

CANBY CITY COUNCIL
WORKSHOP SESSION
DECEMBER 1, 1999

Present: Mayor Scott Taylor, Councilors Barry Lucas, Roger Harris, Terry Prince, Randy Carson, Walt Daniels, and Shirley Strong, City Administrator Mark Adcock, Community Development Director Jerry Pineau, Public Works Supervisor Roy Hester, City Attorney John Kelley, City Planner Jason Kruckeberg, City Engineer Curt McLeod, Ray Bartlett, Thomas Postlewait, Paul Matthews, David Howell, Debbie McNamee, Gale Postlewait-Hipp, Bettie Postlewait, Fred Postlewait, Jim Postlewait, Tom Scott, and Wayne Scott.

Mayor Taylor called the session to order at 6:00 p.m.

Councilor Harris arrived at 6:25 p.m.

Paul Matthews, who was representing the Postlewait's, discussed with the Council alternatives regarding the North Redwood Street Storm Drainage Improvements AFD which was going to be discussed as a public hearing at tonight's Council meeting.

Mayor Taylor adjourned the session at 7:26 p.m.

CANBY CITY COUNCIL
REGULAR SESSION
DECEMBER 1, 1999

Mayor Scott Taylor presiding. Council members present Barry Lucas, Roger Harris, Terry Prince, Randy Carson, 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, City Planner Jason Kruckeberg, Police Chief Jerry Giger, City Treasurer/City Recorder Chaunee Seifried, David Howell, Nancy Wilmes, Bob Christiansen, Nancy Murphy, Dwight Nofziger, William Hubbell, Ray Bartlett, Craig Lewelling, Paul Matthews, Tom Scott, Gale Postlewait-Hipp, Wayne Scott, and Curtis and Lila Gottman.

Mayor Taylor called the session to order at 7:35 p.m., followed by the opening ceremonies.

CITIZEN INPUT ON NON-AGENDA ITEMS: None

CONSENT AGENDA: **Councilor Daniels moved to adopt the consent agenda: minutes of the workshops, November 10, 1999 and November 17, 1999; regular meeting and executive session, November 17, 1999; accounts payable in the amount of \$102,455.13; dedication of right of way and elevated rail crossing from Adrian Fisher; and liquor licenses for Fred Meyer Stores, Inc., and Pacific Pizza Company (Godfather's Pizza). Motion seconded by Councilor Prince, and passed 6-0.

PROCLAMATION: Toys for Tots and Christmas Food Basket Week - Mayor Taylor explained the Kiwanis Clubs of Canby had a great program every year where they collected toys and food for families in need over the holidays. He then read the proclamation.

Nancy Wilmes thanked the Council and the community citizens for their donations because that was what made the community barrels possible.

Bob Christiansen, who was representing Canby Kiwanis, wanted to give his appreciation to the Council for giving this program a lot of visibility since it served so many needs in the community.

Nancy Wilmes then gathered the toys and food that the Council brought with them this evening.

Councilor Daniels stated on December 5 at 2:00 p.m., the Sweet Adelines and the Barbershop Quartet would be performing at the Fine Arts Center. The admission would be canned food for the canned food drive.

PUBLIC HEARING: North Redwood Street Storm Drainage Improvements Advance Financing District -

Mayor Taylor opened the public hearing at 7:40 p.m.

Mayor Taylor explained the interested parties met with the Council in a workshop session on December 1, from 6:00 p.m.-7:30 p.m., where a variety of information and concerns were laid out. He said the purpose of the public hearing tonight was to receive information, concerns, and statements, and if the Council chose, there was a resolution they could move forward with.

Mayor Taylor asked for a ten to fifteen minute presentation regarding the concerns of the advance financing district.

