

## The Oregonian

# Portland protests: When state denied city's request for guardsmen, it told FBI, not mayor

*By Jayati Ramakrishnan  
Oct 29, 2019*

Days before a series of protests were expected in Portland, the mayor's office sent a request to the governor, asking her to keep Oregon National Guardsmen on standby in case the protests escalated.

Newly released documents show that the state's military department denied the city's request -- but told the FBI that, not city officials.

Oregon Public Broadcasting first reported that Mayor Ted Wheeler formally requested that Gov. Kate Brown place more than 100 troops on standby for Aug. 17 protests, in which right-wing activists clashed with a much larger group of left-wing demonstrators.

The right promised to rally to "End Domestic Terrorism." The left vowed to be there.

The protests, expected to be violent, turned out to be mostly peaceful with only a few arrests and injuries. But the rhetoric between the two groups leading up to the protests led police and city officials to be on high alert and to plan for violence and chaos.

In a memo to Brown on Aug. 16, her public safety policy adviser Constantin Severe details an Aug. 12 meeting involving Brown, Wheeler and several law enforcement officials, including representatives from the Oregon State Police, the Portland Police Bureau and the FBI.

Severe notes that at that meeting, five days before the protest, the city made two requests to the state — to have state police deploy a mobile response team to help with crowd control, and to get the Oregon Air National Guard to place 120 guardsmen on standby to be deployed in case the protests last more than 14 hours.

The state granted the first request, but the letter says both National Guard and state police executives were uncomfortable with deploying guardsmen to the protest. State Police Superintendent Travis Hampton and Adjutant General Michael Stencel met with governor's office staff again two days before the protest and said their opinion had not changed. They said the guard would monitor the situation in Portland and mobilize if necessary.

But documents show that state employees never directly conveyed that decision to the city.

In an Aug. 13 letter, Stencel responded to FBI Special Agent Renn Cannon, saying that the Oregon Military Department would not be providing troops for crowd control.

"We do not foresee a civil disturbance rising to a level or size that requires placing Oregon National Guard service members in a forward posture," Stencel wrote.

On Aug. 15, Wheeler's chief of staff, Kristin Dennis, responded to Gina Zejdlik, who works in the governor's office, expressing concern that Stencel had only contacted the FBI and hadn't responded directly to city officials.

Dennis said an email chain, directed to Cannon, was the only written notification the city had received regarding their request to the governor. In the email, she said she was concerned that the state had misunderstood the city's request.

“In this email, the Adjutant General is indicating that the governor’s decision about ‘placing Oregon National Guard service members in a forward posture’ is based on the ‘level and size’ of the civil disturbance. Our request was about the duration of the event.”

Dennis continued that she wanted to make sure the governor’s office was denying the city’s actual request.

Email records also show that reporters from nearly every print and television news agency in the area, as well as some from outside Portland, contacted staff members from the governor’s office to confirm that the National Guard had been called for the protests.

The Oregonian/OregonLive first asked the governor’s office whether officials would be mobilizing the National Guard on July 31, two and a half weeks before the protest. All of those requests were ignored or received standard “out of office” responses from the governor’s employees.

## **Portland volunteers fear new parks permit could stop them from feeding homeless people**

*By Everton Bailey Jr.  
October 30, 2019*

Cold weather and hard rain marked Jacqueline Jackson’s first night standing in line with dozens of other people seeking a free meal in downtown Portland’s Director Park on a mid-October evening. Six volunteers hurried to set up tables with steaming vats of macaroni and cheese, mashed potatoes, carrots and donuts.

Jackson, who is homeless and stays in Gresham, heard from friends about the large weeknight gathering provided by volunteer group Free Hot Soup. The group provides meals to homeless and low-income people in the downtown park five nights a week.

Jackson arrived with Thomas Myers, who said he’d been eating at the park almost every night over the last six months. He said the group provides his most nutritious and consistent meal of the day.

Many of the people who partake in the suppers live nearby or commute by MAX from low-income housing. Most are elderly or have a disability and live on a fixed income that by the middle of the month puts them in the position of choosing between rent or food.

But they might be forced to find food elsewhere soon.

Portland Parks and Recreation has introduced a new permit that limits such “social service” gatherings in any park to once a week and adds costs, such a \$137.75 application fee and insurance. Groups who help people in need and people they serve fear the new requirements will disproportionately affect services for homeless people.

Parks officials require the social service permit of any person or group planning to provide quality of life services in public parks. That includes activities such as distributing meals or providing shower trucks, mobile medical and dental care and other outreach.

Free Hot Soup volunteers question if it’s a tactic to drive poor people away from the downtown park, which is surrounded by high-end stores and boutique hotels. Members of the volunteer group say they have stepped in where city and county services have failed. At least some of them were willing to move to another park in a compromise that the city backed away from.

Officials in the Parks Bureau and office of Parks Commissioner Nick Fish deny they want to drive away homeless people. They say the new permit is designed to give the bureau more control over planning for, coordinating and supervising park activities and to help spread social services to parks in other parts of the city.

But, huddled under Director Park's glass awning with her plate, Jackson said she couldn't help but feel targeted by the new permit requirement.

"Why would you shut someone down when they're already down and have nowhere to go?" Jackson said.

### **PERMIT INCREASES COST OF OUTREACH**

Director Park is the only urban park on the west side of the city that the public can rent for small and large public and private events. The other two are Gateway Discovery Park and Holladay Park -- both in Northeast Portland.

