

The Oregonian

Police Chief Danielle Outlaw Picks Longtime Portland Cop as No. 2 in Command

*By Maxine Bernstein
April 16, 2018*

Bob Day, who was demoted from assistant chief to captain under the former Portland police chief, will serve as No. 2 in command under new Chief Danielle Outlaw.

Day becomes deputy chief, a new job that drew some community criticism for adding another layer of costly bureaucracy to the police force. The post, approved by the Portland City Council in October, will cost \$346,000 a year, including salary, benefits and a new administrative assistant.

Outlaw also selected two new assistant chiefs as part of her command staff: Ryan Lee will serve as assistant chief of operations and Jami Resch, as assistant chief of investigations. Chris Davis will remain as assistant chief of services.

The moves come seven months since Outlaw was sworn in as chief and mark her first major changes in the bureau and her effort to surround herself with supervisors she trusts to support her goals.

"These selections were made after careful thought and consideration," Outlaw said in a statement. "These individuals have demonstrated leadership, creativity in the use of resources and ideas to get the job done and willingness to make changes when and where they are needed."

Outlaw moved aside both Chris Uehara and Dave Hendrie, who had been serving as assistant chiefs in charge of operations and investigations, respectively.

The announcement marks a resurrection for Day, a 28-year bureau veteran who was removed as one of three assistant chiefs and returned to the captain's rank in July 2016 after former Chief Larry O'Dea's off-duty shooting of a friend during a camping trip became public.

An investigation by the city's Independent Police Review office found the assistant chiefs under O'Dea and then-Mayor Charlie Hales ignored protocol that called for an immediate internal investigation of O'Dea, marking "an organizational failure of the highest order." O'Dea misled his assistant chiefs and Hales about the case, the independent review also concluded.

Day has been serving as head of training for the Police Bureau, working on required reforms as part of a city settlement with the U.S. Department of Justice after a federal investigation found that Portland officers too often used excessive force against people with mental illness. He also is the lead trainer for the bureau's "implicit bias" curriculum that will start in May for officers.

Day worked 10 years as a patrol officer before he was promoted to sergeant in 2000. In 2006, he was promoted to lieutenant and three years later to captain. As captain of North Precinct, he responded to a police callout at a Northeast Portland apartment, where officers had surrounded Aaron Campbell.

The Portland Police Association at the time argued that the encounter went sour when Day arrived at the scene without a ballistic vest and called away Sgt. Liani Reyna, the incident commander, to brief him on what was happening. That's when police at the scene fatally shot Campbell after he emerged from his apartment unarmed. Day didn't face discipline but Reyna and others did.

Day will graduate next month with a bachelor of arts in organizational management and leadership from George Fox University. He holds an associate's degree in criminal justice from Clackamas Community College.

He, wife Lorna and daughter Natalie this month announced the formation of a new Portland-based foundation in the name of 15-year-old son, Sam Day, to raise money and awareness for rare pediatric cancers. Sam Day died in August 2016 of a rare bone cancer, Ewing's sarcoma.

Day, who has historically been accessible to the press, responded Monday to messages for comment through the bureau spokesman, who put out a statement on Day's behalf: "I'm very honored to be selected as deputy chief, and will take the time to evaluate, listen and learn about the needs of the bureau. I am grateful for Chief Outlaw's confidence in me. I will work hard to implement the Chief's vision and goals as we move the bureau into the future."

Lee, a U.S. Coast Guard veteran, joined the Police Bureau on Sept. 21, 2000. He most recently served as acting captain of Central Precinct. He was a supervisor of the bureau's Rapid Response Team and has coordinated bureau responses to large protests and demonstrations.

Resch joined the bureau on Feb. 15, 1999. She most recently served as acting commander of North Precinct. She has served as manager of the bureau's Honor Guard and as a critical incident commander. She's also a member of the bureau's Muslim police advisory council and Slavic advisory council.

The chief also promoted these lieutenants to serve as captains: Michael Frome, Erica Hurley, Peter Mahuna and Wendi Steinbronn.

