

The Oregonian

Portland shouldn't beef up spending for rare winter 'Snowpocalypse,' analysts say

By Elliot Njus

March 10, 2017

Portland budget analysts say the city shouldn't spend \$2.3 million to improve its snow and ice response, arguing it isn't worth the added costs to prepare for an outlier year.

Transportation Commissioner Dan Saltzman [had announced](#) in the wake of a January's storm -- and with the threat of freezing rain looming -- that he intended to request the funds to expand the city's resources for responding to snow and ice.

The request included a one-time allocation of \$1.2 million for new equipment and \$1.6 million annually to increase staffing for snow response. The new equipment and staff would pay off in other areas of road maintenance during the off months.

But [budget analyst Yung Ouyang wrote](#) that the city already budgets \$750,000 a year for winter storm response, and that PBOT has a \$2.5 million contingency fund it can draw upon for extraordinary storms.

"On average, the city experiences one major storm per winter," Ouyang wrote, "and there is insufficient data to determine how often the extreme weather experienced this winter will be repeated in the future."

The winter was [the 11th snowiest in Portland's history](#), and the Jan. 11-12 storm was [the biggest in about 20 years](#).

The analysis also notes that Portland's snow and ice removal costs topped \$4 million this winter. The city reported \$2.2 million in costs to the Federal Emergency Management Agency, but that it's not clear whether those costs will be reimbursed.

The city is benefiting from record revenue growth, the result of a strong economy, that will result in a one-time a \$17.1 million surplus.

But [it faces a \\$1.8 million ongoing deficit](#), budget officials said, because of obligations under a new police contract approved last year, the city council's approval of publicly-financed elections and an agreement with Multnomah County to help fund a Joint Office of Homeless Services.

Portland police captains placed on leave amid investigations that started under former chief

By Jim Ryan

March 9, 2017

Two Portland police captains have been placed on paid leave because of ongoing investigations that started last year under former Chief Larry O'Dea.

Kevin Modica of the Police Bureau's Youth Services Division and Derek Rodrigues of the Family Services Division were stripped of their guns and badges Wednesday afternoon, blocked from bureau email access and told to call in to the bureau's Personnel Division at 10 a.m. and 2 p.m. each day.

Chief Mike Marshman informed the bureau of the move in an internal message provided to The Oregonian/OregonLive.

He wrote that two lieutenants have been appointed to serve in their places "until further notice."

"I understand that many of you have questions, but as with any internal personnel matter, I cannot share additional details at this time," Marshman wrote.

The move appears to be tied to [a city Bureau of Human Resources investigation that began last year into an administrative assistant's complaint](#) that O'Dea and other high-ranking police supervisors failed to report discriminatory remarks allegedly made to her by the Police Bureau's diversity manager, Elle Weatheroy.

The administrative assistant is of Pacific Islander descent. Weatheroy is African American.

Modica previously served as an assistant chief under O'Dea, and the administrative assistant who made the complaint had worked directly for Modica. Rodrigues was the captain of internal affairs under the former chief.

When Marshman was appointed chief, he transferred Rodrigues out of internal affairs and reassigned Modica. Both Rodrigues and Modica also were questioned by the city's Independent Police Review Division that has been investigating why no one at Police Bureau initiated an internal investigation into O'Dea's off-duty shooting of a friend.

Constantin Severe, director of the Independent Review Division, said the investigation into the handling of O'Dea's shooting hasn't been completed. He said he didn't know why Rodrigues and Modica were placed on leave.

Weatheroy, who formerly worked in the chief's office, remains diversity manager but her desk was moved out of the chief's office.

Sgt. Pete Simpson, a Portland police spokesman, said he couldn't comment about the investigations.

O'Dea [retired last year](#) during investigations into his off-duty shooting of a friend during a camping trip in eastern Oregon.

KOIN-TV [first reported](#) on the reassignments Thursday afternoon.

Wheeler: Time to get serious about tolls for traffic-busting projects in Portland

By Gordon R. Friedman

March 9, 2017

SALEM -- A group of Oregon mayors say they want legislators to pass a large, statewide transportation funding package that includes money for transit, bike and pedestrian infrastructure. But they acknowledge there won't be enough money with current sources like bonds, gas taxes and federal funds. So, some say it's time to consider another method: tolling.

Portland Mayor Ted Wheeler told reporters Thursday that officials don't have the option of saying no to considering tolls at a time when metro area infrastructure is "crumbling at our feet."

What's more, he said assuming the federal government will provide states and cities with enough funding to meet their transportation needs is "a search for fool's gold." President Donald Trump has said he wants Congress to finance \$1 trillion of infrastructure projects, but the plan hasn't been sketched out yet.