When the park was created in 2009, city officials planned for rental fees to cover the cost of the park's operations, parks officials told Fritz's office by email in 2018. Director Park generated more than \$33,000 in fiscal year 2017 and more than \$42,000 in the first nine months of fiscal 2018.

In a Parks Bureau rental manual, the city touts the half-acre park's location near hotels, shopping and public transportation as well as its 25-foot glass canopy and fountain.

It is also the only park with a café, which Elephants Delicatessen paid up to \$25,000 per year to lease. However, the deli left the space and it sat vacant for months before Travel Portland took it over.

The parks bureau charges \$25 to rent just a corner of the park near the fountain for five hours or less and keep it open to the public. It costs at least \$8,000 to rent the entire park space, as well as two bordering streets, for more than five hours for private events, such as a wedding or industry function.

Event permit applications cost \$75 if submitted at least 30 days before the event and \$150 after that. Both fees are non-refundable.

Officials say that any money lost by not being able to rent the park when Free Hot Soup is there means a loss in jobs because 90% of the Director Park budget goes to paying staff.

The parks bureau officials told Fritz's office in 2018 that the Free Hot Soup meals had detracted from neighboring businesses that expect the city-owned park to bring foot traffic to their doors.

But leaders in the parks bureau and Fish's office say the new permit is not about money, but to resolve administrative headaches.

The social service permit procedures went into effect Oct. 14, but the process of implementing all the new rules is ongoing, according to parks officials.

The change comes more than a year after Mayor Ted Wheeler assigned Fish to oversee the parks bureau.

In the past, any group seeking to perform social service activities was asked to apply for a special use permit.

Generally, permits require fees. But over the years, parks directors fielded requests from groups and nonprofits performing social services to waive fees for the special use permit, said Commissioner Amanda Fritz, who oversaw the parks bureau until September 2018. She said

bureau officials obliged those requests and issued special use permits for free because the activities were deemed community building.

But that practice led to scheduling conflicts over who used particular parks and when, she said.

Todd Lofgren, deputy director of Portland Parks & Recreation, said Director Park is a popular site to visit and hold events and that the bureau has had to send cleaning and maintenance crews there several times over the last few years after “unplanned activities” left the park a mess.

“At the most basic level, this is about leaving the park as good or better than you found it,” said Lofgren.

Everett Wild, Fish’s policy director, said that groups like Free Hot Soup that want to provide frequent meals can still be accommodated by using multiple parks.

“There is a citywide need for social services and having parks around the city being used will help make sure everyone in our community gets what they need,” he said.

Parks officials said they can waive the \$137.75 application fee for the social service permit if the city receives at least 30 days’ notice of an event. Groups would still be required to have insurance.

Anyone without insurance can apply for coverage through the city’s tenant and users liability insurance policy. General liability rates start at \$75 per event.

Other options include partnering with a nonprofit that already has insurance coverage or extending a homeowner policy for a single event.

Adena Long, parks and recreation director, said it would be possible for a group to apply once for several dates for reoccurring activities throughout the year. She said staff regularly visit the city’s parks and will be prepared to provide groups with information and social service permit applications.

She disagreed that the new permit requirements would have a negative impact on services geared toward helping the city’s homeless population.

“Our hope is not to do any harm, but to increase these opportunities across the board and across the city,” Long said.

## **VOLUNTEERS SEE ‘IMPOSSIBLE’ HURDLES**

Abby Schwalb has helped Free Hot Soup grow from feeding 20 people at a folding table in front of The Nines hotel near Pioneer Courthouse Square one night a week to more than a hundred people a night Monday through Friday at Director Park less than half a mile away.

But she fears the new permit could be the end of the program and lead to people who depend on the group for meals going hungry.

Free Hot Soup has no leadership structure and volunteers come and go as their schedules change. Each night’s meal is organized by a different person who is in charge of cooking the food, gathering the volunteers, distributing the meal and cleaning up.

Schwalb sees a logistical hurdle to nearly every new requirement, such as who would hold the insurance policy or who would make sure the group has approval from Multnomah County Environmental Health Services, a city requirement any time food is served to the public on park property.

“It feels like what they’re saying is, ‘Let’s create as many barriers as we can so you can’t continue to do what you’re doing because it’s problematic for us,’” Schwalb said. She said she can’t help but connect it to where they have chosen to feed people.

Jennifer Skyler, who serves Wednesday night meals at Director Park, finds the timing of the new permit problematic because it comes close to winter, when Free Hot Soup’s food line is typically longest and event programming in the park winds down.

Last year, she was part of a compromise to relieve the burden on Director Park.

Fritz met with group members in summer 2018 because she said she felt the nightly meals were making it difficult for other people or groups to use the park. The commissioner said she realized the volunteers felt they were doing good work and felt they shouldn’t need government permission to do it.

At first, many members of Free Hot Soup said they resisted discussing change, but eventually several people attended the meetings. The commissioner’s staff at the time suggested that Free Hot Soup could instead use a small park at Southwest Eighth Avenue and Ankeny Street to serve meals during that summer. Fritz even said she was willing to pay their fees out of pocket.

Skyler said the volunteers trudged to the park to see the space. She later agreed to create a nonprofit so the city could lease the park to her as a permanent, sanctioned meal site.

The idea is not unique. Seattle has a permanent outdoor site to feed poor and homeless people near that city’s Fremont Bridge, and shuts down any outdoor meals aimed at those populations elsewhere in the city.

But within days of Skyler’s nonprofit receiving official nonprofit status, the bureau changed hands to Fish’s leadership.

