 units.

The council approved the framework for spending the funds before voters approved the measure. Spending on the \$258.4 million affordable housing measure approved by Portland voters at the 2016 November general election slowed while the city subsequently approved its guidelines. More projects now are headed to the City Council for approval.

Mayor lures downtown shoppers after protest losses top \$3M

*By Zane Sparling
August 21, 2019*

Free parking, free BIKETOWN, and \$5 off promos for e-scooters, ride-shares planned for Aug. 24.

The battle between left- and right-wing protesters shot a \$3 million hole into the profit margins of downtown storefronts, according to the Portland Business Alliance.

While the hype ended up outpacing the reality on the ground on Saturday, Aug. 17, many retailers and restaurateurs closed preemptively — and many potential customers stayed away too.

"I cannot stress enough the impacts our businesses felt this Saturday," said Portland Business Alliance CEO Andrew Hoan, citing foregone revenue and added expenses. "I will say this: All of our employers stepped up to pay their employees" during their missing shifts.

To that end, the city has declared a free parking holiday for Saturday, Aug. 24 for metered street parking and SmartPark garages on both sides of the Willamette River. Portland Streetcar will be offering free rides all day, and Biketown's orange cycles will be free to rent as well.

Various electric scooter, ride-share and taxi companies will offer discounts using promotional codes worth about \$5. [Click here for details.](#)

During a Wednesday, Aug. 21 press conference, Portland Mayor Ted Wheeler said he heard that one vendor at the normally-bustling Saturday Market made only \$60 because of the demonstration.

"It wasn't just government agencies that incurred costs to taxpayers. This had a human element to it as well," Wheeler said. "We're telling people: let's get Portland back to being Portland."

The festivities planned include a grand opening celebration for the new Visitor Center operated by Travel Portland at Director Park, 815 S.W. Park Ave.

A spokesman for the Portland Police Bureau said officers are still tallying the final cost of policing the protest. Kim Malek, the founder of the popular ice cream parlor chain Salt & Straw, said her company lost thousands of dollars after closing its Wiz Bang Bar on Southwest 2nd Avenue.

"We felt really afraid," Malek said, noting that her downtown properties had only closed once before during a severe snowstorm. "I felt afraid for my team, I felt afraid for my family, I felt afraid for our police and the community."

In an interview, City Commissioner Amanda Fritz praised the police response to the swell of protesters, as well as those in the crowd who sought to diffuse the situation through humor and colorful costumes.

"I loved the dancing bananas and the unicorns, and everybody who was really taking the mickey out of the alt-right white supremacists," she said. "I think that's exactly a Portland way to do it."

Willamette Week

Proud Boy Invasion Cost Portland Businesses \$3 Million

By Abbey McDonald

August 21, 2019

Mayor Ted Wheeler offers ice cream and free bicycles to downtown shoppers.

Portland Mayor Ted Wheeler is using ice cream and free bike rentals to entice shoppers to return downtown after a visit from right-wing protesters Aug. 17 cost local businesses at least \$3 million.

Last Saturday, Portland faced what promised to be a large clash between Proud Boys and antifascist protesters. The event ended up being relatively conflict-free, but it still drove customers away and hurt local businesses.

The weekend cost Portland businesses at least \$3 million in foregone revenue and added expenses, according to Andrew Hoan, president of the Portland Business Alliance.

So City Hall is asking shoppers to return downtown Aug. 24, hoping to make up for lost revenue.

"Nothing says civic duty better than eating ice cream," said Hoan at a press conference hosted by the City of Portland today. He was backed by Mayor Ted Wheeler and commissioners Chloe Eudaly and Amanda Fritz, and an assembly of Portland Business Alliance representatives, some with e-scooters or bikes.

"Everything is free, what's not to like?" Hoan continued. "So come down, do your duty, spend your money in Downtown Portland. It is the greatest place to be on a Saturday to spend time with your families and help our economy."

Offerings include free rides from Portland Streetcar and BIKETOWN, free parking on downtown streets and in SmartPark garages and discounts from rideshare and scooter companies. The city expects more businesses to join in before the weekend.

Portland officials hope Saturday will be a change of pace from a weekend that left residents and business owners shaken.

