Deanna Cantrell, DeannaCantrell.com

Longtime Locals start New Community Newspaper

The Mission of the North Peninsula Review
is to build community with trusted, local contributors, informative articles that foster independent thinking and regular features that interest residents.

It will reflect and celebrate the independent character of North Portlanders.

St. Johns Parade is ON—
IF the city grants permit

by Barbara Quinn

After a hiatus of three years, the iconic St. Johns Parade will march back onto the streets and hearts of the North Portland community on Saturday, May 13, 2023—that is IF the City of Portland's Transportation Bureau finally approves the parade permit. Barbara Legge, longtime parade organizer and 2023 co-chair, said the permit has been rewritten and resubmitted for the fourth time in February. The organizers are still waiting to hear back as of this writing.

The permit had to be rewritten multiple times due to city stipulations about reduction of the size of the parade, change of route and the amount of volunteers required. "We're running out of time to organize and promote it," said Legge. The group remains hopeful that the city will finally approve the permit allowing them to organize the 61st annual St. Johns Parade.

Community members are also anxious to see the return of the parade. New business owner, Brian Manning, of Revolutions Book Shop in St. Johns' town center said, "I've never experienced the parade as a business owner. I'm looking forward to its return."

The St. Johns Parade started in 1962 according to the organizers' website and ever since has celebrated North Portland every spring until 2019 when the COVID pandemic put it on hiatus. Among other activities, the parade organizers choose an annual theme, collect nominations for Citizen of the Year, and invite politicians to participate by riding or walking in the event along with school bands, dance groups, and a cadre of other marchers.

Specially designed St. Johns Parade pins are sold at several St. Johns' businesses to support the event which usually takes months of advance preparation. Donations are also welcome any time of year at stjohnsparade.org. Kudos to the hard working volunteers for their patience and effort in bringing the parade back in the face of obstacles.

If you or your group are interested in participating on May 13, you can fill out an entry form at stjohnsparade.org. Nominations for Citizen of the Year can also be made there. Volunteers can make the difference in permit approval! To volunteer, contact info@stjohnsparade.org. Stay tuned to the North Peninsula Review for more updates on the St. Johns Parade.

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St. Johns Bizarre to return

The 14th annual St. Johns Bizarre will return to the town center on parade day, Saturday, May 13, 2023, from 10am to 7pm. The unique event organized by local volunteers, kicks off the summer street fair season in Portland.

The Bizarre features live music on several stages, games, activities, an arts and crafts fair and food. A portion of the St. Johns town center is closed to make room for numerous juried craft vendors from around the metro area and beyond.

The event is free and open to all. If you would like to volunteer contact info@stjohnsbizarre.com.

Barbara Quinn

I grew up in a big family in the small, rough around the edges coastal town of Coos Bay, Oregon. After coming to Portland to go to college, in 1987 I found in the St. Johns neighborhood a familiar sense of small town friendliness tinged with a blue-collar feistiness that I could relate to.

I graduated from Portland State University with a BA in graphic design because it was the closest major I could find to calligraphy, my true interest. I got a graphic design job in a corporate environment and eventually became a union steward for the Communication Workers of America.

At home I started organizing to fix an unsafe street and eventually became a chairperson of the Cathedral Park Neighborhood Association. It was during this time the superfund discussion was heating up. Political powers-that-be and large corporate influencers appeared to be arrayed against our small community and abused stretch of river.

In a different project, neighbors started a grassroots endeavor to acquire and preserve a native oak corridor around 2000. I joined in and began to help organize the Friends of Baltimore Woods. The one-mile corridor between Cathedral Park and Pier Park is now three quarters acquired. I am currently the board chair. That work has been a joy, and continues to be my main focus: restoring, and advocating for healthy urban nature and wildlife.

continued page 2

Mark Kirchmeier

Whenever I climb to the roof of our University Park home to patch a shingle, I often pause to savor the view of North Portland and its meaning to me.

For I can see in the distance the hospital where a daughter was born, the evergreen canopy of Columbia Park where my kids learned to swim, and the spires of the University of Portland campus.

And, oh, the sounds that I sometimes hear...the horns of sea-faring Willamette River ships...trains rumbling through the St. Johns railroad cut…and the annoyance (for me) of 358-cubic inch engine race cars north of Kenton at the Portland International Raceway.

I spent my first 24 years of life in Eugene, the son of a history-loving mill worker father and schoolteacher mother, and earned a bachelor's degree in newspaper journalism from the University of Oregon.