Wheeler said with federal assistance in flux, local, regional and state governments need to be more resourceful -- and step up to the plate with more money. Tolling will be a part of that conversation, he said.

Wheeler was speaking to reporters at the Oregon State Capitol during a press conference held by the Metropolitan Mayors' Consortium, which lobbies on local government issues.

Tualatin Mayor Lou Ogden told reporters that he too supports toll roads because the money is directed at specific infrastructure improvements.

"We all pay tolls every time we buy a gallon of gasoline. The difference is we as a person buying the gasoline have no discretion over how that money's used," he said. "On a toll you get to choose -- I want to buy that passage, so here's my dollar."

Ogden said if tollways are implemented they should be "means tested" so low income Oregonians can pay less of the toll or avoid it altogether. There should also be alternative routes so drivers can avoid tolls if they choose, he said.

Wheeler added that any decisions on tolling will be made at the statewide level. A group of lawmakers are currently drafting a [transportation spending package](#) and weighing whether to use tolls for congestion-relief projects in the metro area.

The Oregon Department of Transportation is also asking permission from the federal government to put [tolls on existing freeways](#) in the Portland area for upgrades to I-5 through the Rose Quarter or a widening of the Abernethy Bridge, which carries I-205 over the Willamette River in Oregon City.

Tiny house village for homeless women approved by Kenton neighborhood

By Molly Harbarger

March 8, 2017

The newest idea in housing homeless people earned the first round of approval Wednesday night with a vote by the Kenton neighborhood in North Portland.

The neighborhood residents voted 178 to 75 in favor of a village of 14 tiny houses for homeless women.

Key city officials back the pilot project to form a community with shared restrooms, common space and a garden at a site off North Argyle Street, near Kenton Park. [Charlie Hales kicked off the idea](#) during his term as mayor and now Mayor Ted Wheeler is championing it as a better alternative to people sleeping on the streets or in tent villages.

"It's pouring rain out tonight, it's cold, it's windy. We've got lots of people living out on the streets and under bridges," Wheeler told a packed room of nearly 200 people. "We know we can do better. This is not permanent housing for people who are truly in distress, this is obviously not the kind of supported housing people would like to see on the other end of the homeless services spectrum, but it's an important gap we're filling."

The Portland State University Center for Public Interest Design teamed up with homeless advocacy organization Village Coalition to launch the project. The structures measure less than 8-by-12 feet and are more like sleeping pods with storage space than a home to build a life in.

Backers expect the pods to function like a homeless shelter, where outreach workers and social service agencies work with residents to help them access health care, financial services and, ultimately, permanent housing.

City and Multnomah County officials have been grappling with how to handle the area's homeless population -- more than 3,000 in a 2015 count and expected to be the same if not higher in a [2017 count](#).

In an [interview with The Oregonian/OregonLive at the beginning of his term](#), Wheeler said he wants to move away from the outdoor camping communities that sprung up organically in some places and received permission by the city to exist in the past few years.

Instead, he pointed to the tiny house idea as a better solution.

The pods are on an empty lot next to the Oregon Convention Center, but now will move to the Kenton neighborhood.

Catholic Charities will manage the village, providing support on-site and through social workers who will help each woman navigate her way to permanent housing.

Margi Dechenne, housing transitions program manager at Catholic Charities, said the nonprofit also will help the women figure out a self-governance structure so they can make sure someone is always on watch and ensure residents are following the ban on drugs, alcohol and overnight guests as well as other rules they'll set.

The model already exists for homeless camps Dignity Village, Right 2 Dream Too and Hazelnut Grove, but the Kenton project would be the first initiated by the city with neighborhood, city,

county and advocate input. It would go on an unused site owned by the Portland Development Commission.

Wheeler promised that he and the City Council would respond to the neighborhood's needs and concerns, but a strong current of distrust still ran through much of the project's opposition.

"As it stands right now, I am one of the very frustrated citizens who pays his taxes, follows the rules and would never endorse this project as it stands," said Larry Mills, a 68-year Kenton resident. North Portland has been allowed to suffer while the city invested in other places, he said.

Others said they worry about safety and sanitation. Many said they were dubious of the city's claim that the project would truly end in a year.

Marc Jolin, director for the city-county homeless services office, said the project is scheduled to last 12 months from its opening date, which he hopes will be in mid-to-late April. Transition Projects, a nonprofit homeless services provider, has a tentative deal to use the land where the village will sit as an affordable housing site after that.

But if that development falls through or is delayed, Jolin said the city could possibly ask the neighborhood to extend the pilot project's lifespan.

