

The Oregonian

Affordable Housing Controversy in NW Portland Heads to City Council

*By Elliot Njus
November 28, 2018*

A neighborhood group has asked the Portland City Council to block a proposed affordable housing development in Northwest Portland, saying it's too big for the surrounding historic district.

Northwest Housing Alternatives proposed 148 rent-restricted apartments in two new structures at 1727 N.W. Hoyt St. The plan would incorporate and preserve the historic Buck-Prager Building, built in 1918 as a maternity hospital.

The Historic Landmarks Commission approved the project 5-1 in September. But the Northwest District Association appealed the decision in October, sending it to the City Council. That body will hear arguments Thursday afternoon.

The neighborhood association contends the new buildings, one that would be five stories tall, would overwhelm the Buck-Prager Building and dwarf nearby Victorian houses and brick rowhouses.

The association also alleges that harassment of a landmarks commissioner during the proceedings had a chilling effect on public comment and commission discussions.

The commissioner, Wendy Chung, lives across the street from the proposed development and argued that it should be smaller. She didn't participate in the commission's final vote, but her participation in early discussions was the subject of a news story by The Oregonian/OregonLive.

Chung's husband, attorney Tony Schwartz, also filed an appeal opposing the development.

Chung faced a complaint from a local attorney, Alan Kessler, who argued that she shouldn't have participated in the discussions. The Oregon Government Ethics Commission found that Chung met her legal obligation under state law when she declared a potential conflict of interest when she first criticized the project.

Kessler also sought emails related to historic preservation sent to Chung's personal email addresses and sued for judicial review of the ethics commission's decision.

The project went before the Historic Landmarks Commission both because of the Buck-Prager Building and because the site sits within the Alphabet Historic District.

The Buck-Prager Building, named for earlier owners of the land, was built as the Women's Hospital of Portland, managed by Alta B.Y. Spaulding until her death in 1938. She was also the nursing superintendent at what would become the Oregon Health & Science University nursing school.

It's also known as the Ballou & Wright building, after the owners of the property when the hospital was built. A sign on the building calls it the "Ballou & Wright" building.

Portland City Council Weakens Tax on Big Trucks, Defying Pledge to Voters

By Gordon Friedman

November 28, 2018

The Portland City Council voted Wednesday to repeal its pledge to collect \$10 million through a temporary tax on heavy trucks.

The council passed the heavy vehicle use tax in 2016, tacking on a surcharge to a state tax truckers pay, shortly before Portland voters approved a 10-cent local gas tax. Officials touted it as a way to balance the bill for road maintenance between cars and big trucks and to fund business-benefiting street improvements in freight corridors.

Under the rules the council adopted, the size of the heavy truck surcharge was to be adjusted each year to ensure the tax brought in \$10 million over four years. But Bureau of Transportation officials now say the tax will miss that mark by about \$2 million. That's because many truckers successfully sought an exemption and there were far fewer eligible businesses to tax than expected, city officials say.

City officials elected not to raise the rate to hit the \$10 million target, citing the very steep increase that would be necessary to make up the difference in just two years. The vote Wednesday, at the request of the Bureau of Transportation and with the endorsement of an industry-led committee, deleted the goal altogether. The tax will remain in place at its current rate through 2020.

Mayor Ted Wheeler said the change is "a sensible compromise to reach the goals that the voters adopted with regard to this tax."

Commissioner Chloe Eudaly, the transportation commissioner, said officials were blindsided by the \$2 million shortfall because it was not until this summer that they finished processing 2016 tax paperwork, due to the many extensions some businesses are allowed. By then it was too late to raise the tax rate gradually.

"I believe more than ample exploration of possible solutions has been done and I support the direction as recommended," Eudaly said.

Commissioner Dan Saltzman emphasized that the tax is not being repealed altogether. "We are simply acknowledging it will not yield \$10 million over four years," he said.

The vote was 3-1, with Commissioner Nick Fish absent.

Commissioner Amanda Fritz, the lone dissenter, said the change "doesn't fulfill what was promised to the voters." She warned the move could damage the city's credibility with voters if it asks them to reauthorize the 10-cent gas tax in 2020.

"We're not going to be able to pass it unless we make sure the vehicles that cause the most damage are paying their fair share," Fritz said.

Wheeler appeared to agree. Assuming the city wants to renew the gas tax, the mayor said, the city council must have "a very, very clear understanding and a clear answer for the voters" if it expects support at the ballot box.

New Portland Community Panel Formed to Oversee Police Reforms Holds First Public Meeting

By Maxine Bernstein

November 28, 2018

Portland Mayor Ted Wheeler Wednesday night told members of a new citizen panel tasked with overseeing police reforms that he expected them to strengthen the police bureau, increase accountability and foster trust in local law enforcement.