In other changes, Outlaw directed the bureau's Criminal Intelligence Unit to report to the chief's office, and the Rapid Response Team, canine unit and police reserves to the Tactical Operations Division.

Uber Says it's Sorry for 'Missteps' in Portland

*By Elliot Njus
April 16, 2018*

Uber, the ride-hailing service known for its aggressive expansion tactics, is trying something new in Portland: an apology.

The company on Monday posted the text of a letter it also sent to the Portland City Council acknowledging "missteps" since Uber began operating in Portland in December 2014.

Uber didn't identify those missteps, but city officials have a list of grievances that dates back to the company's arrival.

The 2014 launch itself came without approval from Portland officials, at a time when the city code strictly regulated taxi companies. Less than two weeks later, Uber agreed to suspend operations for a few months while the city drafted new rules for a sanctioned launch.

More than two years later, the city would learn from a New York Times reporter that Uber had used software it called "Greyball" to identify and avoid regulators trying to catch Uber drivers while the service was operating illegally. The Portland City Council invoked a rare legislative subpoena to investigate whether Uber had continued to use the software in violation of the new rules. It found no evidence of subsequent efforts to evade enforcement.

Most recently, the city fined Uber \$3.5 million after the company failed to disclose an October 2016 security breach that affected more than 1,000 drivers in Oregon and tens of millions of accounts worldwide. The company didn't disclose the breach until more than a year later. Uber has disputed the fine, which is still pending after a hearing last month was postponed.

Alejandro Chouza, Uber's general manager for the Pacific Northwest, said in Monday's letter that the company "conducted operations in a way that failed to live up to the Portland way of collaboration and transparency. For that we apologize."

Chouza said the company would conduct itself "with integrity, humility, and a passion for improving the community."

"You have our firm commitment that we will work to make things right, and be as collaborative as possible to keep this emerging global city moving forward," he said.

Chouza took over late last year as Uber's manager in the Pacific Northwest. He previously served as Uber's general manager in Northwest Mexico.

Retired Nike Exec Stakes Claim to Bring Major League Baseball to Portland

*By Gordon Friedman
April 16, 2018*

A retired Nike executive connected to a group seeking to bring a Major League Baseball team to Portland has formed a company to facilitate deal-making and to lobby local officials.

Craig Cheek, a former vice president at the footwear giant who oversaw training, baseball and football operations, acknowledged Monday that the company, Portland Diamond Project, is baseball-related but declined to comment further. John McIsaac, who said he has been retained as a spokesman for the would-be baseball management group, acknowledged Cheek's connection to group, which includes former Portland Trail Blazers announcer Mike Barrett.

The logo pictured on the website of the Portland Diamond Project.

Portland Diamond Project was founded last July, according to its articles of organization. No owner or manager is listed. But Cheek's name appears on paperwork the company filed with the Securities and Exchange Commission showing it sought to raise \$6 million and had already sold equity worth \$500,000 to two unnamed investors. Cheek is listed on the SEC filing as Portland Diamond Project's executive officer and director, and records show the company is registered at the address of his riverfront home in Lake Oswego.

The company's website went online in July of last year, domain registration records show. The entire site is a landing page showing only a circular blue, black and white logo, with a calligraphy-styled capital "P" in the center.

Lobbyist registration records filed with the state ethics commission and the City of Portland show Cheek's company is being represented by high-power lobbying firm Oxley and Associates. Four days after Oxley was retained, Mayor Ted Wheeler met for breakfast with its vice president, Eryan Andries, at downtown steak and seafood restaurant Jake's Grill, records show. Andries didn't immediately return a request for comment. Wheeler spokesman Michael Cox confirmed the meeting was about bringing an MLB team to Portland.

"They didn't make any asks. They just wanted to brief us on their thoughts," Cox said of the meeting. Cox said he was not present for the one hour appointment.

McIsaac, the company spokesman, said their lobbyists also met with Commissioner Nick Fish, who was unavailable for comment. Fish's public calendar shows he had a 15-minute phone call with Gary Oxley, the lobbying firm's founder, in early March.

Chris Pair, communications director for Gov. Kate Brown, said neither the governor nor her staff have met with the Portland Diamond Project team.

