

CITY OF MOSIER

small enough to make a difference

MOSIER CITY COUNCIL MEETING

October 3, 2018 at 6:30 P.M.

Mosier Senior Center at 500 Second Ave

I	6:30pm	Call to Order (please silence or turn-off cell phones)	
II		Agenda corrections or additions	5 min
III	6:35 pm	Business from the Audience —This is an opportunity for Mosier residents and anyone else to express concerns, needs, or opportunities. Please keep your comments succinct and under two minutes. You may bring in written materials for Council and Staff to review. The Mayor can assign the issue to a future Council meeting, to a Council Committee, or to staff. Please realize that council cannot offer any response immediately, but will give the matter due consideration.	10 min
IV		Approval of: 09/19/18 - City Council Meeting Minutes	
V		BUSINESS	
1.	6:45 pm	Mosier Streetscapes Project, City to Determine which section of Hwy 30 will be built first– ODOT PM David Amiton	30 min
2.	7:15 pm	Mosier Plateau Trail Parking – ODOT Engineer, David Hirsch	30 min
3.	7:45 pm	USDA Award – Mayor Burns	5 min
4.	7:55 pm	Joint Use Facility Update – Councilors Anderson and Reed	10 min
5.	8:00 pm	Changes at City Hall – Jayme Bennett, City Recorder	5 min
6.	8:05 pm	Announcements	5 min
7.	8:10 pm	Gorge Happiness Month – All attendees	5min
VI	8:00 pm	Adjourn	

City Council Meeting Minutes

September 19, 2018

Present

Council: Mayor Arlene Burns, Ann Van Osdol, Lacy Gries, Peny Wallace, Emily Reed

Staff: City Manager Colleen Coleman, City Attorney Laura Westmeyer, City Recorder Jayme Bennett

Absent (excused): Acasia, Witt Anderson

Audience: County Commissioner Rod Runyon

I CALL TO ORDER – Cell Phone Reminder and meeting commenced 6:31 p.m.

II Agenda additions or corrections- none

III BUSINESS FROM THE AUDIENCE

IV APPROVAL OF MINUTES:

Motion: Gries moved to approve minutes with correction of simplified sentence regarding Mosier citizen Marty McGee deciding not to run for Council, but instead, volunteer with PR and communications.

First: Gries

Second: Wallace

Discussion: none

Vote: all in favor

V BUSINESS

1) Mayor Burns report on SF Global Climate Conference –

- a. Met with Columbia, SC Mayor
- b. Attended talk presented by VP Al Gore
- c. Had breakfast with Mayor of Seattle at the Climate Mayor’s meeting and talked about group purchase discounts on electric vehicle fleets, participating through County purchases.
- d. Connected with the Wrigley Chewing Gum Foundation about possible funds for a local, publicly owned solar utility project in Mosier
- e. Attended and participated in panel on ocean acidification and how carbon emissions are a serious threat to ocean life and on the planet.
- f. Met with Mayor Ted Wheeler of Portland and introduced him to David Breashears
- g. In closing, Mayor Burns said that being part of the list of Climate Mayors is another way we are living our “small enough to make a difference” model, with a commitment to enact conservation policies that inspire larger metropolitan cities.

2) Gorge Happiness Month – Reed

- a. Councilor Reed talked about her assignment to keep engage Gorge citizens with random acts of kindness and activities that bring about happiness in our everyday lives. A few examples from the month’s calendar include talks and themes:
 - i. **10/1 – Stevenson – Crossing the Political Divide (Conversations across the aisle)**
 - ii. **10/3 - Blue Zones Purpose Event in The Dalles**
 - iii. **Theme – Happiness at Work**
 - iv. **Theme – Culture of Appreciation**

3) Mosier’s New Logo

- a. Councilor Reed presented a selection of logos for approval by the Council. Highest number of votes went to the image in the center with discussion for changes that Councilor Reed agreed to make and return at a later date for review—see below:



b.