At its first public meeting, Wheeler essentially said he was relinquishing his control of the committee, whose 13 members he selected.

“This panel will be independent,” he said. “They will determine the agenda. My job was to get it to this point, but this will be their show.”

The panel replaces a defunct community board that disbanded in January 2017 due to internal conflicts and lack of feedback from former police chiefs and the past mayor.

For the last year and 11 months, the city has not been in compliance with its settlement agreement with the U.S. Department of Justice, which required community oversight of the court-ordered police reforms.

The settlement, adopted by the judge in 2014, followed a federal investigation that found Portland officers too often used excessive force with people suffering from mental illness. It called for significant changes to police policies, training and oversight, including offering more extensive crisis intervention training to officers.

Police Chief Danielle Outlaw said she recognizes that in order for the new group to have impact, their ideas will need to reach her. She pledged to consider their recommendations and meet with them in a “spirit of cooperation.”

The lack of involvement by past police chiefs frustrated members of the first board that was created.

The new group, which met about eight times in private retreats, started its inaugural public meeting slowly, voting on bylaws and selecting its co-chairs. One of the city-hired facilitators for the group, Brandon Lee of Training 4 Transformation, was absent due to a squabble with the city. Lee has alleged workplace harassment stemming from a conflict with a committee member and the city’s response.

Two co-chairs for the new committee were selected: Lakayana Drury and LaKeesha Dumas.

“I believe this board is much more than a settlement agreement...It’s how we interact as citizens, as officers, as neighbors,” Drury said. “We have the opportunity to authentically engage the community.”

Drury is a social studies teacher at Rosemary Anderson High School who directs a nonprofit group called “Word is Bond,” which draws young black men together with local police to improve relations.

As a teacher, Drury said he interacts with youth who fear and mistrust the police, and families who don’t want their children to be victims of police brutality. As director of “Word Is Bond,” Drury said he’s had the opportunity to get to know officers in the city and the challenges they face.

While about 60 people showed for the group's first meeting, Drury said he believes more people in the city need to be involved, particularly those with mental illnesses, African Americans and youth.

"At the end of the day, your mental health status, color of skin and your age should not be a factor when you interact with police," he said.

Dumas, a community health care worker and peer support specialist who works for Multnomah County's mental health and addiction services division, said she got involved because she cares for a 24-year-old son who suffers from mental illness.

"It's not just a job," she said. "I live this."

Dumas also identified herself as a recovering addict and survivor of police brutality who is eager to get to work.

Andrew Kalloch, a former ACLU attorney in New York and a former deputy policy director for the New York City controller who now does public policy work for Airbnb, will serve as an alternate co-chair.

The group reviewed newly-drafted bylaws and made some tweaks before approving them. Member Patrick Nolan voiced concern about one clause, which restricted members from talking to "interest groups" or the media without first alerting the city's project manager for the committee.

"Our whole job is to create a better liaison with the community," Nolan pointed out, "but I can't talk to them?"

The group revised the bylaws to ensure the restriction would be limited only to when a member is speaking on behalf of the entire committee.

Two members of the Portland-based company Davis, Hibbitts & Midghall Inc. briefed the committee on their plan to randomly send out surveys to residents in January to gauge community perceptions of Portland police, a requirement of the settlement agreement. A similar survey was done in 2015.

Committee members expressed concern that the random survey of households in Portland wouldn't adequately draw responses from minority populations who are underrepresented in the city.

"You've not heard enough from the people who these issues matter the most to," said Michele Lang, associate director of campus ministries for Warner Pacific University.

About 60 people attended the meeting at the Highland Christian Church in Northeast Portland.

Member Yolanda Clay, who sits on the leadership development program of the REACH affordable housing community, said she hopes to promote "empathetic responses" by police to people with mental illness.

Lang said she will strive to improve relations between civic agencies and communities of color.

"I'm frustrated but I am hopeful," she said.

'The Hate U Give' Screening Spurs Difficult Talk Between Portland Teens, Police

By Maxine Bernstein

November 29, 2018

The scene in "The Hate U Give" drew cheers from the Portland audience of mostly minority students as they watched the film with the city's police chief and a handful of officers sitting among them.

On the screen, two uniformed officers slam a former gang member to the ground when he can't produce his ID and shout at the man's wife and children to go back inside the restaurant when they come out to see what's going on.

But the man's daughter and other onlookers take out their phones instead and begin to videotape the confrontation. One woman yells to the officers that they're documenting "how you really treat us."

With that line, the teen crowd in the theater erupted with applause.

It was one of many moments during the showing Monday night at Lloyd Center that drew a big reaction, whether it was cheers, jeers or laughter, signaling this was no usual movie-going experience.

What happened after the final credits rolled also proved unique.

