

POLICE NEWS

CRIMESTOPPERS

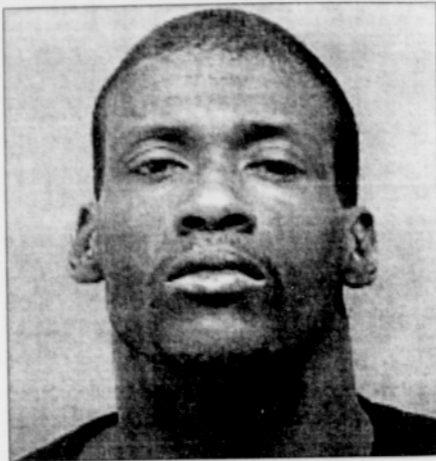
WANTED SUBJECT

The Portland Police Bureau, in cooperation with Crime Stoppers, is asking for your help in locating and apprehending Avery Lydell Holloway.

Arrest warrants are on file charging Holloway with Felony Possession of a Firearm, Parole Violation, and Attempt Elude to Police. Holloway is known to frequent North and Northeast Portland. He should be considered armed and dangerous.

Avery Lydell Holloway is a 30-year-old black male, with a date of birth of July 24, 1968. He is described as a 6'4 tall, weighing 195 pounds, with brown eyes and black hair. Holloway has a scar on his back, right finger and chin, a pierced left ear, and a tattoo on his right arm.

Crime Stoppers is offering a cash reward of up to \$1,000 for information, reported to Crime Stoppers, which leads to an arrest in this case or any unsolved felony crime and you can remain anonymous. Call Crime Stoppers at (503) 823-HELP.



Hit-and-Run Worries Road Construction Workers

The recent death of a member of a highway construction crew on I-5 is a reminder of the danger inherent in the job

By Dana Tims of The Oregonian Staff

TUALATIN — The hit-and-run traffic death of a freeway construction worker late Wednesday has police searching for a suspect, and other crew members wondering if they may be next.

State police asked for the public's help in finding the driver of a car described by witnesses as a late '70s white Ford Bronco with large tires and high-back seats.

Tith Mao, 29, of Olympia, died of injuries suffered when the northbound car struck him at approximately 11:45 p.m. just south of the Nyberg Street overpass on Interstate 5.

Mao's death brings to six the number of construction crew members and motorists killed in work zones this year. The most recent incident prior to Wednesday's occurred two weeks ago, when Debra Ann Cousins, 44, was struck and killed while flagging traffic on Oregon 730 about five miles east of Boardman in Eastern Oregon.

Safety in construction zones is becoming a prime concern for state Transportation Department officials, as well as for the workers who must stand only inches from long lines of frustrated drivers winding their way through the height of the summer road construction season.

"There's not a person out here who isn't scared most of the time," said Shawn Curtis, 21, who has flagged traffic for five months for K.M. Services of Vancouver, Wash. "Even on the best days, we get a lot of swearing."

Officials had hoped a law passed by the 1995 Legislature doubling fines for traffic violations in construction zones would be enough. But, they said, motorists consistently ignore the penalties and seem to drive faster each year.

"Everyone is on edge today," said Ron Scheele, a spokesman for the Oregon Department of Transportation. "Everybody is pretty shook up about it."

Highway construction now is the

most dangerous occupation in the United States, according to the Laborer's Health and Safety Fund of North America. Since 1994, according to the fund, the risk of death is seven times higher for highway workers than for average workers. The risk of injury is 66 percent greater, the fund reported.

Oregon's Occupational Safety and Health Division's numbers indicate that the occupation ranks at least among the 10 most dangerous in the state, said Steve Corson, a division spokesman.

Larry Christianson, who coordinates the Transportation Department's work-zone safety effort, said most of these crashes can be attributed to drivers making the wrong choices, whether it is driving while impaired, driving aggressively or failing to pay attention.

"We don't regard this latest occurrence as an accident," Christianson said. "This was a preventable incident that could have been avoided."

On Thursday, traffic flaggers throughout the area recounted their own near-misses as road construction season — and the anger it sparks in frustrated drivers — moves into full swing.

Penny Nicholas, 41, a flagger for J.P. Construction of Bend, helped shepherd cars past a West Linn intersection where a new light pole is going in.

Only a few hours earlier, she said, a woman driving a van loaded with children knocked down all eight bright-orange traffic cones — and blithely kept going as if nothing had happened.

"We understand the frustration of waiting, because we all want to get home to our own families tonight," said Nicholas, a seven-year veteran of the job. "What we don't understand is the rudeness."