Curt McLeod said the packet they had before them was a presentation of the advance financing district as they proposed. The project included construction of storm drain facilities for North Redwood Street. What the advance financing package did was recover costs as properties developed, then they would pay a prorated share. What they did in the advance financing package was identified the City's share which included all existing developments that were included within the district boundaries. They took the remainder of the costs and shared it over

the remaining acres. The bottom line was the City had an allocation of cost that was equivalent to serve the pre-existing developments which were about \$178,000. The remaining cost in the advance financing district was \$404,194 being allocated over a total of 54.06 acres which amounted to \$7,476 per acre. The methodology used for the advance financing was to provide a main line pipeline to all of the properties and a point of discharge for all properties. So on each developable piece of property they would still need to build catch basins and pipelines to be able to get into the main line.

Councilor Prince said the line that was currently there would serve the areas that the advance financing district described. Curt McLeod said the boundary of the entire district was identified in the Master Plan that was done in 1994.

Paul Matthews, representing Integrated Utilities Group, said the company provided utility economic services throughout the country. He explained Fred and Bettie Postlewait had asked him to look into the allocations of the advance financing district that was presented to the Council, and to look at the fairness of it. He explained they came up with an alternative which he presented to the Council earlier. He wanted to review a couple of high points. One was they supported the objective of the AFD which was to allow the infrastructure to be built in the least costly manner. He said the Postlewaits did intend to pay their proportionate share of the facilities. He said they saw a few defects in the proposal that was brought forward. He felt the wrong financing method was chosen for the improvements. They might have been better financed with the local improvement district or with other methods, for example, over sizing the private infrastructure. They were also concerned the facilities did not follow the Master Plan. He said because of the limited financing and the delay of a system wide solution, they did not want to be a part of it. Their biggest concern was that they mixed public and private infrastructures, and they would be assessing properties for infrastructures they could not value, because it was not built yet and they did not have an adequate way of knowing what the facilities would cost. The second problem was the infrastructure was on those properties to facilitate the development of those unique properties and it was not part of the system wide drainage solution.

Mr. Matthews pointed to the map which showed the facilities they thought were system wide facilities. He said the area in the green showed what was currently in the AFD. The facilities that were built with public money which was part of the regional system were in red. The facilities they were calling the private infrastructure facilities were those that were used to drain the private property which caused considerable problems early on. The line along the old Logging Road was put in to deal with an existing deficiency. He said under the alternative they were putting together, the city's cost would be less than under the proposal the City was considering. They were also concerned about the interest charge that would accrue. According to his understanding of this proposal, there would be no interest charge on the private infrastructure including the private infrastructure that was not yet constructed. He also felt there should be interest relief on the entire AFD.

Paul Matthews said the purpose of the AFD was to facilitate the development and solve an

existing problem that needed to be retrofitted and they felt the property owners should not be assessed an interest charge. Their alternative proposal would eliminate from the AFD all of the private infrastructure, and only include public infrastructures and assess the specific pipe which was put in with public money to the property owners through the City. Their proposal would result in an AFD per acre of \$4,753 which would include adding the piece of property to the AFD since it would be tied into the region wide infrastructure.

Wayne Scott, who resided at 1988 NE 19th, was the developer of one of the subdivisions that was referred to this evening. He said their subdivision was approved through the City and sent to the Boundary Board. Instead of putting in dry wells they would be building retention ponds, which was a legal and acceptable way in dealing with the drainage. He felt there really was not an equitable way to solve this or how the City would recoup their money. His main point was that this was a continuation of a main line and it was not anything for the private developer. The private developer put in his own lines and then they tied into the main line.

Mayor Taylor asked Ray Bartlett if there were any important facts he could add to the discussion.

Ray Bartlett said in a regulatory process, the State would have an influence on what happened. Originally the property owners were not included which meant the pipes were sized accordingly. He said in the future when the property was developed, they would initially ask for dry well consideration. If they did not, there would be an option of amending the AFD if the properties did have to connect. He said if they did not pay their assessments, the ones that would be paying would be all of the sewer customers. He said it was through the sewer utility where the money came from to build the improvements.