4) Water Operator Maintenance Position – City Manager

- a. City manager reported on Council's need to recognize that qualified applicants are asking for full time work and at a higher rate of pay than budgeted. She asked that the Council approve hiring someone at full time for the currently budgeted rate and that the City plan to budget for a full time Water Operator/Maintenance staff person at the next fiscal year.
- b. Council agreed that this would be prudent, but due to the need for quick response in an emergency, asked that the City consider a Mosier resident first, before hiring from distant cities at points north, east and west.

5) Mosier Mounds – Councilor Wallace

- a. Councilor Wallace discussed with Council the need to protect the section of Mosier Mounds that is currently owned by Tanawashee Developers, Steve Bachelder and Jeff Miller. She asked that the City accept the property to be donated by the developers for historic preservation. Ms. Wallace informed Council that Gay Jervey had it registered many years ago and it remains a designated site on the Historic Register. There was continued discussion around the issue regarding tax relief for the current landowners and the amount the city would forfeit by receiving the gift. City manager said she would research. Further discussion ensued, with consensus to take on the property as public land.

6) Announcements

- a. Ms. Reed asked that in honor of Happiness Month, each of the group circle the room with words of appreciation to those seated at their left.
- b. Mayor Burns announced that Wasco County Economic Development Commission is looking for a new Commissioner from the Agricultural Community—would like to fill the position by early October.

