

OBITUARIES



Leonard Richard "Buzz" Huber passed away on Nov. 10 at 73-years-old.

Leonard Richard "Buzz" Huber

Dec. 9, 1943 — Nov. 10, 2017

Leonard Richard "Buzz" Huber was born Dec. 9, 1943, in Silverton, the tenth of 12 children born to Alfred and Magdalene (Pranti) Huber. He died on Nov. 10, 2017, surrounded by his family in his home in Silverton at the age of 73 years.

Buzz was raised and attended schools in Mt. Angel. He graduated from Mt. Angel Prep school, worked various jobs and served in the Oregon National Guard.

Buzz was united in marriage to Beverly Jensen on July 17, 1965, in Mt. Angel. T

hey lived in Silverton and started their family. Buzz started his grave digging business in 1969 that he continued to be a vital part of until his death. He was a member of the Knights of Columbus and had been a member of the Jaycees for several years. He loved traveling, enjoyed working in his yard and, most of all, cherished time with his family.

He is survived by his wife of 52 years, Bev Huber of Silverton; sons Bruce Huber (Marti Booth) of Silverton and Ken Huber (Patti Woodward) of Hermiston; daughter Cori Duda (Ron) of Silverton; grandchildren Andrew Huber (Mandy), Alicia Tjaarda (Grant), Emily Duda, Nathan Duda and Ashtin Huber; great grandchildren Kiersten, Brody, Harding and one on the way; sisters Loretta Cook, Leona Nelson, Florence Sundet, Gert Halter and Barbara Dawes; brothers Bernie Huber and Al Huber; and numerous nieces and nephews. Buzz was preceded in death by his parents; siblings Mary "Sis" Hicks,

Sister Rosemarie Huber, Ed Huber and Elmer "Jim" Huber; and a great granddaughter, Lilly Kay Huber.

A memorial Mass of Christian Burial was held Friday, Nov. 17, 2017, at St. Mary Catholic Church in Mt. Angel.

Private vault interment was held at Miller Cemetery in Silverton.

Those who wish may make contributions in Buzz's memory to Providence Hospice or the Silverton Hospital Auxiliary Scholarship Fund c/o Burns Mortuary of Hermiston, P.O. Box 289, Hermiston OR 97838. Buzz's family wishes to thank Dr. Bay and his staff, the Salem Hospital staff, the Providence Benedictine staff and the Providence Benedictine Hospice staff for all of their care and compassion shown to Buzz and our entire family.

Please sign the online condolence book at BurnsMortuary/Hermiston.com

Burns Mortuary of Hermiston, Oregon is in care of arrangements.

Salt

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state border," Thompson said. "During a particular storm with heavy snowfall, you'd run into a deeper and harder snowpack immediately upon crossing the border."

The result, he said, is hazardous driving conditions for regular passenger cars and freight vehicles carrying thousands of pounds of different goods and raw materials on Interstate 84.

Interstate 84 is one of the busiest highways in the state with roughly 177,000 vehicles traveling on the first 100 miles in the state daily, Thompson said.

"The traffic is greatly affected by ice that forms on I-84 and delays freight movement, causing people who drive regular cars to pile up behind them," Thompson said.

Roughly 50,000 vehicles travel in the first 100 miles of Interstate 5 in Oregon, which is mostly comprised of regular passenger cars.

ODOT also is currently building a number of salt sheds to house salt supplies in Eastern Oregon and Southern Oregon. Salt sheds in Hugo, Baker, La Grande and Ontario will be up and running by mid-November. Sheds in Mission, Echo and Irrigon will be operational by mid-December. Two sheds in Meacham and Umatilla are expected to start construction in 2018.

Salt an environmental concern

While ODOT is expanding the area eligible for salt treatments during extreme winter storms, Thompson said salt is not their first tactic in battling unsafe road conditions.

"Salt is just a tool in our toolbox," Thompson said. "That doesn't mean we're going to use it every time. We're trying to minimize the salt."

ODOT primarily uses sand, deicing treatment and plows to clear roads and improve travel conditions throughout the state.

One reason for limiting salt is its potential impact on

the environment.

Once spread onto the road, salt breaks into sodium and chloride ions, which research shows can harm trees and vegetation up to 650 feet away. It also accumulates in stream-side ecosystems and can disrupt how fluids pass through aquatic animals and endanger salmon and steelhead.

