## SUMMARY OF DISCUSSION

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### Mayor’s Reports
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2. Receipt of Annual City Investment Portfolio Compliance Report
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3. Other: League of Oregon Cities Voting Delegate, damaged caused by Pacific Power, City finalist for two awards
   - FIO

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**Glossary of Terms**

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<th>FIO</th>
<th>For Information Only</th>
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The Council met in executive session from 4:50 pm to 5:40 pm pursuant to ORS 192.660(2) (h) (status of pending litigation or litigation likely to be filed). Representatives of the news media and designated staff and other designated persons were allowed to attend the executive session. All other members of the audience were asked to leave the room. Representatives of the news media were specifically directed not to report on any of the deliberations during the executive session, except to state the general subject of the session as previously announced. Mayor Traber noted that no final decision would be made in executive session. He reminded Councilors and staff that the confidences in the executive session belong to the City Council as a body, and not to the individual members. The confidences should only be disclosed if the City Council as body approved such a disclosure. If a member or staff person did not believe that s/he could maintain the confidences, they were invited that member or staff person not to participate in the executive session.

PRESENT: Mayor Traber; Councilors Brauner, Bull, Ellis, Glassmire, Lytle, Page (4:55 pm), Wyse, York

ABSENT: Councilor Hogg

I. CALL TO ORDER

Mayor Traber called the regular meeting of the City Council of the City of Corvallis, Oregon to order at 6:00 pm on August 20, 2018, at the Downtown Fire Station, 400 NW Harrison Boulevard, Corvallis, Oregon.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

PRESENT: Mayor Traber; Councilors Brauner, Bull, Ellis, Glassmire, Hogg, Lytle, Page, Wyse, York

IV. PRESENTATIONS

A. Visit Corvallis Annual Report and Marketing Plan

Visit Corvallis Director Rehklau provided a PowerPoint presentation (Attachment A). She planned to include the Arts Center and Majestic Theatre in her outreach meetings about bringing more tourists to Corvallis. The item was for information only.

B. Municipal Judge Quarterly Report

Judge Dunfield presented the report. He highlighted his discussions with Police Chief Sassaman and Sheriff Jackson about strategies to address the high number of Failure to Appear cases. Councilor Lytle appreciated Municipal Court Jail Usage data and hoped it would be included in future reports. The item was for information only.
V. COMMUNITY COMMENTS

Dean Codo distributed pocket Constitutions to Councilors and spoke from prepared remarks objecting to reciting the Pledge of Allegiance at Council meetings (Attachment B).

Craig Obrich, President of the Board of the Unitarian Universalist Fellowship of Corvallis, read from a prepared statement concerning the Men’s Cold Weather Shelter (MCWS) (Attachment C). A Community Capacity Building Workshop will be held at the First Christian Church on September 7 and 8.

Richard Hervey presented information from 2012 concerning the Marys River Crystal Lake Drive (MRCLD) multi-use path as part of the City’s Capital Improvement Program (Attachment D). He urged the Council to expedite its completion.

Linda Edwards agreed with Mr. Hervey’s comments.

Jason Hilkey moved to Corvallis last year, in part to provide a safe place for his children to ride their bikes. He asked the Council to quickly complete the MRCLD path or to identify an interim alternative.

Nancy Kohn agreed the MRCLD path needed to be built as soon as possible.

Dan Harris spoke from prepared testimony in support of the Bicycle and Pedestrian Advisory Board’s recommendation concerning adoption of a Vision Zero policy (Attachment E).

Joe Whinnery, a retired City employee, thanked the Council for listening to residents.

Brigetta Olson, Interim Director for Willamette Neighborhood Housing Services, urged the Council to endorse Measure 102 in support of affordable housing and to quickly address bicycle and pedestrian safety issues on South Third Street.

Sue Hirsch, a South Corvallis resident and avid bicyclist, advocated for safety improvements on South Third Street. She was dismayed at the “Wanted Posters” depicting Catherine Mater that have been placed around town, describing them as a bullying tactic. She did not support a damp or wet shelter in Corvallis and noted public drug use that she and others have observed. Ms. Hirsch also provided related comments via the Public Input form, which are included with Attachment E.

Leela Devi agreed with Mr. Hervey’s testimony and she wanted more transparency around the MCWS.

Karen Josephson said a new group opposed to Smart Meters was formed and its members will be coming to a future Council meeting to seek Councilors’ signatures on a petition.

Andrew Gray was angry with how the MCWS was moved from SW Second Street to the Hanson Tire Building on South Third Street. The new location meant that the plan to co-locate shared services would not be realized this year.

Kimball Craig continued to protest that the City did not have a permanent campground for homeless people.
Aleita Hass-Holcomb with the Daytime Drop-In Center was disappointed in the MCWS moving to the Hanson Tire Building in South Corvallis. She did not know where the Center would relocate.


Staff received several comments via the Public Input Form concerning the MCWS and safety on South Third Street (Attachment F).

VII. CONSENT AGENDA

Councilor Glassmire requested removal of Authorization for the City Manager to enter into a Memorandum of Understanding with the Department of Land Conservation and Development related to the award of the Oregon Housing Planning Project Grant (Item E).

Councilors Wyse and Glassmire, respectively, moved and seconded to adopt the Consent Agenda as follows:

A. Reading of Minutes
   1. City Council Meeting – August 6, 2018
   2. City Council Work Session – August 9, 2018
   3. For Information and Filing (Draft minutes may return if changes are made by the Board or Commission)
      a. Economic Development Advisory Board – June 11 and July 9, 2018
      b. Housing and Community Development Advisory Board – June 20 and July 18, 2018
      c. Watershed Management Advisory Board – July 25, 2018

B. Announcement of appointment to Downtown Advisory Board (Ayres)

C. Announcement of a vacancy on the Parks, Natural Areas, and Recreation Board (Patton-Lopez)

D. Approval of an Intergovernmental Agreement to Fund the 2018-19 Street Resurfacing Project

The motion passed unanimously.

