

## **The Oregonian**

# **Mayor's Push to Seek Bids from Vendors for a Pilot Body Camera Program for Portland Police Hits a Bump**

*By Maxine Bernstein  
March 14, 2019*

Portland Mayor Ted Wheeler had hoped to gain City Council approval this week to seek bids for a vendor to equip Portland police with body cameras for a pilot program starting this summer and lasting through early next year.

But Tuesday, the mayor pulled the item off Thursday's agenda, apparently still uncertain whether he has the necessary three vote-majority to support the move.

His decision to hold off also followed a letter from the police union to council members, reminding them that the city had agreed to negotiate policies regarding use of the cameras before requiring officers to wear them on patrol.

Wheeler wants to give his colleagues more time to learn about the request for bids, said the mayor's spokeswoman, Eileen Park.

There appears to be "a lot of confusion" surrounding the ordinance, Park said, and the mayor decided it's not urgent and wanted to provide more information to commissioners.

Commissioner Amanda Fritz, for example, wants a council work session on the subject because she noted that Commissioners JoAnn Hardesty, Chloe Eudaly and Wheeler weren't on the council when she supported setting aside money for body cameras in 2015, said her chief of staff, Tim Crail.

"There is much more information about the experiences of other cities now than when the decision was made. There is also a need for better estimates of the total cost of the program, including storage and record review, which council should consider before spending any more money on the pilot," Crail said.

Eudaly hasn't taken a position on the ordinance yet.

The City Council four years ago awarded \$834,610 to put more cameras in police cars, but the Police Bureau decided instead to use the money for body cameras. The city also put aside another \$1.6 million in annual funding for the program in fiscal year 2016.

But the reserve remained untapped after Wheeler expressed a reluctance to move forward without more information.

Since then, Nicole Grant, Wheeler's senior policy adviser, and Katie Shipley, an analyst from the city budget office, traveled with Police Bureau members last spring to Phoenix and Oakland to review their body camera programs and policies. Portland police also visited police departments in Anaheim and Fullerton, Calif.

In January, a new program manager in the Police Bureau kicked off a round of community meetings to seek public input once again to draft policies governing the use of the cameras, retention of recordings and access to footage.

Program manager Tammy Mayer has said she hoped to post a request for proposals for vendors by late this month and select two companies to provide 212 cameras for testing by Central

Precinct and Traffic Division officers during a six-month pilot program that would run from June through early next year.

The goal, she said, is to equip officers across the bureau with cameras by October 2020.

On Tuesday, the Portland Police Association said in a letter to Wheeler and the other city commissioners that the union expects the city to negotiate any policies for a body camera program through collective bargaining.

A September 2016 tentative agreement the city signed with the police union said any final policy on the body camera use would be subject to mandatory negotiations.

“That agreement includes the city’s commitment to negotiate the pilot program,” Turner wrote.

Park said the mayor understands that commitment, but it shouldn’t bar the city from moving forward to solicit bids from prospective vendors.

“There is no requirement that the city negotiate with PPA” before putting out a request for proposals, Park said.

The bids being sought are about technological specifications and cost and don’t involve policy, according to the mayor’s office.

The ordinance had called for the city to seek bid proposals for “the purchase, implementation and support of body- worn cameras and a comprehensive digital evidence storage system that will store and manage the Bureau’s audio, video and still images.”

The bureau had hoped to submit a draft policy governing camera use to the City Council in June for approval and start testing the cameras from the top two selected vendors for three months each, starting this summer. The pilot is aimed at testing how the cameras function, their ease of use and software capabilities, according to the bureau.

## **The Portland Tribune**

### **Sources: Fight Over Navigation Center Continues**

*By Jim Redden  
March 14, 2019*

**Plus, state rent control law gets praise, scorn from dueling editorials in the Los Angeles Times and the Wall Street Journal.**

Developer Jim Winkler has escalated his fight against the homeless navigation center and shelter being built near the east end of the Broadway Bridge.

Lawyers representing one of Winkler's companies have filed notice with the Oregon Land Use Board of Appeals that it intends to appeal the building permit for the facility issued by the city to Oregon Harbor of Hope, the nonprofit organization behind the project. The notice does not state the grounds for the appeal, and Winkler did not respond to requests for comment.

Winkler currently is challenging the cleanup plan for the property approved by the Oregon Department of Environmental Quality at the Oregon Court of Appeals. He said the plan is not as stringent as one DEQ required for an office building on adjacent property. Although Winkler owns an undeveloped lot adjacent to the planned facility, he says he is concerned about the health of the people who would be living and working there.

