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of restaurants in the Salem area, in 1985. It was as a businesswoman that she successfully ran for the Oregon House of Representatives in 1998, and then for the state Senate in 2010.

Senate Republican Leader Herman Baertschiger, Jr. (R-Grants Pass) called Winters “an icon.”

“Oregon would not be the state it is today without her incredible dedication to the causes and people she fiercely believed in,” Baertschiger said in a statement, adding that Winters “leaves a legacy for all Republicans.”

Former Oregon senator Avel Gordly served alongside Winters in the Senate for seven years, a time when she said both had the honor of working with Sen. Margaret Carter (D-Portland) – the first African American woman elected to the Oregon Legislative Assembly.

“It was a remarkable period of time that we shared,” Gordly said, “and we had the assignment of serving together on the Joint Ways and Means Committee. So there was the optics in that people would come into the hearing room and see these three Black women in powerful roles on the committee. Jackie kept saying to us at the time that it was a remarkable moment in Oregon’s history, the fact that we were all there and we were representing districts that were predominantly White in terms of demographics. And she felt and we felt that not enough attention was being paid to the fact that we had made that history.”

Gordly characterized Winters as more of a public servant than a politician – one whose service in the Legislature was marked by both kindness as greatness.

“It was in her regard for and the way that she valued relationships, she loved people,” Gordly

said. “She was greatness, in the way in which she mastered public policy-making. Her approach was to be the correcting influence as a public policy maker. She focused always on whether the policy was right, on whether it was just, and whether it was fair. And that was her guide.”

Gordly described Winters’ grace toward her

“The party stuff didn’t matter. She saw you

colleagues and constituents as bipartisan.

“The nurturing aspect of her character (meant) that she had concern for the welfare and well-being of all of her colleagues,” Gordly said. “The party stuff didn’t matter. She saw you. She was someone who had her arms to embrace around everyone. When she was in the room, you knew it. Whether she was speaking or not. Her presence dictated behavior.”

Sen. Margaret Carter agreed, calling Winters a “true statesman.” She recalled attending

National Black Caucus of State Legislators conferences with Winters.

“It didn’t matter to her that most of the members of Black Caucus were Democrats,” Carter said. “She would get in there and hold her ground. She never hid the fact that she was a Republican. Never, ever. She did not compromise her position.”

Carter, who enjoyed a more than 30-year friendship with Winters, added that party lines never caused a rift between them personally. The two celebrated the occasional holiday together up until Winters’ death, and Carter said she Winters to get more recognition for her family life, in addition to her legislative legacy.

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Parkrose cont'd from pg 1

“Two weeks ago, this meeting was ending and police responders were heading out to Parkrose High School,” Edwards said.

She then presented Keanon Lowe, who on May 17 tackled and disarmed a student, with the Community Peace Collaborative’s Award for Selfless Heroism. Lowe works as a security guard and football and track coach at the high school. A former wide receiver for the University of Oregon Ducks, Lowe held analyst positions with the Philadelphia Eagles and the San Francisco 49ers before returning to Portland two years ago.

Friday he revealed that his return to Portland was motivated by tragedy.

“I sought out the school that needed the most help

“We talked about heroes and I have two,” Lowe told the crowd of about 40 people. One was his mother, who relocated from Gresham to Beaverton to ensure he’d have access to education after he expressed a desire to attend Jesuit High School to play football. “She made

it happen. I don’t know how.”

His other hero was his best friend, Taylor Martinek, who died two years ago of a drug overdose. At the time, Lowe was working for the 49ers and decided to move back.

“I always consider myself a leader in the community,” Lowe said. “I sought out the school that needed the most help.”

He said he believed he was placed in the situation he was for a reason: “All of a sudden, it’s on me to make something happen.”

Lowe held the student, Angel Granados-Diaz, in a bear hug until police ar-

rived. Granados-Diaz, who turned 19 shortly before the incident, pleaded not guilty May 29 to charges of possessing a firearm in a public building, discharging a firearm at a school, possessing a loaded firearm in public and reckless endangerment.

Classmates and friends have told local media that Granados-Diaz had expressed suicidal thoughts in the weeks leading up to the incident and police have described the incident as a suicide attempt. Granados-Diaz is currently in custody at the Multnomah County Jail and his bail is set at \$500,000. His next court date is July 9.



PHOTO BY GEORGE REDE VIA FACEBOOK

Lisa Loving Reads ‘Street Journalist’

Lisa Loving, former news editor of The Skanner News, read from her new book, “Street Journalist: Understand & Report the News in Your Community,” out now on Microcosm Publishing, June 2 at Powell’s Books on Burnside. In the book, Loving draws on her experiences “to help expand your media literacy so that you can report on what matters most, hold powerful people accountable, and strengthen your community.”

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however, that same year, pedestrians constituted more than 50% of all traffic fatalities in Portland, according to a 2016 report released by the Portland City Club using data released by PBOT the previous year. Additionally, approximately half of all fatal or serious Portland traffic accidents occur on just 7% of streets – ar-

“Low-income residents and communities of color are disproportionately affected by traffic-related incidents

that make up what PBOT has termed the city’s High Crash Network.

And according to the city’s transportation bureau, low-income residents and communities of color are disproportionately affected by traffic-related incidents.

“Compared to other neighborhoods, people living in low-income communities and communities of color may have fewer choices about how, when and where they travel, putting them at higher risk as they move around,” reads a section of PBOT’s website for Vision Zero, a campaign to reduce the number of traffic fatalities.

In 2016, Portlanders approved the so-called “gas tax” (Measure 26 – 173) a 10-cents per gallon gas-

oline tax as well as Heavy Vehicle Use Tax to fund the Fixing Our Streets program, with funds split between street repair and safety projects. These taxes would allow the city to generate approximately \$64 million to build safer bike lanes, additional sidewalks, traffic signals and streetlights, repair potholes and more. In 2020,

the gas tax is set to expire and voters will need to renew it to continue the measure.

The Audit: Project Delays, Lack of Oversight and Revenue Overestimates

The recent audit highlights a program marred by delays putting the initiative significantly behind schedule. It says Fixing Our Streets began with 59 projects and 38 of these projects were scheduled to break ground before 2019. Of these projects, only 12 started on time and, so far, only eight projects have reached completion. These completed projects were also well over the originally stated budget by \$900,000.

To explain the delays, PBOT cited unrealistic project timetables and hiring difficulties among other factors. As for overbudget

completed projects, PBOT notes unforeseeable circumstances during the construction process, specifically noting an instance where buried streetcar rails were found beneath the pavement during one project. It was necessary to remove these tracks and before continuing with the remaining construction process. PBOT said it will complete 20 projects and begin another 21 in 2019. These completed projects will include the Foster Streetscape project in Southeast Portland.

The FOS program had a goal of \$2.5 million in heavy vehicle tax revenue for the first year, but the actual revenue was just short of this goal at \$1.8 million. Originally, the heavy vehicle tax rate was to be increased to meet FOS revenue goals, however.

This requirement was eliminated in 2018 citing concerns about an increase in businesses seeking exemptions.

To ensure accountability, Fixing Our Streets also created an oversight committee of volunteer members. The audit determined this committee was rendered ineffective during planning and oversight processes.

The financial report for September 2018 did not include expenditures totaling \$1 million for “eight projects nearing completion.”

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