



BAKER CITY, OREGON CITY COUNCIL MEETING AGENDA

REGULAR MEETING
JANUARY 13, 2026 - 6:00 PM
CITY HALL COUNCIL CHAMBERS

MAYOR:
Randy Daugherty
COUNCILORS
Roger Coles
Loran Joseph
Helen Loennig
Doni Bruland
Stephen Carr
Gratton Miller
CITY MANAGER
Barry Murphy

Call to Order/Introduction

1. Call to Order	Mayor Daugherty	Procedural
2. Pledge of Allegiance	Mayor Daugherty	Procedural
3. Roll Call	Megan Langan	Procedural
4. Agenda Additions, Deletions, Modifications	Mayor Daugherty	Action Item
5. Public Comment	Mayor Daugherty	Procedural

Old Business

6. Consent Agenda	Mayor Daugherty	Action Item
7. Main Street Road Reconfiguration	Barry Murphy	Action Item
8. Building Ordinance	Dawn Kitzmiller	Ordinance

New Business

9. Burn Ban Ordinance	Michael Carlson	Ordinance
10. Knox Box Ordinance	Michael Carlson	Ordinance
11. Board and Commission and City Council Vacancies Update	Megan Langan	Discussion
12. Monthly Financial Report	Jeanie Dexter	Information
13. PD Ordinance Updates	Sgt. Regan	Discussion

Updates and Future Items

14. Council Committee Updates	Mayor Daugherty	Information
15. City Manager / Director Updates	Barry Murphy	Information
16. City Council Comments	Mayor Daugherty	Information
17. Upcoming Agenda Items	Mayor Daugherty	Procedural

Adjourn

18. Adjourn	Mayor Daugherty	Procedural
-------------	-----------------	------------

Baker City operates under an EEO policy and complies with section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act. Assistance is available for individuals with disabilities by calling 541-523-6541.



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Call to Order



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Pledge of Allegiance



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Agenda Additions, Deletions, Modifications



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Public Comment



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Consent Agenda



BAKER CITY, OREGON CITY COUNCIL MEETING MINUTES

MAYOR:
Randy Daugherty
COUNCILORS
Roger Coles
Loran Joseph
Helen Loennig
Doni Bruland
Gratton Miller
CITY MANAGER
Barry Murphy

REGULAR MEETING
DECEMBER 9, 2025 - 6:00 PM
CITY HALL COUNCIL CHAMBERS

Call to Order/Introduction

1. Call to Order	The meeting was called to order at 6:00pm by Mayor Daugherty in the Baker City Hall Council Chambers.
2. Pledge of Allegiance	Mayor Daugherty led the meeting in the Pledge of Allegiance.
3. Roll Call	Roll call was answered by Mayor Daugherty and Councilors Coles, Joseph, Loennig, and Miller. Also present were City Manager Barry Murphy, Assistant Public Works Director Danielle Schuh, Police Chief Ty Duby, Fire Chief Michael Carlson, Human Resource Manager Andrew Crabtree, Building Official Dawn Kitzmiller, Community Development Coordinator Kara Miller, Finance Director Jeanie Dexter, and City Recorder Megan Langan.
4. Agenda Additions, Deletions, Modifications	Remove agenda item Alpine Estates.
5. Public Comment	Bev Calder gave public comment regarding Main St. Christopher Hobson the Baker County Chamber of Commerce director, gave the public statement below: The Chamber represents businesses across Baker County — every incorporated city, including Baker City. So when we speak here, we speak as partners. Our role is simple: we represent the people who keep this community moving every day. Tonight, I want to talk about two things our members consistently care about: our parks, and a business environment that is clear, fair, and consistent. Large events bring energy and visitors into Baker City. They help our economy. They help our businesses. They give our community momentum. But they also put stress on our parks in ways a normal weekend does not. This isn't a complaint. It's simply the reality of a successful event. And the community is very clear about one thing: if any event pays a park fee, those dollars should stay with the parks. People want to see results. This is about transparency. Now I want to talk about business registration. Right now, the city does not have a complete list of who operates within city limits. That affects safety, communication, planning, and economic development. A registry could help everyone. It gives the fire department the information they need. It gives planning a clear way to reach businesses during updates or grant opportunities. And it gives the city an accurate picture of the business community it serves. A registry also creates fairness.

A brick-and-mortar business invests heavily — rent, payroll, insurance, utilities. Mobile vendors and visiting businesses bring value and variety, and we welcome them.

But their economic contribution is not the same as a business that anchors itself here year-round.

Our members see that difference.

A registry sets the same basic expectation for everyone who does business here. And for our members who do support the idea of a business license, they have one important question:

Where would the money go?

They want to know that the revenue collected will be used to support the system businesses rely on — safety, communication, and economic development.

There are models out there.

Pendleton has a long-standing system, and their chamber is a great resource for Baker City to reach out to as you explore what might work here.

Parks and business registration are connected.

They come down to one simple principle:

Everyone who relies on Baker City should contribute to Baker City — and in return, Baker City supports them.

That balance is how strong communities work.

It's how small towns stay healthy.

It's how Baker City can thrive for the long term.

The Chamber supports systems that are clear, predictable, transparent, and fair — for events, for businesses, and for the city itself.

Before I close, I want to share one more thing.

Next year marks the Chamber's 100-year anniversary — a century since Leo Adler founded this organization.

He didn't do it for recognition.

He did it because he believed Baker stays strong when its people step forward and care for it.

That responsibility has been carried for generations — by business owners, volunteers, and neighbors who choose to invest in this place rather than simply live here.

And now, that responsibility sits with us.

This isn't just about fees or registration.

It's about honoring our 100-year promise.

A promise that began with Leo —

and one that says we will leave Baker County stronger than we found it.

Old Business

6. Consent Agenda

Meeting minutes from November 17th. Mayor Daugherty caught an error on a motion that was made. City Recorder Megan Langan made the change.

MOTION MADE BY: Councilor Joseph

MOTION: To approve the 11/17/2025 Meeting minutes with suggested change

SECONDED: Councilor Coles

IN FAVOR: Mayor Daugherty, Councilor Coles, Joseph, Loennig, and Miller

OPPOSED: None

Motion Passed.

7. Public Works Vehicle Purchase - Jetter Trailer

Assistant Public Works Director Danielle Schuh asked Public Works Operations Manager Tommy Hays and supervisor Brady Tennent to provide more information on the jetter trailer they are requesting to purchase and the sale of the tractor.

Tommy stated the jetter trailer would be a backup for the jetter truck and the trailer would be able to get up in the mountains to maintain the lines.

MOTION MADE BY: Councilor Coles
MOTION: Purchase jetter trailer from Northwest
SECONDED: Councilor Miller
IN FAVOR: Mayor Daugherty, Councilor Coles, Joseph, Loennig, and Miller
OPPOSED: None
Motion Passed.

MOTION MADE BY: Councilor Loennig
MOTION: To sell the old vactor truck
SECONDED: Councilor Miller
IN FAVOR: Mayor Daugherty, Councilor Coles, Joseph, Loennig, and Miller
OPPOSED: None
Motion Passed.

New Business

8. Building Ordinance

Building Official Dawn Kitzmiller presented the finalized Ordinance 3414.

MOTION MADE BY: Councilor Joseph
MOTION: To have first reading of Ordinance 3414
SECONDED: Councilor Loennig
IN FAVOR: Mayor Daugherty, Councilor Coles, Joseph, Loennig, and Miller
OPPOSED: None
Motion Passed.
Councilor Joseph read Ordinance 3414 in full for the first time.

MOTION MADE BY: Councilor Joseph
MOTION: Approve first reading of Ordinance 3414
SECONDED: Councilor Miller
IN FAVOR: Mayor Daugherty, Councilor Coles, Joseph, Loennig, and Miller
OPPOSED: None
Motion Passed.
MOTION MADE BY: Councilor Joseph
MOTION: Second reading of Ordinance 3414 by title only
SECONDED: Councilor Coles
IN FAVOR: Mayor Daugherty, Councilor Coles, Joseph, and Miller
OPPOSED: None
Motion Passed.
(Councilor Loennig stepped out for a work call)
Councilor Joseph read Ordinance 3414 for the second time by title only.

MOTION MADE BY: Councilor Joseph
MOTION: Approve the second reading of Ordinance 3414
SECONDED: Councilor Miller
IN FAVOR: Mayor Daugherty, Councilor Coles, Joseph, and Miller
OPPOSED: None
Motion Passed.
(Councilor Loennig stepped out for a work call)

9. Fee Discussion

Community Development Coordinator Kara Miller presented the proposed fee schedule regarding streets, parks, and planning fees. Kara and the City Council made it clear that this was for discussion only at this time. City Manager Barry Murphy provided additional background information. Julie Mespelt and Amber Goodman Bailey provided public comments in opposition to the proposed fee schedule. Councilor Joseph requested that comparisons be broken out further for parks and planning, as well as projected revenue associated with the proposed fees. Councilor Miller commented on conversations he had with Kiwanis and the Farmers Market and shared concerns regarding one of the planning fees. Councilor Loenning expressed concerns about the proposed fees. City Recorder Megan Langan read a Facebook comment from Baker City Downtown regarding their position on the proposed fees. Councilor Coles requested the same information that Councilor Joseph had asked for. Mayor Daugherty stated that he believes the fees do need to be cleaned up. Kara will gather the requested information, and the matter will be discussed again at a future meeting.

10. City Manager Review

Human Resource Manager Andrew Crabtree stated, based on the evaluations from the City Council, Barry received a 92%. Based on Barry's contract, he can receive up to a 3% COLA on January 1st. Andrew's recommendation to the City Council is to award Barry an increase between 2.7% and 3%.

MOTION MADE BY: Councilor Joseph

MOTION: To award Barry a 3% COLA adjustment

SECONDED: Councilor Coles

IN FAVOR: Mayor Daugherty, Councilor Coles, Joseph, Loennig, and Miller

OPPOSED: None

Motion Passed.

Updates and Future Items

11. Council Committee Updates

Councilor Miller stated that ODOT has stated they will fund the Main St. project. We will have Main St. on the City Council agenda for the first meeting in January.

12. City Manager / Director Updates

City Manager Barry Murphy provided an update on grants that were received. Both the Police and the Leo Adler pathway received Leo Adler Grants. Barry also stated the City was awarded a grant for building security. Barry also provided an update on the pharmacy and grocery store situation.

13. City Council Comments

Councilor Coles asked if there is a delivery date for the new Fire Truck that was purchased. Chief Carlson stated it should be available before Christmas. They will drive it to exit 306 and our Fire Department will drive it to the station. Once all the Inservice training is done, and it is all equipped, we will do a traditional push-in

ceremony.

Mayor Daugherty stated that we are still accepting applications for City Council, planning commission and budget board.

14. Upcoming Agenda Items

No other upcoming agenda items were discussed.

Adjourn

15. Adjourn

Mayor Daughtery adjourned the meeting at 7:08pm.

Signed: _____
Mayor

Attest: _____
City Recorder

A link to this City Council meeting can be found www.bakercity.com or upon request to the City Recorder.



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Main Street Road Reconfiguration

Action Statement

City Council can approve an effort to reconfigure Main Street based on the Committee's recommendation.

Background

Business owners and residents asked the City Council to look into the possibilities of making changes to Main Street in order to address problems related to safety, pedestrian crossings, vehicle speeds, vehicle noise, and other areas of concern. Over the last nine months, members of the Main Street Committee have looked in depth at the noted concerns and potential solutions. The Committee consisted of a representative mix of city staff members, City Council representation, downtown business owners, downtown residents, and other residents with no direct connection to Main Street. The Committee also had some members that represented Baker City residents who do not want to change Main Street at all.

After reviewing data and analysis from ODOT and several months of discussion, the Committee held a Town Hall to present findings to the public. There were around 60 attendees at the meeting. City staff, members of the Committee, and ODOT reps all shared information about the safety issues related to Main Street and the road reconfiguration designed to address those concerns. The presentation included plenty of data on where a reconfiguration worked well in other locations. Town Hall attendees were given a survey after the presentation, and the Committee received 22 responses. Of those who responded, 86.4% said they would support a lane reconfiguration on Main Street.

The Committee met on 11/3/25 to discuss the results of the survey and the Town Hall. The Committee decided not to address any parking changes at this time since there are several other potential options to improve the parking situation that do not involve changes to parallel versus angled, etc. The Committee did believe that repainting the parking "Ts" and stepping up parking enforcement were warranted, however. After further discussion, the Committee voted unanimously on the following motion: "Approve the ODOT- recommended lane change in addition to repainting "parking T's" and re-implementing parking enforcement on Main Street."

Analysis

See bottom of this section for original analysis.

Additional items to consider after previous discussion:

- The speed issue is real. The Baker City PD ramped up enforcement on several days in July 2025, and it resulted in 12 citations. All were local residents and one citation was for an individual traveling 60 mph down Main Street. The PD is not able to keep this kind of enforcement consistent. Road reconfigurations are the most effective way to slow traffic and also the most cost effective way.

- The safety issue is concerning as well. There were 47 total crashes from 2015-2024. The crash rate on Main St was consistently almost two times (or more) the rate of US30 through La Grande. Most crashes are from failure to yield ROW, following too closely, and disregarding traffic signals. 14 of the accidents resulted in injuries of Class C or above. The City should ideally look at trying to prevent a fatality before it happens.

- The bike lanes cannot be removed from the reconfiguration design as they are required per ORS statute for road reconfigurations. They are also tied to all the ODOT matching funds.

- Cost is no longer an issue. ODOT has confirmed they can cover the cost minus the parking T painting which will cost the City approximately \$10K. This is not a significant amount in the \$3M+ street fund.

City Staff recommends approving a reconfiguration of Main Street for the following reasons:

1. Safety — for both pedestrians and drivers
2. Confidence for pedestrians: uncontrolled crosswalks will be safer since there will not be four lanes of traffic to deal with and fewer blind spots for drivers.
3. Greater buffer for cars parked on Main Street as they open the door to exit the vehicle
4. Benefits to local businesses in terms of noise reduction, speed, better walkability

ODOT's presentation gives a clear picture of the safety benefits of a "road diet." The reconfiguration slows traffic down far more efficiently than any enforcement action would. It also reduces the potential conflict areas by shrinking down the number of lanes a driver or pedestrian has to navigate when crossing the road or making turns (slides 8-10 in the Town Hall presentation). The most critical safety feature is eliminating the potential of a vehicle stopping for a crossing pedestrian in one lane and then another vehicle passing that stopped vehicle without recognizing that a pedestrian is crossing. This is a significant hazard present in the current configuration that has resulted in fatalities in other locations with similar road configurations and lots of pedestrian activity.

The number of crashes on Main Street is also significant compared to other cities. Slide 14 shows that (in every single year except one), the stretch from Broadway to Auburn has more crashes (sometimes far more) than La Grande Downtown and the overall State rate. (ODOT also provided more crash statistics on the two sections of Main Street which are attached to the staff package after the Town Hall slides). Main Street businesses and restaurants also regularly see near misses between vehicles or between vehicles and pedestrians. This is a problem the city can address before a fatality occurs, and it has worked well in other cities.

Much of the negative feedback for this proposal (which is primarily on Facebook) focuses on congestion, unloading/loading, and snow removal. Main Streets Average Annual Daily Traffic (AADT) is 3,800 to 6,300. This is well below the standard recommendation for streets that are "road diet" candidates. Less than 10,000 AADT is the sweet spot, and Baker City's Main Street is well below that number. Furthermore, the cities that have successfully transitioned their downtowns to this configuration all have higher AADTs than Baker. Traveling through Main Street will be slightly slower (~ 3 seconds), but that is negligible compared to the safety benefits. When it comes to loading and unloading, those operations are often on side streets, but when necessary on Main Street, they can occur in the center lane. Snow removal would use the same mitigation efforts as Campbell Street, so this would also not be a major impact. It is also important to note that ODOT did not push this project as some in the public think is the case. This initiative started from business owners and residents of Baker City. ODOT did not get involved until the City asked ODOT for its analysis of the concept.

When it comes to budget, this will have a cost, but it is minimal compared to typical street projects. Painting the new lines will likely cost over \$100K, but the paint will not require any annual costs for three years which will save money during that period. The city can budget the project into its street budget during the next budget year with no major impacts. Additionally, the City can work with ODOT and legislators to try to receive matching funds for the project since it is safety-related.

Based on all of the above factors, City Staff recommends approval of the reconfiguration that was

recommended by the Committee.

Potential Motions

"I, Councilor _____, move to approve the ODOT-recommended lane change of Main Street in addition to repainting "parking T's" and re-implementing parking enforcement."

"I, Councilor _____, move to approve the ODOT-recommended lane change of Main Street."

WELCOME

- ❑ Welcome and Speaker Introductions
- ❑ Intent: **Gain input from residents of Baker City on potential changes to the Main Street road configuration.**
 - No major changes to the parking configuration are planned at this time.
- ❑ Format: opportunity for questions as each slide is presented

Defining the Issue

- ❑ **Problem:** City, local residents, and business owners have all expressed concerns about the speed of vehicles on Main Street, pedestrian safety, and walkability of the city's core district.
- ❑ **Central Commercial Zone**
 - ✓ Main Street is the anchor of Baker City's Central Commercial Zone...downtown employs up to 500 people!
 - ✓ The zone is the core commercial and historic district of the community.
 - ✓ Walkability: the area is intended to focus on pedestrians walking from business to business instead of driving.