Meanwhile, a resident in a nearby condominium building has filed an appeal with the city's Design Review Commission. It argues the facility does not meet the city's design standards for the River District where it is located, among other things. It is scheduled to be heard by the commission on April 18.

### **State rent control law gets praise, scorn from afar**

Oregon's first-in-the-nation statewide rent control law is drawing mixed reviews across the country.

Senate Bill 608 was approved by the 2019 Oregon Legislature and signed into law by Gov. Kate Brown on Feb. 28. The Los Angeles Times called it a "good model" for stabilizing rents on March 1. The editorial noted the new law "is aimed at curbing really exorbitant rent hikes, which makes it more of an anti-gouging measure than most rent control laws in cities like Los Angeles and San Francisco."

The editorial board of the Wall Street Journal offered a different opinion on March 4. "One would be hard put to identify an economic policy with a more proven record of destruction," the Journal said.

Neither paper predicted the new law would end the affordable housing crisis by encouraging the production of more homes. They said limiting rent increases actually could reduce the production of new homes in the future.

## **Biketown's Rentals Roll Up Big Numbers**

*By Pamplin Media Group*

*March 13, 2019*

### **The annual Biketown report records an 87 percent increase in the \$99 annual bicycle rental memberships.**

Portland's Biketown is riding a wave of popularity.

A new city report points to a 28 percent increase in ridership for the bicycle rental program during 2018, with nearly 400,000 trips on Biketown cycles last year.

Biketown's annual report, released Wednesday, March 13, reports an 87 percent increase in the \$99 annual bicycle rental memberships from 3,518 in 2017 to 6,600 in 2018.

Biketown offers about 1,000 bicycles for rent at about 147 kiosks in parts of the city. It began in 2016 and ridership has increased every year, according to the report.

Program 2018 highlights include:

- Expansion of the service area to Grant Park, Creston-Kenilworth, Laurelhurst, Beaumont-Wilshire, Cully and Hollywood, and lowering prices.
- Creation of five new "bike wrap" community designs.
- Adaptive Biketown cycles for people with different abilities.
- During May's Ride Free program, people took 79,399 free rides, with 11,000 Portlanders riding the rental bikes for the first time.

# Council Calls for More 5G Research, but Extends AT&T Franchise

*By Jim Redden  
March 13, 2019*

**Mayor Ted Wheeler said federal law prevents Portland from regulating wireless technologies for health and safety reasons.**

The City Council took two contradictory votes the 5G wireless technology that is being rolled out in Portland and other cities across the country.

First, the council unanimously approved a resolution calling for the Federal Communications Commission to study the health hazards of 5G technology. The resolution introduced by Commissioner Amanda Fritz said the FCC has not studied such risks, even though studies compiled and released by the European Union found cancer and other risks.

The council approved a new 10-year franchise for operating in the city. AT&T is one of several telecommunications working to bring 5G to Portland. The vote for 4 to 1, with only Commissioner Jo Ann Hardesty voting against it.

Mayor Ted Wheeler noted the contradictions between the two measures, but said the council had no choice. Federal law and FCC rules prevent states, counties and cities from operating in their boundaries.

"We lack the authority to regulate these technologies for health and safety reasons, but of course we need to have more research." said Wheelers.

Wheeler said the AT&T franchise deal was better for Portland than the guidelines set by the federal government, especially for their 5G technologies. For example, Portland is charging AT&T a franchise fee of \$1,250 per small cell tower, compared to under \$300 power set by the FCC.

Portland is the only city that has gone to federal court so far to challenge a recent FCC order prevent jurisdiction from blacking small cell towers on public property.

The vote followed impassioned testimony from the founder, faculty members and others at the Oregon Institute for Creative Research, a Portland-based nonprofit organization. They said the OICR had recently held a workshop on the existing research into 5G health issues. They were disturbed to find how little exists, but that most of has found risks to animals, insects and people.

## Police Body Camera Hearing Delayed

*By Jim Redden  
March 12, 2019*

**Thursday City Council meeting is cancelled, postponing hearing on potentially controversial pilot project funding.**

A City Council hearing scheduled for Thursday on a police body camera pilot project was cancelled late Tuesday.

Mayor Ted Wheeler's office said there seemed to be a lot of confusion surrounding the request for proposals to be considered by the council, so they wanted to give the other members of the council more time to hear about it and have a chance to understand it better.

A hearing on the measure introduced by Wheeler, who is Police Commissioner, has not yet been rescheduled. Here is a summary of the issue:

What is the City Council considering? A measure to authorize \$1.6 million for a pilot project for body cameras for Portland police had been on the agenda for Thursday, March 14.

