

Minutes of Beaumont-Wilshire Neighborhood Association (BWNA)

General Meeting Via Zoom

February 8, 2021

Attendance (Board of Directors): Tim Gillespie, John Sandie, Al Ellis, Gary Hancock, Barbara Strunk, Andrew Rinke, Tim Hemstreet, Laurie Holtz, Karla Lenox

Neighborhood Members and others attending: Peter Mogielnicki, Doreen McFadden, Angus Young, Bill Markwart, Sam Balto

Excused: NA

Meeting called to order: At 7:00pm by Tim Gillespie, President.

The February 8, 2021 meeting agenda was approved unanimously.

Minutes: Minutes from the January 11, 2021 board meeting were approved with one spelling correction. Minutes will be posted on the BWNA website.

Treasurer's Report: It was reported that we have \$12030.41 cash in the bank as of 1/31/21. Accounts receivable are \$1785.00, including fees from 9 ad renewals that are due. Bills to pay: none. Ads: 1 has not renewed, 2 have paid. There are 2 new ads. The COVID credits have now been taken care of via the new billing.

Discussion of Community Safety Issues: Guest: Sgt. Jennifer Butcher, North Precinct

Neighborhood Response Team (NRT), Portland Police Bureau. Q&A. Sgt. Butcher is an 18-year veteran of the Portland Police Bureau. She currently works on long-term livability neighborhood issues via the NRT. 1) The NRT is chronically understaffed and less effective because of staffing. She emphasizes that problems should be reported to the police such as stolen packages, stolen vehicles or burglaries. Most issues are worthy of reporting to the police. The more knowledge the police have the greater the potential to increase funding for neighborhood policing. Issues like homeless issues or chronic trash should be reported to PDX Reporter. 2) The issue of the huge amount of homeless camping, trash and abandoned vehicles along NE 33rd between NE Columbia and NE Marine Dr. is well known to police. Who is responsible for clean up is very political. The Port of Portland as property owner is responsible for clean up on their land, the City for the streets. Clean up of Delta Park and NE 33rd are priorities. Organized clean ups via the Housing Urban Camping Program are much decreased currently because of COVID. 3) The Office of Civic Life (OCCL) is not working with neighborhood associations. The OCCL and the police need to be working together. 4) Gun violence is greatly increased in Portland because the police are short-staffed regarding prevention. During the 1st quarter of 2020 there were 4 homicides; there were 27 in the second quarter. In the first quarter of 2021 so far there have been 9 homicides. There is a direct correlation between disbanding police gun violence teams and increases in homicides according to Sgt. Butcher. Contact for Neighborhood Response Team (503-823-57000), for Sgt. Butcher (jennifer.butcher@portlandoregon.gov), and for the new PDX Reporter site (<https://www.portlandoregon.gov/bts/article/637433>).

BWNA Transportation Committee: See attached Committee proposal at the end of these minutes. The Committee is focused on working with PBOT on broad issues with the goal of bringing the neighborhood together to: 1) slow traffic on NE Skidmore, 2) determine how parking should be arranged along the north side of Wilshire Park, and 3) how to combine parking, biking and pedestrian needs along Skidmore. It is hoped that PBOT will work with BWNA to make short-term trials of some of these ideas. It was moved and seconded and passed by the BWNA board that the BWNA Transportation Committee will take these ideas to a meeting with PBOT, and then get back to the BWNA board.

Friends of Wilshire Park: There will be a planting party on Saturday February 27 to place 250 native plants available from the City Parks and Recreation Department. These will be planted along Skidmore and the south boundary of Wilshire Park. The Parks Department horticulturist will decide where the plants are to be placed. The Friends of Wilshire Park are applying for a \$4875.00 grant from the Portland Garden Club (PGC) to support work in Wilshire Park. The BWNA board supports this application and will discuss this application and vote at a special BWNA board meeting on February 11, 2021.