Proposal

- ❑ **Solution:** Update the configuration of Main Street to address concerns while enhancing the experience of residents and visitors.
- ❑ **"Road Diet" Benefits**
 - ✓ Safety - for both pedestrians and drivers
 - ✓ Walkability
 - ✓ Gives confidence to pedestrians: uncontrolled crosswalks easier and safer to utilize
 - Significant benefits to those with disabilities
 - ✓ Reduces vehicle noise in the area
 - ✓ Greater buffer for cars parked on Main Street - and visibility of crossing pedestrians
 - ✓ Benefits to local businesses



Roadway Reconfigurations on State Highways in Oregon

Marlow Stanton, P.E. - ODOT Region 5 Traffic Engineer
Ace Clark, P.E. - ODOT District 13 Maintenance Manager



**Oregon
Department
of Transportation**



Roadway Reconfiguration Facts

- Demonstrated safety benefits converting 5-lane & 4-lane highways to a 3-lane configuration
- Operational benefits on highways up to 20,000 Average Daily Traffic (ADT)

Safety Benefits

- Rear-end crashes with left-turning traffic due to speed discrepancies
- Sideswipe crashes due to lane changes
- Left-turn crashes due to negative offset left turns from the inside lanes
- Bicycle and pedestrian crashes



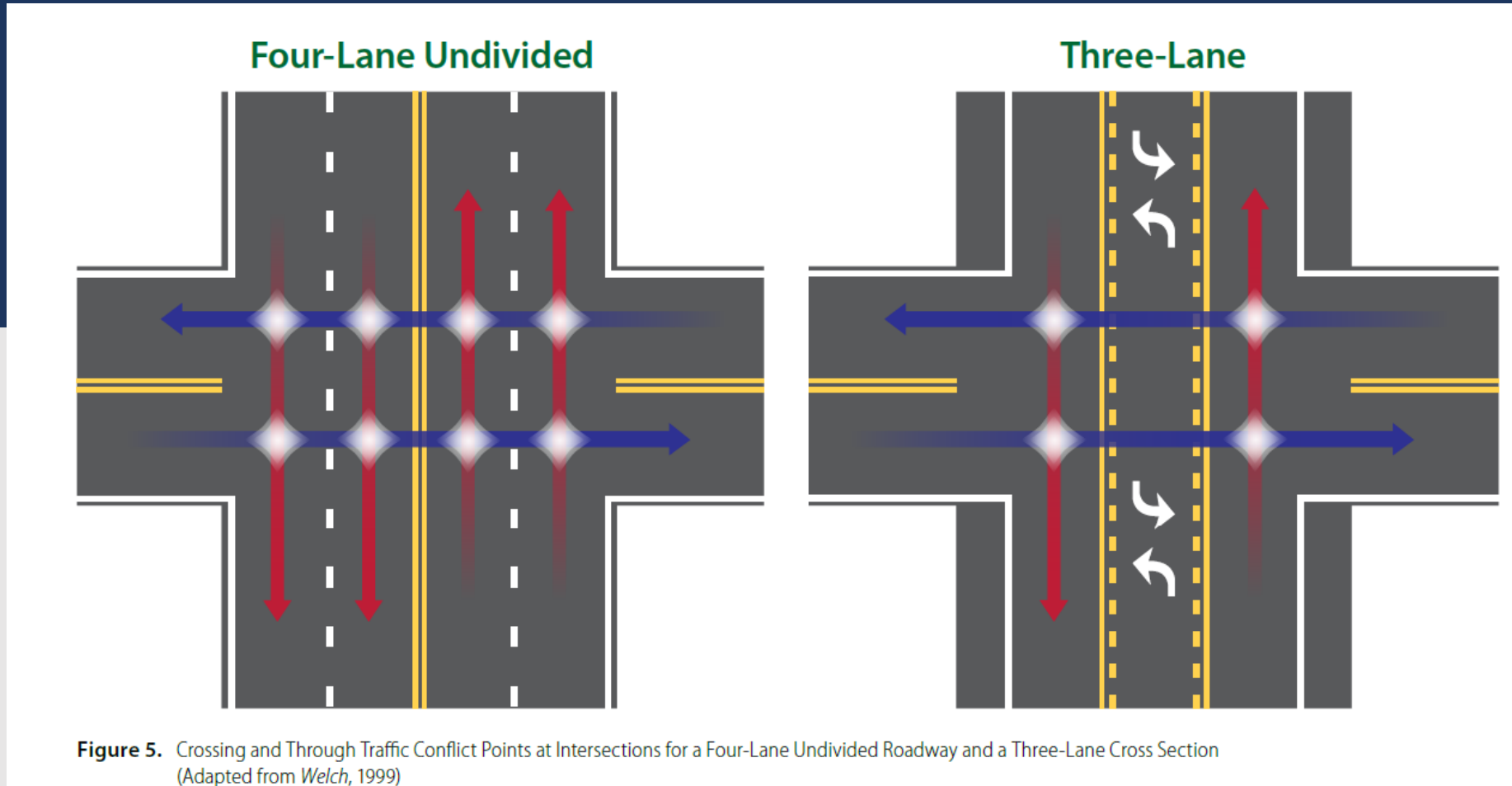


Operational Benefits

Efficiently move traffic up to 20,000
Average Daily Traffic (ADT)

- Delays associated with left-turning traffic
- Side street delays at unsignalized intersections
- Bicycle operational delay due to shared lane with vehicles or sidewalk use
- Vehicles speeds discourage pedestrian activity

Combined Safety & Operational Benefits



Before

After

Combined Safety & Operational Benefits

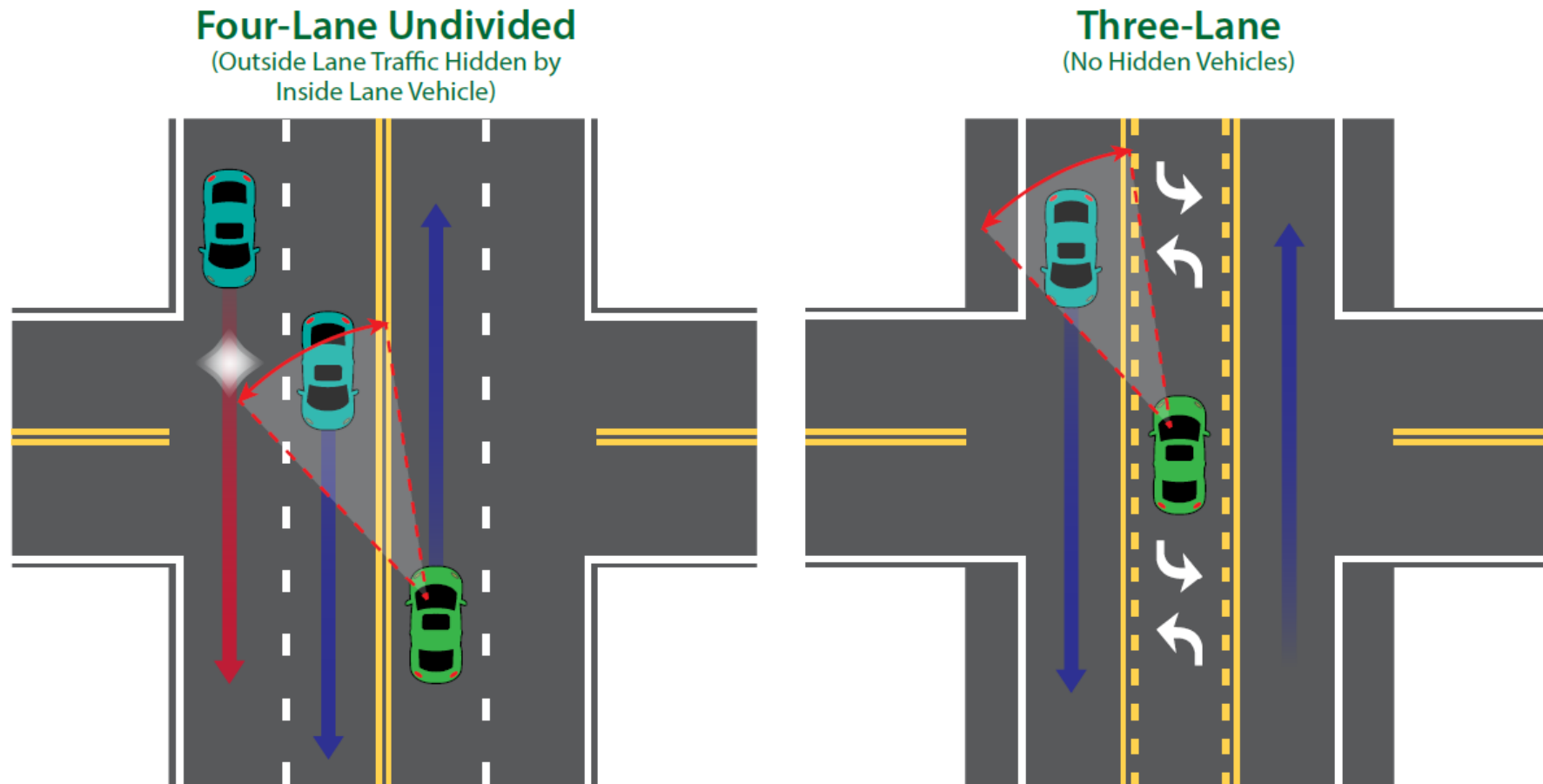
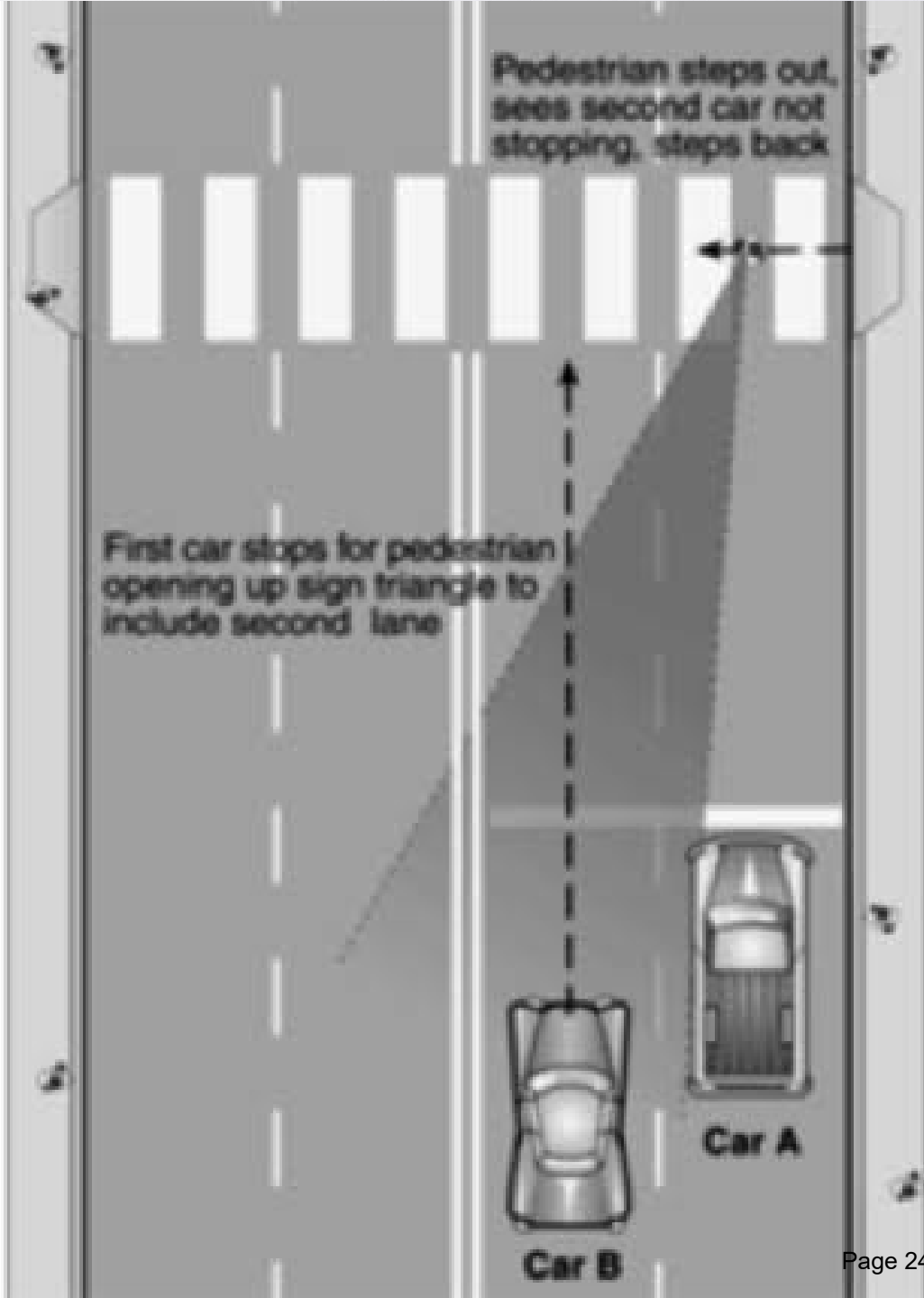
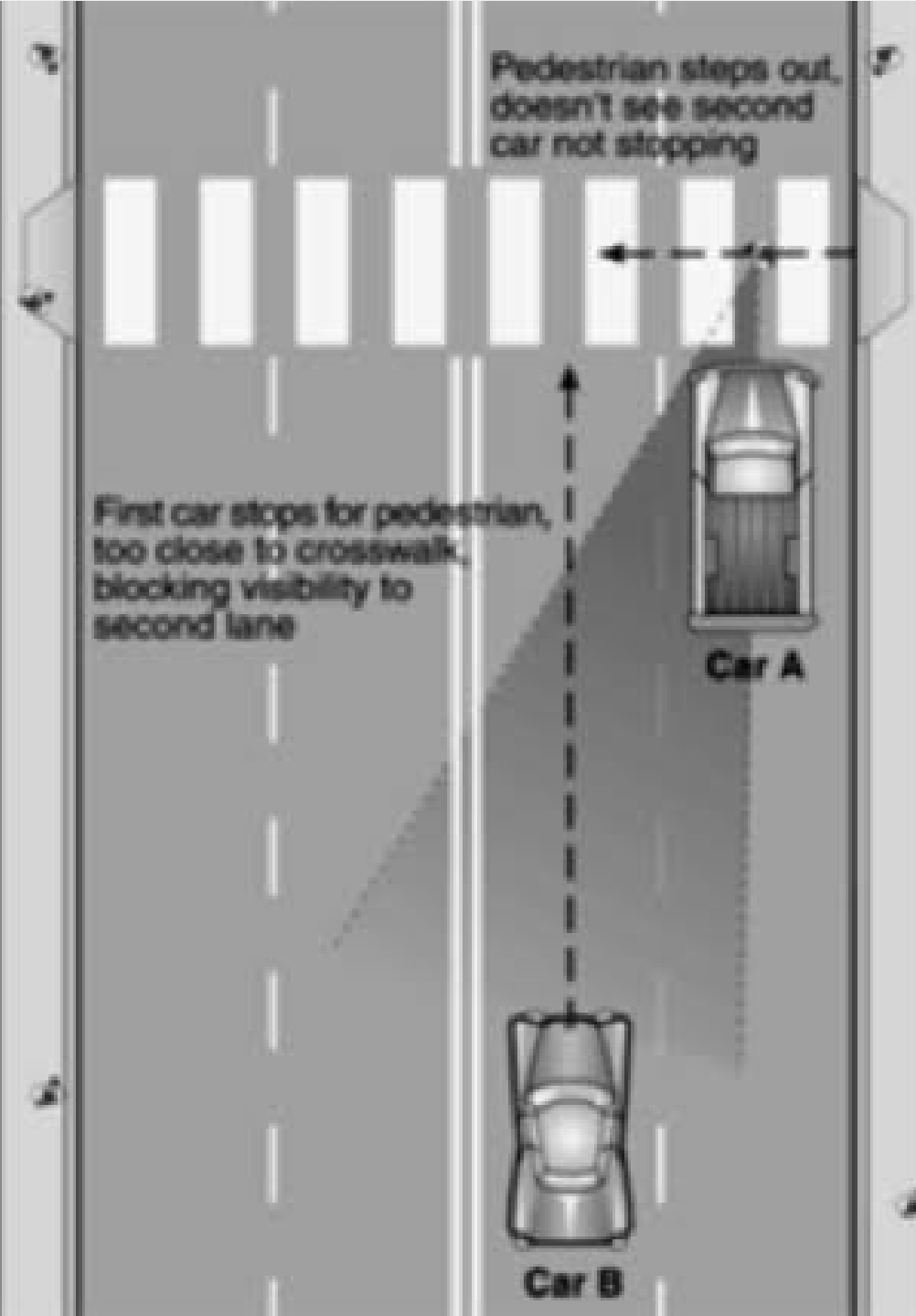


Figure 6. Major-Street Left-Turn Sight Distance for Four-Lane Undivided Roadway and Three-Lane Cross Section
(Adapted from Welch, 1999)

Before

After

Pedestrian Multiple Threat Crash



Roadway Reconfigurations on State Highways in Oregon



Milton-Freewater

OR 11
reconfigured to 3-
lane highway with
bike lanes in
2018



Astoria

US 30 (Marine
Dr) reconfigured
to 3-lane highway
with bike & turn
lanes in 2023



La Grande

US 30
reconfigured to 3-
lane highway in
1986



Stanfield

US395
reconfigured to 3-
lane highway with
bike lanes in
2019

Milton-Freewater



Before



After

Average Daily Traffic (ADT)
12,100 vehicles

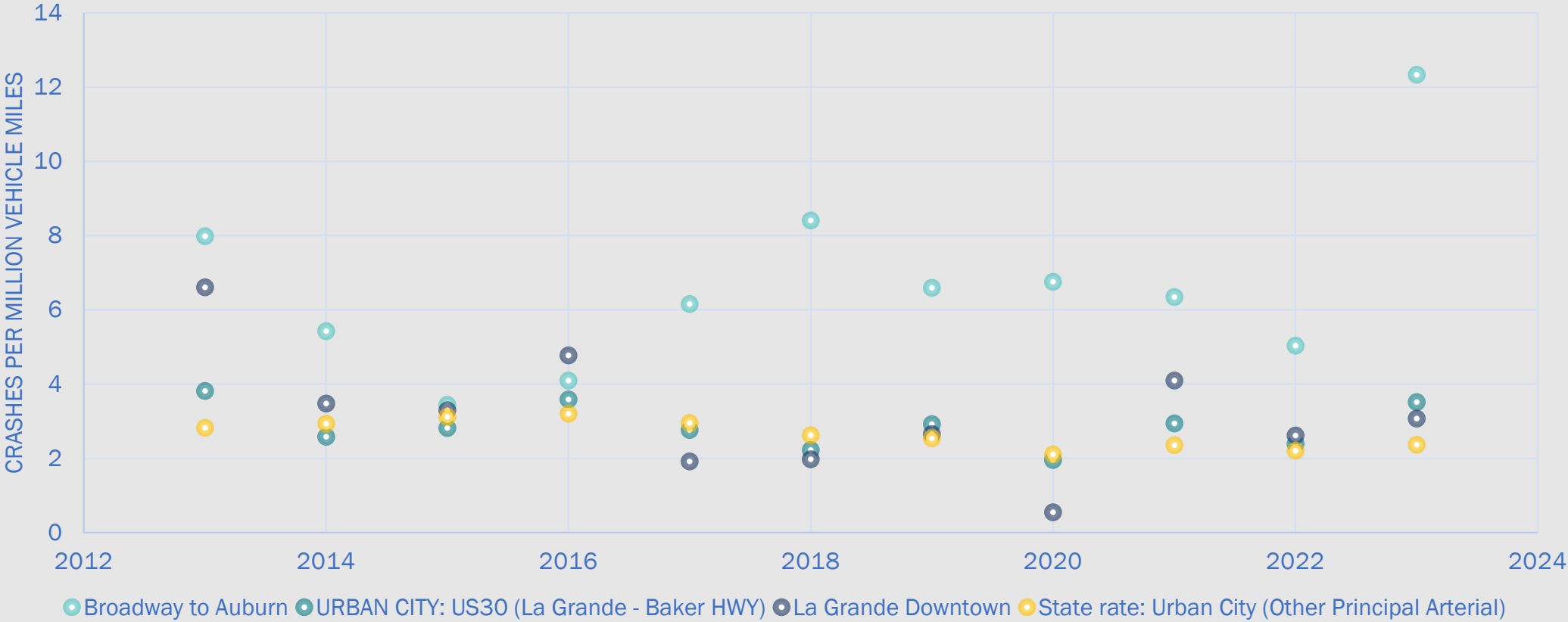
Baker City Crash Data Analysis 2015-2024