The kids, the officers and the chief walked across the street to the Portland NAACP's office in Lloyd Center Mall. They sat together for an hour to discuss the film, based on the young adult novel by Angie Thomas that explores what happens when police shoot and kill an unarmed black boy who had reached into his car to grab a hairbrush during a traffic stop.

The discussion was led by students from the nonprofit group Word Is Bond, founded two years ago and led by Rosemary Anderson High School social studies teacher Lakayana Drury to try to build positive relationships between minority boys and police.

The Portland teenagers didn't hold back about their fears and distrust of law enforcement.

"I was mad at first. I'm still mad," said Jurnee Evans, a Roosevelt High School senior.

The disturbing images from the film were still burning in her brain.

Aren't police trained, she asked, "in certain situations to not just shoot?"

Adrian Dennis-Bell, a 16-year-old Grant High School student, interjected, "If he had kept his hands up, he might not have been shot."

Another student challenged him, saying if the stop had occurred in a white neighborhood, the outcome likely would have been different and the driver wouldn't have been shot.

"Cops are imperfect human beings," responded Sgt. Pete Simpson. "As much as police officers will put up that rock-solid business-like approach, cops are imperfect."

Yet, he said, the majority care about the people they serve. Simpson was on the bureau's Gang Enforcement Team in the late 1990s through the early 2000s.

"We saw far too many men take their last breaths," Simpson said. "Behind that rough exterior, there's people with heart who go out there every single day and are trying to do the best job they can."

Simpson read the book on vacation a year and a half ago and shared it with a Roosevelt High teen and other officers. He said he read it because he'd been "living the police shooting story for several years" as the Portland Police Bureau's main spokesman.

He was often the one to brief the media about police shootings or field community questions about "why we do what we do."

Police Chief Danielle Outlaw spoke up next.

"All cops are not racist," she told the students.

The bureau does what it can do to weed out recruits who don't belong in a police uniform, she said, and also works to hold officers accountable when they violate police policy.

Later, she said there were parts of the movie "when any officer watching should have been disgusted by what they saw (uncomfortable at a minimum) because some of the behavior depicted was misaligned with contemporary policing principles and values; down to the very core of how we treat people when we interact with them.

"I hope the movie encourages anyone who sees it to publicly stand up for what they know is right and to acknowledge those who work tirelessly to do the right thing."

During the discussion, Outlaw, the city's first African American female chief, said she could relate to every character in the movie:

The mother who fears for her son's safety every time he heads out at night; the film's lead character, Starr, a black teenager sent to a mostly white private school away from her black neighborhood; and the black officers taunted on a protest line as being sellouts.

Officer Joana Ortiz said she grew up in South Central Los Angeles and was "that girl that didn't like police." As an officer, she said she finds it important to speak up, whether it's in the community or on the job, about any perceived injustices.

All Portland officers are now receiving implicit bias training to recognize that everyone brings a bias to the job, based on their backgrounds and upbringing.

Nike Greene, coach of the Roosevelt girls' varsity basketball team who brought her players to the movie, described how wrenching it is to have to have "the conversation." In the film, Starr's father instructs his daughter and sons how to act if pulled over by police.

"It's gut-wrenching to have to explain to kids. It hurts," Greene said.

Antoinette Edwards, director of the city's Office of Youth Violence Prevention, sat among the teens. Asked by the students what community members and youths want police to know, Edwards responded, "See me but don't fear me."

Edwards also addressed the movie's depiction of the "snitch code" and the intense pressure on witnesses not to talk to police. She turned it back on police, urging them to challenge their own code of silence when officers do wrong.

"You know who the bad officers are," Edwards said. "At some point, that blue code – how do you break it?"

Alena Vance, a student who sat two chairs away from the police chief, said officers have a responsibility not to ratchet up an encounter.

"I think they're a lot more scared of brown people. ... Any altercation with police is scary. ... They should try to stay calm themselves," she said.

Outlaw said it's not just police who hold biases, but biases exist in the larger community as well.

"There's work that needs to be done on all sides," she said.

While the officers didn't dissect the police tactics depicted in the film, Outlaw did tell the students, "If you hear a dispersal order, go."

She was referencing a scene when police order protesters marching on city hall to get out of the street and disperse before they fire tear gas into the crowd. The protest followed a grand jury ruling that found no wrongdoing by the officer who shot and killed Starr's childhood friend Khalil.

After the discussion, Outlaw recalled dealing with a similar but smaller demonstration recently in downtown by friends and family of Patrick Kimmons, fatally shot by police Sept. 30 after he shot two other men.

"We chose to allow them to demonstrate for a period of time, as we believed an intervention on our part would have escalated tensions," she said. "I received criticism for that, but I stand by my decision.

"Those watching the movie might have believed the police to be cold and heartless when they made the decision to clear out the demonstrators at city hall," Outlaw said. "Is there one, right way to handle these matters, especially when dealing with matters of the heart?"