VII. ITEMS REMOVED FROM CONSENT AGENDA

E. Authorization for the City Manager to enter into a Memorandum of Understanding with the Department of Land Conservation and Development related to the award of the Oregon Housing Planning Project Grant

Councilor Glassmire wanted to ensure the community had an opportunity to get involved early. In response to his inquiry, City Manager Shepard said an audit will identify issues with the City’s Land Development Code, and staff would then develop a process to address those issues. Community Development Director Bilotta added that staff would likely form a Department Advisory Committee.

Councilors Glassmire and Lytle, respectively, moved and seconded to authorize the City Manager to enter into a Memorandum of Understanding with the Department of Land
Conservation and Development related to the award of the Oregon Housing Planning Project Grant. The motion passed unanimously.

VIII. UNFINISHED BUSINESS

A. Pavement Management System Discussion Follow-up

Public Works Director Steckel and City Engineer Gescher distributed an updated version of their staff report’s Attachment A1 (Attachment G). The version included in the Council packet was missing street condition information for Wards 7, 8 and 9. Staff asked Council to identify the funding target for annual street pavement preservation and provide direction regarding the Transportation Maintenance Fee (TMF) rate.

In relation to potentially increasing the TMF, the Council discussed its other priority financial requests, including a local operating levy, a 9-1-1 Service District, and public safety fee that the Council is likely to place on utility bills.

Councilor Bull observed that raising the residential fee to $5 per month was ultimately cheaper because roads would be maintained instead of degraded to the point where they would require more expensive reconstruction.

Councilor Page recognized the need for street maintenance; however, he was concerned about the totality of the pending financial asks.

Councilor York agreed streets are important. She said she could only support a small increase, although she preferred to maintain the $2 per month residential rate while the Council worked through its other revenue priorities.

Councilor Lytle shared Councilor Bull’s observation that addressing streets now would save money in the long run. She could support an increase, but not the full $5 per month.

Councilor Brauner said while he supported the $5 per month level, he was concerned that it would jeopardize other increases. He wanted to meet needs of the other areas first.

Councilor Hogg directed staff’s and Councilors’ attention to page 94 of the meeting packet. In response to his inquiry about how much longer surface treatment could be delayed, Mr. Gescher said it would depend on the street. For example, if the street has a transit route or heavy traffic, that street would degrade more quickly than a neighborhood street. Councilor Hogg preferred to maintain the current TMF rate for one more year and focus on other priorities now. He did not believe delaying a fee increase for 12 months would make a significant difference.

Councilor Wyse said the issue was difficult for her, as one of the top complaints from her constituents in Ward 6 related to poor road conditions. She also acknowledged that spending to maintain roads now would save money later. However, she noted that the Council as a whole had already set larger priorities and considering that balance, she agreed it was appropriate to focus on those at this time.

In response to Councilor Bull’s inquiry, Mr. Gescher confirmed that streets in the Very Poor and Poor categories would be included in the backlog. Councilor Bull observed streets in those categories would require more extensive repairs, and that limiting annual funding to $2.6 million would result in growing the backlog by $15 million over the next
five years. She noted that as part of the Sustainable Budget Task Force’s work, staff completed a survey showing Corvallis’ comparitors were already charging $5 per month. She did not believe the City had been charging enough to address street maintenance needs and raising the fee to $5 per month was not a significant request. She was willing to increase the fee to $5 per month now, and if that was not supported by the Council, it should be considered soon.

Councilor Glassmire supported increasing the residential fee to $3 per month now and considering an additional increase in one year as part of a phased approach.

Councilor Lytle supported raising the residential fee to $3 per month.

Councilor Ellis also supported raising the residential fee to $3 per month; however, she agreed with Councilor Brauner about priorities.

Councilors York and Page, respectively, moved and seconded to continue the current rate for one more year.

Councilor Bull observed that increasing fees spreads the cost over a greater number of people because not everyone pays property taxes.

Councilor Brauner agreed with Councilor Bull’s observation, noting that is why he supported adding a public safety fee on utility bills so that entities like Oregon State University and Good Samaritan would contribute toward funding those services. He did not want to jeopardize that public safety fee for a small increase in the TMF. If the Council did not ultimately support the public safety fee, he would see capacity to raise the TMF.

The motion passed 7 to 2, with Councilors Bull and Lytle opposing.

Mayor Traber recessed the meeting from 8:00 pm to 8:10 pm.

B. Leadership request for possible action/direction resulting from Executive Session

Mayor Traber said recent events relate to the shelter had overtaken the Council. The principal organizations in charge of the MCWS made a decision about which site to provide services. He asked the Council if they wished to take any action.

Councilors Page and Lytle, respectively, moved and seconded to rescind the Council’s July 2018 decision to fund the men’s shelter at the Second Street location.

Councilor Page agreed with Mayor Traber’s comments. He encouraged the Council to stay within its purview for this issue. The change in location presented the Council with an opportunity to reconsider its prior decision.

Councilor York said she normally would not vote on an item if it was not on the agenda; however, this agenda included a possible action as a placeholder, so she felt comfortable voting.

The motion passed unanimously.
Councilors Lytle and Wyse, respectively, moved and seconded to fund the Men’s Cold Weather Shelter in the amount of $60,000, with no location attached.

Councilor York said there was no consensus in the community about how to handle the issue, including where a permanent shelter should be located and what services it should offer. She said it was important to ensure a community discussion occurred about how to address that broader shelter issue.

Councilor Ellis understood that events had overtaken the Council; however, she believed the location change represented a step backward because the Daytime Drop-in Center and Stone Soup Kitchen services would not be co-located.

Councilor Page agreed with Councilor Ellis, but he said the decision was a way to get interested parties together to seek a viable long-term solution.

Mr. Shepard said the City had a contract with United Way of Benton and Lincoln Counties to disperse funds if authorized by the Council. He noted that the $60,000 the Council was considering allocating to the MCWS was comprised of $30,000 from the Mayor and Council budget and $30,000 from the City’s Social Services budget.

The motion passed unanimously.

Given the number of community members in the audience who wished to hear the BPAB’s recommendations, the Council supported the Mayor’s suggestion to move the New Business item ahead of Ordinances and Resolutions.

XI. NEW BUSINESS

A. Bicycle and Pedestrian Advisory Board recommendations to City Council

BPAB members Horne, Gillespie, Brown and Bronstein addressed the Council. Mr. Gescher and Public Transportation Services Supervisor Scherf were also at the table to provide staff’s perspective.