A November 2018 email from an aide in Fritz’s office assured Skyler that Fish’s staff were aware of Skyler’s efforts and Fritz’s intentions. After a meeting with Fish’s office, however, Skyler said she was told in an email that the deal was off.

“I’m really, really frustrated,” Skyler said. “It’s a ton of work to start a nonprofit and then they just swept the rug out.”

The Ankeny park now is occupied by food carts displaced by construction of a Ritz Carlton, Portland’s first five-star hotel.

So Free Hot Soup has remained at Director Park. Many members of the group said they are amenable to working with the city to move to another park – or multiple parks -- but they want to make sure they are not cutting back on what they see is a vital service that fills a void.

In August, the parks and recreation bureau began distributing flyers explaining the basics of the social service permit, that fee waivers can be requested and that the new system is intended to help the bureau ensure any gatherings in parks are planned for along with other park uses and permits.

But then weeks went by and volunteers with several groups said they never heard anything more.

The parks bureau said that as of Oct. 18, staff had talked to groups Night Strike, Potluck in the Park and Free Hot Soup. Night Strike and Potluck in the Park have started the social service permit application process, according to the parks bureau deputy director.

Other groups have opted to wait.

Kristle Delihanty organizes PDX Saints as part of her outreach for Bridge Church on Southeast Foster Boulevard. On Friday afternoons, she serves hot meals to up to 100 people in Lents Park.

Since she was notified about the new permit, she has moved from tables inside the park to serving out of her car in the parking lot. She has communicated with parks staff but chosen not to apply for a permit.

“I’m waiting to see if I get fined or if Free Hot Soup gets fined and we’re going to start from there,” Delihanty said.

She worries the cost of the new permitting system and other rules will jeopardize her outreach. In the last year, she said she’s helped nine people so far with IDs, employment services and other needs as they enter a nearby drug and alcohol recovery center.

“It’s being presented as if it’s something better for the organizations doing it, but what I feel like it is, is a barrier to stop our houseless community from coming into that park,” Delihanty said.

## **Portland City Hall protester gets 3 years in prison after attacking passerby with plastic pipe**

*By Aimee Green  
October 29, 2019*

An immigration-reform protester who struck a stranger in the face with a PVC pipe after the stranger complained that protesters were partially blocking the sidewalk in front of Portland City Hall has been sentenced to three years in prison.

William Bryant Pierce, 34, was arrested shortly after authorities say he left the scene on Aug. 9, 2018.

The attack came on the fourth day that protesters had been camping outside City Hall as they expressed their unhappiness with the U.S. Immigration and Customs Enforcement agency.

The encounter began as the victim, Tim Schmitz, was walking in front of City Hall when he and protesters “exchanged words” about “sidewalk accessibility,” according to a probable cause affidavit and information provided by police at the time. Schmitz then got into his car parked nearby and drove by City Hall as he was leaving the area.

He stopped at a red light at Southwest Fourth Avenue and Madison Street when he and protesters again got into a “verbal exchange” and that’s when Pierce struck him with the pipe through an open car window, according to the affidavit. After Pierce struck him, Schmitz threw a coffee mug out the window of his car but didn’t hit anyone, the affidavit states.

Schmitz told authorities that many protesters had yelled at him and threatened him, but Pierce’s “attitude went from zero to 150, in a matter of seconds prior to his attack.”

When police arrived, Schmitz was bleeding severely from a gash above his left eye, the affidavit states.

When police found Pierce about a half a mile away, Pierce told them that Schmitz attacked him and that Schmitz should be arrested.

Court papers say Schmitz lives in Washington but was in downtown Portland that morning to attend grand jury.

The next morning, the city posted a 24-hour notice calling for protesters to clear their campsite, saying it was illegal. Protesters packed up and left on their own.

Earlier this month, Pierce pleaded guilty to attempted second-degree assault during a hearing in Multnomah County Circuit Court. On Friday, as part of a plea agreement worked out between the defense and prosecution, Multnomah County Circuit Judge Leslie Bottomly sentenced Pierce to the three-year prison term and two years of post-prison supervision.

According to court papers, Pierce told jailers that he uses THC daily and LSD intermittently. He said he was homeless and living off food stamps.

## **Changing gears on transit: Steve Duin column**

*By Steve Duin*

*October 30, 2019*

Standing outside Deadstock Coffee on Northwest Couch Street last week, I unlocked my 30-year-old Bridgestone bike and adjusted my 25-year-old helmet. “Where to now?” I asked. “And what should I be focused on?”

“Staying alive,” Sarah Iannarone said. She wasn’t smiling.

One of the smarter people I know about the way disparate forces and communities in Portland fit together, Iannarone doesn’t own a car. She commutes on her \$2,700 e-bike, and volunteered to show me what cyclists and pedestrians deal with on city streets where the margin of error has all but disappeared.

We’d set out from her neighborhood, Southeast 70th Avenue and Foster Road, at 7:45 a.m. We’d already negotiated the opening bell at Franklin High School, the Clinton Street Greenway – where a cyclist would be struck by a car at 26th Avenue, and seriously hurt, several hours later – and the chaotic approach to the Hawthorne Bridge.

Iannarone now had us pointed east, into the October sun, re-crossing the river on the Burnside Bridge and skirting Mount Tabor on the way to Southeast 122nd Avenue.

“I want you to feel what it’s like going from protected infrastructure to hugely dangerous infrastructure,” she said. Her major concern is continuity, or the lack of it, when cyclists need to move from the rare protected corridors to the streets ruled by SUVs.