"We will be there to help the village relocate when it is time for it to close down and if, for some reason, we are not able to find a new location, we will be there to make sure the women transition to some other space," Jolin said.

The bulk of comments and questions supported the idea.

Sheila Mason, who has lived in Kenton for more than 10 years, said she was skeptical of the idea when she heard about it in December. She joined the neighborhood association's subcommittee that worked with a team of high school and college students, nonprofits, advocates and city and county officials to put the plan together.

"To be honest, when I approached the situation I was not in favor," Mason said. "I came to my first meeting with some pretty tough questions that I presented in a pretty tough manner."

Over time, she grew enthusiastic about the plan after seeing it work in other places around the city.

"I have no illusion that it'll be perfect and I don't think you should either," Mason said. "Humans are messy. We all are in some way. But we have to start somewhere."

She also pointed out in response to some opponents' claims that they were being saddled with other areas' problems that women from Kenton will be first in line for the 14 houses, with women from North Portland next.

Jessie Burke, a 15-year Kenton resident and owner of local Posies Bakery and Cafe, admonished the residents who complained about Kenton being the pilot location. She also co-owns The Society Hotel in Old Town and said she works with city officials on homelessness solutions and hears the same complaints all the time.

"Everyone crying about how terrible it is, but not in my backyard, is what we've heard in every neighborhood," Burke said. "As proud as I am of this neighborhood, I want the neighborhood, as well as the business community, to be a model for the city. Why not Kenton?"

Portland Commissioner Chloe Eudaly urged residents to vote for the project and took the stage to assure people that through her leadership of the Office of Neighborhood Involvement, this would not be just a Kenton issue.

"No neighborhood is going to be exempt from this conversation," Eudaly said. "This is a problem for all of us to solve. We're not talking about importing people to Kenton. We're talking about housing your houseless neighbors."

Uber to ban 'greyball' tool used to stymie regulators

By The Associated Press

March 8, 2017

SAN FRANCISCO -- Uber is dismantling a secret weapon it used against local regulators who have been trying to curtail or shut down its ride-hailing service in some cities around the world.

The about-face announced Wednesday comes less than a week after [a report published in The New York Times](#) exposed the existence of a technology feature nicknamed "Greyball" that identified regulators posing as riders while trying to collect evidence that Uber's service was breaking local laws governing taxis.

The report prominently featured a video from The Oregonian/OregonLive of Portland transportation officials blocked from hailing a driver on the app in 2014, during a period when the service was operating without approval from the city.

The company told The Oregonian/OregonLive it hasn't used the program in Portland since it started operating in the city legally in 2015.

The program served up a fake version of Uber's popular app to make it appear the undercover regulators were summoning a car, only to have the ride never show up or canceled.

Uber now says it will ban greyballing undercover regulators, although it may take time to block the program completely. The San Francisco company said it also will respond to city officials who have been inquiring whether their regulators were being greyballed.

Officials in Portland are calling for an investigation into the practice, one which could make public more details of the secretive company's anti-regulation tactics.

The Times reported that Uber has targeted regulators in Boston, Paris and Las Vegas, among other cities, as well as a litany of countries that include Australia, China, Italy and South Korea.

Uber had previously said it used greyballing to deter passengers who were violating the company's terms of service. The violations included harassing or threatening its drivers, according to the company.

The cat-and-mouse game with regulators is the latest example of the aggressive tactics that Uber has adopted while upending the heavily regulated taxi industry. In doing so, Uber has built a rapidly growing company valued at more than \$60 billion by its investors that is frequently accused of bending the rules.

Portland City Council delays decision on barring disruptive people

By Jessica Floum

March 8, 2017

Protesters once again jeered and jabbed throughout the Portland City Council meeting Wednesday, mocking commissioners' "aye" votes with throaty, demonic renditions and repeatedly yelling "fascist."

Partly in response, Mayor Ted Wheeler agreed to hold a listening session Friday during which he invited people to complain to him about their grievances on city actions and inactions.

On Wednesday, protesters who verbalized a variety of concerns united around Wheeler's proposal [to clamp down on anyone who disrupts](#) City Council proceedings. The council delayed acting on the issue.

It wasn't the protesters, but rather a well-mannered American Civil Liberties Union volunteer who persuaded the council to delay a vote.

That volunteer, attorney Sarah Einowski, said Wheeler's proposed rule prospectively excludes people from meetings, which she said violates the federal and state constitutions. Mayor Ted Wheeler said he wants to work with the ACLU to revise the rule, then bring it back for council consideration.

Einowski empathized with the burden of constantly removing disruptive people, but asked the council to not pass the policy.

