

The Oregonian

Police Chief Offers Condolences to Family of Patrick Kimmons: 'I Can't Imagine'

*By Maxine Bernstein
October 5, 2018*

Despite emotional pleas from family, friends and even a retired assistant police chief for more details about what happened when police fatally shot Patrick Kimmons last weekend in downtown, Police Chief Danielle Outlaw and prosecutors would say nothing publicly Friday.

Outlaw avoided answering specific questions about the shooting of Kimmons, 27, and instead said she was committed to working to bridge the gap between African Americans in Portland and police.

But sources who spoke to The Oregonian/OregonLive on condition of anonymity because they're not authorized to release the information painted a somewhat clearer picture of what occurred early last Sunday.

They said police Sgt. Garry Britt and Officer Jeffrey Livingston were in their police cars parked in a lot at the northeast corner of Southwest Fourth Avenue and Harvey Milk Street when they heard gunshots. They alerted dispatch about 3 a.m. and got out of their marked police SUVs.

At the other end of the lot nearer to Southwest Third Avenue, there was a fight and a shooting, leaving two men wounded. Police then saw Kimmons turn toward them or head their way holding a gun, the sources said.

The officers yelled commands and fired at Kimmons with their handguns, striking him in the upper torso and leg. Between the sergeant and officer, 10 to 12 shots were fired.

Private vehicles took the other two men who were wounded, Dante Emanuel Hall, also known as Manny, and Marcel Branch, to Legacy Emanuel Medical Center. Kimmons was taken by ambulance to OHSU Hospital, where he was pronounced dead.

Police are awaiting forensic analyses from the state crime lab on a revolver found near Kimmons and four other guns recovered at the scene, but suspect Kimmons shot the two other men at the scene, the sources said.

Family and friends quickly arrived at both hospitals.

So did Officer Rashida Saunders, the police Crisis Response Team coordinator, and volunteers to try to comfort the families and serve as liaisons between the Police Bureau and families.

Saunders said people threw chairs in the lobby of OHSU and smashed out a patrol car's windows.

Volunteer Kimberley Dixon, whose son was killed in a shooting in Gresham in 2013, responded to the hospital to support Kimmons' family and so did gang enforcement Officer Jason Hubert, who has worked closely with Kimmons for 15 years.

Hubert's voice shook with emotion Friday as he recalled speaking to Kimmons, known as Pat Pat, three times last week and called him "a friend."

Kimmons had been shot in April 2014 in Northeast Portland and had convictions for witness tampering in 2010 and for delivery of cocaine and possession of a firearm in 2011. He had been

ordered by a judge to have no contact with gangs in each of those cases, but he had had no serious criminal convictions in the past seven years.

He had received frequent services and assistance through the city and county's Gang Impacted Family Team, which works to break intergenerational gang ties by connecting people to job training, counseling, housing and mentorship.

Hubert, Dixon and others spoke at a twice-a-month community meeting at the police bureau's North Precinct that addresses gang and other violence in the city.

Dixon said she demanded that the hospital allow Kimmons' mother to see her son's body at the hospital to say goodbye before an autopsy. She also thanked police for "standing down" at the hospital amid the family's extreme grief, commotion and volatile environment.

Sequoia Turner, Kimmons' girlfriend and mother to his 3-year-old and 6-year-old sons, came to the meeting to show support for Kimmons. She said her 6-year-old son wants to be a police officer, so it was hard to explain to him why his dad was killed.

She said she didn't believe Kimmons wanted to hurt anyone, adding: "Sometimes you have to protect yourself."

"I'm not angry at the police," Turner said. "I just want change."

Pamela Morgan, a grandmother to Kimmons' 8-year-old daughter, said the loss has reverberated among his family and friends.

"He tried to change his life but if you already have a record, it's kind of hard to bounce back," Morgan said.

Kevin Modica, who retired as an assistant chief but still regularly attends the community meeting, voiced his condolences to Kimmons' relatives in attendance.

Then Modica turned directly to his former boss before the packed room, filled with officers, prosecutors, gang outreach workers, juvenile justice and probation officers and community leaders.

"The question on the ground is, 'Why so many shots?' Where were the wounds?" Modica asked loudly.

"Yes, I'm emotional because I've known Pat Pat since he was in diapers," Modica continued. "I don't want to hear from Ted Wheeler. I want to hear Danielle Outlaw and Rod Underhill talk about what they can." Underhill, Multnomah County district attorney, and Wheeler, the mayor who serves as police commissioner, weren't at the meeting.

"The people want to hear from you and you only to assure there's going to be accountability for what happened on both sides," Modica said. "Pat Pat is not here anymore. The community really doesn't know why."

Outlaw stood up. She told the group that she's the mother of two sons, ages 20 and 17, who were flying to Portland on Friday night to visit with her. She said she came to Portland because she believes she can add value to both the bureau and the city.

"If I can be the person who bridges both sides together, if I don't do anything else, that's what I hope can be done," she said.

"I'm a mother first. I can't even imagine," Outlaw said, and offered her personal condolences to Kimmons' friends and family.