"I sat in my office on Friday afternoon with my team, and made a decision to close our store, Whiz Bang, on Saturday," said Kim Malek, CEO of Salt and Straw. "At that moment, we felt really afraid. I felt afraid for my team, I felt afraid for my family, I felt afraid for our police and the community. And it was a really bad feeling."

In a statement issued shortly after the Aug. 17 rally, Proud Boy leaders Joe Biggs and Enrique Tarrío, both from Florida, said the financial blow was their goal—and why they would return on a monthly basis.

"The gathering was never about bringing carnage or violence to the City of Portland, it was about financially crippling the progressive hotbed until they take action against Antifa and showcasing the power of peaceful political action," Biggs and Tarrío said in a statement.

It's unclear what City Hall will do to prevent them from doing so again.

Wheeler said the city now wants to send a message to Portlanders, and to its critics across the nation.

"What we're doing is reclaiming our space from disruption, from the potential of chaos, from the potential of violence and the fear that we were all feeling last Saturday," Wheeler said. "We want to get back to being us ... having our city be for us, and enjoy[ing] it the way that we expect to enjoy our city."

Blindsided

*By Hannah Chinn and Wesley LaPointe
August 21, 2019*

Portland spends millions to stop cars from killing people. It's not working.

Portland's streets are killing fields.

In this city, you are twice as likely to die in traffic than to be murdered. Last week, a vehicle killed a Portlander for the 34th time in 2019. Police have recorded 15 homicides this year. Traffic is the second-most common cause of violent death in Portland. It was supposed to change.

In 2015, the Portland City Council approved a policy called "Vision Zero"—an ambitious traffic safety plan aimed at eliminating deaths in the streets by 2025. Since then, the city has spent more than \$100 million on new crosswalks, flashing beacons and speed cameras.

The year the city started working on Vision Zero, 37 people died in traffic. This year, we're on pace to eclipse that number by the end of summer. Despite the spending and what officials describe as an aggressive campaign, the numbers refuse to budge.

"It's not just frustrating," says City Commissioner Chloe Eudaly, who oversees transportation. "It's deeply troubling. I've been asking myself, 'What are we doing wrong, and what can we do faster?'"

Some of the deaths are simply an unhappy byproduct of a growing city, one where more people are jammed into the same space. Others can be traced to the difficulty of persuading people to stop driving—or at least to drive slowly and sober.

Yet critics of City Hall say the feebleness of Vision Zero is also a failure of political will. The causes of Portland's crashes are known: They are speed, darkness, drugs and alcohol. Yet many advocates say the city has moved too slowly to reduce speed limits, hasn't installed enough lights, and refuses to increase DUII patrols.

"The way that they're operating, in the same manner that they've been operating, they're going to get the same results," says Anjeanette Brown, who lives on Southeast 159th Avenue and has been asking transportation officials for more streetlights.

City officials say slowing the rate of death is like turning a tractor-trailer on Burnside: It can't be done quickly.

"It's awful. Every death is awful," says Dana Dickman, traffic safety section manager for the Portland Bureau of Transportation. "But it's not unexpected, given the level of change we need to make. There's massive cultural change that still needs to happen."

Eudaly says City Hall must do more.

"We have so many more cars on the road," she says. "We have a lot of frustration born out of heavy congestion. We have a lack of enforcement which makes people think they can take more

risks on the road. We can't engineer our way out of reckless behavior and human error. We need to do more, and we need to do it faster—and we desperately need help from other bureaus.”

The city's need is measured in pain—hospital visits, shattered bones, and bereaved mothers. The most ghastly deaths often make headlines and lead the local news broadcasts for a few days. But the lived reality of traffic violence lingers with the people who have endured it. Their lives have been upended by cars. And they think the city should do more.

“The people making the laws at the state level or even the City Council members and the mayor—they're not the ones actually seeing the results,” says Kristi Finney-Dunn, who has been advocating for slower traffic since her son was killed by a car on Southeast Division Street eight years ago. “They're not actually feeling the feels from people.”

In the following pages, you'll meet seven people who have felt the weight of a car crash. Their stories illustrate the urgency of fixing the streets now.

Southeast 159th Avenue - Anjeanette Brown

Anjeanette Brown knows you don't see her.

That's because her neighborhood doesn't have enough streetlights.