Mr. Brown said South Corvallis residents wanted safer roads and better multi-use paths. People were not happy that construction of the MRCLD multi-use path was further delayed.

Mr. Horne said a field visit to the pedestrian crossing near the First Alternative Coop was scheduled for August 22. He reviewed the BPAB’s recommendations, which were included in the Council meeting packet, noting that safety was the highest priority. Mr. Horne said passage of an Urban Renewal District in South Corvallis would help fund Third Street improvements by addressing transportation disparities and improving safety for all modes of travel. He hoped to change the culture of the street from a highway that moves traffic out of town to one that will help the community thrive.

Mr. Gillespie said as part of the 2016 community outreach campaign to develop the 2040 Vision, the City received hundreds of comments in support of improving infrastructure for pedestrians and bicyclists, and increasing safety for those who choose to walk or bike. He noted that six key areas of the Vision relate to promoting walking and biking.
Ms. Bronstein said the BPAB would be hosting a Bike-a-Rama in October and they were inviting someone from the City of Eugene to present information about being a Vision Zero community.

In response to Councilor Page’s inquiry, Mr. Shepard said Third Street (Highway 99) was the responsibility of the Oregon Department of Transportation (ODOT), but the City could certainly improve its coordination with the agency. Ms. Scherf added that ODOT added active transportation liaisons two years ago and Mr. Gescher noted that ODOT had begun to place more emphasis on active transportation.

Councilor Brauner urged support for police funding, as more staff was needed to provide a public safety presence and response.

Councilor York encouraged everyone to think broadly about sidewalk users. People on bicycles will often use sidewalks to avoid danger in bike lanes, but bicycles on sidewalks can be a hazard to pedestrians.

Councilor Ellis acknowledged that safety issues on South Third Street were important, but similar safety concerns existed in other areas of town. In response to her inquiry about why the MRCLD path was taking so long to complete, Mr. Gescher said use of federal dollars required a more extensive environmental process, right-of-way acquisition required professional assistance, and staff time consumed to this point has related to identifying a workable alignment. Acquisition of the right-of-way involved not only City property, but also land from Hollingsworth and Vose, the railroad, and First Alternative Cooperative. Staff needed to balance the concerns of all of these parties. Mr. Gescher verified that a conceptual alignment had been identified, so the next steps involved the environmental assessment and right-of-way acquisition.

In response to Councilor Wyse’s inquiry about what the Council could do to expedite the process, Mr. Shepard said using federal money involved a complicated and laborious process. The City does not have funding to complete the path without federal support unless existing projects are re-prioritized.

In response to Councilor Lytle’s inquiry, Mr. Gescher said staff could not initiate an environmental study until the alignment was identified. He did not believe acquisition of right-of-way from the railroad would be an issue.

Councilors supported consideration of Vision Zero policies, but they agreed with Mr. Shepard’s advice that it was appropriate to first understand how those policies would impact City operations, the Strategic Operating Plan (SOP), and Council policies.

X. **ORDINANCES AND RESOLUTIONS**

A. A resolution of the City of Corvallis approving and adopting the Corvallis Transit Development Plan

City Attorney Brewer read the resolution.

Councilors Wyse and Glassmire, respectively, moved and seconded to approve the resolution.
Councilors Glassmire and York, respectively, moved and seconded to amend the resolution to add a WHEREAS clause between existing WHEREAS #5 and WHEREAS #6 to read as follows: WHEREAS, the City of Corvallis recognizes that greenhouse gas emissions are causing rapid and dramatic environmental damage to our city, our country, and our earth, and further that our transportation system is responsible for approximately one-third of our GHG emissions; and

Councilor Brauner was concerned about inclusion of the phrase rapid and dramatic. He said it was judgmental and would cause needless controversy; however, he did not wish to make a motion to amend the language.

The amendment passed unanimously.

Councilors York and Lytle, respectively, moved and seconded to amend the motion by inserting a clause stating the Council further resolves to direct the future Multimodal Transportation Advisory Board to identify a prioritized list of innovative transit programs or projects for grant applications.

Mr. Brewer suggested the clause could be added as the last paragraph in the resolution.

Mr. Shepard said the Multimodal Transportation Advisory Board (MTAB) was included in the SOP.

Councilor Ellis was concerned about adding another advisory board. In response to her inquiry about how the MTAB would differ from the BPAB, Councilor York described the work of the Public Participation Task Force in 2014 where the addition of an MTAB was recommended. She confirmed that the MTAB would not replace the BPAB.

The amendment passed unanimously.

RESOLUTION 2018-18, as amended, passed unanimously.

Ms. Steckel thanked the Steering Committee and Public Works staff Bates, Steele, and Scherf for their work on the Corvallis Transit Development Plan.

B. A resolution in support of the statewide constitutional amendment for affordable housing bonds

Mr. Brewer read the resolution.

Councilors Wyse and Brauner, respectively, moved and seconded to adopt the resolution.

Councilor Ellis expressed concern about unintended consequences and said she needed more information to support the resolution.

Mayor Traber explained that if voters passed Measure 102, the Oregon Constitution would be amended to provide cities with more affordable housing financing tools, including bonded funds. If a city passed a bond to build affordable housing, it could use low-income tax credit funding, which is a primary source of money for agencies like Willamette Neighborhood Housing Services and Linn-Benton Housing Authority, to leverage project costs. The resolution signals the Council’s endorsement of Measure 102.
RESOLUTION 2018-19 passed 8 to 1, with Councilor Ellis opposing.

C. A resolution of the City of Corvallis declaring support for the Benton County Board of Commissioners adopting an order initiating formation of a proposed 9-1-1 Emergency Communications County Service District

Mr. Brewer read the resolution.

Councilors Lytle and Brauner, respectively, moved and seconded to adopt the resolution.

Mr. Shepard noted that a rate of $0.65 per thousand of assessed value would be requested; however, initially only $0.45 would be used. The difference would provide capacity for population growth over time. He added that if voters passed a 9-1-1 District, funding for emergency communications would be more equitable across the entities who use the service.

Councilor Bull noted that Council passage of the resolution was only to support sending the matter to voters, so there would be no change to what taxpayers were paying unless the measure passed.