She returned to the city Sunday night after a vacation to South Africa, she said. She continues to experience blatant racism, she said, even as a chief in uniform, recounting how she was visiting the U.S. Capitol with other police chiefs when members of the U.S. Secret Service cut in front of her during the tour and asked her if she was with the group.

"Everyone in this room is grieving in some shape or size. The emotions are raw," Outlaw said, referring to both officers and local residents. "I need us to get to a place where we recognize we're all community."

The chief didn't address the number of shots or what led to the shooting of Kimmons.

The state medical examiner's office has declined to release where Kimmons was shot and what shot killed him.

Later bureau spokesman Sgt. Chris Burley, in response to The Oregonian/OregonLive's request for more information about the shooting, released a statement:

"The Police Bureau understands the importance of transparency and building trust within our community as it relates to the timely release of information, but also works to ensure the process remains untainted because accountability is also critical. As soon as the Multnomah County District Attorney's Office determines additional information may be released the Police Bureau will provide more information."

[Chief Danielle Outlaw addresses a community group](#)

'Portlandathon' Organizer Won't Lead Marathon Next Year. Who Will?

*By Brad Schmidt
October 7, 2018*

Portland kept tradition alive Sunday by successfully completing its 47th consecutive year with a marathon on city streets.

Who will organize next year's race is an open question.

Just four months ago, Paula Harkin stepped in to salvage the annual event after its abrupt cancellation amid a state investigation involving the longtime organizer of the Portland Marathon. Harkin hustled together a new race for the same date, calling it "Portlandathon."

But Harkin told The Oregonian/OregonLive on Sunday that she will not organize the 2019 event.

"My role was this: To heal the wounds of the city," Harkin said.

Portland Marathon had been a fixture in Portland since 1972. But the nonprofit that organized the event in April cancelled this year's race after an investigation by the Department of Justice. The race director, Les Smith, reached a settlement with the state to repay \$865,000 that officials said had been illegally borrowed from the nonprofit. Smith acknowledged no wrongdoing in the settlement.

In response, city officials scrambled this spring to fill the void. Portland Mayor Ted Wheeler and the Bureau of Transportation asked organizers to step forward. In June, officials selected Harkin, who with her husband, Dave, own Portland Running Company and organizes several races through Runwithpaula Events.

Harkin on Sunday said she originally had visions of taking over the race long-term. But the crush of organizing the marathon, plus the other events she already had on the calendar, proved too daunting.

Her company organized a half-marathon in Newport last weekend, and one in Cascade Locks two weeks before that, not to mention other summer runs in Beaverton and elsewhere.

"It's like having a baby," she said of the time commitment for Portlandathon, "while having a baby."

Harkin said a lack of time to plan had been her biggest challenge leading to Sunday's event. But on race day, runners encountered a very sizeable, and literal, roadblock: a train blocked the route on Southwest Naito Parkway, prompting some to question the official results.

This year's Portland race was also noticeably smaller than in years' past. Harkin said about 1,000 people ran the marathon and an additional 2,500 were expected for the half-marathon and the river walk. Last year's event drew more than 6,000, according to media reports, and the year before an estimated 8,000 participated.

"I feel like it's a homerun for me," said Harkin, who suggested last year's turnout was closer to 4,000.

Runners gathered on Southwest Naito Parkway at Salmon Street before dawn to stretch before the 7 a.m. start. The public-address announcer imparted wisdom only a long-distance runner could appreciate: "We'll see you back here after 26.2 miles of pure pleasure!"

Northeast Portland resident Jonathan Lee, running a Portland marathon for his third time, said he was never concerned the race would be cancelled. It's too unique to falter, he said.

"I was just confident," he said.

Jeff Ostler, also running his third marathon in Portland, said he could immediately tell the field was smaller this year. But he praised the organizers for carrying the torch.

"From what I can tell they're doing a good job under fairly short notice," said Ostler, of Eugene.

Kuca Torres, who signed up for the half-marathon, said she felt disappointed and disgusted by the allegations against the longtime organizer of the Portland Marathon. She said the Portland event is special and hopes whoever takes over next year doesn't push too hard to make it significantly larger.

"We love coming up here," said the Salem resident, running with her friend Vikie Malkasian.

Officials for the Portland Bureau of Transportation originally intended to solicit proposals for next year's race in June and select an organizer by summer's end.

But a solicitation wasn't released until September. A selection committee is scheduled to review proposals and make a recommendation Oct. 22, documents show.

An official selection is expected to take even longer, with a decision to be made "in the coming months," John Brady, a transportation bureau spokesman, said in an email Sunday.

"Since this was a new process, we needed to be thorough and ensure that we got everything right," said Brady, who would not immediately disclose the number of organizers that submitted bids. "That explains why the process took slightly longer than first anticipated."

Harkin called the event a "miracle" and said she's happy she could step in to bridge the gap until next year's race.

Keeping the annual event alive, and showing it could be done under something other than Portland Marathon mantle, was important, she said.

"I feel like there's an energy behind this race," she said, "that changes the direction of the marathon in Portland."