Main Street: Campbell to Auburn (US30/OR7)

Crash Data	Campbell to Broadway	Broadway to Auburn
Miles	0.24	0.25
Rear End	6	10
Side swipe	0	6
Turning	4	6
Pedestrian	0	3
Total Crashes	14	33

Baker City Crash Rate Analysis 2013-2024

URBAN CITY: US30 (La Grande - Baker HWY): Crash rate comparison

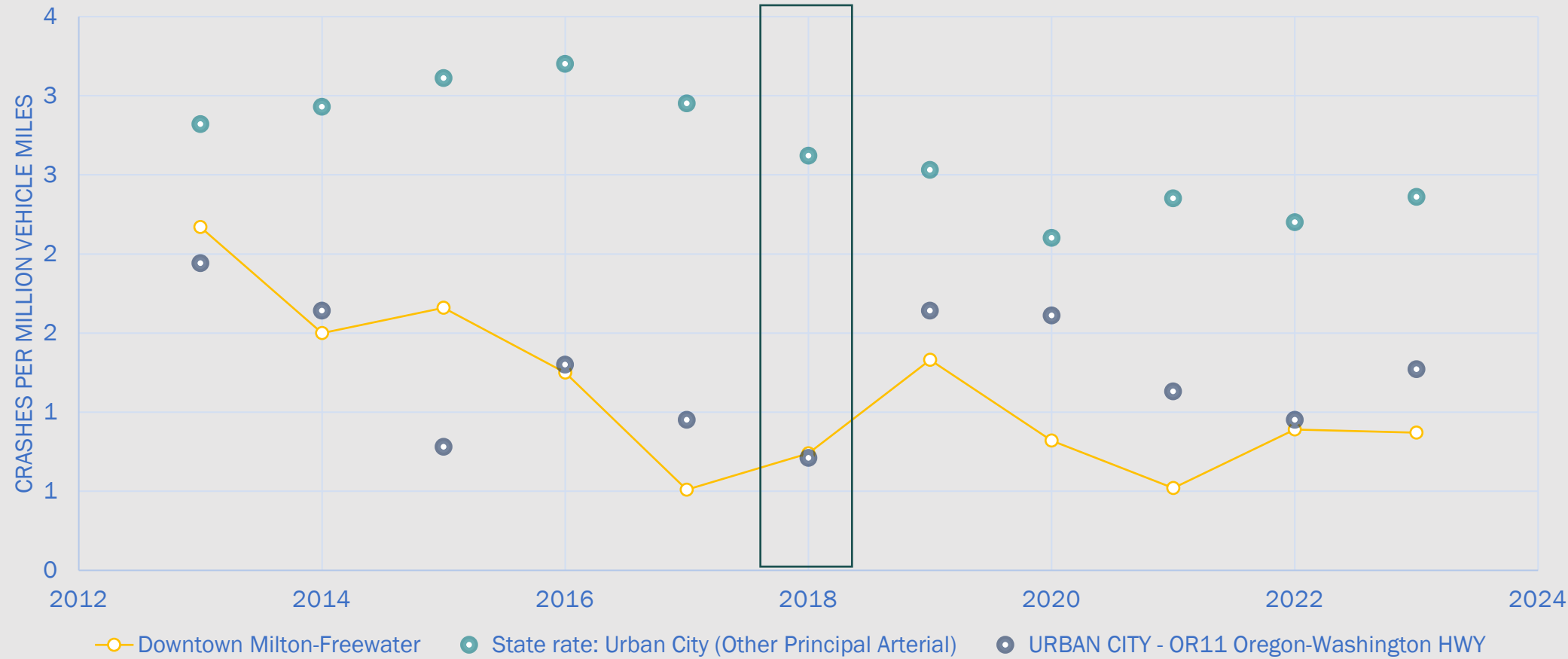


OR11 in Milton-Freewater

- Milton-Freewater police and fire chief are not seeing any significant delay for emergency
- In 2017 679 drivers were going 10-15 mph over the speed limit.
- In 2019 that was reduced to 384.
 - A 55% reduction in speeding vehicles.
- Delay analysis shows 3 seconds of delay with 11,700 vehicles per day, delay is mostly due to slowing down the speeders.

Milton-Freewater Crash Rates 2013-2024

URBAN CITY: OR11 (Oregon-Washington HWY): Crash rate comparison

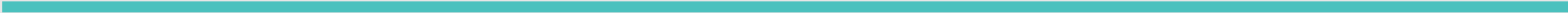


Eastern Oregon Traffic Volume Comparison

3 lane Roadways in Eastern Oregon (2023 AADT)		
Milton-Freewater	13205	Downtown
OR207	12525	Near Hermiston ave
Campbell	11246	Between Grove and Cedar Clark
La Grande	8871	Near OR82
Stanfield	6889	At Coe
Baker (Main)	3800-6400	

Eastern Oregon Traffic Volume Comparison

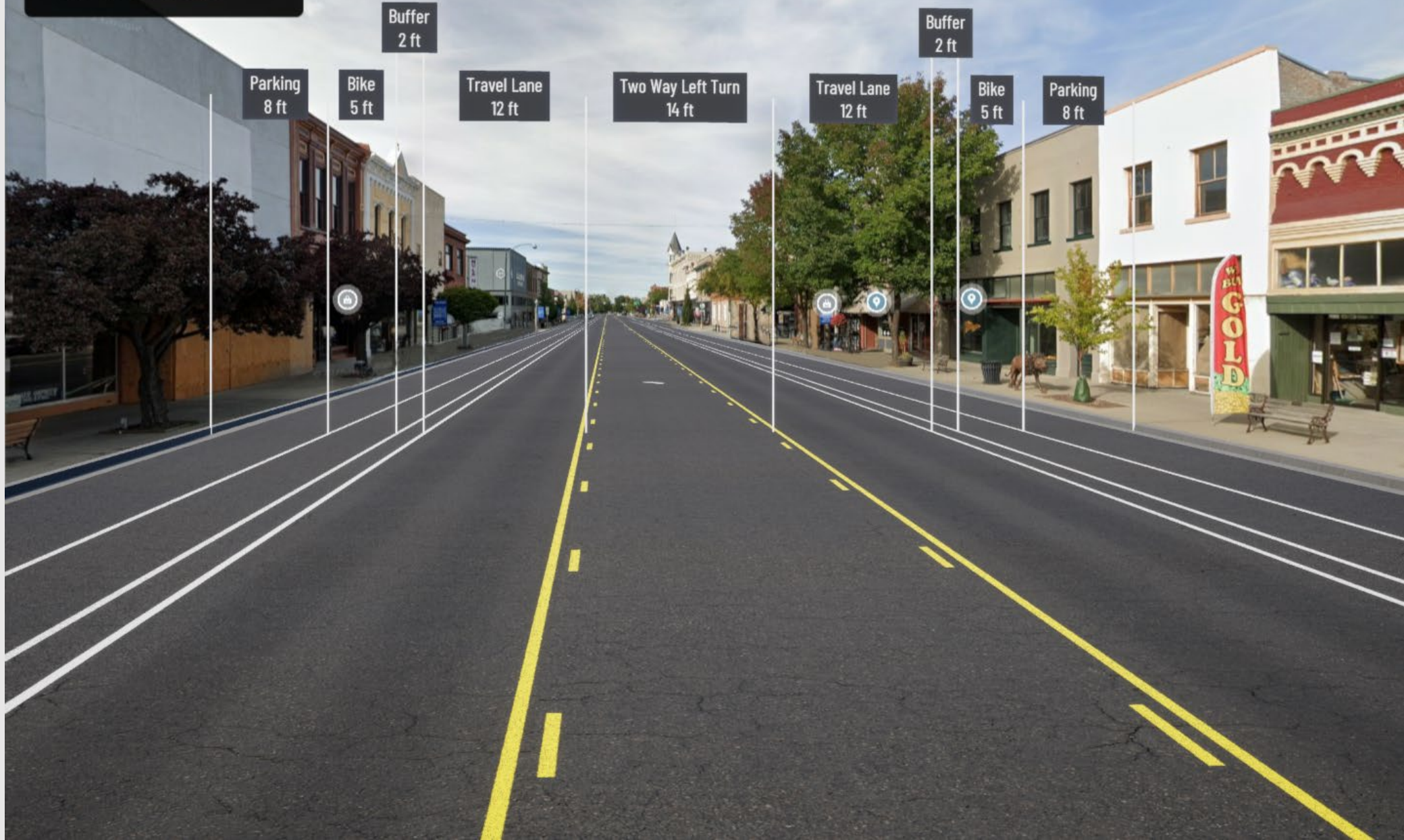
	Baker City					La Grande
	US30 (HWY 66)		OR7 (HWY 12)			US30 (HWY66)
MP	52.03	51.8	0.01	0.23	0.59	2.17
Year\Location	0.01 mile north of Auburn	0.01 mile south of Broadway	0.01 mile north of Broadway	0.01 mile south of Campbell	0.02 mile west of Cedar	0.02 mile NW of Wallowa Lake Highway (OR82)
1996	7200	8400	8100	8100	12700	10800
1997	7300	8600	8300	8300	13000	11200
1998	6600	7300	7400	7400	13700	10400
2007	5600	6500	5600	5900	11500	10400
2008	5200	6000	5100	5400	10400	9600
2009	5400	6300	5200	5500	10700	10100
2017	5200	5800	5900	6000	9600	8500
2018	5100	5600	6300	6300	10200	8300
2019	4800	5600	6000	6100	11500	7800
2021	4990	5838	6260	6297	11915	8128
2022	3774	6254	6191	5966	11025	8697
2023	3849	6379	6315	6085	11246	8871
	Changed to 0.02 mile S/N for 2007+					



Baker City Main Street Lane Reconfiguraton



1809 Main St
Baker City, Oregon
Google Street View
Sep 2023 [See more dates](#)





Questions / Discussion

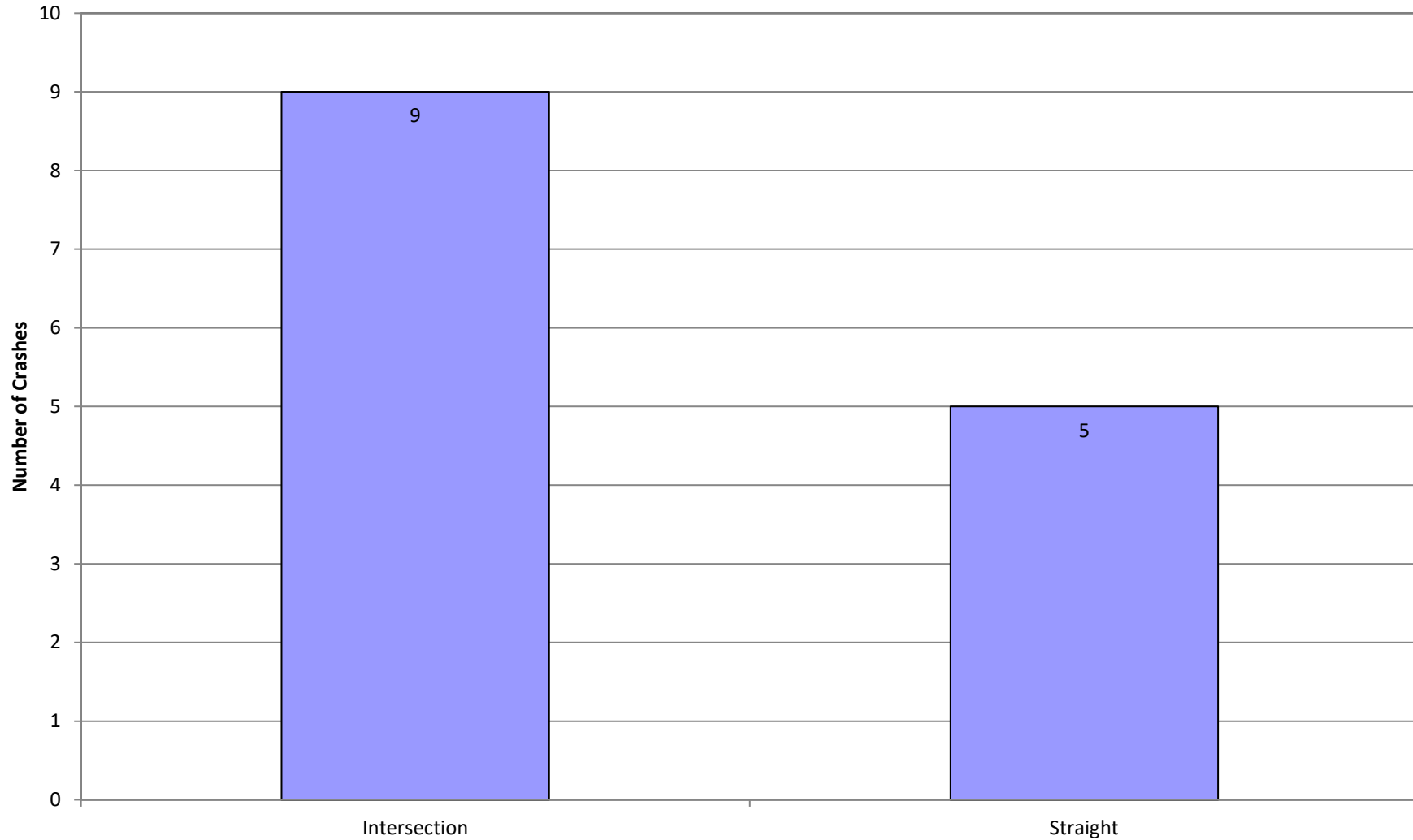


Potential Drawbacks and Mitigation

- ❑ **Congestion:** single lane in each direction may cause more congestion and traffic backups on Main Street.
 - ✓ **Mitigation:** Traffic count for a "road diet" is well below standard
 - Average Annual Daily Traffic (AADT) for Main Street: 3,800-6,300
 - ODOT Traffic Manual states <10,000 AADT is great candidate for Road Diet
- ❑ **Loading and unloading supplies from large trucks**
 - ✓ Mitigation: trucks can use center lane for loading and unloading if necessary
- ❑ **Snow Removal:** could impact snow removal operations
 - ✓ Mitigation: use same procedures as Campbell Street