Why is this important? Some criminal justice experts believe body-worn cameras are one of the best tools for understanding what police actually do in the field, especially after controversial incidents, such as police shootings. Video of such incidents can provide a more reliable record of what led up to them, how the police reacted, and whether the reactions were justified.

Why just a pilot project? Despite their obvious benefits, body-worn cameras are controversial.

Some law enforcement authorities argue the videos do not always give a complete picture of what happened. There may be other people or vehicles outside the range captured on video. They also can malfunction.

Some civil libertarians say police use of such cameras can be invasive, capturing video of people in crisis in private locations without their permission.

And the actual costs of operating a bureauwide police camera system are not yet known, including the cost of storing and editing requested video for public release.

How long has the council been considering the issue? The use of such cameras came to prominence after a series of controversial officer-involved shootings nearly a decade ago. A 2013 survey of 500 police agencies found that less than 25 percent used them. Then-President Barack Obama voiced support for them and the U.S. Department of Justice made \$23 million in grants available for pilot projects.

The Portland Police Bureau first began looking into them in 2014, seeking public feedback in 2015. The council approved \$834,000 in one-time funds and \$1.6 million in ongoing funds in the 2016-17 budget, but not all of the money was spent. Instead, the Oregon Legislature decided to weigh in on the issue, holding hearings and eventually setting guidelines for their use.

Other law enforcement agencies in the region already have deployed such cameras, including the Oregon State Police, the Washington County Sheriff's Office, the Beaverton and Hillsboro police departments, and the Portland State University Police Department.

When could the pilot project begin? If the council approves the ordinance, the project could begin in early 2020, following more public outreach by the police and additional approval by the council.

What can I do? The ordinance is introduced by Mayor Ted Wheeler, who is the police commissioner. His office number is 503-823-4120 and he can be reached at MayorWheeler@PortlandOregon.gov, @tedwheeler, and Mayor Ted Wheeler, 1221 S.W. Fourth Ave., Room 340, Portland, OR 97204

You can read the ordinance at <http://tinyurl.com/yytqlqbv>.

## Willamette Week

# Black Residents Told Portland Officials They Feel Less Safe Crossing the Street

By *Elise Herron*  
March 13, 2019

**“Crosswalk White girl magic—where cars stop for White women, not for Black people.”**

For the past two years, a team within the Portland Bureau of Transportation, called PedPDX, has been reaching out to Portlanders to find out what it can do to make streets more pedestrian friendly.

In a new analysis of data, PedPDX says, "walking in Portland depends a lot on where in the city you live or work, but it also depends upon who you are."

In short: Low-income Portlanders and people of color have far more worries about walking safely.

During a "Walking While Black" focus group—in which city facilitators partnered with the Portland African American Leadership Forum, the Black Parent Initiative and the Immigrant and Refugee Community Organization—PedPDX found that concerns about poor lighting posed the biggest barrier to walking for black Portlanders.

"Focus group participants highlighted the impact that dark streets have not only on traffic safety, but on personal safety and security in the public realm," the analysis notes. "Participants shared that they regularly make travel choices based on how safe and visible the route feels, and often choose travel options that are longer or more expensive as a result."

Hannah Schafer, a communications coordinator with PBOT, says that PedPDX outreach efforts began in summer 2017, when Commissioner Steve Novick oversaw the bureau. Commissioner Chloe Eudaly took over PBOT last year.

"When assigned, her staff was made aware of this body of work and has been tracking the progress of our black community outreach efforts," Schafer says.

PedPDX community outreach efforts are organized in partnership with PBOT's public involvement coordinator and constituent services coordinator.

Other findings in the Walking While Black focus group report say that black Portlanders experience 32 percent longer waits at crosswalks before drivers yield and that black Portland area pedestrians are "stopped by police at higher rates than whites or other races." (That second claim was buttressed by a Portland Tribune series in 2017.)

"Portland is known as a liberal and progressive city, but there is still ample evidence illustrating racism is not just a thing of the past," the report reads. "The Black community continues to be subject to personal attacks that are impacting their physical safety and overall well being in public spaces."

Other respondents pointed to the more than 30 "hate incidents" reported by Oregonians since 2016—and said racial animus plays a role in where they feel safe walking.

"Being the target of racial slurs when crossing the street. I press the button to get the green light, then someone yells racial slurs at me because they have a vehicle and don't like that they were made to wait for me," one focus group member said.

Another added: "Crosswalk White girl magic—where cars stop for White women, not for Black people."

