

GREENWAY

Continued from Page 1A to a screeching halt. We should find a way to make it work," Rea said.

Mayor Delmer Hanson echoed this sentiment.

"I find it hard to go back on something. I'm not one to make a commitment and then back out," he said.

The City of La Grande completed Phase I of the Greenway project about six years ago when it built a bridge across the Grande Ronde River at Riverside Park and put in a paved quarter-mile trail.

Union County and the cities of La Grande and Island City have been working together on the Greenway Project for several years.

Island City's city council, which did not take public input Monday, will discuss two options with ODOT. One is Option C, one of the three original route proposals, which the council has discussed extensively in recent meetings. This route option calls for two bridges to be constructed across the Grande Ronde River for a path that would have minimal close contact with landowners.

The second option is a loop path, one recently submitted by a citizen and discussed for the first time by the council Monday night. The so-called Loop Option calls for the Greenway to continue along the south side of the Grande Ronde River for about a mile and then loop back to Riverside Park in a figure-eight fashion.

The major advantage of the Loop Option is all the land it would run on is owned by the City of Island City and a minimal part of the path would be near private land. The small stretch that does approach private property would be blocked by a thick row of trees that is already standing, said City Recorder Karen Howton.

The loop path proposal also includes a second trail running to and from the pond site in Island City for about a half mile to Highway 82 on land owned by the city, none of which is close to private property.

The cost of the Loop Option is not known, but the Option C trail, which would cross some private land, would be \$2.69 million according to a report prepared by a committee examining Island City's Greenway options, which was released in May.

The Island City city council's representatives plan to consult with ODOT to find out if it would be possible to obtain additional funding for the bridge option or if the grant funding could instead be used for the Loop Option.

Rea explained the grant Island City received for the Greenway project states it is to be used to fund the construction of a trail going in one direction to the pond site and not a loop trail.

"We need to know if there are points ODOT can bend on," Rea said.

BUS

Continued from Page 1A rather than all at once," Wagner said.

Mid Columbia bus driver Olie McDougall noted all of the buses coming to pick students up are directly behind each other, "nose to nose," which prevents children from walking or running between buses.

Central Principal Suzy Mayes is among the educators who regularly supervise students as they wait in line for their bus to arrive. Mayes said she enjoys the

experience because it gives her a chance to get to know students during their wait.

"I get a better feel for how things are going for students and it helps build relationships with kids," she said.

The area on Second Street used in 2017-18 for Central buses is a public right-of-way, where City of La Grande land-use codes state school buses are not allowed to load and unload students. This forced the school district to create a new bus loading zone for Central students.

Bus drivers reach the new

zone by turning south off K Avenue and then proceed south about 150 yards before turning east near the high school's greenhouses and wood shop and traveling about 200 yards east to the loading zone between Central's north parking lot and its playground.

Chrusoskie said the route, which the school district has enhanced to support buses, is easy to navigate and there is plenty of room.

The new bus loading and unloading zone is not only safer for students but is also

improving the situation in front of Central before and after school, since there are now between 150 and 200 fewer students coming or going in that area.

"There is less congestion all the way around," said Central media specialist Joe Wing, who helps direct students and parents in front of the school.

Wing also said the situation is much better than it was a year ago when parents and students were learning the traffic and parking rules around the new school.

"Now I'm out here to say

hello, I don't have to tell people what to do anymore," he said.

Taro Moraga is among the Central parents who believe the situation in front of the school has improved because of the new bus pickup and drop-off site.

"It is better than it was last year. It was more clustered last year," Moraga said.

He added the situation is also enhanced because the parking spaces the buses used in 2017-18 are now available to parents.

"There are more places to go," Moraga said.

JOSEPH

Continued from Page 1A facilities are currently banned by Joseph and are not a part of the current ballot measure.

In August, Kramer told The Observer the two main reasons she supports legalizing the sale of recreational marijuana: the benefits for medical consumers and the potential tax revenue.

In addition to the ban, Joseph also passed a zoning ordinance in 2015 that put limitations on where a marijuana dispensary could go.

According to the ordinance, a dispensary can't be located within 1,000 feet of a school, public park, public library, licensed day care center, community recreation facility attended primarily by minors, a sports facility attended primarily by minors or another

marijuana dispensary.

With Joseph having a total area of only 0.88 square miles, this ordinance severely limits the prospects for where a dispensary could be located.

Mayor Dennis Sands said that was the point of the ordinance.

"It was an effort, if (marijuana was eventually) legalized, to minimize the number of outlets," Sands said.

He also said he doesn't want the city to resemble other places where marijuana is legalized.

"I don't want to be like Portland where it seems like there's a dispensary every other block," he said.

Sands and other city councilors created a to-scale map of the city and drew circles around locations where a marijuana dispensary would not be allowed. The commercial zones where a dispensary would be allowed are

confined to three blocks on Main Street, including East Maple, Poplar and Daggett streets. Sands said there are not currently any available storefronts in that area.