Crash History by Road Characteristic

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



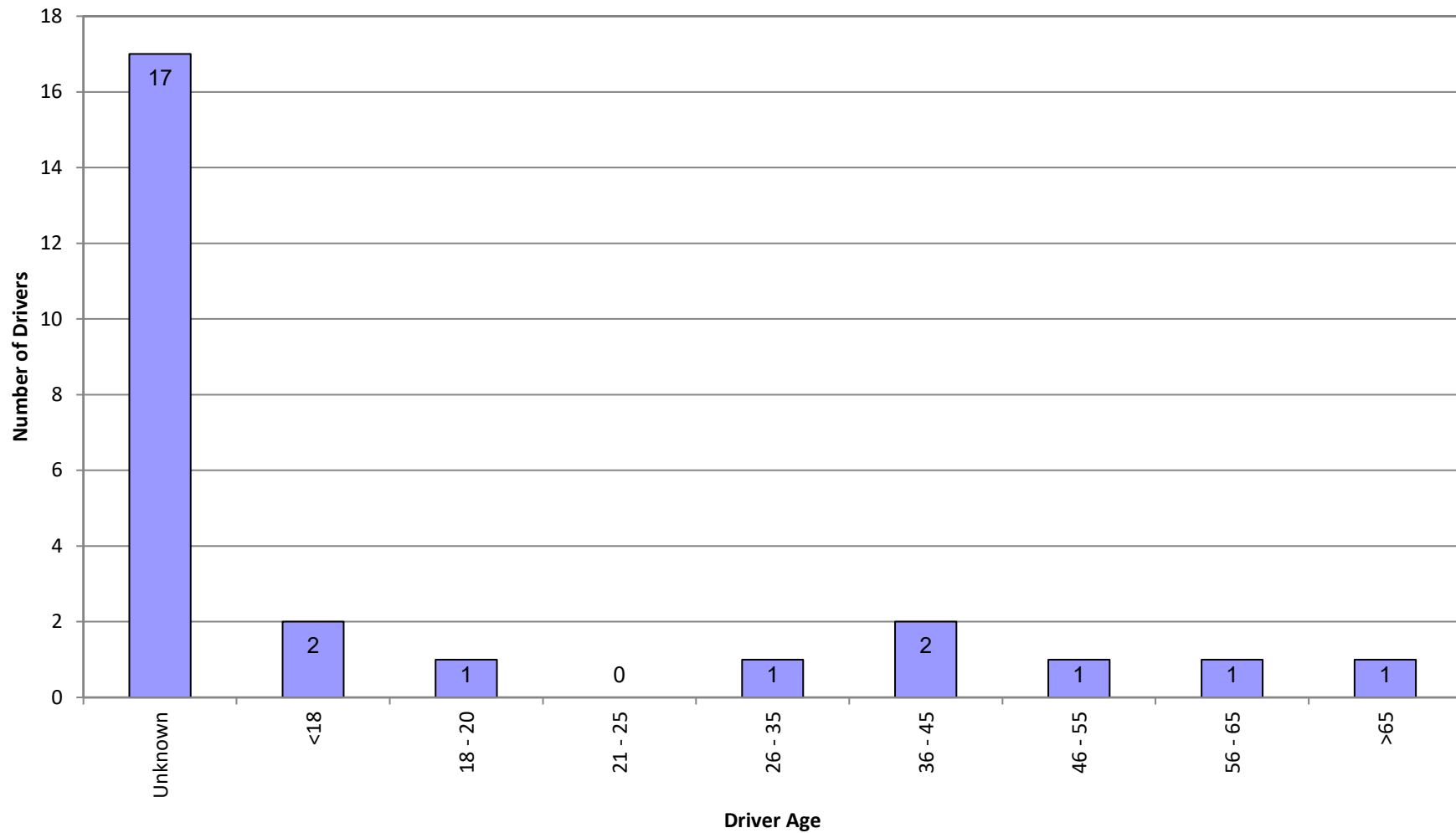
Crash History by Driver Age

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024

Mainline | Both Add and Non-Add Mileage Alignments

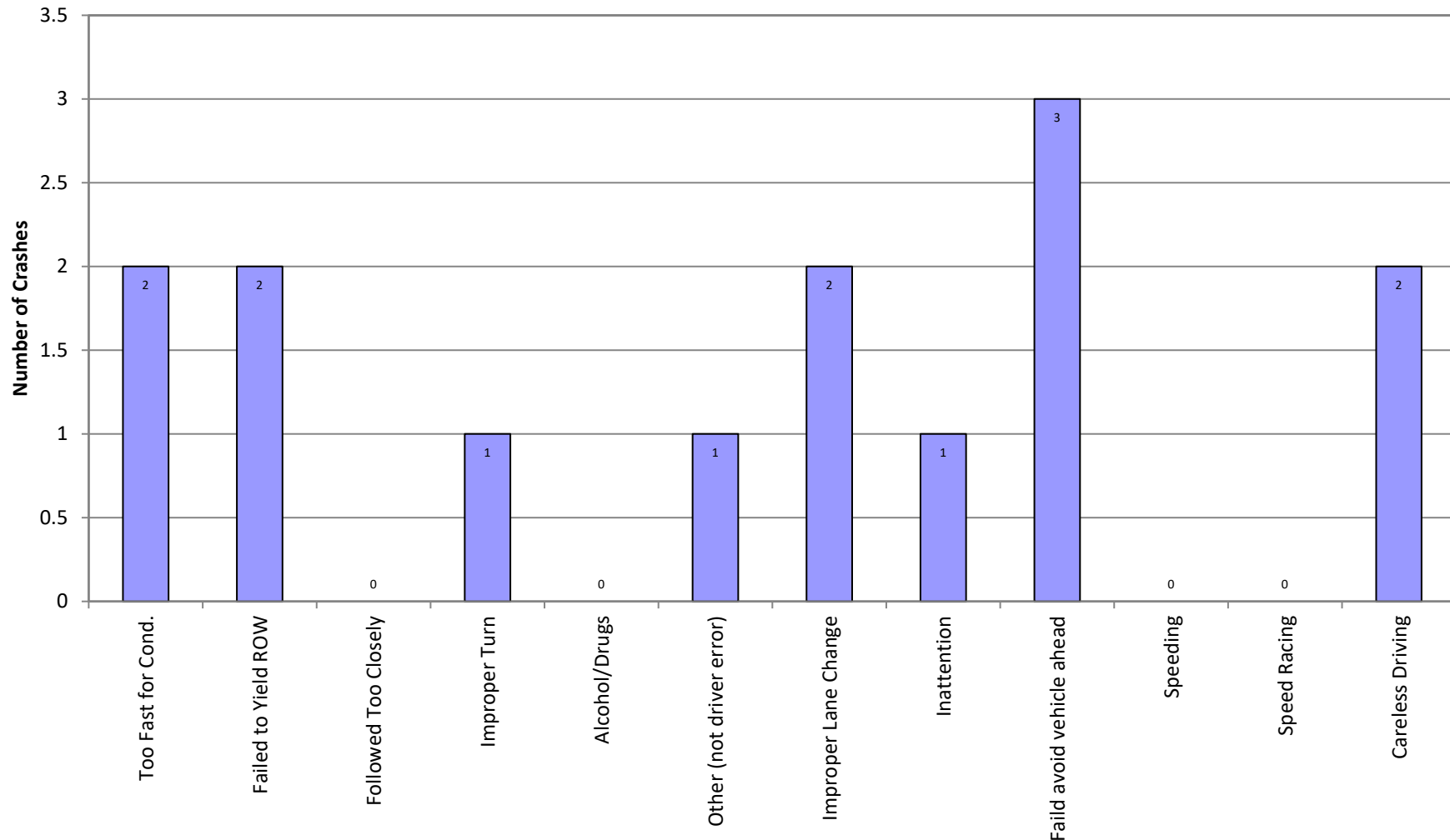
Mileage Type(s): Regular

Summary of all drivers.



Crash History by Crash Cause

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular
Summary by Crash Cause 1 only.



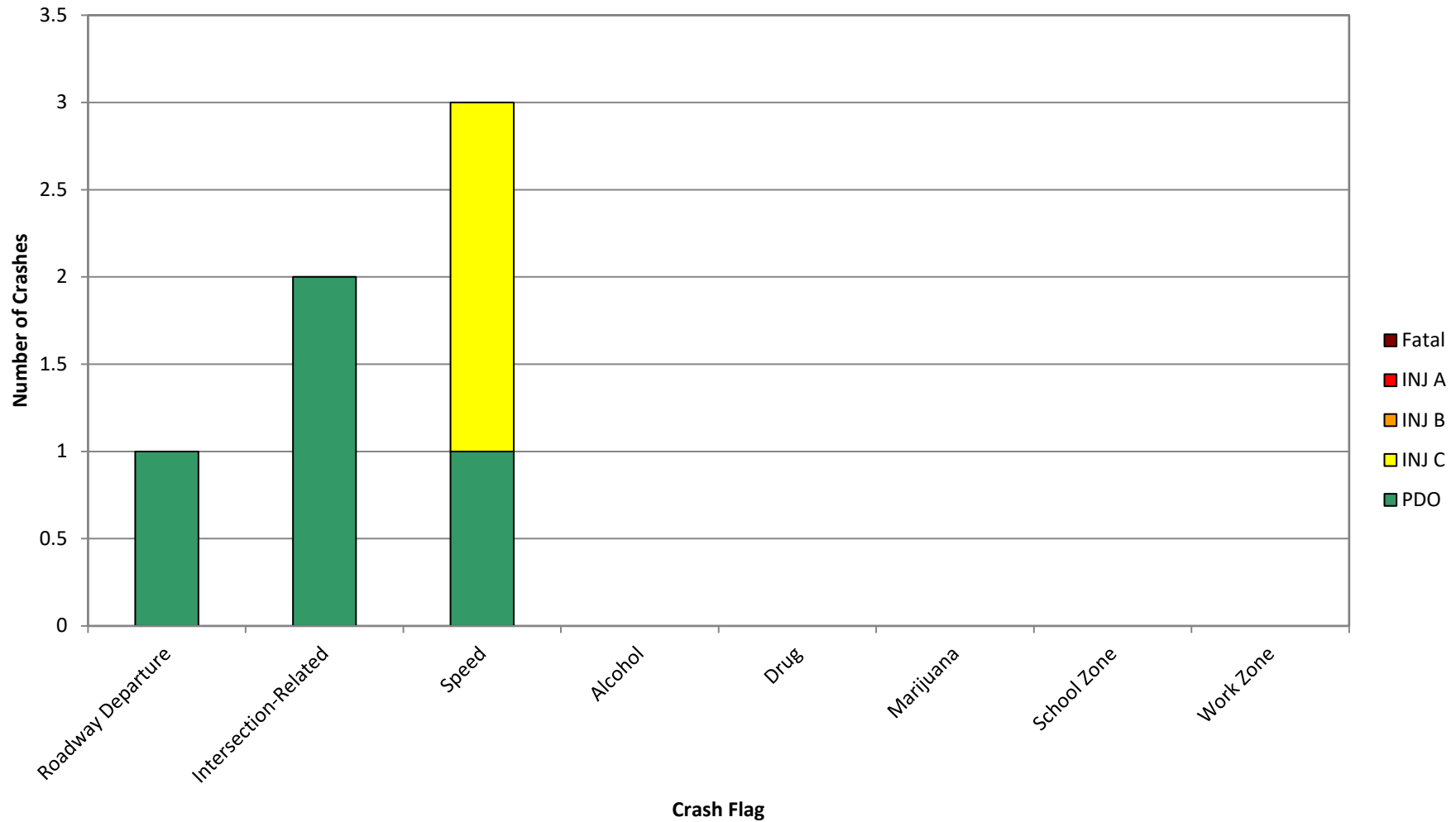
Crash History by Crash Flag

Hwy 012 Baker-Copperfield | MP 00.00 to 00.24 | 01/01/2015 to 12/31/2024

Mainline | Both Add and Non-Add Mileage Alignments

Mileage Type(s): Regular

Summary by most severe injury.



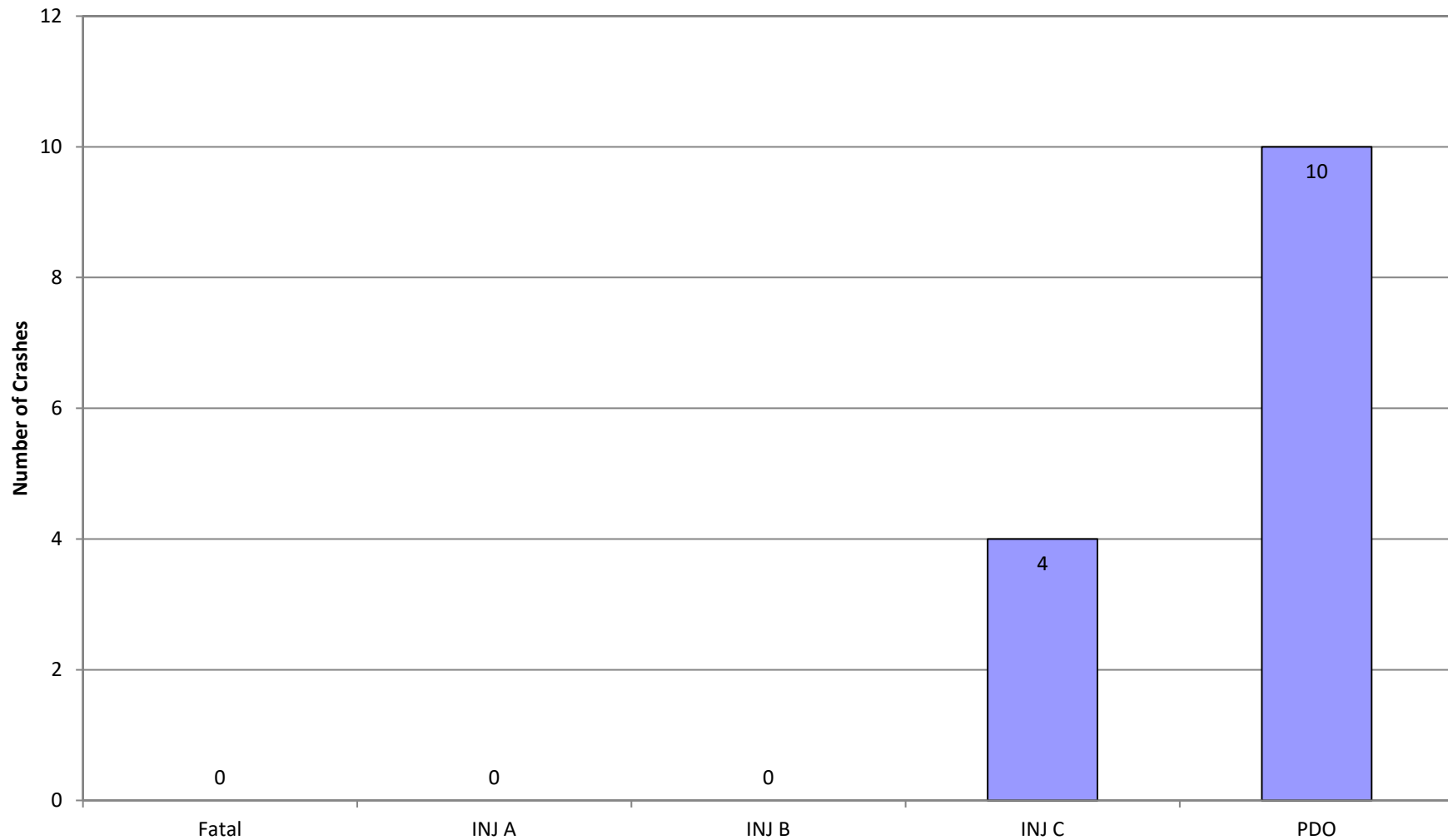
Crash History by Injury Severity

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024

Mainline | Both Add and Non-Add Mileage Alignments

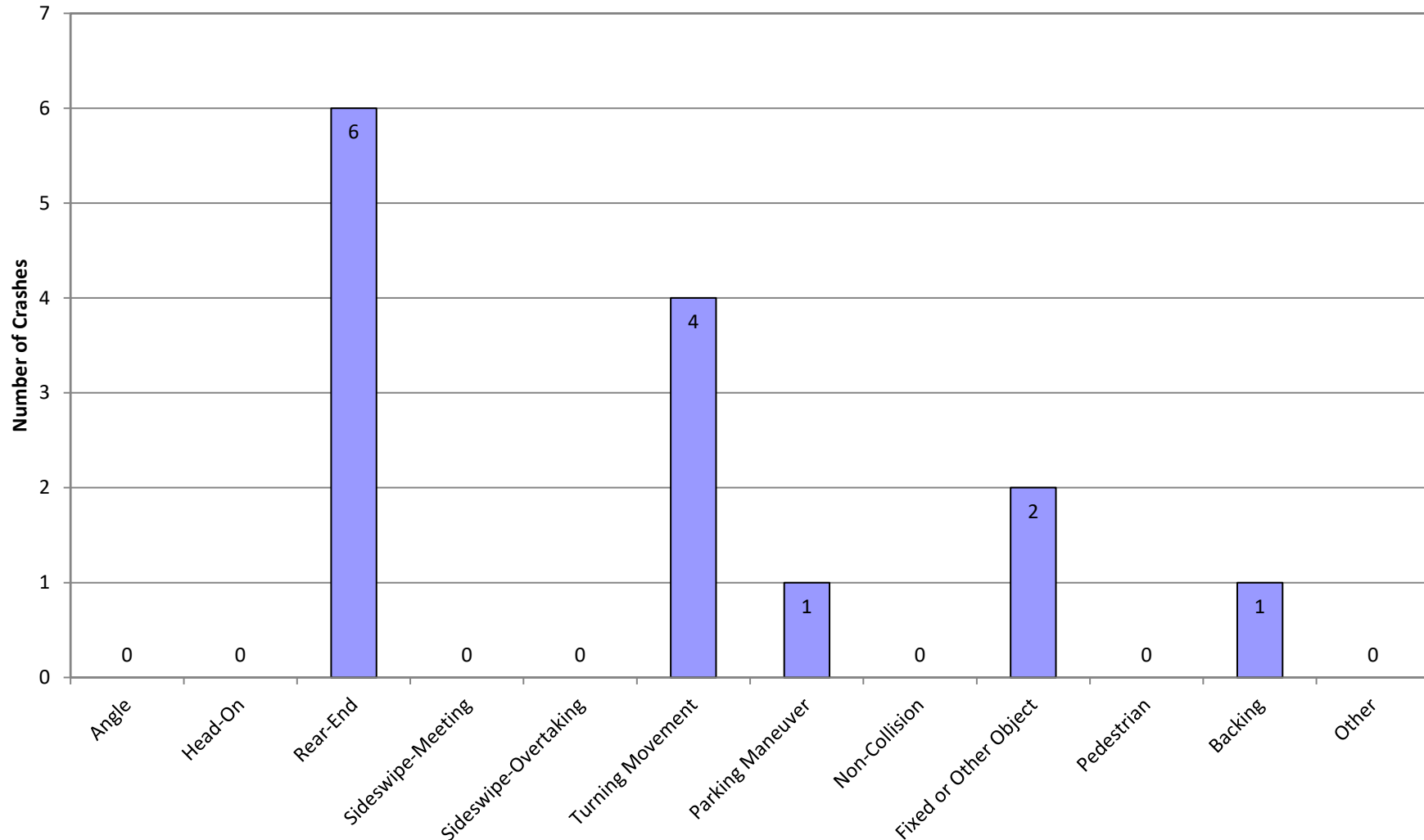
Mileage Type(s): Regular

Summary by most severe injury.