Central Northeast Neighbors Coalition: In the new 2021 budget Central Northeast Neighbors has set aside \$1000.00 for each coalition neighborhood to use to support resiliency in the face of COVID. The grants will be based on how well neighborhoods propose to meet the City goals of equity in COVID-19 community relief and recovery efforts. A special additional BWNA board meeting will be held on February 11, 2021 to further discuss applying for this grant. Barb will send the letter from Alison Stoll, CNN Director, to all BWNA board members prior to this meeting.

Communication Committee: Rich Woyma has resigned from the BWNA board. Our thanks to Rich as a vital member of the communication committee for the intense, effective work he has put into updating the BWNA communication tools in partnership with Andrew Rinke and Al Ellis. Andrew continues to head up the website work and requests that additional BWNA board members join the communication committee.

Beaumont Middle School Family Resiliency Project: a very short discussion included the question whether the BMS project would qualify for the CNN grant discussed above. No conclusion was reached.

BWNA Newsletter: Al Ellis reports that there are 2 new potential ads for the next issue and 6 pending ad renewals. Laurie Holtz' scavenger hunt, which is an outreach to young families, will debut in the next issue.

New Neighbor Welcoming Project: Al reports that 50 new neighbor welcoming packets have been sent out. He has received very positive feedback from new neighbors who have received the packets.

Other Items: The garden grant applied for needs an identified fiscal agent. With unanimous BWNA board approval Peter Mogielnicki will talk with CNN about being the fiscal agent.

Upcoming Events, final Announcements: Tim Gillespie asks all BWNA board members to encourage neighborhood residents to run for board positions. March 8 is the next regularly scheduled BWNA board meeting. A special focused board meeting will be held February 11, 2021. It is hoped that PBOT can join us for the April General Meeting.

Meeting adjourned by President Tim Gillespie at 8:48pm.

Respectfully submitted, Barbara Strunk, Secretary

OFFICERS

President: **Tim Gillespie**; 2915 N. E. 38th St.; 97212; gillespi@teleport.com

503-287-6272

Vice President: **Andrew Rinke**; 3707 N.E. Failing St., 97212; <mailto:aprinke@gmail.com>.

503-893-2504

Secretary: **Barbara Strunk**; 3444 N. E. 35th Place, 97212; wolsey_9@hotmail.com

503-284-7502

Treasurer: **Karla Lenox**; 4342 N. E. 36th Ave., 97211; karla.lenox@centurylink.net

Cell **503-686-5915**

Immediate Past President: **Tim Hemstreet**; 3225 NE 42nd Ave., 97213; themstre@yahoo.com

Cell: 503-807-4001; Home: 503-239-6231 (preferred)

AT-LARGE DIRECTORS

Position # 1: **John Sandie**; 3425 N. E. Fremont St., 97212; sandiefam@gmail.com

Cell **219-508-4162**

Position # 2: **Al Ellis**; 3635 N. E. Skidmore St., 97211; aje0280@gmail.com

(cell = 971-219-1831) home = **503-287-0477** (preferred)

Position # 3: **vacant**

Position # 4: **vacant**

Position # 5: **vacant**

Position # 6: **Gary Hancock**; 3404 N. E. Bryce St., 97212; outside503@aol.com

503-367-0862

Position # 7: **vacant**

Position # 8: **Laurie Holtz**; 4536 N. E. 41st Ave., 97211; laurieholtz@gmail.com

612-327-5595

Position #9: **vacant**

Position # 10: **vacant**

Attachment #1

BWNA Transportation Committee Proposal – February 8, 2021

Background

Prompted initially by concerns of traffic volume and speed on NE Skidmore on the north side of Wilshire Park, neighbors and BWNA supported a couple of traffic surveys by the Portland Bureau of Transportation (PBOT) in 2020. In addition, a BWNA newsletter insert questionnaire to specific area residents living adjacent to NE Skidmore was utilized to get feedback on both traffic calming ideas and other creative usages of this extra wide portion of roadway. The June PBOT traffic survey on NE Skidmore showed 59.1% of the eastbound traffic at 35th Place exceeded the posted 20 mph limit. The 15 neighbor questionnaires returned showed a strong desire for a painted pedestrian crossing at 35th Place/Skidmore, with more mixed support for speed bumps, narrowing the street via a bike lane, and opening the street on weekends for community events.

