



## **Economic Development Committee Meeting Minutes**

**Scappoose City Hall, 33568 E Columbia Ave., Scappoose, OR 97056**

**October 15<sup>th</sup>, 2020 12:00 Noon – 1:30 pm**

### **Attendees:**

Jeanette Santiago, Jeff Weiss, Susan Wilson, Brian Rosenthal, Christine Turner, Marty Baldwin, Len Waggoner, Heidi Rawls, Alex Rains, Huell White, Isaac Butman, Alex Tardif, George Hafeman, Michael Sykes.

### **Absent:**

Michael Leipzig, Larry Ericksen, Paul Vogel, Scott Burge, Laurie Oliver.

#### **1. CALL TO ORDER**

The meeting was called to order at 12:02 PM by Chair Brian Rosenthal.

##### **1.1 Meeting minutes / Agenda**

Len made a motion to approve the September 17<sup>th</sup>, 2020 meeting minutes. George and Christine seconded. The motion passed unanimously.

#### **2. New Business**

##### **2.1 100-Year Celebration Ad Hoc Committee Update**

Huell, the first meeting of the Ad-Hoc Committee was held last week. There are eight members, the Chair is Michael Sykes, and the Co-chair is Pete McHugh. The committee may integrate the 50-year re-commemoration of the Peace Candle with the 100-year Celebration. An agreement has been signed between developer and City to provide for the protection of the Candle, it is not an actual easement, but an agreement to sign easement when ready. Jeff mentioned that the tentative date for the celebration is the 13th-14th of August 2021.

##### **2.2 Discuss Holiday Meeting Schedule**

Brian opened a discussion on the holiday meeting schedule. Marty moved to cancel the meeting in December. George seconded. The motion passed unanimously.

##### **2.3 Updates – County, City, Port, CRPUD, Chamber**

- City: The city is working on the Stormwater Master Plan, and City Council wants to look at a 50-year vision for the City. The process may involve an urban reserve study. The fence along CZ is being installed soon, and Trtek Trailhead should be complete by the end of November. The City purchased a piece of Art, an untitled steel sphere, and is deciding where to locate it. The Virtual Annual Town Meeting is coming up, recording of the Mayoral Address will happen in early November, and



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the Survey and Address will be live by late November. The Survey will be available online and in the newsletter. Brian asked if the survey will be larger to compensate for the lack of an in-person gathering? Alex rains replied, yes.

## **2.4 West Columbia Traffic Study Update (City Staff)**

Huell introduced Ken Shonkwiler, the Oregon Department of Transportation area planner for Northwest Oregon and turned the section over to Ken. Ken stated that has heard a little about the idea being proposed. He spoke with traffic engineers and the signal operations engineer to get as much information as he could about the area. Ken stated that he would like to understand the impetus for making W. Columbia Ave. a two-way street.

Len replied that a few years ago the City had a downtown Master Plan for the area west of Highway 30, targeting it for redevelopment, and that it is important to have access to that area. The creation of a two-way street would allow movement across Highway 30 and make the intersection more functional. Brian stated that residents in the area have difficulty finding safe-crossing areas at Highway 30. There is also a concern about the effects of new traffic from the Airport. Len, seconded Brian's concern about Airport traffic.

Ken said that those were important considerations. ODOT was involved in modeling for the Scappoose Transportation Safety Plan update and development at the Airport. Modeling showed the signal at W. Columbia and Highway 30 at capacity form 3-5 hours a day. Ken paraphrased that the Committee's point relating to the intersection is vehicular access to 1<sup>st</sup> St. and revitalization of the downtown area. Kens suggested that first, as the Committee is thinking about revitalization, take their focus off solely vehicular travel, second, look at the ways economic development and transportation are linked, and use research-proven methods to link the two together.

Ken stated that he had received the Graphic from the mornings email and reviewed it with his traffic engineer and signal engineer. Ken stated that there is no cheap or easy fix to make W. Columbia two-way. Requirements for truck turning movements, and a sub-standard street crossing per the Scappoose Transportation Safety Plan top the list of issues. Simply re-striping is not feasible, and a light would have to be added, thus the entire intersection would have to be updated per state law, meaning ADA ramps, curb turn-lanes, signal upgrades, and more. Another issue is the proximity to the rail line, as there are upgrades there that would have to happen as well. Requirements that force the creation of safe and functional intersections for everyone, not just cars, takes what appears to be simple and easy fix, and make it much more complicated.