RESOLUTION 2018-20 passed unanimously.

XII. MAYOR, COUNCILOR, AND CITY MANAGER REPORTS

A. Mayor's Reports

Mayor Traber said annexation agreements would soon be coming to the Council for consideration. Staff wished to offer Councilors general education sessions about development tools so the Council can understand possible options before having to consider specific proposals. Mr. Shepard added that at the session, staff would not be seeking Council direction and the session did not relate to any specific annexations. Instead, it would focus on multiple development-related tools the Council may wish to use, including Local Improvement Districts, connection charges, and annexation agreements. Staff would provide information about how the tools work and might interact.

In response to Mayor Traber’s inquiry about how the Council preferred to structure the sessions, some Councilors preferred one special meeting for all Councilors so the public could observe, while others were fine with offering a few of the same sessions so Councilors could choose a time that worked best for them. The Council ultimately agreed on scheduling one special informational session that was open to the public. No quorum would be required, no public testimony would be accepted, and an audio recording and session notes would be made available.

Councilors Wyse and Glassmire, respectively, moved and seconded to continue meeting for another 30 minutes. The motion passed unanimously.

B. Councilor Reports

Councilor Wyse said the Downtown Advisory Board (DAB), to which she is the Council liaison, would be providing some recommendations through her at a future Council
meeting. The Economic Development Advisory Board was having some parallel conversations and the DAB hoped to meet jointly with them.

Councilor York praised the Open Streets event and offered congratulations to the Corvallis Knights, who are this year’s West Coast League champions. She noted that Knights President and General Manager Bre Miller was the first female manager in the West Coast League.

Councilor Ellis also appreciated the Open Streets event.

Councilor Glassmire said the Confederate Tribes of the Siletz made a donation to Stone Soup Kitchen. The United Way Community Impact Committee was beginning to meet again.

Councilor Bull appreciated the Open Streets event and noted that the City received four applications to fill two Planning Commission vacancies.

Councilor Brauner provided an update on recent Corvallis Metropolitan Planning Organization activities. A federal grant was approved to examine intermodal connections and ties to Transportation System Plans for Linn and Benton Counties and the cities of Albany and Corvallis. ODOT anticipates completion of the new bridge over the Willamette River in 2022 or 2023.

C. City Manager's Reports

1. Annual Corvallis Police and Oregon State University Memorandum of Understanding Summary: Community Livability Unit Update

   The item was for information only.

2. Receipt of Annual City Investment Portfolio Compliance Report

   The item was for information only.

3. Other

   Mr. Shepard said a voting delegate was needed for the League of Oregon Cities Conference in September. Councilors supported letting fellow Councilors who were attending the Conference choose the delegate.

   Mr. Shepard said a Pacific Power subcontractor damaged driveways, private landscaping, and the multi-use path on Circle Boulevard. City staff was working with the company to ensure the repairs were completed.

   Public Information Officer Rollens said the City was a finalist for two awards: General Website Excellence and Project of the Year for the Solar Eclipse Public Outreach and Information Campaign.
XII. ADJOURNMENT

The meeting adjourned at 10:20 pm.

APPROVED:

[Signature]
MAYOR

ATTEST:

[Signature]
CITY RECORDER
What does Visit Corvallis do?

What is Visit Corvallis’ action plan?
What Does Visit Corvallis Do?
What can Visit Corvallis’ funds be used for?
$1,857,205
What is Visit Corvallis’ action plan?
Target people whose passions match Corvallis’ experiences.
Talking about experiences allows for more diversity.
Move beyond the tourism asset to experience, mindset, and feelings.
Collaborate with sponsors of local events targeting more overnight stays.
Targeting more group business.
Boost Corvallis’ destination value across all target segments.
Make every visitor feel welcome.
Increase community awareness.
Update on Visit Corvallis task force.
Questions?
Monday, April 16, 2018

As always, thank you for your public service! And, as always, it's ultimately my intention when I speak here, to discuss removing the obstacles to being a pedestrian in Corvallis. However, the root cause of these obstacles is the "Corvallis-Disconnect" between words and action. To address this I'm going to continue to use the reciting of the Pledge of Allegiance at Council meetings as the most egregious example of that disconnect.

This time, however, I'm going to briefly clarify why I am so opposed to the pledge at the beginning of public City Council government meetings.

First, it violates the Constitution's prohibitions of loyalty oaths, religious tests for candidates and government involvement in religion.

Secondly, pressuring the public stand to recite the pledge violates our own City Charter's claim of being a "Community that Honors Diversity." Standing also pressures citizens to conform to a narrow, shallow, elusive standard of patriotism.

And finally, the pledge paves the dangerous path to Nationalism. We've seen this rise of Nationalism before lead us into war and division. Those who do not know their history are doomed to repeat it.

So, from now on, I'm going to wave the Red Flags of Nationalism, so that there's no excuse in the future for not taking action now.

Again, thank you for your public service.
Dean Coda

ATTACHMENT B
Hi, I'm Craig Olbrich, the President of the Board of the Unitarian Universalist Fellowship of Corvallis.

The conversation about the Men's Cold Weather shelter has continued to move over the past month, and I'm sure you are all aware that the plan for consolidating services at the CSC building on second street has been replaced with a new plan to once again house the men's shelter at the Hanson Tire Factory building where it was located last year.

There are many reasons for this change, as you well know. The trustees at the Fellowship, and our task force on Homelessness and Access to Housing are primarily interested in helping to serve the needs of homeless people here, and in helping work toward appropriate long-term strategies to deal with the broad issues of homelessness and access to housing in Corvallis and Benton County. Therefore, we are pleased to be able to start a relationship with Rich Carone, who is in the process of purchasing the Hanson Tire Factory building for the express purpose of locating the shelter there, and any other related services that are compatible. We aim to be partners in this relationship, and we look forward to working in good faith for the benefit of the whole community.

The UU Fellowship will continue in its current role as the fiscal agent for the shelter, while at the same time working toward helping to create a separate entity devoted to the shelter. We plan to stay in conversation with the Drop In Day Center and Stone Soup, and other organizations involved in the HOAC, because we are convinced that consolidating services and working cooperatively is the most effective and most efficient way to move forward.