Iannarone was fresh back from a two-week best-practices trip to Denmark and the United Kingdom. She has no illusions that Portland will ever follow the lead of Copenhagen, where 62 percent of the populace commutes to work or school by bike: “They go 10 mph everywhere. Americans are never going to move at such a leisurely pace.”

But one of the reasons she’s running for mayor, as opposed to a City Council seat, is that she wants to be charged with assigning the bureaus, allocating the budget, and realigning the city’s priorities and perspective on public space.

The space set aside for cars, parking lots and Rose Quarter Freeway expansion projects. The space begrudgingly allotted to cyclists and pedestrians in a city that counts 43 traffic fatalities in 2019.

The space separating the female cyclist taking her child to day-care from an idling panel van at the east end of the Hawthorne Bridge.

“I think through my schedule days in advance, knowing I need a route to get there,” Iannarone says. “It’s the chess game of transit, and I’m constantly terrified. I’ve told my daughter, ‘Make sure they close the street I die on to automobiles.’”

A bike alters your perspective on space, and the time required for a threat to fill it. As Iannarone and I pedaled through the city – she was constantly gearing the e-bike down so I could keep pace – she asked questions that never occur to me behind the wheel of a Subaru.

Why haven’t we banned cars from Southwest 4th Avenue between Yamhill Street and Burnside, if only to revive a downtown retail strip that’s been leaking oil for 30 years?

Isn’t the soon-to-be earthquake-ready Burnside Bridge wide enough to allow a full lane for cyclists, a la Better Naito?

Why do we still allow cars – including the Waze-directed Fiat that swung around me and the sharrows on Southeast Clinton at 35 mph – on the neighborhood greenways?

And why are so few of the cycling infrastructure improvements happening east of 122nd Avenue, the epicenter of affordable housing in Portland, where many minimum-wage families can afford a car or an apartment, but not both?

A major exception – a 10-block stretch of protected lanes on the Northeast Halsey/Weidler couplet in the Gateway District – only brings that issue into focus.

“This is premier infrastructure,” Iannarone says, “as good as it gets. You won’t find better than this outside South Waterfront.”

“But buckle up,” she adds as we turn back toward I-205. “It gets ugly from here.” First, the bike lane disappears. Then – Shel Silverstein Alert! – the sidewalk ends, and we’re still ten treacherous blocks from the Max stop at Southeast 82nd Avenue.

Why is it still so difficult, in 2019, for an eastside cyclist to reach the Max line that completes the commute to her job in Portland State or the Pearl?

And is that just another of the reasons, as BikePortland’s Jonathan Maus reported last month, that the percent of people biking to work in Portland is at its lowest level in 12 years?

Iannarone is wholly focused on changing gears. She’s pushing e-bike subsidies, fareless transit, congestion pricing for downtown parking, and investing those precious Rose Quarter Freeway Expansion dollars far from the Rose Quarter Freeway.

We are standing aside our bikes at Southeast 82nd Avenue and Division Street. “Can you imagine what you could get with \$500 million out here?” I thought I heard her ask amid the tide of passing cars.

## Willamette Week

# Emails Show Tensions Between the Mayor and the Governor Over Activating the National Guard for an Aug. 17 March in Portland

*By Nigel Jaquiss  
October 29, 2019*

### **Gov. Kate Brown's office sent her rejection via the FBI.**

It's difficult to remember now, but the weeks leading up to an Aug. 17 "anti-antifa" rally by the Proud Boys, Patriot Prayer and other right-wing groups were filled with great anxiety in Portland.

On Aug. 5, Portland Police Chief Danielle Outlaw told *The Oregonian* the Oregon National Guard might help preserve order as extremists from around the country pledged to descend on the city to battle anti-fascists.

Prior to the march, neither Mayor Ted Wheeler nor Gov. Kate Brown, who oversees the National Guard, would comment on whether troops would be mobilized. The march went off peacefully after strong pushback from Wheeler and a coalition of community leaders, and deft crowd control by the Portland Police Bureau.

On Oct. 29, Brown's office finally released emails that provide insight into tense communications about the National Guard. Here are three takeaways:

**The city really wanted the National Guard's help.** In an Aug. 15 email, Wheeler's chief of staff, Kristin Dennis, mentions a rare, face-to-face meeting between Wheeler and Brown three days earlier, in which the mayor asked for help. That request, however, was not clearly understood. "The mayor emphasized in our meeting with the governor that this was just a request for the National Guard to be on standby, and not a request for immediate service member involvement," Dennis wrote to Brown's deputy chief of staff, Gina Zejdlik.

The way Brown rejected Wheeler's request caused hard feelings. Emails show that rather than responding to Wheeler's office or the Police Bureau, Brown's office conveyed a flat rejection indirectly. The National Guard commander, Maj. Gen. Michael Stencel, instead gave the news to FBI Special Agent in Charge Renn Cannon. "After further discussion with Gov. Brown, the Oregon Military Department will not be providing troops for crowd control," Stencil wrote to Cannon on Aug. 13. "We do not foresee a civil disturbance rising to a level or size that requires placing Oregon National Guard service members in a forward posture." In an email, Dennis told Zejdlik the city was "confused and concerned" about not being notified directly and that Stencil's email demonstrated a "fundamental misunderstanding of the city's request to the governor," i.e., that the city wanted troops on standby, not actively engaged.

