

The Oregonian

Portland is 'One of Most Politically Violent Cities in America,' Police Union President Says

*By Maxine Bernstein
October 23, 2018*

The president of the Portland police union is calling on City Council members "to quit sitting on their hands" and decry the violence disrupting local protests.

Police need support to arrest people involved in the vicious brawls, Officer Daryl Turner said in a Facebook post.

"The culture of enablement, restriction of enforcement, criticism of police when we act, and criticism of police when we don't act, along with an over-emphasis on de-escalation and disengagement has led us to our present, unacceptable situation," Turner wrote.

Turner, who leads the Portland Police Association, posted his message Monday afternoon as the city struggles to respond to demonstrations that dissolve into bloody skirmishes.

"Portland has become one of the most politically violent cities in America," he write.

"Lawlessness, aggression, and violence have replaced peaceful protests. In a harshly divided nation, we have become a stark example of what happens when fringe groups get exactly what they ask for with their grandstanding – attention."

Mayor Ted Wheeler, who serves as police commissioner, is seeking council support for an emergency ordinance that would allow the city to restrict the time, location and manner of protests if the groups involved have demonstrated a history of violence. Other city commissioners have expressed reservations, concerned the step could infringe protesters' constitutional rights to freedom of speech and assembly.

Police Chief Danielle Outlaw said she supports the mayor's initiative.

Assistant Police Chief Ryan Lee recently explained that the bureau responds to criminal behavior during protests. In a recent Saturday night fight between Patriot Prayer and rival antifa demonstrators in the city's downtown, officers moved in about a minute and a half after a fight broke out, Lee said.

No arrests were made that night. But the bureau will examine any video surveillance from area businesses and conduct a full investigation to make future arrests, officials said.

The chief said the mayor hasn't restricted the police bureau's responses to violent demonstrations. She said sometimes the bureau decides not to intervene to avoid inflaming an already-tense situation.

Here's Turner's full post:

Line in the Sand

Portland has become one of the most politically violent cities in America. Lawlessness, aggression, and violence have replaced peaceful protests. In a harshly divided nation, we have become a stark example of what happens when fringe groups get exactly what they ask for with their grandstanding – attention.

Our City continues to grapple with the weight of livability issues, the affordable housing crisis, and homelessness without a clear, direct, and comprehensive response from the city and county elected officials. While there is good work being done, they have failed to embrace common sense opportunities like Wapato.

We have seen a similar failure with the handling of the recent protests in downtown Portland and the City's proposed policy changes in response to violence at protests. It's time for City Council to quit sitting on their hands and openly and collectively decry the violence and destruction forced upon the many and caused by a few.

Our officers and our community face those who believe they can harass, assault, and victimize Portlanders at will with no threat of arrest, indictment, or conviction. Our job as law enforcement is to protect the public and enforce the law. People who endanger or victimize others should be held accountable for their actions.

The 9th Circuit Court of Appeals has provided a simple solution:

"The courts have held that the proper response to potential and actual violence is for the government to ensure an adequate police presence, and to arrest those who actually engage in such conduct, rather than to suppress legitimate First Amendment conduct as a prophylactic measure."

Let's be clear: police officers work to uphold the Constitution, including the right to free speech. When protests are peaceful, it's our job to ensure that our community can say their piece and say it without fear of violence.

But when violence erupts at a protest, it is incumbent on the Police Bureau to step in and stop the violence through arrests. And, in turn, it is incumbent on our criminal justice system to ensure wrongdoers are held accountable for their person and property crimes. Providing adequate resources and support to accomplish that is one of the most important roles of government.

The culture of enablement, restriction of enforcement, criticism of police when we act, and criticism of police when we don't act, along with an over-emphasis on de-escalation and disengagement has led us to our present, unacceptable situation.

It's time to draw a line in the sand and let people know that unequivocally, there will be no violence accepted in peaceful protests. And our City Council must support our officers when we act to preserve public safety.