Other than Barrett and Cheek, it's not clear who else is in the would-be management group. Portland-native Dale Murphy, a former major league outfielder who is a seven-time all star and five-time Golden Glove Award winner, said he has attended meetings about bringing an MLB team to Portland, but said he is only "an interested person" and not an investor.

"I've said, 'If there's anything I can do let me know,'" said Murphy, who is also an Oregon Sports Hall of Fame inductee. "I love what they're doing. I love their approach. It seems thorough." Murphy's career earnings are estimated to be nearly \$20 million.

McIsaac said Portland Diamond Project is in the midst of land-related transactions, but declined to elaborate. He said the company will make a public announcement Wednesday about its plans.

"This project is a really big deal," McIsaac said.

Portland has long been on the short list for cities that could play host to an MLB team, should the league expand or a team's owners seek to relocate. Sports commentators have mentioned Portland as a possible new home to the Oakland A's, if its owners decide to move the team from the Bay Area due to poor game attendance and other problems.

The state Legislature passed a bill in 2003 to back a potential MLB stadium in Portland with \$150 million in public bonding. Plans to bring a team to the Portland-area have popped up several times, but all fell flat, and the bonding money remains unspent.

There's also uncertainty over whether Portland could buoy up a pro baseball team. "There's not a lot of corporate money out there for the sponsorships, ticket sales, skyboxes that you'd need to sustain a major league club," said a Portland lobbyist who has worked on pro sports projects.

Even if a team said it wanted to come to Portland, it's not immediately clear where its ballpark would be. And, many expensive stumbling blocks stand in the way, namely land acquisition and construction costs.

On top of that, a ballpark would need connections to public transit and parking and the blessing of local politicians. Stadium projects often involve massive sums of public financing. But should an MLB team come to Portland, it likely won't get showered with taxpayer financing courtesy of City Hall power brokers.

Cox, the mayor's spokesman, said Wheeler believes it's an exciting prospect that an MLB team could come to Portland. But, Cox said, Wheeler is focused on putting city resources into addressing its foremost problems: homelessness, affordable housing and public safety.

"The mayor at this point has not been asked," Cox said, "nor is he prepared to offer any public incentives."

The Portland Tribune

City Hall Update: Map App Released for Infill Project

By Jim Redden

April 17, 2018

Plus, planning director Suzanne Anderson is leaving and speed limits are reduced on a 50-block stretch of Stark.

The Bureau of Planning and Sustainability has released a Map App so Portlanders can see how the Residential Infill Project recommendations would affect their properties.

The recommendations would limit new home sizes and rezone around 60 percent of single-family neighborhoods to allow relatively small multi-family developments. The app allows Portlanders to see the potential effects on their addresses, to comment on the recommendations, and to see other comments submitted to the bureau, which is staffing the project.

The appointed Planning and Sustainability Commission that will review the recommendations and propose its versions to the City Council will hold public hearings on them on May 8 and 15. The app can be found at tinyurl.com/y9enj3g.

Planning director leaving

Susan Anderson, director of the Bureau of Planning and Sustainability, has announced she will resign in six months. That should give her enough time to see the City Council decide whether to adopt the Residential Infill Project recommendations that are moving through the planning process.

In her resignation letter, first reported by Willamette Week, Anderson says she plans to stay in Portland and consult on planning issues. Eight other bureau leaders have already left their jobs since Mayor Ted Wheeler took office in January 2017. Although most were forced out, Anderson's departure is voluntary and does not include a severance payment.

Speed limits reduced on Stark

The City Council voted Wednesday to reduce the speed limit on Southeast Stark Street by 5 miles per hour between 109th and 162nd avenues.

The new 30-mph speed limit is effective for 120 days and will be enforced with tickets after 30 days. The Portland Bureau of Transportation will request the Oregon Department of Transportation to make the reduction permanent before it expires.

The reduction is part of the Vision Zero Action Plan adopted by the council to eliminate all fatal and serious injury crashes in Portland by 2025. Two of the 10 fatalities this year before the vote took place on that stretch of Stark. Six people had been killed in crashes by the same time in 2017.

