



CITY COUNCIL MEETING MINUTES January 28, 2025

The scheduled meeting of the Ontario City Council was called to order by Mayor Deborah Folden at 6:00 p.m. on Tuesday, January 28, 2025, in the Council Chambers of City Hall. Council members present were Deborah Folden, Susann Mills, Ken Hart, John Kirby, Penny Bakefelt, Michael Braden, and Adrianna Contreras.

Staff present were Tori Barnett, Corinna Hysell, Clint Benson, Jason Cooper, Kari Ott, Tatiana Burgess, Marshall Pierce, Al Haun, and Andy Wood.

The meeting was recorded, and copies are available at City Hall.

AGENDA

This Agenda was posted January 24, 2025. Copies of the Agenda are available from the City Hall Customer Service Counter and on the city's website www.ontariooregon.org.

KIRBY moved, MILLS seconded, **TO ADOPT THE AGENDA AS PRESENTED**. Roll call vote: Mills-yes; Braden-yes; Hart-yes; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 7/0/0.

CONSENT AGENDA

HART moved, MILLS seconded, **TO ADOPT THE CONSENT AGENDA, AS AMENDED, WHICH CONSISTED OF A LIQUOR LICENSE FOR EL RICO PAN BAKERY, INC.** Roll call vote: Mills-yes; Braden-yes; Hart-yes; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 7/0/0.

PRESENTATION

Comprehensive Road Safety Action Plan Update

Marshall Piece, City Engineer, introduced John Ringert, Kittleson & Associates, and Nina Schaeffer, Jacobs, who would be making the presentation.

Mr. Ringert presented first.

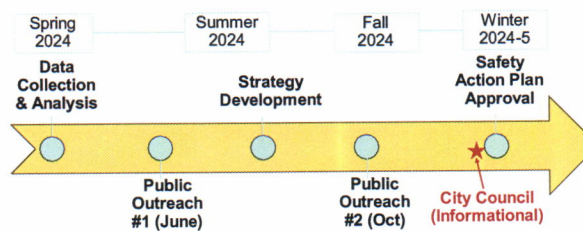


Agenda

- Review of Planning Process
- Existing Conditions
- Public Engagement
- Strategies and Concepts
- Implementation Plan
- Next Steps

TSAP Overview

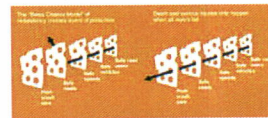
Project Schedule



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Project Purpose/Scope

- SS4A Compliant Safety Action Plan
 - Mindset shift
 - Injury prevention vs. crash prevention
 - Less emphasis on people's choices-> will make mistakes
 - Goal to reduce Fatal and Serious Injury Crashes
 - Identify and Prioritize Projects and Strategies
 - Engage Community
 - Advisory Group
 - Address Underserved Communities
 - Data-Driven
 - All Users
- Public roads within Ontario urban growth boundary



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Vision and Targets

- Long-term vision = Zero fatal or serious injuries (FSI)
- Technical Advisory Committee Recommended Intermediary Goal:
 - 50% reduction of FSI crashes by 2035
 - 75% reduction of FSI crashes by 2045



Technical Advisory Committee (TAC)

- Dina Ellwanger, St. Alphonsus
- Charlie Brizzee, St. Alphonsus
- Marlow Stanton, Oregon Department of Transportation (ODOT)
- Taylor Rembowski, Malheur County
- Thomas Huffman, Community in Action
- Dana Castellani, Boys and Girls Club of Western Treasure Valley
- Clint Benson, Ontario Fire & Rescue
- John Breidenbach, Chamber of Commerce
- Jane Padgett, Department of Human Services
- Norma Ramirez, Euvalcree
- Brittany White, Snake River Transit - Malheur Express
- Darin Bell, Treasure Valley Community College



