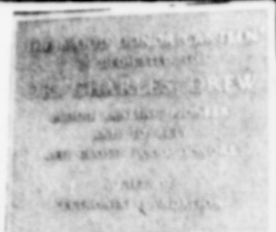





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Portland receives \$59,000 in grants to fight crime



The award of crime prevention money to Portland is announced by (left to right) Sandy Larson, Lt. Mariane Heisler and Sherry Sylvester. (Photo: Richard J. Brown)

Portland received some good news last week that will help the city battle crime: The Portland Police Crime Prevention Unit and the city's Neighborhood Crime Prevention Program will receive federal crime prevention grants totaling almost \$59,000.

Sherry Sylvester, program manager for the city Crime Prevention Program, announced the award of a Federal Justice Assistance Act Block Grant worth \$25,289 for street crime prevention in inner city neighborhoods, including Northeast.

And Lt. Mariane Heisler, head of the police Crime Prevention Unit, said the unit has been awarded a \$33,653 block grant for sexual assault and sexual abuse prevention among youth.

Sylvester said the street crime program will involve hiring a full-time staff person who will work with neighborhood groups and encourage citizens to get involved in fighting prostitution, drugs, muggings and other street crime.

The program could include such citizen activities as writing down the license numbers of the prostitutes'

customers and sending them notes, posting notices to the effect that residents are on the lookout for crime, organizing more neighbor and business watch projects, and scheduling positive activities to rebuild community spirit and reclaim neighborhoods, Sylvester said.

The program would also involve "site hardening"—securing homes and businesses, and coordinating traffic, street lighting and business licensing to deter crime, she added.

"What we are doing is a reverse market strategy," Sylvester said. "We want to get the message out that our neighborhoods aren't places to market criminal activity." Sylvester agreed, however, that the grant was only a drop in the bucket in the fight against crime.

In the sexual abuse/sexual assault prevention program, said Heisler, youth from 4th through 12th grades will be instructed in ways to prevent assaults, with sessions led by volunteers in schools, detention facilities and treatment centers. A Police Bureau crime prevention specialist, Sandy Larson, will coordinate the program and train youth and adult volunteers.

According to Larson, of 487 rapes reported in the city last year, 280 or over half of the victims were 18 or younger. An average of one in four girls 18 or younger has been sexually assaulted, as has one in six boys in the same age bracket, she added. The education program will give the kids some tools to fight back with, including some "dirty street fighting methods" to incapacitate attackers, said Larson.

Heisler and Sylvester stressed that both programs encourage citizen participation in the war against crime, hopefully taking some of the load off the hard-strapped police force, which was cut earlier this year.

The threat of going to jail is not the deterrent it once was due to lack of jail space, said Heisler. "We all know that doesn't work."

"The Police Bureau simply does not have the personnel," she said. From the police point of view, Heisler said, education is the way to keep people from becoming victims.

"Citizens are going to have to become committed to solving their own crime problems," Sylvester added.

Rank-and-file officers vote to pay Peters' full salary

by Jerry Garner

The Portland Police Union gave their President Stan Peters a vote of confidence last Friday by voting 332-126 to pay him full salary and benefits. Out of the Union's 750 members, only 459 voted. The vote became necessary after Chief Harrington ordered Peters to begin working full-time for the City of Portland. It was revealed that Peters had been receiving half of a patrolman's salary of over \$16,000 a year including benefits since September 1981 from an arrangement made by former Chief Ron Still.

Peters claimed the order by Harrington was a political move to weaken the Union. Peters also said

that Harrington and her "sister" Captain Webber were trying to punish him for criticizing Harrington's administrative policies. Peters fought Harrington's order by filing a grievance with the Oregon Employment Relations Board. The Relations Board ruled that the City was correct in ordering Peters to work for his salary. The Board also ruled that the salary arrangement made between Peters and former Chief Ron Still was illegal and contrary to taxpayers' interests.

Mayor Bud Clark said he was pleased the Union voted to pay Peters' salary. "There is no reason the City should ever have paid him," stated Clark.

Tri-Met between a rock and hard spot

by Robert Lothian

The Tri-Met Board of Directors approved two ordinances aimed at increasing revenues Monday, ordinances that appeared very unpopular with the two segments of the population they affect.

The Board first approved a 1% tax on all petroleum products imported into the county, and then moved on to reapprove its earlier decision to do away with youth discount fares.

The oil tax will raise an estimated \$11 million a year and the youth fare hike an additional \$500,000 for the ailing transit agency, that is, if the ordinances make it through the courts.

Testimony was almost unanimously against both ordinances. "We do not feel it is fair to put a tax on a single industry," said Jack Burns of Burns Bros., Inc., a major supplier of diesel fuel to trucks, who testified against the petroleum import tax.

