

The Oregonian

OR Cop Watcher Accused of Violating Stalking Order Obtained by Portland's Police Chief

*By Maxine Bernstein
August 29, 2018*

Oregon cop watcher Eli Richey spent Tuesday night in jail, accused of violating a stalking order obtained by Police Chief Danielle Outlaw after she saw him approach and videotape her while standing outside City Hall on Sunday during the city-sponsored Hip Hop Day.

"Hey, you got something to say about police accountability?" Eli Richey could be heard asking her on his video, as he approached the chief from behind.

Outlaw, who was watching a band perform on the Southwest Third Avenue side of City Hall, turned around and spotted Richey and shook her head.

Richey remarked that he can't publish the video and then said twice, "I better get out of here," and walked off.

Richey, 38, was arrested Tuesday about 2:45 p.m. at the Justice Center, accused of violating the stalking order. The alleged victim was listed as the Portland police chief in court papers.

Richey was scheduled to be arraigned Wednesday afternoon, but the Multnomah County District Attorney's Office dropped the charge, and Richey was expected to be released sometime Wednesday night.

"We issued a no complaint today to allow for some additional investigative work to be conducted," said Brent Weisberg, a spokesman for the district attorney's office.

"If there's no action taken by the court, Eli Richey's conduct will continue," Chief Danielle Outlaw testified in court Friday. "There's no apparent understanding of what's reasonable. What personal space is. No delineation between private life and public life."

In late December, Outlaw was granted an indefinite stalking order against Richey for "reckless, repeated unwanted contact" with the chief that caused her alarm. Richey also was restricted from posting any video of the chief or any of her personal information, and was prohibited from having a firearm.

Outlaw last year told a judge she was alarmed and intimidated by Richey's behavior. Outlaw described how he followed her and filmed her on Dec. 8 while she was walking from City Hall back to her office in the Justice Center while she was on duty. Two days later, she said, Richey followed her to her car in the parking garage of the downtown Safeway grocery store while she was off duty with a family member. He filmed her personal car and its license plate as she drove off, and he posted the video on his YouTube site.

Richey had argued that he has the right to film the chief while she's on duty and in uniform. He said he was "non-aggressive" and stayed at a reasonable distance in both December encounters. He argued that the two incidents cited didn't rise to the level of alarming an individual or warrant a stalking order.

Richey didn't publish the video he took of the chief Sunday, but another Oregon cop watcher, Kif Davis, did.

The Portland Tribune

Sources: Choosing Sides in City Council Race

*By Jim Redden
August 30, 2018*

Plus, Seattle paper takes look at Portland's homeless policies and tolling request not what Portland wants.

Portland activist Jo Ann Hardesty and Multnomah County Commissioner Loretta Smith are rolling out their endorsements in the runoff election to succeed Commissioner Dan Saltzman on the City Council.

Last Tuesday, Hardesty announced she has been endorsed by such prominent Democrats as former Oregon Gov. Ted Kulongoski, Oregon House Speaker Tina Kotek, state Sen. Michael Dembrow, and state representatives Alyssa Keny-Guyer, Diego Hernandez and Rob Nosse.

Not to be outdone, on Wednesday Smith announced she has been endorsed by every current African-American state legislator and a couple of former ones.

The current ones are state senators Jackie Winters, James Manning and Lew Frederick, and state Rep. Janelle Bynum. The former ones are Avel Gordly, the first African-American elected to the Oregon Senate, and Margaret Carter, the first African-American elected to the state House, who also served in the Oregon Senate.

Seattle paper takes look at Portland's homeless policies

The Seattle Times left out an important fact in an otherwise comprehensive story on the implosion of Multnomah County's policy to guarantee shelter for every homeless family — the shelter at the center of the story was forced to close because of a leaky roof after the policy was repealed.

The Aug. 24 story was written by reporter Scott Greenstone. It says the county adopted the policy in late 2015 but was forced to drop it two years later because far more families sought shelter than expected. Many came from outside the county and even outside the state, with some motivated by the policy.

"About a third of the families who reported their last address listed someplace outside of Oregon or Southwest Washington, though shelter officials say the previous-address question wasn't always asked consistently," the story says about the Human Solutions shelter in East Portland. The facility shut down shortly after the policy changed, because of structural problems, and has not reopened.

Tolling request not what Portland wants

The Oregon Transportation Commission rejected the advice of the Portland City Council when it approved freeway tolling proposals to submit to the federal government for approval.

The commission voted on Aug. 16 to ask the Federal Highway Administration for permission to impose tolls on two sections of Portland-area freeways — I-5 between Northeast Going Street and Southwest Multnomah Boulevard, and I-205 on or around the Abernethy Bridge in Oregon City.