Drury said the movie was so strong because it dealt with issues the community and police struggle with in real life. Drury helped organized Monday's movie screening with Sam Sachs, who hosts monthly sit-down meals called "Breaking Bread & Breaking Barriers" for police and community members through his group, "The No Hate Zone."

Other cities have brought teens to see the movie and some police agencies like the Portland bureau have organized officers to sit and watch the film with community members.

The Charlotte-Mecklenburg Police Department in North Carolina hosted a viewing with local teens earlier this month. The Georgia chapter of the National Organization of Black Law Enforcement Executives also hosted a private screening with students and other chapters are planning to follow suit.

Portland Sgt. Steve Collins, one of the founders of Word is Bond, said he choked up several times during the movie. He worked many years as a gang enforcement officer and now supervises the police bomb squad.

The turnout for the movie and the discussion by both the students and officers was heartening, he said.

"To see everyone in this room today, that's powerful to me," Collins said. "That gives me hope."

Outlaw said she hopes the students take away at least one important lesson from the film.

"Stand up and use the voice that you have," she said.

Sebastian Chevalier, 17, a Lincoln High School student and one of the discussion leaders, attempted to sum up the night, as 10 p.m. neared.

"There's always going to be a conflict between black and white people, no matter if it's slavery, if it's segregation, if it's police shootings ... but it's up to us to change that story, that narrative."

The Portland Tribune

Sources: Even Small Portland Clashes Make National News

By Jim Redden

November 29, 2018

Plus, Suit filed against homeless shelter and navigation center, and the City Council is praised for eliminating downtown parking.

Although the local media reported only a few scuffles when Patriot Prayer and Antifa activists protested downtown on Nov. 17, the conservative national media nevertheless portrayed the clashes as yet another example of political violence in Portland.

For example, the Breitbart website built a story around video of the dueling protests by Andy Ngo, a freelancer who has written op-ed pieces for the Wall Street Journal criticizing the police response to previous protests. "Anarchy in Portland: Shocking scenes as Antifa 'protests,'" read the headline on the top of the website on Nov. 20.

A similar story on the PJmedia website two days earlier noted Ngo was harassed and threatened by the counter-demonstrators while recording them. It was headlined, "Reporter: Latest Antifa clash in Portland shows need for ban on masks at rallies."

Goodbye downtown parking

Portland writer and housing advocate Michael Andersen praised the City Council for planning to repurpose 1,000 downtown parking spaces and loading zones into dedicated bus lanes, a protected bike lane network, and better crosswalks, in a recent article for the Sightline environmental blog. The Central City in Motion projects were approved by the City Council on Nov. 15.

"Though that's only 4 percent of Portland's central-city curbside spaces over the next 10 years — hardly a revolution — it's still a transfer of precious land from parking to sustainable transportation on a scale no other modern U.S. city has attempted yet," Anderson wrote about the projects when they were approved.

Community Policing Committee Meets for First Time

By KOIN 6

November 29, 2019

The new group is charged with figuring out how police can better engage with communities.

Thirteen people met for the first time Wednesday night in Northeast Portland with a common goal: to bring the people of Portland and its police bureau together.

They're the first members of the Portland Committee on Community-Engaged Policing, or PCCEP.

The group is required by a settlement between Portland and the U.S. Department of Justice intended to reduce the Portland Police Bureau's historic use of excess force against the mentally ill. After the first committee appointed by former Mayor Charlie Hales failed, Mayor Ted Wheeler established this one. It's mandate is to report to Wheeler and other police officials on

how the bureau can do a better job engaging with and policing the communities they're sworn to serve.

It's an initiative that aims to build trust between everyone involved.

PCCEP member Sebastian Chevalier said joining the group was a no-brainer for him.

"Plain and simple, I actually want to see change," he said.

As a senior at Lincoln High, Chevalier is one of the youngest members of the PCCEP.

"I think it's important to have a youth perspective, especially a black male youth's perspective," Chevalier said.

Wednesday's inaugural meeting mostly focused on housekeeping issues and setting a few bylaws. But in the future, the panel will tackle tough topics like use of force, racial justice and mental health.

For Chevalier, the PCCEP is an opportunity to make a real difference — and not just in Portland.

"I just want to have Portland be an example for other cities and states that are having troubles with community and police relations."

Freeway Project Opponents Want More Public Comment

By Jim Redden

November 28, 2018

UPDATE: ODOT defends its public involvement process and promises event more opportunities for testimony.

A coalition opposing the I-5 Rose Quarter Improvement Project has asked the Oregon Department of Transportation for an additional 60 days of public comment on its environmental impact.

The project is intended to reduce congestion, improve safety, and better connect both sides of Portland in the Rose Quarter area that includes the complex I-5 and I-84 interchanges. A federally-required environmental impact study on the project is scheduled to be released early next year, setting off a 30-day public comment period on it.