Her company was alarmed enough by the two recent construction zone deaths to call an areawide safety meeting of all flaggers, she said. The meeting, scheduled to be held in Portland in three weeks, will cover accident prevention and what to look out

for while flagging traffic, she said. "Everyone is always late, and it's always our fault," said Chris Martinez, 33, a crew member employed by Bergeson Boese & Associates Inc. of Wilsonville. "It seems like it's getting worse almost by the day."

Martinez said he was almost struck on the last job by a speeding car driven by a laughing motorist. The teen-age driver, later apprehended by police, said he just felt like mowing down the traffic-slowing cones Martinez had set out.

"When you're out here, there is always one thing to keep in mind," Martinez said. "Never take your eyes off the traffic. Never."

Before Wednesday night's accident, numerous witnesses reported that the vehicle was weaving across lanes on Interstate 205 and then Interstate 5. It veered from the freeway's right lane into the closed-off center lane as crews

applied striping to freshly applied asphalt just before midnight.

The driver, described as a man in his late 20s with shaggy dark hair cut above the ears, sped away and last was seen northbound on I-5.

"We know from witness reports that the car was traveling much faster on I-5 than the posted 65 mph speed limit," said state police Lt. Gregg Hastings, spokesman for the Oregon State Police. "It was apparently having difficulty maintaining a lane of travel on I-5, too."

Members of the public had phoned in about 30 tips as of Thursday afternoon, Hastings said.

"Whether from intoxication or fatigue, there appears to be some type of impairment involved," Hastings said. "We've got a lot of work ahead of us."

Officials at Westline Construction of Olympia said they did not know when employees would resume work at the I-5 paving site.

A spokeswoman, who declined to give her name, said Mao had worked for the company for 10 years. His death marks the first time a Westline employee has died in a construction zone, she said.

DAANGEROUS WORK

Highway construction work is risky business.

- Highway work zone fatalities in U.S. since 1984: more than 10,000
- Deaths in Oregon work zones since 1985: 166
- Fatalities in Oregon work zones in 1997: 21; in 1998: 14; so far this year: 6

Source: Oregon Dept. of Transportation

Man Held in Serial Killings: Continued

CONTINUED FROM FRONT PAGE

force members had kept a 24-hour surveillance on Reed, who lived with a girlfriend in a gray, single-family home in the 3400 block of North Commercial Avenue.

About 7:30 p.m. Sunday, after he had gone to work, police carried out a search warrant at the home and towed away his black Mitsubishi Eclipse parked in front of the house. The search warrant records were sealed.

He was arrested as he was about to unlock his bicycle and leave work in the middle of his night shift at Rinella Produce on Southeast Alder Street.

"He got a call from his girlfriend, and all of a sudden he went over to his bike to leave, and the police got him," owner Dave Rinella said, pointing out the black bicycle still chained to the fence.

At Rinella, where he worked five nights a week loading produce, his bosses described him as punctual and reliable.

"He was one of the better ones," said Fred Pittman, a manager. "You never would have known. He looked very harmless. He looked kind of like a nerdy guy, with thick glasses and stringy brown hair."

Reed liked to read science fiction and fantasy books and would talk about them with co-workers. The only unusual thing co-workers noticed was when he went into a panic about a month ago because he feared he had lost his wallet.

On his North Portland block, neighbors reacted with surprise and disbelief Monday. Reed mostly kept to himself, they said, but they sometimes saw him barbecuing on his front porch, riding his 10-speed bicycle or spending time with his two sons.

"He was the quietest one on the block," said Elijah Cochran, who lives next door. "You know, he didn't bother you, and you didn't bother him."

Rachel Tomlin said she always thought of him as a family man. "It's eerie. I just don't understand how no one here could have noticed."

Reed got divorced in November 1997 after a nine-year marriage; his ex-wife has custody of their two sons, ages 8 and 11, but they visited him regularly.

He was behind bars from November 1997 until November 1995 for first-degree attempted rape and violating the conditions of a prior first-degree burglary conviction from Gresham, according to the Department of Corrections.

Eight years of supervision

After his release, he was ordered to serve eight years of post-prison supervision, including sex-offender treatment for the attempted rape, which involved a knife used against a 24-year-old woman, said Maggie Miller, spokeswoman for Multnomah County Community Justice.

For the most part, his supervision was routine, and during the past several years he had made required contact with his parole officer more than 200 times. But he was kicked out of sex-offender treatment two weeks ago for failing to attend, Miller said. At that point, parole officials knew he was a suspect in the Forest Park case.