DISCUSSION:

Councilor Harris said he recalled from one of their earlier discussions that originally when this was proposed, the Postlewaits were told they did not have to pay for it because there was money to be had through a grant that never materialized.

Curt McLeod said the chronology of how this was going to be paid went back three to four years ago. When they were directed to first put the project together, it was going to be paid entirely by the City and would be paid through the sewer which included storm drain's Capital Reserve. When they did the Master Planning for the storm drains, that utility was merged with the sanitary to form one drain. At the onset of the project it was totally going to be funded by the City. They worked for a year to try to find an avenue to place the pipe line, in which they kept in contact with the property owners. At one point, former City Administrator Mike Jordan, told them they were losing the funding and the property owners were also aware of it.

Mayor Taylor said the discussion he remembered was that Mr. Jordan thought he had some Federal money of approximately \$150,000, which did not come through.

Ray Bartlett said at the time, Mike Jordan was looking at a community block grant funding which did not materialize. He went back a little further in time and explained there were two bond issues in the sewer system. The effort for the first bond issue was not to have the storm drains be any part of the sewer system, and it was being paid for largely out of transportation and gas tax revenues. At the time storm drains were not a problem because most of storm drainage was going to dry wells. He said at that point they went back and modified the resolutions they adopted to issue revenue bonds to reinstate the storm drain systems so they could come up with the money to finance this. He said limitations on both rate increases in the sewer fund dictated how much they could actually borrow and the revenue used to rebuild a sewage treatment plant and other sanitary sewer improvements. They wound up with a residual amount of revenue that could be used for this project.

Mayor Taylor said no matter how they did this someone would feel that they did not do it right. He said they had been through a variety of options. He said his view was the City allowed the dry wells to go in and they had a responsibility to take care of the drainage they were contributing to those properties.

Mayor Taylor said they could have run the line straight down to Territorial, moved over and taken it out of there and they would have met their drainage obligation and that was where they came up with \$178,000. He said rather than doing that they would apply that cost to what it would take to run that line. The City's cost would contribute to make a cooperative effort to lower the cost all around.

Mayor Taylor said what they have tried to do was find what it would cost the City to do this and how could they help that area to drain properly. What he disagreed with tonight's discussion was that he was concerned about those properties being able to put in dry wells when they had so many issues on whether that made sense. He said if they decided to go with a no interest policy, the money would not be free, the City and the citizens of Canby would be paying the interest.

Councilor Lucas felt the interest should be charged.

Councilor Carson asked if they put the blue line across the middle going into the Postlewait's property, there would be two central drainage ports. If they went to Erika Acres and Heritage Park, there would be one main drain line that everything would run through.

Councilor Daniels said the reason the blue line was put through those properties was because it was the low part and it would be less costly.

Councilor Prince asked whether or not they could give a credit for a line that was not in a property which had not yet been developed.

Ray Bartlett said it would not be part of what was deemed to be the public collection system, it would be part of the on site cost of the development. What they would do would increase the

total cost of the project and increase everybody's cost per acre and then give the Postlewaits a credit for putting in that much line.

Paul Matthews said there were pipes in the advance financing district that were currently not built but people were getting credits for. He said the same thing would happen with the Postlewaits property because when they laid it out there would be major trunks that would carry the water down to Redwood.

Councilor Strong said they looked at this issue from every angle. She said the portion the City had decided to pay was fair because that would have taken care of the problem.

Councilor Harris asked how much interest was accruing per year on the amount the Postlewaits would eventually have to pay. Mayor Taylor said the normal interest rate would be 5.25 percent on \$406,000.

Curt McLeod said the actual out of pocket cost for the City's share would be \$178,000 which would take their financed value down to \$246,575. Mayor Taylor said 5 percent interest on \$250,000 would be approximately \$12,500 in interest spread out over 54 shares.