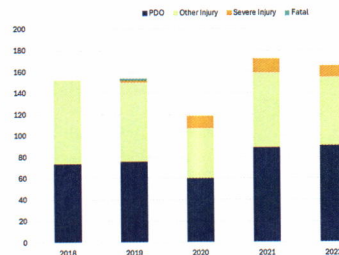
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Existing Conditions

Injury Crashes In Ontario (2018-2022)

- 38 fatal and serious injury (FSI) crashes
- 761 total crashes
- 371 total injury crashes
- Injuries occurred in 49% of crashes



Emphasis Areas



At intersections



Turning movement and rear end



Distracted driving



Involving pedestrians and bicyclists



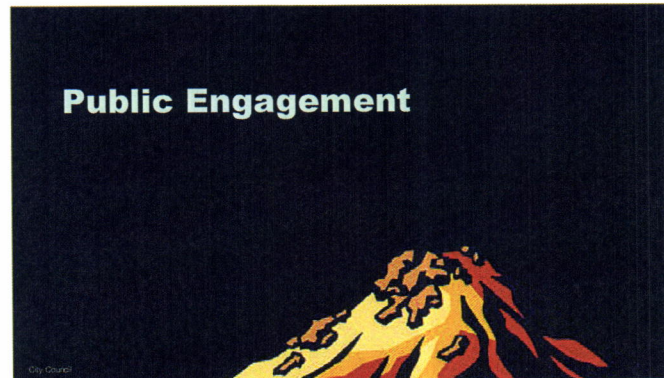
Not local drivers

Priority Locations



Mr. Ringert deferred to Ms. Schaeffer for the next portion of the presentation, covering Public Engagement.

Nina Schaeffer, Jacobs, stated she was in charge of the public engagement portion as a part of the Jacobs team that helped support Ontario. She then spoke to her section of the presentation.

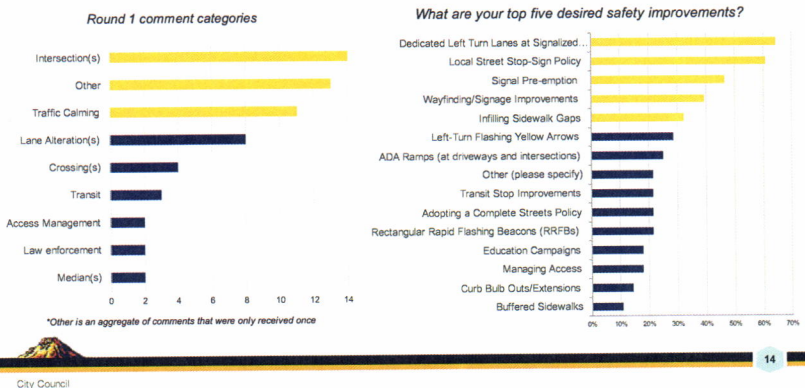


Engagement Approach

- In Person Events
 - Round 1: Saturday Market
 - Round 2: Four Rivers Cultural Center
- Two Virtual Open Houses
- Technical Advisory Committee (TAC)
 - Four meetings
- Other
 - City Website, Social Media, TAC email blasts
 - Malheur Enterprise
- ~50 people in person
- ~150 survey responses
- +500 website views



Engagement Responses



At the conclusion of Ms. Schaeffer's portion, the remaining sections was covered by Mr. Ringert, who began with the next slide, Strategies and Concepts.

Strategies and Concepts



Site Specific vs. Systemic Strategies



Systemic

- Strategy implementation is beneficial system -wide
- A crash can happen anywhere with similar characteristics
- Opportunity for proactive rather than reactionary response
- Recommendations are infrastructure and non -infrastructure related



Site-Specific

- Strategies to address problem at specified location
- Crash characteristics point to easily identifiable casual factors
- Fine grained and requires a review of minor details

