

CANBY CITY COUNCIL  
WORKSHOP SESSION  
MARCH 15, 2000

PRESENT: Mayor Scott Taylor, Councilors Barry Lucas, Roger Harris, Terry Prince, Randy Carson, Walt Daniels, and Shirley Strong, City Administrator Mark Adcock, Police Chief Jerry Giger, Fire Chief Ted Kunze, Fire Marshall Ron Yarbrough, and David Howell.

Mayor Taylor called the session to order at 6:05 p.m. at the Canby Fire Station. A light dinner was served.

The Council discussed the Emergency Operations Plan and set up procedures for the Emergency Operations Center.

Mayor Taylor adjourned the session at 7:05 p.m.

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REGULAR SESSION  
MARCH 15, 2000

Mayor Scott Taylor presiding. Council members present Barry Lucas, Roger Harris, Randy Carson, Terry Prince, Walt Daniels, and Shirley Strong.

Also present: City Administrator Mark Adcock, Recreation Services Director Beth Saul, Community Development Director Jerry Pineau, City Attorney John Kelley, Police Chief Jerry Giger, Interim Planning Director John Williams, Susan Wood, Robin Adcock, David Howell, Nathan Brown, Mr. and Mrs. Robert Clark, John Foote, C. Luce, Buzz Weygandt, Ruth Stinson, Gail Curtis, Allan Messer, Bob Trappe, Norm Horiv, Greg Kroeplin, Jorge Tro, Darlene Key, Adam Phan, Bruce Broetje, Carl Soles, Marlene Elmore, and Curtis and Lila Gottman.

Mayor Taylor called the regular session to order at 7:32 p.m., followed by the opening ceremonies.

**CITIZEN INPUT ON NON-AGENDA ITEMS:** Robin Adcock, liaison coordinator for Canby Youth Coalition, on behalf of the Youth Coalition invited the Council and viewing public to their Youth Summit on March 30, 2000 at the High School in the cafeteria. They were sponsoring an all day event, they had at least 600 participants with students in the daytime and two opportunities to participate, one from 3 to 6 p.m. and one from 7 to 10 p.m. They also distributed flyers in the business community. This was a great opportunity to listen to their young people and a great time

for the community to participate in a very wonderful event. Mayor Taylor said this was not a one time event, this was a first step in a process with the City and School District to get some grants and to carry on what they learned. It was a time to gather information and then take action. Ms. Adcock said they were going to sign up for work groups, and the work group areas were going to be five topics to assess the needs they had for children and families in the community, to see what resources they had, and to collect data to go after some grants.

John Foote was a candidate running for Clackamas County District Attorney. Crime prevention started in the community and he encouraged people to get involved in programs such as the Youth Summit. He said the District Attorney's office was the symbol of justice and fair play in the community. It was the screen between the local police department and the court. Every year the District Attorney's office prosecuted about 5,000 criminal cases. Every District Attorney took an oath to pursue justice, and it was their responsibility to decide if a crime had been committed and if so, prosecute the case, negotiate the case, or try it if it could not be negotiated, pursuing a just result. There were 85 employees in the District Attorney's office and a budget of six and a half million dollars. They had a right to expect the highest standards of performance and integrity in the District Attorney's office, and that was why he was running. He started as a lawyer 20 years ago and rose in the ranks, and then started managing teams of lawyers. He ran the drug unit, sex crimes unit, and the fraud unit in Multnomah County for 10 years. In 1990, he was appointed Inspector General for the Department of Corrections in Salem.

When they were looking for a candidate for District Attorney, he suggested someone who was familiar with the community. He was a West Linn Planning Commissioner and understood what local concerns were as he also was president of his neighborhood association. It was important that every city in the county had a voice in the criminal justice system. In the last election, only 25% of the voters voted in the District Attorney's office race. As you could see, it was an important office and had a huge impact on citizens. He encouraged them to carefully consider their vote in the District Attorney's office because it was an important race.

**SPECIAL PRESENTATION:** Clackamas County Commissioners on Upgrading of County Roads Within the City Limits - Mayor Taylor said they offered an invitation to Clackamas County Commissioners Kennemer, Sowa, and Jordan to have a brief dialogue over the roads in Canby that were owned by the County and how they might go about improving those roads and transferring them over to the City.

Commissioner Kennemer introduced the Commissioners. Mayor Taylor said they had a state highway that ran through the middle of the City, and the county had several roads in the City limits that many citizens thought were City roads, but were really controlled by the county, Pine Street was an example. They had discussions in the past about the maintenance of those roads and that the City would take over those roads if they were brought up to certain standards. They never came to a decision on what the fair standard was in order to bring them into the City. Several years had passed, and they were in a different situation. They had the advantage in developing an Urban Renewal District and the ability to work with some infrastructure. They

wanted to discuss what their standards might be, and if they were interested in turning the roads over to the city, and if so, what did they think was fair? Being on the League of Oregon Cities Board, he knew that ODOT had a fund exchange program, and between what the county had and the infrastructure they had in Canby and what the City had, perhaps they could do an exchange program as well. The Commissioners might have other ideas too.

Commissioner Kennemer said they were interested in “getting off of the dime”. For a long time, the county had been guilty of using the excuse they did not have enough money. That was still true as at this point, they were only maintaining arterials and collectors, not local roads. They were committed to meeting with cities and starting real dialogue on how to resolve this problem.