**The city disagreed with Brown's decision.** On Sept. 1, two weeks after the march went off without significant violence, Wheeler's public safety adviser, Robert King, emailed Brown's public safety adviser, Constantin Severe, a *Newsweek* article. It described St. Louis police and the Missouri National Guard receiving a national award for their joint efforts in 2017, when the Missouri governor activated the National Guard during the racially charged trial of a St. Louis police officer accused of murdering a black man. "As indicated," King wrote, "other cities have confronted many of the same issues we face here in Oregon."

Today, both offices say they've moved on and learned from the experience. "There were verbal communications between our office and the mayor's office," says Brown spokesman Charles Boyle. "Our office did debrief following the August marches, and we continually reassess what responses and resources might be necessary for future events of this kind."

And Wheeler's office cooled down. "As a result of our office's exchange with the governor's staff, the right people were connected with each other to forge an agreement regarding potentially available resources on Aug. 17," says Wheeler spokesman Tim Becker. "The mayor's office appreciates that our concerns and requests for contingency measures were ultimately heard and addressed."

## **The Portland Mercury**

### **Portland's First Red Bus-Only Lane Is Coming**

*By Blair Stenvick  
October 29, 2019*

If you live or work near SW Main Street in downtown Portland, prepare to start seeing red.

On Wednesday, a crew from the Portland Bureau of Transportation (PBOT) will be painting one of SW Main's lanes red between SW 1st and 2nd avenues. The lane is already designated for buses, but the red paint will help distinguish it as such—the first of many red bus-only lanes planned in the city.

A PBOT press release sent Tuesday noted that red bus lanes help ensure drivers don't infringe on bus-only lanes by making them more visible, and that public transit can move more quickly through densely populated areas. As a result, red bus lanes could increase transit ridership and reduce traffic fatalities, a problem that seems to be growing worse in Portland. According to the release, New York City's lane violations were cut in half after the city's bus-only lanes got a coat of red paint.

"We cannot combat climate change without dramatic changes to the way we currently live, and Portland traffic congestion is among the worst in the nation," said Commissioner Chloe Eudaly, the city commissioner who oversees PBOT, in the press release. "These new red lanes signal our commitment to doing everything we can to make transit an attractive option for more Portlanders and prioritizing tangible climate action in the face of looming climate catastrophe."

Other cities, including San Francisco and New York City, already use red paint to mark their bus lanes. But while PBOT has been planning to install red bus lanes for months now, it only recently got the go-ahead from the Federal Highway Administration, which governs street markings and traffic signs across the country, to proceed with the plan.

PBOT, in partnership with TriMet, Metro, Portland State University (PSU), and Portland Streetcar, plans to also add red lanes near the following intersections this year, weather permitting: NE Martin Luther King Jr and Lloyd; NE Grand and Burnside, and NE Grand and Couch. Even more red lanes will likely be coming in 2020, as part of Portland's Central City in Motion plan.

Researchers from PSU will collect data on driver compliance with the new red lanes. According to a PBOT spokesperson, there will not be any increased traffic enforcement around the red lanes at this time.

# **The Daily Journal of Commerce**

## **A better way to get to the other side**

*By Josh Kulla  
October 29, 2019*

Approximately a mile west of downtown Portland, general contractor R&H Construction recently finished an atypical project: installation of a prefabricated pedestrian bridge.

“It’s unlike anything I’ve ever built, that’s for sure,” R&H Construction superintendent Chuck Roberts said of the Barbara Walker Crossing project.

The \$4 million bridge connects two stretches of the 30-mile-long Wildwood Trail above West Burnside Road.

“Working up here on Burnside with traffic has been an epic nightmare,” Roberts said. “People get in a real hurry coming down and back and forth across this hill. The structure itself was built in a shop out by the airport, but once the structure was built, getting the structure ... down here was quite an achievement in itself.”

Supreme Steel fabricated the main span in three separate sections. The first one was transported from the firm’s Northeast Portland plant to the project site Oct. 7 and then flown into place atop the concrete support column with a crane the same day. The second and third pieces came two days later, at 4:30 a.m. to avoid rush hour traffic as much as possible.

“We set them up right here and we had this lane closed, but we kept the other two lanes flowing,” Roberts said. “Then we put the (two pieces) together, welded them all back together, and added a bunch of members that were needed.”

Crews soon resumed construction, and the 125-foot-long section of the main span was moved into the middle of the roadway for erection.

“At that point that piece weighed about 31,000 pounds,” Roberts said. “We got it up and swung it around, missing power poles and trees and other stuff, and we got it into place.”

Then the structure was suspended from the crane next to the first section while ironworkers completed welds.

“Once we had it in the air we had to join it with piece one and get all that welded back together,” Roberts said. “Then we had a bunch of bracing welded on prior to letting the crane go on Saturday night. It was pretty interesting.”

KPFF Consulting Engineers performed the engineering work needed to make the bridge structurally sound.

The new bridge is 178 feet long as measured at the center of its curvy deck. Its basic structure, as designed by artist Ed Carpenter, is a tri-chord truss made from steel tubing. It has a rust-colored and painted surface with elements intended to represent the sword ferns and vine maples found in surrounding forests.

Ground was broken in March. Along the way a series of micro-piles were drilled to shore up a single, large concrete support column on the south side of the roadway. The bridge rests atop this column, anchored at each end by new concrete abutments placed in the hillside on each side of the roadway.

The new bridge opened to the public on Sunday with a celebration.

“It’s been really tough keeping people out of there during the summer building this thing,” Roberts said. “It’s been quite a challenge and I can tell you that after running back and forth across this road as many times as I’ve had to during this project, that this thing is needed beyond words.”