"We urge restraint here," Einowski said. "Slow down. The proposed ordinance is an overreaction, and it is unconstitutional."

A [federal judge ruled](#) in December 2015 that excluding a person from a council meeting based on past behavior violates that individual's First Amendment rights.

As drafted, the policy would allow the presiding officer in city meetings to eject people for disruptive, dangerous or threatening behavior for up to 24 hours. It would also enable the person in charge to exclude a disruptive person for as long as a year using a new "administrative exclusions" process.

"I've now been in office for a little over two months and most city council meetings we don't complete," Wheeler said. "Everyone has a right to be heard. It's not a safe or welcoming environment."

Last week, dozens of rowdy protesters interrupted City Council business to demonstrate against the fatal shooting of black teenager Quatrice Hayes. Wednesday's smaller but equally raucous crowd did not verbalize a singular purpose or concern.

Some challenged the city's definition of gang graffiti. Activist Mimi German, a white woman, called the city's attributing certain graffiti to gangs a racial attack on her community. Another man using his phone to stream the event on Facebook Live yelled that homeless people are dying. Chants of "Fire Marshman!" - referring to Police Chief Mike Marshman - broke out during afternoon testimony on police response to protests.

A hodgepodge of critics, including some City Hall regulars, oppose the mayor's proposal to eject people who speak and act out against city actions or policies in ways that disrupt city business.

They argue the policy further demonstrates the mayor's lack of care for police brutality, homelessness and public input.

Others who have attended council meetings urged the council to pass the policy, thanking the commissioners for their patience in dealing with interruptions.

Former Portland resident Stacey Rutledge encouraged commissioners to pass the policy and complimented their patience. She said she started coming to the City Council meetings over concerns about changes to the city's tree code, but felt compelled to testify on civil participation after seeing how people behave.

"Reasonable minds can differ, but we have to have a conversation," Rutledge said. "We cannot keep having a disruptive yelling fest. In a democracy, we all listen to each other."

Activist Sarah Hobbs said she has testified on police shootings at City Hall for the last 3 1/2 years. Wednesday, she told commissioners that last week was the first time she yelled at the City Council.

"It was out of desperation," Hobbs said. "People in here are yelling. They're feeling shut down by the system. We are in here yelling because of fear and desperation."

Hobbs said her desperation comes from the city's lack of communication with the family of Quance Hayes and with her after a police shooting happened in 2015 across the street from her home. She said the mayor's office should have called the families to explain the investigative process and their efforts to get answers for family members.

Portland shouldn't make same mistake twice in curbing disruptions: Editorial Agenda 2017

*By The Oregonian Editorial Board
March 10, 2017*

The crowd at the Portland City Council meeting Wednesday could have served as Exhibit A for Mayor Ted Wheeler's [proposed ordinance](#) to establish conduct standards at city meetings and authorize extended bans of people who are disruptive.

It wasn't just that some in the crowd yelled insults at council members. Or that others shouted over the testimony by citizens with whom they disagreed - despite Wheeler's entreaties to respect others' views. Or the discouraging moment in which one woman had to pause in her public comments to ask someone "don't tell me to shut my face, please." Perhaps the most unsettling part of Wednesday's session was the sense that the meeting was taking place only by the grace of those present, and that, if the impulse hit, they might orchestrate a shutdown of the council meeting. Just as some had done [last week](#), [last month](#) and the [month before](#).

There is no question that this repeated hijacking of city business and public input has to stop. Wheeler and the rest of the City Council have shown great patience and professionalism in the face of people railing at them, lobbing accusations of ulterior motives and branding them as "fascist" - apparently for trying to do the work that Portland voters elected them to do. At this point, Wheeler and company could propose anything that the public would likely support in hopes of getting city business back on track.

Check that. Almost anything. And unfortunately, as currently drafted, the proposed ordinance offered by Wheeler falls into the category of policies that should get bounced. Specifically, the

provision that would grant a meeting's presiding officer the ability to bar a disruptive person from attending future meetings replicates a city practice that has already been [declared unconstitutional](#) by U.S. District Judge Michael Simon.

In that 2015 case, the city kicked out activist and frequent disruptor Joe Walsh from a City Council meeting after an outburst. In addition, he was barred from City Hall and Council meetings for the next 60 days. While Walsh didn't contest his exclusion on the day of his disruption, he sued over the legality of being barred from City Hall for such an extended period of time.

He won. As Simon wrote in his [December 2015 opinion](#), the mayor has the authority to regulate several aspects of speech at a council meeting and may have someone removed for disruption. But an exclusion that bars someone from future public forums, which are designed for public debate, goes too far and violates people's First Amendment rights, he wrote.

