

## The Oregonian

# What's the Future for Fenced-off O'Bryant Square in Downtown Portland? Architects Offer Possibilities

*By Elliot Njus  
April 28, 2019*

A Portland architecture firm is hoping to start a discussion about reopening downtown's shuttered O'Bryant Square in the short term — and totally reimagining the plaza in the longer term.

The park, which has in recent years become a popular hangout for food cart diners, has been closed since March 2018 after city transportation officials raised structural concerns about the underground parking garage it sits atop.

That closure brought the park's rehabilitation to screeching halt. The lunch crowds were helping transform the square's long-held reputation as a place for drug use and other unsavory activity, which had earned it the nickname "Paranoid Park."

Hennebery Eddy Architects, whose office windows look down on the plaza, decided to take on the park as a pro bono project, imagining what redeveloped square might look like and also considering whether it could be safely reopened in the near term. The discussion was the subject of a Portland Design Week panel earlier this month.

The square's immediate neighborhood is changing dramatically. The food cart pod that's made the park a lunchtime destination could go away if a massive hotel-condo-office tower moves ahead. At the same time, the hotel, and others nearby, would bring a new crowd of its own.

Meanwhile, local food cart enthusiasts — with consultation from Hennebery Eddy — have proposed a "culinary corridor" that would extend to O'Bryant Square to replace the current food cart pod. A proposed "Green Loop," a miles-long linear park envisioned by the city, would pass by.

"The 24/7 population of this part of the city is certainly evolving," said Will Ives, an architect at Hennebery Eddy.

The firm presented a concept for an open plaza much like the one that exists today. A more ambitious concept calls for a 60-foot, slowly rotating platform in the center of the plaza. (See images of the proposals at the bottom of this post.)

Portland Parks and Recreation plans to present a plan for the park's long-term redevelopment by 2023, said Britta Herwig, the agency's capital program manager. It hopes to hire a design consultant this summer.

But the project's timeline depends on the demolition of the underground parking garage, which is operated by the city's Transportation Bureau.

It also depends on finding millions of dollars to pay for the project.

Portland Parks and Recreation has \$1.5 million to put toward the project collected from development fees, but it will need at least \$10 million more.

Herwig said the city is considering tax increment financing, selling the park's air rights to a nearby development or public-private partnerships to close the gap.

It's not clear if an interim park is possible. Herwig said the Transportation Bureau is testing the garage's stability, but Parks and Recreation is focusing on a long-term solution.

Randy Gragg, the executive director of the Portland Parks Foundation, said it's likely private donors would contribute to an interim park.

"If the number isn't too high and there's a notion this is a step toward the permanent solution, so we're not throwing good money after bad, absolutely I think there's money there," he said.

## **Portland Banking on Low-Rent SRO Hotels to Ease Housing Problems**

*By Molly Harbarger  
April 27, 2019*

Jennifer Carder has lived in the Barbara Maher Apartments building in North Portland for only four months but she already feels more at home than she has in years.

Every wall of her tiny room is covered in photos, crafts and other belongings. She's got a cat, Bubba T. Boobooface, who greets her at the door.

Sure, she shares the bathroom and kitchen with the building's 33 other women. But her room is the first place Carder, 37, has had to herself since she became homeless while in the grip of addiction to alcohol and opiates.

Now with a new job at Little Big Burger and eight months of sobriety, she's confident her recovery is going to stick — in no small part because of the roof over her head, modest though it might be.

"If I was to relapse," she said, "I'd lose all of this."

Carder is exactly the kind of Portlander that the city is trying to help with a renewed push toward a type of housing that fell out of favor decades ago.

Single-room-occupancy hotels, or SROs, were once ubiquitous in the central city, an affordable haven for people who otherwise would land on the street. For the last 50 years, though, the landlords who owned SROs retired or sold the decaying buildings to developers who put up expensive homes, offices or upscale hotels in their place.

But in recent years, housing advocates have convinced state and local officials that these buildings can be renovated or built from the ground up to serve the growing number of people who are homeless or on the brink.

The city and county are staking more than \$20 million on four projects they hope will both provide a home for the poorest in the city and fulfill a pledge to create housing bundled with social services for people suffering from addiction or other medical problems.

The idea has its detractors — among them longtime homeless services workers who find the sparse dorm-like SRO units lack the dignity of a fully outfitted apartment.

Yet supporters say the few remaining SROs are effective to stabilize people who might otherwise go to shelters, hospitals or jails.

## HOUSING OF LAST RESORT

Single-room-occupancy hotels started to pop up around the turn of the past century and again after World War II when people moved from the South and Midwest to Portland for jobs. Thousands of people, especially young men, flooded the city and needed a place to stay.

The SROs fit their needs perfectly as a short-term stop while they hunted for jobs and saved to bring their families west.

As the migration slowed and the economy changed, they became a refuge for the poverty-stricken. Most don't require identification or a background check. Rent could be paid in cash for a day, week or month at a time.

"The housing of last resort was rooming houses," said Sean Hubert, chief housing and strategy officer for the nonprofit Central City Concern. "The rooms sort of were one step away from homelessness."

Then, they started to disappear.

By the 1970s, the SRO buildings had come to be seen as flophouses. The hotels, most family owned, started to fall into disrepair. When those families sold the buildings, many were remodeled for other uses or torn down.

The city didn't keep track of how many of the units were lost. An inventory created by the housing nonprofit Northwest Pilot Project found that from 1978 through 2015, downtown lost nearly 40% of its rentals — more than 2,000 units — that were affordable to minimum-wage workers. Many of those were SROs.

More continue to close.

The downtown Lincoln Hotel closed this year, and officials mobilized to move tenants elsewhere. The Stewart Apartments over Mary's Club, the downtown strip club, are set to close after the building's owner died in 2017.

Across the U.S., millions of SRO units have fallen victim to the same trend.

As the stock of private-market SRO hotels declined, federal tax incentives to build affordable housing pushed developers toward building studio or one-bedroom apartments for low-income singles. Those targeted people earn meager incomes, but still appreciably more than the typical SRO dweller makes. Even then, the efforts failed to keep up with the need.

In Portland, an SRO usually rents for less than \$600 a month without any subsidy. A typical studio apartment on the open market costs nearly twice that.

Carder, who has a grant to pay for her first year of rent, will eventually use her earnings to pay 30 percent of her income for a room, as does everyone in her building.

Even with a full-time job, she thinks it's the only way she would be able to avoid homelessness again.

"I don't see how I could even afford my own apartment by myself," Carder said.

## BIG PUBLIC INVESTMENT

The Portland Housing Bureau has long dealt with the impacts of disappearing SROs, but it has only now started to see them as part of the solution.