Commissioner Jordan said they were going to have a Roads Summit on April 10, 2000, and hoped to have representation from every city in Clackamas County to talk about this issue. This issue had been going on forever. There were not enough dollars to do what needed to be done and the Summit would be the start of the discussion. They knew that resources were short, but they had to find a way to collaborate and cooperate and get their hands around this issue. After the Summit, it would be appropriate for county and city representatives to get together and flush out some ideas they had. There were some opportunities with the City’s newly found flexibility regarding Urban Renewal to do some things that the County would have had to do anyway at some point in the future. They also had flexibility regarding County funds that they had not explored, such as if cities would buy the material, the county would do the labor. There was one thing the City could do, and might make the county motivated to help, to take over operating the ferry, and if that was the case, the county might be interested in upgrading some roads.

Commissioner Sowa said they were interested in working with the City of Canby and other cities to solve this problem. They were open to any ideas.

Councilor Prince said it was a challenge to figure out which roads to develop, he thought they should pick one road to fix every year. Commissioner Sowa said they had 1,400 miles of road in Clackamas County. They used a rating system to determine when a road needed to be fixed. When the roads in Canby came up on the list, they would be fixed, but that list was long. Commissioner Kennemer said they were investing more heavily in fewer roads to do a high quality repair instead of in the past just doing it where it was most critical. Commissioner Jordan said as far as the way County looked at things, all the roads in Canby except Highway 170 were local roads in the County’s classification system, and they were doing no maintenance on any of them at this time.

Councilor Daniels asked if they kept a separate schedule to repair the roads in different cities? Commissioner Jordan said no, the city roads were on the same schedule as the rest, but all of the roads were local roads except for Highway 170. They had a good project on Township in which they were able to leverage city block grant and provide some extra match money from the County to get started on that project. They needed to start doing more of that kind of innovative collaboration.

Councilor Harris said they had a lot of pressure from all over the County to repair roads and heard the same discussion with every city. Until the roads were fixed, they would continue having these discussions, but it would still just be words from both sides. There was development in the northeast section of Canby with unique projects that had developed. The intersection of Territorial and 99E was too hazardous, but that was the obvious outlet from that whole section to get to 99E. The next one was Redwood, which was blocked off at 99E because of problems with the railroad and the Gramor development. All of that traffic was coming down Pine, and it was in terrible condition. They could not afford to improve it to make it the condition it needed to be for all of the increased traffic, but hopefully they could reach an agreement where together they could get it up to standard, and the City would take it off of their hands. Until then, it would still just be words.

Mayor Taylor said the County gave them a tax increment for Urban Renewal, and because the County would not be getting that money, perhaps they could somehow reapply that to roads, and they might be able to gain from that decision.

Councilor Carson said if they could get the roads up to a better standard, they would be willing to take them off the County's inventory, which would help the County.

Councilor Lucas wanted to know more about the Summit. Commissioner Jordan said he did not have the details. It would be in the evening on April 10, and they would try to have it in a large enough facility for everyone to attend. They would get a notice on it. Mayor Taylor said he would be on vacation at that time, but members of the Council would be there.

Councilor Daniels said in regards to the idea of fixing one road every year, did they rate the roads inside the cities and look at the worst ones and try to pay those off first? Commissioner Jordan said they just finished meeting on budget outcomes, and one of the issues was what they were going to do about county roads in cities. It was a difficult issue, even though they had a 17 million dollar road budget, they were running millions of dollars behind every year in a growing maintenance deferral. There was no better time than now to look at those solutions and incorporate them into their budget process.

Commissioner Kennemer said they did a performance audit of the roads department, and they found 28 different items that they recommended for change and all but about two of those had been fully implemented in this last year. They were doing well with the Concurrency Task Force, and their job was to give the Commission options to help them so their infrastructure, principally transportation, matched development. Previously development occurred, and then they tried to play catch up. The task force said they had some viable working possibilities. They were also working on the Complete Communities program and were moving into the final stages of the steering committee meetings. They thought this would help local communities come together and think about what they were doing as a County and what represented their needs. They had to do something other than what they had been doing. They were not coming to the Summit with answers, they wanted to come to the answers together, and figure out how to make steps towards

the answers.

Mayor Taylor thanked the Commission for coming. Commissioner Kennemer said he heard Canby was doing some exploring about possible bus service within the City. The Commission just came back from lobby work in Washington D.C. and they were working towards a major bus transit in Clackamas County, and there would be dramatic improvement in transit to at least Oregon City, which would have huge implications for Canby as well.

**CONSENT AGENDA: \*\*Councilor Daniels moved to adopt the consent agenda: minutes of the workshop, regular meeting, and executive session, March 1, 2000; accounts payable in the amount of \$276,971.15; and liquor license change of ownership & trade name for Space Age Gas Station. Motion seconded by Councilor Harris, and passed 6-0.**

**PUBLIC HEARING: Continued Hearing on Transportation Systems Plan -**

Mayor Taylor opened the public hearing at 8:07 p.m.

STAFF REPORT: Interim Planning Director John Williams said there were only a few outstanding items left on this issue. The first item was sidewalk widths. They showed four foot, six inch sidewalks in the original draft, but it was brought to their attention that five feet was a more uniform standard. His recommendation was to adopt five feet everywhere and still allow room for wider sidewalks in commercial areas.