The uneven street outside her house in the Centennial neighborhood is dirt and gravel. The crosswalks are spaced a quarter mile apart. On nearby Division Street, the main drag, streetlights line only one side of the road, and they aren't bright enough to illuminate darker-skinned pedestrians at night anyway.

Portland neighborhoods east of 82nd Avenue are far less likely than other parts of the city to have adequate street lighting, according to pedestrian advocacy nonprofit Oregon Walks. These are also the neighborhoods with most of the city's black residents.

Brown, a 37-year-old neighborhood activist, attends City Council and PBOT meetings quarterly to voice her concerns. For her, traffic hazards aren't limited to a single crash or set of incidents—they're a constant, low-level hum that permeates her community. And she doesn't think City Hall is listening.

“You can't just say, oh, this looks good on paper,” she says. “We need things that are actually going to work.” She says different parts of town need different plans: “Equity means you get what you need for your situation. And we don't have the same situation.”

A survey last year of Portland's black pedestrians rated “poor lighting” as the biggest barrier to their safety while walking. Changing that would be one of the most cost-effective fixes the city could make; PBOT says the cost of street lighting infill is \$250,000 per mile, while the cost of new sidewalks is \$4 million to \$4.5 million per mile.

Brown says city officials need to recognize that every mistake wastes not only time but also community trust—and black residents are already leaving Portland at a record pace.

“You push us out anymore, like, we're gone,” she adds. “This is the edge of Portland. There's nowhere to go from here.”

What's the Vision?

To evaluate whether Vision Zero is working, you first have to know what it is.

It's a transportation strategy, started in 1997 in Sweden, that aims to eliminate traffic deaths. In Portland, the plan was adopted by the City Council in 2015, although the city didn't start funding it until a year later. This year, it's spending more than \$61 million on Vision Zero projects.

Some of that money goes to education initiatives reminding motorists to drive slowly and only when sober, and to enforcement measures like traffic cameras. But most of it is dedicated to engineering streets so they're less dangerous to use.

"If you can slow people down," says Dana Dickman, safety section engineer for the Portland Bureau of Transportation, "it makes survival more likely if someone does get hit."

In other words, although it may seem counterintuitive, the latest thinking in transportation engineering is that a safer street is one that isn't too easy to navigate. If a curve is gentle, drivers go fast. If a turn is sharp, they slow down.

That's why PBOT is adding speed bumps. Reducing lane counts. Building bumpers in intersections. Narrowing travel lanes. Even taking straight roads and adding bends. It makes driving harder, and it's a shift away from the idea that roads exist to move as many cars as possible as quickly as possible.

But even those who argue Portland should do more faster—like advocate and lawyer Scott Kocher—say the basic thrust of Vision Zero is correct, and makes streets safer for everyone who uses them. "Ordinary Portlanders don't feel safe traveling around Portland unless they're in a 3,000-pound metal box," says Kocher. "We can change that right now."

North Fessenden Street - Rory Lynsky

Six months ago, 13-year-old Patrice Johnson was struck by a car while walking to basketball practice at George Middle School. The crash fractured her hip. City officials responded by lowering the speed limit on this St. Johns street from 35 miles per hour to 25.

For many parents of Johnson's classmates, that's still too fast—and the fixes to the street are too slow.

Shamus Lynsky is incoming president of George Middle School's parent-teacher association. His son, Rory, hopes to ride his bicycle to school this fall. It's just a five-minute ride—but parts of it are on North Fessenden Street.

"It just seems like we should be safe in our own neighborhoods," Shamus Lynsky says. Fessenden is what's known as a "collector" street: It's one of the wider, more heavily trafficked streets in a residential neighborhood, collecting traffic from less busy, local streets. The Portland Bureau of Transportation has reduced speed limits to 20 mph on local streets, but it hasn't done the same on many collectors, including Fessenden.

"But not every street that is residential in nature is classified as a local street," says bureau spokesman John Brady. "The 20 mph reduction wasn't intended to apply." He says they're looking at collectors like Fessenden "on a case-by-case basis."

Still, personal-injury lawyer Scott Kocher says collectors are also community streets: "We need that 20 mph speed limit on collectors [too]."

Another thing PBOT can do to slow traffic: build a protected pedestrian crossing at the intersection where Johnson was hit. That's a project the city has promised since 2013. "We feel like we've been given a raw deal by the city," Shamus Lynsky says.