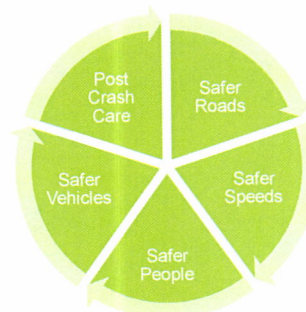


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Systemic Strategies

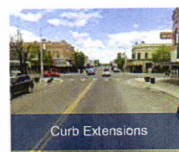
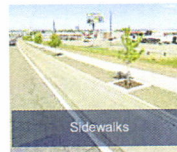
- Infrastructure Countermeasures
 - Signalized intersections
 - Unsignalized intersections
 - Segments
 - Unsignalized crossings
- Non-Infrastructure Strategies
 - Practices
 - Collaboration
 - Policies
 - Education
 - Monitoring/Prioritization of Projects



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Infrastructure Countermeasure Examples



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Non-Infrastructure Strategies

- Education campaigns
- Law enforcement practices
- Culture building
- Collaboration with local employers
- Emergency Response
 - Signal preemption
 - Post-crash care
- Incident management
- Vehicle procurement
- Policies
 - Local street stop signs
 - Complete streets
- Programs
 - Sidewalk infill
 - Safe Routes to School

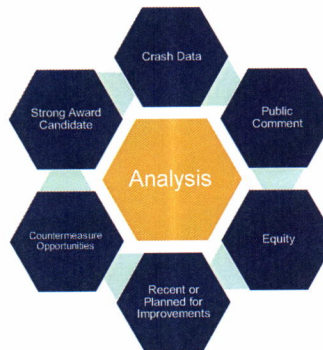


Traffic Incident Response Source:

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Considerations for Site-Specific Strategies



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Priority Locations

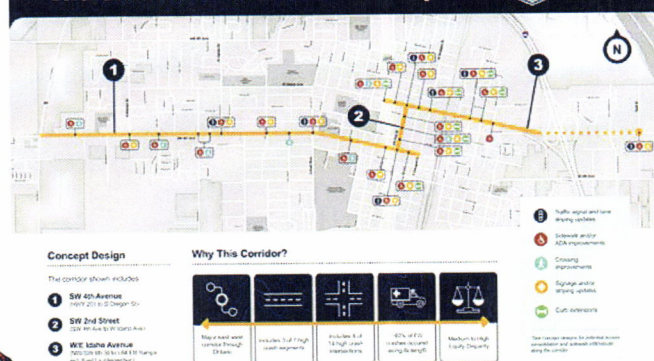
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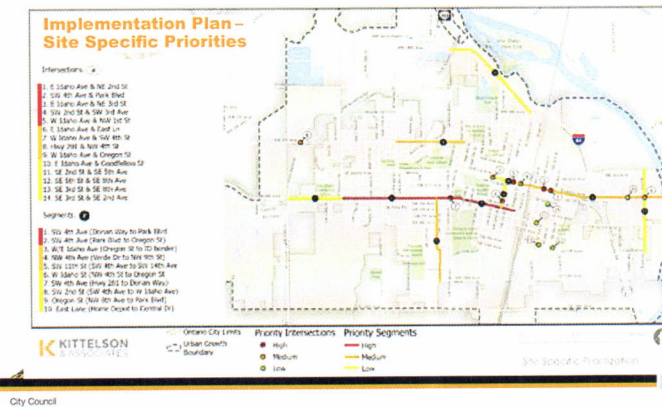
The Ontario Connection - Concept



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Implementation Plan



Implementation Plan – Systemic Priorities

Priority	Strategy / Action
High	- Develop a local intersection traffic control policy - Evaluate and install emergency signal pre-emption - Adopt complete streets policy - Launch education campaigns for safety related to emphasis areas - Engage in education opportunities for law enforcement, EMS, etc.
Medium	- Continue to prioritize safety related capital projects - Continue to coordinate with ODOT to implement safety countermeasures on ODOT facilities - Design and program for construction improvements based on updated historical crash data and outcomes of the initially implemented designs - Conduct transit stops prioritization - Coordination with ODOT on Incident Management and Traffic Incident Management (TIM) training
Low	- Improve upon existing sidewalk infill program - Modify vehicle procurement process to include safety considerations

Performance Measures and Monitoring Program

- To measure success, a comparison of data over periods of time is necessary
- Data to be reviewed:
 - Crash statistics (severity, locations, characteristics, etc.)
 - Strategies implemented between analysis periods (physical, policy, education, enforcement, etc.)
- Annual location review of fatality and injury crashes

Performance Measure	Baseline ¹	Current Performance ²	2025 Goal	2045 Goal
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¹ = 2018 – 2022 average

² = Benchmarks can be tracked over a five-year period to understand trends.

