

OUR VIEW

New state rules will have major impact on Oregon

The Legislature was likely to have been Gov. Kate Brown's best friend. It was controlled by her fellow Democrats.

But it wasn't on climate legislation. Republicans walked out to block what she and many of her fellow Democrats had in mind. Brown responded with an executive order. And next week, key climate rules for transportation and growth are expected to be adopted by the state.

They are powerful changes to how Oregonians live and get from place to place. Some of them build on trends that are already in state rules. Some of it is new. If you like the proposal or don't, now may be your last chance to comment on them.

The proposal changes how cities over 10,000 can grow. They must plan for what are called climate friendly zones to accommodate at least 30% of their housing needs. What does that really mean? It means more dense development. More growing up than out.

You aren't going to be yanked out of your car. But there is a big shift coming in prioritization away from passenger cars. Transportation will be required to be more oriented toward pedestrians, bikes and transit. It will be harder to find a place to park and easier to find a charger for an electric vehicle. Local streets will be narrow and slow. New city plans for transportation will have to have the goal of reducing car trips.

If you like to bike, the rules may make things better for you. The bicycle system will have to satisfy most travel needs under 3 miles. There are more requirements for bicycle parking. Will there be wide, protected bike lanes enabling bicyclists to get where they need to go without having to worry about getting whacked by a car and bike lanes that will be cleared of snow? The rules don't seem to go that far.

Another important priority is to ensure growth or transportation plans are done equitably. Plans have to be reviewed through an equity lens. The question is if the more intense development may spur gentrification, despite any equity review.

Will these proposed rules lead to a more climate friendly Oregon? It would seem so.

Will it make housing more affordable? That's difficult to answer. Supporters would say yes in the long run because the rules are aimed at being climate friendly.

Will it make more housing of the kinds Oregonians want available? Homebuilders are concerned it will not create the housing mix people look for and will put more pressure on prices for single-family homes.

Will cities get enough financial support from the state to easily transition to all the new requirements? We will see.

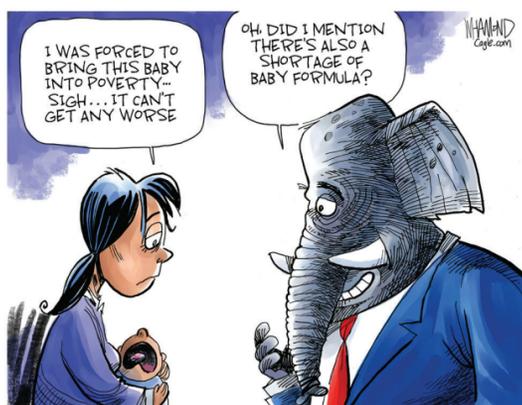
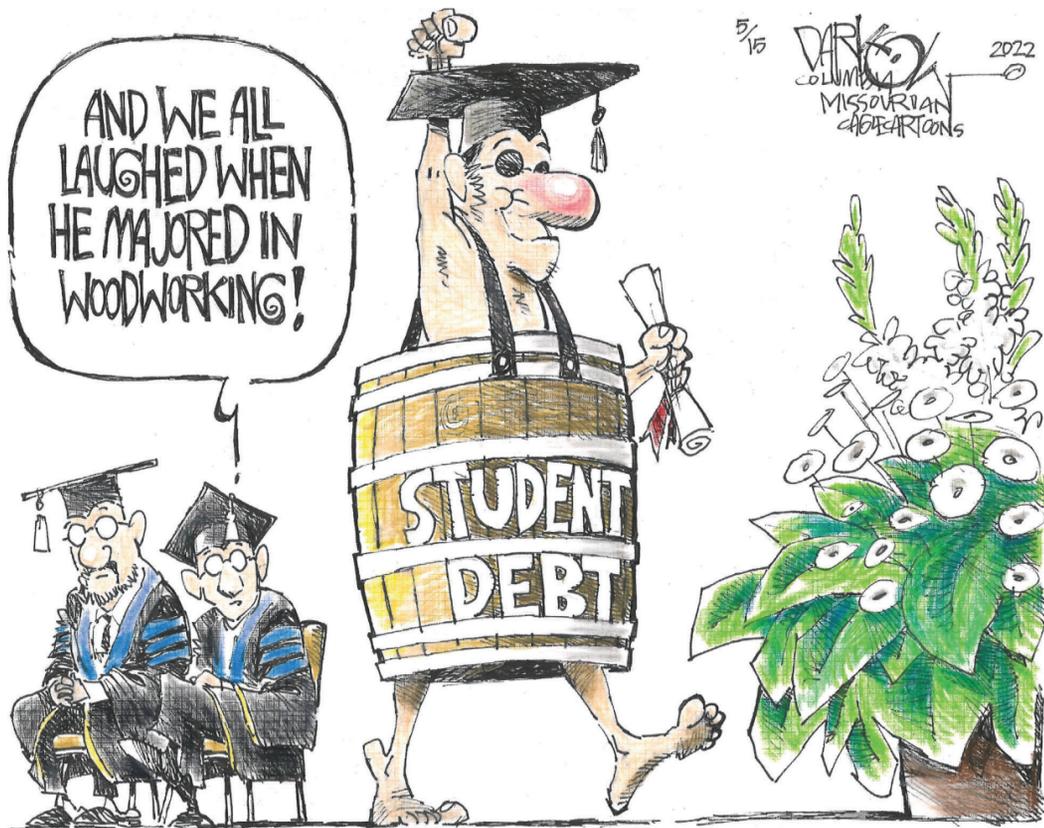
The state has tried to simplify the explanation of the rules at tinyurl.com/Oregonclimatefriendly, and more information about how to comment is available at tinyurl.com/DLCDcomment.