After the collision in February, the city said it would improve the Fessenden intersection by October. When asked if he thinks that's a real promise, Lynsky shakes his head, then shrugs. "It's like, sure, whatever. I mean, it doesn't matter what you say. Just build it."

North Interstate Avenue - Jordan Wenner

Jordan Wenner doesn't know how far the SUV threw him.

Some witnesses tell him 30 feet. Others say 75.

He doesn't remember any of it. The last thing he recalls from his trip home from a July 18 Timbers match was nearing his MAX station. What others tell him: He was changing trains in the Rose Quarter. He had the walk signal to cross North Interstate Avenue. But the driver of an SUV with Washington plates blew through the red light, hit him, and kept going.

"My shoes went flying, my phone went flying," Wenner says. "I have no idea how far I actually flew."

Here's what he does remember: the pain. The nurse, in the hospital, listing his injuries. A split pelvis. A fractured tailbone. Two fractured vertebrae. A lacerated bladder. Gashes on his head. Cuts all over his body.

"The nurse just started listing off stuff," Wenner recalls. "And I was like, 'Holy shit, this is not good.'"

Wenner, 36, is a former Intel engineer. Now he's in a wheelchair in the Northeast Portland home of a friend—his own home isn't wheelchair accessible. Doctors say it will take six to nine months for him to walk again.

Tasks like brushing his teeth and taking a shower are grueling.

Video of the hit-and-run was captured by TriMet security cameras, but the Portland Police Bureau won't release it. (WW first reported in 2016 that victims of traffic crashes can wait months for their public records requests to be fulfilled by the bureau.) Wenner and his attorney believe the video could show details like the timing of the walk signal and the license plate of the SUV.

Wenner's case is an open police investigation. The Police Bureau did not respond by press deadlines to questions about the security video.

Meanwhile, Wenner has time to wonder. Who hit him? Were they drunk? Did they know what they had done?

"I try to give [the driver] the benefit of the doubt sometimes," he says. "I'm trying to heal, you know, so I'm trying to stay optimistic."

Interstate 205 - Mark Gaither and Neal Glaske

The second car to hit Officer Mark Gaither in less than a year was the one that really hurt.

The first time, he was issuing a traffic ticket last November along Interstate 84 when a car rear-ended his motorcycle, which he was sitting on at the time. Gaither suffered a torn hernia. The second time? He was on Interstate 205, directing traffic around a work crew, when an intoxicated driver plowed into his squad car with him inside. This crash dislocated his leg, cracked a femur and two of his ribs, and left him unconscious.

He feels lucky. In big crashes, he says, "people don't usually walk away."

Gaither says his story has a simple moral: Portland police must pull over more drunken drivers.

"When I first came to the traffic division in 2010, we had night shift, afternoon [shift] and day shift—so everything was covered," says Gaither. "We'd catch DUIs before they crashed.

And now, with our staffing level...we only get drunk drivers after they've crashed."

Gaither and his colleague, Officer Neal Glaske, work for the Police Bureau's major crash team. That means they're among the first responders to arrive at the scene of a deadly crash. They wait for the medical examiner to look at the body. They wait for the tow truck to drag away what's left of the car. They call the families of the dead.

"Being on the crash team changes us," Glaske says.

Glaske and Gaither both think the most effective solution to traffic deaths is more DUII patrols.

But that step is not listed among the 34 objectives of Portland's Vision Zero plan. That's in part because advocates argued that more traffic stops would lead to disproportionate arrests of people of color.

In fact, city documents show transportation officials sought to meet City Hall's racial equity goals by not increasing policing as part of Vision Zero. "The enforcement actions in this plan," reads a PBOT policy paper, "are limited in order to reduce the possibility of racial profiling and disparate economic impacts."

When Glaske takes new recruits on ride-alongs, he tells them to request an assignment to the traffic division.

"One of the biggest impacts they can have on society," he says, "is traffic enforcement."

Southeast Division Street - Kristi Finney-Dunn

Just before dawn on Aug. 12, 2011, Kristi Finney-Dunn opened her front door and learned from a police chaplain that her son Dustin was dead. Dustin Finney, 28, had been killed by a car while riding his bicycle on Division.

She slumped against a wall. Nothing felt real.