The No More Freeway Expansion Coalition wrote ODOT on Wednesday asking for an additional two months of public comment. The Nov. 28 letter said 30 days is not enough time to fully understand and respond to the study.

"As community advocates, local business owners and elected officials concerned about the impacts this project may have on the North Portland community and the region as a whole, we are concerned that the 30-day public comment period will not give community advocates enough time to meaningfully review and provide feedback on ODOT's findings," reads the letter, signed by representatives of over 25 organizations and businesses.

ODOT says the coalition is already fully engaged in the public comment process, and will be provided even more opportunities, however.

"In this last year-and-a-half, we have presented the project at more than 50 events, including open houses, community forums, commissions, and board meetings," says Rian Windsheimer, ODOT regional manager for the Portland area. "The No More Freeway Expansion Coalition has

provided its input and we look forward to hearing their concerns in the future. There will be extensive public outreach this winter as the environmental study is released, with online and in-person open houses offering plenty of opportunities for the public to provide comments in person, online and in writing."

The project has been in the works for many years and is supported by the Oregon Legislature and the Portland City Council, pending its final design and funding.

"We are imagining a new Rose Quarter area, where cars and freight trucks on I-5 have more space and time to merge while traveling through the area; where people walking and biking can comfortably cross a bridge over I-5 that is designed just for them; where getting from the Broadway Bridge to the Lloyd area feels less daunting for those who walk, bike and drive," reads the project website.

The cost is currently estimated at around \$500 million. The 2017 Oregon Legislature directed the Oregon Transportation Commission to ask the Federal Highway Administration for permission to toll parts or all of I-5 in Portland to help pay for it. The OTC will consider making the request at its Dec. 6 meeting.

You can learn more about the project at i5rosequarter.org.

You can read the letter [here](#).

Willamette Week

Owner of Portland Thorns and Timbers Soccer Teams Tweets at the Mayor to Bring E-Scooters Back

*By Elise Herron
November 28, 2018*

"I know it was a trial" Merritt Paulson tweeted, "and [there are] some strong counter views but my vote is bring em back Ted Wheeler."

The e-scooters may be gone, but hot takes live on.

Merritt Paulson, owner of the Portland Thorns and Timbers soccer teams, today tweeted at Mayor Ted Wheeler to bring the e-scooters back.

"I miss the scooters!" Paulson wrote. "I know it was a trial and [there were] some strong counter views but my vote is bring em back Ted Wheeler."

Paulson adds that Thorns players were avid e-scooter users, but that he did sometimes worry about players getting hurt.

"But," he wrote, "[there are] plenty of ways to get hurt. Can't blame availability."

The Thorns were part of a trend of Portland athletes enjoying scooters. This summer, several Portland Trail Blazers players posted on Instagram about going for scooter rides.

Portland's four month long e-scooter pilot program ended Nov. 20. Dylan Rivera, a Portland Bureau of Transportation spokesman, says the agency is reviewing data and preparing to survey Portlanders about long-term scooter viability.

One scooter operator, Bird, has started a campaign to "bring Bird back to Portland," and is asking residents to email their tales of scooter love to Mayor Wheeler and City Commissioners.

The Portland Mercury

Will Portland Fight for 82nd Ave Next Legislative Session?

By Blair Stenvick

November 28, 2018

The future of 82nd Avenue was one of the focal points of the city's sole legislative agenda town hall, held Tuesday night at the Portland Community College's Southeast Campus. Mayor Ted Wheeler and Commissioner Amanda Fritz hosted the meeting.

The town hall was held to give Portland residents a chance to give input on what the city's lobbying priorities should be going into the 2019 Oregon Legislative Session. During an hourlong public comment period, people weighed in on air pollution, homelessness, and affordable housing—as well as the possibility of 82nd being transferred from state control to the city.

East Portland's 82nd Ave is currently classified as a state highway, and is governed by the Oregon Department of Transportation (ODOT), rather than the Portland Department of Transportation (PBOT). But because 82nd serves a relatively small portion of the state, it is low on ODOT's list of priorities—which, according to Portlander Brian Wong, is why the road is covered in potholes and lacking in safe pedestrian crossings and street lights. Wong heads the 82nd Avenue Improvement Coalition.

"The state views their roads as a system," Wong told the Mercury. "In that system, roads like 82nd are a low priority. However, cities looking at their roads as a system see roads like 82nd Avenue as a high priority."

Oregon state legislators, including Senator Michael Dembrow and Representative Alissa Keny-Guyer, are working on legislation that would outline how ODOT could easily and affordably transfer Portland "orphan highways" like 82nd (SE Powell is another), to city authorities. Wong didn't see that specific piece of legislation mentioned in the city's draft legislative agenda—so he showed up at Tuesday's town hall.