PBOT Crosswalk Enforcement Action on NE Sandy at 85th

By Rosemarie Stein

October 24, 2018

The Portland Bureau of Transportation will conduct a crosswalk education and enforcement action on the busy Northeast Sandy Boulevard at 85th Avenue intersection noon-1:30 p.m. Wednesday, Oct. 24. PBOT hopes to help raise awareness of pedestrian safety and Oregon traffic laws with Halloween coming up in just a week. Through these enforcement actions the bureau hopes to remind drivers of the extra hazards of children and families taking to the streets in droves next Wednesday.

Halloween is a deadly night for pedestrians and children. According to the National Highway Traffic Safety Administration:

On Halloween night 2016:

- Forty-seven people died and nearly a third were due to drunk drivers - three times the fatalities of an average day.
- Thirty percent of Halloween crash fatalities were pedestrians, compared to only 16 percent on an average day.
- Over the last four years for which there are complete records (2012-2016), 22 percent of pedestrian fatalities on Halloween night involved a drunk driver.

Under Oregon law, every intersection is a legal crosswalk (marked or not) and drivers must stop for pedestrians when people are in the travel or adjacent lane.

Portland Businesses Want Cars Kicked Off Transit Mall

*By Andrew Theen
October 24, 2018*

Portland's powerful chamber of commerce is "not opposed" to a more robust protected bike lane network in downtown and the inner eastside, but the organization said it had heard "broad concern" from its members about reducing car and truck capacity on major streets in the city's core.

Andrew Hoan, Portland Business Alliance's president, sent a letter on Oct. 22 to City Council offices and the transportation bureau commenting on the \$30 million in proposed projects to speed up transit, improve pedestrian crossings and beef up bike infrastructure in the city center. Hoan said Portland could see "significant economic impacts to our downtown businesses" if travel lanes on major arterials are handed over to bikes.

"Careful consideration should be given to those trade-offs," Hoan said, "especially considering that the percentage of Portlanders that commute by bicycle has plateaued in recent years."

The letter represents the most-significant public comments from the business lobbying group yet as the city readies for a Nov. 14 hearing where the City Council is expected to decide how to prioritize the top projects to build in the next five years.

While the alliance opposes a proposal to convert one lane on Fourth Avenue and Broadway to a north-south bike highway, it is instead endorsing removing all personal vehicles from the Fifth and Sixth Avenue transit mall.

"Supporting two adjacent car-free streets through the entirety of downtown Portland is likely not a concept the alliance would have supported in years past," said Hoan, who came to Portland in March from the Brooklyn Chamber of Commerce. "However, we want to reinforce that supporting alternative transportation is indeed a top priority and we are eager to work with PBOT to make this a reality for our city."

Hoan said removing cars from the transit mall would still provide downtown with the north-south bike connection and comes with less effects for retail businesses in the city center. Drivers tend to avoid the transit mall anyway, he said, or they "misuse the designated lanes."

Dylan Rivera, Portland Bureau of Transportation spokesman, said the city has continued to work with PBA on the project list and it appreciates "their sustained engagement as we work together to plan and build a dynamic city that can continue to grow and prosper as we add jobs and residents into the future."

He said the city was “happy to see the PBA raise the possibility of a car-free transit mall.”

“We look forward to continued conversations with the PBA and other business community stakeholders as we near the City Council hearing,” Rivera said in an email.

Hoan said the chamber, which represents 1,900 businesses in the metro area, supports all projects to improve pedestrian safety and the organization believes TriMet must be “faster and more accessible,” so it endorsed projects to give buses priority on Northwest Everett Street on the way to the Steel Bridge and a plan to convert a travel lane on the Burnside Bridge to bus only traffic on both sides of the Willamette River. The Burnside project includes protected bike lanes.