Curt McLeod felt strongly about charging 0 percent because it would not account for their cost or for the cost of inflation that the improvements would be. The cost of inflation would be 2.5 to 3 percent. He compared one property with another and said if the one property owner chose not to build anything and in twenty years he chose to develop, he would have built the entire infrastructure in twenty years which he would have to pay the cost of inflation. If the other property was built today and was charged the cost of money, the cost of the infrastructure improvements in twenty years when the property connected to it would be substantially higher than the cost of the infrastructure to this property.

Mayor Taylor said what they would be doing was setting a rate for twenty years.

Mayor Taylor said they had a request from the Postlewaits and from Staff for the Council to make some decisions. He explained that unless the Council accepted the resolution as written, they needed to give Staff some direction.

Councilor Lucas asked if they needed to set the interest rate in the resolution. John Kelley said yes they did.

Paul Matthews said after listening to tonight's deliberations, he had one point to make. He explained the Council had three decisions that needed to be made. The first one was their approach on handling the City's share. The second decision would be which assets were going to be included in the advanced financing district. The third decision was deciding on the interest rate that was going to be charged.

Mayor Taylor said what they would be deciding was setting the interest rate, and putting those properties into the advance financing district and adding them in later. He said the current resolution had all of the green area below the Logging Road indicated, the blue line across as the asset, and the red line and the top blue line was listed as part of the assets that were there.

Councilor Harris said the wording in the proposed resolution dealt with dollar amounts and not in descriptions.

Curt McLeod said the resolution presented all of Phase I and Phase II improvements including those as capital costs, the unit cost preventive acre for the 54 acres, it would separately identify the City's share, leave a location for a percentage rate, and would attach by reference, the entire report.

John Kelley said Mr. Matthews claim was not to take the upper acreage out of the calculation that the City paid for, so the total of 72 acres was included in the calculation instead of the 54 acres, which would reduce the overall cost for everybody.

Councilor Harris said the City's portion would be reduced if they took out that chunk but it would increase someone else's cost.

Bettie Postlewait said the developers had 19.41 acres and they had 14.1 acres in which they were paying \$105,000. The developers were getting a huge credit. She said one developer was paying \$18,000 and the other was paying \$24,000.

Wayne Scott said it was a main line. Those properties had nowhere to go unless they connected to it. He said they were paying close to \$70,000 for ten acres.

Mayor Taylor closed the public hearing at 9:00 p.m.

Mayor Taylor moved to Resolution 688.

Resolution No. 688 -

Councilor Prince said he came to the conclusion that since he owned property in the advance financing district, and because the applicant made an offer that the City could do a local improvement district as an option in an area that had already been developed, he felt it was inappropriate for him to vote on this issue.

Mayor Taylor checked with John Kelley to see if the conflict of interest was stated, how would they handle it? John Kelley said once it was disclosed and it was a direct conflict where they knew he would benefit by the decision, then he could not participate. If there was a potential conflict of interest and it was disclosed, he could participate.

Mayor Taylor said what would be appropriate was if they were going to have a motion for the resolution, that the motion be made and have on the table what they were discussing. If he used the resolution that was in front of him tonight that would not involve any other financing.

Mayor Taylor asked as a councilor, did Councilor Prince have the right to step down and not be involved in the vote. John Kelley said he could ask the Council for the right to step down, but if the Council chose, they could require him to vote.

****Councilor Lucas moved to adopt Resolution 688, A RESOLUTION DESIGNATING THE NORTH REDWOOD STREET STORM DRAINAGE IMPROVEMENT PROJECT AS AN ADVANCE FINANCED IMPROVEMENT; PROVIDING FOR ADVANCE FINANCED REIMBURSEMENT FROM BENEFITTING PROPERTIES AND THAT WOULD INCLUDE ATTACHMENT "A" AND AN ANNUAL SIMPLE INTEREST RATE THAT WAS SET FORTH IN CHAPTER 4.12 OF THE MUNICIPAL CODE IN THE AMOUNT OF 2.5 PERCENT. Motion seconded by Councilor Strong.**

Mayor Taylor wanted some work done on figuring the interest rate.