As for the shelter for the coming season, we are just at the beginning of working out details, but have every expectation that the costs will remain as budgeted and approved by this council, and that the terms of any lease we enter into on behalf of the Fellowship will be at least as good as those planned for the 2nd street location.

We will also take part in a Community Capacity Building workshop on Sept. 7 and 8, and we hope that many of you will join us for that workshop, in which all participants will work together to articulate shared priorities for moving forward in our efforts to effectively address homelessness here in Corvallis.
MEMORANDUM
From: Brian Latta, Associate Planner
To: Planning Commission
Date: January 6, 2012
Re: Evaluation of Proposals for the 2013-2017 Capital Improvement Program

II. DISCUSSION - Applicable Comprehensive Plan Policies
10.2.1 The City shall prepare, adopt, and periodically update a long-term Capital Improvement Plan for the entire planning period. This Plan shall meet the State public facility plan requirements.
10.2.7 Plans and programs developed for the provision of public facilities and services shall be subject to annual review and approval by the Capital Improvement Plan Commission, Planning Commission, Budget Commission, and City Council.
11.2.7 The City shall establish a Capital Improvement Program for the transportation system which:
A. Is subject to annual review;
B. Is consistent with the land use policies of the Comprehensive Plan and considers other facility plans:

The 2013-2017 CIP includes seven new projects, as well as ten existing projects that have had modifications to their scope of work. The following table lists these projects according to the appropriate CIP category.

The 2013-2017 CIP includes seven new projects, as well as ten existing projects that have had modifications to their scope of work. The following table lists these projects according to the appropriate CIP category.

TABLE 1: CIP Proposed Projects – 2012 Update - NEW PROJECTS

<table>
<thead>
<tr>
<th>CIP PROJECT NAME</th>
<th>CIP CATEGORY</th>
<th>CIP PROJECT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mary's River - Crystal Lake Drive Shared-Use Path</td>
<td>Transportation</td>
<td>New CIP Project</td>
</tr>
</tbody>
</table>

NEW PROJECTS

A. Transportation
Mary’s River - Crystal Lake Drive Shared-Use Path (Attachment A)
- The goal of this project is to construct a shared-use path between the Mary’s River bicycle bridge and SE Crystal Lake Drive. The path will address existing safety issues with the contraflow path along SE 3rd Street.

Applicable Comprehensive Plan Policies:

11.5.1 Bikeways shall be conveniently located, be adequately constructed, have minimal stops and obstructions, and have safe crossings on major streets.
11.5.2 Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.
11.5.4 Acquisition of land and/or easements for bikeways and trails shall be evaluated along with the need of land for parks and open space.
11.5.12 Safe and convenient bicycle facilities that minimize travel distance shall be provided within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.
11.5.14 The City shall work to acquire abandoned railroad rights-of-way for multi-use paths to serve.
bicycle, pedestrian, and equestrian uses.

The Mary’s River - Crystal Lake Drive Shared-Use Path project involves determining the preferred alignment for a multi-use path between the Mary’s River Bicycle Bridge and SE Crystal Lake Drive; the acquisition of land, right-of-way, or easements for the multi-use path; and completing the required environmental work associated with construction of the path. The multi-use path between these two points is identified in the City’s Transportation Plan, and has been raised as a need by the Bicycle and Pedestrian Advisory Committee for the safety of bicyclists and pedestrians.

Policies 11.5.1, 11.5.2 and 11.5.12 each state that bicycle facilities shall be safe, convenient, and provide direct efficient routes that encourage bicycle use. Currently, the travel route between the Mary’s River Bicycle Bridge and SE Crystal Lake Drive is a contraflow path, which is neither safe nor convenient. Thus a new multi-use path between these two points would provide a safer, more convenient, and direct route, consistent with the Comprehensive Plan. Policies 11.5.4 and 11.5.14 state that acquisition of land for bikeways shall be evaluated along with the need for parks and open space, and that the City shall work to acquire abandoned railroad rights-of-way to serve bicycle and pedestrian uses. The preferred route for the multi-use path has not been determined. Phase I of this project is to investigate the possibilities of easements, right-of-way dedications, or acquisition of land, including access to or across an abandoned railroad spur for the alignment of the path. The work associated with phase I of the project is consistent with policies 11.5.4 and 11.5.14.

This project is within the area studied for the South Corvallis Area Refinement Plan (SCARP). A multi-use path is discussed and shown in the SCARP. In general, the multi-use path will make a circumferential route in South Corvallis following the Willamette River on the east and the Railroad right-of-way on the west. The SCARP notes that the route of the multi-use path is conceptual and the final alignment will be resolved with development. A proposed multi-use path/trail, similar to the conceptual alignment of the multi-use path in the SCARP, is shown in the Parks & Recreation Facilities Plan. The proposed multi-use paths/trails in the Parks & Recreation Facilities Plan are also conceptual in alignment and the final alignment will rely on development. The Mary’s River - Crystal Lake Drive Shared-Use Path project is located near the conceptual alignments of the multi-use paths in the SCARP and the Parks & Recreation Facilities Plan, and could be a ‘first’ link to the multi-use paths discussed in these plans.

Given the above analysis, the Mary’s River - Crystal Lake Drive Shared-Use Path project is found to be consistent with the Comprehensive Plan, the South Corvallis Area Refinement Plan and the Parks & Recreation Facilities Plan.
August 20, 2018

Council Members,
Mr. Mayor,

I am here to speak in favor of the recommendations of the Corvallis Bicycle and Pedestrian Advisory Board which have been made in the wake of Eric Austin’s untimely death, and which are on your agenda tonight.

Specifically, I am here to urge you to commit Corvallis to the Vision Zero policy. Vision Zero, meaning working to achieve the elimination of traffic deaths and severe injuries, is not just a slogan, it is a paradigm shift in the approach to transportation planning. I am going to explain this with an analogy from my own line of work.

In 1999 the Institute of Medicine issued a shocking report on the frequency of harmful errors in hospitals. As a hospital physician my first thoughts were that I and all my colleagues just needed to work harder and be more careful. Traditionally we have expected doctors to know everything, remember everything and always make the right decisions. When mistakes were made, as they always are because we are human, the focus was on the “bad doctor” who did a “bad thing”. What the Institute of Medicine report demonstrated is that this approach was not helping to reduce future mistakes.