But the chamber does not like the proposal to permanently convert one northbound travel lane on Naito Parkway to a cycletrack. The PBA is in favor of maintaining bike lanes on both sides of Naito and installing a protected cycletrack inside Tom McCall Waterfront Park. “We reject the finding that 40 trees would need to be removed to have a protected bike lane completely in the park,” the chamber said, arguing the city has not explored a route that would zig around the trees. The chamber supports putting the bike project “in the center of the park,” calling it the safest and most attractive option.

Hoan wrote the chamber would still support a temporary protected bike lane in the street to accommodate “multi-day summer festivals,” but the chamber of commerce did not support restricting car access on Naito either permanently or for several months of the year. “there is a chance to capitalize on common ground with this project,” he said.

Hoan declined to mention high-profile projects to give buses priority through the heart of the Central Eastside Industrial District or improve bike access there, opting to defer to that neighborhood’s business community and citing theirs and other groups’ “significant concerns” about projects largely on the eastside.

The Portland Tribune

Police Union: Let Officers Stop Violent Protests

October 23, 2018

Union chief Daryl Turner calls on the City Council to let the police do their jobs when protesters break the law.

Daryl Turner, the President for the Portland Police Association, has been known to comment on recent civic issues.

In July, Turner called Portland a “cesspool,” criticizing Mayor Ted Wheeler for questioning the amount of arrests officers made against the city’s homeless.

Then, in August, Turner criticized Wheeler again, saying he has “failed miserably” as police commissioner.

On Monday, Turner released another statement from the Portland Police Association Facebook, targeting a different, current, ongoing issue in the city: protests turned violent.

Turner wrote a post Monday called “Line in the sand,” calling on the city council to end a “culture of enablement, restriction of enforcement, criticism of police when we act, and criticism of police when we don’t act, along with an over-emphasis on de-escalation and disengagement (that) has led us to our present, unacceptable situation.”

The Facebook post from Turner comes a week after Wheeler announced a drafted ordinance aimed at regulating protests and demonstrations.

Last week, Wheeler said he has "an urgency" to get this ordinance passed, but it is currently a draft ordinance being reviewed by attorneys and, eventually, by the city council.

"The objective is to reduce street brawls and violence," Wheeler said. "This is not the way we as Americans resolve our disputes...and it gives us more tools to deal with the protests."

The ordinance is still a draft.

Here is Turner's complete post:

Line in the Sand

Portland has become one of the most politically violent cities in America. Lawlessness, aggression, and violence have replaced peaceful protests. In a harshly divided nation, we have become a stark example of what happens when fringe groups get exactly what they ask for with their grandstanding — attention.

Our City continues to grapple with the weight of livability issues, the affordable housing crisis, and homelessness without a clear, direct, and comprehensive response from the city and county elected officials. While there is good work being done, they have failed to embrace common sense opportunities like Wapato.

We have seen a similar failure with the handling of the recent protests in downtown Portland and the City's proposed policy changes in response to violence at protests. It's time for City Council to quit sitting on their hands and openly and collectively decry the violence and destruction forced upon the many and caused by a few.

Our officers and our community face those who believe they can harass, assault, and victimize Portlanders at will with no threat of arrest, indictment, or conviction. Our job as law enforcement is to protect the public and enforce the law. People who endanger or victimize others should be held accountable for their actions.

The 9th Circuit Court of Appeals has provided a simple solution:

"The courts have held that the proper response to potential and actual violence is for the government to ensure an adequate police presence, and to arrest those who actually engage in such conduct, rather than to suppress legitimate First Amendment conduct as a prophylactic measure."

Let's be clear: police officers work to uphold the Constitution, including the right to free speech. When protests are peaceful, it's our job to ensure that our community can say their piece and say it without fear of violence.

But when violence erupts at a protest, it is incumbent on the Police Bureau to step in and stop the violence through arrests. And, in turn, it is incumbent on our criminal justice system to ensure wrongdoers are held accountable for their person and property crimes. Providing adequate resources and support to accomplish that is one of the most important roles of government.