ADJOURN – 7:54 pm

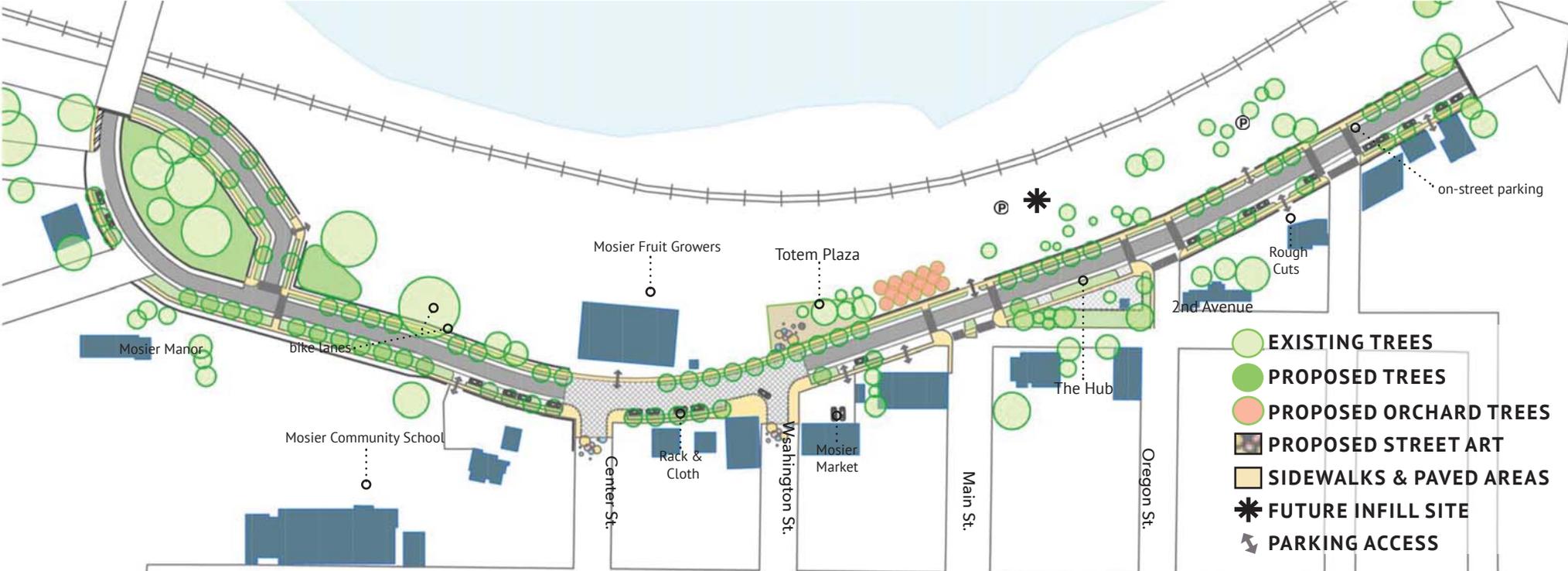
DESIGN RECOMMENDATIONS

The Slow Mo' Design Concept outlines proposed physical changes to retrofit Highway 30 and is a high-level guide for future transportation planning along Mosier's Main Street. This Concept is based upon the analysis of existing conditions and key findings from the community engagement process and stakeholder meetings, and is firmly rooted in the goals of the Slow Mo' Plan. The Design Concept has two primary features:

Site-specific Big Moves are large-scale changes that set a new tone for Mosier's Main Street. The first is an intersection reconfiguration where Highway 30 and I-84 meet, to provide slower turning and safer

pedestrian crossings. The second is a 'shared space' design in the town activity core, which creates a highly visible community centerpiece and represents a design solution that addresses our first three goals: shared streets, community centerpiece, and a thriving downtown.

