



# I-5 Rose Quarter Improvement Project Community Advisory Committee (CAC)

## Meet & Greet Summary

MEETING DATE: March 25, 2020

MEETING TIME: 4:00-6:00PM

LOCATION: Zoom online meeting

This document is a summary of the I-5 Rose Quarter Improvement Project Community Advisory Committee Meet & Greet that occurred on March 25, 2020 from 4 p.m. to 6 p.m. via Zoom. The recording of the Zoom meeting can be found [here](#).

## CAC Members in Attendance

Andrew J Campbell

Bianca Montás

Brad Baker

Brett Morgan

Carolyn Stoudamire

Christopher John O'Connor

Claire Vlach

Cleo Davis

Clint Culpepper

David Anchel

Diane E. Williams

Jasmine Gadie

Jon Issacs

Liz Foucher-Branch

Liv Lufkin

Pastor Craig Brown

Bob Carroll

Saumya Kini

Steve Cackley

Tristan Isaac

## CAC Members Not in Attendance

Natasha Coleman

Shannon Olive

Shawn Penny

Jenny Taylor

## Staff Members

Megan Channell, I-5 Rose Quarter Project Director

April deLeon-Galloway, I-5 Rose Quarter Communications Director

Christine Moses, Facilitator, Buffalo Cloud Consulting, LLC

Susan Hayman, Owner's Representative Team

Ray Outlaw, Owner's Representative Team

Natalie Warner, Owner's Representative Team

## Meeting Objectives

- To stand up the Community Advisory Committee
  - To honor the past to create the future
  - For CAC members and the facilitator to get acquainted

## Welcome and Introductions

### *Welcome*

The meeting was hosted as a Zoom Webinar format that enabled CAC members to unmute their microphones and use web-cameras to participate in the meeting. Attendees, or public observers, were muted and web-cameras were disabled.

### *Introductions*

CAC members introduced themselves by stating their name, role, and reason for participating in the CAC.

- **Andrew Campbell**, REACH Community Development – Andrew is participating as an individual community member and works with REACH. REACH works to reduce health disparities in racial and ethnic minority communities. Andrew is from Portland and would like to be engaged in Portland's future.
- **Bianca Montás**, community member – Bianca grew up in the Overlook neighborhood. Bianca has seen a lot of changes in the city and would like to represent a voice for long-time residents and support people who may have been marginalized in the past.
- **Brad Baker**, Eliot Neighborhood Association – Brad is participating as an individual community member and is also a member of the Eliot Neighborhood Association. The Eliot Neighborhood is north of the Rose Quarter. Brad would like to represent a voice from the neighborhood to help influence the best outcomes for the project.
- **Brett Morgan**, 1000 Friends of Oregon – 1000 Friends of Oregon is a land use planning advocacy organization that works to cultivate livable, healthy communities through effective land use planning. Brett is personally invested in the project because Brett lives near I-5.

- **Carolyn Stoudamire**, community member – Carolyn has lived in the neighborhood since 1956 and has seen a lot of changes. Carolyn would like to ensure the best possible outcome for the neighborhood.
- **Christopher John O'Connor**, community member – Chris has lived in the area for 16-20 years and commutes through the Rose Quarter area daily by foot, car, or transit. Chris is a public defender and represents people who live in the area or have been displaced from the area. Chris interacts with agencies that are involved in law enforcement in the area.
- **Claire Vlach**, Oregon Walks – Claire is chair of the plans and projects committee at Oregon Walks, an advocacy organization for pedestrians. Claire would like to ensure that the non-highway project components meet the needs of people who walk, bike, or take transit through the area.
- **Cleo Davis**, community member – Cleo grew up in Portland and is originally from Northeast Portland. Cleo and Cleo's wife are the artists behind the Historic Black Williams Project and other art projects along Alberta Street. They work in visual design, architecture, urban design, and planning. Cleo is aware of past policies and projects that were detrimental to the black community. Cleo is concerned with the project's impacts to Black and African American people in Northeast Portland.
- **Clint Culpepper**, Portland State University (PSU) – Clint is the Transportation Options Manager for PSU. Clint works to facilitate 26,000 students and 4,000 staff commuting to and from campus. The largest percentage of PSU commuters use transit and many walk, carpool, or bike. Clint is the father of two young children who will attend Harriet Tubman Middle School in the future. Clint wants to ensure good project outcomes and is concerned about air quality at the school.
- **David Anchel**, community member – David has lived in Portland for eight years. David lives in Southwest Portland and bikes to work in the Irvington Neighborhood, which is east of the I-5 corridor. David has lived in and visited a lot of different cities and has observed what works and what does not.
- **Diane E. Williams**, community member – Diane has lived in Portland for Diane's whole life, particularly in the Rose Quarter area and has seen a lot of the changes. Diane remembers when the Legacy Emanuel Hospital was built, where a hotel and people's homes used to be. Diane would like to provide the perspective from a long-time community member and ensure that the project will provide something for the betterment of the community that will be lasting.
- **Jasmine Gadie**, Urban League of Portland – The Urban League of Portland is a social service organization near the project area. Jasmine has learned about the history of North Portland and the impact of changes in the area through Jasmine's work at the Urban League of Portland. Jasmine has been a resident of the Boise Neighborhood for over five years and is an avid bike and transit commuter. Jasmine would like to be a voice for people who have not been able to participate in similar processes in the past.