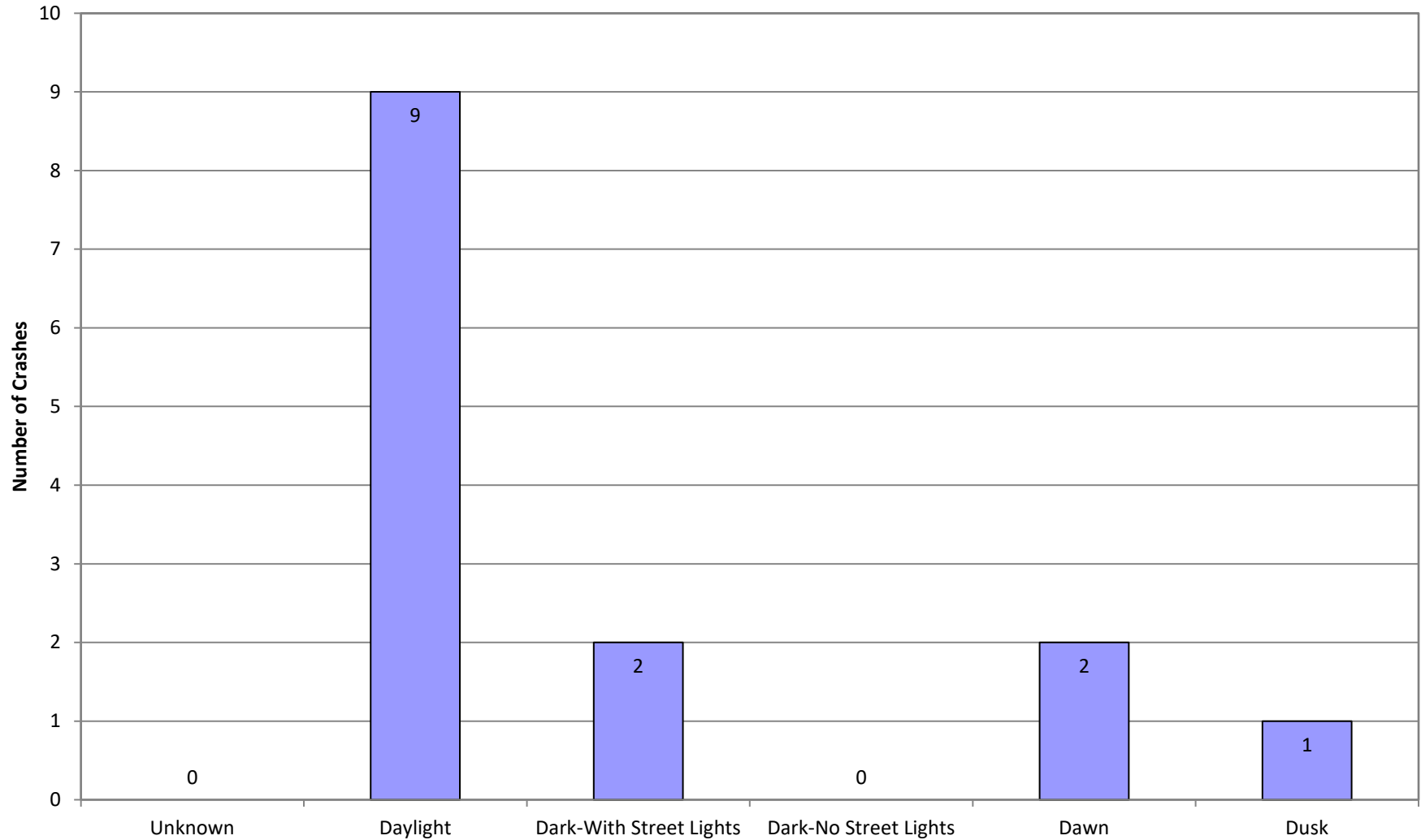
Crash History by Collision Type

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



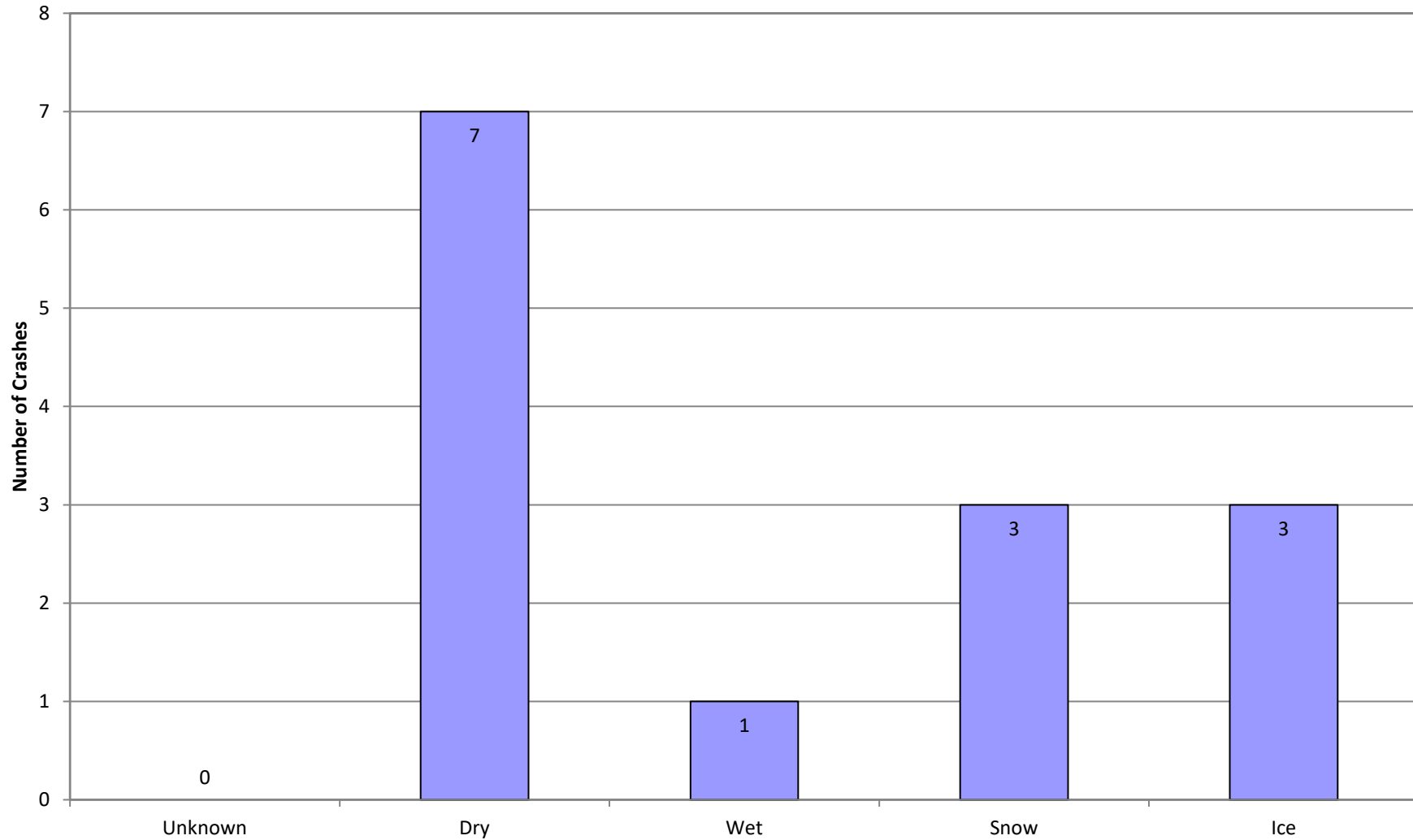
Crash History by Light

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



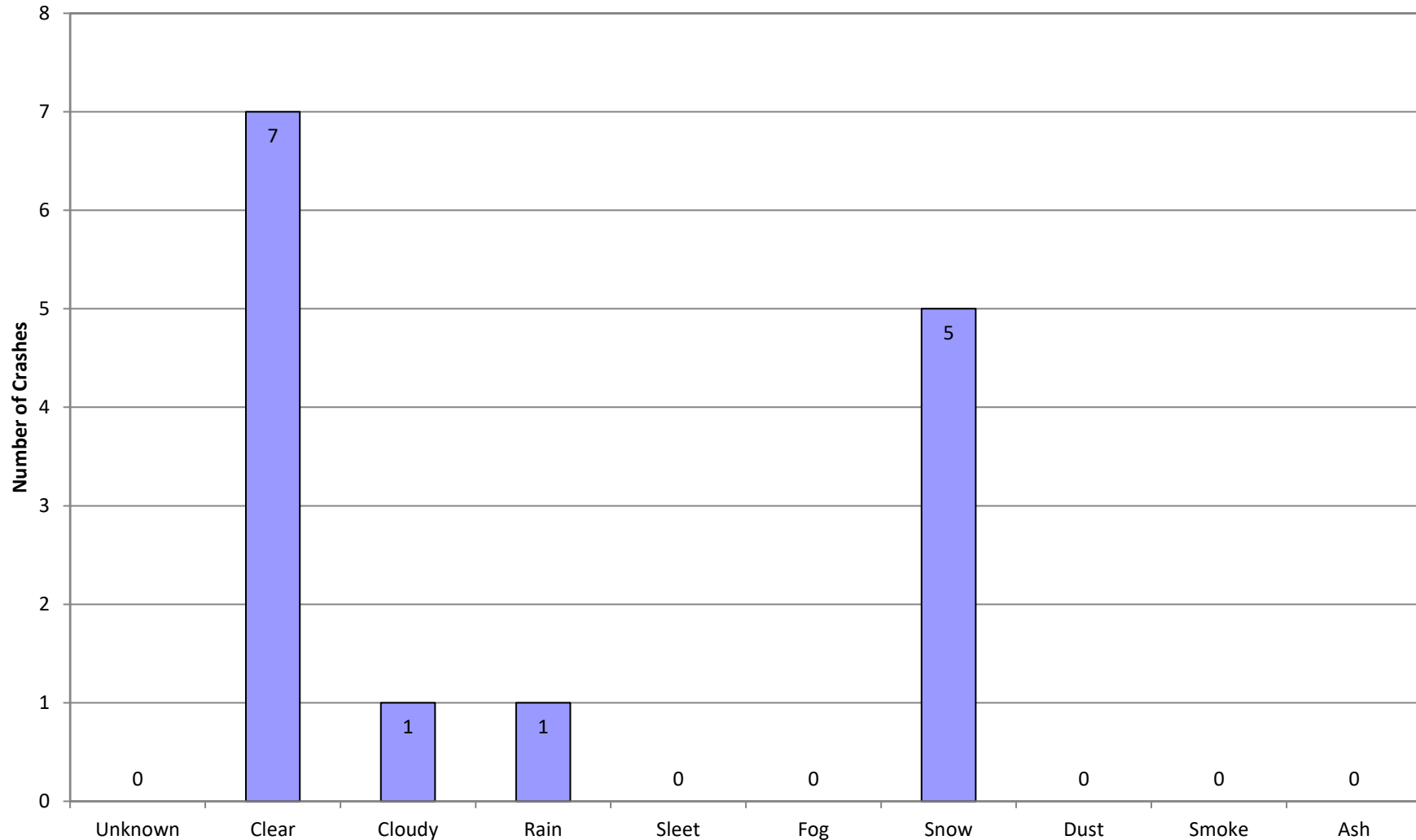
Crash History by Surface Condition

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



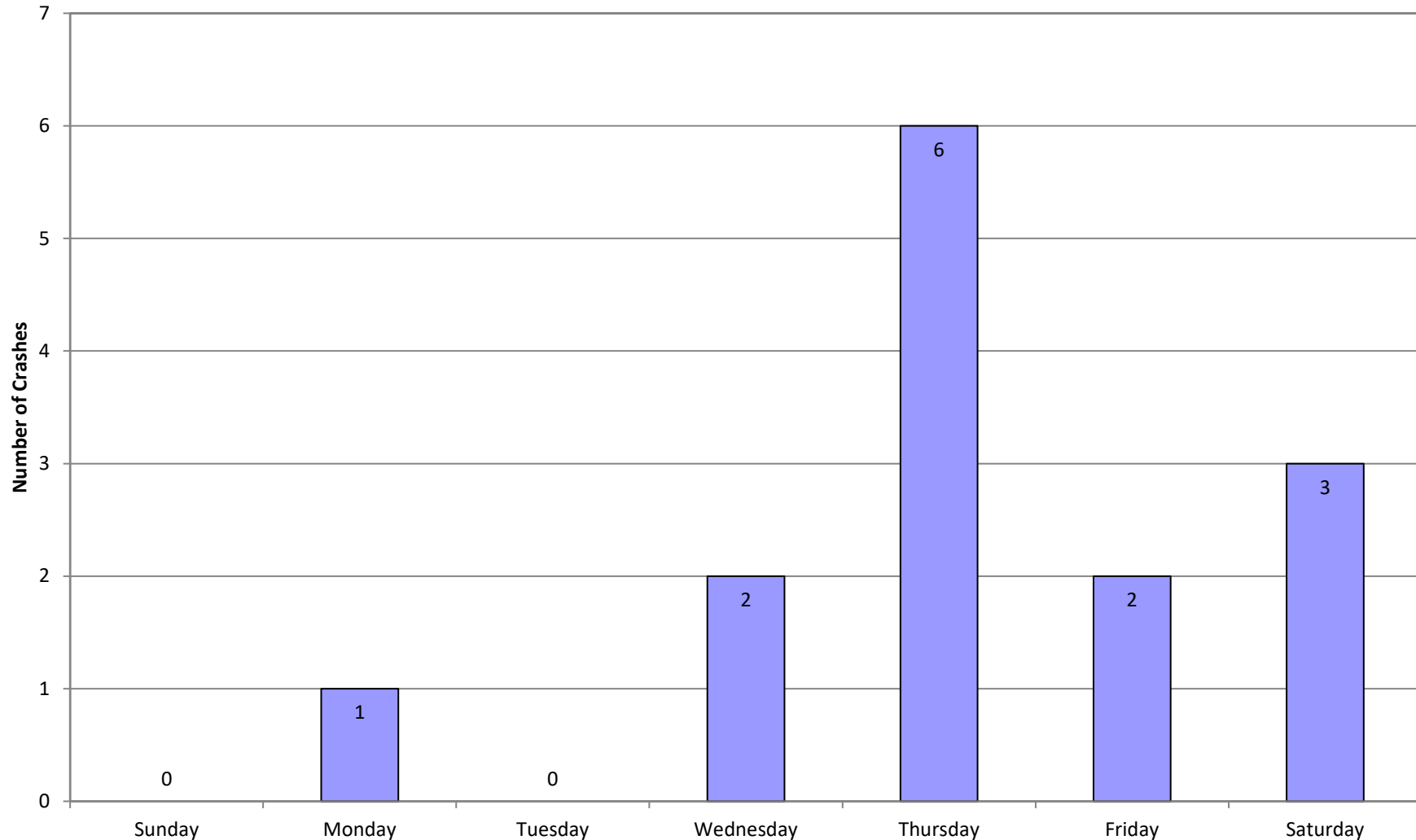
Crash History by Weather

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



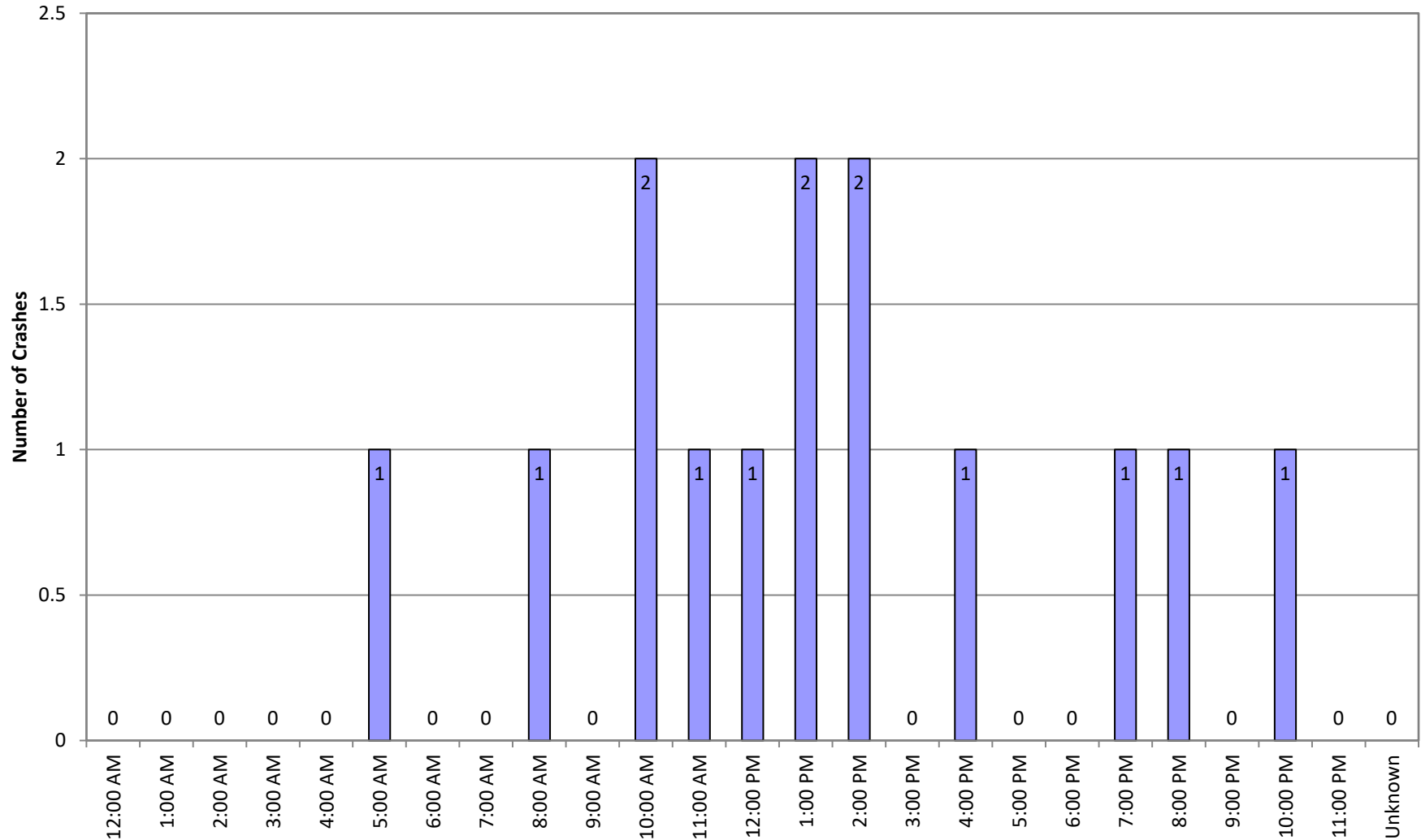
Crash History by Day of Week

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



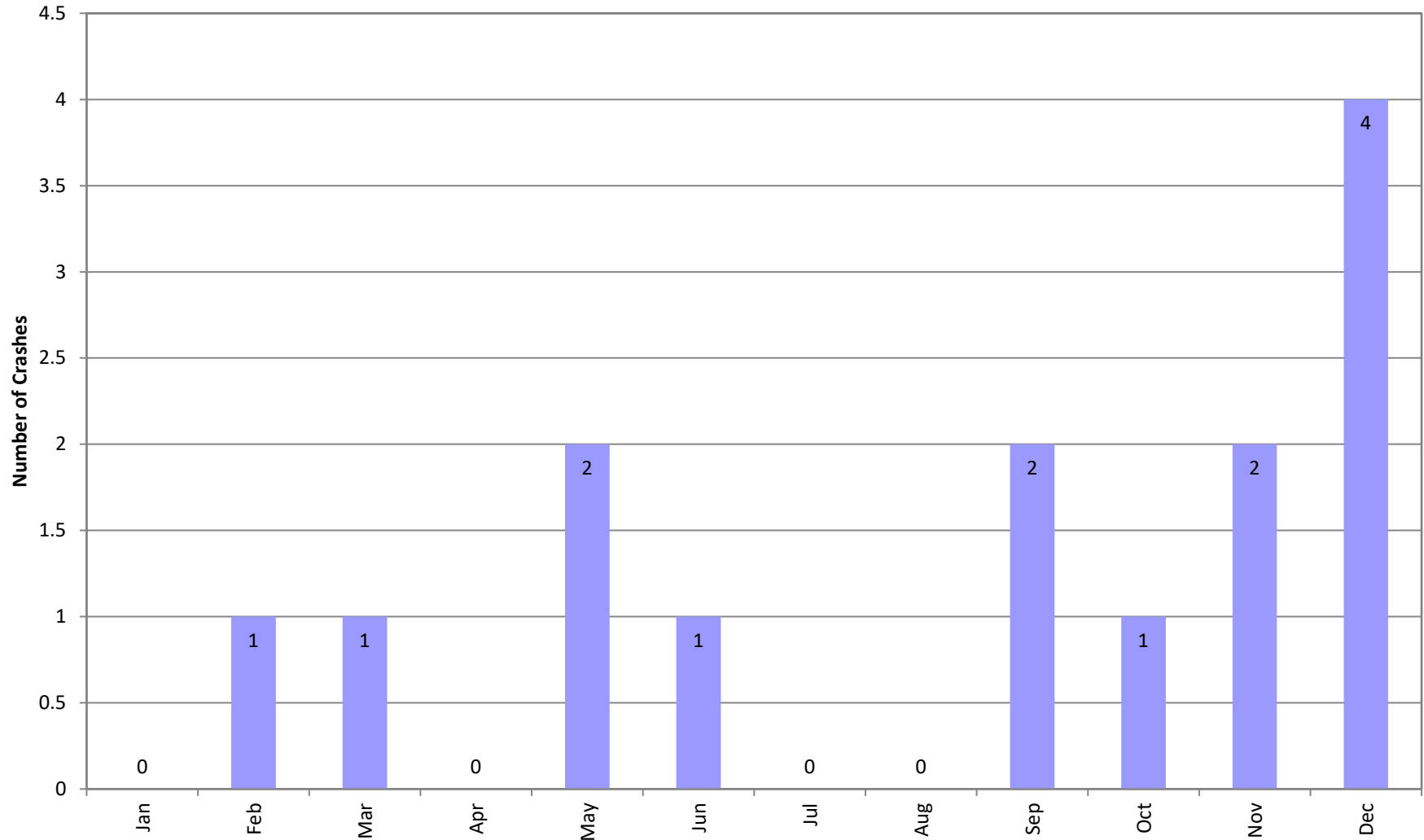
Crash History by Time of Day

Hwy 012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



Crash History by Month