Lila Gottman, from the Bike & Ped Committee, said her committee recommended to have wider sidewalks that at least met the standards. They needed to have standard widths for the sidewalks, not oversized travel lanes. They needed to give the extra room to citizens who walked or used their bicycles. She wanted five foot sidewalks minimum. Mr. Williams said five feet was a minimum standard and they could build wider.

**The Council agreed on a minimum of five foot sidewalks.**

John Williams said there was some confusion about specific language in one of the drafts, and there was some contention that there were things being levied on the city that were not part of the plan agreed to by the committee. They solved the problem and there were no issues on access management right now. All of the access management committee members agreed on the language. He had a recommended revision to the language that he passed out to the Council.

Gail Curtis, Senior Land Use Planner with ODOT, said she worked with the community on the access management policy. The emphasis of the plan was to listen to the community. Regarding Mr. Pellet's concern about the language change, which was indicated in italics, was the language that was being proposed for their plan. She read the policy language out of the Oregon Highway Plan, Policy 3A, Action Item 2 and the language was just about the same as the proposed language change. This language allowed for opportunities to have access to the highway when

they did not meet the spacing standards nor the deviation standards. Then she made reference to the implementation language, OAR, Section 734051-0080 titled Criteria for Approving an Application for an Approach, in the new administrative rule that was going into effect April 1, 2000, pertaining to access management throughout the state. This was the implementing language for the intention of allowing people access when they did not meet the standard, and they could apply for this. There were requirements for mitigation and there may be some costs associated with getting the access, but there was opportunity to apply for this access. The language before them was policy language, there was implementing language that was more detailed. It was not a carte blanche. Mayor Taylor said he applauded ODOT for their efforts and how they worked with the city on this issue and continued to work towards solutions.

**The Council concurred with the revision to the access management language.**

Councilor Lucas also thanked ODOT for their work on this. John Williams also thanked them and they all agreed that what was in the plan was the best that could be done and the most acceptable to both parties. They were going to present this final version to the business community on March 28, 2000.

John Williams said issues three and four had to do with street width issues. Number three had to do with the widths of neighborhood connectors on local streets, these were streets that did not have painted markings on them. They had discussed narrowing neighborhood connectors, but the concern was that sometimes it might be taken advantage of to have lower costs on projects without making sure the city was behind having these kinds of widths on streets. They proposed a compromise, that they preserve the option for narrower streets to be built, but they required specific findings by the Planning Commission and City Council, the Planning Commission would oversee new development and the City Council would oversee redevelopment. The specific findings they recommend was in Exhibit 2, which was specific language that safety concerns had to be met. It allowed flexibility to do these kinds of projects, but did not allow them out right.

Lila Gottman, from the Bike & Ped committee, stressed agreement with what John Williams was proposing. It left the decision up to specific needs at specific times, which was what it should be.

Councilor Prince said 20 feet was very small, especially if they had cars parked in the area. The chances of emergency personnel not being able to get down there was increased when they were that small. Mayor Taylor asked if there was an example of a street that was 20 feet. John Williams said it was a very narrow standard and there was nothing like that in Canby. What the Council or Commission would require to approve a street like that would be very stringent standards on the project, for example fire sprinklers might be required in every unit or no parking.

Councilor Harris said there were a number of streets that were actually private streets. Did he know how wide those streets were? Mr. Williams thought they were wider than 20 feet.

Mayor Taylor said right now they did not have 20 foot wide streets, and someone would have to

make a good explanation of why it would make sense in their development. Mr. Williams said it was unlikely that it would happen. This just gave them permission if the perfect opportunity came up, they could go to that narrow. This helped the City meet state guidelines and allowed them to do street improvements along with some of the projects that may happen out of Periodic Review.

Councilor Strong asked what the width of SW 2<sup>nd</sup> was? John Williams was not sure. He said 20 foot lanes would be the width of any of the streets in Canby with cars parked on both sides.

Councilor Harris said the only time he could imagine doing a 20 foot lane was if a developer came in and there was no parking on the sides of the street and it would be a one way street. He could not imagine doing a bi-directional street that was only 20 feet wide. His hesitation was with it being in the plan, developers would want to do it. It would be up to future Planning Commissions to fight that off. Mayor Taylor said as they moved forward, they might find opportunities where it made sense, and it gave them a broader opportunity should the opportunity present itself than saying they never had streets that narrow so they never would.

Councilor Strong said she would feel more comfortable with it if it said this was an exception rather than the rule. Mayor Taylor said they still had to meet certain criteria and get approval.

Councilor Harris thought perhaps future Planning Commissions or Councils would say if they didn't intend them to have 20 foot streets, they wouldn't have put it in the plan to begin with. A pro-development group could be sold on it just because they set a precedent by incorporating it.

**The Council agreed on a straw poll of 4-2 to allow 20 foot street widths with the recommended requirements, Councilor Prince and Strong opposed.**

John Williams said number four had to do with travel lane widths on arterials and collectors. The basic issue was right now they had 11 and 12 foot travel lanes on arterials and collectors. An example of arterials was 13<sup>th</sup> Avenue, Township, Knights Bridge, and Ivy Street, and an example of collectors was Redwood and Pine. Wider streets allowed traffic to move more easily and allowed access for emergency vehicles. Narrower travel lanes may slow the traffic down. The TSP consultant, Andy Mortensen from W & H Pacific, would not allow the plan that came out of his office to include narrower travel lanes. It was a policy issue as to how they wanted the streets to look.