- **Jon Isaacs**, Portland Business Alliance – Jon is vice-president of government affairs for the Portland Business Alliance, the regional chamber of commerce for the Portland Area. The Portland Business Alliance is interested in finding a community-based solution to fix problems related to the movement of goods and services. Jon grew up in Milwaukie, Oregon, graduated from Oregon State University, and has worked in public policy for 25 years.
- **Liv Lufkin**, community member – Liv is a junior at Franklin High School and has lived in Portland for Liv's whole life. Liv learned about injustices in Northeast Portland in school. Liv represents a student's prospective, which is important since the project will greatly impact students at Harriet Tubman Middle School. Liv is also interested in the project from an environmental prospective.
- **Liz Foucher-Branch**, community member – Liz was raised in the Boise Neighborhood and was affected by the displacement in the 1950s with the construction of the Legacy Emanuel Hospital. Liz is interested both in what will be done to honor people who lived in the area in the past and what will be done to benefit the people who are living there now.
- **Pastor Craig Brown**, St. Paul Missionary Baptist Church – St. Paul Missionary Baptist Church is located in North Portland. Pastor Brown has been in the area for five years and previously worked for the U.S. Department of Veteran's Affairs. The project will affect many members of Pastor Brown's church who commute. Pastor Brown would like to be an advocate for positive project outcomes.
- **Robert (Bob) Carroll**, Columbia Pacific Building Trades Council – Bob is president of the Columbia Pacific Building Trades Council, which represents approximately 16,000 union members in northwest Oregon. Bob is a member of the electricians' union and has lived northwest of the Rose Quarter for 30 years. Bob sees the project as an opportunity to help connect the community and provide apprenticeships, jobs, and careers.
- **Saumya Kini**, community member – Saumya grew up in the Portland area and has lived in North and Northeast Portland for seven years. The project has large impacts and a lot of history. Sauma would like to be an advocate for communities that have been disproportionately affected or have not had a say in past decision making. Saumya works as an urban planner and urban designer and would like to contribute professional experience in those fields.
- **Steve Cackley**, community member – Steve has lived in the same house in the Humboldt Neighborhood for 44 years. Steve was active in the Humboldt Neighborhood Association and the Northeast Coalition of Neighborhoods for 15 years. Steve was land use chair for the Humboldt Neighborhood when the Albina Community Plan was written. Steve worked as a building inspector for Portland and was a bike commuter his entire career. Steve's son went to school at Humboldt, which is near I-5. Steve identified himself as a strong skeptic about freeways.

- **Tristan Isaac**, Bus Riders Unite – Tristan would like to see the project make the best use of the urban right-of-way and prioritize walking and biking. Tristan would like the project to reduce vehicle miles traveled and dis-incentivize single-occupancy vehicles as a way to combat climate change and promote safe streets.
- **Christine Moses**, Buffalo Cloud Consulting – Christine raised bison for five years in east Texas. She brings lessons learned from bison communities living on land and processes for healing the land that are meaningful to this situation. Her intention is to help the community heal through the CAC process.