012 Baker-Copperfield | Milepoint 00.00 to 00.24 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



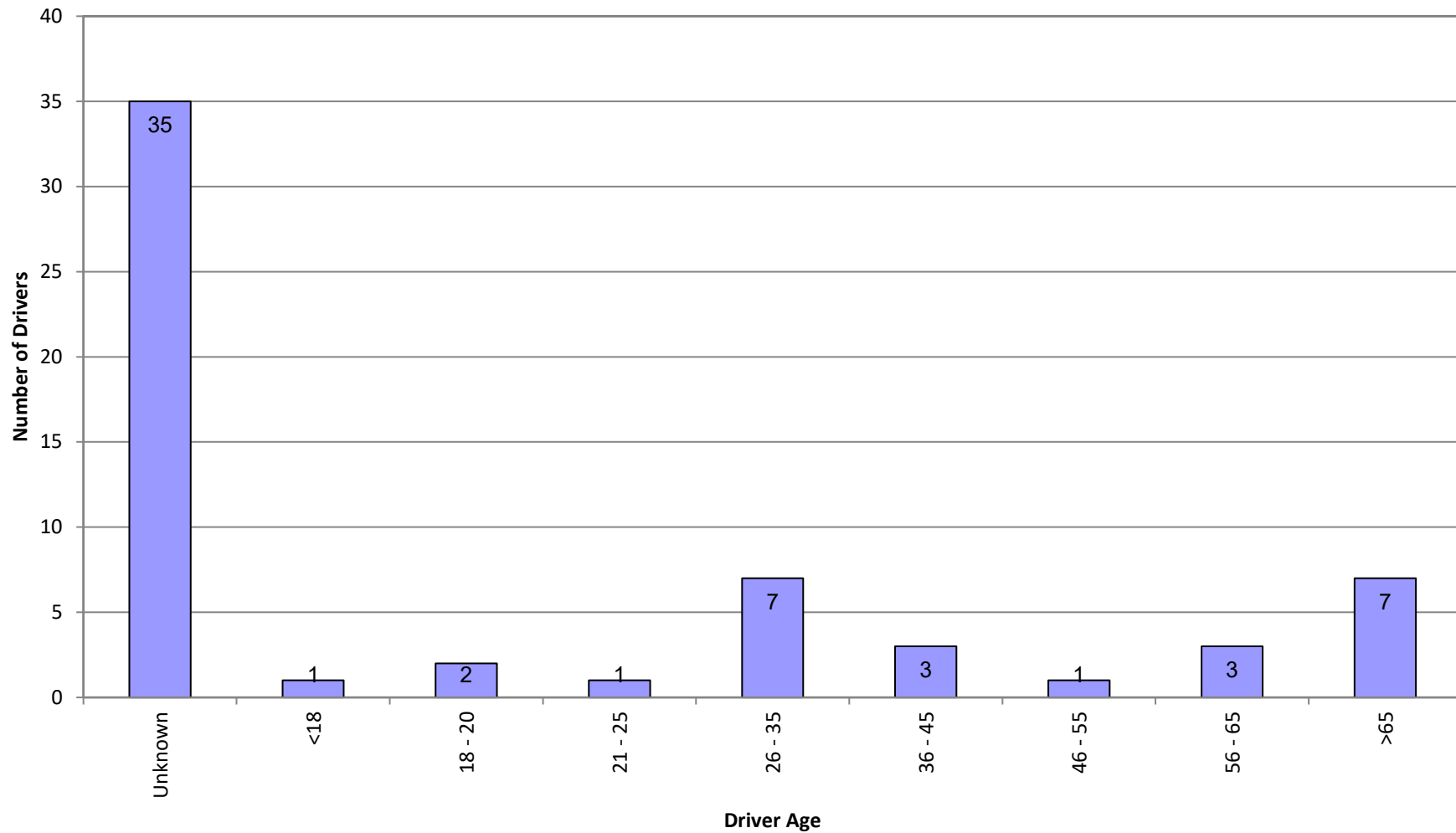
Crash History by Driver Age

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024

Mainline | Both Add and Non-Add Mileage Alignments

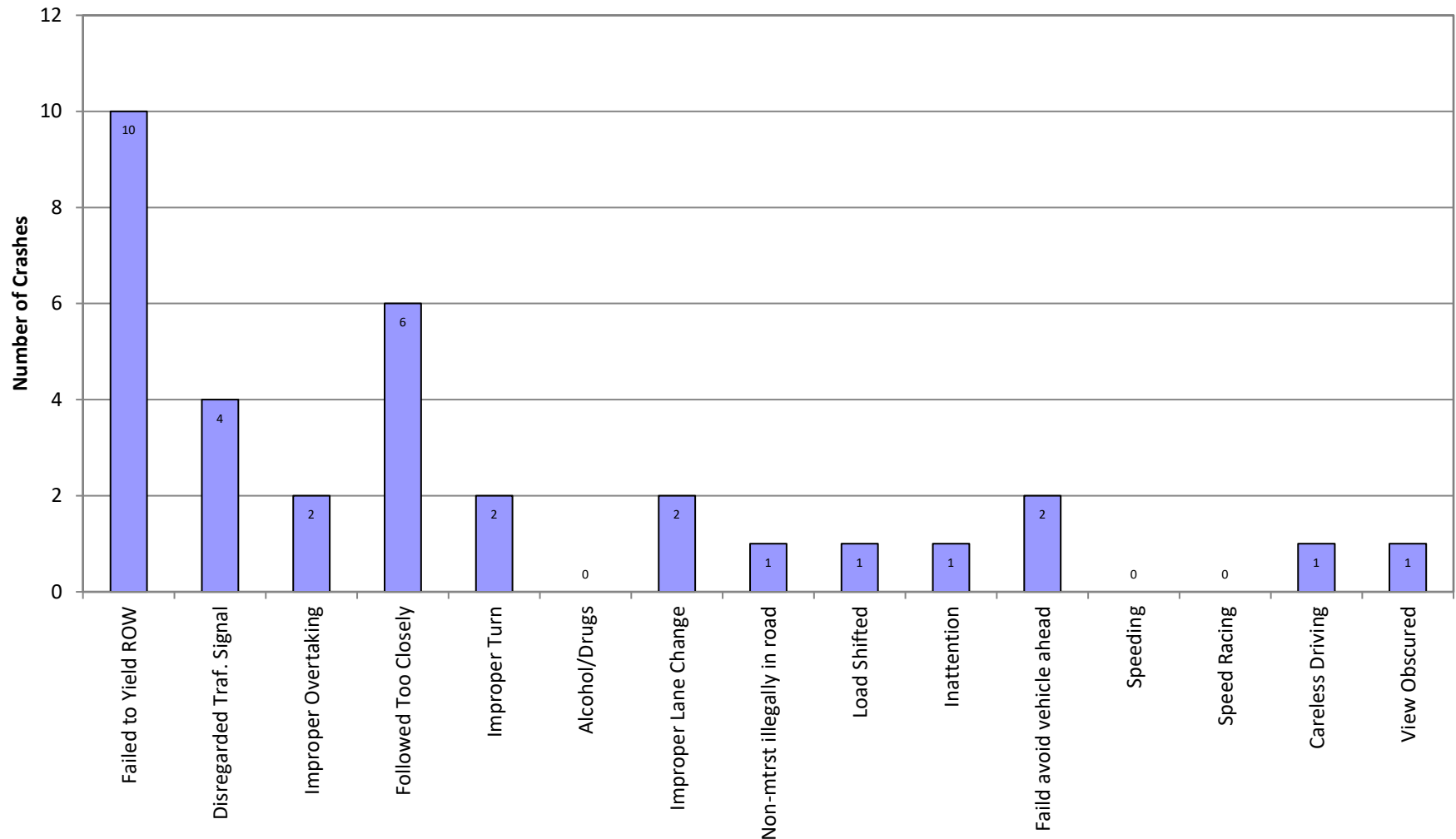
Mileage Type(s): Regular

Summary of all drivers.



Crash History by Crash Cause

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular
Summary by Crash Cause 1 only.



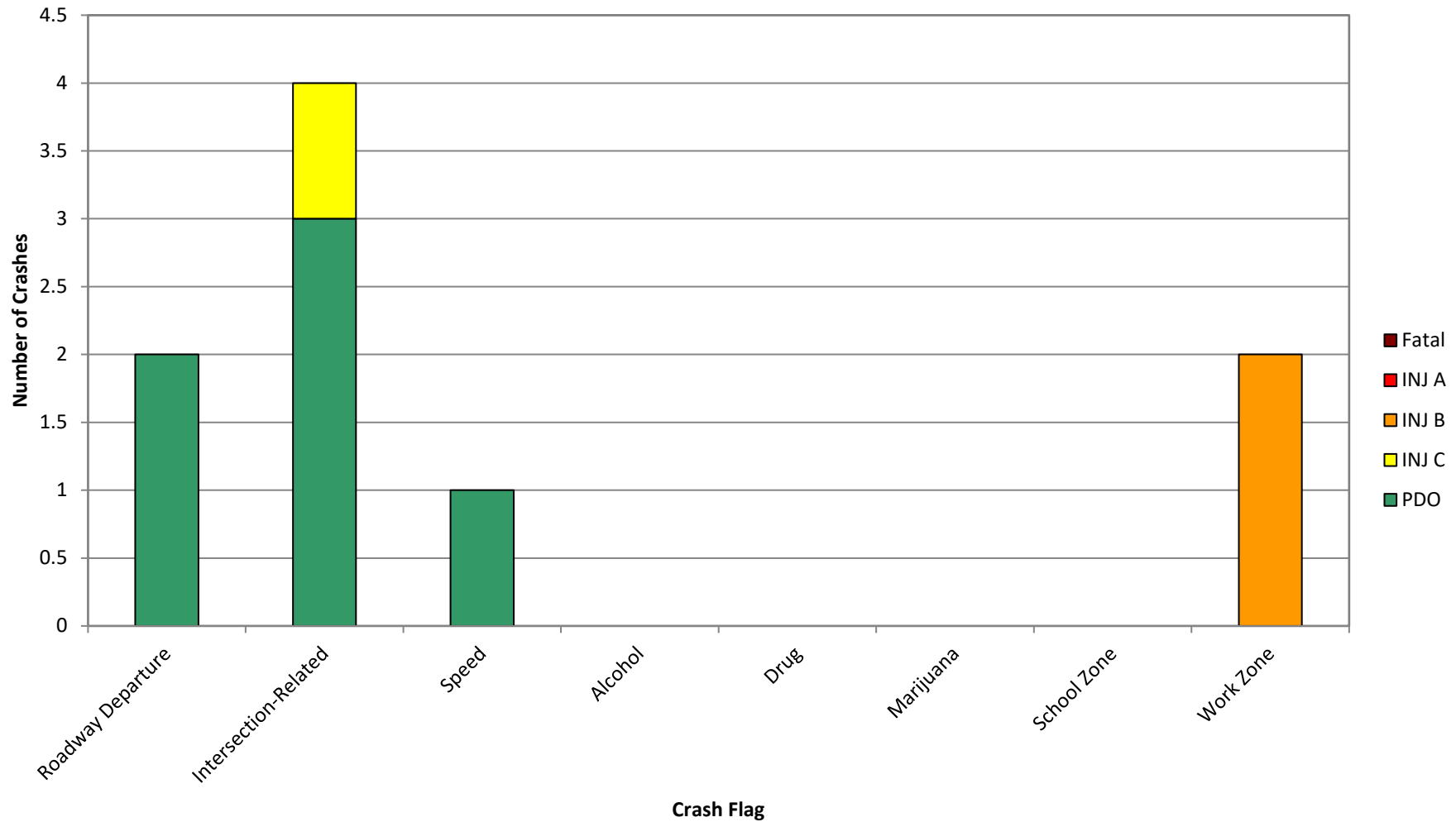
Crash History by Crash Flag

Hwy 066 La Grande-Baker | MP 51.79 to 52.04 | 01/01/2015 to 12/31/2024

Mainline | Both Add and Non-Add Mileage Alignments

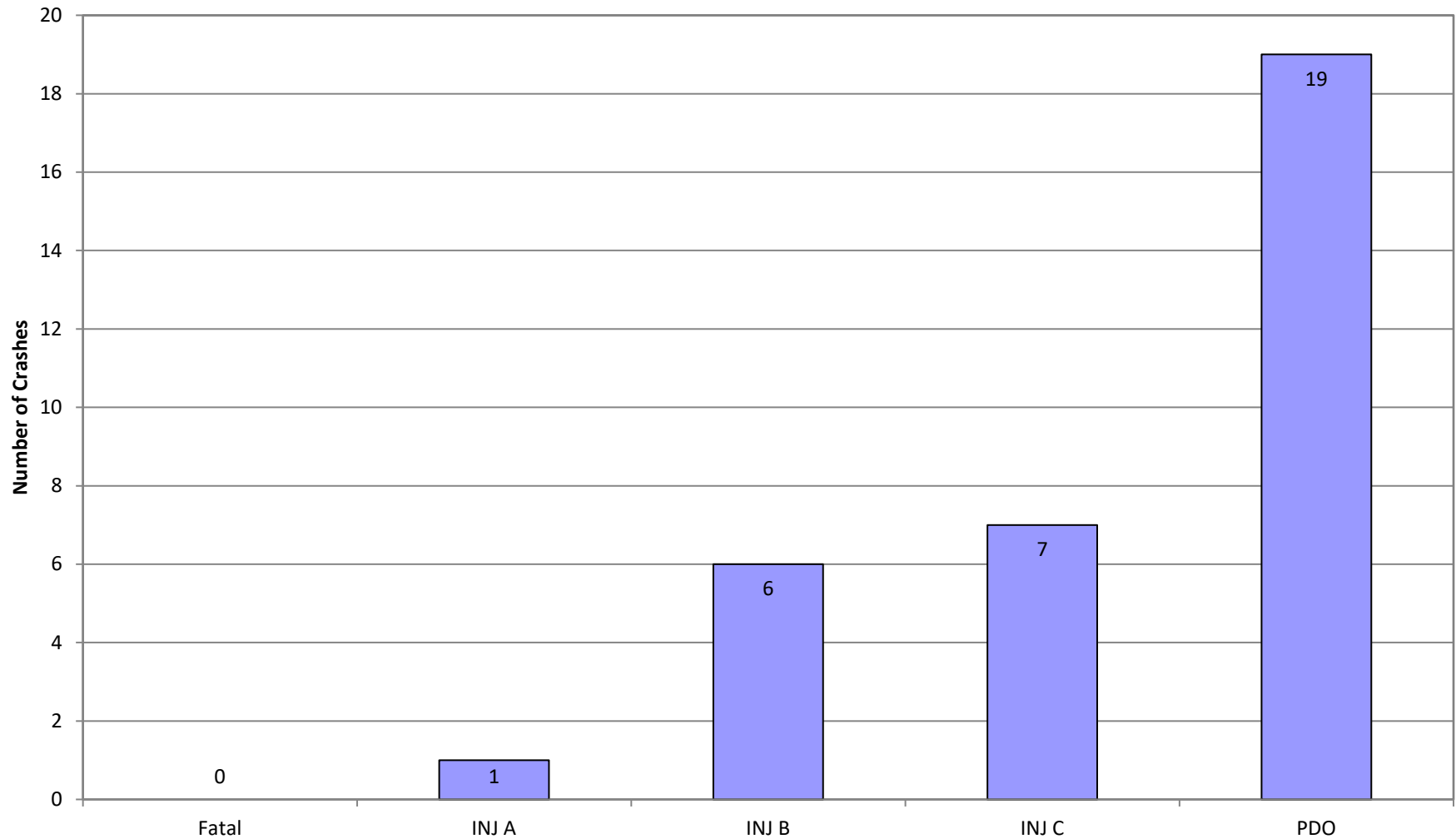
Mileage Type(s): Regular

Summary by most severe injury.