The agency occasionally jumped to action to relocate residents or find a nonprofit to buy a building amid public outcry over its closure. In 2016, the city bureau bought the 69-unit Joyce

Hotel outright for \$4.2 million. It became the first publicly owned SRO building in recent memory.

The bureau then last year bought the Westwind Apartments, a 70-unit SRO building in Old Town Chinatown, with \$4 million from Multnomah County's sale of Wapato Jail.

While the Joyce can be renovated as is, the Westwind will be torn down and replaced because of its poor condition, said bureau Director Shannon Callahan. But its location in Old Town Chinatown was attractive and the replacement will likely aim to serve residents similar to those who live in the building today.

The bureau is also taking the step of helping finance brand-new SRO buildings for the first time in nearly three decades. It, along with the state, is contributing \$4.5 million to a veterans housing project, called Findley Commons, run by nonprofit Do Good Multnomah. It also contributed to a new \$15 million Central City Concern development with 40 SRO units.

"As we're looking at places we can spend dollars as a city, we have to look at this housing type, Callahan said. "I think this is really where, if we're going to get out of shelter and off the street, this is the model."

#### A LACK OF DIGNITY

Some in the affordable housing world see the push for modern SROs as a step backward.

The nonprofit Northwest Pilot Project has helped relocate SRO hotel residents after their buildings shuttered suddenly for sale or redevelopment, leaving residents without a place to go. Bobby Weinstock, the group's housing advocate, said most of those residents were already trying to find their way out of SROs.

He thinks affordable housing construction for single residents should focus on studio apartments, where "everybody has the dignity of their own bathroom and their own modest kitchen."

And in the long run, he thinks SROs could come with hidden costs in frequent turnover and maintenance.

"The push, I think, for new SROs is an economic, financial decision to keep the cost of development as low as possible," he said. "But then I think there's other costs."

Cascadia Behavioral Health, a local leader in helping homeless people with mental health issues, has moved away from SROs.

Its Royal Palm Hotel in Old Town Chinatown long functioned as a place for homeless people in mental health crisis to come inside and get treatment. The building was decaying, though, and even a grant from the U.S. Department of Housing and Urban Development struggled to keep it up to code. Cascadia then lost the grant when federal policy shifted away from transitional housing.

Finally, Cascadia decided to close the 30-bed SRO portion of the building. The nonprofit still uses the ground floor space for offices and is temporarily leasing out the residential floors to Central City Concern while it rehabilitates ones of its buildings.

"Cascadia has found that having separate bath facilities along with a microwave and refrigerator for each resident with this population is very important from the principles of privacy, self-sufficiency and dignity for all residents," said spokeswoman Jennifer Moffatt.

## SHARED SPACE CREATES COMMUNITY

Central City Concern disagrees. The nonprofit was created to help preserve SRO buildings and is now Portland's largest owner of them, used chiefly as transitional housing for people dealing with addiction and mental health issues.

The agency has long said SROs are uniquely suited to the needs of people who struggle the most to stay in housing. They provide a roof and locked door for safety, but the shared kitchens create a sense of community that help people thrive inside.

Lloyd Kneeland Jr. is pretty sure he would never have gotten clean and sober without being forced to cook with his neighbors at the Richard Harris Building, a Central City property off West Burnside and the Northwest Park Blocks.

Kneeland, 36, has diabetes and during the 20 years he was on methamphetamines, he ignored it. The disease eventually landed him in the hospital more than five years ago and cost him a foot, which was amputated. From there, his only options were recovery or back to the street. He didn't want to get clean, but he was also tired of being homeless after eight years.

At first, he kept to himself at the building, but he has always liked to cook. He was excited to have a full-size refrigerator to better manage his diet, as well as a built-in audience to line up for his meals.

Friends he met in the kitchen pushed him to attend recovery meetings. He also found a mentor in one of the older men in the building who had already gone through the program.

"Getting involved with the community of people who were all trying to do something better with their lives was really important to me," Kneeland said.

The building helped him physically. But the community was what gave him new purpose in life.

He eventually moved in a studio apartment with a tiny kitchen and bathroom on the top floors of the same building. There, he can serve as a mentor to newer people going through recovery while he's in school to be an addiction counselor.

He hopes to be the connection that eventually helps someone else stay in housing.

Marc Jolin, director of the city-county office tasked with overseeing homelessness programs, said that's why the SROs are so effective.

The Joint Office of Homeless Services can fund social services for residents but it can't recreate the social networks that form among people on the streets to keep each other safe and sane.

"One challenge of moving inside is the feeling of loss of those connections," Jolin said. "A building that focuses and recognizes the importance of that can actually get people out of their room into common areas and building relationships."

## THE MATH WORKS

But ultimately, much of the appeal comes down to math.

The small footprint of an SRO allows more residents at a lower development price. Centralized utilities further cut down on construction costs and limit maintenance costs down the road.

An SRO can get within swinging distance of breaking even without subsidized rent and still remain affordable to someone whose only income is from Social Security or disability payments. That's important because there aren't enough housing vouchers for everyone who qualifies for them.

“In my experience, people want space,” said Tony Bernal, the senior director of public policy and funding for the nonprofit Transition Projects Inc. “It’s nice to have a studio to yourself, or a one-bedroom, but it’s not always going to be an option for folks.”

Transition Projects is building a state and Metro-backed project called LISAH, or Low-Income Single Adult Housing. It will include 36 SRO units, as well as 35 studio apartments in a separate building.

Transition Projects will charge a rent closer to Portland’s average for the studio apartments, which the federal government will cover most of. The agency will then use that subsidy to offset the cost of its well-below-market SROs, which will rent for as little as \$286 a month.

”We know that there are some models that can get very low income folks into housing, and SROs are one of them,” Bernal said.

For other projects, the savings from building SROs could also help balance out some of the costs of the added support services officials want to provide.

By hosting medical services, addiction treatment, case managers and other support services on site, officials hope to keep residents off the street for the long term. It also saves the public costs otherwise absorbed through the courts, jails and hospitals.

But the cost of those services is substantial.

Do Good Multnomah, a nonprofit building an affordable housing project for veterans in Southeast Portland that includes SROs and supportive services, plans to largely finance its development with money from the Portland Housing Bureau and other agencies.

It still wouldn’t be able to operate the building without a \$7,000 per-unit per year grant from the Joint Office of Homeless Services.

“As much as developing is difficult work, the work actually starts when the doors are open and the veterans are in there and we are starting to build a sense of community,” said director Chris Aiosa.