"When you keep taxing business, you are taxing the goose that lays the golden egg."

Other industry representatives complained that the tax would cause a loss of business and jobs. The tax would be passed on in the form of price increases, and customers, including truckers, tugboats and ships, would go where the price was lower, for example, Clark County, Washington, they said. One industry representative called the ordinance "the Clark County Economic Development Ordinance." He threatened a lawsuit if the ordinance was passed.

The Juvenile Right Project has already slapped Tri-Met with a lawsuit seeking to rescind the youth fare increase. As a back-to-school present, Tri-Met on Sept. 1 did away with discounts for youth 7 to 19 years old. The youth had been paying 50 cents a ride in all zones and \$15 for a monthly pass, but now they pay adult fares in all zones and \$20 for a monthly pass.

About 100 high school students,



Students testify against the proposed youth fare increase at Tri-Met Board of Directors meeting. (Photo: Richard J. Brown)

organized by the Juvenile Right Project, packed the board meeting in the Portland Building. They waited patiently through two hours of testimony on the oil tax, but when their turn came, the board appeared ready to get the meeting over in a hurry. Twenty-nine students had signed up to testify in opposition to the fare hike, with no one in favor. "We're not going to go through 29 repetitions," said Board Chairman Gerard Drummond. "We have one board member who has to get out of here in just a few minutes."

The students interpreted Drummond's comments as more callous treatment of youth by Tri-Met. "They're so closed-minded," said one student.

The students testified that the fare increase represents a hardship for low-income families, that it puts an unfair burden on youth, a small segment of the ridership, and that the original ordinance was passed without

adequate notice. The board had to pass it again to cover its tracks, they said.

A Tri-Met spokesman responded that the agency had distributed 60,000 flyers, and aired notice of the ordinance in local media. "Adequate public notice was given," he said.

Even teachers got into the act. Leonard Anderson, representing the Portland Association of Teachers, said that he and other teachers were concerned that students were scrimping on their lunches due to the fare increase. Trying to keep the attention of hungry students "does not provide the best climate for us to teach in," he said.

The Juvenile Right Project announced at a press conference last week their intention of packing the board meeting. The spunky young people have two lawyers working on their lawsuit.

"We don't work, it's required that we go to school, and we have no

money for the increase," said Ron Rodriguez, a senior at Cleveland High and organizer of the project.

Chaunta Pearce said the majority of her classmates at Jefferson are against the increase. Pearce said her mother will now have to pay an extra \$15 a month for bus passes for her three children. "And I also have to pay for my lunch, so it's really a burden," Pearce said.

Kimberly Hill, a senior at Metropolitan Learning Center, said the fare increase will particularly hurt MLC students because many come from outlying zones and will now pay a dollar or more.

Helping the youth in their lawsuit is the Transit Riders Association, whose vice-president, Fred Nussbaum, is a former Tri-Met planner. Linda Johnson, youth advocate for the Metropolitan Youth Commission, is acting as guardian for the youth for the purposes of the lawsuit.

Mentzer Building revamped

by Robert Lothian

Another run-down building in Elliott neighborhood is being renovated in a joint project of the Urban League and the Portland Development Commission (PDC).

The Mentzer Building, at 2702-2730 N. Williams, will be converted to the new headquarters of the Urban League and will also house the Whitney Young Learning Center.

The Urban League now occupies another old building renovated with PDC help, the Urban Plaza at Williams and Russell, but needs a new space because the State Senior Services Division, which also occupies Urban Plaza, is expanding.

The Mentzer Building renovation will begin this fall and completion is scheduled for early 1986. The work will involve major repair and upgrading to comply with city codes. New doors and windows, new wiring and plumbing, a new heating system, and an elevator will be installed.

A private investor has received approval for a \$140,000 PDC loan at 3 percent interest. First Interstate and Standard Insurance are also helping in

the project.

The building now has five commercial tenants whose relocation will be assisted by the investors. Vacant apartments occupy the second floor.

The building has been an eyesore of concern to community residents. It will be the third joint project of the Urban League and PDC in the vicinity of Williams and Russell—other projects were the Urban Plaza and an apartment building on N. Vancouver Ave.

PDC provided \$245,000 in loans for these projects, retaining 16 jobs and creating 12 new ones. In addition, three multi-family housing projects in the "concentrated assistance area" received nearly \$1.3 million in PDC loans, and over \$7 million in PDC money was invested in 209 houses.

"These projects have made a significant improvement to the lives of those people who live in Elliott neighborhood," said Herb Cawthorne, Urban League president. "With PDC assistance, we converted eyesores into office space and we made the neighborhood safer for the families and elderly people who live there."