A paradigm shift in medical quality control has led us to focus on systems. When errors occur, we look at how and why the systems we use contribute. We now explicitly design systems of care to prevent errors and increase the likelihood of correction prior to harm occurring. Instead of focusing on the fallible human who made the mistake, we address the system that allowed it to be carried out. Rather than expecting every doctor to be perfect every day, we build a system to help them do the right things.

Traffic fatalities and severe injuries similarly happen because of human errors. Traditionally we rely on every user of the roads to be alert, cautious and to avoid distraction in order to prevent crashes. The paradigm shift of Vision Zero is the recognition that errors are going to happen but that we can design transportation systems to decrease the frequency of errors and the severity of harm caused by those errors when they do occur. Rather than expecting every automobile driver to be perfect at all times, we can build our infrastructure and traffic systems to help drivers to not inadvertently kill or maim other venerable users of the roads.

In line with Imagine Corvallis 2040, which states in part “Corvallis...supports alternative forms of transportation including bicycle and pedestrian options.” and “Corvallis supports a reliable, safe, and connected community through well-planned, maintained and sustainable infrastructure, including streets and bridges, pedestrian and bicycle networks”; and for the sake of Eric Austin and all past, present, and future venerable road users; I urge you to commit Corvallis to the Vision Zero policy as the guiding principle for local transportation planning.

Thank you,
Dan Harris MD
From: LaserficheWorkflow@corvallisoregon.gov <LaserficheWorkflow@corvallisoregon.gov>
Sent: Monday, August 20, 2018 8:10 AM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: PUBLIC INPUT - Bicycle safety

Received: Sat, 08/18/2018 - 9:29am

NAME/ADDRESS: Usha D. Honeyman, 2645 SE Crystal Lake Dr, Corvallis

CONTACT (if any): usha.honeyman@gmail.com

TOPIC: Bicycle safety

MEETING DATE: Mon, 08/20/2018

I'm writing to you about the sidewalk/“multi-modal path” on 3rd street between Crystal Lake Drive and First Alternative/SE Chapman. I have lived on Crystal Lake Drive since 1987. I have been commuting by bicycle to work in or near downtown Corvallis since then. My route along 3rd street has been through several iterations over the years, especially when 99W was being widened.

Cars pulling in and out of First Alternative, SE Chapman Pl, or Corvallis Rental are always a hazard to bicyclists and pedestrians on this stretch of 3rd St. I have been almost hit several times over the years. Some drivers behave as if bicyclists shouldn’t be on the sidewalk there. I have been yelled at by motorists and flipped off with a middle finger. I believe that was due to the fellow being ashamed that he was surprised by my presence there. I saw him and stopped in time to not be hit, ie the driver was not paying attention to who was in the multi-modal path despite the “watch for bicyclists sign” that his car was next to.

I am quite concerned about another business with high number of motorized vehicles crossing this route, especially during times cyclists are commuting to or from work. I understand the city has a bike route planned to divert cyclists from this stretch of 3rd St. I am requesting the new coffee business not be approved until a safe route for cyclists is provided. Otherwise, the City of Corvallis is setting pedestrians and cyclists up for a much more dangerous situation, and courting disaster.

Thank you for your attention,
Usha Honeyman, DC, ND
Corvallis

From: LaserficheWorkflow@corvallisoregon.gov <LaserficheWorkflow@corvallisoregon.gov>
Sent: Monday, August 20, 2018 8:10 AM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: PUBLIC INPUT - Planning Commission approval for coffee shop, homeless shelter location

Received: Sat, 08/18/2018 - 7:02pm

NAME/ADDRESS: Gwendolyn Ann Peterkort, 850 SE Park Avenue

CONTACT (if any): 

TOPIC: Planning Commission approval for coffee

MEETING DATE: Mon, 08/20/2018

I strongly oppose the planning commission approval of a drive through coffee business on SE 3rd Street. This
exacerbates the extremely unsafe area where bicycle and pedestrian commuters must negotiate speeding traffic, driveways into businesses and little enforcement of the 25mph speed limit happens. I also oppose locating the homeless shelter in the Hansen building unless upgrades are accomplished, including outdoor areas. Law enforcement needs to be seriously provided, and 2 or 3 other areas of town also need to have homeless shelters so that the many people with drug and mental problems will not be located in just one site. Shoving the problems into one area of town will not solve this issue.

From: LaserficheWorkflow@corvallisoregon.gov <LaserficheWorkflow@corvallisoregon.gov>
Sent: Monday, August 20, 2018 8:10 AM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: PUBLIC INPUT - Shelter must not go in at Hanson

NAME/ADDRESS: Andrew Gray, 955 SE Park Ave, Corvallis 97333
CONTACT (if any): andyg32@zoho.com
TOPIC: Shelter must not go in at Hanson
MEETING DATE: Mon, 08/20/2018

This low-barrier men's shelter issue has gone completely off the rails. Now, based on a concocted threat of a lawsuit, Rich Carone and the head of the Unitarian church have "decided" to put the shelter at the old Hanson's Tire Factory on Chapman. This is the only location that cannot accomodate the soup kitchen and drop-in center, resources that could help move the shelter occupants into a more stable living arrangement.

Note that the conditions threatened in the original lawsuit by the downtown businesses still hold: the board of HOAC did not select a location, and the process of selecting Hanson was done in secret. The City Council must NOT revise their vote to provide funds for the shelter, if located at 2nd street. If the shelter backers want to put it at Hanson, they must forfeit the city funds. In fact, those funds should be spent instead on mitigating the hazards presented by the shelter and the dangerous conditions facing bicyclists and pedestrians attempting to travel from South Corvallis into downtown.

A cyclist was killed in a crosswalk next to the coop. The driver has not been cited or indicted, and given the PD and DA's track record, probably won't be (oh, but a guy caught with child porn is sitting in jail on $1 million bail). The city was going to improve the multi-modal path and reroute part of it off of south 3rd, but those plans have been repeatedly delayed. Despite crashes and near misses and outrageous driving behavior (drivers going 40 in a 25, pulling U-turns at Chapman to get on highway 34), citizens of south Corvallis get squat. Worse than squat: now there's going to be 3 lanes of drive-through coffee patrons crossing the sidewalk/multi-modal path, and the city and ODOT can't figure out who's responsible for deciding what signs and paint can be used where--pathetic! Oh, but please--make sure to pull up the city statements on sustainability and livability and reducing our carbon footprint yada yada and admire the eloquence of it all!