Nine days before the vote, city Transportation Commissioner Dan Saltzman wrote the commission to say the council prefers that all of I-5 and I-205 in the metro region be tolled to manage congestion and generate revenue for road improvements and transit projects.

"A short segment may ultimately prove penny-wise and pound foolish, unnecessarily antagonizing Portland neighborhoods that are otherwise supportive of this important work," Saltzman wrote.

Willamette Week

Portland City Government Adds Warning Labels to Electric Scooters

*By Rachel Monahan
August 29, 2018*

"We're hoping this will help people learn the rules of the road."

Some Portland e-scooters now come with the rules posted on them.

The Portland Bureau of Transportation has started to attach to scooters, via rubber-band, a card laying out the rules of the road for scooters.

"This is part of our public education effort for e-scooter riders," says PBOT spokesman Dylan Rivera. "Our staff have been handing out similar fliers since the start of the pilot program July 25.

"We asked the companies if they had any concerns about us trying to attach fliers to their equipment," Rivera continues, "and they were comfortable with it. Some companies already have guidance written on the scooters themselves, with mixed results. We're hoping this will help people learn the rules of the road as they use e-scooters, so they can ride safely and respectfully."

PBOT has started posting the rules on scooters in downtown and will start posting outside the downtown in future.

The rules include: no riding in the park, no riding on the sidewalk, and wear a helmet.

The Portland Mercury

A City-Backed Program is Helping Prep Young Adults for Construction Jobs

*By Kelly Kenoyer
August 29, 2018*

And Portland's Booming Housing Industry Needs Them More Than Ever.

In the midst of a development boom in Portland, Oregon's construction workers are aging out of the business—and they aren't being replaced. Following a decades-long national trend, Oregon's high-school graduates are increasingly moving on to college rather than going into trade work.

Charles Manigo is trying to change that.

“Being a construction worker isn’t sexy,” Manigo says. “But this is a job where, at the end of the day, you can see what you did. It’s a very respectable trade.”

Manigo is the pre-apprenticeship coordinator at the Portland Opportunities Industrialization Center (POIC), and he’s working to help young people of color and women get into construction, a field he says is stable and lucrative. Many of those who graduated from POIC’s initial pre-apprenticeship program, which finished early this summer, are now making more than \$30 an hour, according to Manigo. The average construction wage in Portland is \$26.16 per hour, according to a 2018 Metro report.

“We have seven folks under 25 set to make over \$60,000 a year,” Manigo says.

The POIC Pre-Apprenticeship Training is a 12-week program that gives students aged 18 to 24 the opportunity to learn the basics of different trades, including carpentry, masonry, and welding. They attend class four days a week and are paid minimum wage for the instruction time; they also earn an OSHA-10 safety certification, which they need before they can start working. Twelve out of the 13 students in the current cohort are people of color, and four are women. After completion of the program, POIC helps set up graduates with apprenticeships in partner organizations, where they’ll get full-time jobs and receive ongoing training in their specialties.

Historically, Manigo says, construction jobs were passed along to younger generations through family connections, meaning they’ve primarily stayed in the hands of white men. Manigo wants to see that success spread to more people with low incomes, young people of color, and women—especially since local developers are starved for qualified workers.

On a smoky Thursday afternoon in August, the second cohort of the pre-apprenticeship program met in a classroom at the Northwest College of Construction in North Portland to begin framing a wall. Torre Sathrum is the group’s instructor—in a high-ceilinged classroom with big open doors to a side yard, he oversees students as they saw two-by-fours down to size and start building. Students carry boards over their shoulders, wearing hard hats, tool belts, and boots; three weeks into the program, they almost look at home on this pseudo construction site.

“I don’t expect them to come in as construction workers,” Sathrum says, “but we have 12 weeks to prepare them for what the industry is going to expect of them.”

He gestures at a student who’s hammering a board into the new frame. “Will’s got three kids,” Sathrum says. “I want Will to buy a house. I want Will to have a car. I want Will’s kids to see their dad go to work every day.”

“And I love you for it!” Will says, before asking for Sathrum’s guidance on his work.

On August 22, Portland City Council gave the program a \$100,000 grant from the cannabis tax allocation program, a pot of money directed towards helping communities that have been harmed by the criminalization of cannabis. The POIC pre-apprenticeship program was one of three programs awarded funding, alongside a cannabis workforce incubator and a program in a public defender’s office that works to clear the records of those with cannabis-related criminal charges in Portland.

POIC will use that grant money to hire a new career coach.

“Even if they’re done with our program, they’re not done with their journey,” Manigo says. “So we’ll stay in touch with them, track them on through the journey to becoming journeymen in their trades. That could be four years, two years. But we’re still going to support them.”