While the case predates Wheeler's term, it's surprising that the City Attorney's office wouldn't recognize the legal futility of reviving the prospective exclusion. Simon's opinion wasn't ambiguous in the least. "Defendants have not pointed to any appellate court decision, nor was the Court able to locate any such decision, allowing an incident, or even several incidents, of actual disruption to justify the prospective exclusion of an individual from future public meetings," [the opinion states](#). "The Court declines Defendants' invitation to be the first federal court in the nation to uphold such a broad prospective exclusion ordinance."

Walsh himself - reminded councilmembers Wednesday of the opinion's finer points. To Wheeler's credit, [he put the brakes on the proposal Wednesday](#), saying said he would seek input from the ACLU. While it remains to be seen what happens next, he should recognize the foolishness of adopting a proposal whose legality is so clearly dead on arrival.

But there's a message here for disruptors as well. The First Amendment is not a shield for shutting down City Council meetings or other such forums. As Simon noted in his opinion, "even in a democracy, the government need not tolerate actual disruptions of government business. Undisputedly, a presiding officer may remove from an official public meeting anyone who engages in actual disruption," provided that the removal is tied to the disruption rather than the person's viewpoint.

And disruptions risk turning the public off to the compelling concerns that some individuals in the crowd voiced this week. People are feeling desperate and deeply concerned about police shootings and the vast number of people living on the streets. They may feel frustrated by the slow pace of progress. But they should not mistake their passion for a moral imperative to disrupt, interfere and bully. Their grievances do not trump all else, and do not justify trampling over others' rights and needs. Free speech, as well as our government, belongs to us all.

Tiny home village is a small step worth celebrating: Editorial peak

*By The Oregonian Editorial Board
March 10, 2017*

It's a tiny step toward sheltering Portland's massive homeless population, but it's worth celebrating: Residents of the Kenton neighborhood in North Portland on Wednesday approved the siting of 14 tiny homes for homeless women by Kenton Park.

The effort shows off the best of Portland. The project was launched by Portland State University Center for Public Interest Design and Village Coalition, a homeless advocacy organization, as [The Oregonian/OregonLive's Molly Harbarger reported](#). The village will sit on property owned by the Portland Development Commission. The city sought approval from Kenton residents. And the Catholic Charities nonprofit will manage the village and support the women as they work toward finding permanent housing.

While Kenton voters approved it more than 2-1, the residents who opposed it aren't wrong to be skeptical. The plan is to keep the village for about 12 months, but the city's track record hasn't been great when it comes to responding to neighborhood concerns or to helping homeless camps find permanent solutions. The city must address any issues that arise, stick to its timeline and show Kenton -- and other neighborhoods -- that being part of the solution is something they won't regret.

Willamette Week

Portland Converts an All-User Bathroom Back to Women-Only After Commissioner Amanda Fritz Complains

*By Rachel Monahan
March 9, 2017*

After Portland City Commissioner Amanda Fritz threatened not to attend City Council meetings over "unsafe" all-user restrooms in the Portland Building, the city changed one of two all-user restrooms back to a women-only bathroom.

As [WW reported Tuesday](#), Fritz wrote in emails last month that she refused to use "unsafe restrooms."

"If I am afraid, how much more would a trans person using a structurally usage bathroom feel threatened?" she wrote on Feb. 23 in emails to OMF and others.

"Taking away gender-specific bathrooms may have the result that some members of our community can't use either, due to cultural norms or religious convictions," she wrote on Feb. 24.

City officials downplayed the impact of Fritz's complaints.

"This has been a pilot study all along," said Jen Clodius, a spokeswoman for the Office of Management and Finance. She says the city plans to make more changes to restrooms in the Portland Building as the city decides how to design bathrooms.

In a email sent this week after WW's story and addressed to "colleagues," Fritz apologized for the "impact that my statements and/or the way they were portrayed by the media have had on many of you and others in the Portland community."

WW obtained a copy today.

"I did not intend to speak on behalf of all women or all people in the trans community," Fritz writes.

Last year, the city changed all of 600 of its single-stall bathrooms to be open to all users as part of an effort to make them accessible to transgender people but also children, disabled people

and the elderly who may have a caregiver of the opposite gender. As part of a pilot study, City Hall also changed the two multi-stall restrooms in the Portland Building to be open to all users.

Concerns about safety and acceptance have driven the city's change in policy about all-user bathrooms, and Fritz's remarks haven't been well-received by some advocates for transgender rights.

"I was sad to see them," says Sasha Buchert, staff attorney for the Transgender Law Center, who formerly worked for Basic Rights Oregon. "I have a lot of good feelings about Commissioner Fritz"—who supported the all-user bathrooms when they came for a vote last year.