The project was paid for primarily with money from a crowdfunding campaign carried out by the Portland Parks Foundation, along with grants and some public dollars.

## **OPB**

# **Portland Requested National Guard Troops For An August Rally. It Was Denied.**

*By Dirk VanderHart  
October 29, 2019*

As Portland officials prepared for a potentially explosive stand-off between far-right groups and anti-fascist demonstrators in August, Mayor Ted Wheeler formally requested that Gov. Kate Brown keep more than 100 Oregon National Guard troops ready to respond.

By the next day, the request had been denied — though communicating that decision to Wheeler appears to have been an afterthought.

Newly released documents offer a glimpse at the extent to which state and city officials planned for the Aug. 17 demonstrations, which drew national attention and worry of mass violence on the city’s waterfront.

The documents also appear to be the first confirmation that city officials formally requested possible National Guard intervention for the protests, but were rebuffed. Spokespeople for both Wheeler and Brown had been cagey about whether such an ask was made.

The dueling demonstrations on Aug. 17 wound up being largely peaceful, with city police successfully keeping a right-wing demonstration organized by the Proud Boys separate from a larger anti-fascist gathering.

But in the days ahead of the rally, city officials planned for the worst. Public records released by the governor’s office show that Wheeler met with Brown and a collection of state and federal justice officials on Aug. 12 in Salem. Among Wheeler’s requests at the meeting: that roughly 120 airmen from the National Guard be kept ready to respond, in case demonstrations went on long enough that city police had to be relieved of their shifts.

After consulting with Michael Stencel, the National Guard’s adjutant general, documents suggest Brown quickly decided even the potential of deploying troops was a bad idea.

“The city’s request for Guard resources was denied due to a lack of intelligence that there would be a civil disturbance at a level which would warrant the Guard’s intervention,” Constantin Severe, a public safety adviser to the governor, wrote in a memo. “Additionally, given the strong political undercurrents around the planned demonstration the Guard’s participation could escalate the situation.”

Severe noted that, while some Guard troops have received crowd control training, “they have no experience being deployed to an event similar to the August 17 event.”

Severe's memo suggests Brown concluded on Aug. 12, hours after meeting with Wheeler, that troop involvement wasn't appropriate. The following morning, Stencel, the National Guard leader, wrote to an FBI official about the decision.

But no one appears to have thought to tell Wheeler. City officials only learned about the move when Severe forwarded a copy of Stencel's email to the FBI, roughly 10 hours after it was sent.

The mayor's office did not take kindly to being left out of the loop, the records show.

"The mayor's office received this email forwarded to us as an FYI and was given verbal notification that the governor had denied the city's request," Kristin Dennis, Wheeler's chief of staff, wrote to the governor's office. "We are confused and concerned by the adjutant general's decision to only contact the FBI and not the city, both to notify us about the denial and to acquire information about 'any new developments.'"

Dennis repeated the insistence that National Guard troops would only be required if protests lasted longer than 10 hours, a point at which Portland police officers would need to be relieved.

"Of course, we are hopeful that we will not need to ever call the service members off of standby to relieve PPB officers, but we need to have a plan for this scenario," Dennis wrote. "I want to be sure that the Governor's denial is of our actual request."

The Aug. 17 protests largely fizzled out within hours. Documents suggest National Guard officials planned to monitor the event, in case troops did become necessary. Brown's office did approve deploying Oregon state troopers to assist with crowd control, with dozens more troopers ready to respond if necessary.

## **Women Of Color Are Winning More Elections In Oregon. 4 Leaders Discuss What That Means.**

*By Samantha Matsumoto  
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In national, state and local races, more women of color are running for elected office and winning.

That's true in Oregon too.

So what does that mean to be a woman of color who's a politician in Oregon? And what does it mean for Oregon to have more women of color holding positions of power?

Four Portland metro-area leaders — Portland Commissioner Jo Ann Hardesty, Multnomah County Commissioner Susheela Jayapal, TriMet board of directors and North Clackamas school board member Kathy Wai, and Color PAC executive director Ana del Rocio — joined OPB's "Think Out Loud" for a conversation about those very questions.

The wide-ranging conversation hit on the difference between getting elected and holding office, to how diversity changes government processes, to creating and finding safe spaces in politics.

"Think Out Loud" host Dave Miller started by asking Jayapal why she thinks more women of color are being elected in the years since President Donald Trump's election.

Susheela Jayapal: I think we clearly saw our reaction to the 2016 election of women saying this is not our government and if we want to make it our government, we need to step up and figure out how to do that. I think we see the electorate and funders having a similar reaction — and you

can't underestimate the role of money in politics anywhere, and certainly not here in Oregon. ... I think you see the consequences of a changing demographic. So in Oregon, our demographics are changing as they are nationwide and I think that's having an impact as well. So those are just three of the things that I would pull out.

Dave Miller: What about you personally? Why did you switch from a variety of careers including law and philanthropy? Why go to politics? It seems like such a difficult world to choose to go into.

Jayapal: It is, and I think if you'd asked me whether I would do this, let's say three years ago, I would've said no and probably something like heck no.

Miller: That recently? Three years ago you would have said that?

Jayapal: Absolutely. I decided to run summer of 2017.

Miller: How much of it was because of Donald Trump for you personally?

Jayapal: I think Donald Trump, for me personally, was in the background. So it was there in the mix, in the environment, but the immediate driver was much more local. The immediate driver for me was looking around my community and saying that if the trends that I see don't stop, this is no longer going to be a community in which I want to live. And those trends are that even in a booming economy — disproportionately for people of color, for immigrants and refugees — this community is becoming unlivable. And if that continues, I'm one of those people, I don't want to live in what that will become. So where can I put my skills to use?