And while I've worn many coats since then as a Willamette Week writer, Portland Tribune contributor, UP Portland media/community relations person, author of a critical biography on ex-U.S. Sen. Bob Packwood, R-Ore., a precursor to what the later me-too movement would expose, developer of housing on North Intestate Avenue, caregiver for elderly people trying to stay in their homes, political candidate for the North Portland legislative seat and currently, a teacher at a public school, I am, most of all, a newspaper reporter and information excavator.

continued page 2

Barbara continued

Later, I attended Marylhurst University and acquired a Master of Divinity degree after writing a thesis on the value of wilderness as expressed within Judaeo-Christian wisdom tradition, something our culture appears to have completely lost touch with. That program emphasized writing—lots of it. I soon accidentally forayed into newspaper writing in exchange for an ad in the local paper. The first subject I chose was a plan by political leaders and polluters to create a large toxic waste dump in St. Johns from dredged superfund chemicals. They were to be separated from the river by a mere sand dike. I continued regularly writing for the St. Johns Review for a number of years on various themes picked up as an activist.

After the newspaper's owner retired in 2022, fellow activist Mark Kirchmeier called and said he'd like to start a new community newspaper and asked if I would consider becoming a partner. Having known Mark for many years, it was a pretty easy yes. There are so many stories waiting to be published! I look forward to interacting with readers, our sponsoring advertisers, as well as contributing writers. We take our mission seriously. Mark and I hope to create a newspaper that reflects various viewpoints, encourages respectful discussion and independent thinking.

Mark continued

That love to dig led to my finding the biggest treasure of my life. The first time I eyed my future wife-to-be was in a Portland church. I tried to introduce myself to her immediately after the service but she bolted out the door. So I discreetly followed her and scribbled down her Pontiac Firebird license plate number. The next morning, I went to the Oregon DMV office and got her contact information. We celebrate our 39th wedding anniversary this year.

Twenty-nine of those years have been at our house near the intersection of North Lombard Boulevard and North Chautauqua Avenue, the site of the Peninsula Optimist Club lot, where the boundaries of the University Park, Portsmouth, Kenton and Arbor Lodge neighborhoods merge.

Our neighborhoods are central to the mission that Barbara Quinn and I bring to the North Peninsula Review.

The need can be described in two words: "news desert." Two robust dailies, the Oregon Journal and The Oregonian once covered North Portland, but then the Journal folded, The Oregonian then closed its neighborhood bureau and no longer even delivers a daily paper.

Such news cutbacks create news deserts where many communities no longer have an independent newspaper covering public safety, homelessness and housing, environmental dangers as well as the human-interest stories that bond us together.

If local news coverage stops, bad...things...happen.... Civic engagement declines. Cockeyed government decisions go unchallenged. We become ignorant of what's happening on our own streets and less capable to fully participate as informed citizens.

Nearly all local public officials and government employees are well-intentioned, but they can succumb to interest groups' pressure, as well as individual and institutional ego. We'll be covering them.

The North Peninsula Review pledges to investigate problems, celebrate successes and with your help make our community one that matches the beauty we see from our windows and rooftops... from the Peninsula Park rose gardens...to the arches of the St. Johns Bridge.

I await your stories and ideas. Twitter @MarkKirchmeier

Cathedral Park after February snowfall

Photo by Tom Lynn

Send us your photos (horizontal, 200 dpi) for the Photos of the Month on website (coming soon) or to be published in the paper. Email: NPeninsulaReview@gmail.com

Photo by Caroline Skinner

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North Peninsula Review - Vol. 1, Issue 1
A Monthly Newspaper - Subscriptions $20/year
Co-Owners & Editors: Mark Kirchmeier, Barbara Quinn
Contributors: Lisa Manning, Liz Smith, Donna Cohen, Sabina Blizzard, Barbara Quinn, Mark Kirchmeier
Phone: 503-706-2174 • Email: NPeninsulaReview@gmail.com
Website: NorthPeninsulaReview.com (under construction)
ADVERTISING INFO
Barbara 503-706-2174 or Mark 503-754-0872 or NPeninsulaReview@gmail.com

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Business Corner

by Liz Smith

Welcome to the Business Corner!

Did you know that St. Johns is one of the oldest recognized business districts in Portland? The St Johns Boosters Business Association has been serving the business community since around 1926, making it the second oldest association after the Hollywood Boosters. That means that we will be celebrating our 100 year anniversary in just a few years!

