

## **The Oregonian**

### **Beat Check podcast: A veteran cop on Portland's awful year of traffic fatalities, and Chloe Eudaly on Vision Zero**

*By Andrew Theen  
December 12, 2019*

It's been a terrible year on Portland's streets.

After a significant dip in traffic deaths last year, Portland has seen a dramatic increase in 2019. The total death toll this year is pushing toward 50, well above the 20-year annual average of 36 deaths.

The deaths come as Portland transportation officials work toward Vision Zero, the international campaign to eliminate traffic fatalities entirely by 2025. The campaign puts an emphasis on educating drivers about the dangers of speeding and impaired driving, enforcing traffic laws and engineering roads to make them safer.

Portland is very much in the midst of the Vision Zero fight. No single year represents a trend, but the deaths this year are worrisome.

A small team of Portland's Police Bureau responds to every fatal crash and other wrecks deemed significant to send the top traffic reconstruction experts.

Those law enforcement officers see horrifying sights, talk to agonized family members, witnesses and survivors to try to piece together what happened.

On the latest episode of Beat Check with The Oregonian, Officer Phillip Maynard discusses his time on the Portland Police Bureau's Major Crash Team. Then, Portland Transportation Commissioner Chloe Eudaly discusses the dangerous year on the city's streets and what we can do as a city to make things better.

[Here's the full episode.](#)

### **Editorial: City should drop heavy-handed tactics on free food giveaways**

*By The Oregonian Editorial Board  
December 8, 2019*

The conflict between the city parks bureau and Free Hot Soup, the ad hoc group of volunteers that provides food to the hungry in a downtown park seems fairly solvable. Parks officials are concerned the near-daily giveaways are monopolizing downtown's Director Park and leaving a mess behind while the volunteers want to continue helping the scores of homeless people who know they can go to the park to get some food.

But somehow, the dispute over where the group should stage their operations has festered to the point that several of the volunteers have filed a lawsuit against the city. Why? Because instead of finding a compromise that fits everyone's needs, the city has decided to adopt heavy-handed regulations that come across as tone-deaf in the midst of a housing crisis.

It bears saying that Portland Parks and Recreation's main concerns are reasonable. The bureau has a responsibility to maintain its parks and promote access by the public as a whole. No one group or cause has an unlimited right to a park at the expense of others who also wish to use it.

But the bureau is going about this the wrong way. It announced earlier this year that groups offering social services, such as free food, must get permits and liability insurance, as The Oregonian/OregonLive's Everton Bailey reported. While the bureau is willing to waive permit fees, asking volunteers who are already giving time and money to get insurance is a sure-fire way to halt such altruism. In addition, the bureau has decided that there may be only one social service event per park per week. That, bureau officials say, is designed to help the volunteers reach more people.

At best, that's an uninformed approach and at worst, a deliberate effort to quash such giveaways. Do city officials really believe that homeless and hungry people have the wherewithal to keep track of which park is hosting food on what day of the week? Residents with far more wealth and resources have trouble remembering even the names of parks at various downtown locations.

Parks officials and Commissioner Nick Fish, who oversees the bureau, might want to reach out to the Joint Office of Homeless Services and ask it to take a leading role in finding a better solution – perhaps seeking a church or nonprofit organization that would be willing to serve as a regular venue downtown for Free Hot Soup. Free Hot Soup, too, should come willing to negotiate in the interest of finding a permanent spot quickly rather than risk throwing their operations in turmoil. The issue shouldn't be about whether they serve food at Director Park, but rather whether they have an accessible and consistently available space. The group could also consider partnering with a nonprofit that can help provide clean-up and staffing for such events to ease neighbors' concerns about the impacts of the daily events.

But regardless, figuring out how to help people help others shouldn't be such a difficult task. Not for the city that works.

## **Here's where Portland may look to speed up buses, streetcar (map)**

*By Andrew Theen  
December 06, 2019*

Portland transportation officials released more information this week on its proposal to speed up bus and streetcar lines through congested streets across the city.

The Rose Lane Vision, the name Commissioner Chloe Eudaly's office bestowed on the transit priority project, will go before the City Council in February for a full vote.

Buses and streetcars are increasingly languishing in traffic alongside drivers in single-occupancy vehicles, and Portland hopes the project will speed up transit and give those riders a faster commute while making public transit more desirable to other commuters, too.

The city focused its proposals on routes that already are significantly delayed, carry more than 1,500 riders every day, and operate with at least four buses an hour in a single direction.