The culture of enablement, restriction of enforcement, criticism of police when we act, and criticism of police when we don't act, along with an over-emphasis on de-escalation and disengagement has led us to our present, unacceptable situation.

It's time to draw a line in the sand and let people know that unequivocally, there will be no violence accepted in peaceful protests. And our City Council must support our officers when we act to preserve public safety.

Daryl Turner, PPA President

SW Corridor MAX costs still a question mark

By Jim Redden

October 24, 2018

Estimate does not include everything called for in the project that is already planned to be the most expensive transit line in the region.

The proposed Southwest Corridor MAX line is already estimated to be the most expensive transit project ever considered in the region. But the current estimate does not include everything related to it, and those additional costs are not yet fully projected.

The line is being planned by Metro, the elected regional government, from Portland to Tualatin through Tigard. The City Council is scheduled to consider the recommended route from downtown along Southwest Barbur Boulevard to the Tigard city limits on Nov. 1.

The project is currently estimated at \$2.64 billion to \$2.86 billion in 2024 dollars, the estimated midpoint of its construction. After adjusting for inflation, that is already more than the \$1.49 billion spent on TriMet's Orange Line between Portland and Milwaukie, the most expensive transit project so far.

But planning-related documents identify a number of directly related projects that will push the total costs much higher. They include:

- Reconfiguring what is called the Ross Island Bridgehead. It includes the ramps at the west end of the Ross Island Bridge, such as the current alignments to Southwest Naito Parkway, and other streets in the area functioning as regional transportation connections. According to a TriMet planning document, work would include converting Naito to a surface boulevard with at-grade intersections. Nearly three acres of land would be made available for development. It could support up to 400 homes. The preliminary estimate for such work is \$80 million. Portland, Metro, TriMet and the Oregon Department of Transportation are drafting a Memorandum of Understanding for the project, which will begin with a design, cost estimates and a funding strategy.
- Realigning streets in the West Portland Town Center, which is also known as the Crossroads area because of the complex intersection of Southwest Barbur Boulevard and Southwest Capitol Highway over I-5. Although the MAX line will cross I-5 there as well, the final alignment there is still in play, including the future of the existing Barbur Transit Center park and ride lot, and the nearby intersection of Barbur and Southwest Taylors Ferry Road. The Portland Bureau of Planning and Sustainability is studying redevelopment opportunities in the area. There is no cost estimate.
- Replacing the Vermont and Newberry viaducts that support Barbur between Southwest Hamilton Street and Southwest Brier Place.

Although the MAX line is planned to run down the middle of Barbur, these aging wooden structures are not earthquake proof. In addition, the section of Barbur they support is not wide enough for the sidewalks and bike paths called for in the project. The TriMet planning document

says Portland and ODOT should seek funding for replacing the viaducts that will not be considered part of the project. There is no cost estimate.

Many other transportation-related projects are already proposed in the corridor that are related. They include roadway, sidewalk and bike path connections to the MAX stations along it. A list of dozens of such projects prepared by Metro in 2016 totaled more than \$205 million in 2014 dollars. The list was compiled from transportation and transit plans previously adopted by some of the project partners, including Portland, Tigard and Tualatin. Still more projects without specific cost estimates are included in a Southwest Corridor Shared Investment Strategy adopted by all project partners in 2016.

But that strategy did not include the affordable housing projects called for in the Southwest Corridor Equitable Housing Strategy adopted by the council on Oct. 4. It says \$1.5 billion should be spent on affordable housing and rental services over the next 10 years to help lower income households in the corridor.

It is unclear how all of these projects will be paid for, although several potential partial funding sources are available or being considered.

For example, Portland voters approved a \$258 million affordable housing bond at the November 2016 election. Metro also has placed a \$653 million regional affordable housing bond on the Nov. 6 general election ballot. Metro has promised to place a regional transportation funding measure on the November 2020 ballot to help finance the MAX line that could help pay for some related projects.

Allen's Death Muddles Rose Quarter's Future

*By Jim Redden
October 24, 2018*

Plans for area runs investment gamut complicated by the passing a major player and property owner.