Schafer says the 49 focus group participants were each given \$25 gift cards as a token of appreciation for their input and participation.

"The two Walking While Black focus groups cost a total of \$2,100, which includes venue, food, outreach, childcare," she says.

In response to the focus group, PedPDX has crafted new guidelines for increasing lighting on public streets, as well as actions to "address issues of safety and security in the public right-of-way, reinforcing our commitment to equity and eliminating disparate outcomes due to race."

## **The Daily Journal of Commerce**

### **Portland Design Commission to Hear Appeal of Shelter Project**

*By Josh Kulla  
March 13, 2019*

Plans to build a homeless shelter underneath the Broadway Bridge have been appealed to the Portland Design Commission.

A \$1.6 million new construction permit for the Navigation Center was previously issued by the city, and a ceremonial ground-breaking event took place last month. Deacon is set to serve as the general contractor. But now the Design Commission will now hear the appeal on April 18. The appeal was filed Feb. 25 by Portland resident Kurt Sorensen and gives three major reasons for challenging the Type II staff approval, which was finalized just four days prior.

Sorensen contends the project: 1, does not meet the definition of a mass shelter or a temporary use and thus is not exempt from review or entitled to expedited permitting; 2, does not properly fall under authority of the city's housing emergency declaration; and 3, does not comply with relevant city River District design standards.

"Whether characterized as a mass shelter, a temporary shelter, or a short-term shelter," Sorensen writes in the appeal, "the proposed navigation center does not meet the code definitions and thus should not be approved."

Oregon Harbor of Hope, a nonprofit, is looking to build the shelter on a vacant 1.17-acre parcel along Northwest Naito Parkway, slightly north of the Broadway Bridge. The 60-foot-by-150-foot, Quonset-style prefabricated structure would have a fabric membrane tent roof.

The Navigation Center, designed by Opsi Architecture, is intended to house up to 100 men for up to 100 days at a time. Plans call for dormitory-style sleeping facilities, food prep and serving areas, office space, toilets, showers and storage space. Staffers at the facility would help temporary residents "navigate" their way to social services such as mental and physical health care, housing placement and job training.

Plans for the shelter have drawn criticism from neighbors. That includes a pending lawsuit filed last year by Portland developer Jim Winkler over an environmental cleanup plan approved by the Oregon Department of Environmental Quality.

“The objection is not to a shelter,” Sorensen wrote. “It is to a project that is an ad hoc mixture of leased or used prefabricated structures cobbled together in a way that does not respect architectural character and land use within the neighborhood.”

**OPB**

## **Opponents Dominate Hearing on Portland Rose Quarter I-5 Expansion Project**

*By Jeff Mapes  
March 13, 2019*

Opponents of the \$500 million Interstate 5 freeway project in the heart of Portland dominated a public hearing Tuesday night on the proposal’s environmental impact.

Critics associated with the group “No More Freeways” charged that an environmental assessment prepared by the Oregon Department of Transportation failed to accurately assess the traffic and pollution impacts of adding lanes to a key stretch of I-5 near the Rose Quarter.

“If you build a city for cars and traffic, all you get is cars and traffic,” said Portland resident Tim Davis, one of some 200 people who attended the hearing at the Oregon Convention Center.

ODOT officials defended their study – and the project. It would add auxiliary lanes along a stretch of I-5, roughly from the Fremont Bridge to the Marquam Bridge in a highly congested corridor that intersects two other freeways.

The environmental assessment released in February predicts sizable reductions in travel times along the mile-long corridor by the year 2045 over what would happen if the project doesn’t go forward. At the same time, the report says, it would improve safety while having a slightly beneficial effect in reducing air pollution.

Opponents dispute the agency on every count. Portland economist Joe Cortright, an influential critic of the project, said a similar widening project on I-5 just south of the Columbia River never produced a reduction in crashes. And he charged that ODOT failed to provide enough data in its new environmental assessment to show how the agency reached favorable conclusions.

“They’ve come up with conclusions that are essentially opposed to all scientific literature on traffic congestion,” he said.

Megan Channell, the project manager for ODOT, said it is reviewing a request from No More Freeways to provide additional data on its projections. She said the agency’s findings are based on standard practices for estimating traffic loads.

However, the two sides fundamentally disagree on how to model the impact of adding those auxiliary lanes.

Opponents say it will act like other freeway widening projects that wind up spurring more traffic.

“Any expansion of capacity induces traffic,” said Cortright. “It invites more cars. And then you end up right back where you started.”

Cortright and other opponents argue that the state should immediately move to put tolls on the freeway, which they say is a much more effective way to reduce congestion.