Miller: Kathy Wai, why politics?

Kathy Wai: For me, I think politics, whether I knew it or not, had always been a part of my life and a part of my journey. My parents are originally from Burma ... also called Myanmar. We emigrated when I was 6 six years old. We moved to the Bay Area. And I remember vividly my mother saying reasons as to why we're leaving our country, a country that we were all familiar with, that we loved, that we called our place of home. And I remembered her saying, "We're leaving this country for you, for your future." ... So I remember just at an early age as a child that politics somehow was sort of intertwined with my destiny of who I could become, of what my future could look like.

Though more women of color are running for office now than before, Color PAC executive director Ana del Rocio emphasized that they have a long history in politics.

Del Rocio told OPB earlier this year that many people of color, historically, wouldn't run for hyperlocal positions like on a school board because those time-consuming, volunteer positions seem as better-suited for disconnected, wealthy white people.

She wants to change that perception. Her organization, Color PAC, helps support and connect candidates of color across Oregon to local groups.

Ana del Rocio: Women of color have always been involved in politics. We've always been voting at astounding rates. We've always been door-knocking and making phone calls for candidates that we support. We're active and activist parents in our children's schools. We've always been kind of there, but in the background, behind the scenes. It's taken a couple of different dynamics coming to play.

At the national stage, people like Donald Trump being elected and really the strong visual of knowing that we can't count on traditional candidates — traditional, dominant culture, white candidates. And also seeing that as diversity has played a role in increasing the number of men of

color in office, we've also experienced that we can't fully count on them either. We have the Ben Carsons and Marco Rubios. Even locally, we see that there's a very divisive values conversation happening around reproductive justice with our men of color in office locally that don't support the full spectrum of reproductive rights. That doesn't work for us.

So if we're not getting what we need in terms of representation from the traditional, dominant culture candidates, and we're not getting it from men that look like us, we have to do it ourselves and taking center stage becomes the only possible option then.

Getting elected to office is only the beginning of the process for candidates. Once in office, the women told OPB, they often have to develop unique leadership styles in order to navigate working as a non-white woman in politics.

Wai: I feel like every time I'm in that TriMet board room and I'm in that public seat ... that I'm quite literally carrying a lot of the voices and a lot of the experiences of young women, of immigrants, of folks who grew up on the east side of Portland and in the Numbers. And so for me, it's a huge honor. It's a big deal to know that like, wow, I'm in the seat and I can make things happen, right? I can enact policy. I can disagree. I can amplify those voices. So I think for me, it's a huge honor and I don't take it lightly. ... I am always thinking about the voices of our young people in primarily in the city of Portland. I'm thinking about those immigrant and refugee communities whose English might not be a first language. I'm also thinking about our houseless community.

Miller: So what's an example of a policy decision that you think you made because of that? I mean, when you have all of those communities in mind, some of which you're a part of, some of which you just are maybe more aware of than a richer, whiter male-er, older member of the board — how do you think that that is actually affected a vote you've taken?

Wai: So early on in my board decision making at TriMet, we were presented with an opportunity to look at a fare ordinance. And I just felt really in my heart that we didn't really engage enough community organizations and that it just sort of felt like a rushed process on the behalf of our agency. And I knew that this was going to be a big deal because it was the type of vote that would need unanimous support from all the board members. So I knew, OK, if I was the only one who disagreed with it, this would come to quite literally a screeching halt. So I remember, that day I was on the fence. I was going back and forth. But again, what really was my inspiration and my strength was just hearing those voices from East Portland, hearing those community members who I know that if I went ahead and I did not consult with them, they would be pissed at me. ... I halted a process and eventually after we did get some of the feedback back from community members, I did eventually vote for it to move forward.

Jo Ann Hardesty: This is a great example of how we lead differently, right? Traditionally, you know, you sit, somebody makes this report, and this happens to me all the time at City Hall, right? They'll come in front of you. They're the certified smart people, right? And so they come and they make a presentation and they say, "OK, and this is why you need to vote yes for this." And then when you start unpacking it, and we [women of color] tend to ask questions: Well, how does this impact my community? Is this something that's going to be implemented in a way that's equitable? Are people of color going to benefit from this investment? How are they going to benefit from this investment? These are conversations that don't happen if we're not in the room.

del Rocio: The way I see it when you walk in this world, as both a woman and a person of color, when it comes to policymaking, you don't cut corners. I think a lot about the recent workplace issues that we saw surface in both the state Capitol and in Multnomah County. When I was

working there, there were so many efforts, some of them related to making the working space safer for women who need to get rid of harassment, gender-based harassment. OK. The Capitol, whoever's working on those equity issues, they can wave a magic wand and make gender-based harassment go away. Yes. And I, a woman, would still not be completely safe in that building because they had not tackled the way that I, as a woman of color, experience discrimination and harassment, which is layered. It's not just because I'm a woman, [it's] also because I'm a person of color. We take that approach in that lens — and the intersectionality is what it is — into consideration at every single point when it comes to decision making, whether it's asking the right questions to the right people or really making sure that the policies before us are super inclusive.

Just tackling one issue is not enough. And we know that inherently, viscerally and also theoretically.

Miller: Susheela Jayapal, you are unique in terms of where you sit compared to the three other folks on the panel here, that you are on a majority women of color elected body. ... What impact do you think that has made on policy?