## HOME FOR NOW

Next door to Carder, the new Barbara Maher building resident, lives Robin Lloyd, who’s been in the building for four years.

Lloyd embraces the community the building fosters. She often leaves her door open so Carder can heat up her coffee in Lloyd’s microwave. And Lloyd feels safer to have other women nearby to help if her health issues flare up.

Lloyd came to the North Williams SRO about four years ago after drugs took over her life. But now she’s clean and uses Social Security benefits to pay her \$215 portion of the rent. She visits her adult children for weekends without the worry of losing all of her belongings -- a constant risk when she lived on the street.

But she would appreciate some more space and is starting to look to a future where she and her boyfriend find a place of their own with a private bathroom.

“Here, I love coming home,” Lloyd said. “I consider this definitely my home — for now.”

# Portland Commissioner Chloe Eudaly Explores Potential Tax Increases

*By Gordon Friedman*

*April 28, 2019*

Portland Commissioner Chloe Eudaly is researching ways to raise an additional \$50 million for city programs, and doing so would require raising taxes, city documents obtained by The Oregonian/OregonLive show.

To that end, the city's top revenue official provided Eudaly with an analysis of seven possible tax increases, including a personal income tax on Portland's top earners, a soda tax and higher property taxes.

Some options, if implemented, could collect tens of millions of dollars each year. The documents call Eudaly's \$50 million ask the "revenue target."

Eudaly's chief of staff, Marshall Runkel, said Friday the commissioner is in no way committed to enacting any of the tax increases outlined in the report by Revenue Division Director Thomas Lannom. Runkel stressed the analysis was done as part of an information gathering effort directed by Eudaly and has not resulted in policy proposals.

Asked what Eudaly may want to direct additional funds to, Runkel said, "Anyone who looks around the city can figure out we need additional resources for homelessness."

The option that would raise the most revenue is a tax on prepared foods and beverages, similar to a tax in use in Ashland since 1990. Such a tax could raise \$77 million a year in Portland, and a tax of \$0.015 per ounce on just sugary sodas could rake in \$19 million.

An upside to those taxes from the point of view of taxpayers is that they can be "avoided by choice," the report says. It also states a food and beverage tax may disproportionately affect low-income people or face "very high opposition given food culture in Portland."

A personal income tax of 1 to 2 percent on the richest 5 percent of Portlanders – about 21,000 people – could raise as much as \$75 million a year, according to Lannom's report. Such a tax "directly addresses equity and income inequality," he wrote, but could affect whether additional people and companies move to Portland. Those already here are "unlikely to move," the report states.

A property tax levy of \$1 per \$1,000 of assessed value could raise \$55 million and would be easy for the city to collect, the report says. Voters may have "property tax fatigue," however, and some could perceive a new levy as making Oregon's unique property tax system more unfair.

Several other options would raise much less money: an increase to a tax on CEO compensation (\$2.5 million), a targeted business tax (\$2.7 million) and an 0.25 percent increase in Portland's clean energy tax (\$17 million).

Eudaly's office has also explored an "empty dwelling fee" to incentivize landlords to keep their units full in Portland's stressed housing market. Under that tax, landlords would be charged \$5,000 per empty unit for every 120 days of vacancy, with exceptions for vacancies caused by renovations, sale of the units, the death of the owner and for low-income property owners.

## **Portland Police to Increase Patrols near Jewish Synagogues After California Shooting**

*By Brad Schmidt*

*April 28, 2019*

Portland police announced late Saturday that officers will conduct extra patrols near Jewish synagogues in the aftermath of a deadly shooting in California.

Police say they have no specific information about threats in Portland but are increasing patrols as a proactive measure. The declaration, released late Saturday night, came about 12 hours after a gunman opened fire at a synagogue in the San Diego suburb of Poway.

“Today’s events in Poway are horrific, and their impact is felt around the world as well as here in Portland,” Portland’s police chief, Danielle Outlaw, said in a statement. “Our officers will offer an extra presence that we hope will be reassuring to the greater Jewish community. No one should ever be afraid to practice their faith or gather at houses of worship.”

In California, the gunman sprayed bullets inside a synagogue with a semiautomatic rifle; a 19-year-old was arrested later in connection with the shooting. A 60-year-old woman was killed and three others injured three others in the attack, which authorities described as a hate crime.

Portland officials reiterated that all threats of violence or suspicious activity should be reported to police for investigation.

## **Earl Blumenauer Bridge? Portland Commits to Naming New Bike and Pedestrian Bridge After Congressman**

*By Andrew Theen*

*April 26, 2019*

Portland Commissioner Chloe Eudaly said this week that she plans to name a new bike and pedestrian-only bridge spanning Interstate 84 after U.S. Rep. Earl Blumenauer.

Eudaly, the city’s transportation commissioner, made the announcement Thursday night at the nonprofit Classroom Law Project’s annual dinner. Bike Portland first reported on the news. Blumenauer was at the meeting to receive a civic leadership award and was unaware of Eudaly’s plan.

The \$13 million bike and pedestrian bridge expected to break ground this August has been known for years through the design and planning stages as the Sullivan’s Crossing. The bridge will connect the Central Eastside Industrial and Lloyd districts at Seventh Avenue, offering a new connection for pedestrians and cyclists between the close-in Northeast and Southeast neighborhoods. It’s expected to open by December 2020.

“In recognition of a lifetime of service to the state of Oregon and the city of Portland and particularly the trailblazing work that you have done in the active transportation arena,” Eudaly said in her comments Thursday, “I’m pleased to announce that the city of Portland is naming the new Sullivan Crossing Bridge after you, our bike champion in Congress -- the Earl Blumenauer Pedestrian and Bicycle Bridge.”

The formal name of the bridge is still to be determined, Eudaly's chief of staff, Marshall Runkel, said in an email. It's possible Sullivan's Crossing remains part of the name, but that won't be finalized until the bridge opens next year, he said.

Blumenauer, who was elected to the Legislature in 1972 and sat on the Multnomah County Board of Commissioners before being elected to Portland City Council in 1986, is credited as a critical voice in shaping Portland's transit system and carving out its reputation as a bike-friendly city nationally. He was first elected to Congress in 1996 and remains in office.

In a statement provided to The Oregonian/OregonLive, Blumenauer said the possibility of having the bridge named after him would be "a great honor."

"I have been agitating for and dreaming about that pedestrian bike crossing for decades," he said in a statement. "It makes so much sense to connect the Lloyd district with that rapidly changing part of the Central East side. Working with the incredible team in the city to help develop Portland's cycling infrastructure and active transportation plan is one of the highlights of my career. This project will add an important dimension to the walking and cycling experience. I'm hopeful this will be a powerful symbol of our commitment to transportation connectivity and the biking and pedestrian experience."