Over the last few months of meetings and email dialog, members of the Transportation Committee have reviewed the above data as well as researched other cities' initiatives regarding a wide array of "non-traditional" activities for streets – including PBOT's own Livable Streets Strategy and support for "Portland in the Streets" programs. The transportation committee has made ongoing efforts to identify and build collaborative relationships with the key PBOT decision-makers.

Since PBOT will be in our neighborhood working on the Greenway Expansion Project involving NE Skidmore and NE Mason east of 37th Ave., it is very timely to work with them on concepts within this proposal.

Proposed Short-term Actions (next 2 -6 months)

Coordinate with PBOT, utilizing their existing "Street Prototype" program, a number of temporary (from a few hours to a full weekend duration) pilot projects focused on NE Skidmore to alter traffic flow with the goals of testing the impacts on calming traffic, getting demonstrative feedback, and generating community engagement. All these activities tend to narrow perspectives on the street in ways that we think would act to reduce drivers' speed. The plan would be for representatives of BWNA to be present during significant portions of these pilot projects to obtain direct feedback and observations. Some project possibilities:

1. Creating a bike lane along south side of Skidmore using tape and cones.
2. Creating street art (chalk) at 35th Place to act as a simulated crosswalk visual.
3. Installing bump-out sections along the south side of Skidmore (cones/standpipes/barricades).

(Note: Seattle's similar program has used trash bins and lawn furniture at times)

Communicate general ideas and timing through the BWNA newsletter/blog. (Not every pilot program would need to get a specific announcement – sometimes maybe just placards placed during the test as reminders.)

Note: There most likely will be some nominal costs associated with these activities, so the Transportation Committee is requesting pre- approval level of spending up to \$100.

Intermediate Goals (once pandemic guidelines allow)

(Note: while Skidmore remains the focus due to its wide width, these type of community engagement activities could be located anywhere in the neighborhood.)

Create long term street art at 35th Place and Skidmore. This would require a maintenance commitment. Again, art would act as a faux crosswalk visual to slow traffic.

Hold smaller, focused half-day block party-type activities that are supported within the PBOT “Play Streets” program such as:

Open area chalk drawing sections

Games – ping pong, bean bag toss, bike riding path/challenge

Longer-Term ideas

Create a neighborhood-wide annual Block Party event utilizing multiple blocks along Skidmore to include:

Organized activities and games

Entertainment

Food carts

A BWNA booth promoting communication and activities (as an aid to recruitment, possibly

replacing the neighborhood-wide Taste of Beaumont event in late spring)

Improve safety on streets throughout the neighborhood by facilitating and encouraging PBOT strategic thinking around “super blocks” to limit through-traffic routes within dense residential neighborhoods with logical placement of barricades to drive traffic towards boundary arterial streets. This could include specific areas to pilot a program with temporary barricades within Beaumont Wilshire or in partnership with other neighborhoods. Obviously, more detailed conceptualization and buy-in from the BWNA Board and PBOT would be required.

Summary

While our initial focus was on traffic issues on Skidmore, the discussions within the Transportation Committee expanded to include opportunities for neighborhood engagement utilizing streets as a backdrop to broaden perspectives, create more interaction between neighbors, and foster creative ideas to make neighborhood movement safer for all residents.

The Transportation Committee hopes to get Board approval to pursue the short-term actions and obtain general support for longer term goals, with understanding that as the details firm up the committee would come back to Board for approval of more specific actions and possible costs associated with these longer term ideas.

References

Portland in the Streets Program

<https://www.portlandoregon.gov/transportation/66077>

Tactical Urbanism

<https://www.transformative-mobility.org/assets/publications/Street-Plans.pdf>

Driver's perception and speed

<https://www.youtube.com/watch?v=3oP-Ndww1zw>

PBOT Livable Streets Strategy

<https://www.portlandoregon.gov/transportation/article/633118>

Providence- City Walk

<https://tooledesign.com/project/city-walk/>

Barcelona – Super Blocks program

<https://www.bloomberg.com/news/articles/2020-11-11/barcelona-s-new-car-free-superblock-will-be-big>