According to a draft map published online this week, the longest projected bus routes bogged down in congested stretches include North Williams/Vancouver, Northeast Martin Luther King Jr. Boulevard, Northeast Sandy and Southeast Hawthorne. Shorter stretches being considered

include Southeast Tacoma Street in Sellwood, Southwest Capitol Highway near Barbur and inner Southeast Division Street.

According to the project's website, the city is considering a variety of methods to speed up buses or streetcars. In some places, that could mean a dedicated bus lane, in others, a lane for transit and right-turning vehicles only. Elsewhere, the city could look to give buses or streetcars signal priority at traffic lights or allow buses to jump traffic queues or otherwise get a leg up during rush hour.

All of the ideas are preliminary, and the city stressed that it would approach the projects as a "pilot" if, or when, they begin building in late 2020 and early 2021. It's unclear how the projects would be funded.

Other proposals, according to the website, could include left-side bike lanes (like those on North Williams Avenue) or shared bus and bike zones (like the new transit lane on Southwest Madison Street on the approach to the Hawthorne Bridge).

The city and TriMet claim those downtown bus priority lanes on Madison and Northwest Everett on the approach to the Steel Bridge are working. They said routes on those streets have all seen faster commute times during rush hour, with several minutes carved out of their downtown commute.

TriMet said those time savings add up once buses move out of the congested central city. For example, the Line 14 bus has seen an all-day time savings of more than 25 minutes, which TriMet and the city attribute to the bus lane on Madison.

Tia York, a TriMet spokeswoman, said the transit agency is "excited by the promise of the Rose Lane Project," and it's been providing data to the city showing where its buses are stopped.

"By providing information that shows where our buses are getting stuck in traffic congestion, we help identify priority projects that will keep our buses moving," she said.

The city also has an online survey about the potential projects.

Here are the upcoming open houses:

- Saturday, Dec. 7, 2-4 p.m., North Portland Library Community Room (512 N. Killingsworth St.)
- Monday, Dec. 9, 5:30-7:30 p.m., White Stag Building (70 N.W. Couch St.)

## **The Portland Tribune**

### **Portland buildings could make space to 'welcome' homeless**

*By KOIN 6 News  
December 06, 2019*

At a November meeting, the Planning and Sustainability Commission voted to require developers of downtown buildings to add 'opportunities to rest and be welcome, pause, sit, and interact.'

The Portland Planning and Sustainability Commission is considering a new approach to homeless in the downtown area — requiring new buildings to designate space out front for homeless camping.

The idea has been hotly debated, prompting the commission to put out a statement Friday that clarified that they are not proposing a new policy for camping on private property. However, some people maintain that's exactly what is being proposed.

At a November meeting, the commission voted to approve language in the new design standards that would require developers of downtown buildings to add "opportunities to rest and be welcome, pause, sit, and interact."

Commissioner Oriana Magnera asked for the resting part to be added.

"I do think that there's benefit for designing buildings that could be used for rest," said Magnera. "That's a reality of the place we live in right now and the housing shortage we have right now."

It was a close vote last month —5 to 4 and some commissioners voiced their concerns whether it was their job to make private businesses provide camping space at their entryways.

"I think if we're asking design review commissioners to consider whether a public proposed design for public space would accommodate homeless people pitching tents, I think we're asking design review to take on a public policy issue," Commissioner Jeff Bachrach said during last month's meeting.

The commission's next meeting is scheduled for Dec. 17. They plan to discuss this idea and define what specifically is meant by "rest" in front of a private building in downtown Portland. The meeting is open to the public.

## **Police kill man near Mall 205**

*By KOIN 6 News  
December 09, 2019*

**UPDATE: Police say the original call was about a man with a knife in the street near Southeast 103rd Drive and Southeast Stark Street.**

A man was shot and killed by police in Southeast Portland on Sunday, Dec. 8.

The names of the suspect and officers were not immediately released.

Detectives have confirmed that the original call, which was dispatched at 1:40 p.m., was a report of suspicious circumstances involving a weapon. The caller said a man had a knife in his hand and was in the street near Southeast 103rd Drive and Southeast Stark Street.

According to police, several officers responded, including one officer with a less-lethal tool that launches foam-tipped projectiles designed to impact a subject from a distance. The officers approached the subject and a short time later, officers reported that shots had been fired.

Detectives have also confirmed that less-lethal and lethal rounds were fired. The officers rendered medical assistance and called for medical response. The subject was determined to be deceased at the scene.

No other community members or officers were injured.

"Portland Police Officers responded to a dynamic situation involving an armed subject," Chief Danielle Outlaw said in a statement. "This is still early in the investigation and we will work within the process to release as much information as we can without compromising any of the investigation."