The Oregon Department of Fish & Wildlife also warns it can cause toxicosis and death when ingested by birds.

In rural areas, deer and elk will stop on a road to lick the salt, putting them at greater risk of being hit. And in urban settings, it can put pets at risk.

Other road treatments carry their own environmental risks and tend to be expensive.

ODOT crews monitor air temperatures, ground temperatures, humidity and precipitation in order to decide the best technique with the help of the National Weather Service.

If it's raining, officials typically don't treat roads with magnesium chloride, a liquid deicer. Deicer works for a period of time before it dilutes from the rain and is no longer effective.

When air temperatures reach freezing point, any fog that makes contact with roads can quickly become ice.

If the snowpack is deeper than 2 inches, officials don't use salt.

If the snowpack is less than 2 inches, or if the storm is winding down, Thompson said officials may use salt to speed up clearing the road, drop sand to regain traction or just wait for the "sun to do its job."

Each of those techniques, with the exception of the sun's rays, have environmental effects. Sand can be blown into streams and harm salmon. Salt can roll past the edges of the road and into wildlife. It can even seep into cracks in the concrete of bridges and affect its steel rebar infrastructure.

"It's a complex conversation we explore to use the safest technique with the least amount impact on the environment," Thompson said.

Salem: Salt is the last resort

City of Salem officials ran out of deicer after multiple storms barraged the Willamette Valley this past

winter.

Salem Public Works services supervisor Bruce Hilibrandt said officials couldn't access their magnesium chloride supply, which is typically delivered via train, because their contractor couldn't keep up with demand.

"The railcars just never got to the places where we can transfer, like Jefferson City and Clackamas, so we were left high and dry with no supply," Hilibrandt said.

After last winter's shortage, he said city officials are upgrading their deicing storage material facilities. Last year, they could store roughly 15,000 gallons of magnesium chloride and shared one tank with ODOT.

This year, Hilibrandt said they've ordered three 6,100 gallon tanks that can hold roughly 18,000 gallons of magnesium chloride. ODOT now has its own supply due to an expired intergovernmental agreement.

The deicer tanks were set to arrive by Thursday, Nov. 2, and should be installed by Wednesday, Nov. 15. The city's storage facility is near 22nd Street and Mission Street in Salem.

He said Salem typically sees its first freezing temperatures in late November but says snow is infrequent at this elevation.

"Our number one issue is black ice in Salem," Hilibrandt said.

He said that can be attributed to Salem's hills, where cold air is bottled up and settles during freezing temperatures, which causes ice.

This past winter though, Salem recorded several inches of snow and city officials were forced to change their strategy for the first time in more than 20 years.

Hilibrandt advised crews to leave a little bit of snow on the roads so sand and deicer could stay in place. Crews plowed roads and sprayed deicer at the same time, but roads iced over faster than crews could control.

"It was an unusual winter," Hilibrandt said.

Weather models forecast cooler-than-normal weather this winter, but it's unclear if it will be wetter or drier, according to NOAA's Climate Prediction Center.

"We're not planning on using salt," Hilibrandt said. "We want to lead the way in finding a more environmentally friendly way in keeping our roads safe."

Chat

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up in foster care.

"She is a true inspiration to me; she (overcame disadvantages) and raised two children and started her own business," Joshua said. "That type of strength and resilience, it is inspiring...Just because you have hardships doesn't mean you can't have a wonderful life."

An instrumental orchestrator in Cascadia's drive is **Gwen Slippy**, a foster mom and veteran advocate of foster-care causes. Gwen serves as the recruitment and retention specialist in Marion County for the Department of Human Resources.

Donations or contributions in Silverton for Christmas Cases for Kids can be dropped off at Guild Mortgage, 300 N. Water St., or at Silverton Inn & Suites, 310 N. Water St., whose new owners, **Michael and Wendy McQueen**, are also partners in the drive.

Joshua said any questions regarding the drive can be addressed to him by calling 208-816-8754, or email joshuam@cascadiamtreatly.com or christy@cascadiamtreatly.com. Visit the website at www.cascadiamtreatly.com.

Town Hall

Silverton's annual Town Hall is scheduled for 6 p.m. Monday, Dec. 18, in Silverton High School's auditorium, 1456 Pine St.

City Manager **Christy Wurster** said the event will include **Mayor Kyle Palmer's** "State of the City" message, while members of the Silverton City Council and city staff managers will be on hand to discuss various topics and answer questions.