Kramer said she does think it is possible to open a dispensary in Joseph, even with the ordinance's limits.

"We have the flexibility of either building or working with established (buildings)," Kramer said. "We'll do what we can. We're just going to keep fighting until the building is there."

Dan Stein, who manages Stein Distillery, which is on Main Street north of Maple Street, said he is against having a dispensary anywhere in Joseph.

"I just think there are too many things out there to diminish people's senses," he said. "Why make it easier (to buy marijuana)?"

Stein said he didn't think having a dispensary in Joseph would affect the distillery's business, which sells handcrafted whiskey and other spirits, but was still against the idea of allowing legal marijuana in town.

Kramer noted she and Flanagan are willing to petition the city to change the zoning if they need to in order to open a dispensary.

Yet, before these zoning laws would even need to be considered, voters would have to overturn the ban. The mayor said he doesn't think they will.

"I think it will be voted down," Sands said.

Kramer said she is hopeful the ban on marijuana in Joseph will be overturned.

"I'm hoping, that's all I can say," she said with a laugh. "I really have no idea. It's up to the people. It could go either way."

FARNAM

Continued from Page 1A

Farnam said without compromise, the nation will remain divided, and that threatens public safety.

"This divisiveness is tearing our country apart," he said. "It's tearing apart families, our community and the country as a whole. It's a security issue."

Farnam's top three priorities are health care, education and security.

He said the challenge is coming up with a system legal gun owners can use to show their guns are registered.

With health care, he'd like to see a basic standard for all.

"We need a maximum standard of care. We know best practice (for medical care) is the most cost-effective. We need to ask how does this government work best for us? It's best to hold the politicians accountable."

Farnam said he believes he can help bring together the party divide by having conversations with community members without an agenda.

ELGIN

Continued from Page 1A and upcoming sporting events.

Municipal Court Judge Laura Eckstein told the council she anticipates the city will soon be able to access the Law Enforcement Data System (LEDS), a digital police information network storing a host of criminal background information and records, namely arrest warrants. Eckstein is currently working with Oregon State Police to implement LEDS next year or 2020 at the latest, free of charge to the city, and hopes the system will improve communication and efficiency among deputies and the court concerning access and retrieval of criminal information.

"We're working actively with OSP to get that done," Eckstein said. "We're going to be able to upload information to that system and also (input information). It's a two-way street that's going to benefit not only the court but the deputies who service the court. It'll be an all-around fantastic development for the city."

An ordinance initially brought up at the council's September meeting grant-

ing the use of recreational vehicles on city streets is still being drafted by the public safety committee. Mayor Allan Duffy said the committee has received valuable input concerning necessary guidelines and safety concerns and plans to present a rough draft to the council at next month's meeting.

City Administrator Brock Eckstein reported the city will close Friday on a loan for the purchase of the W.C. Construction complex in Elgin, to be used as the new location for the city hall, public works shop and an animal shelter.

"We're gonna pack up city hall all next week and hopefully move in by Oct. 22," Eckstein said.

Tuesday's meeting marked the final city council session in their current chambers, with next month's meeting scheduled to occur in the new city hall building.

Following the city's move into its new facility, the Lions Club plans to transform the former city hall building into the Elgin Museum and hopes to secure grant funding through Cycle Oregon that focuses on museum and community activities.

The club recently submitted its grant application, initially asking for \$60,000, though the final awarded number is yet to be determined.

Last month, the Union County's waste management company, Waste-Pro, proposed the City of Elgin approve a 20-cent monthly increase in garbage service to cover increasing recycling costs as a result of China withdrawing from the recyclables market. The council agreed last night, however, to have a Waste-Pro representative appear before the council again to discuss in detail the justification of the increase before they accept.

FOOTBALL CONTEST WINNERS!



Oct. 1

1ST - BRIAN CANTWELL - LA GRANDE MISSED 6 (TEEBREAKER)
2ND - ANGELO MEADERDS - LA GRANDE MISSED 6 (TEEBREAKER)
3RD - SHARON JENSEN - LA GRANDE MISSED 6 (TEEBREAKER)

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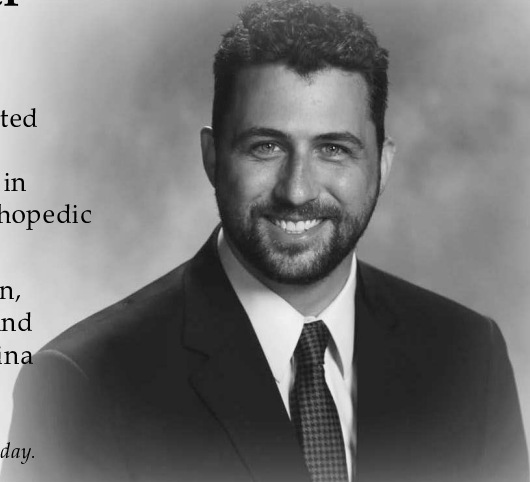
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