2020-2022 will certainly be a remembered part of our history. The pandemic brought with it unprecedented challenges for all, forcing businesses to find new ways of operating, often with only a sole proprietor or vastly reduced staff. Many of our restaurants were able to pivot to take-out, online ordering, delivery and outdoor seating. It was not unheard of for store owners to put in a full day's work at their business, followed by delivering items to customers' doorsteps after closing hours. With so much of the workforce working from home, service businesses found that many of their clients were suddenly on hold. The pandemic also brought a large increase in storefront vandalism and theft, an issue that continues even as pandemic restrictions have mostly been lifted. And right in the middle of it all, we had the North Lombard Street repair project, a major construction project right in our downtown corridor.

Yet, as the nature that surrounds our beautiful peninsula reminds us, life finds a way. Portland artist Mike Bennett took an empty former bank and turned it into the first-of-its kind Crypto Zoo, followed by an interactive Wonderwood exhibit and the opening of Portland's only fantasy cafe, Wonderwood Springs. The Boosters were able to bring back both the Trick or Treat Walk and the Tree Lighting last year, and the groups that organize the beloved St. Johns Parade and St Johns Bizarre are in the planning stages for 2023. Restaurants and bars are once again offering inside dining, and the streets seem full of life. While we have sadly said goodbye to some businesses, new ones have opened and we are once again seeing familiar and new faces in our neighborhood, experiencing all of the great things that make this a wonderful place to live and work.

We feel that our business community is stronger than ever, due to the resilience and passion that every single business owner has for St Johns. Our community truly understands and values small business, and knows that by supporting a small business, you strengthen the community as a whole. We look forward to connecting with you in this space, letting you know what we have going on and what our businesses are up to.

Liz Smith is President of the St. Johns Boosters and business owner of Bizzy Lizzie Social Media Marketing.

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Little Root preschoolers plant sword ferns with volunteer Lisa Manning

Mom and child plant a fringecup together

Preschooler examines a coyote pelt

Little Root Preschoolers learn how to care for nature

by Barbara Quinn

On February 10, over a dozen preschoolers gathered in a grove of maple trees in Baltimore Woods corridor just north of Cathedral Park. The day was clear, though chilly—perfect weather for the little workers to plant shade-loving natives with help from their parents and volunteers with Friends of Baltimore Woods. Each child, outfitted from head to toe in a weather-proof playsuit, had been to the location many times as part of their nature curriculum. They enjoy exploring, playing, sliding down a steep dirt hill, building fortresses, arranging small rocks and sticks, and engaging in nature play that Little Root specializes in. The school dedicates at least one or two days a week to nature play in Baltimore Woods' meadows.

The Friends couldn't be happier to host the youngsters since the original vision for the nonprofit included nature education for local students.

In spite of being very young, these students are among the most frequent visitors to the natural area and enjoy it from a completely different viewpoint than most adults, one much closer to the ground.

The kids and adults had such a good time at the planting party, the idea of making it an annual event is being considered.

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Letters to the Editor

Parade Committee Update

Hello Friends and Neighbors,

We have an update regarding the parade for 2023. We've submitted our permit request to the City of Portland permit office. The permit office has strongly urged that the current parade route and stage area be revamped and made smaller. Additionally, there is no guarantee of any traffic safety officers.

We're looking into making some changes to streamline efforts to give the St. Johns Parade a chance of happening in 2023. We're hopeful. We're waiting for answers to share with the community. Thank you for your interest in the St Johns Parade, its something special!

Finally, many things have changed in the lives of Committee Members in recent years. Whether it be family, health, jobs, or losing loved ones. We're working hard and we hope to have an update for you very soon!

St. Johns Parade Committee

Neighborhood Associations' Request

Dear neighbors,

"The City That Works" isn't working great, and we need your help in spurring them to action. For months now, we have been trying to obtain proof of insurance coverage that the law requires for us to do our work. We also have been advocating that the new Civic Life budget include funding for two full time persons in the North Portland Neighborhood Services Office, that other such offices have.

Commissioner Dan Ryan has been placed in charge of the Office of Civic and Community Life which oversees our organizations. We need you to email him right away at CommissionerRyanOffice@portlandoregon.gov

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Letters continued

to demand he budget for two full time staff for the North Portland Neighborhood Services Office, to be housed there, with a budget to do the job. And, that he make sure the Certificate of Insurance which we require for Directors and Officers Insurance be made right and presented to us so.