Curt McLeod said the Council would be approximating what the rate of inflation would be for the next ten years and then the following five year extensions of the advance financing district if they chose to extend it. The other issue would be that they were talking about a minor amount of money.

Paul Matthews asked if the interest rate they were looking at could also be applied to the total assessment against the benefitted properties including the assets that were privately invested of which they would not be paying any interest on.

John Kelley said the interest rate as provided in the resolution would also accrue interest on the Phase II cost. Curt McLeod said it would accrue interest on the Phase II cost because the value of the improvement would be built with future inflated dollars.

Curt McLeod explained how it worked was they would set up an allocation of cost for Phase I and Phase II projects, then they extracted what Phase II property owners would have to pay on their own, and they would end up with a net allocation of cost of \$425,000 to date and that would be the part that would accrue the 2.5 percent annual interest.

Paul Matthews asked if the total assessment of the Postlewaits property for example, \$7,000 plus per acre, would include cost to give it credit to folks. The \$105,000 would be subject to the interest charge. What he was saying was that out of the \$105,000 they would be charged interest on, the City would not be experiencing any interest on a proportion of that.

Curt McLeod disagreed. He said what they had was they took the total project cost, came up with a unit cost and everyone in the district would be paying \$7,476 per acre. The way it worked

for future developers was that they had a credit which did not exceed their total allocation of cost. He said the Postlewait's were not paying for a portion of the development, but everyone would be paying \$7,476 per acre. The future pipelines were not even built yet, but they were assessing the costs.

Councilor Prince asked Curt McLeod if the Postlewait's developed in the future, would they get a credit for that line. Curt McLeod said no they would not.

Ray Bartlett said some months ago Jerry Pineau asked him what the true cost to the City would be. He did some calculations on what the true cost of interest would be for the City, and according to the ordinance anything that was privately built was supposed to carry an interest rate of 7 percent on any cash the City put into the project and was supposed to charge its bond rate for anything it paid for. He said the arrangements for the developer was they would not get an interest payment for the construction they did. So if they averaged the two, the interest rate would be 3.81 percent on the total cost of the AFD.

Councilor Harris said the resolution as proposed and from the discussions he heard, was fair but the whole package Mr. Matthews proposed was also fair. He said the Council had to choose what would be fair for everyone.

Councilor Harris proposed that they went with 0 percent.

Mayor Taylor said there was a motion on the table, and now they had a motion to amend the motion.

Councilor Prince said he disclosed a conflict of interest and the Council needed to decide whether he should vote on this issue.

****Councilor Harris moved to amend the resolution as read to reflect 0 percent interest as opposed to 2.5 percent interest. Motion seconded by Councilor Carson.**

Mayor Taylor stated since they were not discussing a LID, he felt Councilor Prince could vote on this amendment, Council agreed.

Motion failed 4-2, Councilors Prince, Daniels, Lucas, and Strong voting nay.

Mayor Taylor said they were back to the original motion which read 2.5 percent interest.

Jerry Pineau said in the Resolved section of the resolution, there was a typo that currently read \$7,480 and should be changed to \$7,476.77.

Councilor Strong asked if the Council wanted Councilor Prince to vote on this. The Council agreed that Councilor Prince should vote.

Motion to adopt Resolution 688 which read 2.5 percent, passed 5-1, Councilor Harris voting nay.

Mayor Taylor recessed the regular session at 9:30 p.m.

Mayor Taylor reconvened the regular session at 9:37 p.m.

COMMUNICATIONS: Mayor Taylor read into the record two pieces of correspondence from Lila Gottman who was Chairman of the Bicycle and Pedestrian Advisory Committee.
(See attached)

Councilor Daniels said regarding the first letter, it was the policy of the Council that they put sidewalks on any street that was worked on. They came across a problem on Township Road that Jerry Pineau was going to check on.

Jerry Pineau said they were still trying to work things out. He was getting enough information so that he could approach the Council in terms of negotiations.

Mayor Taylor said this should be put on a future agenda since they had a request from an advisory committee regarding having the Council make a policy stance.