"We are here asking your support and partnership moving that bill forward," Wong told Wheeler and Fritz. The mayor and city commissioner didn't have a chance to give a detailed response to Wong's comments, as the purpose of the town hall was to gather as many comments as possible.

One question still up in the air regarding 82nd's transfer is how much it would cost, and where that funding would come from. Estimates as high as \$150 million have been thrown around, but Wong said not enough research has been done yet to know how much it would cost to bring 82nd up to a condition where the city could take it over.

"It's sort of like asking a contractor to give you a bid on a remodel of your house, but without the contractor ever coming to your house," he said.

Those initial improvements would probably include paving, new pedestrian crossings and improved lighting. Wong said that in the future, after the city takes over 82nd, he envisions it as a thriving road with five distinct neighborhood zones. The area is already among the most diverse in the city, and includes the Jade District, home to many Asian Americans.

“I think we could get the ball rolling if we just get the asphalt fixed,” said Gary Sargent, of the 82nd Avenue of Roses Business Association, at the town hall. “I’m very enthusiastic to see it turned over to the city.”

But bringing up neighborhood improvements in Portland also brings up fear of gentrification, and of current residents and businesses being priced out of the area. Wong’s vision relies on affordable housing to keep that from happening—and he said that the city needs to establish a standard for affordable housing that’s relevant to the area, not to the city as a whole.

“The economics of downtown Portland certainly look a lot different than the economics of someone in Southeast Portland,” he said.

If the road is transferred someday, PBOT would only take over the seven-mile portion of 82nd that is within Portland city limits. The future of the stretch of 82nd in Clackamas County would need to be worked out between ODOT and Clackamas County officials.

The plan to revitalize 82nd has been in the works for a few years—ODOT recently finished the 82nd Avenue of Roses Implementation Plan, which lays out improvements the road needs and mentions jurisdictional transfer as a possibility. But with legislation being developed in Salem, this is the most momentum a jurisdictional transfer of 82nd has seen.

In 2017, the legislature passed a bill allowing outer Powell, east of I-205, to change hands from ODOT to PBOT. ODOT is handling improvements to Powell now before handing it over to the city.

Tuesday’s town hall was at the Portland Community College Southeast Campus, which is on 82nd. One month earlier, ODOT and PBOT had held a town hall at the same location to discuss the future of the orphan highway. Officials indicated they were willing to work together to transfer 82nd, should legislation pass—which Wong said “was huge.”

For now, it’s up to the legislature to determine a funding and transfer process. Wong said that despite the issue’s absence from the draft legislative agenda, he does feel that the city of Portland supports the effort.

“I think they’re trying to do their due diligence,” he said, “and not biting off more than they can chew.”

The Portland Business Journal

These are Portland's 20 Most-Dangerous Intersections for Pedestrians

*By Andy Giegerich
November 29, 2018*

Portland’s Bureau of Transportation regularly tracks data regarding incidents at pedestrian crossings.

We’ve taken the data from 2016, the most-recent year for which such information is available, and examined which crossings experience the most such incidents. PBOT ranks the crossings on an index based on the number of fatal and injury crashes and the severity of the crashes.

Such information could help the city formulate ways to, as it crafts such sweeping plans as the Central City 2035 proposals and the Green Loop, make matters safer for both walkers and drivers.

For most of the 20 intersections on the list, efforts are either underway to rectify each intersection's issues or to formulate ideas to make the crossings safer.

For instance, at Northwest Third Avenue and West Burnside, bike and transit improvements are being crafted while curb extensions and pedestrian push buttons at the traffic light were added in 2016. The city has also drafted a plan for 82nd Avenue that calls for signal improvements. And, North Gilbert Avenue in North Portland will undergo construction in 2019 that adds new striping and rebuilds accessibility ramps.

The city has also added new lights at North Interstate and Lombard and added a new traffic signal at West Burnside and 20th Place.

By clicking on the picture above, you'll learn which 20 intersections experienced the highest number of pedestrian crashes in 2016.

City Opens Up About Jarring Portland Marathon False Start

*By Pete Danko
November 28, 2018*

Mayor Ted Wheeler's office shed some light Wednesday on the city's surprising decision to re-do the bidding process to select an operator for the 2019 Portland marathon.

The announcement to restart the process came on Nov. 21, roughly one month after the city announced its intent to award the contract to Brooksee LLC, which has produced marathons in several states. The Utah company beat out four other companies in the original bidding process, with three of the city's four evaluators ranking Brooksee's bid No. 1. The fourth evaluator placed Brooksee second.

By most measures, it appeared the Portland Marathon contract solicitation was complete. The city did not alert Brooksee in advance of announcing the decision for a do-over, and it offered little explanation in the press release, which dropped the day before Thanksgiving. Suddenly, Mayor Wheeler wanted to pursue a new, "bold vision" for a request for proposals that had gone out in early September.