In the next eight years, she joined three task forces on traffic safety. Finney-Dunn, 55, was the first representative of victims' families on the Vision Zero task force. In 2015, she formed Oregon and Southwest Washington's chapter of Families for Safe Streets. (That November, the chapter organized the placement of 135 silhouette memorials for victims of traffic fatalities throughout the city.) She spoke about Dustin's death at rallies and in the media. She advocated for legislation on street safety and DUII limits. She spoke on Oregon victim impact panels, often six or seven or eight times a month.

This year, she quit.

Finney-Dunn thinks the Vision Zero program isn't enough. It's focused on the idea that people make mistakes and so roads need to be designed in a safer way. She no longer believes in accidents.

"They're not mistakes," she says. "[Drivers] are consciously deciding to speed, to use their phones, to not stop at stop lights. None of that is accidental.

She feels City Hall must spend more resources cracking down on irresponsible drivers—not just designing roads to cushion their vehicles.

City officials say they are doing both. "We have to use street design to both reduce mistakes and reduce the consequences of mistakes," says PBOT spokesman John Brady. "And we have to use other tools to change behavior, including irresponsible behavior."

Finney-Dunn hasn't been to a Families for Safe Streets meeting in nine months; she's declined to speak on countless panels. Even she can't give a definitive answer why—only that, after four years of relentless advocacy, she felt overloaded in a way she hadn't experienced before.

“I just feel like, in a way, I can’t stand it,” she says. “I can’t stand it, and I kind of feel like I backed down. I’m hoping I can get to the point where I can stand it again. I must have been able to compartmentalize it or something.”

Even after all this time, loss shows itself in unexpected ways. “I have a grandbaby,” she says. “Her mom doesn’t know this, but when my grandbaby was born, I went into the hallway afterward and I cried.”

She pauses. “Because it was just another person I could lose.”

Oregon 99E - Ron Hanson

Ever since he got out of prison, Ron Hanson has told one story. If he keeps telling it, he thinks, someday he’ll know what it means.

It was Jan. 23, 1988. Hanson got off work at a Canby factory that made diving boards for swimming pools. He and his co-workers went to “relax a little” at the Rip City Pub on Highway 99E. He planned to have only a couple of beers. But he drank a pitcher. His friends bought another. Then another.

He drove his pickup around a curve at 70 miles an hour into a small red car carrying a family of four. He killed Trudie Lapp, her 5-year-old daughter, Jessica, and 7-month-old Amy.

He spent eight years in the Oregon State Penitentiary, where he says he “had a lot of time to think about what I had done and what had brought me there.”

When he got out, he didn’t know what to do with himself. A therapist told him that if he changed how he lived, “there’d be a purpose and a meaning in their death.”

For 20 years, he’s spent his Tuesday nights in an Oregon City auditorium, telling his story to people who have been forced to be there by law enforcement, because they were arrested driving under the influences of alcohol or drugs.

These nights are called victim impact panels. They’re not a part of Vision Zero, exactly, but they overlap with one of the Portland program’s goals: educating people about the effects of traffic violence so they’ll make different choices.

Hanson says any program—including Vision Zero—that makes more people listen is a step in the right direction. “I can’t expect everybody [to change],” he says. “But even if it’s just that one person, if it’s just that one thought that gets into their head...”

He trails off. “I guess I’ll probably keep speaking until I get too senile,” he adds. “I’m seeing more and more that there is a meaning. I don’t always know what that meaning is, but it’s there.”

On a recent Tuesday night, the auditorium was filled with over a hundred people, ranging from senior citizens to drivers who looked barely old enough to drink. Some listened intently. Some sat with their arms crossed, stoic. One man sitting in the second row had tears streaming down his face by the time the first speaker finished—he didn’t try to wipe them away.

“You were all given a gift that night when you got pulled over and were given a DUI,” Hanson told the audience. “You were given the gift of a second chance. Please take advantage of that gift. Take care of yourself and your family.”

As drivers filed slowly out of the room, Hanson stood in the empty auditorium. Then he pushed through the double doors and walked toward his car.

He’d be back in a few weeks to tell his story again.

