

The Oregonian

Threats of Violence Against Muslims Prompts Extra Portland Police Patrols

*By Everton Bailey
April 2, 2018*

Portland police plans to do extra patrols near mosques and Islamic community centers in the area Tuesday after receiving reports of fliers promoting violence against Muslims.

The anonymous leaflets claiming Tuesday is "Punish a Muslim Day" appear to have originated in the United Kingdom and have made their way to the Portland area. There isn't any evidence showing threats will be carried out in Portland by any organized group, police said.

Portland police ask anyone with information on who is distributing the fliers to contact crimetips@portlandoregon.gov, the police non-emergency line at 503-823-3333 or 911 if it's an immediate emergency.

The Portland Tribune

Street Construction Season Starts

*By Jim Redden
April 3, 2018*

Upcoming work includes maintenance and safety projects funded by the temporary gas tax approved by Portland voters.

The Portland Bureau of Transportation announced last Tuesday that Fixing Our Streets construction projects will take place in all parts of the city through August.

The 19 projects are funded by the temporary 10-cents-a-gallon gas tax proposed by former Commissioner Steve Novick and approved by Portland voters at the November 2016 general election.

The City Council also passed a Heavy Vehicle Use Tax that will fund some of the projects.

"We're so grateful that voters approved funding for the Fixing Our Streets Program, which is making critical safety improvements and maintenance investments that will save money for all Portlanders. The paving projects we accomplish this year will prevent the need for more costly reconstruction in the future. These projects will also build dozens of corner ramps, making our city more accessible for people with disabilities," says PBOT director Leah Treat.

The work over the next six months will occasionally disrupt traffic and require detours to get around.

The first project is the Southeast 50th Avenue Paving Project that began on March 27, the day all the projects were announced. The \$1.1 million project will pave the street from Hawthorne to Division and update street corners with ADA ramps to prevent further pavement deterioration and improve overall street accessibility.

Other projects will range from a \$200,000 Neighborhood Greenway on Southwest and Northwest 20th Avenue to a \$3.5 million paving project on Southwest Vermont Street from

Oleson Road to Capitol Highway. Altogether, approximately \$20 million in Fixing Our Streets projects will begin construction in the next six months.

Here are some of the other projects:

East Portland

- Paving Northeast Halsey between 102nd Avenue and Weidler, as part of the Halsey-Weidler Streetscape Project (construction estimated to begin in late May).
- Paving Southeast Foster Road from 82nd to 90th Avenues as part of the Foster Streetscape Project (construction estimated to begin in mid-May).
- Three separate sidewalk construction projects: Southeast Flavel from 84th to 92nd; Northeast 102nd Avenue from Sandy Boulevard to I-84; and Southeast 112th Avenue from Market to Powell (construction dates to be announced).

North Portland

- Paving North Going Street from Interstate 5 to the I-5 onramp (construction estimated to begin in mid-June).
- Paving North Marine Drive from Kelley Point Park Road to Leadbetter Road, (construction estimated to begin in mid-June).
- Paving North Lombard Street 2,500 feet from Ramsay (construction estimated to begin in mid-June).
- Paving North Denver Avenue from Lombard to Watts (construction estimated to begin in mid-July).
- Paving North Williams Avenue from Stanton to Cook (construction estimated to begin in late July).

Northeast Portland

- Paving Northeast 42nd Avenue from Brazee to Wistaria Drive and Northeast Wistaria Drive from 42nd to César Chávez (construction estimated to begin in late August).

Southeast Portland

- Paving Southeast Foster from 82nd to 90th (construction estimated to begin in spring).

Southwest Portland

- Paving Southwest Capitol Highway from Multnomah to Texas (construction estimated to begin in mid-August).

According to PBOT, 56 percent of Fixing Our Streets funding is invested in street maintenance and 44 percent is invested in safety improvements. The projects make up approximately 20 percent of the investments in Portland's transportation infrastructure this construction season, with a total of approximately \$105 million being invested in capital projects, street repair and safety between now and September 2018.

The complete list of Fixing Our Streets projects can be found at:
www.portlandoregon.gov/transportation/index.cfm?&c=64188.

City Hall Update: City Sees Big Rise in Gang Violence over Last Year

By Jim Redden

April 3, 2018

Plus, the City Council approves the first seven Build Portland Projects and some traffic and parking spaces are restored at Washington Park.

Gang violence is continuing to surge this year in Portland, including five suspected gang-related shootings in a 24-hour period last week.

Police say gang violence is up over 20 percent so far this year compared to the same period in 2017. The incidents include two murders, including one of a known gang member. Police believe some of the most recent shootings are in retaliation for that killing.

Gang violence officially peaked with 139 incidents investigated by the Gang Enforcement Team in 2015. It fell to 117 incidents in 2016 and 85 last year.