Lila Gottman, from the Bike & Ped committee, said the Committee believed wider travel lanes encouraged faster travel speeds, which in turn jeopardized citizens, pedestrians, and bicyclist. They thought travel lanes should be 10 feet, and bicycle lanes should be 6 feet. They had that everywhere in Canby except on County roads. If they wanted to slow the traffic down, they needed to build roads that accommodated those speeds. In the last Canby Herald, there were 43 traffic violations and of those, over half were for speeding. Something needed to be done. Councilor Strong said they didn't know whether those speeding tickets were given on City streets or were on 99E, which was a state highway.

Lila Gottman said the maximum widths of vehicles was eight and a half feet, which included mirrors on cars. Emergency vehicles could be bigger than that. Councilor Strong said motor homes were larger than that, they were around nine and a half.

Councilor Harris said there was always the risk when they improved streets that traffic was going to go faster, an example of that was N. Birch. If they made a nice street, there would be some people who were going to go faster and it required more enforcement. The other side of the issue were the problems with school bus services. They were talking about arterials and collectors, and even the consultant would not agree to include lane widths narrower than 11 feet. He did not like the idea of narrowing the streets down so they had compacted, claustrophobic roads to make people afraid and force them to slow down.

Marlene Elmore, Chair of the Traffic Safety committee, said the committee voted unanimously to go with the 11 and a half foot travel lanes on Township after much discussion. Mayor Taylor said their recommendation was 11 and a half foot travel lanes. Ms. Elmore said that was correct.

Councilor Daniels asked if the recommendation was for arterials to be 11 feet and collectors to be 12 feet? John Williams said it varied on how they were able to fit them in on different intersections. All the new construction standards had 12 foot lanes indicated for all of the categories.

Councilor Lucas said the narrower the streets, the more people slowed down. He thought 10 foot lanes would be adequate, but if they wanted to go to 11 feet, that would be fine with him.

Councilor Carson said he drove on 2<sup>nd</sup> Avenue and if there were cars parked on both sides, cars would stop in the middle of the road and waited for you to go by and then they would go around the parked car and keep going.

Gail Curtis, with ODOT, said as part of her role with ODOT, she served on a committee called MTAC, which served the Metro Council and a variety of issues were brought before them. Currently they were talking about Goal 5 which was the habitat protection goal. Much of the discussion was about reducing impervious surfaces. There was a growing concern and part of the answer for habitat, water quality, etc., was reducing road widths and pavement widths. ODOT also struggled with this issue. An example was on Martin Luther King Blvd., there was a request by the community to have on street parking. In order to accommodate that, they had to narrow the lane widths. The traffic engineers did not support the project either. As a result, it functioned as an arterial at 10 feet. John Williams said as an example, S. Redwood between Township and 13<sup>th</sup>, had travel lanes that were 10 feet.

Councilor Prince thought they should take the recommendation of the Traffic Safety Committee. This was a hard issue, but arterials also typically carried truck traffic. He wanted to keep the lanes wide for commerce and they had other ways of slowing down traffic besides narrowing the street.



Councilor Strong said some people had wider vehicles, and when they had to turn from one street to the other, it took the whole area to turn. This would help livability for those who had large recreational vehicles.

Councilor Lucas said if the Canby Fire District did not have a problem with 10 foot lanes, he could not imagine why they should worry about fire trucks getting down the road. He did not think they should get hung up on 2<sup>nd</sup> Avenue, because they did not know how large that street really was.

Mayor Taylor said he heard support for 10, 11, and 12 foot road widths. He needed to know from the Council if they favored 10, 11, or 12 foot roads. Councilor Carson said he would rather go with 11 feet, but if they went with 10 feet, he expected all roads to be striped accordingly. Councilor Prince said he wanted to take the recommendation of the Traffic Safety Committee and make them 11 and a half feet. Councilor Harris said arterials and collectors should be an 11 foot minimum. Councilor Daniels wanted them between 10 and 11. Councilor Lucas said he could go with 10 or 11. Councilor Strong said she wanted to go either 11 or 12.

**Mayor Taylor said the Council recommended 11 feet on arterials and collectors.**

John Williams clarified that they wanted 11 feet on all the cross-sections for everything, the places that were 12 should be changed to 11? Mr. Williams said this was the minimum standard, it had to be at least 11 feet. Mr. Williams said 99E had a different cross-section that was not included in what they were talking about.

John Williams said number five was in regards to an earlier draft that displayed cross-sections that showed a standard that would not be applied to the vast majority of the projects they did, they were only going to be used in the smallest, most restricted areas in Canby. They replaced that with the standard for 90% of the roads. On places where there were restrictions, which were only in a few limited places, that would need specific direction from the Council.

**The Council agreed with the changes.**

John Williams said the last item was the inconsistency with bike lanes on 99E. They were always in the plan, and when 99E would be restriped, it would have 6 foot bike lanes on both sides. It was not shown in the text drawn cross-section. He just wanted them to know that it was included in the plan. Councilor Prince asked if the bike lanes would be against the curb? Mr. Williams said yes. Councilor Prince asked if they would be narrowing the center lane? Mr. Williams said yes, they would.