All-user bathrooms are "definitely a good policy for everybody especially for transgender people and gender nonconforming people," added Buchert.

In her email of apology this week, Fritz explains that her concerns were based on the implementation, but acknowledges she may have erred in her judgment.

"I recognize now that the all-user restrooms on the 2nd floor of the Portland Building may have been a better option than single-gender options available throughout the building," she writes.

She adds that she supports the all-user bathrooms, both "multi-occupant" and "single-occupant."

Uber Admits Its “Greyball” Software is Still Being Used

By Rachel Monahan

March 8, 2017

The ride-hailing giant Uber today conceded that the company is still using the "Greyball" software used to evade Portland regulators in 2014.

That admission is likely to add fuel to Portland City Hall's investigation of potential criminal or civil violations by Uber.

Last week, The New York Times revealed that when Uber operated illegally in 2014, it used a software called "Greyball" to evade a city crackdown. The app blocked suspected city inspectors, then filled the screens of inspectors' smartphones with fake rides while Uber drivers escaped undetected.

City officials launched an investigation this week, demanding to know if use of the software continued after the city entered into contracts with Uber in 2015. They also want to know who it was used to evade: inspectors or unwanted customers.

Today, Uber's chief security officer, Joe Sullivan, issued a statement saying Uber was banning its drivers from using "Greyball" any longer.

"We have started a review of the different ways this technology has been used to date," Sullivan said. "In addition, we are expressly prohibiting its use to target action by local regulators going forward. Given the way our systems are configured, it will take some time to ensure this prohibition is fully enforced."

The statement offers some direction to Portland transportation officials, but doesn't specify where or how drivers have used the software since 2014.

Here's Sullivan's full statement:

We wanted to give everyone an update on “greyballing”. This technology is used to hide the standard city app view for individual riders, enabling Uber to show that same rider a different version. It’s been used for many purposes, for example: the testing of new features by employees; marketing promotions; fraud prevention; to protect our partners from physical harm; and to deter riders using the app in violation of our terms of service. We have started a review of the different ways this technology has been used to date. In addition, we are expressly prohibiting its use to target action by local regulators going forward. Given the way our systems are configured, it will take some time to ensure this prohibition is fully enforced. We’ve had a number of organizations reach out for information and we will be working to respond to their inquiries once we have finished our review.

Speed Cameras Have Finally Been Installed on Two of Portland's Most Dangerous Streets

*By Sophia June
March 8, 2017*

Speed-detection cameras that were installed earlier this week are now in effect on the major East Portland crash corridors of Southeast 122nd Avenue and outer Southeast Division Street—two of the city's most dangerous roads.

In November, WW [examined the slow installation of speed cameras on city streets](#)—a sluggish pace that had bureaucrats pointing fingers while seeming to ignore their stated priorities.

Now those cameras are up and running, and the city will start issuing fines on April 5.

[According to PBOT](#), the rate of pedestrian crashes on Southeast 122nd Avenue is about 50 percent higher than the citywide average.

And analysis of a decade's worth of crash data found that more Portlanders were seriously injured or killed while driving on Southeast Division than any other street.

Both streets are also part of the city's [High Crash Network](#), a list of the 30 streets where the most crashes occur.

Drivers who are exceeding 30 miles per hour along Southeast Division Street and 35 miles per hour along Southeast 122nd Avenue will be issued warnings, until the 30-day warning period ends on April 4. Citations will begin April 5.

The installation comes after [Portland City Council approved an emergency speed reduction from 35 mph to 30 mph](#) last week, due to the high number of fatal crashes on Portland's streets last year.

This included [two fatal crashes on Southeast Division Street](#) on the same day, causing Portland City Council to pass an emergency ordinance, calling for PBOT to make improvements.

The Portland Mercury

A New Kind of Homeless Village is Coming to Kenton. It's a Big Deal.

*By Dirk VanderHart
March 9, 2017*

At some point, probably next month, 14 homeless women will move into 14 tiny homes not far from the heart of Kenton.

On one level it's such a small thing—[less than 1 percent](#) of the city's unsheltered residents finding temporary homes, while hundreds of others see no end in sight.

On another level it could not be larger.

This new village, informally okayed in a 178-75 vote among Kenton residents Wednesday evening, might ultimately represent a new chapter in how Portland works to ease this growing crisis.

Where for years officials have grappled with whack-a-mole camps or retroactively worked with unsanctioned organized communities after they'd taken root, the city and county are for the first time partnering with grassroots homeless advocates, social service workers, local designers, and others on establishing a new kind of intentional community.