One of the students, Trevon Moore, is already planning his welding career.

“I really don’t know anything about it yet, but I know they make good money, like \$60 an hour,” Moore says. “I’ll buy a house, take care of my family, my girl. I’ve got a son who’s on the way, due in December. It’s for him, and I’ve got a daughter, too.”

Because the program is meant to help low-income students, Manigo says they have some grant money to help get the students to class or provide child care. “A lot of these young men and women have been told they’re inadequate, that they’re not good enough to go to college,” Manigo says. “But they’ve also been told that the only way you can be successful is going to college.”

Manigo argues that college isn’t necessarily the best route to success anymore. He graduated from college in 2007 with a political science degree and ended up looking for entry-level positions.

“College is great if you know what you want to do, but I feel like, especially with this generation, a lot of them go to college because they don’t know what to do,” he says. US Department of Labor statistics show that in 2016, nearly 70 percent of high school graduates enrolled in college nationally. In 1993, that number was just over 62 percent.

“There’s a cultural push to go to college, and that’s great, but there’s good, family-wage work that doesn’t require that,” says Dan Drinkward, vice president of Hoffman Construction in Portland. “From a purely economic standpoint, there are a lot of people who would be better off entering an apprenticeship program than going to college.”

The data backs that up. The share of young people going into blue-collar work in Oregon has dropped significantly since 1975, from 33 percent of men aged 18 to 24 to just 19.4 percent in 2017. The share of women aged 18 to 24 working in the trades dropped from 5.2 percent to 3.3 percent in the same time period.

Drinkward says that in the past decade, construction companies have become increasingly strapped for skilled workers.

Steve Simms is an administrator with the Bureau of Labor and Industries Apprenticeship and Training Division, an Oregon agency that monitors and promotes apprenticeship programs. He says the economic crash in 2008 cost the construction sector 29,000 jobs. But now that construction is booming, about 84 percent of open construction jobs are considered “difficult to fill,” compared to 64 percent in all sectors, according to state data.

“After 2008, we lost a ton of people out of our industry and they never came back,” says Drinkward. “But the construction demand came back. We’re doing it with a lot less employees.”

Simms adds that the construction workforce is aging. “Seventeen percent of the construction workforce is at or near retirement age, and about 32 percent of the workforce is at least 45 years of age,” he says. “Combine that with the decline in traditional trades education in our high schools over the past 40 years, and you have a situation that is ripe for a skilled workers’ shortage.”

If that shortage gets worse as baby boomers begin to retire, wages could rise. And with the city expecting to gain 8,800 construction jobs between 2016 and 2026, POIC apprentices are reaping the benefits.

“Even while you’re learning [as an apprentice], you’re making \$25 an hour, and you get a pay increase every six months,” Manigo says. “I mean, it doesn’t get much better than that.”

OPB

Have You Planned for Number 2 After The Big One?

*By Tom Banse
August 29, 2018*

[Accompanying Audio](#)

Horror tales from recent earthquakes overseas are moving people in Seattle, Portland and along the Pacific Northwest coast to give a crap about where to crap after a major earthquake.

It's not something we typically discuss in polite company, but disaster planners say that when water and sewage service fails, finding a place to poop is a big deal.

Experts from Japan told a well-attended earthquake symposium in Seattle earlier this year that lack of working toilets was one of the nation's most urgent problems after its great quake and tsunami in 2011.

"Women, the elderly and others were afraid to go outside in the dark to poo," said Atsushi Kato, executive director of Japan Toilet Lab. "So they stopped eating and drinking."

In greater Portland, five counties are rolling out a public education campaign called the Emergency Toilet Project. This project was inspired by the two earthquakes that devastated Christchurch, New Zealand in 2010–2011.

"They lost their sewer system, their sanitation system, 95 percent of it was out," said Sue Mohnkern, emergency preparedness program supervisor at Washington County Public Health in Hillsboro, Oregon.

"It was only a year or two ago that they got it all back online."

Mohnkern said she looked around for how she could potty-train folks in the Portland area to get ready for this aspect of the Big One, the feared Cascadia Subduction Zone quake. And she couldn't find much guidance.

"The average person poops about half a pound a day — not something I knew before I got into this particular project," Mohnkern noted in an interview. "Half a pound a day times 2.4 million people per day is a lot of poop that's not going anywhere when our sewer systems are broken. So we had to resolve this. We don't want cholera, typhoid, hepatitis A and diarrheal illnesses to come back and be the catastrophe after the catastrophe."