Build Portland projects approved

The City Council on Wednesday approved the first seven Build Portland projects for funding. The council is scheduled to approve the sale of \$52 million in bonds next week to pay for them.

The program proposed by Mayor Ted Wheeler dedicates \$600 million in "freed up" property taxes from expiring urban renewal areas to maintenance projects over the next 20 years.

The six Portland Bureau of Transportation projects are: Outer Stark Corridor Improvements, \$10 million; Bridge Replacement for Northeast 42nd Avenue, \$3 million; Lents Town Center Improvements, Phase 2, \$4 million; ADA Accessible Sidewalks, \$10.5 million; North Lombard Main Street, \$3 million; and Traffic Signal Reconstruction Program, \$3.5 million.

The Portland Parks & Recreation project is the \$15 million Mt. Scott Community Center Rehabilitation.

Traffic, parking restored in Washington Park

Much of the normal traffic flow was restored in Washington Park over last weekend as construction crews completed part of the work to replace an open reservoir with underground water storage.

Approximately 178 of the 220 parking spaces that were closed for the project also were reopened. Residents and visitors to the park should still expect delays, however, and watch for signs, plan extra time for trips, and consider alternate routes and modes of transportation to get to destinations.

According to Portland Parks & Recreation, the new reservoir will be able to withstand the potentially catastrophic effects of a major earthquake and will supply water to 360,000 people on the west side of the river. The Washington Park Reservoir Improvement Project is being undertaken by the Portland Water Bureau.

The Portland Mercury

Tenants Say Portland's Renter Relocation Protections Aren't Enough

*By Alex Zielinski
April 2, 2018*

Just over a month ago, affordable housing advocates applauded Portland City Council for passing a new, "emergency" policy that would require landlords pay tenants between \$2,900 and \$4,500 in moving expenses under certain circumstances. The policy, which applies to any tenant who receives a no-cause eviction or faces a rent hike of 10 percent or more, is meant to act as a buffer to keep tenants from slipping into homelessness after a rental shakeup.

But a recent apartment sale has tenants telling the city it's not enough.

"We refuse to be forced out of our homes so they can be rented at a higher price for a profit," said Sarah Brassfield, one of the many tenants at the Holgate Manor apartments at 36th and Holgate. Brassfield spoke at a Monday press conference organized by Portland Tenants United in front of the complex, where she asked the city to intervene in a decision that's sent ripples of discomfort and fear through Holgate Manor tenants.

As first reported by Willamette Week, residents at Holgate Manor received a letter earlier this month informing them that their complex has a new owner and renovations will require all tenants to move out—ASAP. With the letter, tenants were given \$5,200 (nearly \$1,000 more than required by the new city law) to relocate. Tenants from a reported 18 units have since taken the money and moved out, but many say they are unable to move—regardless of the financial boost.

"I don't have children and my husband passed away two weeks ago. This is my community. I have no means to move, I have no one to help me move," said Anna Landya, a elderly Ukrainian immigrant. Many of Holgate Manor's tenants are immigrants or refugees, and some were unable to read the English-only eviction notice when it came in the mail.

According to Landya's translator at today's event, "she may not live through this move."

Brassfield read a list of demands for the property's new owner, Fred Kleinbub, including a moratorium on rent increases and the removal of "vermin, pests and mold." But the tenants' specific request was for Portland Housing Bureau to purchase the entire property with funds from the \$258 million housing bond—a pot of money meant to protect low-income rentals for vulnerable tenants like Holgate Manor.

Apparently, the bureau wasn't aware of the apartment complex being up for sale, and only heard about it after the property was swooped up by Kleinbub. It appears the city would have otherwise been interested in purchasing the property. In an email statement to the Mercury, Portland Housing Bureau spokesperson Martha Calhoun said preventing displacement was the department's a "top priority" when dishing out bond money.

But, she adds, "We don't know whether Holgate Manor is for sale at this point. We are open to communicating with the new owner to discuss what the terms of a sale might be as a starting point."

The Portland Business Journal

Brown, Wheeler rip EPA's Pruitt on Fuel-Economy Rollback

*By Pete Danko
April 3, 2018*

Oregon Gov. Kate Brown and Portland Mayor Ted Wheeler joined other West Coast political leaders Monday in denouncing the Trump administration's intention to dial back automobile emissions and fuel economy standards.

"Our job as governors and mayors is to boost our region's economic opportunities and to make our cities and states cleaner and healthier for our residents and businesses," leaders from Washington, Oregon and California said in a joint statement.

"This decision does the exact opposite, making America more dependent on oil while putting more lives at risk from pollution and shortchanging consumers at the pump."

Environmental Protection Agency chief Scott Pruitt said Monday that the Obama administration had "set the standards too high" in requiring automakers to reduce greenhouse-gas emissions by about one-third by 2025, achieving an average fuel economy of 54.5 miles per gallon in the process. A rulemaking process will determine the lower target levels.