Which means the Kenton Women's Village (a temporary name) is now under pressure. With the hard-won nod of Kenton neighbors and businesses, officials now need to deliver, showing the new community will be what they've envisioned: a welcoming, aesthetic new development that fits well into the fabric of the neighborhood and helps women find permanent homes.

If they can do that over the course of the year-long pilot project set to begin in April, the village model could proliferate in other neighborhoods throughout the city.

"As far as I'm concerned, no neighborhood is going to be exempt from this conversation," Commissioner Chloe Eudaly said at the Wednesday evening meeting, parrying concerns that Kenton was being picked on and hinting she was working up plans through the Office of Neighborhood Involvement, which she controls. "What you don't want is the kind of camps that emerge because no one will say yes."

"We can learn a lot from this project," Mayor Ted Wheeler said after her. "This will serve as an opportunity for us to learn, for us to try it." (One woman told me after the meeting Wheeler's brief speech is what sold her on the plan.)

The village, at 2221 N Argyle, will feature 14 innovative tiny homes designed and built last year through the efforts of the Village Coalition, a grassroots network of homeless residents, activists, advocates, designers, architects, and more. At the time [we first wrote about that city-funded effort](#), there were no indications that the "sleeping pods" had a home.

[That changed quickly](#), with outgoing Mayor Charlie Hales anxious to see progress on a village concept, which he'd pushed for a while. Officials and advocates held their first meeting with Kenton neighbors in mid-December to pitch the idea—essentially: pods surrounding structures that include laundry, showers, restrooms, and a kitchen, with social services on site.

But people wanted more details, kicking off a months-long process that culminated in last night's vote.

The meeting shook out as the vote suggests. Most Kenton residents spoke in favor of allowing the homeless village for a year-long pilot, while a dedicated and vocal group near the back of the room would not be moved from their opposition.

Most interesting were the people who'd seen their positions evolve since [Hales' office first proposed](#) the project in December.

"I came to my first meeting not in favor," said Sheila Mason, a Kenton resident who wound up serving on a committee that studied the proposal. "As I was listening to my own voice asking my questions [at the meeting]... I actually could hear my bias coming through, and these assumptions I was making about people that I really don't know."

Among the things that changed her mind in the intervening months? "These women are already our neighbors. They're already living here."

That's true—at least in theory. Catholic Charities, which will hold a contract with the county to provide services on the site and will help place its residents into permanent housing, has pledged to prioritize women who've been displaced from housing in Kenton for the 14 homes. The agency has an 80 percent success rate at keeping women in housing, according to its housing program manager, Margi Dechenne.

Under a [tentative good neighbor agreement](#) between the city, the county's Joint Office of Homeless Services, Catholic Charities, the Village Coalition, and Kenton neighbors and businesses, Catholic Charities is responsible for the bulk of the work at the village. The Village Coalition will chip in by hosting "social and cultural" events and monitoring the area for "unsanctioned camping," the agreement says. City and County officials are pledging to scour the city to find a new home for the village when its time in Kenton is over.

As it happens, there may be a hard deadline for the women's village to leave its upcoming home. The Portland Development Commission, which owns the land, is in talks with Transitions Projects about [building 72 units of affordable housing on the site](#). That could begin next year, officials said Wednesday, offering an organic end to the village's time on the lot.

All of this assurance wasn't enough for some. Concerns persisted that the city would keep the village in Kenton longer than indicated, though officials said they'd ask for neighbors' blessing before that happened. Some residents complained about messy camps that have shown up in the area for years, and said the city wasn't accountable for cleaning it up.

"The current condition of our neighborhood and Portland as a whole is embarrassing," said a man named Larry Mills, who's lived in Kenton for decades and was by far the loudest opponent to the new village. "This city has been burying their head in the sand for decade or more. It's time to draw a line in the sand."

He was met with others speaking forcefully the other way. One notable example was Jessie Burke, owner of [Posies Bakery & Cafe](#) in Kenton, and also a partner in the Society Hotel in Old Town. Burke spoke about her love for Kenton and ongoing efforts to make it a fun, welcoming place. And she talked of her experience in Old Town, working with city officials to solve a homelessness issue that presents no easy fixes.

"I've been trying to talk to the city for three years, trying to kickstart this issue," Burke said. "These are hard problems to solve. It's really easy to complain, but it's really hard to solve a problem."

The vote Kenton residents took Wednesday had no legal teeth—the ballot itself even included a disclaimer noting the vote "will not necessarily determine the final outcome" of the proposal—but officials had pledged not to press forward without the neighborhood's consent.

That the coalition working on the village was able to win that consent is hugely important. If all goes well, this pioneering community might well pave the way for others.