Jason Kruckeberg said the Council would be discussing the Transportation System Plan at the meeting on December 15, and one of the things in the TSP were street standards and that would be the place for discussion.

Councilor Carson wanted to see something from the Traffic Safety Committee regarding street widths. Jerry Giger said they did have that correspondence and it was discussed at their last meeting. The members had chosen to go and look at the project.

Mayor Taylor let the audience know that the Council had received notice that the Planning Director Jason Kruckeberg would be leaving the City. Mayor Taylor thanked him for the outstanding job he had done.

ORDINANCES & RESOLUTIONS:

Ordinance No. 1041 -

****Councilor Daniels moved to adopt Ordinance 1041, AN ORDINANCE VACATING A PORTION OF THE PUBLIC RIGHT OF WAY KNOWN AS SOUTHEAST FIRST AVENUE FOR STREET CONSTRUCTION AND DEVELOPMENT PURPOSES AND DECLARING AN EMERGENCY. Motion seconded by Councilor Strong, and passed by roll call vote, 6-0.**

Resolution No. 722 -

****Councilor Daniels moved to adopt Resolution 722, A RESOLUTION ESTABLISHING SALARY COMPENSATION SCALES FOR MANAGEMENT PERSONNEL OF THE CITY OF CANBY, ESTABLISHING VARIOUS RANGES FOR SALARY LEVELS, AND DIRECTING THE CITY ADMINISTRATOR TO PLACE INCUMBENT EMPLOYEES WITHIN THE APPROPRIATE SCALE AND RANGE. Motion seconded by Councilor Lucas.**

Mayor Taylor wanted to make sure he understood the section on page two, number four, which read that future hires be placed at step one of the appropriate range for a period of one year from the date of hire. He proposed that as a Council, they have a policy that talked about people starting at the first step, but they should consider the qualifications of a candidate and strike number four which read that future hires be placed at step one of the appropriate range for a period of one year from the date of hire.

Motion to adopt Resolution 722, as amended, passed 6-0.

MANAGER'S REPORT: Mark Adcock said there were two brief items. Jason Kruckeberg was going to pass out an information packet regarding the Transportation System Plan which was going to be discussed at the December 15 Council meeting. He also had information packets that the Council had requested for the individuals who were interested in consideration for the Planning Commission appointments.

Jason Kruckeberg said they had an opportunity with the Access Management Plan rules, and the State was looking at passing their statewide access management rules which was going to be a bit more restrictive than what they had proposed. He explained they had worked with ODOT and a citizen group who had put in a lot of hours and meetings to come up with a compromise that would work for Canby on access management along 99E.

Jason Kruckeberg said they had received three applications for the Planning Commission plus the two that were up for reappointment.

COUNCILORS' ISSUES: Councilor Lucas requested exit interviews with former Lieutenant Jim Scharmota and also with Jason Kruckeberg.

John Kelley explained if the purpose of the body was to have a subcommittee and report back to the public body, then it would have to be a public meeting.

Councilor's Lucas, Harris, and Carson volunteered to conduct the exit interviews.

Councilor Carson wanted to be able to welcome Lieutenant Pagano. Mayor Taylor said there were two officers that had been promoted and he wanted Jerry Giger to have them attend the next

Council meeting so they could be introduced.

Councilor Prince also thanked Jason Kruckeberg for all of his work and wished him well.

Mayor Taylor stated that he and Terry Prince would be hosting the Planning Commission dinner that was going to be on Friday.

Councilor Strong said the Canby Adult Center was having their annual bazaar on Saturday, 9:00-3:30.

ACTION REVIEW:

1. Approved consent agenda.
2. Implement Ordinance 1041.
3. Approved Resolution 688.
4. Approved Resolution 722, as amended.
5. Discussing 10' street widths on December 15 as part of the discussion on the Transportation System Plan.
6. Will refer 10' street widths to the Traffic Safety Committee as consistent with Councilor Carson's request.
7. Make arrangements through Councilor Lucas to facilitate an exit interview process with former Lieutenant Jim Scharmota and Jason Kruckeberg.
8. Provide recognition to Lieutenant Pagano and Sgt. Howarth at the next Council meeting.