The Portland Tribune

Council: MAX line vote to follow housing strategy

By Jim Redden

October 8, 2018

Southwest Corridor light rail route to be considered Wednesday, week after affordable housing strategy

One year ago, Mayor Ted Wheeler upended the planning on the Southwest Corridor MAX line by announcing he had asked TriMet to contribute \$100 million for affordable housing — and TriMet had not yet agreed to do so.

A lot has changed since then, including a complete takeover of the financing plan for the proposed light rail line by Metro, the elected regional government. Metro has also referred a regional \$653 million affordable housing bond to the Nov. 6 general election ballot, and has helped complete a Southwest Corridor Equitable Housing Strategy that the City Council adopted last Thursday.

Wheeler praised the strategy for tying "transit and workforce housing together" in the corridor.

What hasn't changed is the lack of enough money to meet the affordable housing needs in the corridor, however. The strategy adopted by the council on Oct. 4 shows that the \$100 million Wheeler asked TriMet to contribute was just a drop in the bucket. It says that if the MAX project proceeds, 15 times that much money — \$1.5 billion — needs to be spent on affordable housing and rental services in the corridor in the next 10 years to minimize the displacement of low-income households there.

According to the strategy, 4,140 new publicly subsidized homes must be built in the corridor by 2028 to meet the needs of the lower-income households expected to be living in it.

Now, as the council prepares to review the recommended route for the proposed MAX line on Wednesday, the strategy confirms the magnitude of the challenge facing governments in the region that agree addressing the affordable housing is their number one priority. The \$1.5 billion the strategy calls for spending in the corridor is more than twice the \$653 million Metro is asking its voters to spend in the entire region.

It is unclear where all of that many will come from. The strategy calls for spending an "appropriate portion" of the funds from the Metro bond in the corridor if it passes. It also calls on the council to create an urban renewal area in the corridor that could generate up to \$54 million for affordable housing projects. But Commissioner Dan Saltzman called that amount "low," given the needs in the corridor.

The strategy does recommend where the money should be spent, however. Among other things, it says existing "naturally occurring affordable housing" apartments should be bought and preserved. And it says multifamily buildings with 100 or more units should be built near each of the 10 new stations along the proposed MAX line.

Station locations are identified in the recommended route the council will consider on Oct. 10. Most are along Southwest Barbur Boulevard/Highway 99 West near major intersections and such busy destinations as the OHSU campus on Marquam Hill and the PCC Sylvania campus. One is near the Tigard Transit Station and another is at Bridgeport Village.

Housing takes priority

Wheeler revealed his fruitless discussions with TriMet during an Oct. 14, 2017 community forum on affordable housing in the corridor between Portland, Tigard and Tualatin. At the time, the transit agency was working on a regional transportation funding measure for the November 2018 ballot that would help pay for the proposed MAX line it would own and operate. TriMet staff responded that the agency cannot legally spend money on housing.

The forum was part of a project Metro has already begun, to develop an affordable housing strategy in the corridor. Project partners included Portland and Tigard. It produced the strategy adopted by the council last Thursday. Among other things, it found the area is already home to more than 10 percent of the region's population, with more than 70,000 new residents and 65,000 new jobs expected to be added by 2035.

The strategy calls on Portland to spend \$830 million to produce 2,560 new affordable homes over the next 10 years. Tigard is asked to spend \$550 million to produce 1,580 homes.

Shortly after Wheeler spoke up, Metro took over planning the transportation measure and pushed it back to the November 2020 ballot. The Metro Council then voted to place its \$653 million affordable housing bond on the November 2018 ballot instead. It has not said how much of the money will be spent in the corridor if the measure passes. That decision will be made by Metro in consultation with Portland and the housing authorities of Multnomah and Washington counties after the election. Metro would also have the authority to spend 10 percent of the bond funds to buy land along transit lines for such projects, and at least some of that money will presumably be spent in the corridor if the measure passes.

Wheeler urged voters to pass the Metro measure and a proposed amendment to the Oregon Constitution that will allow the money to go farther at the end of the hearing.

To read the Southwest Corridor Equitable Housing Strategy, go to www.portlandoregon.gov/bps/73445.

Portland Police Issue 112 Tickets on Sandy Boulevard

October 5, 2018

The Police Bureau staked out the High Crash Corridor from 10 a.m. to 2 p.m. on Thursday, Oct. 4.

Portland police handed out 112 tickets and two written warnings during a traffic safety enforcement mission on Northeast Sandy Boulevard on Thursday, Oct. 4.

Officers and the Bureau's photo-radar van staked out Sandy between 57th and 108th avenues from 10 a.m. to 2 p.m., according to a news release. They also apparently "offered" safety classes to six drivers.

"Officers focused on dangerous behaviors and the officers were free to make traffic stops on drivers, pedestrians and bicycle riders as they saw appropriate," a police spokesperson wrote.

This stretch of Sandy has been identified as a High Crash Corridor where a disproportionate number of serious collisions occur. A pedestrian was killed several years ago on this portion of Sandy, which includes bike lanes, bus stops and crosswalks.

Police say they will return to the area for future enforcement missions again as part of Vision Zero, a citywide effort to eliminate all traffic deaths.