Paul Allen's death earlier this month adds to the uncertainty over the future redevelopment of the Rose Quarter.

The properties in and around the quarter have long been considered poised for growth. Companies owned by Allen were always expected to be deeply involved in efforts to remake the area that includes the Moda Center and the Memorial Coliseum. The companies are leasing both facilities through 2025, and also own a valuable adjacent four-acre parcel along the Willamette River.

But no negotiations with the companies about the future redevelopment of the area were under way when Allen died on Oct. 15.

"We have not had serious talks with them for some time," says Susan G. Hartnett, Spectator Facilities and Development Manager for the Portland Office of Management and Finance.

Nor have the companies announced who is now in charge of them, or how committed they are to the future of the Rose Quarter. Allen's basketball team, the Portland Trail Blazers, is leasing the Moda Center and the Memorial Coliseum from the city through 2025. The lease has financial penalties to discourage the team from being moved before then, but does not prohibit its relocation outright.

"Paul thoughtfully addressed how the organizations could continue after he was no longer able to lead them. More information will come later. Now is the time to focus on Paul's life and allow his family and friends space to grieve," Vulcan Inc., Allen's holding company, said in a statement following his death.

In fact, Allen's companies had allowed valuable redevelopment rights in the quarter to lapse in recent years. They included the air rights over the city-owned parking garages that serve the area.

The company's commitment is not the biggest question about the future of the area, however. Although it has been considered underdeveloped for many years, no viable plan for its future has ever been fully funded by the City Council. Instead, several different plans are currently in motion that could reshape the area, and a lack of certainty about them is dampening investment.

Many ideas, no commitment

The plans that have yet to be finalized or fully funded include:

- The realignment of I-5 and I-84 in the Rose Quarter, which is being pursued by Portland and the Oregon Department of Transportation. The current version of the I-5 Rose Quarter Improvement Project, which is supported by both the council and ODOT, includes "capping" I-5 in the area to provide better pedestrian and bike access between the quarter and the Lloyd District. But it has not yet been completely designed or fully funded by the state and the city, and is opposed by some local alternative transportation advocacy organizations.
- The N/NE Quadrant Plan, which was adopted by the council as part of the Central City Plan update earlier this year. It envisions the quarter as a vibrant mixed-used district with many more multifamily housing and commercial properties. The council has not reserved nearly enough money to fund it, however.
- The plan advocated by the Albina Vision Trust, which is proposed by a nonprofit community-based organization. It is even more ambitious than the N/NE Quadrant Plan, and envisions the four-acre parcel as a park along the river. But supporters are only advocates and have limited financial resources to encourage redevelopment.
- Even the future of the Memorial Coliseum is uncertain. It needs ten of millions of dollars in maintenance and upgrades. But the council has repeatedly postponed making such an investment in it.

Further complicating the redevelopment of the area is whether a Major League Baseball stadium might be built there. Advocates are known to be considering buying the Portland Public Schools headquarters across Northeast Broadway for a location. No announcement has yet been made on the future of the Robert W. Blanchard Education Service Center, however.

According to Hartnett, no developer is likely to invest much money in the Rose Quarter until the questions raised by all of these plans and proposals are answered.

Fractured history

The Rose Quarter has a long and controversial history. A center of the African-American community, it was torn apart by the construction of I-5, the Memorial Coliseum and the planned expansion of Legacy Emanuel Medical Center. Construction of the Moda Center as a larger home for the Trail Blazers was considered a positive move, although the area turned out to be mostly dormant when it and the Memorial Coliseum are unused, except for the adjacent TriMet transit center.

Acknowledging the lost potential of the area, several revitalization plans have been proposed over the years. They include Jump Town, a proposal by the Trail Blazers to create a lively entertainment district. Former Mayor Sam Adams proposed replacing the Memorial Coliseum with a Major League Baseball stadium, but he backed down after preservationists argued the coliseum was an historically significant example of 1950s-era architecture. It could still be renovated or torn down, however.

