

THE DAILY ASTORIAN

144TH YEAR, NO. 66

WEEKEND EDITION // FRIDAY, SEPTEMBER 30, 2016

ONE DOLLAR

State offers Astoria Marine five more years

Shipyard was facing closure much sooner

By EDWARD STRATTON
The Daily Astorian

The state Department of Environmental Quality has offered a five-year reprieve to Astoria Marine Construction Co. on the polluted shipyard's

cleanup and likely closure. Local economic, environmental and political leaders had asked the state for the delay to preserve an important cog in the region's fishing industry until a new shipyard can be developed. "While DEQ would prefer to see cleanup move forward expeditiously, we are sensitive to the concerns of the community and are prepared to act on (Clatsop Economic Development Resources') proposal and

consider delaying the cleanup for up to five years," wrote Bob Williams, Astoria Marine project manager for the state, in a letter to Astoria Marine on Thursday. "This delay would afford the community of Astoria and affected stakeholders more time to plan for the eventual closure of (Astoria Marine's) shipways and explore opportunities to develop a new shipyard."

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Bob Williams, right, Astoria Marine Construction Co.'s cleanup manager from the state Department of Environmental Quality, has offered the polluted shipyard a five-year reprieve on a cleanup that is likely to close the company. Standing on the left is Rod Struck, the company's cleanup consultant with GSI Water Solutions, Inc.

The Daily Astorian/File Photo

THE DUII DIVIDE



Photos by Danny Miller/The Daily Astorian

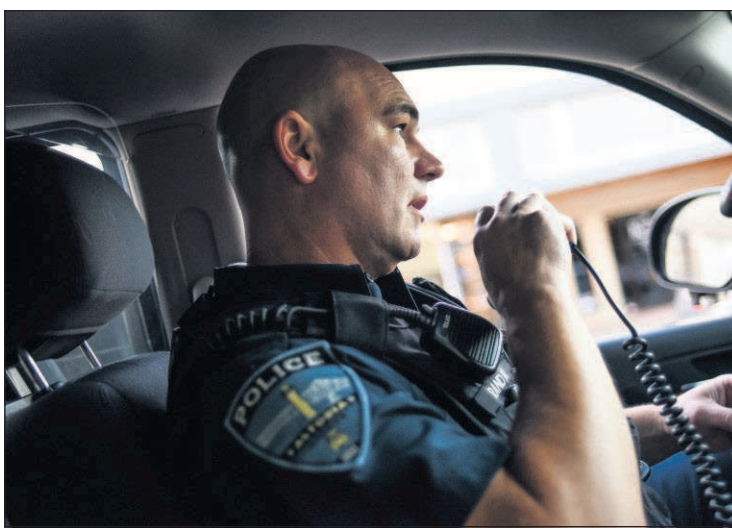
Astoria Police Department Officer Andrew Randall walks back to his patrol car after a traffic stop on the Youngs Bay Bridge.

Roughly 40 percent of cases in the county involve visitors

By KYLE SPURR
The Daily Astorian

On a visit to Seaside in October 2014, a Vancouver, Washington, man drank beer at his hotel and made the bad decision to drive to a bar. He turned the wrong way on Broadway and was pulled over by police.

When the officer asked Joshua Michael Blaine for his driver's license, the 33-year-old struggled and instead handed over another identification card. "As I spoke to the driver, I saw that his movements were slow. His eyes were watery. His speech was slurred. His eyelids were droopy," the police officer said of Blaine, whose blood alcohol content was measured at 0.13 per-



Astoria Police Department Officer Andrew Randall talks to dispatch after a traffic stop earlier this month.

cent after his arrest, well above the 0.08 percent limit.

For police and prosecutors, the example is familiar. Roughly 40 percent of drunken-driving cases in Clatsop County each year involve people who live outside the county.

Drunken driving has long taken up an outsized portion of law enforcement resources in a

county known for its drinking culture. But the significant number of visitors in the 250 to 300 cases filed annually with the District Attorney's Office can pose a burden, one of the downsides of a tourism economy.

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CLATSOP COUNTY DUII

A significant number of drunken-driving cases in Clatsop County involve people who live outside the county.

2015: 258
Local: 156
Outside: 102
Percent: 39.5%

2014: 287
Local: 169
Outside: 118
Percent: 41.1%

2013: 283
Local: 156
Outside: 127
Percent: 44.8%

2012: 318
Local: 193
Outside: 125
Percent: 39.3%

2011: 232
Local: 137
Outside: 95
Percent: 40.9%

*Source: Clatsop County District Attorney's Office

Oregon's top cops want new drug rules

Local leaders have varying opinions

By Associated Press
and The Daily Astorian

SALEM — Oregon sheriffs and police chiefs have recommended that possession of small amounts of drugs be downgraded to misdemeanors, saying that branding users as felons and locking them up doesn't help them or their communities.

The appeal by the Oregon State Sheriffs' Association and Oregon Association Chiefs of Police comes as sentiment grows about rethinking the war on drugs. Sending people to prison, including under mandatory stiff sentencing, has done little to curtail drug use in the country, which is now struggling with opioid addiction.

Astoria Police Chief Brad Johnston said if the recommendation is enforced correctly, it could be successful, but if it is executed poorly, it could be a problem. The focus, Johnston said, should be on people with no criminal history who are not committing any other crimes during their drug-related arrest. Someone robbing a home and possessing drugs would not have their charges lessened, Johnston said, but someone with drugs during a traffic stop would have the chance at treatment programs.

"If we can help with people's addictions, that is nothing but positive for local services," Johnston said.

Warrenton Police Chief Mathew Workman sees the approach as a good alternative to not charging someone with a felony, which makes it difficult to find future housing or work.

"It stigmatizes them and it has some long-term effects that causes them to not be

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Brad Johnston

Seaside wants safer routes to school

Program looks at sidewalks and trails

By KATHERINE LACAZE
For The Daily Astorian

SEASIDE — It's difficult to encourage students to bike and walk to school if they don't have access to a comprehensive system of safe sidewalks and trails.

To rectify the situation in Seaside, which lacks sidewalks along many streets, the Public Works Department is leading an effort to start a local Safe Routes to School program.



Safe Routes to School, a national organization that isn't represented in Clatsop County, supports opportunities to make walking and bicycling to school safer and more accessible for children through a collaboration of local governments, schools and communities.

"This program also provides for cities to obtain grant money to put in sidewalks and make improvements so we do have safer streets," Public Works Director Dale McDowell said

during a presentation at the Seaside School District's Board of Directors meeting earlier this month. "I don't want children out walking in the middle of the street or even between cars to get to school."

Action plan

To apply for funding, the community first must create an action plan through a team-based process. Drawing conclusions from collected information, "the team will be able to recommend priority projects and activities that the



Dale McDowell

school, municipality and community can advance to promote safe walking and bicycling," according to information from Safe Routes to School.

McDowell approached former Seaside Superintendent Doug Dougherty with the idea of pursuing funding three years ago. While Dougherty was on board, he realized it was premature, as the school district is working to move three of its four school campuses out of the tsunami inundation zone.

The district hopes to use

the Seaside Heights Elementary School site as a starting point to create campuses for the other grades. Voters in November will decide whether to approve a bond measure for the project.

With the potential move in mind, McDowell said he would use the funding to install more sidewalks near Seaside Heights, or within a 1-mile radius, according to the program criteria.

"I can't get the whole town, but I want to get as much as I can," McDowell said.

McDowell told the school board he is not officially

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