Full-length Proposed Elements are design features incorporated throughout the plan area that help Main Street meet the Slow Mo' goals. These elements include a fence to provide spatial definition and reflect the historic nature of the highway, vegetation for shade and improved stormwater function, and bike lanes and sidewalks to accommodate those who travel by foot or bike.



SEGMENT 1 WEST GATEWAY

The most significant change in this segment is the intersection reconfiguration. We also include a variation of the standard cross section by providing a wider planting strip along the length of the highway adjacent the Mosier Community School property.

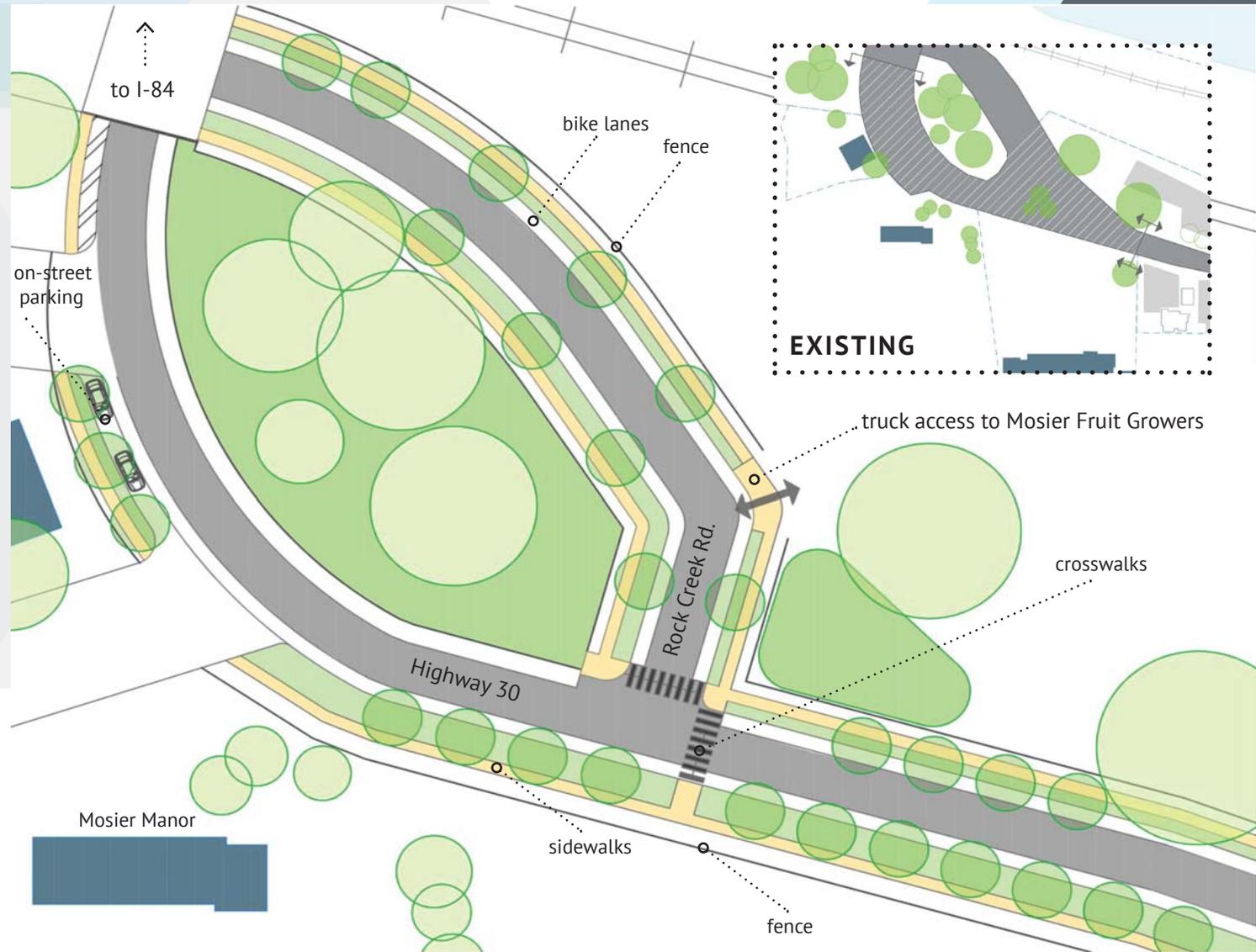
In addition to increasing the safety and comfort of people walking, this allows for improved stormwater management by providing space for a potential rain garden.