This D&O Insurance is required by law for the functionality of our neighborhood associations and the many volunteer run organizations who fall under the NPNS umbrella. We need the insurance in place because it allows our groups to act for our communities without fear of lawsuit. This insurance was allowed to lapse for six weeks and in the 14 weeks since it has been reinstated, we still have not been able to see an accurate document covering all our organizations.

One example of how this has impacted our community is that the North Portland Tool Library, with 7,000 members, had to shut down their program for those six weeks. The tool library offers tools to those who do not or cannot afford to own the tools they need to maintain their homes and yards. In order to continue to provide tools and other services to north Portland, we need clear proof of insurance.

The organizations who work under the NPNS insurance umbrella operate neighborhood recycling and waste management events; perform neighborhood trash pickups at times in partnerships with SOLVE and Adopt a Block; they conduct tree walks, plant and tree giveaways; Heritage Tree bike rides, and offer community events like Movies in the Park, free art classes, and neighborhood building celebrations.

We are proponents for balanced land use that fits our neighborhoods. We advocate for blending retail and residential space to avoid creating food deserts and we advocate for responsible growth.

So, if these activities and this type of advocacy is important to you, please write to Commissioner Ryan at the address listed above. He can help us work with the Office of Civic and Community Life to receive proof of insurance, and increase the staff at the North Portland Neighborhood Office. We deserve nothing less.

- *University Park NA*
- *North Portland Tool Library*
- *Neighbors Helping Neighbors*
- *Vanport Place Marking*
- *Bridgeton NA*
- *Piedmont NA*
- *Cathedral Park NA*
- *Arbor Lodge NA*
- *Kenton NA*
- *Overlook NA*
- *Ginger Edwards, north Portland volunteer*
- *Gary Kunz, north Portland volunteer*

North Peninsula Review

Guest Opinion

The City issues itself PIR Noise Variance

Recently some of you may have received the Portland Parks' Portland International Raceway (PIR) notice informing us that for 15 days this summer we will be subjected to extra loud and painful noise. The city issued itself noise variances for noise exceedances of up to 115 decibel levels (dB) when the World Health Organization considers anything over 30 decibel levels to be unsafe, especially for children and elders.

The city maintains that during the noisiest races, we would only be exposed 65 dB from the racetrack, which the Kenton Neighborhood Association maintains is regularly exceeded during the race season, (www.wweek.com/news/2021/09/01/for-60-years-this-racetrack-has-been-the-loudest-park-in-portland).

A PIR fact sheet created by the city claims that for all other days throughout its season from May through October, "A great majority of event days operate at 90 dB or less, meaning they aren't audible at any point in the neighborhood, and if measurable would be 50 dB or less..." (historickenton.com/wp-PIR).

Neighbors living in the Portsmouth and Kenton neighborhoods might disagree.

At the meeting we were told, "Members of the public have the right to offer public comment on the variance requests at this meeting, or submit written testimony via email to Variances@PortlandOregon.gov" for NASCAR races. What it does not tell you is that residents have been offering their complaints for years with no response from the city.

"In 2019, Formula l released a landmark sustainability strategy report, based on a detailed audit, which revealed that one race season generates about 256,000 tonnes of CO2 emissions." The city needs to somehow understand that this is also a Climate Justice issue, as well as willful and reckless endangerment of citizens' health and wellbeing by means of noise pollution. Residents on the North Portland Peninsula are already exposed to some of the most dangerous air in the nation—this is no place for a race track.

Laura Feldman is a north Portland artist and activist. She grew up in the Arbor Lodge neighborhood and currently lives in the Portsmouth neighborhood