So the city is once again sticking it to South Corvallis because the folks on the north side and downtown screamed louder. And the Hanson site is right next to the coop (the only pseudo-grocery store we have) and smack dab on the bike/pedestrian bottle-neck between us and downtown. Not only do the police do little with behavioral issues to begin with, they will doubtless pay much less attention to aggressive, harassing stoners than if those people were downtown. I wonder--are there still red lines on a map somewhere in City Hall?
Dear Mayor and Council,

I am dreading what you may do to further degrade South Corvallis in two extreme blows. Despite very high counts of bike commuters, you seem about to allow a drive- through fast food coffee place superimpose itself on 3 lanes (2 directions) of bike traffic in and out of Southtown--our only route to get into and out of town. Absurdly, bicycle traffic doesn't even figure into a traffic study for Corvallis development projects. That area is already one of the most dangerous biking spots in town, and I submitted that very testimony before the most recent fatality.

And now, you seem poised to put an out of control shelter for men who can choose to drink and/or drug and/or commit crimes all day to support a habit, and sleep it off at the shelter, unless they are forced by bad behavior to stay out (and potentially commit more crimes). Three days ago I called the police on two homeless burglers who were crawling all over my neighbor's property. Last week a biking neighbor saw a young man shooting up near Shawala Point on a weekday morning. A week before that I saw a homeless man who was age 40 going on 80 smoking crack on a bench in the morning on First street. I see a local meth dealer waiting at the drop in center for customers. A nice old homeless drunk whose been here for ten years was banned from the co-op for dealing drugs. Now, because no other neighborhood will tolerate it, you are poised to put this drug shelter right in middle of South Corvallis' main access into town for bicycles and skateboard kids. Only three times in five years of daily commuting have I seen a cop on foot or bike there.

My MSW is in social work planning and administration, with a bachelor degree that certified me as a mental health worker. I find Housing First to be well intentioned but naive. So I pay little attention to their words. I attempted to read the League of Women Voters' study, but found it biased and flawed in its methodology. The shelter combined with other services is Absolutely a magnet for dangerous people from other places. Our property and safety crimes have increased steadily since the advent of the low barrier shelter. The volunteers have a strong letter writing campaign, but they never address that our town is now a smorgasbord of amenities for substance abusing homeless who probably aren't regulars at the shelter, who are not trying to change, and/or who behave horribly when outside of the shelter. We are not equipped to manage the people who have arrived in Corvallis for the low barrier shelter... and who have also arrive for the life of ease offered to even those ill-behaved substance abusers who are disqualified from the low barrier shelter.

I personally have felt threatened multiple times near the skatepark area by angry homeless men. It's unpatrolled, and Hanson Tire is an even less supervised area. If it's Hanson Tire, it Must be extremely high barrier, fully sober, with extra policing for the next six months to manage the transition from Corvallis as a Druggie Haven to a City with rules and standards. We can help hundreds of sober homeless people without catering to a substance abusing lifestyle.

There many good reasons to have all three services together at Second street, with the hope they will be persuaded to raise the shelter barriers for the benefit of all.
It IS possible to turn this ship around.

What about sticking with the Second st model this year, and PLANNING a high barrier shelter for next year, if not this year?

It's time to let the shelter people make a list of their favorite, deserving shelter visitors. Five volunteers can each tend one person in their own neighborhood. One can provide a sleep space, one brings food, one provides showers, one does laundry, one provides reminders and rides to social services. And/or, Richard Carone can buy the nicest sweet old drunks a house, with heavy supervision. Then, Raise the Barrier on the shelter for the 2018-19 year, no matter where it is. Eventually, the druggie, violent criminal homeless may be happy to choose another region.

Please, address these problems. Stop being manipulated by passionate volunteers. Please don't succumb to the ease of dumping yet another ill-designed nuisance in South Corvallis.

And for heavens sake, don't put a fast food drive through on top of the bike route. Both sides of South Corvallis need good bike alternatives. The additional path you keep promising will be pleasant, but real commuters still need and will still use the fastest bike route. We deserve as much safety as the wealthier wards. Lastly, it's important to realize that a low barrier shelter and all our great local services are a boon to drug dealers. Wealthy Corvallis parents need to worry that their kids can buy heroin easily in town now. I believe Housing First has some responsibility for that.

Sue Hirsch, MSW
97333
541 758-0135

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From: LaserficheWorkflow@corvallisoregon.gov <LaserficheWorkflow@corvallisoregon.gov>
Sent: Monday, August 20, 2018 8:09 AM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: PUBLIC INPUT - Homeless Shelter

NAME/ADDRESS: Roberta Marple, 380 SE Viewmont Avenue, Corvallis, OR 97333
CONTACT (if any): bbb.mrpl@gmail.com
TOPIC: Homeless Shelter
MEETING DATE: Mon, 08/20/2018

Why is the homeless shelter headed back to the Hanson site? Wasn't it supposed to be housed there for only one year (2017)? A shelter regardless of location should be drug and alcohol free. Bad behavior should not be rewarded, and we do not want to hang out a welcome sign for all comers.