## Gallery Walk

To learn about and honor the history of the project area and each member's relationship to the project area, CAC members viewed slides from the pre-1800s, 1860s, 1870s, 1920s, and 1930s and present day. Members commented on their perspectives including:

### *1940s*

**Chris:** This map reminds me of biking to work. Seeing the map makes me realize the area used to be a lot more accessible if you did not travel by car. That area was devastated by buildings and it has become anti-human and hard to get around.

**Saumya:** From the first slide up until this point represents a time when there was more harmony between humans and the environment. This is when it starts to get away from that harmony with the addition of massive freeways. Everything that people love about Portland today originated from this time period with walkable streets and the underlying natural environment.

**Liz:** I heard stories about the tribes holding celebrations at Willamette and Columbia Rivers. My mother told me about the Multnomah Tribe coming into the city to celebrate at the Willamette River. In the 1920s and 1930s it was more walkable. My grandfather worked for the railroad and he walked to work. It was common for people to walk over the Broadway Bridge or Steel Bridge to get to work.

### *1950s*

**Liz:** This is my time period. I was born in the 1950s at Emanuel Hospital and lived on Gantenbein and Morris which is now the parking lot of Emanuel Hospital. My great aunt lived two blocks down on Gantenbein between Cook and Ivy. She had been in that house since 1937 and it is no longer there.

### *1960s*

**Diane:** This was quite a mess at this time as you can see. There was a lot of building and different things going on. My dad used to go across the Broadway Bridge a lot. They were doing a lot of work trying to connect I-5 and I-84 and building another bridge across the river.

**Carolyn:** I've been living in the same home since 1956 and have seen a lot of changes. There used to be homes where the freeway, school district, and hospital are now. Those projects displaced a lot of people.

**Liz:** In 1957 we moved eight blocks away to Shaver and Gantenbein. Around 1960, my aunt had to move from her home to Irvington, which made us farther apart. She was the matriarch of our family as my grandmother had already passed.

### *1970s*

**Brad:** I live just north of this area. In the first few photos you see connected streets and neighborhoods. In the latest photos with the freeway and parking lots being built you see communities being sacrificed for efficient throughput of cars.

**Bianca:** This and the previous photo show examples of redlining. Freeways were typically placed in areas where people had lower incomes. This was done purposefully to connect suburbs with places of work so the wealthier people would not need to drive through the poorer neighborhoods. It is sad to see the displacement of people.

**Liz:** I would like to add that it was a redlined neighborhood but it was a mixed income neighborhood. There were some professionals including business owners there. The reasoning for putting the freeway through this neighborhood that Bianca shared is correct. I am a retired teacher and am disappointed that the history of this neighborhood is not taught.

### *1980s*

**Steve:** Part of my response to the 1970s and 1960s slides was that I looked at some of ODOT's project materials online and was surprised that the Flint bridge would be removed because I used to bike over it every day. In these photos, we can see how disruptive these changes were and it is not hard to imagine how disruptive this new project will be.

**Liz:** I am not living in Portland now, but I hear about how bad the traffic is and how hard it is to commute by transit. My family used to catch transit. It was disruptive for my grandfather getting around during the time of construction.

**Cleo:** The 1980s is when the breakdown of the Black community in Portland happened. This is when crack cocaine flooded the neighborhood. Traffic patterns were changed from the 1960s to the present. Williams and Vancouver were changed from two-way to one-way streets. Islands were put on Martin Luther King Jr. Boulevard to restrict business growth. The 1980s was the final nail in the coffin for gentrification or urban renewal in the area.

### *Today*

**Chris:** This reminds me of the fare-less square between downtown and Lloyd Center. I chose the location of my home because I could take transit for free between home and work. When that went away, it was hard to walk and bike. There is no highway for people and bicycles.

**Andrew:** Thanks for showing these slides. I can see where I grew up. It reminds me of middle school and commuting in a wide range of modes through this area. It is cool to see that. It is good that you are beginning this project by honoring and remembering the history of the area. It is good to pay homage and I appreciate it.