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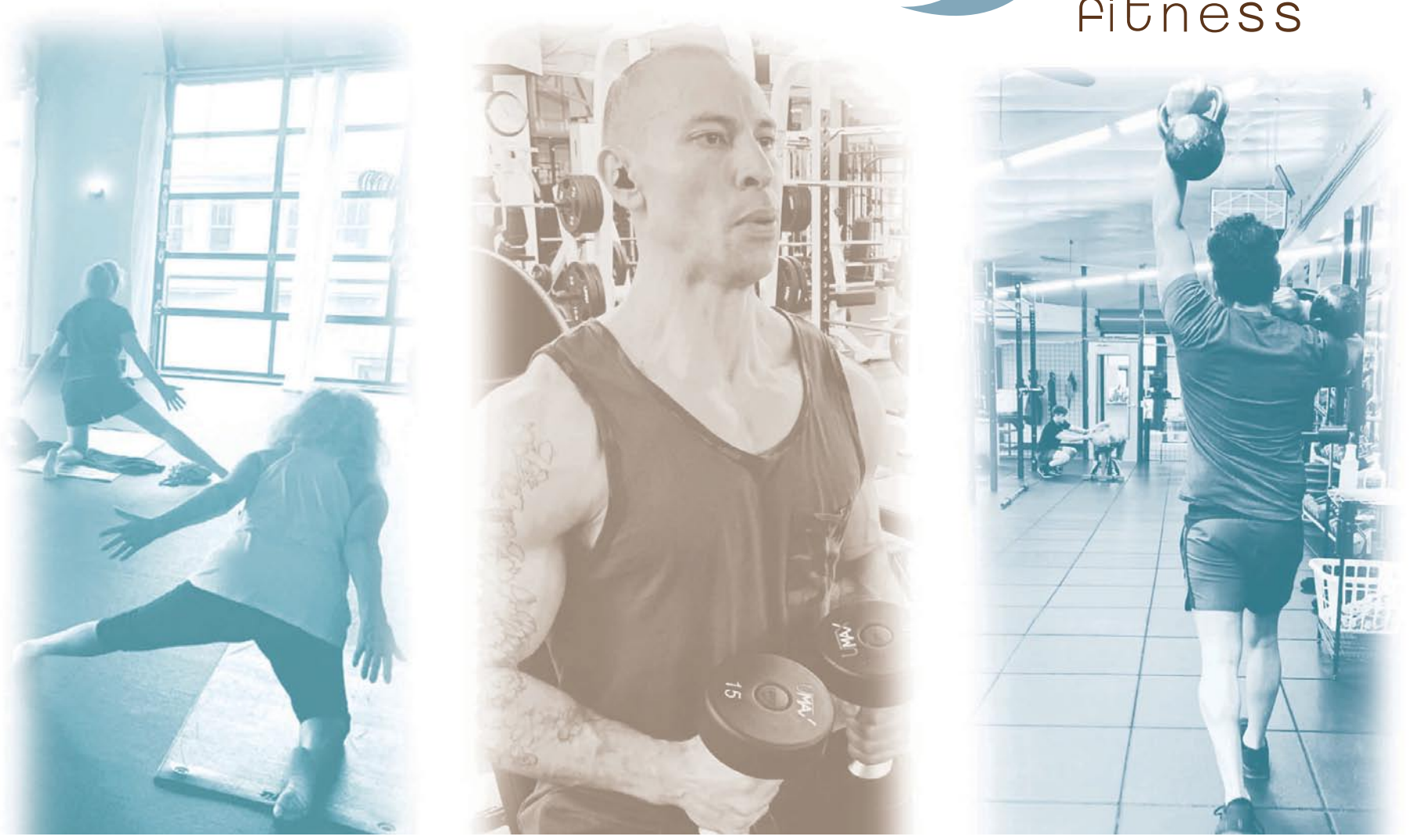

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No North Portland year-round pool until 2029

by Mark Kirchmeier

First of multi-part series on Portland Park Bureau's controversial closure of Columbia Pool, the only year-round swimming pool serving North Portland. A followup story will appear in our April edition.

Nine years.

That's how long North Portlanders won't have a year-round swimming pool because of the Portland Park & Recreation Bureau's (PP&R) failure to perform basic Columbia Park Pool maintenance leading to its unnecessary closure in 2020, said Ed Fernbach, an environmental engineer who has long worked for engineering firms that contract on city projects.

Previous City Commissioners Nick Fish and Carmen Rubio both pushed for closing Columbia to make it easier to fund a proposed $50 million aquatic center, Fernbach said. "The only problem," he added, "it will be nine years before any aquatic center will be ready."

Susan Kincade lives one block from the pool, and warned, "That nine-year gap means a generation of kids not learning to swim."

And Friends of Columbia Park (FOCP) is re-energizing a campaign to restore Columbia Pool. At the last FOCP meeting, Chair Rachel Burdon proposed board action this spring calling for the city to promptly repair, restore or repurpose the pool. Burdon cited documentation showing that since 2006 PP&R has neglected to maintain Columbia Pool resulting in the pool's closure. She also warned of inadequate maintenance of the Columbia Cottage and Warming Station near the playground.