The bridge is designed to accommodate emergency vehicles if necessary, but otherwise will be limited to bikes and pedestrians. City transportation officials believe the span will be a signature gateway to the city for motorists driving into the city on I-84.

The Blumenauer bridge isn't the only non-car structure being built in coming years. Construction is already underway on a pedestrian-only bridge spanning West Burnside Street on the Wildwood Trail between Washington and Forest parks. The Gideon Overcrossing, a \$15 million bike and pedestrian bridge spanning the Orange Line MAX tracks and railroad tracks in Southeast Portland, is expected to break ground next month. The Flander's Crossing, which will span I-405 in Northwest Portland, is a \$6.4 million bike and pedestrian-only bridge expected to start construction in 2020.

## **The Portland Tribune**

### **Second Sheriff Says Portland Too Risky for Deputies**

*By Zane Sparling  
April 27, 2019*

#### **Clackamas County Sheriff Craig Roberts follows lead of Washington County Sheriff Patrick Garrett.**

A second county sheriff has ordered deputies to stop responding to 9-1-1 calls in Portland, except in extreme emergencies.

In a new letter to employees, Clackamas County Sheriff Craig Roberts says his agency will "pull back all staff responding to calls for services" due to risky conditions.

"Our work is dangerous enough without adding unnecessary risk when responding to calls for services in the City of Portland," Roberts wrote April 26, adding a caveat. "We will always respond to help any officer from any agency in immediate need of assistance."

KPTV first reported the Feb. 14 withdrawal of the Washington County Sheriff's Office from a similar mutual aid pact made with the Rose City. WSCO officers will now avoid Portland unless there's a direct tie to their ongoing investigations.

The decisions may have more to do with fears of legal liability — and anti-law enforcement sentiments at Portland City Hall — than life on the streets.

Roberts pointed to statements by the Portland Police Bureau union president, Daryl Turner, who claims that a "hostile" environment created by residents and politicians has exacerbated the recent wave of police retirements and lackluster recruitment numbers.

Washington County Sheriff Patrick Garrett told KPTV he's troubled the Multnomah County District Attorney automatically convenes a Grand Jury after a police shooting. He has concerns that Portland won't pay the legal fees for responding officers who may have violated a person's civil rights, potentially shifting the cost back to WSCO or the deputies themselves.

Clackamas County Sheriff Roberts also alluded to "professional risk" in his letter. He praised Portland Police Chief Danielle Outlaw's leadership in a "very difficult" environment.

Nothing will change for Clackamas officers assigned to the Electronic Home Detention Program, Parole and Probation, the United States Marshals Fugitive Task Force or the FBI's Joint Terrorism Task Force. Requests for SWAT assistance or crisis negotiators by Portland will be evaluated on a "case-by-case basis," Roberts said.

CCSO will continue to assign one sergeant and six deputies to the transit beat, but a new agreement will be hammered out with TriMet. Washington and Clackamas County officers are not expected to assist crowd control efforts during Portland's unruly summer protest season.

"As Sheriff, your safety and the safety of Clackamas County residents remain my top priorities," Roberts wrote. "I don't make these decisions lightly."

## **Police Increase Patrols at Jewish Houses of Worship**

*By Jim Redden  
April 28, 2019*

**Increased presence is a response to the Saturday attack on a synagogue that left one dead and three wounded.**

Police have increased patrols around Jewish houses of worship throughout Portland following a Saturday attack that killed one and wounded three others in a synagogue near San Diego.

Police say they have no specific information about any threats, but are being proactive in protecting the community and places of worship of all religions.

"Today's events in Poway are horrific, and their impact is felt around the world as well as here in Portland," Police Chief Danielle Outlaw said Saturday. "Our officers will offer an extra presence that we hope will be reassuring to the greater Jewish community. No one should ever be afraid to practice their faith or gather at houses of worship."

Police want the community to know that all threats of violence should to be reported to law enforcement and will be thoroughly investigated. Emergencies or suspicious activity should be immediately reported to 9-1-1. Anonymous tips can be reported by calling 503-823-HELP (4357) and online at <https://www.p3tips.com/823>.

# 14 Activists Arrested for Blockading Zenith Oil Terminal

*By Zane Sparling*

*April 28, 2019*

## **Demonstration on Sunday, April 28 ends in arrests of climate protesters in Northwest Portland.**

Activists seeking to shut down a crude oil terminal in Northwest Portland went back to the tracks — and were arrested again.

Reports on social media and from a wire service photojournalist indicate as many as 14 people were arrested Sunday, April 28 after planting a second garden on the rail spur leading to a Zenith oil terminal on Front Street.

In a follow-up news release, the Portland Police Bureau said it charged 14 people with one count of second-degree trespassing after giving them three warnings to leave.

"When they refused to leave, they were handcuffed and escorted off the property," according to the release. "No force was used during the arrests."

The activists used a dump truck to add topsoil and a new garden around 6 a.m., according to their accounts. Squad cars were spotted by 9:30 a.m., and the arrests appear to have concluded a few hours later.

"Zenith continues to build out its infrastructure," said well-known local activist Ken Ward, in a video. "Our political leadership, despite some expressions of concern, has done nothing — nothing."

The demonstrators also returned their tiny house to the area surrounding the terminal, where crude oil is stored until it can be shipped to foreign and domestic refineries.

Graffiti reading "From this moment despair ends and tactics begin" appeared on the new cinderblock wall Zenith is building around its property.

Activists supporting the short-lived blockade say Zenith has dramatically increased rail shipments of Canadian crude oil to its terminal after quietly purchasing the property in 2017.

Portland City Hall banned new or significant expansions of oil terminal facilities in 2016, but Zenith is using old permits approved in 2014 to add more infrastructure. The expansion will allow Zenith to unload as many as 44 rail cars at a time.

A representative for Zenith says the company strives to operate in an "environmentally responsible manner."

"While we respect the protestors' First Amendment right to express their opinions, for their safety, the safety of the facility and the safety of the community, we ask that they follow the law, and treat our employees, contractors and vendors with an appropriate level of respect," the company said in a statement.