Jayapal: There are ways in which having women of color in the conversation change the process and you can't see from the outside. You can't say, "Hey, it's because women of color were there that you landed on that policy."

But what's happening in the background is that we're asking the questions that get us there. So in terms of the county commission, yes, we are all women and we are majority women of color. By way of context, that was true before I arrived in the seat. So in my nine months there, I think I would be hard-pressed to point to one policy and say we got there because of our composition. But what I have seen consistently is that conversation is different and more is better. ... And so that means that those conversations are easier and faster for me than they are for Jo Ann [the only black woman on Portland City Council] because ... we've got three women of color bringing that lens.

... In many of our institutions, we talk about having an equity lens. And typically ... it's often a checklist and it's good. I'm not minimizing it. It's a tool. We come with the lens. The lens is part of our identity, right? It's not a complete lens. I don't have a lens of a black woman. I don't have a lens of a Latina. But I have a lens of race that's just built into how I approach an issue. And so I think that's what one of us brings. And when you've got three of us and we all bring it, we get there faster.

Miller: Jo Ann Hardesty, I hope isn't a dumb question. ... When are you most aware that you are the only person of color and woman of color, the only black person, the only black woman on the Council?

Hardesty: When I first got the city councilor [seat], you might remember that apparently Wednesday mornings were white men who came and cursed out the City Council and yelled and jumped up and down. ... My first Wednesday, I was shocked. I leaned over and said to the mayor, "Is this normal?" He said, "Yeah, every Wednesday." And I went, Oh no, I don't think so. Right? So the next week I did a public statement and said, "This is not OK. This is the people's house and everybody has a right to have their voice heard and you're just sucking all the air out of the room and that's not appropriate." You come to City Hall today, it's a different place. And it wasn't that I was like — you know, I'm a hundred pounds. It wasn't like I was all powerful.

But the point was is that I just called it out. We live in the Pacific Northwest, which I call “Pacific Northwest nice.” Right? Which means that people don’t confront the issue. That’s really the problem, right? We talk around it. We run circles around it, but we don’t address it. But as an African American woman, early in my administration, I’m questioning an expert and I’m told I’m bullying her and I’m talking in a very the same tone I’m talking now. The question was really a simple question: Can my daddy stay in your apartment complex? But the woman goes crying, screaming from the City Council chambers. All of the sudden, I’m a bully because it’s good to be able to just say, the black woman’s a bully, so then you can just ignore her. Right? But again, I didn’t run away from it. I took it head on and basically said, You will not silence me. I was elected by 67% of the voters because they thought I was the best person for this job. I will not be silenced in this position. That’s how we lead differently, right? I didn’t get elected so I could just like go with the flow and fit in. Because if the flow was working, I wouldn’t have needed to run for public office.

Miller: So I don’t know if the four of you have noticed this, but I am a white man. I’m just curious how you think this conversation would have gone if I hadn’t been here. You all know each other. You have your own relationships. What would you have gotten to talk about, do you think, if I hadn’t been here?

del Rocio: As someone who does not currently hold an elected role, I will venture out and say that it’s difficult speaking about the traumatic experiences that get placed before you, when you’re in office and it’s difficult. You can’t speak about it publicly, right? Because you open yourself up to a ton of additional vulnerability and attacks. So these spaces of just having women, women of color speaking with each other and offering support become even more critical because we’re able to vent and share, “Hey, this, look at this email that I got from a constituent,” or “Look, I went to jail.” Right? Like you’re able to unload all these traumatic experiences and be replenished by people that are standing by your side, have an equal vision for the state that they are working with you towards.

Jayapal: I think that’s exactly right. I think if we’d been in a room together, we would have moved towards, “Here’s something that happened to me yesterday.” Yeah. And those are hard to share on the radio. But that is where the conversation probably would’ve gone.

Hardesty: I agree. And I wish there was something like Color PAC around when I first ran for office because the kind of campaign schools that were around when I first ran were trying to teach you how to look and act like a white male. Right? And you may not have noticed, but I am black and I’m female and I will never, ever, ever be able to take that persona on. But the theory at that time was ... there was an appropriate way for women to look. Padded shoulders would make you look stronger. You know, it was just ridiculous ... . One last thing I want to say: I try really hard not to have my pain in public. I need safe spaces that I can go to. I’m a professional, so I will never actually cuss somebody out in public. But behind closed doors I may. But we need that space and we need the people that we know are not going to judge us, that are not going to say, “Well, how did you provoke her?” And because of all our lived experience, [the other panelists] are never going to ask me those kinds of questions. So if you weren’t here, we would be having those kinds of deeper level conversations.

Jayapal: And just one more point on that. It picks up on what Ana was saying earlier about all of the things that we as women of color have to manage. So the additional thing we have to find time for is to structure those safe spaces. That’s something that comes just in the atmosphere for somebody from the dominant culture. But we have to spend time on cultivating those spaces.

Wai: And I think for me, being elected again, being in these public roles, I've had so many young women, young people, women of color, Asian women in my community say, "Kathy, we're watching you. We're hearing what you say. We're behind you, thank you. Thank you so much for being there and being there for me." And so for me, that continues to be, I think, my biggest source of inspiration and source for why I want to wake up. why would I want to do like three different jobs? ... That's the reason. I look at my sister, I look at my mom and grandma, actually. Those are all three women who made tremendous sacrifices for me so that I can have a better future here in this country. And so to have them look at me and say all of the pain and all the struggles were worth it. That makes me feel really proud.