Performance Measure	Baseline ¹	Current Performance ²
Fatality and Serious Injury (FSI) Crashes	38	19
Injury Pedestrian Crashes	19	8
Injury Bicycle Crashes	8	264
Injury Intersection Crashes	74	101
Injury Turning Movement Crashes	101	55
Injury Rear-End Crashes	55	163
Injury Distracted Driving Crashes		
Injury Crashes Involving a Non-Local Person		

¹ = 2018 – 2022 average

² = Benchmarks can be tracked over a five-year period to understand trends.



Next Steps



Final Plan revisions – Early February



Completion of the Plan – Mid February



City Council approval meeting – February 25th



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Mr. Ringert concluded his presentation and asked for questions or comments.

Councilor Hart stated one issue discussed by Council and staff had been the use of cameras at several intersections. There were some lights that people constantly ran. Did Mr. Ringert view those as effective in training to help in that type of situation? Was there any data for that?

Mr. Ringert stated that it was controversial. For red light cameras, there was a huge implementation, but generally it was viewed as a good safety tool. In different research over the years, mostly small scale, there were also times that had been documented where people were slamming on their brakes, and so did that cause an issue? The biggest issue in the realm of red light cameras wasn't necessarily the safety implications, it was the other implications of having cameras with people. There hadn't been a wide implementation in many cases because of the concerns about having a camera taking pictures of people. Most took pictures of the license plate and the driver, and it went to some private party to process it, then on to law enforcement. From a safety standpoint, it was probably a reasonable tool, but he warned that implementing it was something that a lot of jurisdictions had challenges with. They would probably want to do it carefully and well thought out, if they wanted to pursue that. Pick the right way, in the right place, that would be supported.

Councilor Hart stated it seemed this would be the time. He was referring to the base of hospital hill. Maybe people from out of town didn't realize there was a red light at the bottom of the hill. It seemed logical to him, as some of those intersections were being highlighted. If the city was going to pilot something like this, this might be the time, and the data utilized, to do that.

Mr. Ringert stated the police played a big role as it was part of their enforcement. This was establishing the reason and working through the process so they didn't run into problems that could be run into with mini cameras out there. People always had their cameras out, and who knew what was really being done with those. That had even come up this year in the Idaho Legislature. Just across the border it was getting some discussion now. It had already been through Oregon, as they had implemented it on the west side of Oregon in some places.

Councilor Bakefelt stated she was concerned about early morning driving. It was very dark and many times people who were walking were not seen. There were not many streetlights, and the visibility was low. Personally, she'd come close a few times, and that was driving slowly, but the kids were just not seen. Did any of that come up? Was that any part of the educational piece? Maybe educate the parents about the kids wearing dark clothes. Even people driving responsibly, when a kid darted out and was just "there". She'd been fortunate to have not hit anyone. It had been discussed before, and with the National Night Out program they were able to purchase reflective wear, but even though it was given out for free, she didn't see any kids wearing it.

Mr. Ringert stated that issue had come up. For any pedestrian, the lighting was a critical part. Being able to see the pedestrians. They had done an analysis of the times of crashes, but from a vehicular standpoint, they hadn't found anything that stood out; however, it was important to have lights at the crossings.

Councilor Kirby stated they were all aware that Ontario's population expanded during the daytime, primarily from people from Idaho, so how did they educate Idahoans to drive in Oregon? Just coming to a four-way stop, many didn't understand right of way, Oregonians or Idahoans. It appeared there needed to be some ongoing training for everyone. He was not surprised to see car crashes involved more Idahoans than Oregonians.