All these possibilities make the Rose Quarter and the area around it prime for redevelopment, although the active support of the companies formerly owned by Allen would likely help.

Willamette Week

Police Say They Saw An Antifascist Protester Openly Carrying A Handgun On Aug. 4, Dispatch Records Show

*By Katie Shepherd
October 24, 2018*

The real-time remark backs up statements made by Chief Danielle Outlaw after the protest alleging that both right-wing and left-wing groups had firearms in their midst.

A police officer reported seeing an antifascist protester openly carrying a handgun during an Aug. 4 protest, according to dispatch records newly released by the Portland Police Bureau.

The real-time remark supports statements made by Chief Danielle Outlaw after the protest alleging that both right-wing and left-wing groups had firearms in their midst.

Police spokesman Christopher Burley says officers could not approach the gun owner during the protest. "Events such as this one are quickly evolving and officers often cannot wade into a crowd to contact people," he says.

In an interview on the Lars Larson Show on Aug. 15, Outlaw said that police focused on the antifascist crowd because they "lobbing projectiles and setting off smoke bombs and, you know, showing up in flak jackets and bringing guns and wearing helmets," But PPB did not provide any police reports or other details about the left-wing protesters possessing guns, and the claim drew some derision.

The dispatch reports buttress her statement, and show that police thought at least one antifascist protester had a pistol.

Right-wing protesters who rallied around Patriot Prayer leader Joey Gibson talked extensively online about their plans to bring firearms to the Aug. 4 event. Gibson moved the rally to Tom McCall Waterfront Park specifically so that his supporters could open carry at the demonstration.

Portland police encountered four men stationed atop a downtown parking garage with three unloaded rifles in cases around 10:30 am the morning of the protest. Officers asked them to lock the rifles in a box in the back of the group's pickup truck and keep ammunition separate in a different part of the truck. The group complied with the order.

The dispatch records show that officers continued to monitor the men through at least 2 pm. An officer told dispatch that the rifles had never been pointed.

Complainants called dispatch throughout the day on Aug. 4 to report a number of assaults, including at least two attacks by groups of Proud Boys. Callers also reported antifascists macing

Patriot Prayer supporters. In at least one incident that appears to have involved Tusitala "Tiny" Toese, an individual threatened other people with a knife.

City Commissioner Chloe Eudaly Plans to Send City Employees Door to Door to Encourage Portlanders to Vote

By Rachel Monahan

October 23, 2018

A get-out-the-vote effort would be the first of its kind at City Hall.

Portland City Commissioner Chloe Eudaly wants more Portlanders to vote. So she's sending out city workers on the public dime to remind them.

On Oct. 23, Eudaly unveiled her plan for the last Friday before Election Day. She'll send city workers on a door-to-door canvassing event Nov. 2 to encourage registered voters who have not turned in ballots in recent elections to cast one this year.

City employees won't be required to participate. But if they choose to, they will work on city time during the "Get Out the Vote" canvass. It's still unclear how many city workers will volunteer, and how much city money will be devoted to the effort as a result.

Eudaly's office will also spend another \$1,000 on 5,000 fliers to hang on doors. The door hangers will include locations of official ballot drop boxes and where to get more information on candidates and ballot measures.

"We know our work is far from done—we still have precincts in Portland with less than 50 percent voter participation," Eudaly wrote in an email to city workers soliciting volunteers. "To protect the integrity of our democracy, we must recognize this plain fact and commit ourselves to action."

While Eudaly's move appears to be legal, the notion of paying city employees to get out the vote is raising eyebrows, particularly since Eudaly has a stake in two of the races on this November's ballot. She was an early champion of Measure 26-201, a proposed tax on businesses to fund clean energy projects. (Her office helped craft the measure.) She also endorsed Jo Ann Hardesty, a candidate for an empty seat on the Portland City Council, who faces Loretta Smith in a runoff.