Furthermore, Burdon asked that city decision-makers remove Columbia Park from the list of potential Aquatic Center locations because the $50 million project would jeopardize the park's natural and historic integrity.

Swimming pool supporters also take heart in Mayor Ted Wheeler's decision to transfer Rubio from the Parks Bureau, and replace her with Commissioner Dan Ryan, who inherits the issue and a nearly $500 million P&PR citywide maintenance backlog affecting all city parks including Arbor Lodge, Kenton, Overlook and Peninsula parks.

Ryan, a North Portland native and Roosevelt High School graduate, was not able to comment on this story before the press deadline.

Fernbach, a 20-year veteran himself of masters-level swimming competitions, has mixed feelings. I'd love to have an aquatic center myself, but where is the demand for one in North Portland—and for $50 million bucks?"

Two independent architects joined with Fernbach in researching a FOCP task force facilities technical report last year that eviscerated PP&R for not maintaining the pool and lacking discernable interest in preserving a valuable public asset.

Ed Fernbach

PP&R is looking at five locations for the Aquatic Center, Columbia Park, its annex, the Charles Jordan Community Center, Northgate Park and St. Johns Park.

City staff will host another Community Workshop in late April on the Aquatic Center project, at a site to be determined.

Aquatic Center supporters argue that the new center would feature two pools and offer a wide array of swim lessons, open play and lap swimming, water fitness classes, and high-level swimming competitions.

The study cited the city's own internal 2018 figures showing it could repair Columbia Pool's roof, pool mechanical and HVAC system for $2,250,000.

Fernbach says that factoring in 5% to 7% annual inflation, the restoration might be more in the $2.5 million-range, but the claim by some PP&R staff that the restoration would cost $15 million to $25 million "is a poppycock scare tactic."

He explained that the SEFT Consulting Group, Beaverton, also studied Columbia Pool and "agreed with the (Friends of Columbia Pool) task force that pool needed some maintenance and new roof but SEFT—did not say—it was impossible to fix.

"That is where Commissioner Rubio and the Park Bureau went off the rails," Fernbach said. They closed a valuable public asset and closed swimming access for nine years, so they could exclusively focus on $50 million aquatic center."

Mark Kirchmeier is a Friends of Columbia Park member

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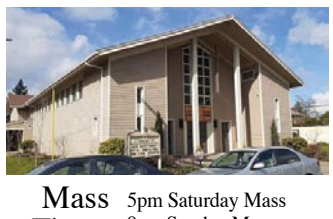

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~ Bernie Telsey

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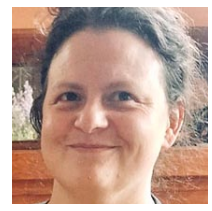


Sabina Blizzard

In case of an emergency such as the subduction zone earthquake, the northernmost peninsula, St. Johns, Rivergate, and Cathedral Park, will be severed from the rest of Portland due to the collapse of four bridges over the railroad cut. Each of these bridges–at Columbia, Fessenden, Lombard and Willamette–is over 100 years old, and not built to current seismic standards. Additionally, many areas near water bodies, including everything north of the Columbia Slough will liquify, making the land too soft and unstable for vehicles. So, there will be no going down to the water with your boat!

In such an event, the Willamette will most likely be impassible, filled with debris and possibly with fossil fuel fires and smoke. The petroleum tank farm across the river, known as the Critical Energy Infrastructure Hub, will be damaged, with some tanks rupturing and causing sparks that could ignite the fuels. So, even if the St. Johns Bridge is left standing, that will not be a direction you will want to go!

It is important to secure a passage for emergency medical, grocery and supply vehicles into and out of the peninsula in any emergency. During and after a large earthquake, families could be geographically separated and will need to reunite via a safe route. St. Johns' supplies are limited and there is no medical facility to manage trauma injuries. It we do not have a viable vehicle emergency route, the northernmost peninsula may experience weeks to months without needed supplies, medical care, or infrastructure repairs.

What can be done? Two of the routes over the cut, at Columbia Blvd. and Lombard are official emergency routes. However, in order for them to be viable routes in a large earthquake, both bridges need to be rebuilt. We are making progress on Columbia Blvd. because the Portland Bureau of Transportation (PBOT) appears to be aware and responsive to the issue. They have begun an engineering study to determine requirements for a new bridge. However, it should be noted that rebuilding funds have not been secured.

The Lombard St. bridge is more complicated since it's under the combined ownership of both the railroad and the Oregon Department of Transportation (ODOT). It is considered an orphan bridge because no one has taken responsibility for its maintenance or replacement.