And of course, that the city and county insisted on winning over residents, whether than merely pushing forward with the camp, counts for something, too.

"That just doesn't happen," Kenton Neighborhood Association Chair Tyler Roppe told audience members Wednesday. "I can't emphasize that enough."

Two Top Police Officials Were Placed on Leave Yesterday

By Dirk VanderHart

March 9, 2017

For reasons that aren't clear, Police Chief Mike Marshman yesterday placed two senior police officials on leave.

Captain Kevin Modica and Captain Derek Rodrigues were both reassigned to the Portland Police Bureau's Personnel Services Division on March 8, Marshman wrote in an internal statement, "due to ongoing internal investigations that began under former Chief Larry O'Dea III."

"I have appointed Lieutenant Stephanie Lourenco as Acting Captain of the Family Services Division and Lieutenant Bob Gorgone as Acting Captain of the Youth Services Division until further notice. I understand that many of you have questions, but as with any internal personnel matter, I cannot share additional details at this time."

This is the second time Marshman has shuffled Modica and Rodrigues during his tenure as chief. Both men were part of a [seismic shakeup the chief set into motion hours after being sworn in](#) last June—with Modica being demoted from assistant chief to captain, and Rodrigues being shifted from head of the bureau's Internal Affairs Unit to Family Services.

Marshman explained the decision at the time by [telling the Mercury](#): "I felt over time a need to just kind of reset the organization. Not a restart, but kind of shaking out the cobwebs a little bit."

But it was worth noting, then and now, that Rodrigues was head of the bureau's Professional Standards Division when former Chief O'Dea mistakenly shot a friend nearly a year ago. The city's Independent Police Review (IPR) is investigating the bureau's handling of that case, and why [an internal investigation wasn't launched](#) when O'Dea admitted the incident.

IPR Director Constantin Severe tells the Mercury that the investigation is still underway, but should be concluded soon. KOIN [first reported](#) the suspensions.

Daily Journal of Commerce

Growing city workforce presents space issue

By Garrett Andrews

March 9, 2017

The Portland Office of Management and Finance (OMF) wants the City Council to start looking at [how city employees will be housed](#) in the future in light of expectations that staff levels keep pace with the growing population.

One option that OMF has provided to commissioners involves using modern design techniques and interactive office furniture in reconstruction of the Portland Building, where a majority of city employees are housed.

In addition to the Portland Building, the city leases space at three other downtown locations – the Commonwealth Building on Southwest Sixth Avenue, Columbia Square on Southwest Columbia Street and the Congress Center on Southwest Fifth Avenue.

As the \$195 million rehabilitation and seismic upgrade of the 35-year-old Portland Building moves forward, the city hasn't yet determined how it will relocate staff – and how much that will cost. The possibility of the relocation cost causing the total project cost to exceed the required budget was discussed during a Jan. 30 work session with City Council members.

Other options include leasing additional private space in downtown, building new space in downtown and using Portland Building space more efficiently. Surveys show that employees would prefer to remain downtown, according to Tom Rinehart, chief administrative officer.

OMF has told the City Council that maximizing use of space in the Portland Building could save the city up to \$30 million.

Portland City Council votes to toughen tree code

By Garrett Andrews

March 9, 2017

The Portland City Council on Wednesday approved long-awaited amendments to the city's controversial [tree code](#).

The updates to the code, formally known as Title 11, were contained in a larger package of regulatory amendments. They include increasing allowable fine amounts for damaging Heritage Trees and giving more power to the City Forester and Bureau of Development Services to fine violators.

Also, the definition of tree "removal" was amended, from meaning felling or cutting off "50 percent" of a tree to removing "any portion" of one that results in the loss of physiological viability or structural integrity.

In all, more than a dozen amendments to Title 11 were passed, with several sections relating to tree liability and maintenance deleted.

One issue not yet addressed yet is the code's provision making homeowners financially liable for trees on public right-of-way adjoining their properties. In one case, homeowners were on the hook for \$3,500 for the removal of trees on public right of way located more than 50 feet

away. Mayor Ted Wheeler asked that this subject be discussed as part of an ongoing review of Title 11.

Trees have been a [contentious issue](#) in Portland throughout the building boom. Title 11 has caused disputes since 2008, when the Citywide Tree Project established a set of tree-related guidelines intended to cover all land-use categories.

This proved complicated, as most city bureaus deal with trees in some way, and thus, all city commissioners were involved in the drafting process. Title 11 was completed in 2011, but not implemented until 2015 because of the recession.

A number of issues cropped up during the rollout of Title 11, with critics on both sides calling the law a misfire.