Councilor Strong asked if this was ODOT's decision or the City's decision. Gail Curtis, with ODOT, said ODOT supported the bike lanes on 99E and it was a typical standard for such facilities. They also looked for input in the community on these standards, but that did not seem to be the case. The earlier plan did include the bike lanes. John Williams said he brought it to

their attention because it was mentioned in an earlier hearing. It had always been in the plan.

Mayor Taylor said in other cities they tried to move the bike traffic where they could through the town as opposed to along the highway. If later on they wanted to apply for that, to re-route traffic off 99E down First Street, was that possible? Gail Curtis said they would be looking at a modification to their Transportation System Plan to reflect that. The more novice bicyclists would use the off system, and the more advanced riders would be willing to be on the highway. Her understanding was the right of way might be too narrow in a few spots, so that might be an issue and they might have to get adequate right of way for the whole highway.

Councilor Lucas asked if ODOT had any plans of putting bike lanes on either end of the City? Ms. Curtis said no, she did not think so. Mayor Taylor said the wide spot that ran down 99E out of town was not a bike lane, but the shoulder. Ms. Curtis said that was her understanding. There also may need to be shoulder repair work in order to make it suitable for bicycle designation.

Councilor Harris said the bike lanes on 99E were in the plan because it was part of an ODOT requirement. Ms. Curtis said that was correct. Councilor Harris asked if they could choose not to have those on 99E. Ms. Curtis said it had not been an issue before.

Councilor Harris said in many instances, he would encourage bike lanes, but he did not want to encourage bicyclers on 99E through Canby. If they had an option of leaving it out, because putting it in would encourage ODOT to put bike lanes in, then he wanted it left out.

Mayor Taylor said just as they got to the edge of town, they had bike lanes, but where did a person ride from Oregon City to Canby, other than the fog lane that was not really a bike lane, to join onto the bike lanes on either side of the City? John Williams said they might try to encourage people to bicycle inside the city, but if a person wanted to go from 7-11 to Fred Meyer, how would you bicycle there if you didn't go on the highway?

Lila Gottman said the long range plan of the Bike & Ped Committee was to initiate with the State dialogue with the railroad to produce a bike path on the railroad right of way between Canby and Oregon City. The State of Oregon did not routinely stripe bike lanes in rural areas. They stripe bike lanes within the city limits, and on the outside between the towns, they stripe wide shoulders.

Mayor Taylor said all the previous discussions on the Transportation System Plan had bike lanes on 99E, if the Council all the sudden said they did not want them, it was an item they needed more discussion on.

Councilor Strong did not want to have bike lanes there, because it was too dangerous. She liked the idea that Ms. Gottman had over by the railroad. Councilor Lucas said they already initiated an alternative, he was fine with not having them in the plan. Councilor Daniels was in favor of not having them on 99E, as long as they had an alternative. There were a lot of bicyclists that were adults that would not mind using the highway.

Mayor Taylor asked if they would have a two-way bike path? Ms. Gottman said yes, they would. Mayor Taylor said that would happen. Ms. Gottman said yes, when funding was available.

Councilor Harris did not want bike lanes on 99E. Councilor Prince said the alternative far outweighed putting bike lanes on 99E which had high speeds. By putting it on 99E, they were saying it was safe and he could not say that right now. Councilor Carson talked with many people who rode bicycles and they said they would not ride on 99E and he did not want them there.

Mayor Taylor said they wanted to work with ODOT and route that traffic onto an alternative and push the alternative development. Would the alternative run all the way through town? Ms. Gottman said it would go from Redwood to Ivy. Someday they would take it to Territorial, but there were too many conflicts to get it across the roads through town. Mayor Taylor said people were still going to have to get on a road to get through town.

Gail Curtis said before they took action on removing the bike lane designation from 99E, she would like to have the opportunity to verify that indeed they had the authority to do that. It was a standard to have bike lanes on district highways. Also, the notion of a bike lane between Oregon City and Canby was part of the green corridor concept. Mayor Taylor said Ms. Curtis' recommendation was to put this piece on hold. Could they move on the Transportation Systems Plan with this being a non-decided issue? John Williams said they could put it into the written findings one way or the other. John Kelley said the problem with that was they wanted to adopt an ordinance that was based upon what they had written in front of them. There should be time for people to review and comment on the changes.

Councilor Prince asked if they could adopt bike lanes, but recommend they not be implemented until they discussed it further. Ms. Curtis said she wanted to research to see if they had the authority to change that or if it was an absolute standard.

Councilor Harris said Ms. Curtis suggested they postpone the decision because it may be an absolute standard. They could not place or remove stripes anywhere on 99E, what they did was put them in the transportation plan, and ODOT had the option to put stripes, bicycle lanes, etc. regardless of the City's transportation plan. They were changing their drawing, they weren't changing 99E. He suggested to leave out the bike lanes on 99E on the drawing for their transportation plan.

Councilor Lucas wanted to finish this up. He did not think it mattered how they put it in there, ODOT was going to decide later on if they were going to put bike lanes there or not.