**Tristan:** As someone who commutes through this area, unless you are just passing through on a bus, train, or car it is nightmarish. It is horrible for bikes and pedestrians. The difference between how connected and accessible the area used to be and how it is now is striking.

**Bianca:** What Andrew said resonated with me. I grew up in the Mississippi-Alberta area by Jefferson High School. In middle school and high school, I used to take the MAX to hang out with friends at the Rose Quarter and Lloyd Center. It is upsetting to see that there are no neighborhoods where there used to be in the 1940s. I appreciate you going through those slides.

## Debrief

Christine invited the CAC members to share their feelings about the gallery walk.

**Pastor Brown:** This was a great history lesson. I got better context of what the area has gone through and what some people have lost.

**Cleo:** This will seem negative, but we are talking about feelings. I know it is meant to be respectful, but starting off with the history makes me feel as if we are about to get screwed again. I am not saying we should not go over the history, but it feels like we talk about the past trauma of the area but do not follow through with the economic and financial piece of fixing it.

**Brad:** The photos make it feel like Portland lost something. We are recognizing the mistakes that were made. How does that connect with the future of this area? Are we going to continue to make the same mistakes?

**Liz:** I used to do a third-grade tour for kids. I am cynical now. People come to us wanting the history, but if we give them the history nothing really comes of it. If things do change it generally changes for the worse. That is the feeling particularly if people want to talk about history first.

**Jon:** I grew up as a Trail Blazers fan with no knowledge of this history. I worked at Portland Public Schools for 4 years and while I was there, I learned about the history of the area. While there I also experienced everyday planning failures of the area. There is no neighborhood, it is not connected, and it is congested all day. A number of employees at Portland Public Schools had health issues related to air quality. I look at this as an opportunity learn from this and make progress.

**Claire:** I felt grateful to hear the stories from people who live or have lived in this neighborhood. I would like to follow up on Cleo's and Brad's comments about the sinking feeling looking at the photos, knowing the freeway is coming. Maybe we can push back on the feeling that it is a given that we will do it again. Maybe we can stop it even though they did not manage to last time.

**Saumya:** This reminds me of the Albina Vision and the comments that came out of the previous phase of this project. It is not enough to listen and repeat the past. What is the meaningful healing and doing right by what was done wrong in the past? I'm grateful to hear everyone's stories.

**Diane:** Portland is an arts town and we love to have nature around us. If we can incorporate more trees and flowers into this project, instead of just cement, it would be homier, more accessible, more environmentally friendly. Bring in plants, trees, and things that will minimize the impact of the project and help define walkways and make it accessible for bikes. Make it pretty. Bring in trees to improve air quality.

**Carolyn:** There are very few houses in this neighborhood now because they are putting up new apartments. What are they going to take out to enlarge the freeway? They will have to take out businesses, homes, and the school. There is no place to park in your own neighborhood now

because of new apartment buildings. I have mixed feelings about it. We have been in the same home since 1956. Some of the changes were not good because they displaced so many people. This neighborhood used to be called Albina, now it's called Elliot.

**Andrew:** I feel all emotions. Going off what Cleo mentioned, we see how history repeats itself. Hopefully ODOT does not repeat the same approaches of the past. This project hits me on a personal level because of having generations of family in that area. I hope this conversation will influence a difference approach to get a good vibrant community outcome.

**Chris:** I bet during the past projects in the area some people made comments that we do not hear about today. Now we have a more participatory system. It makes me nervous that I would be a rubber stamp that the whole community approves of the project. I want to make sure that the outlying voices in this group get reflected so it's not just a majority opinion that gets reflected.

## Project Overview

Agency staff provided a high-level overview of the planning history of the I-5 Rose Quarter Improvement Project. Past planning efforts mentioned include:

- 1987 Greeley-North Banfield Section Study
- 1990-1996 Greeley-North Banfield Modified Concept
- 2007 I-5: I-84 to I-405 Design Workshop Concept Report
- 2010-2017 N/NE Quadrant & I-5 Broadway/ Weidler Plans and I-5 Rose Quarter Improvement Project

## Next Steps

Christine will reach out to each CAC member for 1-on-1 meetings and send a Doodle poll to assess availability for the next meeting.