The subject's identity will be confirmed by the State Medical Examiner's Office and released to the public after next of kin are notified.

The involved Bureau members' names will be released Monday. They will remain on paid administrative leave until the completion of the Bureau's and Multnomah County District Attorney Office's investigation.

One witness who was fundraising in the area told KOIN 6 News he was caught off guard by the sound of gunfire.

"I hear gunshots. I turned to my left and then I see a man fall right over there," said Raphael Israel, who then gestured across the street from where he was standing.

When asked if he heard anything happen before the gunshots, Israel responded, "No. Surprisingly, there was no yelling — no anything."

Israel said within a matter of minutes, more police arrived at the scene.

Stark was closed between Southeast 102nd and 106th avenues. Southeast 103rd Avenue was also closed between Washington and Burnside streets.

He said within a matter of minutes, more police arrived at the scene.

Police said their investigation is in the early stages. Authorities have not said if the shooting was fatal.

## **Council: Residential density increase briefing set for Wednesday**

*By Jim Redden  
December 08, 2019*

### **Public testimony will not be allowed when the controversial Residential Infill Plan is first presented to the City Council on Dec. 11.**

The City Council will be briefed on the current version of a plan to increase density in single-family neighborhoods on Wednesday, Dec. 11.

Public testimony will not be taken on the Residential Infill Plan forwarded to the council for approval by the Planning and Sustainability Commission at the time. RIP — as the plan is commonly called — would allow smaller multifamily projects, up to fourplexes, to be built on practically every lot in all existing single-family zones.

Since the plan was referred to the council last year, the 2019 Oregon Legislature passed two bills — HB 2001 and SB 534 — with similar requirements. Bureau staff have determined the current plan does not have to go back to the commission, except for small future adjustments.

RIP is controversial. It is intended to encourage the construction of so-called missing middle housing. Supporters say it will increase residential units and lower home costs. Opponents argue it will change the character of existing neighborhoods without guaranteeing many residents can afford them.

The plan is one of three current proposals related to residential density increases. Another, the Better Housing by Design project, is intended to encourage the construction and improve the design of more housing in multifamily zones, including affordable units. It is scheduled to

adopted after the RIP briefing. Provisions include incentives for additional density — including size bonuses for affordable units — and requirements for more open spaces.

The third, the Anti-Displacement Action Plan, is still being developed at the direction of the council to address the higher housing costs that are predicted to result from the density increases, commonly called gentrification. The emerging strategy is partly in response to community pushback over former longtime residents who have been forced to move out of their neighborhoods because of previous city-supported redevelopment projects. The bureau will ask the council to approve a framework for involving the community in co-creating the final plan, including the appointment of a new task force.

Together, the three proposals are called the Housing Opportunities Initiative.

Public testimony on RIP will be allowed when the council begins holding hearings on it in the future.

The briefing will begin at 1:30 a.m. Wednesday, Dec. 12. Anyone can attend the session at the Council Chambers in City Hall. It also will be shown live on community TV and on the city's website, where it also can be watched later.

## **Habitat for Humanity builds 15 homes in Cully neighborhood**

*By Zane Sparling  
December 08, 2019*

### **The Cully Place community offers duplexes and triplexes to families on Northeast Killingsworth Street in Portland.**

More than 50 people have a hearth to call their own in Northeast Portland's Cully neighborhood, thanks to another completed development by Habitat for Humanity.

Cully Place — a 15-home community comprised of duplexes and triplexes with three, four and five bedrooms at 5640 N.E. Killingsworth St. — welcomed the final installment of seven families on Saturday, Dec. 7.

"I grew up in this neighborhood," said Ronisha Harris, one of the new homeowners. "Due to rent increases in 2012, I've been living in Washington. I'm honored to come back."

Harris, 44, praised Portland Housing Bureau for helping her navigate the city's North/Northeast Preference Policy. The bureau, in turn, waived the system development charges for the project, slashing its cost significantly.

Now, instead of commuting each day from Vancouver, Harris will be turning the key on a place of her own.

"I'm very excited," she said, "being able to move back into the community I was displaced from."

With the lack of affordable housing squeezing Oregonians across the state, the local chapter of Habitat for Humanity has launched an ambitious five-year plan to ramp up production. After historically building about 20 homes in the area each year, the Habitat board aims to provide 100 families new or refurbished housing annually. In 2020, the organization plans to build and sell 52 homes.

State lawmakers are doing their part as well. A \$3 million LIFT grant will help fund construction of 41 homes, including 10 in Cully on a half-acre site at Northeast 60th Avenue and Simpson Street, and the rest in Southeast Portland near Mall 205.