Mayor Taylor asked if they had the ability to amend this one piece of the ordinance? John Kelley said they could not pass an ordinance that interfered with an ultimate higher jurisdiction. Even if they put in there they did or did not want it, they were going to do what they were going to do. He did not see a problem with approving it without any striping on it, but Ms. Curtis was not sure if ODOT would even discuss the issue.

Darlene Key, resident of 525 NW 3<sup>rd</sup>, Canby, said she was a bicyclist. People were going to ride through town on 99E whether or not there was striping to protect them. It was much safer to ride between a moving vehicle and a curb than a moving vehicle and parked cars. She did not need six feet, as she felt comfortable with two feet for a bicycle lane. She thought they should put the striping there because it would protect the people who would be riding there.

Curtis Gottman said he was a bicyclist and would ride on 99E. They wanted bike lanes there for that margin of safety. The City was not taking on any liability, they were just agreeing to let ODOT put a bike lane down 99E. Mayor Taylor said there was a concern that by putting the stripes there, they encouraged bicyclists to ride on 99E as opposed to if they were not there, they might not. Mr. Gottman said he had been to many meetings and many people requested that bike lanes be put on 99E. The people who would be using it were the avid bicycle riders, and they wanted to have a way to safely go south on 99E.

Councilor Prince said they could not tell ODOT what to do, but he would like to find an alternative route other than 99E. Mayor Taylor said they could pass this, and then write a letter about their concern to ODOT. Councilor Daniels said the bicyclists still needed a place to go through town, so they should provide a safe place for them. Councilor Lucas said they should just leave it in the plan, but he was also okay to write a letter to ODOT. Councilor Strong did not want bike lanes on 99E included in the plan. She knew that ODOT would probably put them in when they redid 99E, but that would take some time. Councilor Harris did not want to encourage people to ride bicycles on 99E and it was the wrong place to put bike lanes. Councilor Prince wanted to allow it in plan, but make a recommendation to ODOT that they not be installed until they had an opportunity to find an alternate route. Councilor Carson did not want bike lanes on 99E.

**The Council was tied 3-3 on this issue. Mayor Taylor broke the tie and left the bike lanes in the plan.**

Mayor Taylor wanted a letter written to ODOT to let them know they had concerns about this and wanted further conversation before they striped it.

John Williams said that was all of the items he had. He would bring the changes back in a staff report and would return with an Ordinance at the next City Council meeting.

Councilor Carson asked if they could still make changes on this. Mayor Taylor said now was the time to make changes. Councilor Carson said on SE 13<sup>th</sup> Avenue from Ivy to Redwood, it was in the plan to be 44 feet, and from Redwood to Mulino Road it would go down to 36 feet curb to curb. He thought that would become a major road in the future and he wanted to leave it at 44 feet all the way through down to Mulino Road. Councilor Prince agreed as it would be right in the middle of the industrial area. John Williams said the reason it was at 36 feet was because that area of 13<sup>th</sup> Avenue was half in and half out of the City's Urban Growth Boundary. There could certainly be more traffic in that direction later on, and as to how they got the right of way and

made improvements on the south side of 13<sup>th</sup>, that was a decision the Council would have to make. Mayor Taylor said they could bring this up in Periodic Review and increase the Urban Growth Boundary to bring that road fully into the city.

**The Council agreed to keep it at 44 feet.**

Mayor Taylor closed the public hearing at 9:35 p.m.

Councilor Lucas thanked John Williams, Gail Curtis, and the Bike and Pedestrian and Traffic Safety committees for all the work that was done on this plan.

Mayor Taylor recessed the regular session for a short break at 9:36 p.m., and reconvened the meeting at 9:43 p.m.

**COMMUNICATIONS:** Mark Adcock said he received a letter yesterday afternoon from Judy Hester on behalf of the Rotary club requesting the City's approval to hold a three-on-three basketball tournament on July 22 and 23, 2000. This would require some street closures during that period of time.

**\*\*Councilor Daniels moved to accept the Rotary club's request with the stipulation that they coordinate their efforts with the Police Department and with Public Works for the street closures. Motion seconded by Councilor Lucas.**

Councilor Carson said he was a member of the Rotary club. This was something new and they saw it as a really good fundraiser for bringing more money in so they could donate more money to high school scholarships. They were hoping for at least 100 teams of all different age groups.

**The motion passed 6-0.**

**NEW BUSINESS:** Purchase of a GMC 4X4 Pickup Truck for the Wastewater Treatment Plant - Mark Adcock said this was a request for a replacement vehicle for the Wastewater Treatment Plant in the amount of \$24,498.00 that would be the purchase of a 4X4 pickup truck which would replace a 1982 Escort. The staff report contained the tabulation of the various bids that were received and there was an accompanying ordinance if they approved this request.

Ordinance No. 1045 -

**\*\*Councilor Daniels moved to adopt Ordinance 1045, AN ORDINANCE AUTHORIZING THE PURCHASE OF A GMC 4X4 PICKUP TRUCK FOR THE WASTEWATER TREATMENT PLANT IN THE AMOUNT OF \$24,498.00 FROM DIESEL SERVICE UNIT OF PORTLAND, OREGON; AND DECLARING AN EMERGENCY be posted and come up for final reading on April 5, 2000. Motion seconded by Councilor Prince.**

Councilor Harris noted that City Administrator Mark Adcock would encourage any major purchases like this in the future to be specifically outlined for the Budget Committee and the budget process. He thought that was the way it should be done.