Mayor Taylor said they were in the final stages of an application in coordination with the School District for a youth summit and it looked good that the Commission on Children and Family was going to give them some funding to do some work with youth issues in the community.

Councilor Daniels said they were lacking a couple of Budget Committee members, so if anyone was interested, please call or stop by Canby City Hall and pick up an application.

****Councilor Daniels moved to go into Executive Session under ORS 192.660 1(a) employment of public officers, employees and agents, and 1(d) labor negotiations. Motion seconded by Councilor Harris, and passed 6-0.**

Mayor Taylor recessed the regular session at 10:05 p.m.

Mayor Taylor reconvened the regular session and immediately adjourned the session at 11:10 p.m.

EXECUTIVE SESSION
DECEMBER 1, 1999

Present: Mayor Scott Taylor, Councilors Barry Lucas, Roger Harris, Terry Prince, Randy Carson, Walt Daniels, and Shirley Strong, City Administrator Mark Adcock, Community Development Director Jerry Pineau, and David Howell.

Mayor Taylor called the session to order at 10:08 p.m.

ORS 192.660 1(a) - The Council discussed hiring an interim Planning Director and also discussed personnel performance.

ORS 192.660 1(d) - The Council discussed AFSCME labor negotiations.

Mayor Taylor adjourned the session at 11:10 p.m.

Chaunee F. Seifried

Chaunee Seifried,
City Recorder pro tem

Walt Daniels

Walt Daniels,
Council President

Sharon Tramel

Prepared by Sharon Tramel,
Office Specialist



Bicycle & Pedestrian Advisory Committee



Date: November 9, 1999

To: Honorable Mayor and Members of the City Council

Re: Sidewalks on Township Road

Dear Honorable Mayor and Members of the City Council:

It has come to our attention that the City Engineer is considering NOT providing continuous sidewalks on Township Road. We would like to respectfully remind you that ORS 366.514 states "***Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated.***" OAR 660-12, The Transportation Planning rule, mandates that "***Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways.***"

These two documents state that sidewalks must be provided in this project. Clearly, having two travel lanes 11 1/2 feet wide which is going encourage faster travel speed, at the expense of sidewalks is completely unacceptable.

The Bicycle and Pedestrian Advisory Committee urges you to insist that continuous improved sidewalks be provided in this project and accept nothing less.

Respectfully,

Lila Gottman

Chairman to the

Bicycle and Pedestrian Advisory Committee



Bicycle & Pedestrian Advisory Committee



Date: November 9, 1999
To: Honorable Mayor and Members of the City Council
Re: Travel lane widths.

Dear Honorable Mayor and Members of the City Council:

We would like the Council to adopt a policy of 10 foot travel lanes in Canby.

Township Road is currently being reconstructed. The travel lanes will be 11 1/2-feet wide. The speed limit will be 25 mph. The Federal Highway Standards for arterials and collectors are from 10 feet to 12 feet.

We think the Council should change the street width to 10-feet.

Narrowing the travel lanes has several benefits. First, it slows travel speed. Second, it makes the street easier for pedestrians to cross.

At a time when depending on the automobile for our only mode of transportation is being outlawed by mandates, why are we dedicating the maximum allowable widths to the car?

If our goal is to build a safer, more user-friendly street, why are we building to standards that are encouraging faster travel speeds and making the streets harder to cross?

We have seen examples of other cities that have changed their street and house design standards. The only way for Canby to get there, is by taking the first step. Township Road gives us the opportunity to start making that change.

The Council needs to adopt the policy of 10-foot travel lanes.

Township road needs this, the System Transportation Plans needs this and our Citizens need this.

Respectfully,

Lila Gottman
Chairman to the
Bicycle and Pedestrian Advisory Committee