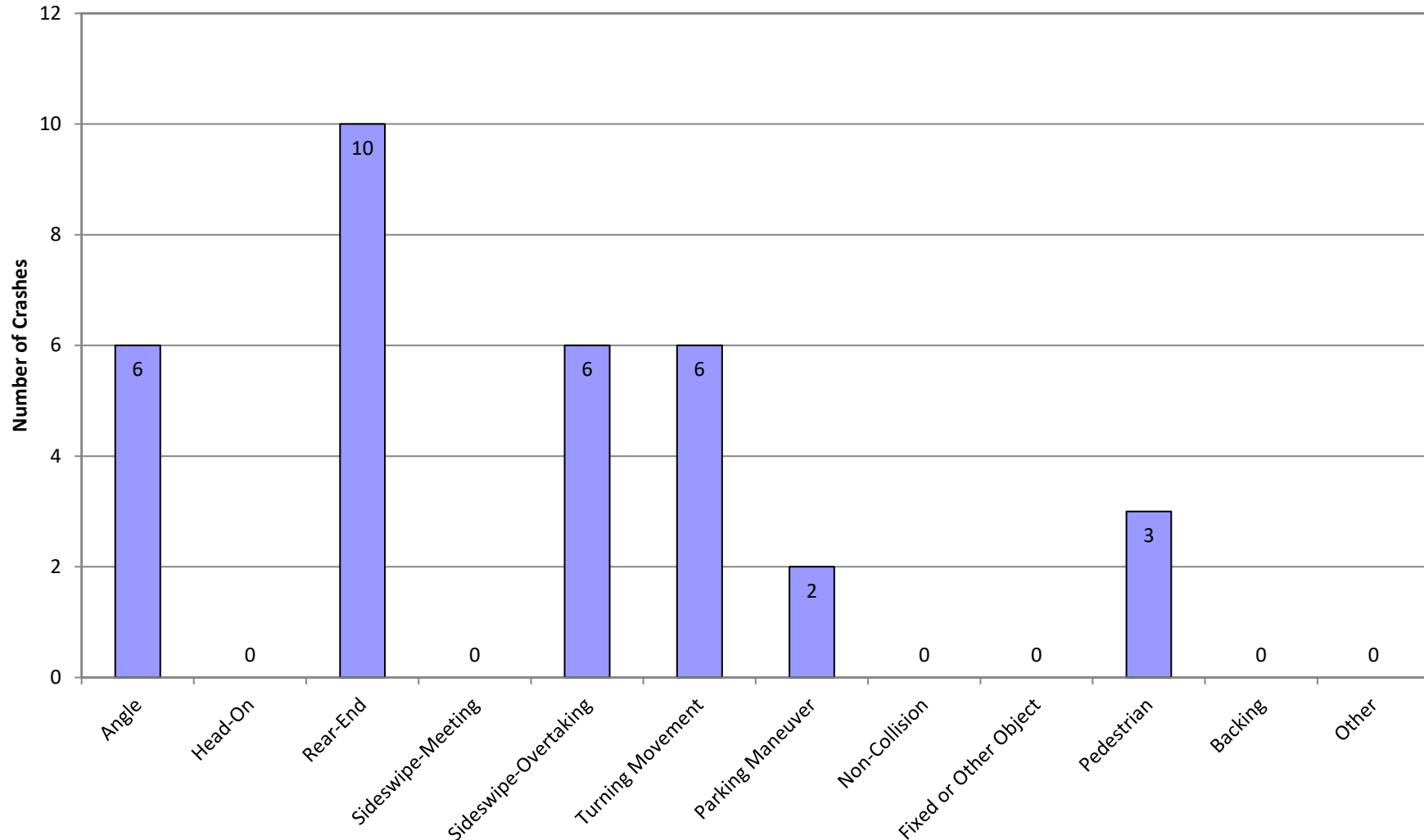
Crash History by Injury Severity

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular
Summary by most severe injury.