"At face value, it looks corrupt," says Republican political consultant Jonathan Lockwood, who worked on the gubernatorial campaign of Rep. Knute Buehler (R-Bend). Lockwood notes that Democrats control nearly all major offices at the state level and they use their power to maintain control.

Even if Eudaly says her canvass will be nonpartisan, Lockwood says it could have a partisan result: "It would have an impact on the governor's race because it's the highest-profile thing."

Former Oregon Secretary of State Bill Bradbury, a Democrat, tells WW the program makes him "very nervous."

"On the one hand, I love the idea," says Bradbury. "On the other hand, it's fraught with a lot of questions to make sure you're not doing something partisan."

Such questions include whether the city can ensure that none of its workers who canvass during work hours say anything advocating for or against any candidate or measure. Another issue: where the canvassing will take place.

"I can tell you—as a candidate many, many times—it's critical where you do that work," Bradbury says. "There are some neighborhoods in Portland that are conservative. There are some neighborhoods that are liberal as hell."

Portland election lawyer Dan Meek says Eudaly's proposal is legal but also fraught with potential for abuse. He, too, says picking certain neighborhoods could skew the results.

City employees "could choose to focus the efforts only in areas where voters are more favorable to candidates with particular philosophies," Meek says. "In Portland, for example, focusing [canvassing] efforts on Eastmoreland would skew the resulting vote to the conservative pole. Perhaps focusing on Buckman or Sunnyside or other neighborhoods would do the opposite."

Eudaly's office says it will avoid this pitfall by canvassing only in districts with the lowest turnout based on the last three election cycles.

Oregon law prohibits public employees from political activity on the taxpayer dime. But election lawyers tell WW state law only forbids public employees from taking sides on candidates or measures while on the payroll.

Eudaly's office says city workers will only provide information that there's an election Nov. 6, and only distribute information available from the secretary of state or the county elections office.

"This will be a voluntary, nonpartisan and content-neutral event, with the sole mission of increasing voter participation where turnout has historically been low," Eudaly wrote in her email to city workers.

In response to questions from WW, Eudaly says her office is "using publicly available data and objective metrics to select the locations" and will remind city employees of the law. "It is my expectation that city employees will abide by the rules," she says.

Eudaly says her proposal is not only legal, it's the right thing to do.

"Republicans have historically and systematically used voter suppression as a tactic to influence elections," Eudaly tells WW. "I appreciate Oregon's commitment to increasing voter participation, and am proud of this nonpartisan effort to engage more Portlanders in our democratic processes."

On Oct. 22, Eudaly's office asked Oregon Secretary of State Dennis Richardson, who oversees elections, to weigh in on the legality of the plan. His office declined, saying it doesn't review programs, only "documents that pertain to a measure, initiative, referendum or candidate.

"The documents you submitted do not appear to pertain to any of these, so these are materials that we typically would not review," Michelle Teed of the Oregon Elections Division emailed the city on Oct. 22.

Multnomah County is in charge of local elections. But the effort is part of Eudaly's oversight of a bureau that seeks to engage the public with government. Formerly called the Office of Neighborhood Involvement, the Office of Community & Civic Life is taking a new approach. This small yet dramatic initiative is the first sign of a new direction.

Leaders at the bureau settled on voter turnout as one benchmark they'd seek to improve over the next decade.

At least one city commissioner is not on board. Commissioner Nick Fish, after a briefing by the City Attorney's office and the Portland Parks & Recreation director, has decided to require parks employees to request time off before participating.

"He doesn't want any employees in harm's way with respect to election law," says Fish chief of staff Sonia Schmanski. "It's out of an abundance of caution."

Dispatch Records Show Portland Police Fired Flash-Bangs At Crowd To Recover Police Cruisers

By Katie Shepherd

October 23, 2018

"There was a belief there were possibly unaccounted for officers associated with the vehicles," police say.