In response to questions emailed by the Business Journal, Wheeler's chief of staff, Michael Cox, said Wednesday that the mayor believed the best way to achieve that vision was to start over.

In its proposal that won over evaluators, Brooksee said it aimed to produce a race that would take its "rightful place among the United States Majors of Chicago, New York City, Los Angeles, and Boston, with participant counts reaching 20,000 by the year 2023."

That would pay off for the city, Brooksee promised: "Our numbers indicate that in our first year we will achieve a local economic impact of roughly \$6,000,000 in sales, more than 3,000 jobs supported, and nearly \$300,000 in local taxes. We expect these numbers to double by the year 2023."

While Cox didn't address the details of Brooksee's proposal, he did say that "the Brooksee proposal was responsive to the RFP. The issue was that the RFP didn't emphasize the need to

leverage the Portland Marathon to raise the profile of the City of Portland through a nationally-recognized event, so respondents didn't know to address that in their proposals.”

Cox said Wheeler's “bold vision” wasn't "just about hosting a successful marathon or participation levels. It's about leveraging the Marathon to create more benefits for Portland and Portlanders. We believe that we need to ask those questions to all of the respondents, including Brooksee, and chose the right path forward with more information.”

One losing bidder, Oregon Sports Authority, had formally protested the results, the Business Journal has learned. The protest was rejected on procedural grounds by the city's procurement office, which was overseeing the solicitation.

Cox acknowledged that Oregon Sports Authority, a nonprofit that works to bring sports events to the state, also contacted the mayor's staff regarding the solicitation's results.

However, “Our reasons for wanting to reissue the RFP were different than and independent from the reasons OSA listed in its protest letter,” Cox said.

Oregon Sports Authority's third-place bid was similarly ambitious to Brooksee's, promising “to elevate the marathon to an entirely new plateau, one which ultimately earns Portland worldwide acclaim alongside storied marathon cities like Boston, New York, Chicago, Berlin and London.”

But some of the evaluators downgraded the group's proposal because Oregon Sports Authority didn't have experience putting on races — unlike Brooksee — and planned to subcontract race operations.

Jim Etzel, CEO of the Oregon Sports Authority, declined to answer specific questions about the organization's lobbying on the contract.

He provided a written statement that Oregon Sports Authority “filed a formal protest based on our strong belief that our proposal contained the most compelling vision for a world-class event that benefits our local community, and based on flaws that we identified in the procurement process. As the City's selection process is ongoing, we do not plan to make any additional comments at this time.”

On Sept. 28, the day after bids for the marathon solicitation opened, Etzel made a \$500 contribution to Friends of Ted Wheeler, a registered candidate committee. It is the only contribution by Etzel that shows up in the state's database. Both Etzel and the mayor's office didn't respond to questions about the contribution.

The Portland race has never been one of the nation's top marathon's, but it had a long history of solid participation until falling into decline in recent years.

Permitting issues plagued the race in 2016 and 2017, according to news reports. Then, this past April, the race was for a time canceled, in the wake of a state probe into the financial dealings of longtime race director Les Smith.

The 2018 edition ultimately went off, cobbled together with little time by the local race production company Runwithpaula Events, but participation was down and some runners were delayed up to 22 minutes by an unscheduled Union Pacific freight train.

Like Oregon Sports Authority, Brooksee has said it intends to participate in the new RFP, expected from the city in the next couple of weeks.

“The city of Portland takes it very seriously to have fair and equal processes in their decision-making,” Brooksee CEO Jared Rohatinsky said. “Given that they're so dedicated to everything

being fair and transparent, I feel we'll be able to come to a good spot that will allow us, as the entity with highest score in this process, to eventually be awarded the bid.”

OPB

Portland, FBI Met This Month To Discuss Withdrawal From Terrorism Task Force

*By Amelia Templeton
November 28, 2018*

Portland could be the next major city to withdraw its police from a key partnership with federal law enforcement agencies that investigates terrorism and domestic extremism.

Mayor Ted Wheeler held talks with the FBI this month to discuss how to handle the city's withdrawal from the Joint Terrorism Task Force, public records released by the mayor's office show.

The reason: the election of City Council member Jo Ann Hardesty, a civil rights activist who has promised that her first act in office next year will be pulling Portland out of the JTTF. She says the coalition's work conflicts with Portland's status as a sanctuary city for immigrants.

Records show that Renn Cannon, the special agent in charge of the FBI's Portland division, arranged to meet with the mayor and his staff Nov. 8, two days after the election, to discuss the fate of the JTTF.

“SAC Cannon would like the next meeting to take place after election day,” wrote Nicole Grant, a senior advisor to the mayor who works on police issues, in an email scheduling the meeting. “The PPB status on the JTTF could change depending upon who wins.”