"Incomes haven't changed for 10 years, housing prices have gone up really quickly," said Steve Messinetti, president and CEO of Habitat for Humanity Portland/Metro East. "We're just seeing so many more families that are struggling to get by."

The appraised value of the Cully Place homes is more than \$350,000 — and the sticker price is close to \$210,000 — but Habitat for Humanity ensures that the new homeowners' mortgage payment is no more than 30 percent of their income, which ranges from about \$30,000 to \$50,000.

The keynote speaker of the ceremony was state Rep. Alissa Keny-Guyer. The chair of the House's committee on housing and human services has been pushing for years to scale back the mortgage interest deduction, which she says costs the state about \$1 billion every two years — with about \$600 million of the tax credit for homeowners going to the state's top 20% by income bracket.

"There's so much we could do with those funds," Keny-Guyer said. "It's outrageous to me that our largest housing subsidy goes to the people who are most housing secure."

Despite the drizzle, a number of other elected officials turned out for the big event, including state Rep. Barbara Smith Warner, state Rep. Jeff Reardon, state Sen. Lew Frederick, Metro Councilor Christine Lewis and Gresham City Councilor Mario Palmero.

## **Willamette Week**

### **City Council Will Consider Clearer Definition of “Retailer” for Portland Clean Energy Fund This Week**

*By Nigel Jaquiss  
December 8, 2019*

#### **Impact of narrower definitions would reduce annual revenue by about \$10 million.**

Portland City Council will consider an ordinance on Dec. 11 that would significantly reduce the revenue generated by the Portland Clean Energy Community Benefits Initiative, the new tax voters approved in 2018.

That tax was pitched to voters as a tax on big retailers—such as Walmart or Target—that have revenues of more than \$500,000 in Portland and more than \$1 billion nationwide. Such companies will pay a surcharge of 1 percent on the business taxes they already pay to the city.

The new money generated is slated to be used for energy efficiency and job creation in under-served communities.

Prior to the 2018 election, proponents said the measure would raise about \$30 million annually but since the new tax passed, that number has more than doubled because of loose definitions of which companies qualify as "retailers."

As WW has previously reported, companies that don't engage in typical retail transactions, such as garbage haulers and construction companies, have been included in the working definition.

That caused a lot of angst in the business community and there have been a series of discussions aimed at clarifying who would pay the tax.

On Dec. 11, Mayor Ted Wheeler will introduce a resolution that exempts construction companies, garbage haulers and recyclers, and qualified retirement plans from the list of those subject to the tax.

If council approves the ordinance, the exemptions will reduce revenue from the new tax from the current estimate of \$54 million to \$71 million to a lower estimate of \$44 million to \$61 million, a reduction of \$10 million a year.

One other proposed change in the ordinance: Council will consider whether to extend the proposed waiver of a 5 percent cap on administrative expenses from the end of calendar year 2020 to June 2022, which would cover the management burden of making sure the new taxing mechanism works as planned.

## **Metro Council Signs Onto Letter Supporting the Concept of a Homeless Services Measure**

*By Rachel Monahan  
December 6, 2019*

### **That could make for a busy 2020 ballot.**

All seven members of Metro Council have signed on to support a coalition seeking to fund social services to address homelessness through a potential ballot measure.

The group, calling itself the Here Together Coalition, has been working to develop a ballot measure, specifically to “secure the stable, ongoing revenue necessary to reduce homelessness across our region,” according to a policy framework document.

The letter, provided by Metro in response to a request from WW, includes signatures from Multnomah County chair Deborah Kafoury and Mayor Ted Wheeler, who have already endorsed the concept publicly.

But the show of support from Metro raises a question about whether Metro might refer the measure next year alongside its transportation measure planned for the 2020 ballot.

The backers, in their framework document, say the measure is intended to build on the housing bonds approved by Metro voters last year and Portland voters in 2016.

“Between 2016 and 2018 voters in the region overwhelmingly approved two affordable housing bonds worth nearly \$1 billion, which will add more than 5,300 permanently affordable homes to our region,” the framework document leads.

“We now have a unique opportunity to capitalize on those victories and our community’s priorities to enact measurable improvement on the lives of low-income residents in our region, and livability for everyone, while ensuring that for every one person this funding moves off the street, two more will not end up in similar predicaments.”

Metro spokesman Jim Middaugh cautioned that the housing bond took Metro 18 months to prepare, and Metro has been working for at least a couple years on the transportation measure.