Fossil Free Silverton

A new group is afoot in Silverton. **Gus Frederick** checked in to tell us about "Fossil Free Silverton," which he described as "a local branch of a national endeavor affiliated with the 350 Movement."

The group's facilitator is **Elyce Brown**, who elaborated on the group and its purpose.

"We are residents of Silverton, Oregon, who understand that the climate is warming, that human activity (including the use of fossil fuels) is the primary cause of climate change, and that the technology is available to us right now to transition away from polluting fuels towards an equitable, clean energy future," Elyce said. "We are joining together as a group to send our City, County, and State representatives and officials the message that the problem is real and the solution must

include a renewable energy future."

The group held its first meeting Nov. 11, at which founding members became acquainted with the 350 Movement, watched a video and committed to their objective.

Elyce itemized the campaign demands: no new fossil fuel projects; commitment toward 100 percent renewable energy by 2050. She also couched those demands within a realistic, local perspective.

"We understand that (the first demand) may not be applicable at all levels of government," she said. "We agree that our chances of achieving (the second) within Silverton will be greater if we pair (it) with specific recommendations of do-able, win-win projects — such as heating the Silverton Pool and the new City Hall with solar panels — as well as with recognition of and appreciation for steps that have already been taken toward this goal."

Elyce stressed that while the broad objectives may seem monumental or even visionary, Fossil Free Silverton's task and actions will be hands-on and locally focused.

Silverton residents interested in joining or learning more can attend Fossil Free Silverton's next meeting, 6 to 7:30 p.m. Monday, Nov. 27, at 110 S. Third St., when members will brainstorm action options and priorities. Contact Elyce at elycebrown@yahoo.com.

Council

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town," Mayor Kyle Palmer said during the October work session. "I'm not sure if we've been given complaints about public nudity other than the urination."

City staff provided the council with a strengthened ordinance prohibiting the practice, excluding a "bona fide medical emergency supported by medical documentation."

Councilor Dana Smith asked if the new ordinance was redundant since the cited acts fall under another code. Police Chief Jeff Fossholm said passage would clarify and fortify the law.

"(The current code) may or may not be able to be interpreted that way, but this (code amendment) would clean that up and make it very clear and easy to understand, including in our municipal court system," Fossholm said.

Feeding deer was another issue that came before the council, during its July 17 and Sept. 18 meetings, which prompted the city attorney to rework the municipal code so animals are addressed under one chapter. With that, the amended code was passed and included the prohibition of feeding deer.

The ordinance notes "the City desires to prevent the intentional feeding of deer because it contributes to the overpopulation of deer and encourages deer to congregate in urban areas causing public safety issues."

"There's been a number of comments and concerns in the community that this action tonight is the first step in leading us toward a deer-culling ordinance," Palmer said. "That has not been discussed by this council; that's not under consideration at this time by this council."

"But speaking solely for myself, I do think this is a step that we can take that is not punitive and that can even marginally help with the issue. I think the deer are in as much danger as anything by being fed in town and given an unhealthy sense of safety while they are here."

Councilor Jason Freilinger echoed the mayor's comments and further stressed that there are community members who view this as "a reasonable step as opposed to...something as drastic as euthanizing the deer as state law now allows, if a city so chooses."

A third council action prohibited abusive solicitation. All code amendments passed unanimously.

In other council news:

Palmer appointed five members to the new Transportation Advisory Committee: Garron Lamoreau, Chris Linn, Mark Rauch, Brianna Wolterman and Sarah Reif. Councilor Matt Plummer will chair the committee.

The mayor said he was delighted to see considerable interest from community members applying to serve, including representatives from the Silverton Chamber of Commerce and Silver Falls School District.

The numbers interested did make it difficult to narrow it down to five.

"That's a wonderful problem to have and not one that we've always enjoyed," Palmer said. "It's my intention to have a very diverse committee, regardless of which committee we're talking about. And to balance that committee with different viewpoints... about the issues that are going to be determined."

Silverton Community Development Director Jason Gottgetreu apprised the council that the city is set a closing date on the Eugene Field School property sometime between Dec. 6 and 21.

jmuch@StatesmanJournal.com or cell 503-508-8157 or follow at twitter.com/justinmuch

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MAYOR KYLE PALMER, ON THE ORDINANCE PROHIBITING THE FEEDING DEER