Here's the list of people Portland Police say they arrested:

- Jan Zuckerman, 60
- Richard Peppers, 63
- Michael Horner, 69

- Deborah Romerein, 67
- Lorraine Heller, 86
- Margaret Butler, 62
- Kenneth Ward, 62
- Joan Kirchhoff, 67
- Tim Norgren, 45
- Patricia Freiberg, 74
- Kyler Liu, 30
- Steven Goldstein, 73
- Mary Vanzant, 61
- Emily Carl, 19

## **Avenue of Roses Parade Blossoms on 82nd in Portland**

*By Zane Sparling  
April 27, 2019*

**City's largest eastside parade sparks smiles during two-mile march to Montavilla on April 27.**

Clowns, zombies, horseback riders, drummers, dancers, tank commanders and marchers of all stripes turned out for the 82nd Avenue of Roses Parade — billed as the city's largest eastside procession.

Hundreds lined 82nd to watch the northbound cavalcade exit Eastport Plaza at 9:30 a.m. on Saturday, April 27, as they began a two-mile tromp to the Montavilla neighborhood.

"My favorite part of the parade is throwing candy, 'cause I get to eat it," said Michael, age 6, who was visiting from Gresham with his sister Anna.

A slight drizzle at the beginning of the event meant some of the strewn candy ended up in puddles, but that didn't seem to deter most of the young folk.

Numerous area businesses and clubs participated in the parade, including a local chapter of the Veterans of Foreign Wars, Friesian horse riders, the Portland Peace Corps Association, Portland Fire & Rescue, the Portland Rose Festival, the Royal Rosarians, Bridger School, The Beat Goes On marching band, Portland Community College, the Montavilla Neighborhood Association, the King School Drill Team and the Portland Police Bureau.

PPB Cadet Jenny Pham was so swarmed with candy-seeking kids she ended up trailing far behind her partner.

"It's been really fun," Pham said, but "I lost my patrol car."

The parade was founded twelve years ago in 2007, but was canceled in 2017 over fears that inclusion of the Multnomah County Republicans could spark a street brawl challenged by Antifa. The GOP club did not appear to march this year.

Among the attendees were Portland Mayor Ted Wheeler and City Commissioners Amanda Fritz and Jo Ann Hardesty.

"It's great," noted Commissioner Hardesty. "What a wonderful way to be out on 82nd Avenue — my hood!"

## **Escooters, with Strings**

*By Joseph Gallivan  
April 26, 2019*

### **Electric scooters return to Portland with new brands, fees, fines and restrictions around riding in parks, on sidewalks, and laissez faire parking.**

A second pilot program for electric scooters started in Portland Friday, April 26, without familiar brands such as Bird and Skip.

The Portland Bureau of Transportation has issued permits to Bolt, Lime and Spin. Only Lime (the green one) was in Portland for the four-month pilot last summer. Scooters are expected to hit the streets Friday afternoon.

All submitting companies had to jump through a series of only-in-Portland hoops.

These include:

Geofencing, wherein the scooter's GPS is set so that riders cannot end rides at Waterfront Park and will be fined for dumping scooters in other parks. Fines. It will be \$50 for riding on sidewalks and \$15 for illegal parking.

Four other companies (Clevr Mobility, Jump, Razor USA and Shared Technologies) are in line for licenses, although they must submit further proof that they qualify. They could launch within weeks.

### **The second coming**

The new pilot program will last one year.

Companies that help eliminate sidewalk riding, improper parking and help generating high ridership in East Portland will be allowed to expand their fleets.

PBOT will charge a 5- to 20-cent right-of-way fee to the companies and develop more protected bike lanes and neighborhood greenways. The first pilot showed that scooter riders prefer riding on bike lanes, when they are available, to sidewalks.

Small squares will be marked on sidewalks and streets as Scooter Parking places, to prevent them blocking the right of way.

PBOT has drawn a map of scooter-friendly routes in Portland. <http://map.escooterpdx.com>.

Transportation Commissioner Chloe Eudaly said in a statement that scooters were fun and popular but the city wanted to address some safety and equity concerns.

### **Whose streets?**

"Our streets are a valuable public asset - if private industry wants access to our streets, they have to demonstrate alignment with our values and priorities, pay a reasonable fee for the privilege, and deliver social benefit. This second scooter pilot will allow us to gather more data, increase equity and accessibility, and make the most of this 'last mile' technology in Portland."

Chris Warner, PBOT's Interim Director said data from the pilot would help the city learn about how people use them, with a view to expanding from 2,500 scooters to 9,000.

Twelve companies applied to operate scooters by April 9, 2019. After testing their data PBOT staff chose the finalists likely to reduce barriers to access, supporting environmental sustainability, and improving pedestrian comfort. PBOT bragged that it had shared with the public more data on the use of scooters than any other city in the nation and produced a comprehensive report.

Fines will be collected through the app. A release said that while "PBOT regulatory specialists (not parking enforcement but staff from the division that conducts oversight of taxis and TNCs such as Uber and Lyft) will monitor sidewalks, documenting instances of illegal scooter riding and parking and providing those to the companies." The scooter companies will have to issue the fines.

PBOT already does the same with car-sharing. If you illegally park a Car2Go or ReachNow and a parking enforcement officer writes a ticket, the rideshare companies will pass that cost on to the driver.

### **CT rider**

Out riding near Director Park where the first Lime scooters were dropped Friday lunchtime, Jack Dowe moved here from New York City seven months ago. He's from Connecticut and works in commercial real estate. He used the scooters all the time last summer.

"I looked into buying one instead of waiting for them to come back. My friends and I have a group chat, someone sent an article that they were coming back. This morning I was making a bunch of jokes, like 'Went to bed last night with a need for speed, woke up and didn't see any of the scooters out on the street.' Then today I was monitoring the app. I have all the apps."

He just spent \$750 on a used Specialized hybrid commuter bike, so will stick to renting.

Dowe left the Lime on the sidewalk outside Umpqua bank, and it was gone again in 10 minutes.

### **They fast**

Jena Lopez and Tyler Robin were unlocking a pair outside the Tea Bar on the north side of Director Park, where four were parked. They had used them before but Lopez was having trouble getting access to one, and it sounded an increasingly loud alarm until she left it alone. She said last summer she learned to ride by using the sidewalks because she almost was hit by a car on the street.

"If there's no one on the sidewalk we'll take the sidewalk," Lopez said. The pair had a few hours free Friday to take a joyride and "see where the day takes us, probably head up towards northeast, spread the scooter love so they're not all in one place."

"The esplanade's fun," said Robin. She was surprised to hear that that they will not be able to end rides there. "That's such bulls---," added Lopez.

"They're fun, they're really fast. I like going places on them, going to my friends," said Robin.

Both have bicycles, and Robin has a car. Robin had been checking the app daily since reading they were coming back. "They really loved the scoots," Lopez said of her friend.