The Portland Mercury

Following Protests, Mayor Wheeler Encourages People to Spend Money Downtown

*By Alex Zielinski
August 21, 2019*

On the heels of a financially-draining weekend of dueling protests, Portland Mayor Ted Wheeler is asking locals and visitors to spend their money downtown this coming Saturday, Aug. 24.

“Whenever a situation like the one last Saturday happens, it has a negative effect on our local business community, their employees, and their families,” said Wheeler in a press release. “This is the busiest time of year, and businesses large and small have been significantly affected.”

According to the Portland Business Alliance (PBA), downtown business owners say last Saturdays' alarming white nationalist rally—met by one thousand counter-protesters and hundreds of armored police officers—cost them \$3 million in lost revenue. PBA and Travel Portland are both co-hosting the Saturday event.

Parking will be free in the city's downtown core—both east and west of the Willamette River—on Aug. 24. The city's also made Biketown rentals and the Portland Streetcar free all day. According to the city's press release, the city will offer discount codes to Portlanders using ride share and taxis. (Those codes haven't been made public yet.)

The Proud Boys, the far-right extremist group that instigated the Saturday, Aug. 17 protest said their main goal was the "financially cripple" the city until Wheeler "excises" anti-fascist protesters from Portland. After the protests concluded Saturday, Wheeler estimated that the event cost the city an extra \$2 million.

In an email to the Mercury, Wheeler sent this message to the Proud Boys: "Stop wasting our time. Stop wasting taxpayer dollars. Stop hurting our businesses. We have a city to run and lives to lead."

The Skanner

Portland's New Legal Aid Program Helps Nearly 450 Immigrants

August 21, 2019

A free legal assistance program for immigrants in Portland, Oregon has provided nearly 350 people with lawyers to represent them in deportation hearings in its first year.

The Oregonian/OregonLive reported Wednesday that the program called Universal Reception also helped at least 105 people apply for refugee status.

Portland's City Council approved the service last year and put \$500,000 toward its budget from property tax collections.

This year, Multnomah County allocated \$290,000 to the initiative and the state approved an additional \$2 million to expand the service statewide — the first state to do so in the nation.

The people who have received free legal services through the program come from Colombia, El Salvador, Ethiopia, Guatemala, Honduras, Iran, Iraq, Mexico, Nicaragua, Russia, Ukraine and Venezuela.

OPB

With Micromobility, Tech Sparks Nimble Innovations In Transportation

*By Jeff Mapes
August 19, 2019*

It's evening in Portland's South Waterfront District, and Annie Rudwick is getting her kids loaded for the trip home from work and daycare.

Many parents would see this as a job for something like a minivan. But Rudwick is helping her daughters – aged 1, 3 and 5 – onto the back of her electric-assist cargo bike.

The e-boost gives her the power to easily carry a hundred pounds of kid. And because of Portland's rush-hour congestion, she says her four mile trip each way is often quicker by bike.

"I didn't want to have to bike and take a shower. I wanted something I could just commute in and get to work," said Rudwick, the associate dean for finance and administration at Oregon Health & Science University's School of Dentistry.

"The electric bike allows me to not have to exercise as much," she added. "It really is just a mode of transportation."

Rudwick's 12-foot-long bike-and-trailer combination is not the only vehicle that turns heads in the bike lanes.

She's part of a new trend that transportation experts are calling micromobility. It's the idea that new technology – including smartphones and more efficient batteries – is sparking a big jump in small, nimble vehicles suited for increasingly crowded city streets.

"We're seeing a lot more users in bike lanes – bicycles, electric scooters, electric bikes. I see people on kind of skateboard sort of conveyances," said Jillian Detweiler, executive director of The Street Trust, formerly known as the Bicycle Transportation Alliance.

Most notable are those rental scooters that have been sprouting up in cities around the world. About 2,600 are now on the streets of Portland.

"I think people are just looking for different ways to get around," said Chris Warner, director of the Portland Bureau of Transportation. He added that the popularity of the scooters show that riders are finding them a fun and affordable way to make short trips.

Those scooters themselves are evolving. Since June, two scooter companies have offered vehicles with seats and larger wheels. Warner said he tried one out and liked it.

"You know, I found the seated one a little steadier," he said, noting that it could attract riders who find the standing scooters intimidating.

A recent report from Deloitte, the international consulting firm, said the rapid growth of the scooter industry – at a pace faster than the early years of ride-hailing companies like Uber – has boosted business interest in micromobility.