"He was always noncompliant in treatment, and (his parole officer) was always trying to keep him in treatment," Miller said. He also had repeatedly failed to get a polygraph test that was required routinely as part of his sex-offender treatment. During his most recent home visit

Thursday, his parole officer noted that Reed appeared tired, and the officer again instructed Reed to get a polygraph.

Police said they received about 600 tips as they investigated the killings — some from prostitutes, the victims' friends and others.

Worries on dangerous streets

The arrest brought slight relief at Rose Haven, a center for homeless women in Old Town. Homeless advocates expressed gratitude for tenacious police work, renewed sadness for the deaths of the women, cautious optimism that the right man had been caught and extreme frustration that Portland's streets still are dangerous.

Amatha Saenz, 18, who was friends with Ison, has not been located since she was reported missing nearly three weeks ago.

Relatives of the victims said they were pleased with the arrest and pledged to follow Reed's case as it winds through court.

"I'm relieved that they finally caught someone," said Susan Ison, Alexandria's mother. Police called Ison about 6 a.m. Monday to tell her. "There's no justification for what happened, but I want to know how it happened. And, I want to see this guy, face to face. I want to see this to the end, and I want to make sure justice is served."

Stephanie Russell's father, Robert Russell, said he felt in his heart that police had caught the real killer. "It doesn't bring Stephanie back, but it gives me peace that no one else will get killed and that Stephanie can rest," he said. "The police have been real heroes. I salute them for what they've done."

Observing Vancouver

City Announces Arts and Heritage Grant Program

\$30,000 for arts and heritage efforts will be available for the remainder of 1999 with the introduction of the City of Vancouver's Cultural Plan grants program. The funding is intended as an incubator of arts and heritage endeavors that benefit citizens countywide. It is available to tax-exempt nonprofit organizations, public and tax-supported organizations, private organizations and individuals. Grants will be available in amounts from \$1,000 to \$10,000.

Cultural Services has scheduled two informational workshops for prospective grant applicants. They will be held at Marshall house, 1301 Officers Row, Monday, July 26, from 6-8 p.m. and Tuesday, July 27, from 10 a.m. - noon.

Providing funding for arts and heritage through a competitive grant process is a major goal of the city's Cultural Commission, an advisory board to the City Council and to the City's Cultural Services. Following allocation of \$30,000 for each year of the 1999-2000 biennium, the Cultural Commission held a series of public work sessions to invite citizen input into design of the grant

program. Cultural Commission members, who recently completed a Cultural Plan with eight goals, see the grant program as a major accomplishment in support for arts and heritage efforts that contribute significantly to a vibrant cultural atmosphere. Applicants should focus on one or more Cultural Plan's goals, which are: public art, heritage resources, arts facilities, diversity, education, development and redevelopment,

cultural policy, and networking, and support developed through partnerships.

Grant application packets will be available beginning Monday, July 19. To request an application, call 696-8171. Deadline for submitting proposals is September 1 at 5 p.m. The application and award cycle for 2000 will begin in January, with applications due March 1.

For more info, call Pam Brokaw, Cultural Services manager, at 696-8297.

Open Houses

Focus on Proposed Change to County's Long Range Transportation Plan

Clark County is proposing nine changes to its Arterial Atlas, the map of potential major roadways that are part of its long-range transportation system. The county is holding a series of open houses to give citizens a chance to find out more about the proposals and to offer comments about them. The open house will take place on:

Thursday, July 22
Clark Public Utilities (Community Room), 8600 NE 117th Avenue, Vancouver

Tuesday, July 27

Clark County Emergency Services Building, 707 W. 13th Street, Vancouver

Thursday, July 29

Clark County Public Works Operations Center, 1700 NE 78th Street, Vancouver

All open houses are from 5:30 to 7:30 p.m.

Most of the proposed changes deal with roadways that could be constructed over the next twenty years, either all at once or in pieces.

City Invites Applications for Position On Vancouver Board Of Adjustment

The City of Vancouver is seeking applicants to fill three vacancies on the Vancouver Board of Adjustment.

The Board of Adjustment is a five-member citizens group appointed by City Council to consider variance requests for relief to owners of individual parcels of land from "unneces-

sary hardships or practical difficulties" created by strict application of provisions of the zoning ordinance. The board also hears appeals of the Zoning Administrator's decision relating to interpretation and administration of the zoning ordinance. Members serve five-year terms.

The Commission meets on an "on-call" basis.

Applications are available through Peggy Furno, Vancouver City Hall, P.O. Box 1995, Vancouver, WA 98668-1995 or by calling 696-8484. Applications must be submitted by August 11, 1999.


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