Willamette Week

Seeking a Fresh Start, Uber Issues Apology Letter to Portland Leaders For Steamrolling Into Town

*By Elise Herron and Rachel Monahan
April 16, 2018*

"I write today to acknowledge certain missteps by Uber in Portland since we began operating there in December of 2014, and to make commitments for how we will conduct ourselves going forward."

Uber issued an apology to Portland today for what it says were "missteps" in how it began running its ride-hailing service in the city in 2014.

In the public letter addressed to Portland City Council, Alejandro Chouza, Uber's general manager for the Pacific Northwest, says, "I write today to acknowledge certain missteps by Uber in Portland since we began operating there in December of 2014, and to make commitments for how we will conduct ourselves going forward."

"At times," Chouza adds, "we conducted operations in a way that failed to live up to the Portland way of collaboration and transparency. For that we apologize."

In the letter, Chouza does not specifically enumerate the ride-hailing company's blunders. But the company bulldozed its way into Portland, flouting city rules and engaging in a high-stakes standoff with then-Mayor Charlie Hales.

During those days of brinkmanship, Uber also used its technology to deceive city regulators.

A 2017 report by the New York Times outlines how the company started operating in Portland before being approved by the city to do so, and then used technology called "Greyball" to evade regulators from hailing rides.

Nathan Hambley, a regional spokesperson for Uber, says that Chouza met with elected officials to apologize directly on behalf of the company shortly after he was hired as regional manager in January.

"During one of those meetings, Commissioner [Nick] Fish suggested a public apology to the full council would be best to repair damaged relationships," Hambley tells WW. "We agreed this was a good idea."

Fish, a longtime skeptic of the company, is pleased.

"I'm pleasantly surprised," says Fish. "They've asked for a fresh start. An apology is one way to get there."

Fish cautioned that doesn't change his support for "more stringent" regulations of the ride-hailing companies, including increasing the insurance requirements for drivers.

Portland Mayor Ted Wheeler also says he's grateful for the apology.

"I appreciate that Uber has acknowledged that they have made mistakes as they established their service here in Portland," Wheeler says in a statement to WW. "My administration will work closely with Transportation Commissioner Saltzman and my colleagues on City Council as Uber follows through on their promises to our City."

In four years the company has grown substantially. Chouza notes that the company now employs, "more than 7,000 rideshare drivers who serve more than 348,000 riders every month in and around Portland."

"While we are proud of how we have grown to provide flexible work opportunities" to thousands of Portlanders, Chouza says, "we have made mistakes."

In efforts to rectify wrong-doings, Chouza says the company has begun partnering with TriMet and local transit advocacy groups to "improve urban mobility."

"This includes working with TriMet to develop the first multi-modal open trip planning app in the nation," Chouza says, "and supporting organizations like Street Roots, Community Warehouse, Dress for Success, and Basic Rights Oregon to promote equity and economic opportunity for historically underserved communities."

The Portland Mercury

Cars Are Still Killing Lots of Bicyclists and Pedestrians

*By Kelly Kenoyer
April 16, 2018*

As Portland's population grows, so does the number of traffic fatalities involving pedestrians and bicyclists, according to a new report released by Metro.

The 2018 report outlines crashes from 2011 to 2015 and follows a 2012 report by the same name that analyzed traffic dangers. Bike Portland's comparative analysis notes that arterial roadways—those with more than four lanes of traffic—are the most deadly roads. In 2012 they accounted for 59 percent of serious accidents, and the 2018 report indicates that they now account for 73 percent.

The increasing number of neighborhood greenways throughout Portland may account for the lower number of traffic deaths in non-arterials, but government should take note that these arterials are by far the most dangerous areas in the city for pedestrians and bikers — especially at night, when 64 percent of serious pedestrian crashes happen.

Though the report lacks specific recommendations, the city has already been taking steps to improve safety in specific corridors, despite significant opposition from the car-loving members of the community. Whether it will fully commit to making all of Portland—including East Portland—accessible by foot, bike, and public transit remains to be seen.