These vehicles “have the potential to better connect people with public transit, reduce reliance on private cars, and make the most of existing space by ‘right-sizing’ the vehicle, all while reducing greenhouse gas emissions,” the Deloitte report said.

Nobody’s quite sure how far all this will go. For example, China is pumping out hundreds of thousands of low-speed electric cars that are typically about the size of golf carts. The Street Trust’s Detweiler said something like that could someday end up in Portland.

“What we want to promote is using the right mode for the trip that you’re trying to take,” she said.

Her trip to work, Detweiler added, is something she could readily make by bicycle. But maybe the “trip to the grocery store where I’m trying to get the 20% discount on a case of wine could be made a little two-seater electric car with a small cargo space in back.”

Sam Schwartz, a former New York City transportation commissioner, has long argued for reducing the use of single-occupancy autos in dense cities. In his new book, “No One at the Wheel: Driverless Cars and the Road of the Future,” Schwartz argues that the advent of autonomous vehicles could be either a boon or a bane for micromobility.

“Something’s got to give,” Schwartz said in a recent telephone interview. “You can’t have so many modes that move at different speeds.”

Schwartz said he wants to see self-driving vehicles regulated, in order to spur the use of transit and low-speed autonomous vehicles in cities. What he doesn’t want to see are large, single-occupant autonomous vehicles that wind up pushing other users off the street.

That’s something that could happen, he said, predicting that the tech-heavy automakers of the future “will be the most powerful industry on earth.”

Of course, there’s plenty to argue about besides the future of robot cars.

Today, the proliferation of scooters is riling plenty of people who complain that riders are too apt to use them on sidewalks – or to park them in ways that interfere with pedestrians or cars.

Cyclists using their own energy to pedal are also having to contend with a lot of vehicles in bike lanes that move in different ways and speeds.

Joe Kurmaskie, a longtime writer on bikes in Portland and executive director of the Washington County Bicycle Transportation Coalition, started to say that the increasing diversity in the bike lanes has its good and bad points.

“Well, bad is maybe not the right word,” he quickly added. “[It’s] more learning to share the limited space we’re given as cyclists.”

Warner, the Portland transportation director, said Portland still has a lot of capacity in its bike lanes and is well-positioned to be on the front lines of micromobility.

The city has nearly 400 miles of bike routes and may expand its bike-share network next year to include electric bikes. That could attract potential riders who want the ease of e-bikes but don’t want to shell out the \$1,500 to \$4,000 cost of one.

“We’re really open and hoping to encourage innovation and finding ways to get people around safely and sustainably,” Warner said.

Rudwick, who uses the electronic-assist cargo bike, said her daily commute gives her a glimpse of a city built around micromobility.

“For me,” she said, “the system is so great.”

Almost her entire ride is either in bike lanes or off-street paths. She gets free valet parking at the base of the tram up to OHSU, which means she doesn't even have to lock her bike.

In addition, OHSU gives Rudwick a \$1.50-a-day subsidy for cycling to work. More importantly, she avoids car parking fees that run at least \$13 a day.

"You can buy a lot of e-bike with the cost savings there," said her husband, Allan Rudwick, who has long been avid about the potential of electric bikes.

"I'm really excited to see where this goes," he said of the emerging micromobility revolution.

Annie Rudwick said she now finds that the days when she has to drive to work are the most hassle. But she conceded that her daughters sometime complain about cycling in the rain.

Portland's 'Shop. Eat. Play' Campaign Encourages Visiting Downtown Saturday

By Meerah Powell

August 21, 2019

The city of Portland has teamed up with the Portland Business Alliance, Travel Portland and other agencies to encourage people to visit downtown businesses this Saturday, as a part of the "Shop. Eat. Play." campaign.

Mayor Ted Wheeler said many downtown businesses were negatively affected by last weekend's rally. Numerous businesses large and small closed ahead of the demonstrations.

"The goal of the 'Shop. Eat. Play.' campaign is to help downtown businesses recover some of their losses," Wheeler said in a news release.

On Saturday, there will be free parking on all streets that are usually metered, as well as in all Smart Park garages.

Portland Streetcar will also be offering free rides all day. The BIKETOWN bikeshare program will also offer free rides.