"Council has not made any decisions other than that the community needs to invest more in the most vulnerable," says Middaugh.

And the letter signed by the Metro councilors makes clear there is more work to be done to outline the specifics of a proposal:

“In the coming months our coalition will take on the hard work of developing a governance framework, outlining the necessary roles and responsibilities of an oversight body, identifying a revenue mechanism, and working with our area governments to bring this before voters. More work needs to be done, but with your support and advocacy we believe we can capitalize on this unique moment to continue bringing our neighbors home,” the letter signed by Metro councilors and others reads.

## **As Campaign Heats Up, Mayor Ted Wheeler’s Campaign Manager Steps Down**

*By Nigel Jaquiss  
December 6, 2019*

**Jennifer Arguinzoni, a former Wheeler staffer, will move from on Wheeler's re-election effort.**

Jennifer Arguinzoni, the manager for Mayor Ted Wheeler’s re-election campaign is leaving Wheeler’s fledging re-election effort to take a job with Nike.

Arguinzoni, who previously worked for Wheeler in City Hall, made the announcement Friday morning. She leaves the campaign in the hands of her deputy, Amy Rathfelder, another former Wheeler staffer.

Wheeler, 57, is running to become the Portland's first two-term mayor since the late Mayor Vera Katz, who left office in 2005. His campaign is off to a slow start so far, having disclosed raising just \$5,600 this year. That number may be misleading, however, as candidates are currently in a 30-day reporting period, which means they don't need to disclose contributions until a month after they are received.

Wheeler faces challenges from Sarah Iannarone, an educator and activist, and Ozzy Gonzales, an architect.

"Jennifer has worked for me in a number of leadership capacities as part of my campaign and official offices and has become a friend and confidante," said Wheeler in a statement. "Her contributions have been invaluable to my success. She has been offered a new opportunity to use her skills in a broader capacity and I could not be happier for her. Nike is lucky to have her, and I wish her the very best."

Arguinzoni will stay with the campaign until Dec. 31.

"It's been an honor working with Mayor Wheeler," said Arguinzoni. "I am proud to have been part of Mayor Wheeler's incredible career and his service to the people of Portland, and look forward to this new chapter in my career."

## **The Portland Observer**

### **Fostering Employment in the Trades**

*December 3, 2019*

Program turns lives around; grows support

The city of Portland is investing \$100,000 to help the northeast Portland nonprofit Constructing Hope provide construction training and records expungement for low-income residents.

The recent grant will pay for the training of 50 community members in the skilled construction trades and add new records expungement services for people with a criminal justice history.

“Traditionally, people of color were disproportionately tarnished with a criminal record for minor offenses, including cannabis possession,” said Pat Daniels, executive director of Constructing Hope. “So this grant will have a tremendous impact on Portland’s communities of color.”

Construction is one of the few industries that will hire people with a criminal record, but that record can bar graduates from many projects, such as federally-funded contracts. Constructing Hope will help people reduce or remove their criminal records history and secure their driver’s license in a timely manner.

The grant will help people like Robert Thomas. When Robert came to Constructing Hope, he was struggling to find a life direction after eight years in the criminal justice system. With custody of his 10-year-old daughter, it became even more important to gain the skills to better not only his life, but his daughter’s.

Robert completed Constructing Hope’s no-cost, 10-week pre-apprenticeship program last December.

“The day the program ended, I got a call to go to work” as a first-term ironworker apprentice with Local 29—earning \$22.25 an hour.

With this grant, Robert can potentially reduce his felony record to a misdemeanor and qualify for desirable contracts such as Port of Portland and the Portland airport.”

Last year, Constructing Hope placed 65 previously unemployed or underemployed Oregonians in new careers with an average starting wage of \$18.50. Community members from low-income households seeking no-cost construction training can learn more by visiting [constructinghope.org](http://constructinghope.org) or call the organization at 503-281-1234.

## **OPB**

### **Investigation Underway After Fatal Police Shooting In Southeast Portland**

*By Rebecca Ellis*

*December 8, 2019*

Portland police fatally shot a man Sunday afternoon in Southeast Portland, near Mall 205. Several officers were dispatched at 1:40 p.m. to respond to a report of a man holding a knife near the intersection of Southeast 103rd Drive and Southeast Stark Street.

Officers approached the man and, soon after, fired multiple shots, according to the latest press release from the bureau. The man, who has not yet been identified, died at the scene.

The bureau says it will release the names of the officers involved in the shooting on Monday. They have been placed on paid administrative leave, per bureau policy.

Police are asking any witnesses who have not already spoken to an officer to call the police non-emergency line at 503-823-3333.