In addition to federal law enforcement agencies, the local terrorism task force includes representatives from the Oregon State Police, the Washington County Sheriff's Office, the Clackamas County Sheriff's Office and the Port of Portland Police Department.

Hardesty's election means that once she takes office, a majority of Portland's council members may support a vote to withdraw. Commissioner Amanda Fritz has voted against JTTF participation twice in the past, and Commissioner Chloe Eudaly has raised concerns about the partnership.

Wheeler, who oversees the Police Bureau under Portland's unique commission form of government, wants to remain in the partnership.

“The mayor's position has been consistent: that he would only withdraw if given a compelling reason to withdraw,” said Eileen Park, his spokesperson.

In addition to meeting with the mayor, the FBI also made plans to lobby members of the City Council in the coming months, the records obtained by OPB through a public information request show.

Staff for Commissioner Nick Fish say the FBI has set a meeting with him in mid-December, though they weren't sure what issues agency officials want to discuss.

Commissioner Amanda Fritz is meeting with Cannon in January, but her chief of staff said that he believes the meeting is for the commissioner to receive a non-classified annual briefing on the FBI's activities in Portland.

Commissioner-Elect Hardesty is out of the country on vacation. Staff on her transition team said the FBI and the mayor's office had not reached out to them or to the Hardesty campaign to discuss the JTTF. The FBI told OPB it was "in the process" of offering briefings to commissioners, including Hardesty.

The mayor currently receives quarterly briefings from Cannon on the JTTF's work.

When asked about those future meetings with city leaders, FBI spokeswoman Beth Anne Steele declined to give specific details.

In their Nov. 8 meeting, the mayor and Cannon discussed what the terms of a withdrawal from the JTTF might be and how to keep communications between the FBI and the police bureau open if the city does leave the partnership.

In written notes from the meeting, which were redacted before OPB received them, the mayor's aides detail concerns that ending the partnership will mean Portland police officers will lose access to federal intelligence.

"Would lose ability of PPB officers to be privy to sensitive information, have access to their systems, and immediately collaborate," Grant wrote.

The meeting materials provide a rare, albeit limited, window into the task force's relatively secretive work, including details about what information Portland officers share with their federal partners.

Grant's notes state that the task force "handles both international and domestic threats, including white supremacists ... any domestic group that is advocating violence."

Wheeler and the Police Bureau have struggled with how to handle a series of violent political protests spurred by extreme right-wing organizations.

The records also suggest that the JTTF has been involved on at least one recent occasion in investigating threats to the mayor.

In November, an FBI agent and a PPB officer asked to interview Wheeler about a threat he'd received on Instagram, apparently including a reference to a Molotov cocktail.

Detailing the risks of withdrawal, Grant wrote that the FBI relies on PPB for information about people suffering from mental illnesses who may be of interest to federal investigators:

"FBI doesn't have on the ground mental health assessments. That resides w/in PPB," Grant wrote.

The FBI said working with the Portland Police Bureau makes it easier for the agency to divert people under investigation to social services.

"For instance, many threat assessments can be resolved by providing people access to mental health resources as opposed to prosecution," Steele wrote in an email to OPB.

The FBI has said that the task forces, which exist in 104 cities nationwide, are a key strategy for identifying and thwarting terrorists. Their list of successes includes the case of six Portland residents arrested in 2002 after they tried unsuccessfully to join the Taliban in Afghanistan.

The FBI said the local JTTF addresses "approximately 200 threats a year."

Opposition to the JTTF runs deep in Portland. Mayor Tom Potter, a former Portland police chief, voted to remove the city's officers from the task force in 2005 out of concern that it lacked adequate civilian oversight. The city rejoined under Mayor Sam Adams in 2010 on an "as-needed basis" after the FBI announced it had arrested a teenager for plotting to bomb Pioneer Courthouse Square. The council then voted to fully rejoin in 2015.

Civil rights groups, immigrant-rights groups and some advocates for the Muslim-American community have all repeatedly lobbied against Portland's participation.

Prior to the November election, three members of the City Council supported staying in the task force. But Commissioner Dan Saltzman opted to retire rather than seek re-election this year, and Hardesty won his seat.

Now, Commissioner Chloe Eudaly could be the key swing vote if Hardesty moves to withdraw the city from the JTTF.

Eudaly has not taken a position on whether the city should continue in the task force, but she is an outspoken critic of Immigration and Customs Enforcement, one of the federal agencies involved in the JTTF.

"She has been most concerned about ICE's participation in JTTF," said Marshall Runkel, Eudaly's chief of staff.

However, Eudaly's staff say they are also in conversation with some members of the Muslim community in Portland who believe the city should remain in the task force.

Eudaly has met previously with the FBI to discuss their work, including the JTTF, but her staff say the agency hasn't scheduled any future meetings with her.

San Francisco is currently the only major American city that does not participate in the JTTF.