Mr. Ringert stated that while that was true, it was also a challenge. In doing this type of work over 30 years, he had witnessed many things, and they needed to keep trying better with the education. The goal of the program was to find ways to provide education, enforcement, emergency response, and infrastructure, all those aspects, to put it all together, and hopefully make an impact. He agreed it was a challenge, and with so much out of state travel, it was a harder challenge. Ontario was going to have to use all the tools, not just education. Ontario was in a unique position, a small city with a large population on a daily basis.

Councilor Hart asked, with regard to the potential fuel tax, if the city would be able to utilize that revenue to address some of the mentioned issues?

Mr. Pierce stated that was correct. After the plan was finalized, they'd have the concept designs, and that would be included in the list of projects to fall under fuel tax funds. One of the large benefits of having this plan was that it set them up for future grants. Many grants would require a 20% match from the city.

Mr. Ringert stated the one for SS4A, which funded the project they were currently discussing, was based on a 20% match, which was high compared to the normal federal matches. But, the low end of the grant was around \$3M, so it was big money.

Councilor Mills stated something she noticed when driving in residential areas in Boise was to force traffic to slow down, stop signs were placed on each block, but every other direction on every other intersection. Drivers weren't able to build up a lot of speed between blocks. There were a lot of speeders in Ontario, and she was very worried about the residential areas where the kids were playing. They couldn't hit every street, but maybe more heavily trafficked areas. Was that something that might be an asset for Ontario? She was looking for ways to make people drive slower in residential areas.

Mr. Ringert stated that was generally a piece of one of their recommendations, a stop sign policy, to look at when and where they would evaluate when and where to start using stop signs. Generally, they did not put stop signs in for traffic calming because to just install a stop sign, if it wasn't warranted or needed there, they found that people would start to ignore it. It would then become a problem because they were supposed to stop, and now were not. In Boise, they were big enough streets that needed the stop signs so they devised a way to justify the stop signs and developed the pattern where a driver could go two blocks, but not three. But that was downtown, not in the suburbs of the Boise area. In Ontario, some of the data obtained showed an intersection that should not have a problem, but it did, and there were crashes. It appeared to be a location where drivers were assuming someone else would stop. That was something that could come out in that policy.

As there were no further comments, the Mayor thanked them for their presentation.

NEW BUSINESS

Committee Appointment: Budget, Diversity, Parks

Tori Barnett, City Recorder, presented.

With Council consensus, Mayor Folden appointed the following applicants:

Budget – Rebecca Boldman

Diversity – Amber Heyne

Parks – Michael Partin, Michael Pratt, Sandra Shelton

Appointments were effective immediately, and Ms. Barnett would update committee rosters and notify the appointed individuals.



Transfer Hangar: 110 India and 120 Juliet (Family Trust to Walker)

Andy Wood, Airport Manager, presented.

The deceased owner left the referenced hangars in a trust, and the beneficiaries were asking to transfer the hangars to the decedent's son Jack Albert Walker. The family have been long time contributors to the airport and its growth over many years. Beneficiaries Ruth Strode and Jack Albert Walker were requesting the leases be transferred to Jack Albert Walker. New hangars leases would be calculated at the current land lease rates.

MILLS moved, KIRBY seconded, **THE CITY COUNCIL APPROVE THE TRANSFER OF HANGARS 110 INDIA AND 120 JULIET TO JACK ALBERT WALKER.** Roll call vote: Mills-yes; Braden-yes; Hart-yes; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 7/0/0.

Land Lease: Build Hangar 139 Cessna (Franks)

Andy Wood, Airport Manager, presented.

Michael and Toni Franks have requested to enter into a land lease to construct a hangar at 139 Cessna at the Ontario Airport. The Franks have rented a hangar at the airport for a number of years, and were now seeking to purchase a hangar, *(100 Hotel, see next action item)*, as well as build another one on 139 Cessna. The hangar would be 50' x 50', and constructed to meet the requirements of the airport. A new lease would be put in place, reflecting the current land lease rates.