ALTERNATIVES:

One alternative to the full intersection reconfiguration is to leave the highway alignment as is yet still provide new separated bike lanes, planter strips, and sidewalks adjacent the lanes.

THINGS TO CONSIDER:

Acknowledging and referencing the historic alignment of Highway 30 could be done through memorial signage or a path that utilizes the old pavement. The existing Park & Ride location should be reconsidered. The current location is not an ODOT recognized facility. One option is to provide a municipally designated and improved location on City property, possibly east of Totem Plaza.



SEGMENT 2 TOWN CORE

The community event identified this portion of town as currently having the highest levels of local and tourist activity but also safety concerns. The most significant change in this segment is the introduction of a shared street concept, which uses textured, pervious pavement that is flush with the curb to reinforce the pedestrian-priority operation of the street. This still allows for the flow of personal and freight traffic.

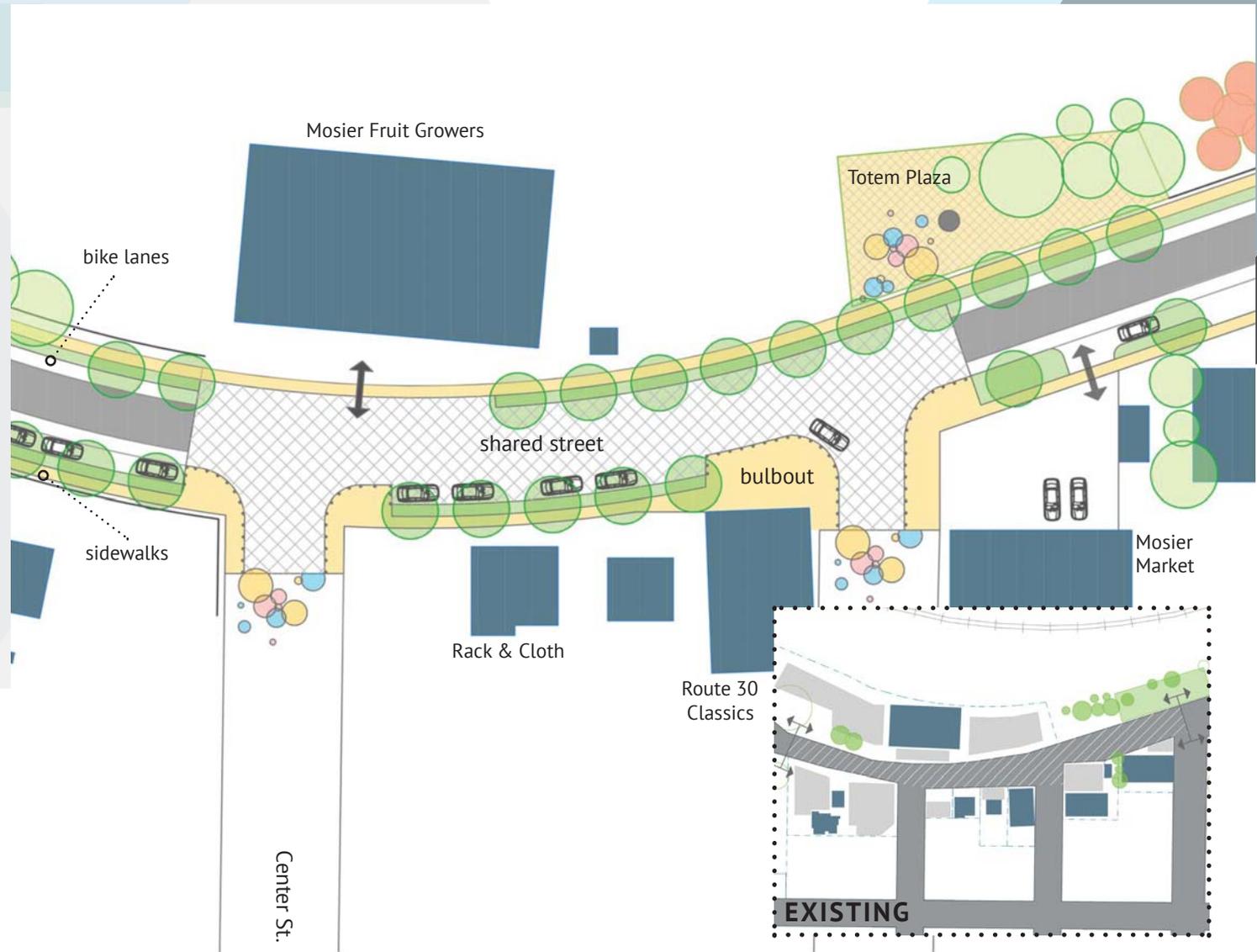
A demonstration orchard is proposed to reference the current and historic agricultural economy of the region.

ALTERNATIVES:

One alternative is to continue asphalt paving through this segment but use bollards as visual cues of pedestrian activity. Another alternative is to locate the shared street behind the Mosier Bike Hub site on 2nd Ave, a municipally owned local street. Doing so could provide festival space as this area becomes more activated.

THINGS TO CONSIDER:

Consider maintenance costs due to paving materials wearing at different rates. The demonstration orchard should have an integrated pest management program to ensure protection of the region's commercial orchards.