The best way to ensure that the emergency routes get needed attention–both at Columbia and Lombard–is to make sure they are included in the new Portland 2040 Freight Plan. The Plan prioritizes securing routes needed by freight trucks, and both Columbia and Lombard are vital corridors for freight. Inclusion in the plan is a critical first step!

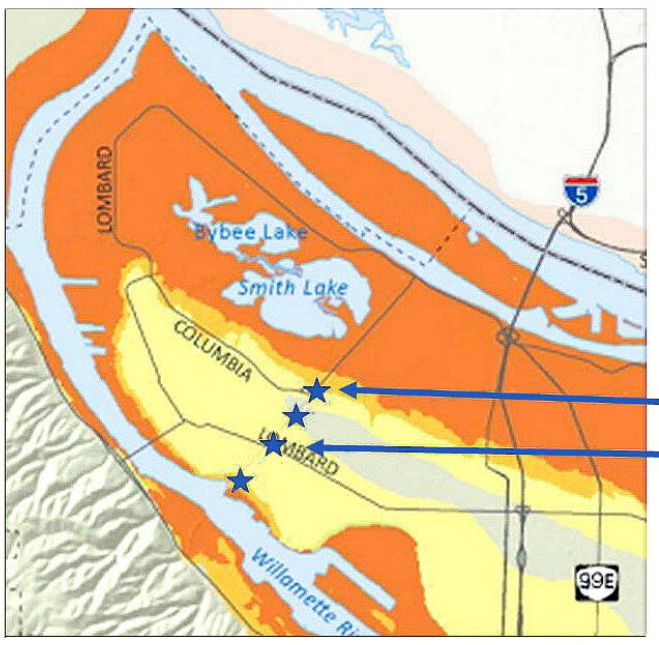
What can you do? The public draft of the 2040 Freight Plan is coming out soon for public comment. That means we have an opportunity to advocate for prioritizing these two critical routes to keep the north end of the peninsula connected to the rest of city in the event of an earthquake. It's imperative that we comment and advocate that both routes be prioritized as designated emergency routes!

Together we can protect St. Johns, Cathedral Park and Rivergate by securing permanent and viable emergency routes! Please join us in this effort.

How to stay informed and know when to provide comment:

1. Go to the PDX 2040 Freight Plan webpage & sign up for email alerts. www.portland.gov/transportation/planning/2040freight
2. Join the St Johns/North Peninsula Emergency Route Facebook page: www.facebook.com/groups/nopoemergencyroute
3. If you are not on Facebook, join our email list: NoPoEmergencyRoute@gmail.com
4. Spread the word to others!

Bridge Locations on Emergency / Earthquake Access Routes



Liquifaction zone in orange

Blue stars denote railroad "cut" bridges

Columbia and Lombard are designated official emergency routes

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photo courtesy of the City of Portland

North Portland Group receives grant

Among the recipients of City of Portland's Portland Harbor Community Grants is the Portland Harbor Community Advisory Group (PHCAG). The group was awarded $62,000 to support the development of The River Education Center and associated programming at Green Anchors located on the riverfront north of Cathedral Park.

The PHCAG was started in 2000 not long after the lower Willamette River was declared a superfund site. The group fosters ongoing communication with government agencies about community concerns, questions, and priorities pertaining to the Willamette River Superfund site adjacent to North Portland. The Advisory Group will provide Superfund-related educational programming, workshops, and community meetings. Funds will also support the development and implementation of the River School to teach North Portland youth and adults about the Willamette's Superfund history, contamination, cleanup, and how to get involved. See more information at portlandharborcag.info.

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Roosevelt High School Roundup

by Mark Kirchmeier

Roosevelt Celebrates 100-year Centennial

For 100 years Roosevelt High School, with its ivory and silver tower, has towered over North Portland. In celebration, alumni and admirers are planning events that applauds that legacy.

"Roosevelt is one of the historic, signature high schools in the entire metropolitan area and we're honoring that all year long with events and ceremonies," said Mike Verbout, RHS Centennial Committee member.

Anniversary events have already included winter tours of the school's $482 million renovation in 2017. Parents, alumni and community members have enjoyed seeing the remodeled campus.

Upcoming events will include a Memorial Day ceremony at the Veterans Memorial garden, coordination with the annual RHS alumni picnic this summer and an alumni dinner with silent auction in September or October.

