

CANBY CITY COUNCIL & PLANNING COMMISSION
WORK SESSION MINUTES
June 9, 2010

Presiding: Mayor Melody Thompson.

Council Present: Rich Ares, John Henri, Walt Daniels, Robert Bitter, and Brian Hodson. Councilor Jason Padden was absent.

Planning Commission: Charles Kocher, Janet Milne, John Proctor, Randy Tessman, Misty Slagle, and Dan Ewert. Commissioner Sean Joyce was absent.

Staff Present: Greg Ellis, City Administrator; Bryan Brown, Planning Director; Matilda Deas, Project Planner; Catherine Comer, Economic Development and Urban Renewal Agency Director; Ami Keifer, Main Street Manager; Nancy Muller, Office Specialist; Cynthia Thompson, Transit Director; and Melissa York, Deputy City Recorder.

Others Present: Terry Tolls, Roger Skoe, Randy Carson, Tom Butler, Allen Patterson, April Chavez, Chrislyn Prantl, Chris Maciejewski, Serah Breakston, Sandra Cranston, Don Smeback, Judy Patterson, Richard Ball, Craig Lewelling, Don Zimmer, Jackie Jones, Dan Peterson, Peggy Peterson, Sonya Kazen, Keith Galitz, Teresa Sasse, Craig Harris, Susan Myers, Bev Doolittle, and Stephanie Boyce.

Mayor Thompson called the Work Session to order at 6:00 p.m. in the Council Chambers. The City Council and Planning Commission met to review a draft of the Transportation System Plan.

Matilda Deas, Project Planner, discussed the grant funding for the Transportation System Plan (TSP). The review of the TSP had taken about a year and was prepared with public and agency participation. The Technical Advisory Committee and the Citizen Advisory Committee were two of the committees that staff received input and direction from when preparing the draft TSP.

Chris Maciejewski, DKS-Associates, did a Power Point presentation on the draft TSP. The presentation outlined the reasons for the TSP, goals and policies, public involvement effort, existing conditions, future needs, pedestrian plan, bicycle plan, motor vehicle plan, other plans, financial plan, and implementation plan. Funding was now integrated in the process and the plan was built around the dollars that were available and how best to spend them. This was a look at 20 years of growth.

Mr. Maciejewski explained the plan for downtown transportation. There was discussion about truck traffic and options for access to I-5. There was also discussion regarding the proposal for creating a one way flow on Highway 99E. Citizens' general concerns were that the proposed one-way streets could potentially detour customers to downtown merchants.

All the suggestions in the TSP could be funded with City dollars. To use SDC money, the City could double the SDC fees and still be average for the region.

Tom Butler, owner of the Canby Pub and Grill, did not think Grant Street should turn into a one-way street. They needed to focus on taking traffic off 99E and getting people downtown.

There was discussion about bringing more traffic on Grant and the safety of the kids at the elementary school. Truck routes were also discussed.

Peggy Peterson requested that no parking be eliminated downtown. Councilor Henri said part of the Urban Renewal Agency plan for downtown was to improve parking.

Serah Breakston, Angelo Planning Group, reviewed the Code revisions that would implement the TSP. Some of the changes were adding language to address traffic impact studies, adding safety and functionality standards, and adding the requirement of an access management plan if the applicant was requesting an exception to the access spacing standards.

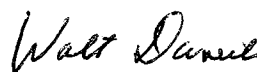
Mr. Maciejewski reviewed seven major comments/issues of concern.

1. Asked if the Council was still on board with one-way streets and if counter clockwise flow was better than clockwise. Consensus was the issue would be considered.
2. Purchase property to make Knights Bridge go through to Ivy or look at 6th for the connection. Consensus was to show both options in the TSP.
3. Make Holly the main bike corridor of downtown, put bike lanes on Ivy and Grant where there was parallel parking but not angled parking, or where there was angled parking do back-in angled parking. Consensus was to pick the first option to put in the TSP.
4. If 2nd could be realigned, tie it into the new intersection and if it could not be realigned, it would not affect the proposed downtown improvements. Canby Telcom said they tried to work with the City several years ago and due to the lack of follow-up and problems with the repaving on 2nd, they had no interest in moving their employees to a different side of the street. Consensus was that the realigning of 2nd Avenue should be taken out of the TSP.
5. Change 3rd and 4th to create sidewalks and bike lanes to the Fairgrounds. Consensus was in support of the idea.
7. Recommend Otto Road to Mulino Road as collector streets and access to the industrial area, downgrade 1st and Hazel Dell to local streets, Walnut would stay a local street, and not make Haines a designated truck route. Consensus was that the issue would be considered. Recommended that the curb-to-curb width of the streets in the industrial area be 40 feet wide for local streets to create free flowing traffic. It was agreed upon to change it to 40 feet.

The next steps would be to create a revised draft TSP and hold public hearings.

Mayor Thompson adjourned the Work Session at 9:13 p.m.


Kimberly Scheafer, CMC
City Recorder


Walt Daniels
Council President