The Portland Bureau of Transportation (PBOT) committed to becoming a "Vision Zero" city in 2015: a promise of zero motor deaths in the area by 2025. And there have been positive steps toward that goal—a law passed last year allowed the city to lower residential speed limits to 20 miles per hour, resulting in the "20 is plenty" campaign that's beloved by bikers and grumbled at by drivers. And as part of PBOT's campaign, it plans to redesign the 30 roads with the highest proportions of traffic deaths—the "high crash network" that PBOT says account for "only 8 percent of city streets, but account for 57 percent of deadly crashes."

At a packed transportation forum for city commission candidates earlier this month, most of the candidates supported stronger multi-modal integration (like weaving more bus routes, MAX lines, and bike lanes across the city) instead of the half-billion dollar highway expansion project. Felicia Williams and Andrea Valderrama advocated for increased bus and MAX infrastructure,

especially in underserved East Portland. Commissioner Nick Fish said at the forum, "We must take back 82nd and also Powell," referencing two roads currently controlled by the Oregon Department of Transportation associated with high levels traffic fatalities.

And just last week, city council voted to approve an emergency plan to slow down traffic on SE Stark between between 109th and 162nd avenues, an infamously deadly section of the street for anyone not in a car.

The Daily Journal of Commerce

Homeless Shelter is Latest Plan for Broadway Bridge Site

By Chuck Slothower

April 16, 2018

The location of a proposed homeless shelter at the west end of the Broadway Bridge has for years been the subject of development plans that did not come to fruition.

Oregon Harbor of Hope proposes to erect in Portland a temporary homeless shelter on the city-owned property at 1053-1201 N.W. Naito Parkway. The so-called "navigation center" would offer shelter for up to 90 days and connect the homeless to nearby social services.

"We do not intend this facility to house people on a long-term basis," said Don Mazziotti, a board director for Oregon Harbor of Hope, the nonprofit organization led by developer Homer Williams.

The purpose of the center is "not to permanently shelter people but rather navigate to the services that will meet their needs best," Mazziotti said.

The property has had a history of ambitious development plans that fizzled. The 2-acre parcel is bifurcated by the bridge, and complicated by a bridge easement. Vehicle noise, sight lines and proximity to the waterfront are among the many development obstacles.

The agency purchased the property in 1987 as part of the larger Union Station acquisition. Developers have unsuccessfully sought to build on the property. Most recently, in 2016, the Portland Development Commission (now Prosper Portland) entered into negotiations with The Wolff Company, based in Scottsdale, Arizona. Wolff submitted a \$9 million offer to build two apartment buildings totaling 340 units.

Wolff's proposal did not move forward. The sale agreement went through several amendments before Wolff terminated it in June 2017, Prosper Portland spokeswoman Anne Mangan stated in an email message. The company's development director did not respond to a message seeking comment.

Before Wolff, Winkler Development Corp. proposed to build on the parcel an office and garage project known as One Waterfront Place. The PDC terminated the agreement in 2011, more than a decade after Winkler became involved, when construction still had not begun.

The PDC listed the property with CBRE in June 2015, attracting offers from Wolff and Winkler.

Oregon Harbor of Hope's push for the downtown navigation center comes after the announcement of a \$1.5 million donation from Columbia Sportswear CEO Tim Boyle. The timeline for the shelter's operation depends on city permitting, Mazziotti said. Oregon Harbor of

Hope has scheduled pre-application meetings with the Bureau of Development Services and other relevant city bureaus.

“It’s not clear from the code whether this is an outright allowed use,” Mazziotti said.

The city’s emergency housing ordinance could provide some leeway, he said.

Mazziotti said he has also met with representatives of the Pearl District and Old Town-Chinatown neighborhood associations.

The proposed structure would be a “pavilion” – a 9,000-square-foot heavy-mill acrylic membrane cover stretched on an aluminum frame. Similar structures are used for homeless shelters in San Diego and San Francisco. They are also used for a church in Tigard, at Portland International Airport and Intel, Mazziotti said.

The pavilion is fully insulated and can be erected in about six weeks, Mazziotti said.