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OTHER VIEWS

Wolf stories omit significant facts

Recent coverage on the wolf/cattle situation in Wal-lowa County omitted significant facts.

It failed to mention that taxpayers compensate ranchers for confirmed and probable losses at full fall market value, and for confirmed and probable injuries.

It failed to mention that taxpayers pay ranchers for extra work in protecting their stock. This year, some ranchers will be paid directly to do their own range-riding, but taxpayers also pay for hired range-riders. Last year, one rancher received \$11,713 from taxpayers for extra work and was the primary beneficiary of \$5,000 paid by a conservation group for range-riders. Oregonians also pony up for nonlethal tools and equipment, including ATVs.

Oregon wolves are not a nonnative species and were not introduced to Oregon. They came on their own from Idaho and are the same species as those exterminated in Oregon.

There's an ethical side to the wolf issue. Thousands of wolves were shot, trapped, poisoned, strangled and bludgeoned by livestock producers and their agents until extinct in Oregon. This savagery lasted 100 years and continues today. The landscape was denuded of an apex predator and cattle proliferated at great cost to the environment. The cattle are bred for weight and lack horns and the physical agility for defense against predators. They are wolf bait. Especially on public land, common breeds should be replaced by horned, agile cattle such as Corrientes, a successful commercial breed. Putting wolf bait out on public land and then killing wolves for eating it is a crime.

Wolves are due thousands of cows (and sheep) in compensation for the thousands of slaughtered wolves. In expiation of their sin, livestock producers should themselves bear the cost of compensation. The Oregon and national cattlemen's associations should collect funds from their own members for their own compensation fund. Taxpayers should not be responsible.

Wally Sykes
Joseph

The last state boundary change

The Red River is the boundary between the states of Minnesota and North Dakota. In the late '50s or early '60s an Army Corps of Engineers flood control project changed the course of the river stranding two parts of

Minnesota — a 12.76 acre parcel and a 9.78 acre parcel — on the North Dakota side of the river.

In order to reestablish the Red River as the actual state boundary, bills had to be approved by both the House and Senate of North Dakota, the House and Senate of Minnesota and finally by the House and Senate of the United States. This occurred Aug. 24, 1961, and was the last state boundary change in the U.S. All that for 22.54 acres.

Can anyone really believe the Oregon House and Senate would approve transferring virtually half of the state to Idaho just to accommodate a pretty small minority of Oregon voters?

Don McAlister
Enterprise

Protect bird migration by passing River Democracy Act

A little good news during what feels like a perpetually grim news cycle: This weekend, North America celebrated World Migratory Bird Day. During this magical time of year, nearly 4 million birds fly through Oregon during spring migration. At times, there are so many birds flying over our state that the National Weather Service is able to pick them up on radar! It's truly an incredible natural phenomenon to behold.

You may have heard of ways to help our feathered friends as they complete their epic journeys, like turning off any unnecessary outdoor lights at night. Another, perhaps more important, way we can help is by ensuring that birds have access to abundant healthy habitat across Oregon.

Although some birds are extreme endurance athletes, able to fly thousands of miles in one push, many bird species need to make occasional stops to rest and refuel.

This is one reason why I'm hoping to see Sen. Ron Wyden and Sen. Jeff Merkley's bill, the River Democracy Act, passed this year. It will protect a wide variety of public rivers and streams across Oregon that provide habitat for birds and many other critters, large and small.

The land and forests along the water's edge are some of the highest "bang for your buck" areas for protection — according to the Bureau of Land Management, some 80% of species will depend on these streamside habitats at some point in their lifetime. Passing the River Democracy Act will be great for birds, and people, too.

Jamie Dawson
Bend

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THE OBSERVER

An independent newspaper founded in 1896

www.lagrandeobserver.com

Periodicals postage paid at Pendleton, Oregon 97801
Published Tuesdays, Thursdays and Saturdays (except postal holidays) by EO Media Group, 911 Jefferson Ave., La Grande, OR 97850 (USPS 299-260)

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POSTMASTER Send address changes to: The Observer, 911 Jefferson Ave., La Grande, OR 97850

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