## Willamette Week

# Seven Scooter Companies Are Headed for Portland, and Hundreds of Devices Could Hit Streets Today

*By Elise Herron  
April 26, 2019*

**Three companies are approved. Four more companies could also be permitted in the coming weeks.**

The return of the e-scooters has officially arrived. City Hall has picked three companies out of 12 applicants to take part in Portland's second pilot program, and is finalizing approval for another four.

The Portland Bureau of Transportation announced this morning that Bolt, Lime and Spin will be permitted to start deploying scooters starting today.

PBOT spokesman John Brady says Lime and Spin plan to start releasing scooters to city streets today.

Ariella Stienhorn, a Spin spokesperson, says the company will launch with 525 scooters.

"As we scale our fleet in the coming months we're committed to complementing public transit, replacing short car trips, and hiring locally to deliver reliable operations," Stienhorn says.

Alex Youn, a spokesperson for Lime, says the company will deploy 500 scooters. A representative Bolt could not immediately be reached for comment, but Brady says Bolt does not plan to start service today.

This second, year-long pilot program will end April 26, 2020. The initial number of scooters allowed in Portland will start at 2,500 but could grow to up to 9,000.

To reduce sidewalk riding and improper parking, PBOT plans to charge per-ride fees to fund greenway and protected bike lane projects. It has also started marking parts of city sidewalks as designated scooter parking areas.

One company that operated in Portland during the first pilot program, Skip, says the city's new regulations and fees were too prohibitive for the company to apply for a second trial permit.

"While Skip proudly participated in Portland's initial pilot and values its strong relationship with Portland regulators," a spokesperson says, "the cost structure and burdensome requirements in the recent changes to the pilot caused Skip to forego a return to Portland while concentrating on cities where long term sustainable scooter sharing is better positioned to succeed."

Four other companies—Clevr Mobility, Jump, Razor USA, Shared Technologies, Inc.—are in the process of submitting final documents to the city for permitting, and PBOT says it expects them to also launch in the coming weeks.

"Our streets are a valuable public asset—if private industry wants access to our streets, they have to demonstrate alignment with our values and priorities, pay a reasonable fee for the privilege, and deliver social benefit," transportation commissioner Chloe Eudaly says in a statement. "This second scooter pilot will allow us to gather more data, increase equity and accessibility, and make the most of this 'last mile' technology in Portland."

# **Scooter Bros Are Far More Common in Portland Than Women Riders, Study Says**

*By Elise Herron*

*April 27, 2019*

Only 34 percent of riders were women, and only two percent were transgender or nonbinary.

A new study from Portland State University shows a notable gender gap in e-scooter ridership.

After last summer's four-month pilot program, PSU's Transportation Research and Education Center analyzed city data and found that only 34 percent of riders were women, and only two percent were transgender or nonbinary.

Jennifer Dill, the center's director, says scooters "appear to be attracting riders who are as racially and economically diverse as the city's population, though men and younger adults are definitely riding more."

Of the people polled, men indicated they were more likely to use e-scooters to get around quickly, whereas others were more like to ride scooters out of curiosity.

The study also found that 54 percent of women surveyed would ride scooters more if there were safer places to ride—a complaint Portland Bureau of Transportation seeks to address with designated bike parking and per-ride fees to fund greenway and bike lane infrastructure.

"If we want e-scooters to be a mobility option for everyone, we need to be thinking about providing safe and comfortable places to ride," Dill wrote.

Chris Warner, interim director of PBOT, says City Hall will use the data to "understand the implications of e-scooter use for cities across the nation."

"We think that research on e-scooter use can help us find new ways to make our streets safer for everyone," Warner says, regardless of how you travel."

# **Portland Police Reserves Were Out of Compliance With DOJ Settlement. Brass Kept the Problem Quiet.**

*By Katie Shepherd*

*April 26, 2019*

**Two former reserve officers say a commander told them he had not been “entirely forthright” with the DOJ.**

The Portland Police Bureau discovered in November 2017 that its Reserve Unit had, for nearly five years, lacked training required by a settlement with the U.S. Department of Justice.

WW reported this month that the lack of training led to the dissolution of the reserves.

Now, two former reserve officers, Bob Ball and Tim Bailey, tell WW that Cmdr. Steve Jones, who was head of the professional standards division at the time, told them he had not been "entirely forthright" with the DOJ about the Reserve Unit's training status in early December 2017.

Jones is currently on paid administrative leave after crashing a city vehicle into a utility pole while driving intoxicated. The Police Bureau did not return multiple requests for comment on Jones' alleged remarks about intentionally withholding information from the DOJ.

Last week, The Oregonian reported the bureau hadn't informed the DOJ or the U.S. attorney for the District of Oregon about the lack of compliance.

A spokesman for the U.S. attorney says the city is not required to voluntarily report noncompliance. A spokeswoman for Mayor Ted Wheeler says the feds understood compliance "would occur over an extended period."

## **Protest Garden Planted on Zenith Energy Oil-Train Tracks for a Second Sunday in a Row**

*By Allison Place*

*April 28, 2019*

**For a second Sunday in a row, activist Ken Ward was arrested for trespassing in Northwest Portland.**

Environmental activists, with the group Extinction Rebellion PDX, planted forget-me-nots this Sunday as they created another garden atop Zenith Energy's train tracks in Northwest Portland.

Ken Ward, an activist known as a "pipe turner" for directly cutting off the supply of crude oil to a refinery in Washington state, was among the fourteen environmental activists arrested today by Portland Police officers for trespassing on private property.

It was their second garden-party protest in as many weeks.

Those arrested ranged in age from an 86 to 19. Six of the arrested activists, including Ward, were also among those arrested on Monday.

The activists were arrested for protesting Zenith's import of Alberta tar sands oil, which has dramatically increased despite Portland city council voting to block further expansion of fossil fuels in 2015.

In a Tweet, a group shot shows the activists on a wall with the spray painted note, "From this moment, despair ends and tactics begin."

## **The Portland Mercury**

### **There's a Gender Gap Among Portland E-Scooter Riders**

*By Blair Stenvick*

*April 26, 2019*

E-scooters returned to Portland for a year-long pilot program on Friday—but not all Portlanders are in an equal position to enjoy them. Men in Portland are about twice as likely to ride an electric scooter than women, according to findings from a researcher at Portland State University (PSU).

Jennifer Dill, the director of PSU's Transportation Research and Education Center, analyzed Portland Bureau of Transportation (PBOT) survey data from Portland's first e-scooter pilot

program in 2018. That survey included responses from 4,500 people. While Dill can't say whether those results are representative of the city's population, its findings do synchronize with similar studies she has conducted on the gender gap among bicyclists.

