

## The Portland Tribune

### City blames self, company for Reverse 911 errors

*By Jim Redden*

The Reverse 911 system mistakes that occurred during the April 16 officer-involved shooting incident were made by both the Portland Bureau of Emergency Communications and the private company providing the system, according to a city review.

As police were searching for the suspect in Southwest Portland, BOEC used its Community Emergency Notification System to call residents in the area. Instead of warning them to stay inside and report suspicious activity, however, the pre-recorded message said it was the system's weekly test. When BOEC realized the error, it asked First Call, the company providing the service, to send out the right message. Instead, First Call sent out the incorrect message again.

The correct message was not recorded and sent out for another hour, about when police located and arrested the suspect.

According to the review conducted by BOEC and the Portland Bureau of Emergency Management, the Dispatch Supervisor who sent out the first message was unclear about which settings to use for custom ones or if it had been sent at all. First Call repeated the error.

City officials say BOEC and PBEM will review all procedures, settings and trainings provided to users of the system, and will work with First Call to streamline the message launch process. The contract with First Call ends this fall and PBEM spokesman Dan Douthit says the city must decide whether to renew or seek another company to provide the service.

## Willamette Week

### Rep. Shemia Fagan Secures \$1.9 Million for East Portland Crosswalks

*By Aaron Mesh*

Rep. Shemia Fagan (D-East Portland) keeps finding money to help people walk safely at the eastern edge of the city.

Fagan and Rep. Jessica Vega Pederson (D-East Portland) announced this morning they have secured \$1.9 million in state funding to install flashing beacons at 18 crosswalks. They urged Portland City Council to contribute its own funding.

"We continue to witness tragedy after tragedy on our streets. Every candlelight vigil I've attended has increased the urgency to invest in safety now," Fagan said in a statement. "As leaders, I believe we are called, not only to comfort the families who mourn, but to take real action to prevent these tragedies in the first place."

City Commissioner Steve Novick has asked the City Council to spend \$1 million in general-fund money in this year's city budget to erect flashing beacons at crosswalks.

This isn't the first time Fagan has found money for long-delayed pedestrian projects in East Portland. Last summer, Fagan not only secured \$3.6 million in state money to design sidewalks and crosswalks on 136th Avenue—where 5-year-old Morgan Maynard-Cook was killed by a car in February—she also landed \$4.9 million to design sidewalks, crosswalks and lane widening on Southeast Powell Boulevard to the Gresham border.

## The Mercury

### Some Water Rhetoric for Your Afternoon

*By Dirk Vanderhart*

A month after people pushing a new water and sewer board unveiled their first web ad for the measure, the opposition is hitting back.

In a slickly produced video—with strong notions about what "odd" and undesirable neighbors look like—the Stop the Bull Run Takeover campaign acquaints voters with its main contention: That the proposed water district is a takeover bid by big industry, which will raise your rates and slash its own.

"Industry lobbyists crafted measure 26-156 to take control of our water away from our elected representatives," the ad intones. "The corporate polluters want a new board they can stack with their friends so they get lower bills while we pay more."

In fact, elected representatives would still control the water, sewer and stormwater systems under the new proposal. They'd be elected solely for that purpose, and largely during off-year elections which could see low voter turnout.

It's unclear just what Portlanders think of this measure right now—neither campaign has released polling data—but both sides are leading with their most palatable fear/anger-based narratives.

On the pro side: City hall is a den of cronyism, callously raising your rates to achieve its own profligate aims.

On the anti side: The One Percent wants to pervert your water system to achieve its own profligate aims.

Details surrounding rate policy, of course, are far more complex, but it's tough to fit that into a snappy web video.

## The Daily Journal of Commerce

### Expansion on tap for Portland's Street Seats program

*By Inka Bajandas*

The Portland Bureau of Transportation has received 11 applications to convert more street parking into patios, and is seeking public comments on the proposals. PBOT also received renewal applications for the eight existing Street Seats installations – outdoor seating or small plazas on parking spaces.

Bureau officials are reviewing all applications and seeking public comments on the proposals through April 30.

The program, in its third year, is modeled after similar initiatives in San Francisco and New York. The effort has received positive feedback for enhancing street vitality and boosting businesses, but critics have complained about installation aesthetics, loss of parking spaces and safety, said Sarah Figliozzi, who coordinates Street Seats for PBOT.

After successfully piloting Street Seats in 2012, PBOT announced plans last fall to allow 10 more installations. New proposed sites include McMenamins' Barley Mill and Greater Trumps pubs, Ristorante

Roma on Southeast 12th Avenue, Lompoc Tavern on Northwest 23rd Avenue and Bamboo Izakaya on Northeast Alberta Street.

Figliozi told the Portland Design Commission last week that PBOT was pleased with the applications it received this year from interested businesses and organizations.

“We’ve definitely increased the design quality this year,” she said.

However, the bureau would like to see more proposals for public spaces, Figliozi said.

“We want this to be more than additional street seating,” she said. “We’re really trying to raise the bar.”

Public comments on the proposed Street Seats can be submitted by email to [streetseats@portlandoregon.gov](mailto:streetseats@portlandoregon.gov).

More program information and a complete list of proposed locations can be found at [www.portlandoregon.gov/transportation/59158](http://www.portlandoregon.gov/transportation/59158).