Dispatch records from Aug. 4 protests suggest that Portland police officers fired the first "flash-bang" devices into a crowd in order to recover police cruisers surrounded by antifascist protesters.

The newly-released records also suggest protesters first threw projectiles after the first explosion.

A video of the moments just before the first munition exploded with an intense flash of light and loud bang shows officers first spotting the patrol vehicles and warning people in the crowd that if they do not move they will be hit.

The dispatch records, obtained by WW via a public records request, add more detail to the timeline of how police decided to fire the first explosive device.

"Patrol cars stuck in mid of antifa w/o Naito/Col," one call remark reads. "Will use arial [sic] distraction to move crowd back."

Officers then struggled to figure out who was responsible for the patrol cars and whether there were officers trapped in the vehicles. "Nobody in vehs," one remark said.

A police spokesman says it wasn't immediately apparent whether that report—that the vehicles were empty—was true.

"At the time that was broadcast it was unclear if that was an accurate statement and there was a belief there were possibly unaccounted for officers associated with the vehicles," Sgt. Christopher Burley says. Three police vehicles were damaged.

The dispatch record continues:

"Getting info they're trying to destroy the vehs."

"Use force."

"Will launch [aerial distraction devices] momentarily"

"Give announcements, let's move."

Within seconds of that order, officers reported being hit with bottles, rocks and cans. Witness accounts and video of the moment the first flash-bang exploded support the dispatch record's timeline. Many observers, including WW reporters at the scene, saw projectiles thrown after the first police munition exploded.

At the time, police said they thought officers trapped in the vehicles were being attacked. There were no officers in the patrol cars.

OPB

Portland Blames Man Shot By Police In Homeless Shelter For His Own Death

*By Conrad Wilson and Ericka Cruz Guevarra
October 23, 2018*

The city of Portland says the man who entered a homeless shelter with a knife in April is to blame for his own death, according to a filing in federal court Monday.

Portland Police Bureau officers and one Multnomah County sheriff's deputy shot and killed John Elifritz, 48, on April 7 inside the Cityteam Ministries homeless shelter on Southeast Grand Avenue. Elifritz entered the shelter with a knife during an Alcoholics Anonymous meeting. He stabbed himself in the neck and then appeared to run toward officers while holding the knife. A grand jury ultimately decided not to criminally charge the officers for shooting Elifritz.

In May, Elifritz's family filed a wrongful death lawsuit, arguing the city is liable for Elifritz's death. They claim it was an unjustified police shooting of a man suffering from mental health crises.

On Monday, the city responded to the civil action.

"City defendants are not at fault in the action pled by plaintiff because the death of Mr. Elifritz was the sole and exclusive fault of Mr. Elifritz," the city wrote in its court filing. "Plaintiff's injuries and resulting damages, if any, were caused, in whole or substantial part, by Mr. Elifritz's own criminal, reckless and negligent action."

Prior to the shooting on April 7, Elifritz carjacked a woman and made a call to police saying his family was dead, when in fact they weren't. Later, police say they followed Elifritz into the shelter where they told him to drop the knife and also used non-lethal rounds in an effort to deter him.

"City defendants admit that after repeated directions were given to Mr. Elifritz to drop the knife he was wielding, and instead Mr. Elifritz charged at police officers holding the knife ... [officers] intentionally shot at Mr. Elifritz," the city's court filing states. "City defendants expressly deny any malicious intent."

The attorney representing Elifritz's family criticized the city's response to his clients' lawsuit.

"As expected, the city continues to deny the pattern and practice of excessive and lethal force utilized by the PPB," said civil rights attorney Andrew Stroth. "John Elifritz was unjustifiably and unconstitutionally shot and killed by a group of rogue police officers. When John was shot, he was suffering a mental health crisis and needed help, not a militarized response by the Portland police."

The city says officers acted intentionally and were responding to threats by Elifritz. PPB officer Kameron Fender, one of the officers involved in Elifritz's shooting, was involved in a separate shooting Friday.