Councilor Daniels asked if they were going to keep the old vehicle? Mark Adcock said most likely they would surplus out the 1982 Escort, it did not have much trade-in value and they did not plan on keeping it.

**The motion passed 6-0 on first reading.**

Awarding Bid for Skate Park Construction to Denny's Rock & Driveway - Mark Adcock said Beth Saul prepared a staff report with a recommendation on this project and there was also an accompanying ordinance. Beth Saul said they finally reached the point where they bid out this job. They got a very low bid, almost \$100,000 less than the engineer's estimate. They were hoping to get started with this towards the end of April and be done by August.

Ordinance No. 1046 -

**\*\*Councilor Lucas moved to adopt Ordinance 1046, AN ORDINANCE AUTHORIZING THE MAYOR AND CITY RECORDER TO EXECUTE A CONTRACT WITH DENNY'S ROCK AND DRIVEWAY FOR CONSTRUCTION OF THE CANBY REGIONAL PARK SKATEPARK FACILITY/PHASE 1 IMPROVEMENTS; AND DECLARING AN EMERGENCY be posted and come up for final reading on April 5, 2000. Motion seconded by Councilor Carson.**

Councilor Strong asked if they knew how much money had been donated, how much grant money they were receiving, and how much was coming out of the Parks and Recreation budget? Ms. Saul said they did not have any grant money, there was a point when they did have some grant money, but they weren't able to put everything together quickly enough and that grant was redirected to the Gateway Project. They had around \$3,500 in donations to the park. The rest would come out of the Park Development fund.

**The motion passed 6-0 on first reading.**

Councilor Lucas said this park would be located where the old honda pits, or the old dump site, was at the end of 3<sup>rd</sup> Avenue across from Hot Off The Press and Johnson Controls. They had about 14 acres that would be known as the Veterans Memorial Park and on the top of that right where the road would go down into the park would be the new skate park facility. They did a lot of research on this, and got a lot of good advice. Denny's Rock & Driveway had been around for a long time and would do a good job for them. Councilor Prince said this was the first phase of the park.

**ORDINANCES & RESOLUTIONS:**

Ordinance No. 1042 -

**\*\*Councilor Daniels moved to adopt Ordinance 1042, AN ORDINANCE AUTHORIZING THE PURCHASE OF A SELF PROPELLED ASPHALT PAVER FOR THE STREET DEPARTMENT IN THE AMOUNT OF \$74,900 FROM WESTERN POWER AND EQUIPMENT, INC. OF PORTLAND, OREGON; AND DECLARING AN EMERGENCY. Motion seconded by Councilor Prince, and passed 6-0 by roll call vote.**

Ordinance No. 1044 -

**\*\*Councilor Lucas moved to adopt Ordinance 1044, AN ORDINANCE AUTHORIZING THE MAYOR AND CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH GRESHAM FORD OF GRESHAM, OREGON, FOR THE PURCHASE OF A 2000 FORD CROWN VICTORIA POLICE INTERCEPTOR AUTOMOBILE; AND DECLARING AN EMERGENCY. Motion seconded by Councilor Strong, and passed 6-0 by roll call vote.**

Resolution No. 724 -

**\*\*Councilor Prince moved to adopt Resolution 724, A RESOLUTION ADOPTING THE CANBY EMERGENCY OPERATIONS PLAN. Motion seconded by Councilor Strong.**

Councilor Daniels said this plan was for any emergencies in the City and the Council was briefed on it that evening. They saw in the Fire Department where the command center would be set up to handle all the different types of emergencies that might occur. The plan was well done.

**The motion passed 6-0.**

**UNFINISHED BUSINESS: None.**

**MANAGER'S REPORT:** Mark Adcock reminded the Council of the Clackamas Cities Association Dinner on March 23, 2000, and the discussion at that meeting would be the County's proposed 800 megahertz public safety radio system. He also reminded them of the upcoming American Legion Police Officer and Fire Fighter of the Year awards which would be April 15.

Master Calendar - Mark Adcock said at the last Council meeting, they distributed a first draft of this calendar. The reason this was put together was with the implementation of Urban Renewal, they had quite a few meetings. They compiled all of those meetings onto a master calendar and asked the Council to look at it and bring it back that evening to answer any questions.

Jerry Pineau said there were three additions to the calendar. The first was a special meeting of the Council on March 29 at 6 p.m. in the Council Chambers to discuss the N. Juniper Street and NW 3<sup>rd</sup> Avenue project. The Urban Renewal Agency Board would meet after that at 6:30 p.m., and the Logging Road Industrial Park Annexation town hall meeting would be at 7 p.m. The Urban

Renewal meeting would basically appoint the Urban Renewal Budget Committee and approve the Budget Calendar. The Council agreed with the proposed changes.

Jerry Pineau gave them an unofficial invitation to the ribbon cutting ceremony for the Canby Telecommunity Center located at 184 N. Grant on April 1 from 10 a.m. to noon.

Mayor Taylor commented that all of the meetings on the calendar were on Monday, Tuesday, and Wednesday. Thursdays were usually better days for him, and as things progressed, they may need to spread it out more. He clarified who needed to attend what meetings.