Pruitt also set up a big fight with California over the state's right to set its own standards under EPA waivers. He said the EPA would adopt a standard for greenhouse-gas emissions and "cooperative federalism doesn't mean that one state can dictate standards for the rest of the country."

Oregon is one of a dozen states that have signed onto California standards.

In addition to Gov. Kate Brown and Wheeler, the West Coast statement was signed by California Gov. Jerry Brown, Washington Gov. Jay Inslee, Los Angeles Mayor Eric Garcetti, San Francisco Mayor Mark Farrell, Oakland Mayor Libby Schaaf and Seattle Mayor Jenny Durkan. Here's the full text of their statement:

As members of the Pacific Coast Collaborative and representing a West Coast region of more than 55 million people with a combined GDP of \$3 trillion, the governors of California, Washington and Oregon, and the mayors of Los Angeles, San Francisco, Oakland, Portland and Seattle speak today in unified opposition to the federal decision to weaken the national fuel efficiency standards for model year 2022-2025 light-duty vehicles. This move sets us back from years of advancements by the automotive industry put in motion by states that took the lead in setting emission standards. These standards have cleared the haze and smog from our cities and reversed decades of chronic air pollution problems, while putting more money in consumers' pockets.

Our job as governors and mayors is to boost our region's economic opportunities and to make our cities and states cleaner and healthier for our residents and businesses. This decision does the exact opposite, making America more dependent on oil while putting more lives at risk from pollution and shortchanging consumers at the pump.

We believe that strong vehicle fuel economy standards not only reduce greenhouse gas emissions and improve air quality, but also make us competitive in the growing global market for clean

cars. The nation is on track to meet the current standards and will not change course at the expense of our economic strength, health and quality of life.

In its decision, the EPA said the Obama standards "presents challenges for auto manufacturers due to feasibility and practicability, raises potential concerns related to automobile safety, and results in significant additional costs on consumers, especially low-income consumers."

Part of the argument in favor of the Obama standards was that while higher-mileage vehicles might cost more, reduced fuel expenses would more than make up for that. That's a point Oregon Sen. Jeff Merkley made in a statement his office released on Monday.

"They're taking money out of Americans' pockets," the Democrat said of the EPA announcement. "These fuel economy standards would have saved consumers hundreds of billions of dollars at the pump."

Automakers, which had reluctantly negotiated the standards with California and the Obama administration, sided with the EPA.

"To ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel — and offers more safety features," the Auto Alliance, representing major manufacturers, said in a statement.

OPB

Portlanders Likely To See A 10 Percent Increase In Garbage Bill

*By Kristian Foden-Vencil
April 2, 2018*

An emergency increase in Portland's garbage bills is expected to be approved this month because of stricter Chinese recycling requirements.

China recently required paper and plastic bales to contain no more than 0.5 percent of other garbage.

That's extremely low compared with the general market.

The result is most of the recyclables that U.S. cities produce are being stored as processors search for new markets.

Bruce Walker, with Portland's Bureau of Planning and Sustainability, said they're looking at an emergency increase of about \$3 per month for the average home. "Sorting alone is not going to get us out of this problem," he said.

"It's going to take some additional market development in identifying where else to send some of these materials."

Usually, Portland does not change its rates until the new budget year starts in July. But city staff are urging the City Council to approve higher rates to take effect in May.

As the market stands, it costs more to deal with recyclables than to put them in a landfill.

The Portland Tribune first reported that since last September, the DEQ has issued 19 rulings allowing one-time or ongoing exceptions that allow recyclables to be buried in landfills. At the end of February that had resulted in 8,305 tons going to the landfill, or about 5 to 6 percent of all materials collected in curbside programs taking commingled materials.

When factoring in other recyclables that are collected separately in Oregon, the DEQ says that amounts to less than 2 percent of the total recycling market.

Garbage bill increases are being considered across Oregon, the rest of the U.S. and Europe in response to the new Chinese requirements.

Portland Releases New 'Vision Zero' Ad Following Deadly Year

By Kristian Foden-Vencil

April 2, 2018

Portland released a new ad Monday to get drivers to slow down.

Bureau of Transportation Director Leah Treat said the new campaign stresses that when there's a fatal crash, there's more than one victim.

"I think that there needs to be an understanding that the driver who hits somebody, their life is impacted for the rest of their lives as well," Treat said.

The \$300,000 campaign is part of Portland's "Vision Zero" policy.

Using a mixture of new street designs, public education and police enforcement, the city hopes to eliminate all serious injury crashes by 2025.

While the city has made some progress on its Vision Zero policy, the end goal remains a challenge. Last year, 45 people were killed in traffic accidents on Portland streets. It was the deadliest year since 2003.