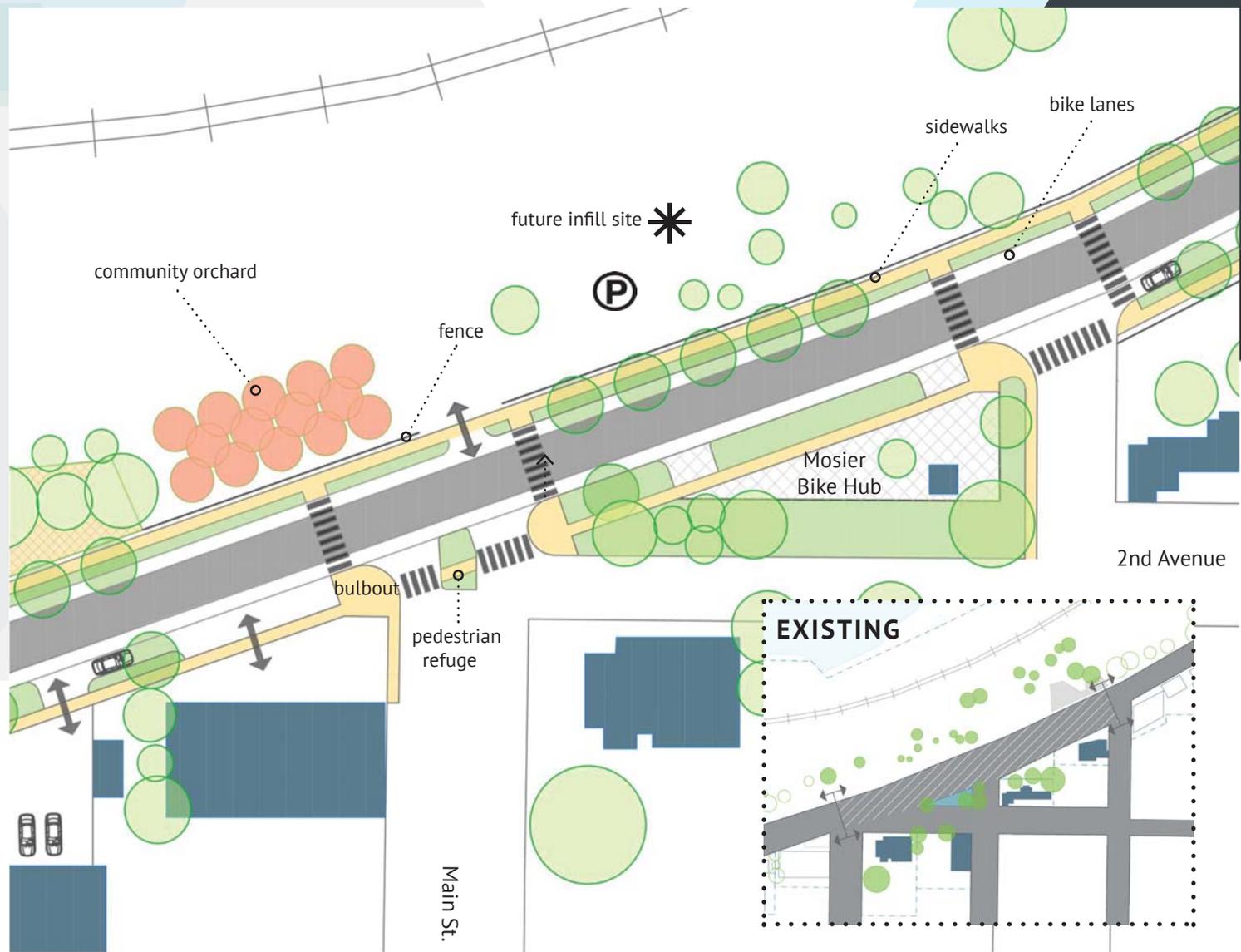
SEGMENT 3 THE MOSIER BIKE HUB

Segment 3 includes the Mosier Bike Hub site, as well as vacant land to the north which has high potential for future commercial infill opportunities. We suggest that parking for this future development be provided at the rear of the property using the existing access point as indicated on the map.

A pedestrian refuge island is proposed at the intersection of Main St. and 2nd Ave in order to slow traffic turning movements and break up the vast swath of pavement, allowing for a more comfortable pedestrian experience.

THINGS TO CONSIDER:

Consider how improvements can be phased incrementally, as the Highway 30 and Mosier Bike Hub improvements will likely happen at different times.



SEGMENT 4 EAST GATEWAY

This is the most residential segment of the plan area. The Standard Cross Section keeps the existing on-street parking but improves it with durable pavement. It is important to note that existing parking access to homes is maintained. Additionally, stormwater improvements are proposed on the south side of the highway where it meets the bridge to mitigate for current ponding issues. We suggest clear and visible signage for the trail that accesses the waterfront through the UPRR property.

ALTERNATIVES:

Continue conversations with UPRR regarding whether the connection to waterfront will be via an overpass or underpass.

THINGS TO CONSIDER:

Proposed cross section lane widths may vary from bridge and care should be taken as to how this transition occurs.





NO
PARKING
ANY
TIME
→

No Parking

No Parking

Extend No Passing Zone