"The numbers are very similar, in terms of a two-to-one ratio of men using e-scooters to women," Dill told the Mercury.

According to PBOT's survey, 34 percent of Portland e-scooter riders were women, while 64 percent of riders were men, and about two percent identified as transgender or non-binary. The results also found that even the women who do use e-scooter were inclined to ride them less often than male riders.

And safety is a major factor: 54 percent of women said that safety was a main concern when riding an e-scooter, compared to only 46 percent of men who said the same.

"A big part of the difference is safety and feeling safe," Dill said. "There's a lot of research in general that women are more risk-averse.... You're a much more vulnerable road user when you're on a bicycle [or an e-scooter]—at least you think you are, as opposed to driving in a car."

Those concerns are especially timely right now. Eighteen people have died in traffic-related fatalities in Portland in 2019 so far, causing transportation activists to demand new safety infrastructure from PBOT. The bureau has responded by adding some temporary infrastructure to especially dangerous areas.

Dill said that added safety measures could help balance the e-scooter gender gap, and that private e-scooter companies ought to shoulder some of that responsibility along with public agencies.

"I would hope," she said, "that the companies would also be trying to lobby for better infrastructure to reduce the potential conflicts between people on e-scooters and people in cars."

Dill plans to work with PBOT to analyze data from the new pilot program as well. As Dill noted, the issue of e-scooter safety and accessibility is not limited to the gender gap—PBOT is also focused this time around on making the machines more available to low-income Portlanders, people living east of 82nd Avenue, and people with disabilities.

One of Dill's data collection classes will soon survey pedestrians to determine how they perceive e-scooter use on sidewalks—a practice that is illegal in Oregon, but still fairly prevalent among Portland e-scooter riders.

"If people do ride e-scooters on sidewalks, that can present problems for pedestrians and people who have disabilities," Dill said. "If scooters are blocking where they need to go, that is a big problem."

## **The Daily Journal of Commerce**

### **Portland to Name New Bike, Walking Bridge After Congressman**

*April 28, 2019*

Portland Commissioner Chloe Eudaly says she plans to name a new bike and pedestrian-only bridge spanning Interstate 84 after U.S. Rep. Earl Blumenauer.

The Oregonian/OregonLive reports Eudaly, the city's transportation commissioner, made the announcement Thursday night at the nonprofit Classroom Law Project's annual dinner where she referred to him as "our bike champion in Congress."

Blumenauer said later the possibility of the name would be a great honor.

The \$13 million bike and pedestrian bridge expected to break ground in August has been known through the design and planning stages as Sullivan's Crossing. Officials said it's possible Sullivan's Crossing remains part of the name.

The bridge will connect the Central Eastside Industrial and Lloyd districts at Seventh Avenue, offering a new connection for pedestrians and cyclists between the close-in Northeast and Southeast neighborhoods.

It's expected to open by December 2020.

## Developers Warn of Multifamily Slowdown

*By Chuck Slothower*

*April 26, 2019*

### **The next wave of multifamily development in Portland may be in trouble.**

With inclusionary housing rules narrowing margins and raising questions from investors, some developers are waiting on the sidelines. Others are testing the waters, talking with major equity investors about what returns they'll accept, and with their architects and contractors about how to control costs.

Developers who are watching the post-inclusionary housing pipeline said multifamily deliveries will slow dramatically in 2020 and 2021. The slowdown could worsen Portland's supply issues, and cause another housing crisis, they warn.

There are a number of reasons why multifamily projects aren't penciling out. Construction costs are still rising faster than inflation, although they have leveled off from dramatic jumps a couple of years ago. Rents are stagnant, limiting the income developers can draw from new buildings. And new regulations, including inclusionary housing and rent control, are limiting profit and causing investors to move more cautiously, developers said.

"I've actually run numbers on two dozen deals, and I can't make them work," said Brad Schnell, managing director of development at Greystar.

Others developers are finding the same thing.

"We're all in the same boat," Schnell said. "We're all just scratching our heads trying to make sense of this market."

National equity investors are not interested in accepting the lower returns Portland's market is now offering, developers said. Equity investors are looking to other fast-growing cities that have fewer question marks.

"To find equity, you've got to have somewhere between 5.75 percent or 6 percent return on cost or yield, and we're sub-5 (percent) on everything we're looking at," Schnell said. "It doesn't come close to penciling. We wouldn't even want to bring it to an investment committee."

Portland's regulatory approach is not helping, developers said. Inclusionary housing reduces revenue, and new rent control rules, while not overly punitive, raise questions of whether the City Council and state Legislature will further tighten the screws.

"We try to play ball, but I think they need to know that the level of complexity that they've added in the last two years to deals is not conducive to increasing supply," said Sam Rodriguez, senior managing director of Mill Creek Residential Trust, a Dallas-based developer that has built prolifically in Portland during the economic expansion.

The development pipeline is collecting an increasingly curious backlog of major projects that have received design approval from the city of Portland, but haven't moved forward with building permits.

"Projects just don't pencil," said Noel Johnson, a principal with multifamily developer Cairn Pacific.

If projects don't move forward, housing supply will dry up, developers warned.

"It is going to be a problem," Schnell said. "It's probably 24 months away."

A number of mixed-use projects with multifamily components appear to have slowed, if not stalled. Eleven West, a 24-story tower from Gerding Edlen Development and Downtown Development Group, has not moved forward after receiving Design Commission approval in December 2017. The multifamily portion of the Press Blocks in Goose Hollow is waiting, but the developers are moving ahead with the office buildings, for which building permits have been issued, city records show.

Mill Creek is one of the few developers that has proposed new, sizable multifamily projects under inclusionary housing rules. The merchant developer, backed by national equity investors, has three major multifamily projects in development:

- At 4804 S.E. Woodstock Blvd., Mill Creek is proposing a five-story building with 185 to 195 multifamily units at the site of the Joinery building, which would be demolished. There would be 0.75 parking spaces per apartment. Neighbors have vociferously objected to the project, but the site is not subject to design review.
- At 1120 S.E. Morrison St., Mill Creek wants to build a seven-story building with approximately 234 units and a 0.75 parking ratio.
- At 2135 N.W. Nicolai St., between Slabtown and the Northwest Industrial District, Mill Creek is planning Modera Nicolai, a six-story building with approximately 200 units and a 0.55 parking ratio. A design advice hearing has taken place.

Taken together, the projects would add more than 600 units to Portland's multifamily market if all were built.

"Our theory is if you do full blocks, you get some economies of scale," Rodriguez said. "It's really hard to make it work, and the only thing we think that might help us is just the size of the deals. That's the only somewhat advantage that we have."