Jeanine Sinnott is working on a 100-year History Book and invites community members to send her photos, articles. She is seeking a 1966 and several 1990s yearbooks.

The alumni association is working to create a historical display to use during the centennial year and even communicating with the Theodore Roosevelt Museum in New York State to get photographs of President Roosevelt's visit to Portland in 1904.

Roosevelt High School opened a century ago as the replacement for the former James John High School, named after the founder of the St. Johns area. The name of the new school was later changed to Roosevelt in honor President Theodore Roosevelt who died in 1919.

Those interested in helping the centennial can find out more at Rooseveltalumni.org

photo courtesy of Roosevelt High School

RHS students re-launch student newspaper

The Roosevelt student body has lacked a school newspaper since 2019, but not anymore. A team of talented media students have begun a new one—Voices of Roosevelt—and the online newspaper has recently included articles on Black History month, Oregon voter suffrage, a fire on the Roosevelt High School campus and even an advice columnist providing answers to students on their lifestyle issues.

"Our school's distinct lack of a school newspaper or media representation really inspired me to create something," said one student writer.

Another student explained, "I saw a gap in awareness. Some Roosevelt students weren't aware of events going on in their school community."

One student saw a connection to his own family's RHS history. "My grandma was involved in the Roosevelt newspaper in the in 1960s and so was my grandpa. That's actually how they met. They're definitely read it and are excited when a new issue comes out," he said. Students are now planning a May print edition.

At a time when local community journalism faces challenges, said VOR faculty advisor Tara Medinger-Johnson, "It gives me hope that these young journalists are dedicated to providing a platform for young voices."

photo courtesy of Portland Police Bureau

Police Reports

News Releases from Portland Police Bureau

MARINE DRIVE CRASH WAS SPEED RACING, DRIVER DIES AT HOSPITAL

On 2/18/23 at approximately 11:52 p.m. officers from the North Precinct responded to the 5900 block of North Marine Drive on a report of a two vehicle crash with one of the vehicles being on fire.

Officers arrived and located the two involved vehicles. Three people from the crash have been transported to area hospitals for life threatening injuries. Due to the extent of the injuries, the Major Crash Team was activated to respond.

Investigators with Portland's Traffic Investigations Unit (TIU) have determined this crash to have been the result of speed racing. Both vehicles were traveling at a very high rate of speed when they lost control and crashed, injuring the two drivers and one passenger.

The driver of one of the cars has died of their injuries while in the hospital. The identity of the deceased driver will be released after family members have been notified.

ONE DECEASED IN CRASH ALONG MARINE DRIVE

On Friday, February 24, 2023 at 8:35p.m., a Multnomah County Deputy saw a vehicle speeding near the 4700 block of Northeast Marine Drive. A short time later the deputy was notified that the driver had sideswiped a tractor-trailer and went off the road. The driver was found deceased on the northside embankment. No one else was injured. Officers from Portland Police North Precinct responded to assist.

The Portland Police Traffic Division Major Crash Team was on scene and is investigating.

If anyone has information about these incidents, please email crimetips@police, attention Traffic Investigations Unit.

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- Our audience stretches from the eastern edge of Peninsula Park and west to the St. Johns town center. It includes Linnton & Hayden Island.
- The total population is 73,580 residents and 84.5% are above 18 years old.
  ~ US Census 2020
- Median income is $72,067, compared to the Oregon median of $70,084
  ~ Oregon Income Statistics
- North Portland is one of the fastest growing neighborhoods in the city. There has been a 16% growth rate between 2010 and 2020.
  ~ US Census' 2010 and 2020
- The paper's circulation is 10,000. Each issue on average is read by two people, making 20,000 views.
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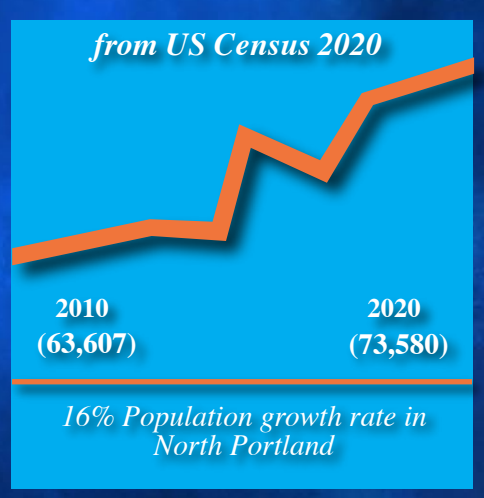

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