“If we have any backbone,” said Katy Wolf, chair of the Boise Neighborhood Association, “we should be telling ODOT to be putting a hard pause on [the project] while we wait for congestion pricing to take effect.”

Channell noted that the state is moving forward to seek federal permission to study tolling on I-5 and I-205. But she said that’s separate from this project, which she argued would not encourage more vehicle usage.

“It’s not inducing demand on the system,” she said in an interview. “It’s making it easier for drivers to merge and weave between three interstates where they don’t have that safe space to do so today.”

The project also includes a number of local street improvements intended to improve both vehicle and bicycle travel, as well as conditions for pedestrians. And there would be caps over the freeway near the Rose Center that supporters say is aimed at knitting together the neighborhood on both sides of I-5.

But many opponents dismissed the improvements as minor in scale. Among other things, they say the project fails to provide relief for students at Harriet Tubman Middle School, which is next to I-5.

Instead, they argue, the \$500 million would be much better spent on a variety of transit and road improvements around the city. Several pointed to major Portland boulevards controlled by ODOT – such as 82nd Avenue on the east side – that have much more significant safety problems, including traffic fatalities.

But ODOT’s Channell noted that the Legislature directed the agency to move forward with a project to reduce traffic congestion on I-5 in the Rose Quarter area.

It’s one of three big freeway projects included in a landmark 2017 transportation package. The others involve new lanes on Highway 217 in Washington County and on Interstate 205 as it goes through Oregon City and West Linn.

The lion’s share of the project’s funding – an estimated \$420 million — would come from the higher gas taxes and other levies contained in that 2017 legislation. Channell said her agency is still working with federal and local partners to come up with the rest of the financing.

Portland Commissioner Chloe Eudaly, who oversees the city’s transportation bureau, sat in on the hearing. And at one point she said that “as much as I would like to spend a half a billion elsewhere” she can’t do so because “it’s ODOT’s money.”

In his own testimony, Cortright urged Eudaly to push the Legislature to reallocate that money to other uses.

Aaron Brown, who heads No More Freeways, said there’s an urgency to act more decisively to help head off global warming.

“We’re out of time,” he said. “I understand that there are political realities. There are physics realities. There is only so much carbon that we can put in the atmosphere.”

Several defenders of the project did testify. Officials representing construction and trucking interests spoke about the value of the project. Owen Ronchelli, executive director of the transportation management association for the Lloyd District, said his group supported the project because it would improve the flow of traffic throughout his area and its livability.

ODOT hopes to begin construction on the project as early as 2023. It could then take four or five years to complete, Channell said.

# Environmentalists at Portland City Hall Protest Zenith Oil Terminal Expansion

*By Tony Schick*

*March 13, 2019*

Opponents of a Portland crude oil terminal gathered in front of City Hall Wednesday morning to protest its plans to bring more oil trains through the city.

About 50 people joined in singing, speechmaking and sign-waving to protest construction at Zenith Energy terminal along the Willamette River.

Zenith's construction will greatly expand its rail capacity, allowing the company to increase its handling of heavy crude oil from Canada, which it loads onto ships for export.

The rally included singing protesters who call themselves Raging Grannies, as well Oregon Physicians for Social Responsibility, Friends of the Columbia Gorge and high school students from the Portland Youth Climate Council.

They called on Zenith to halt its plans and on city leaders to intervene.

"We need our leaders to stand up for what is right. We need to stop the expansion of dirty fossil fuels and to create a world that embodies climate justice, equity and sustainability," Solomon Duke, a senior at Franklin High school and a member of the climate council, said. "We don't have to take this gorgeous world away from our children."

Portland's City Council voted in 2016 to oppose new fossil fuel infrastructure. However, by that time Zenith had already received building permits for the current construction.

Portland Commissioner Chloe Eudaly spoke at the event, saying the council and the mayor were working to oppose Zenith's expansion.

"It would create an environmental catastrophe for our citizens and place an undue financial burden on our taxpayers," Eudaly said. "I'm firmly opposed to this proposed Zenith expansion.

Eudaly had no details on how what action the city could take, but added that the mayor's office was examining the issue.

Megan Mastal, a public relations representative for Zenith, did not directly address the opposition in an emailed statement. The company called the construction a "modernization project" that would increase the safety and efficiency of the facility.

She said facility upgrades include a biofuels component, which Zenith is trying to grow as part of its business.

"Our business is meeting a key economic need while providing family-wage jobs with benefits," Mastal said. "We operate with a focus on safety and in accordance with all regulatory requirements; in fact, many aspects of our current improvement project are above and beyond what is mandated."