

**MINUTES**  
**CANBY PLANNING COMMISSION WORK SESSION MINUTES**

Council Chambers, 222 NE 2nd Avenue

7:00 PM – Monday, May 8, 2017

**PRESENT:** Commissioners John Savory, Larry Boatright, John Serlet, Tyler Hall, and Shawn Varwig  
**ABSENT:** Derrick Mottern and Andrey Chernishov  
**STAFF:** Bryan Brown, Planning Director, and Laney Fouse, Planning Staff  
**OTHERS:** Chris Maciejewski, Jordin Kelly, Bob Backstrom, Clint Coleman, and Councilor Liaison Tyler Smith

The Planning Commission met in a Work Session for a discussion about traffic in Canby, level of service standards, and triggers for traffic studies and mitigation with assistance from DKS & Associates the City's transportation planning consulting firm.

Chair Savory called the Work Session to order at 8:20 pm.

Mr. Brown discussed how the quality of life in the community was important. This Work Session was intended to give the Commission a better understanding of what they could and could not do in regard to traffic levels and studies in the City.

Mr. Chris Maciejewski from DKS and Associates reviewed the City's Transportation System Plan goals, how much growth was anticipated in the City, where traffic growth was anticipated in the City, traffic funding constraints, and how traffic growth was managed. He then gave a background and recent traffic studies done for the Territorial Road corridor. Currently 5,000 cars per day drove on the road and he anticipated it would increase not because of more development in Canby, but due to regional growth as the economy improved. He gave a background and recent traffic studies for the Birch Street corridor. There was speeding due to the larger road width of approximately 40 feet. Roads that were 32 to 36 feet wide with on street parking reduced speed. Speed cushions had recently been put in on the road, but if it continued to be a problem, they could disconnect vehicle traffic on Birch from Territorial by using diagonal curbs.

Mr. Backstrom said the speed cushions had helped tremendously with the speeding issue. When Birch was widened in the 1990s, more traffic started coming on Birch. About three out of four vehicles that were on Birch every evening were not Canby residents. They needed to be more proactive and instead of just traffic studies, livability impact studies needed to be done.

Mr. Maciejewski thought that could be included in the next TSP update as well as flagging the streets that were of concern and adding a range of tools that could be used to help relieve the situation.

There was discussion regarding ways to reduce speeding while not shifting the problem from one street to another, ways to reduce traffic on local City streets, and how to balance congestion and safety. There was further discussion regarding adding traffic speeds to the traffic study analysis.

Chair Savory adjourned the Work Session at 9:10 pm.