MILLS moved, BAKEFELT seconded, **THE CITY COUNCIL APPROVE THE LAND LEASE TO MICHAEL AND TONI FRANKS TO BUILD A HANGAR AT 139 CESSNA.** Roll call vote: Mills-yes; Braden-yes; Hart-yes; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 7/0/0.

Hangar Sale: 100 Hotel (Beaubien to Franks)

Andy Wood, Airport Manager, presented.

Dan Beaubien request approval to sell his hangar at 100 Hotel to Michael and Toni Franks. The Franks have sublet a hangar on the airport for many years and were now in a position to purchase a hangar and grow their interest at the Ontario Airport. A new lease agreement would be established, utilization current land lease rates. The parties scheduled the sale and transfer for January 29, 2025.

KIRBY moved, BAKEFELT seconded, **THE CITY COUNCIL APPROVE THE SALE OF HANGAR 100 HOTEL TO MICHAEL AND TONI FRANKS.** Roll call vote: Mills-yes; Braden-yes; Hart-yes; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 7/0/0.

DEPARTMENT HEAD UPDATE**Finance Monthly Report**

Kari Ott, Finance Director, presented.

Ms. Ott stated some highlights were that property taxes had started to come in in November, as normal, and the city was 97.3% collected, whereas last year at this same time only 92%, so the city was ahead. Overall, revenues were where they expected them to be. Regarding expenditures, they should be at 41% expended, but were around 32%. Operating transfers out reflected zero currently, because she hadn't done the transfers yet. Regarding legal expenses, that was doing well.

HAND-OUTS**Monthly Department Stats**

Police and Code Enforcement

Minutes

Parks 11-21-2024; County Court 01-13-2025, 01-15-2025



CORRESPONDENCE, COMMENTS, AND EX-OFFICIO REPORTS

*Mayor Folden stated she had written a letter of support, handed out that evening to the Council, with regard to the Malheur County Courthouse. She was seeking Council support for the letter before sending it back to the Circuit Court. Consensus to support the letter.

*Councilor Hart stated after speaking with Councilor Bakefelt, they would be calling a meeting for the Ontario Promise Committee to discuss their next steps. He would give a report following that meeting.

*Councilor Kirby stated he spoke with Mr. Cummings regarding getting the Public Works Committee up and going. He was going to be the new liaison to that committee. Typically, the committee was comprised of representatives from the construction community, and there were currently two vacancies. They were seeking names for those spots. There might be some contractors out there willing to step forward, or any other names be brought forward so they could be talked with to see about any interest in serving. They wanted to be able to have complete engagement with Jacobs for public works projects. They could make the Public Works Committee an ad-hoc committee, but they would lose the ongoing monitoring and progression on projects that they'd like to see.

*Councilor Bakefelt stated they held their first National Night Out 2025 committee meeting last week. There was a good turnout, and she felt very positive about it. The Night was scheduled for August 12, 2025, still at TVCC, but the time had changed to 5pm to 8pm. Anyone interested in sitting on that committee, please send her a message or shoot an email.

*Councilor Bakefelt stated at Four Rivers Cultural Center this coming Saturday would be the annual Center Ball. That was one of the fundraisers for the Center, and tickets were still available.

*Chief Benson reminded the Council that in two weeks, they would be presenting the Community Risk Assessment Standards of Cover to the Council in a joint meeting with the Rural Fire District. Each of them should have received a PDF of the report, and his staff was creating a hardcopy that would be placed in their upstairs cubby, hopefully by the end of the week.

ADJOURN

BAKEFELT moved, MILLS seconded, **THAT THE MEETING BE ADJOURNED**. Roll call vote: Mills-yes; Braden-yes; Hart-yes; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 7/0/0.

ACCEPTED:


Deborah K. Folden, Mayor

ATTEST:


Tori Barnett, MMC, City Recorder