Mayor Taylor said the first City Budget Committee meeting was April 3. They worked hard on some outcome measures, and one of their goals was to move to looking at the budget and also the performance measures. He wanted some coordination between the outcome measures and the budget work to make sure they were still connected in some way to not only produce a budget, but also some policy. Mark Adcock said the meeting on April 3 would be a good opportunity to present all of that information. That would also be the night they would appoint the Budget Committee Chairman.

Transportation Needs Assessment - Mark Adcock said they had previous discussions regarding the city's efforts to study a City Transportation System in light of the successes in Wilsonville and Sandy. Jerry Pineau recommended to start with a feasibility study to get the process going. He wanted to do the feasibility study with Portland State University, which would help them to find the scope of work for a larger, more comprehensive study that would be done by someone more knowledgeable in public transportation transit systems.

Mayor Taylor wanted to make sure early on that they had an opportunity to know what citizens wanted before they had someone do a feasibility study. Jerry Pineau said this was not really a feasibility study, it was more like a survey to gather information, more like a needs assessment. They wanted to start sampling what people wanted so when they got a task force together, they had some idea what to talk about and from there they could start designing and get the plan done. It would also help them start making contact with other agencies that might be interested in this project and to get them involved. They would get a report sometime in June and they would have good ideas for the task force to discuss. By August, September, or October, they would have a handle on the type and the scope of what they wanted for a professional to come out and help them put a plan together. Jerry Pineau said it may cost more than two thousand dollars, but funds were available. The Council agreed to go ahead with the needs assessment.

**COUNCILORS' ISSUES:** Councilor Prince said at the March 13<sup>th</sup> Planning Commission meeting, they discussed an issue with Manor on the Green, which was located off of Territorial and the Logging Road. It was hard to find because of the way the addressing in town went, and the Planning Commission took up a petition to rename a portion of that road Molalla Forest Road. Jerry Pineau said it was a private road, and the owners of that road and the developer had an easement there. That road would still be private, they would use an address system like the



City's, but it was all private.

Mayor Taylor was concerned about that section of town because they had been in conversation with Trust for Public Land to continue the Logging Road down that way. They did not have rights to that road to put the bike path down there? Jerry Pineau said they could still own the land, but they would have to allow access to that road. Beth Saul said that road was privately owned by the same property owners that owned the rest of the piece on the Willamette River and that whole piece was what the Trust for Public Land was working on with an appraisal process and trying to put together partnership to obtain that land. That process was still going on. Councilor Carson said it was the same as on the south end of town down by the gun club, if they took ownership of the property, they could not stop the property owners from driving out to their own property. He thought they would call it Forest Court back in the subdevelopment.

Councilor Harris said when they were discussing Urban Renewal, it was brought up that Urban Renewal would be contingent on some kind of agreement with the Fire District so they could be confident that they would not lose out as a result of the restructuring of the tax arrangement. He talked to the Fire Chief and the Fire District was waiting for the City to take the initiative to have some kind of discussions on that. He thought it was really important that they had some kind of negotiations going with the Fire District and some type of formal agreement by the end of the year or at a minimum, some kind of position statement for future Councils. If possible he would like an Intergovernmental Agreement with the Fire District. Mayor Taylor said he thought that one of the tasks of the Advisory Committee was to look at the list in the report and to come up with something that made sense with the Fire District. Councilor Harris wanted a memo to the Fire District Board telling them that the Advisory Committee had as an assignment to work on this issue and invite them to give their input. Jerry Pineau said he had been in contact with the Fire Chief and they anticipated a letter going to them some time next week. They were making contact with them. Councilor Harris requested to have periodic updates on how that coordination was going. Councilor Carson said he would bring it up at the next task force meeting, and there was a member of the Fire District on the task force.

Councilor Harris suggested the City have some kind of formal or informal recognition of members of the community who did some outstanding service to the community or contributed something above and beyond. He thought they could send them a letter of appreciation, or maybe present them with a plaque. He thought they could take nominations from the community for things they may not even be aware of and people who did things outside of the political arena. Mark Adcock said they would draft a proposal for the Council's consideration.

#### **ACTION REVIEW:**

1. Bringing back an Ordinance for the Transportation System Plan with all of the revisions and suggestions made that night.
2. Closing the streets for Canby Rotary Club's three-on-three tournament.
3. Bringing back Ordinances 1045 and 1046 for second reading.

4. Forwarding the adopted Resolution on the City's Emergency Plan to the appropriate state agencies.
5. Continuing discussion with the Fire District on Urban Renewal and scheduling periodic updates on how discussions were going.
6. Bringing back a proposal for some kind of recognition program.

Mayor Taylor had the OCTS video crew come up to the front. He said every time they had a Council meeting, the OCTS crew donated many hours to tape the Council meetings. They also put in many hours setting up and taking equipment down. They were very seldom recognized for their work. He had the crew introduce themselves. The crew that night was Russ Mabry, Tammy Miller, and Nathan Brown. Russ Mabry said he had been doing this six or seven years, and it was nice doing business with them and he hoped it would continue. He thanked the Council for being able to work with a whole bunch of good people.

**There was no Executive Session.**

Mayor Taylor adjourned the regular session at 10:40 p.m.



Chauncey Seifried,  
City Recorder pro tem



Scott Taylor,  
Mayor



Prepared by Susan Wood,  
Office Specialist