Mohnkern enlisted a five county disaster preparedness consortium that covers greater Portland and southwest Washington, officially known as the Regional Disaster Preparedness Organization (RDPO). RDPO opened the tap for federal Department of Homeland Security planning money. The Emergency Toilet Project committee ended up refining some ideas from New Zealand and from a local Portland nonprofit called PHLUSH.

Bottom line: You'll want to add an emergency toilet to your disaster kit. One of the first places the carefully-polished message debuted was at a Sunday Parkways bicycle festival in Northeast Portland in mid-August.

"It's something that people have not thought about," said Argay-Parkrose Neighborhood Emergency Team volunteer Don Herd as he handed out freshly-printed instruction stickers and brochures at a booth set up by the Portland Bureau of Emergency Management.

Herd and Emergency Management's Laura Hall, nicknamed "the poo lady," explained the "twin bucket system" to amused passersby. In no time, you could overhear grown-ups talking potty humor in public. The recommended setup includes a snap-on toilet seat and two sturdy buckets — like 5-gallon paint buckets.

"Thank god, you're here," said Linda Hayden of Portland after she stopped chortling. "Two buckets? One bucket of poo and one bucket of pee?"

"Exactly," replied Herd.

Hall chimed in to explain that separating poo and pee cuts volume, stink and makes eventual disposal easier. Pee can be diluted and spread on lawns or gardens. Your poo, on the other hand, is a disease vector; you will want to double-bag and store it temporarily.

The project handouts suggest lining the poo bucket with a heavy-duty 13-gallon garbage bag and then covering each use with sawdust, shredded paper, or grass clippings to help dry the excrement. Start a new bag when the poo bucket is half full.

"Some people are just going to go in their yards," predicted Hayden at the Portland Emergency Management booth.

"Some people are, but we're trying to get the word out through events like this and other methods," Herd countered.

"It will be a funny image of everybody squatting on their pickle buckets," Hayden mused. "I want to see the selfies — the pickle bucket selfies."

In Washington state, Pacific County and Grays Harbor Emergency Management independently featured disaster sanitation tips in newsletters this spring, partly inspired by the visit from the Japanese experts.

"One of events that we are going to be holding soon is a bucket decorating party," said Justin Ross, a Multnomah County Emergency Management outreach specialist. "We're going to hold a space where people can come and paint them and put decals that we have on them to kind of make it fun."

Ross urged the metro area's residents to get ready to live without a working toilet for weeks or months after a strong earthquake.

"We want to make sure that people know this is a big piece of emergency preparedness," Ross said in an interview at the county offices in Portland. "It's something that could be almost free to do. It's accessible for anybody."

The poo plan experts continue to meet in the Portland area to fine tune what happens to all the bags of poop earthquake survivors will accumulate. Those poo bags will need to be collected eventually — and that's not a job for your average garbage hauler.

"I wish we had all the answers and we don't yet, but we're working on it," said Mohnkern. "This is outside everybody's experience."

The twin bucket system is mostly geared at people in urban areas, particularly apartment dwellers and townhouse owners. Rural residents on septic systems may be relatively well off after a major earthquake, provided their buried septic tank and drain field connections survive the shaking.

"If you have a septic system, make sure it works," Mohnkern said. "If it works, you are golden. You can probably charge admission."

Digging a latrine or a pit toilet could be an option for people with big yards. Instructions from the Emergency Toilet Project specify that the spot should be at least 10 feet from the property line and 100 feet from any stream or water source.

The twin bucket system, which may be the best option for the majority of the population, was new to most of the passersby who stopped at PBEM's festival booth in mid-August. But a few people said their earthquake preparedness already included a poo plan.

"We've taken steps to cache, you know, food, water, medicine, lights and this is part of it," said Michael Hevron who lives in Portland's western suburbs.

Hevron said he bought a camp toilet at REI to be prepared for the Big One. Snap-on toilet lids that fit on five-gallon buckets or complete kits can also be readily found online. A brand called Luggable Loo that is a widely stocked option for answering nature's call costs less than \$20.

If you want to go (to learn more, we mean), the twin bucket system will be displayed at upcoming September events in the Portland area.

[Quake Up! earthquake preparedness event](#) on Sept. 8, 11 a.m.–5 p.m.

Tigard Street Fair, Main Street from SW Maplewood Drive to SW Commercial Street in downtown Tigard

PBEM booth at the [Belmont Street Fair](#) on Sept. 8, 10 a.m.–6 p.m.

SE Belmont Street between SE 33rd and SE 39th avenues, Portland

PBEM booth at [Sunday Parkways NE Portland](#) on Sept. 23, 11 a.m.–4 p.m.

Woodlawn, Alberta and Fernhill Parks, Northeast Portland