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ONE DOLLAR

JETTY READY

Repairs complete just in time for winter waves

One of the region's great 20th century works of engineering gets a new lease on life

By KATIE WILSON
The Daily Astorian

CAPE DISAPPOINTMENT, Wash. — Even with the huge dump trucks and massive cranes of the modern century to replace the steam engines and army of laborers of the early 1900s, jetty work remains no small task.

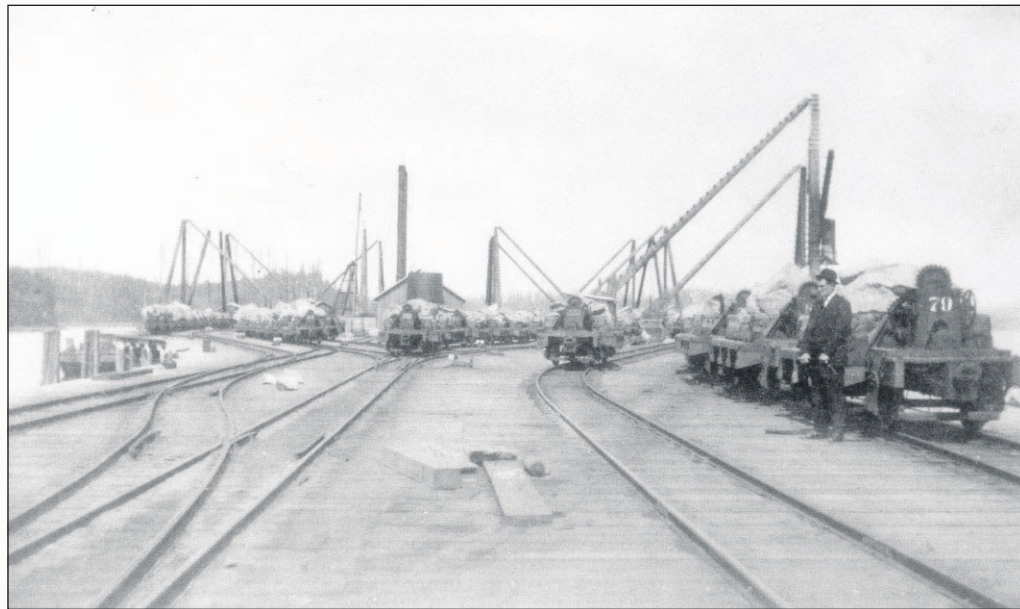
Battered by decades of Pacific storms and waves, all three jetties at the mouth of the Columbia River have been in need of repairs.

Like a giant hose nozzle, the North and South jetties were designed to accelerate water through the river's mouth, keeping vital channels open to boats and ships and making the often-deadly Columbia River Bar crossing slightly less hazardous. Jetty A, extending out from Cape Disappointment, Washington, protects the North Jetty.

Critical repair work initially estimated to cost \$80 million just wrapped up at North Jetty in Cape Disappointment State Park. The U.S. Army Corps of Engineers, the agency tasked with maintaining the three-jetty system, said it was losing dozens of feet of the 2.5-mile-long jetty each year as waves and wind ate away at the nearly century-old structure.

Better techniques

Though the nature of the work has not changed much since the 1900s — it's still just



Courtesy of the Columbia-Pacific Heritage Museum in Ilwaco

Open cars loaded with rock wait to get pulled out on rail lines to North Jetty in the early 1900s.

about placing rocks on top of other rocks — the quality of the work has improved.

"The work that we're doing now is certainly done a lot better than how we originally built these structures, which was really just dumping rocks," said Army Corps project manager Jerry Otto.

Since last fall, contractors have been out in the area between the popular Waikiki and Benson beaches, filling in a lagoon that undermined the stability of North Jetty's base, trucking in enormous rocks — some weighing more than 20 tons — and rebuilding the jetty's deteriorated head. Approximately 54,000 tons —



Courtesy of the Clatsop County Historical Society

A man guides a jetty stone down onto a rail car.

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Tsunami overlay district dumped

County residents raise land-use objections

By KATIE WILSON
The Daily Astorian

Clatsop County commissioners, facing a standing-room-only crowd Wednesday night, voted to indefinitely table a controversial tsunami hazard overlay district.

The new district would have applied to the county's unincorporated regions — specifically low-lying, near-water areas like Lewis and Clark that are considered high risk in the case of a tsunami like the one expected to occur when the Cascadia Subduction Zone fault line finally gives way again after more than 300 years of silence.

As new information about the possible scope and impact of a Cascadia event becomes available each year, officials and county staff are just beginning to examine what steps the county can and should take to mitigate this kind of massive natural disaster.

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Fire chief suddenly ousted

Cannon Beach's Balzer relieved of his duties

By DANI PALMER
EO Media Group

CANNON BEACH — The Cannon Beach Rural Fire Protection District has relieved Chief Mike Balzer of his duties.

"It was a personnel matter," District President Sharon Clyde said, confirming Balzer had been let go. "I'm not able to comment much at this time."

Balzer, 58, was notified Monday night during a district meeting.

Chief Assistant Fire Mike Balzer Chief Frank Swedenborg, owner of The Waves Cannon Beach, will step in as the interim chief.

"Everything else will remain the same," Clyde said. "All the services

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The wharf that led into the sorting yard at Fort Canby (Cape Disappointment State Park) during construction of North Jetty.

Courtesy of the Columbia-Pacific Heritage Museum in Ilwaco



Motorists ignore traffic rules near school buses

School officials worry about student safety

By EDWARD STRATTON
The Daily Astorian

School is back in session, buses are back on the street in the early mornings and afternoons — and school transportation officials, afraid someone is going to get hit, are warning drivers to follow the rules and keep students safe.

Ryan Hahn, Astoria School District's transportation director, said he and others have noticed an alarming number

of motorists not following the rules when around school buses.

"It's happening on a daily basis," Hahn said, describing a scene a few days ago near John Jacob Astor Elementary School in which a teenage driver nearly ran over another teen crossing the street. "People are blowing right through the lights on the buses."

When drivers see flashing lights on a school bus, like a yellow light on a traffic signal, bus drivers are signaling their intent to stop. Hahn said bus drivers switch the lights on 300 to 500 feet before a stop on a roadway with a speed limit of 35 mph or higher, and



Edward Stratton/The Daily Astorian

Astoria School District officials say Leif Erickson has been an especially troublesome spot for students getting off school buses.

100 to 300 feet beforehand on roads with lower speed limits.

When the red lights come on and the stop sign comes

out on a roadway with a painted median, oncoming traffic must stop before reaching the front of the bus, while traffic going the same direction must stop behind the bus. Failure to stop for bus safety lights can result in a \$435 citation, said Astoria Deputy Police Chief Eric Halverson.

Bus drivers operating a bus that uses red safety lights can report the violation within 72 hours. Halverson said a bus driver, if they can identify the violating driver, can even be the signatory on a citation issued by the police. At the very least, he said, police will

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