Brian stated that Ken's premise seems wrong. Economic development along 1<sup>st</sup>, economic development on the east side, and mobility for citizens without access to lights are why the Committee is looking at the intersection. One member commented that there is an additional difficulty relating to truck turns, if the project moves forward the businesses on the south side of W. Columbia would have to be taken out. Brian stated that that is correct, and maybe the Committee should look at the west side of Highway 30 instead and find an easy solution.



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Michael Sykes mentioned that there are grants through DEQ and in Urban Renewal for this type of work, but maybe the Committee should look at the whole area, because just fixing the intersection may not be adequate. Ken replied that from ODOT's perspective, that's a great suggestion, downtown revitalization through streetscapes, places people want to walk, drive, bike, and take transit.

Ken mentioned that the project is concerning because to upgrade the intersection to standards would require purchasing the commercial property, which is likely not cheap. If economic development of 1<sup>st</sup> Street is what is being looked at for improvements, then it is important to note that traffic signals are not necessarily linked to economic development. Looking at the trip study data, there is no way to accommodate lunch-traffic from the airport back and forth across Highway 30, also, increased vehicles along 1<sup>st</sup> Street could create issues with economic development that the Committee has already brought up.

Len stated that there is still an access issue. If people can't get there they won't go there, developing 1<sup>st</sup> street could be problem, and would cost millions of dollars. Michael Sykes stated that Urban Renewal fund has something like \$2 Million to do some of that work. Len replied that re-signaling could be as much as a quarter of a million dollars. George, asked if anyone looked at cost for moving the intersection above or below grade? Len replied that the total turning radius is probably 500 feet in all four directions and would cover all of downtown. Brian stated that people probably don't want to start tearing down buildings.

Brian asked if ODOT consider moving the east side of W. Columbia north? Ken replied no, changing a road approach when a street already exists in one direction is incredibly expensive, and working with the railway could be an issue. Ken mentioned that he is not trying to be persuasive but trying to make the Committee aware of the limitations and realities, so that they can understand how big of an endeavor the project is. Signal rebuilds start at \$2 Million. Adding all the extras such as railway right of way, street widening, property acquisitions, the project would easily start at \$7 Million, and go up from there, simply from a planning level. One member asked if there are Transportation and Growth Management (TGM) funds for projects like this? Ken replied that TGM Grants are for land use and transportation linkages, but that a TGM Grant would be a great approach for focusing on revitalization of 1<sup>st</sup> street. Projects that are not competitive are pre-build analysis projects, like the one at W. Columbia.

Alex Rains stated she asked Ken about alternatives #1 and #2, and costs are between \$5-\$10 Million for that. George stated that the only way to do that is to take out the liquor store and Longfellow's and put the road through that area, the \$7 Million way is the only option. Len replied, the Committee could leave it as it is.

Ken stated the Committee could focus on it from multimodal transportation perspective, not just vehicular traffic. A TGM grant and revitalizing 1<sup>st</sup> street and could be very successful. (?), stated that Urban Renewal funds are there to implement improvements like that. Alex Rains stated there is a couple million dollars in the fund currently. In terms of the intersection, funds are only set aside for a study, since as ken pointed out, the intersection work is very cost prohibitive.



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One member stated the City has new parks, high density housing, more apartments, more development, and that the Committee should look at the issue from a multimodal approach and get ahead of curve. Brian stated that biking is not common. People don't use bikes for transportation. Michael Sykes replied that people don't do so in part because there is nowhere safe to do so. Jeanette, agreed. Brian replied that Scappoose has an older community that is not inclined to walk and drive instead. Sykes mentioned that with the increased density coming to Scappoose, wouldn't it make sense to walk around as well as drive? There are no lights, no sidewalks, and revitalization could do a lot of good for economic development in downtown. Jeanette, stated that if revitalization includes biking and walking, people would be more willing to walk or bike around since Scappoose is pretty small. Ken stated that it's not about the absence of vehicular traffic but shift to looking at all modes of transportation. Land use in Oregon has developed to the point where there are no options but to look at all modes of transportation. Alex Rains stated that she would look at land use development because the City needs to find a way forwards and will report back. Brian stated that the Committee appreciated Ken's time and information.

### **3. Announcements and Next Meetings**

- November 19<sup>th</sup>, 2020
- January 21<sup>st</sup>, 2020

### **4. Meeting Adjourned at 12:52 pm.**

For questions about these minutes, contact Isaac Butman, 503.543.7184, [ibutman@cityofscappoose.org](mailto:ibutman@cityofscappoose.org)

The EDC conducts its meetings in an ADA accessible room. If special accommodations are needed, please contact City Recorder Susan Reeves at 503.543.7146, ext. 224 TTY 503.378.5938