

# Sheriff Til Taylor Harley Davidson



Photo contributed by the Umatilla County Sheriff's Office

**Pendleton Bike Week founder Eric Folkestad and his crew created this Harley Davidson motorcycle as a tribute to the Umatilla County Sheriff's Office and Sheriff Til Taylor. Taylor was working in his office the morning of July 25, 1920, when inmates at the jail escaped. One of the offenders, Emmett Bancroft, shot and killed Taylor, who was a lawman with the sheriff's office for 18 years. Bancroft paid for the crime with his life, along with two others who hung. The other offenders served life sentences. The motorcycle will be on display at the Pendleton Convention Center until Sunday. Bike Week participants honor Taylor and other fallen officers every year during the Law Enforcement Memorial Ceremony at Til Taylor Park, Pendleton, where the statue of Taylor on his horse overlooks the park.**

# EO wins top prize in state newspaper contest

Awards are for work done during 2018 calendar year

East Oregonian

**GLENEDEN BEACH** — The *East Oregonian* received 10 awards, including the top prize — General Excellence — at the Oregon Newspaper Publishers Association's annual competition, held Thursday and Friday at the Salishan Resort in Gleneden Beach.

The awards are for work done during the 2018 calendar year. The contest was judged by newspapers from the Kentucky Press Association and the *EO* competed against other daily Oregon newspapers with circulations less than 10,000.

Reporter Antonio Sierra was a multiple winner, earning a first-place finish for best education coverage for his story "Homeless in high school." Sierra teamed with former reporter Jayati Ramakrishnan in the same category for the story "United in protest."

Ramakrishnan and reporter Kathy Aney took the top two spots in the personality feature category. Aney took first place for her story "Rural journal revived." Ramakrishnan took second place for the story "Shining a light on sexual abuse."

Reporter Jade McDowell took a third place for

best lifestyle for her story "Age of the Millennials."

Sports writer Annie Fowler earned a third-place award in the best sports story category for the story "Glory Days."

The General Excellence award, which the *EO* has won eight of the past nine years, is judged based on the overall product, from news and editorial content to photos and design to advertising and reproduction. The samples are taken from three random editions throughout the year.

*"It's a tremendous honor for any journalist to win and be recognized for their hard work and diligence"*

Chris Rush, Publisher

"It's a tremendous honor for any journalist to win and be recognized for their hard work and diligence throughout the year," *East Oregonian* and *Hermiston Herald* Publisher Chris Rush said. "Another General Excellence award is added confirmation that we are striving to serve our readers as best we can with relevant news, features and information."

Former photographer E.J. Harris was a multiple winner, taking the

top spots in the best feature photo category. Harris' photo "Ferris Wheel Sunset" took top honors, while his photo "Speed and Impact" took second place. Harris also took a third place in the best sports photo category for his photo "Purple Reign."

The *Hermiston Herald* won five awards, including a third-place in its division for General Excellence. McDowell brought home a first for best government coverage.

Ramakrishnan won multiple awards, claiming second in the general feature story category and third for best educational coverage. Community Editor Tammy Malgesini took second place in best lifestyle coverage.

"I couldn't be prouder of the staffs in both Pendleton and Hermiston — not only in the newsrooms, but throughout both buildings — and the dedication they show everyday to put out the absolute best product they can," Rush said. "The awards are the icing on the cake."

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# Public divided on 'road diet' in Stanfield

ODOT has proposed taking Highway 395 from five lanes to three through downtown

By JADE MCDOWELL  
East Oregonian

STANFIELD — Oregon Department of Transportation employees worked hard on Thursday to convince Stanfield residents they would benefit from having fewer lanes on Highway 395 through town, but there were still skeptics in the crowd.

One man argued with engineers for several minutes in the middle of the presentation before storming out of the meeting.

"If nothing's broken why are you trying to fix it?" he asked before leaving.

During 2021 ODOT plans to grind the top 2 inches off of Highway 395 from Hermiston through Stanfield and replace it with new pavement. As part of the project, funded through ODOT's general fund, they will be adding bulb-outs at crosswalks, ADA-compliant wheelchair ramps and other improvements through Stanfield.

The department has proposed a "road diet" through downtown Stanfield as well, taking Highway 395 down from five lanes to three. The curb-to-curb width of the highway would remain the same, but the road would be re-striped to include a center turn lane and one travel lane in each direction instead of two. The extra space would turn into bike lanes and wider parking.

Project manager Bryan Strasser said ultimately the decision was up to the city — ODOT wouldn't force it on the community if the

city council voted no. But he said they felt a responsibility to share what the engineering and research showed was the best option. "If we lived here we would want it done," he said.

He and engineer Kevin Haas described benefits ODOT had seen in other road diets, including Milton-Freewater, Cave Junction, Port Orford and Ashland.

Haas said there had been a 19% to 47% reduction in crashes where the number of lanes had been reduced. People weren't trying to make lefthand turns over so many lanes, they weren't sideswiping each other and pedestrians weren't in as much danger of being hit when one vehicle stopped for them but another tried to pass because they didn't see the pedestrian.

He said other cities had been skeptical too, but found traffic actually flowed better with the single lane in each direction and now people were thanking ODOT for the change.

A couple of attendees voiced their support of the proposal, referencing the safety of their children walking to school and the opportunities for drivers to notice local businesses if they slow down.

Others, including city councilors and the mayor, asked detailed questions during the two-hour meeting and expressed concerns that the proposed change would create a bottleneck and make it more difficult for residents pulling out onto the highway. Councilor Scott Challis asked whether the other communities has as short of city blocks on their highway as Stanfield, or as much truck traffic.

"With the short blocks

and heavy trucks we're going to have some backup. ... Not trying to bring you down, but I think we have a different scenario here," he said.

Others said much of the traffic through Stanfield was commuter traffic, and they didn't want to unnecessarily delay people on the way to their jobs. Mayor Tom McCaan also said he wasn't sure two lanes would actually slow people down, and referenced his days on the police force decades ago when Highway 395 was only two lanes.

"We'd catch people going through at 70 miles per hour in the middle of the day," he said.

Haas said the brief road diet through the center of Stanfield would be a much different scenario than the old two-lane days. The center turn lane would keep people from getting backed up behind someone trying to turn, and he said people should get less impatient when the three-lane configuration was only for about a mile instead of "making people wait 20 miles to pass a truck."

ODOT is leaving the choice of a road diet up to the city of Stanfield — a decision city councilors have yet to make. Challis said he was asking so many questions because he was trying to make an informed decision.

"I want to commend you guys — the council, staff and general public — because you're asking the right questions," Haas said.

He encouraged them to speak with Milton-Freewater city officials about how they liked their new road diet, and also reminded the council that the striping would be relatively easy to undo if the new configuration didn't work out.

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