Rodriguez pointed to forecasts showing rent growth of 2 percent a year, or slightly more, after the current round of pre-inclusionary housing projects is absorbed into the market in 2020-21.

"We're hoping that the new increases in rent that we'll see once a lot of this stuff gets absorbed, with construction costs, economies of scale and so forth, are going to put us on a good gliding path to a successful deal," he said. "That said, it's not panning out so far. The construction cost

numbers are still pretty impactful in the overall deal, and then the city just doesn't seem to stop with the additional regulations.”

Some projects have gone back to the drawing board, as developer Alamo Manhattan has done with a portfolio of South Waterfront properties owned by Prometheus Real Estate Group of San Mateo, California. The project received city design approval, but instead of breaking ground, Alamo Manhattan is going back through design review with a redesigned project that would be subject to inclusionary housing rules.

“We are trying to make it work,” said Wade Johns, vice president at Alamo Manhattan, a Dallas-based developer.

It's unclear if the project will move forward, Johns said.

“We don't know yet,” he said. “We are in a due diligence period. We had a (design advice) meeting with Portland Design Commission, which went well. We have been meeting with the Housing Bureau, which we have found to be very collaborative and eager. We are trying hard to understand it to try to make it work.”

Johns predicted developers would eventually adapt to Portland's market conditions.

“It's going to take a while for people to figure this out, but I think that they will,” he said. “Portland is such a dynamic, wonderful city. People want to be there so badly. I think they're going to figure it out.”

## OPB

### E-Scooters Return To Portland

*By Meerah Powell*

*April 26, 2019*

#### **Electric scooters return to Portland on Friday.**

Portland debuted a four-month e-scooter pilot program last year. It resulted in people taking more than 700,000 rides, according to a report from the Portland Bureau of Transportation.

Now, PBOT is returning scooters to city streets for a year-long program beginning Friday.

The companies involved in this newest pilot program are Bolt, Lime and Spin.

Four additional companies — Clevr Mobility, Jump, Razor USA and Shared Technologies, Inc. — are still submitting information for permits. They may also launch fleets in the next few weeks.

Companies will initially be allowed up to 2,500 scooters total in Portland. Although, by January, there could be up to 15,000 scooters available.

The biggest concerns that came out of the 2018 pilot were issues like illegal sidewalk riding and incorrect scooter parking — especially for people with disabilities. That's something this new program is looking to address, said Dylan Rivera, PBOT's public information officer.

“We heard loud and clear from people with disabilities ... that illegal scooter use on sidewalks and irresponsible parking were a big problem for people who depend on mobility devices,” Rivera said. “What we're going to do is step up enforcement.”

Enforcement will mostly be through the scooter companies themselves.

PBOT officials have plans monitor sidewalks, document incidences of illegal activity and report back to the companies.

“The companies will provide warnings and potentially fines to e-scooter riders,” Rivera said.

The fine for riding on a sidewalk is \$50; the fine for parking illegally is \$15. Repeat offenders could have a 30-day account suspension.

PBOT will be monitoring and auditing each company for compliance, Rivera said.

Companies will also be required to use geo-fencing technology to prevent people from parking their scooters in Tom McCall Waterfront Park.

“The first pilot program we did in 2018 was very worthwhile, it demonstrated a lot of community use and support, but it also demonstrated a lot of conflicts and challenges,” Rivera said. “So we’ll really be testing them throughout the year — and especially the behavior of people riding and parking the scooters.”

## **Data Show Women Ride Portland E-Scooters Less Than Men**

*By Meerah Powell*

*April 26, 2019*

Data show that Portland electric scooters are more popular with men than women.

Jennifer Dill, director of Portland State University’s Transportation Research and Education Center, analyzed data from Portland’s four-month-long e-scooter pilot program last year and found a dramatic gender gap.

“Women are far less likely to be riding scooters,” Dill said. “Only about a third of the riders who were Portland residents were women, compared to about two-thirds who were men.”

Dill did previous research on bike share programs around the nation. She found evidence that bike shares tend to mostly attract “a lot of higher-income, well-educated, white, younger people,” she said.

That was not the case with Portland’s e-scooter program.

“With respect to race and income, it seems that the ridership may be reflecting the population of the city of Portland fairly well,” Dill said.

As far as the gender gap in both bike and scooter programs, Dill said, the numbers were almost identical.

The disparity may come down to concerns around safety, she said.

“Women want safer, more separated infrastructure,” Dill said. “A white-striped bike lane is not enough to make a lot of women feel safe biking on the street and the same thing goes for e-scooters.”

Fifty-four percent of Portland women surveyed said having a safe place to ride would increase their use.

“We need to build infrastructure where people feel safe and comfortable riding,” Dill said.

“Providing the infrastructure is one of the main things to get at the gender gap.”

The Portland Bureau of Transportation launched a year-long e-scooter pilot program this week. PBOT tweeted that it would continue partnering with Portland State University to “understand the implications of e-scooter use for cities across the nation.”

## **Citing Risk To Deputies, Clackamas Sheriff Pulls Out Of Portland**

*By Ryan Haas  
April 26, 2019*

Clackamas County Sheriff Craig Roberts announced Friday his deputies would no longer be responding to most service calls within the city of Portland.

In a letter to Sheriff’s Office employees, Roberts wrote that he will be pulling back services from Portland in the coming weeks.

“I will not place you at unnecessary personal and professional risk,” he wrote to the workers.

The move follows a similar withdrawal by the Washington County Sheriff’s Office in early April. According to the Oregonian/OregonLive, officers from that jurisdiction injured a North Portland man while helping serve a search warrant and were sued, leading Sheriff Pat Garrett to end much of his department’s work with Portland.

“I don’t make these decisions lightly,” Roberts wrote in his letter. “Our work is dangerous enough without adding unnecessary risk when responding to calls for services in the City of Portland.”

Roberts said he also considered an April 8 statement from the Portland Police Association when making his decision. In that statement police union President Daryl Turner said there is an “intense anti-police sentiment in our city that City Council seems to share.”

Speaking to OPB’s “Think Out Loud” in March, Portland Police Chief Danielle Outlaw said actions like the city recently pulling out of the Joint Terrorism Task Force with the FBI send a message that can be worrisome to agencies like Washington County, and now Clackamas County.

“There’s a perception that political ideology trumps public safety here,” she said.

Though Clackamas County deputies will no longer service most calls in Portland, Roberts said they will still provide assistance to “any officer from any agency in immediate need of assistance.” He also said Clackamas deputies will continue work with TriMet on county matters and will deploy officers who work with special teams like SWAT on a “case-by-case basis.”