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From: LaserficheWorkflow@corvallisoregon.gov <LaserficheWorkflow@corvallisoregon.gov>
Sent: Monday, August 20, 2018 8:09 AM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: PUBLIC INPUT - Bicycle & pedestrian safety near South Co-op

NAME/ADDRESS: Stony Lohr, 1975 SE Crystal Lake Dr, Unit 142, Corvallis
CONTACT (if any): stony.lohr@gmail.com
I have growing concern about the safety of the bicycle and pedestrian connections between South Corvallis and the downtown area. As you know, Eric Austin was killed in the crosswalk near the South Co-op, with the lights flashing. The streets and driveways crossing the multi-modal path on the east side of 99 in that area are also a frequent source of dangerous interactions between cars and bicycles/pedestrians. I think this problem is likely to become substantially worse with the addition of a drive-through coffee shop. In one email discussion on the topic of bicycle safety in the area in 2016, at least one local resident was insistent that there was no obligation to watch for southbound bicycles on that path. More recently, I understand that the initial traffic study of the area did not include bicycle or pedestrian counts, and that at least some members of the planning commission hadn't been aware of the multi-modal path until they made a site visit. I think many coffee customers are likely to share this lack of familiarity. I also understand that the new bike path to make it possible to avoid this area has been delayed until at least 2020. I would really like to see the city prioritize bicycle and pedestrian safety in this vital connection between South Corvallis and the downtown area. I strongly support the Pedestrian Bicycle Advisory Board in their efforts, and I would like to thank them for the work they have put into this subject.

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From: LaserficheWorkflow@corvallisoregon.gov  <LaserficheWorkflow@corvallisoregon.gov>
Sent: Monday, August 20, 2018 8:09 AM
To: Holzworth, Carla  <Carla.Holzworth@corvallisoregon.gov>
Subject: PUBLIC INPUT - Pedestrian Bicycle Advisory Board recommendations for South Corvallis

Received: Mon, 08/20/18 - 8:04am

NAME/ADDRESS: Bruce Hecht, 1975 SE Crystal Lake Dr #172

CONTACT (if any): brucehe@peak.org

TOPIC: Pedestrian Bicycle Advisory Board recommendations

MEETING DATE: Mon, 08/20/2018

I ride my bike at least 1-2 times a day from CoHo Cohousing to downtown Corvallis or farther north. Every time I make this ride I am aware of how dangerous this route is, riding on the sidewalk with several driveways, crossing Crystal Lake Dr on a bike as a pedestrian and riding what has become a defacto multi modal path but not designed as such.

Having ridden a bike for transportation for over 40 years my experience has shown me when I behave as a vehicle I am safer on the road, cars know what to expect from my actions. When I am performing a maneuver that is not what a vehicle would make, either forced by a poorly designed traffic plan or because I am being sloopy as a bike rider I am at greater risk of having an accident. I have had an accident and a few close calls over these years. From the speed and count study submitted it is apparent this is a real problem not just a perceived one. I support the current short and long-term recommendations of the BPAC dated August 3rd. This committee has years of experience and input that make these solid recommendations of how to move forward.

I am saddened when I ride this route and realize we have let this unsafe situation get created and that we have let it exist for years. Please assign the necessary staff support to make the changes BPAC is recommending before more injuries or fatalities occur.

Sincerely,

Bruce Hecht
The situation of funneling bicyclists from the overpass on to the sidewalk in front of the coop is a dangerous situation. The bicyclists are forced to ride on the sidewalk in the opposite direction of traffic, an unexpected situation for drivers leaving the coop parking lot. With the new coffee stand coming to the area, the danger will increase. We need to find an alternate bike route.

We also need to improve the crosswalk there and further down 3rd St. There are more effective systems than what we have in place now. We know that the situation is dangerous and we need to act now to prevent another accident.

Create a mens shelter that is free of people with substance abuse issues. And then put in a detox center, downtown at the former CSC bldg, on Second St. This is obscene that the city is intimidated by the local business folk downtown. Let's face the issues, not move them around Corvallis. South Corvallis has the same need for safety as any other part of town. We refuse to allow drug users to live in the community.
CONTACT (if any): miriamedell@gmail.com

TOPIC: bike traffic in and out of South Corvallis

MEETING DATE:

The people who live, work and pay taxes in South Corvallis are feeling like second class citizens as there is little support for our safety. The need for a bike path off of Hgwy 99 has been necessary since H and V, then Evanite, took over Chapman Place. Chapman was a direct path from Crystal Lk to a safe path, over the river and into downtown. Now, bike riders and pedestrians face a number of driveways with cars not looking in the correct direction (they don't expect bikes or people to be coming past them somehow). It is extremely unsafe! I ride my bike into town still, at the age of 61, and have been doing this since 1978. We have 3 blows against us now. A new drive through coffee business, with not 2 but 3 driveways adding 3 times more danger. A homeless shelter with drunk and high individuals walking along the path and a delayed safe bike path. I've been advocating for a bike path for 10 years. Seriously, it shouldn't take another 2 years to begin this process. Not a moment more should pass. Begin construction of a safe bike path, off of Hgwy 99 today! It's ridiculous to think you need to have more people die in order to begin this process. When a young OSU student was killed while crossing Hgwy 20/34 as she rode back and forth to the rowing docks, many years ago, a path was begun almost immediately under the bridges to ensure the safety of future bike riders. South Corvallis cyclists face dangers everyday and now will face more. This is a high priority. Begin building the path today!

From: LaserficheWorkflow@corvallisoregon.gov <LaserficheWorkflow@corvallisoregon.gov>  
Sent: Tuesday, August 21, 2018 10:39 AM  
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>  
Subject: PUBLIC INPUT - Less cars, more bikes

Received: Mon, 08/20/2018 - 5:01pm

NAME/ADDRESS: Jeff Hallman, 1975 SE Crystal Lake Dr, Unit 191, Corvallis

CONTACT (if any): jeff.e.hallman@gmail.com

TOPIC: Less cars, more bikes

MEETING DATE: Mon, 08/20/2018

Would love to see a completed multi-use path (i.e. bike and pedestrian) completed from Crystal Lake Dr (near Hollingsworth and Vose) to south First Alt Co-op completed so that people don't have to go to Hwy 99. IF YOU BUILD IT THEY WILL COME. Build more roads for cars and they will come. Build more multi-use paths and people will use them. What do you want as a resident of Corvallis? Hopefully it's not more cars.
Hello,

I’ve just become aware that Attachment A1 to the Pavement Management System Discussion agenda item is missing the street condition information for Wards 7, 8 and 9.

Staff will provide at your places tonight a complete attachment A1 set of maps—the citywide map and each ward-specific map.

I apologize for this mistake.

Thanks,
Mary

Disclaimer: This e-mail message is a public record of the City of Corvallis. The contents may be subject to public disclosure under Oregon Public Records Law and subject to the State of Oregon Records Retention Schedules. (OAR:166.200.0200-405)