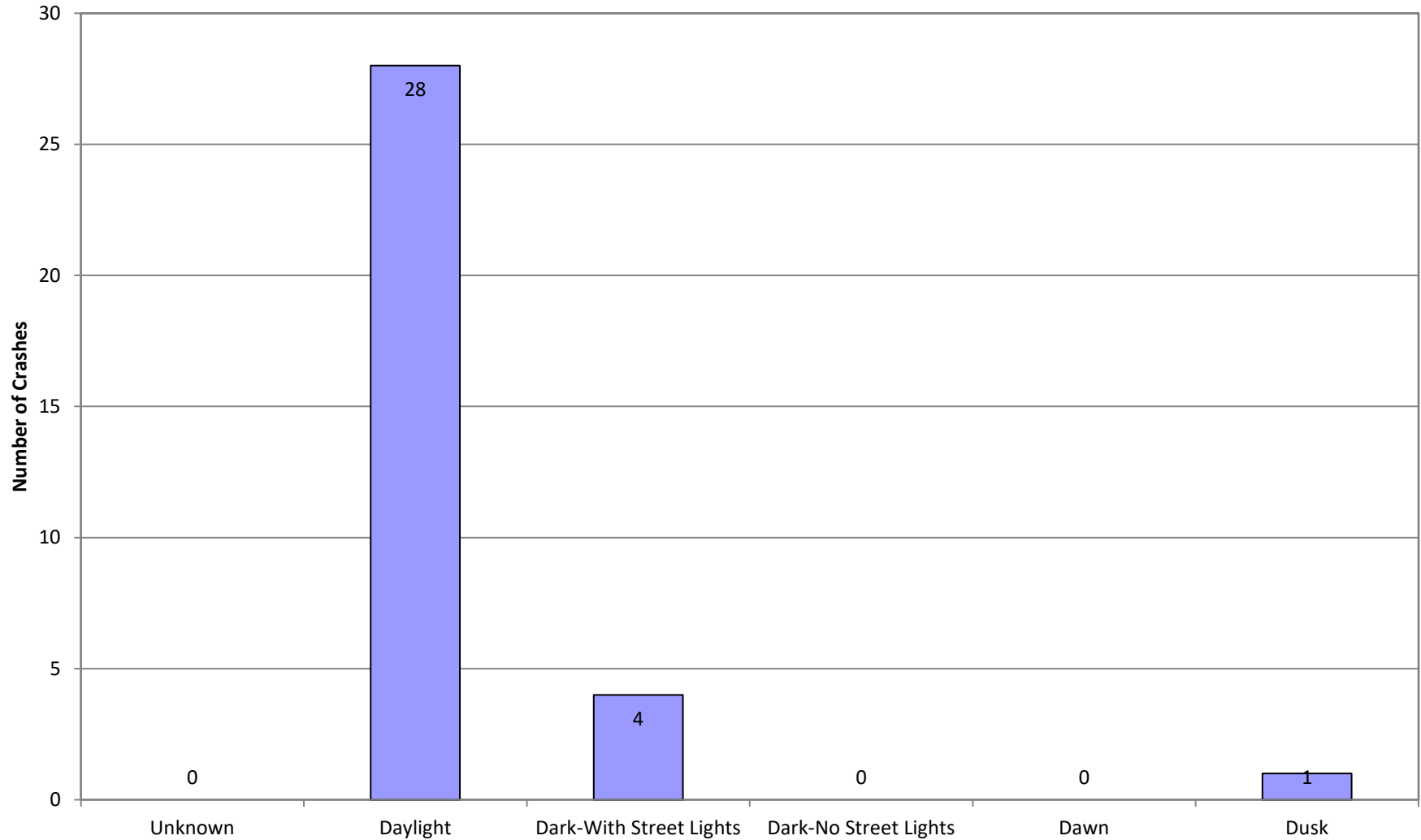
Crash History by Collision Type

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



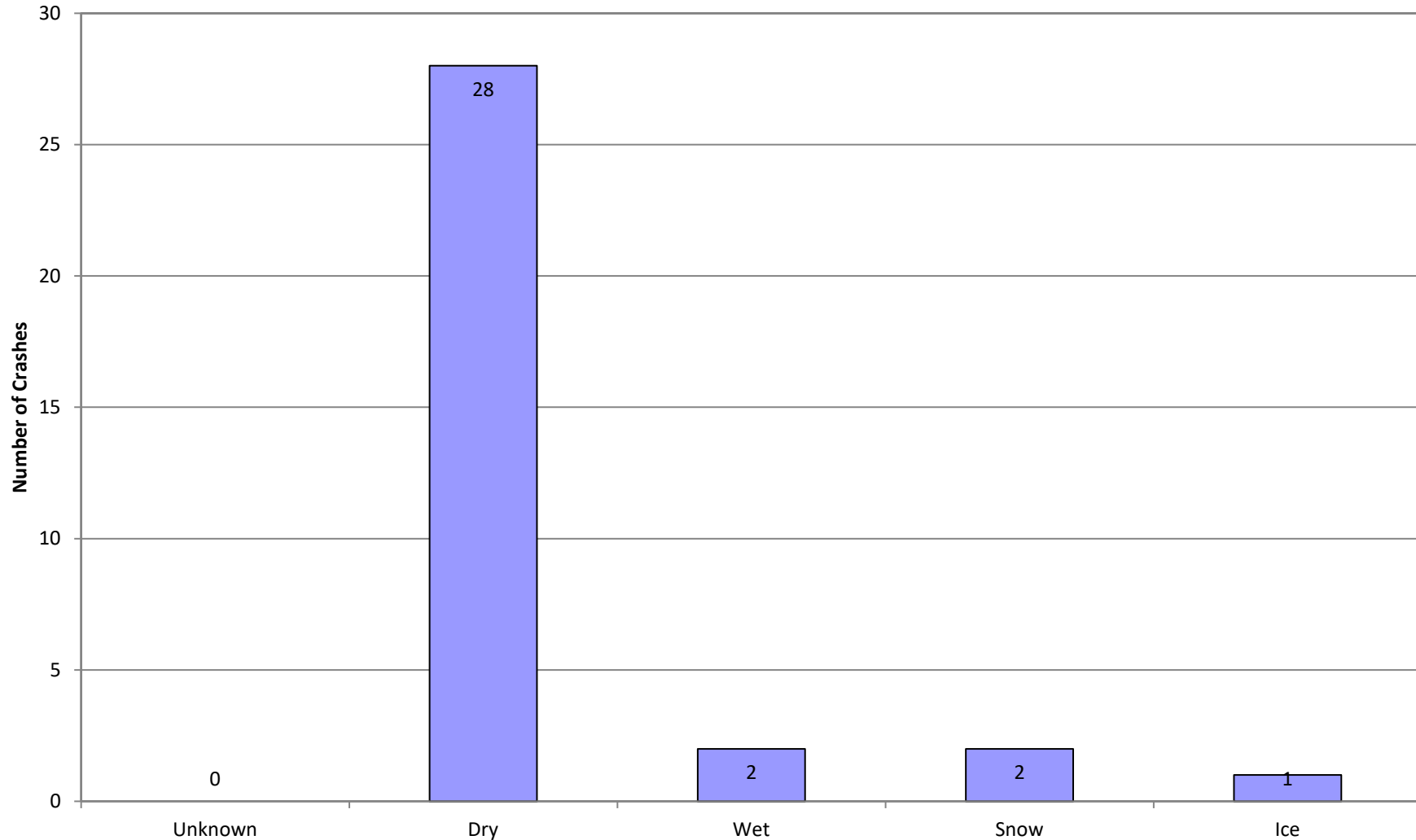
Crash History by Light

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



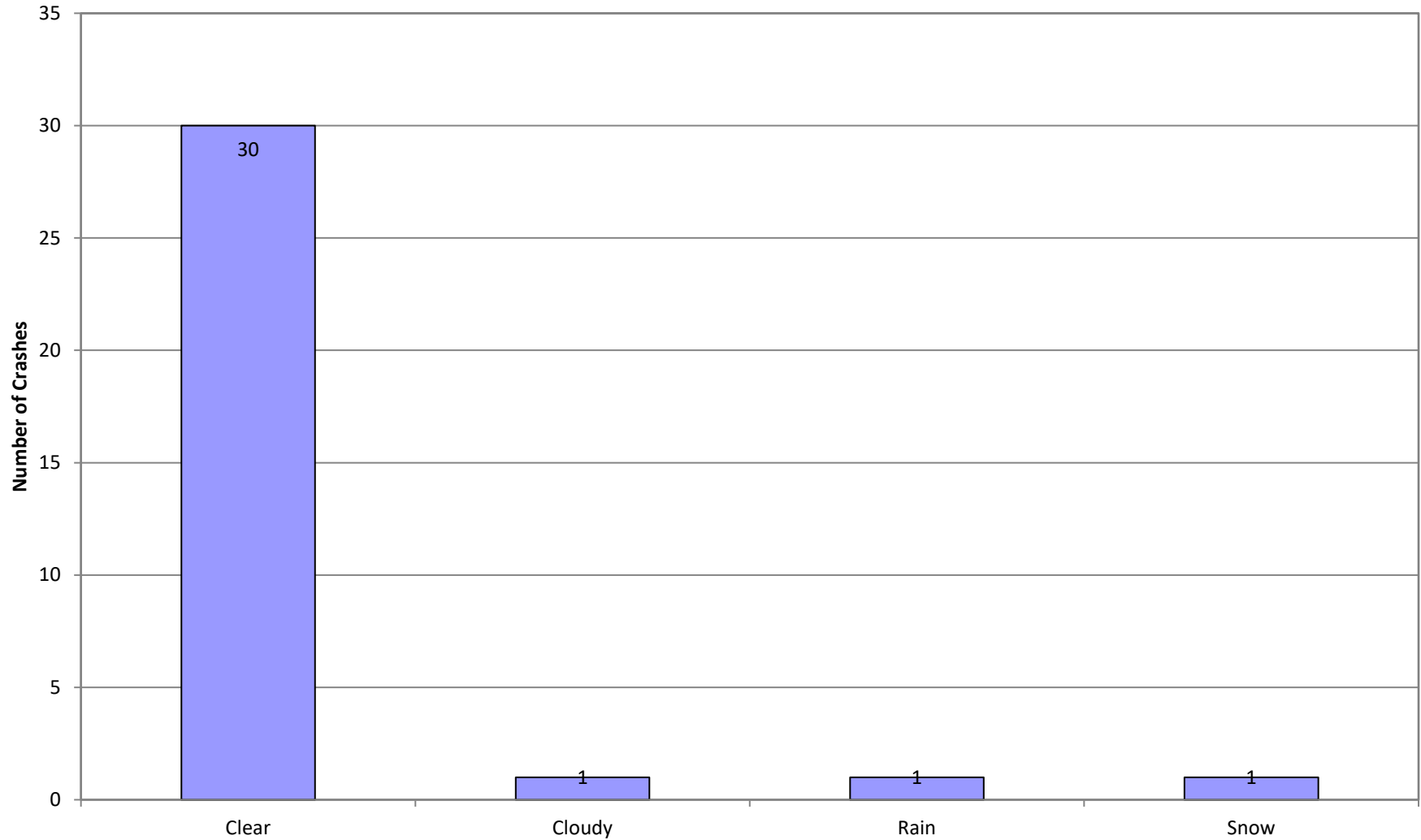
Crash History by Surface Condition

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



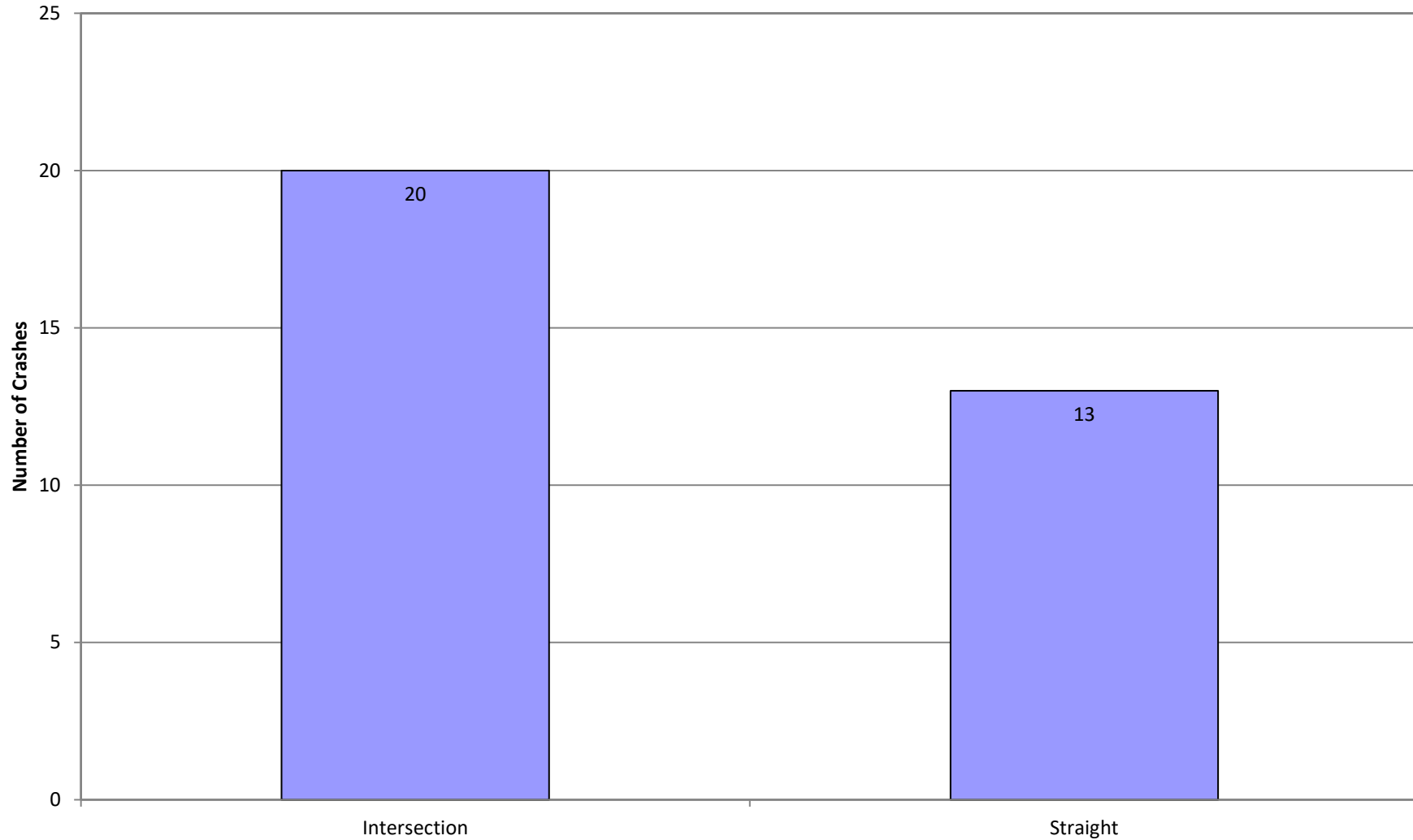
Crash History by Weather

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



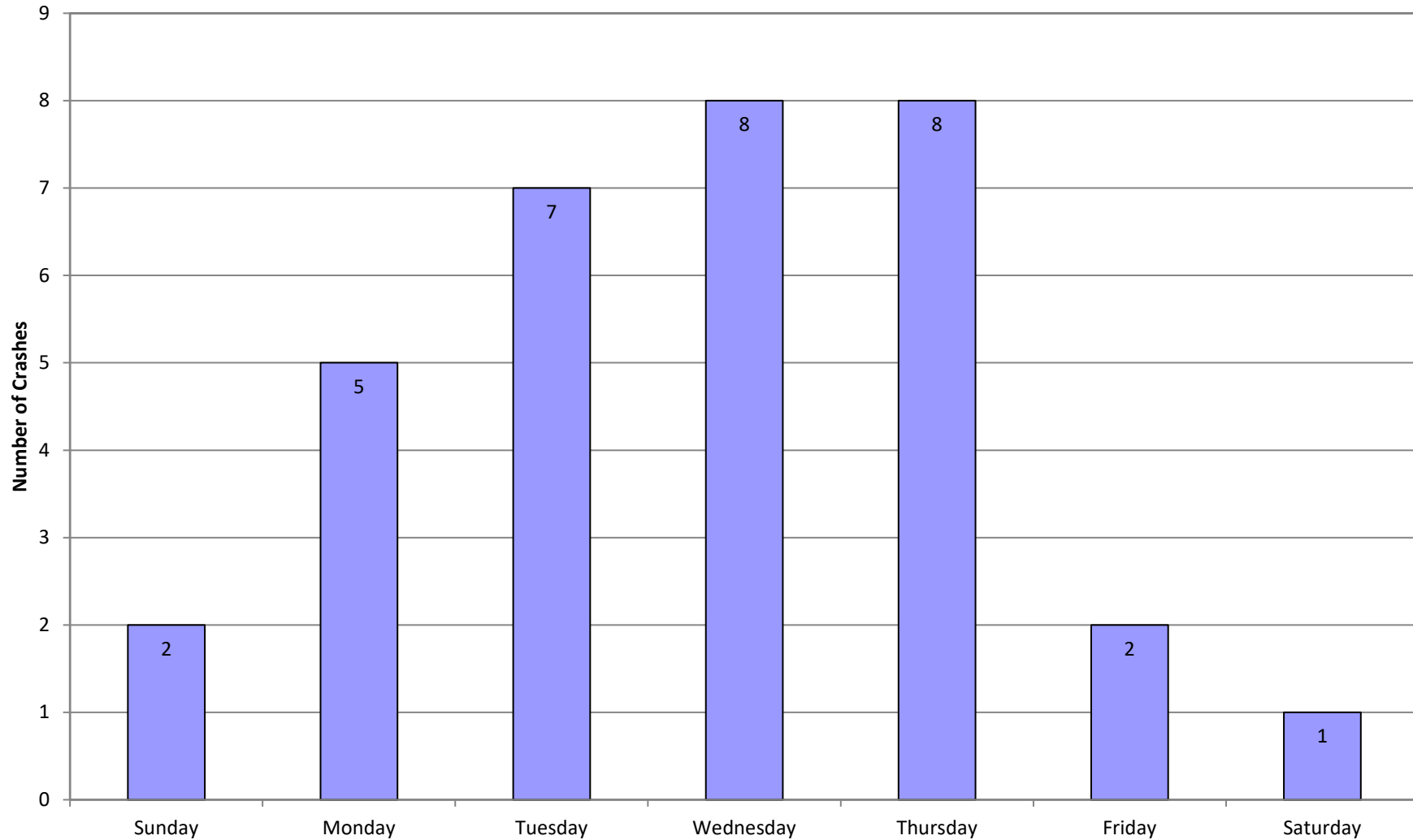
Crash History by Road Characteristic

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



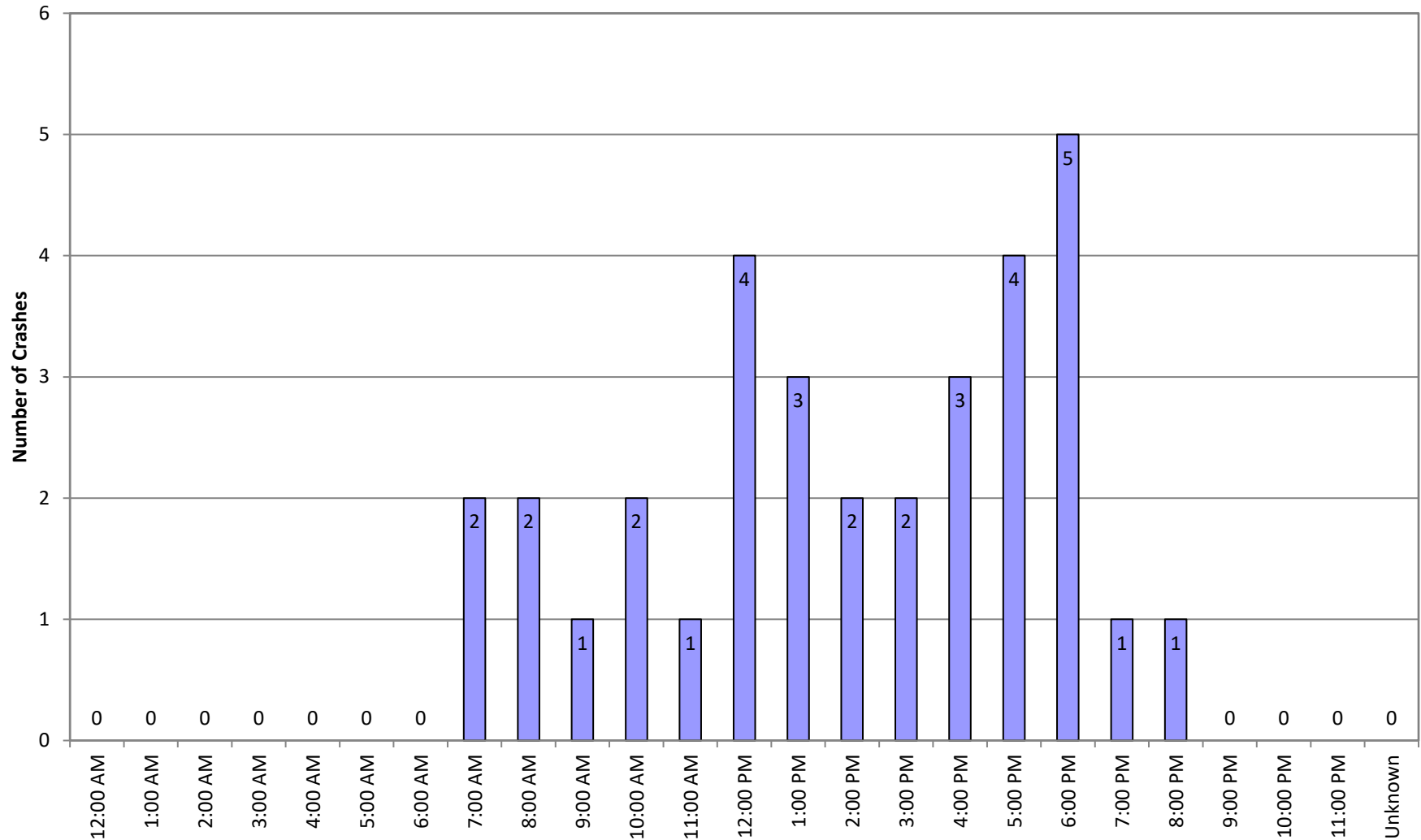
Crash History by Day of Week

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



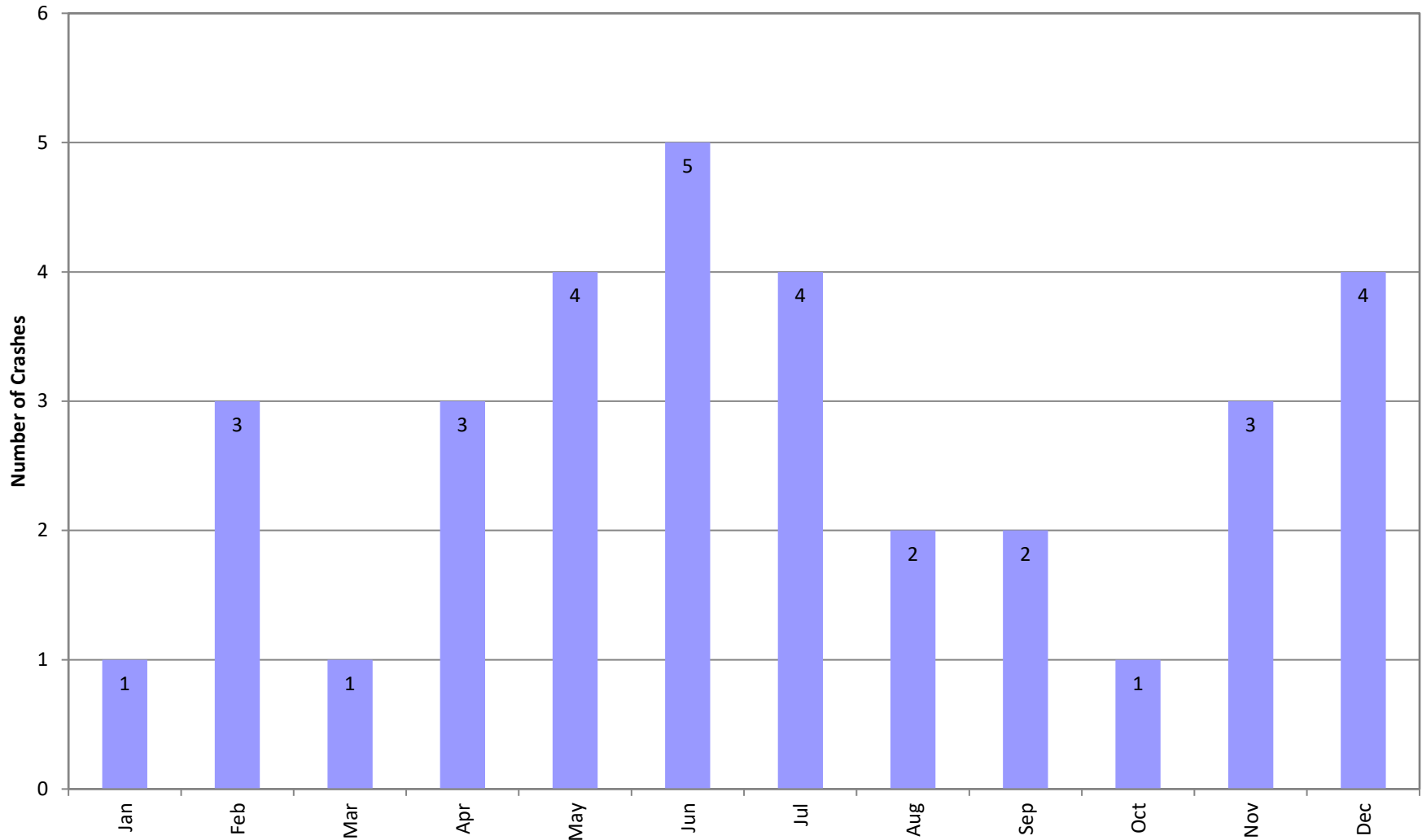
Crash History by Time of Day

Hwy 066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



Crash History by Month

066 La Grande-Baker | Milepoint 51.79 to 52.04 | 01/01/2015 to 12/31/2024
Mainline | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular

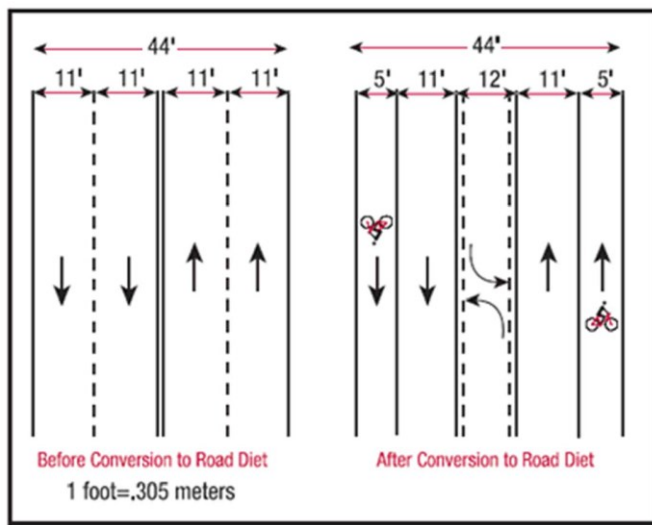




Traffic Calming

General Information

Reconfiguration of a roadway, sometimes known as a road diet, involves the reallocation of roadway space. The classic road diet entails reducing a 4-lane roadway to a 2-lane roadway with a two way left turn lane (TWLTL) and bike lanes. In a typical downtown business district there is also parking that may be affected. The figure below shows how a typical road diet fits within the existing curb-to-curb width.



Credit: FHWA diagram

Traditionally, roads have been designed to handle peak period volumes. By designing for the peak period, the roads may be over-designed for the most common traffic volumes. When a roadway is over-designed it can encourage drivers to travel faster than the posted speed during off-peak periods. It also creates an unnecessarily wide cross-section for pedestrians crossing the street.

Road diets may generate benefits for all modes of transportation, not just bicycles and pedestrians. In a traditional 4-to-3 road diet, removing the left turns from through travel lanes will often reduce the number of crashes caused by stoppages in the travel lanes. It also reduces the number of lanes the left-turning vehicle must cross while making the turn.

By the Numbers

When considering a road diet it is important to consider safety benefits, neighborhood benefits, operational impacts, and project costs. Although reducing the number of lanes reduces capacity, it also creates a more inviting environment for business and residential uses and encourages alternate modes of transportation. If the volumes exceed ~20,000 vehicles per day or ~1000 vehicles per hour per direction a more in-depth study is recommended to evaluate additional options and mitigations for a potential road diet.

In a standard four-lane section of roadway it is common for speeds to increase at midblock locations. These increased speeds result in a higher number of pedestrian fatalities. Eight out of ten pedestrians struck by a vehicle traveling at 40 mph or faster will die. By reconfiguring the roadway to one lane in each direction with a TWLTL speeds are reduced and consequently fatalities are reduced. If a pedestrian is struck by a vehicle traveling at 20 mph or less, there is a 90% chance they will survive the crash.

According to the FHWA, “when modified from four travel lanes to two travel lanes with a two way left turn lane, roadways have experienced a 29 percent reduction in all roadway crashes.” In minimizing the crossing distance and creating fewer midblock crossing locations, road diets reduce the potential for pedestrian fatalities



Credit: FHWA Proven Safety Countermeasure, “Road Diet”

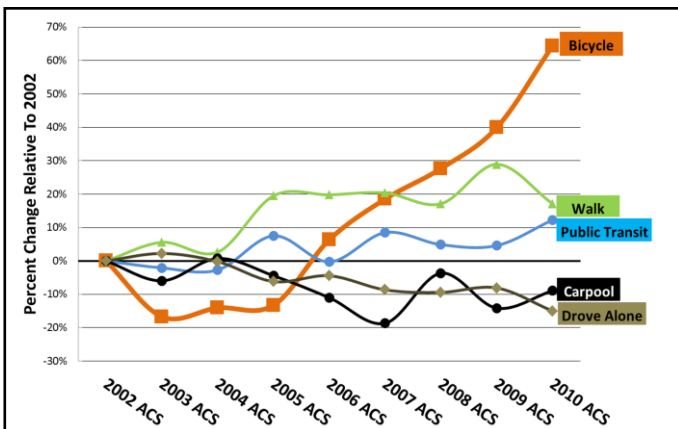


Traffic Calming

Others Cities' Experiences

San Francisco County Transportation Authority (SFTA) has implemented 50+ road diets and Seattle has implemented 30+ road diets since the 1970s. Both cities have had positive and negative experiences but the positive heavily outweigh the negative.

The US Census American Community Survey has shown that use of alternate modes of transportation has dramatically changed between 2002 and 2010. San Francisco has encouraged this change by increasing pedestrian and bicycle safety and comfort on their city streets.



Credit: US Census American Community Survey, Changes in Mode Share in San Francisco

In a before and after study conducted on 3 road diets in San Francisco, SFTA found a reduction in speeds of 4%-14%. A reduction in speed creates a safer environment for non-motorists. They also found road diets reduce midblock crashes up to 85 percent.

Manseil btwn:		before (mph)	after (mph)	change (mph)	% change
Holyoke - Somerset	eastbound	37.6	32.3	5.3	-14
	westbound	31.9	30.4	1.5	-5
Colby - Dartmouth	eastbound	39.8	34.8	5	-13
	westbound	37.4	35.8	1.6	-4
Visitation - John F Shelley	eastbound	50	47.5	2.5	-5
	westbound	47.3	42.6	4.7	-10
Total midblock collisions		58	9	49	-84
Midblock Collision Rate		3.89	0.57	3.32	-85

Credit: Road Diet Webinar, PBIC, Nov 20, 2012 presentation by SFTA Mike Sallaberry

A local project

A recently installed road diet in Port Orford, OR and was highly contested during the review process. The traveling public was concerned about the increased travel time and congestion that they believed would be the result of going from a 4 lane to a 3 lane on U.S. 101 through uptown Port Orford. Six blocks were re-striped, and included one lane of travel in each direction, a center turn lane, bike lanes and parking on both sides of the highway.

What they're saying - Public comments on Port Orford's new traffic pattern

How has traffic changed in Port Orford?

"This has finally calmed the traffic down."

"It is wonderful to see people slowing down and it's so much safer to have a turn lane."

"It no longer feels like a freeway race going through town."

Pedestrian Safety

"I feel much safer crossing only two lanes of traffic instead of 4 lanes."

"It feels like I have a safety zone in the turn lane as I walk across the highway."

"Cars are able to see me better when I am crossing the highway."

Bicycle Safety

"In the past I rode on the sidewalk. Now I feel like it is safe to ride in the bike lane."

"This change lets tourists know that biking is another great thing to do in Port Orford."

Parking

"When parking in front of a business on Highway 101, I feel much safer opening up my car door. Now the bike lane provides an extra buffer of space."

Resources

Road Diet - Ashland Oregon Case Study: <https://www.bendoregon.gov/home/showdocument?id=16879>

OR 38: US 101 to Dean Creek Paving and Pedestrian Improvements: <http://www.oregon.gov/odot/projects/pages/project-details.aspx?project=18869>

November 24, 2025

City Council
City of Baker City
1655 1st Street
Baker City, Oregon 97814

To Mayor Daugherty and the Baker City Council,

We have been closely following the community's exploration of a proposed lane change to Main Street since the concept was introduced earlier this year. Our Executive Director, Ariel Reker, is a part of the City's committee made up of downtown stakeholders. She has kept us updated at our monthly board meetings of the committee's discussions and progress. Many of us also attended the town hall meeting where ODOT presented their research and recommendations.

ODOT did a fantastic job presenting all their research and carefully laying out the recommended plan for the road diet. The various studies, traffic counts, and crash data all support that the road diet would provide solutions to many of our community's concerns regarding Main Street. Further, we were very happy to see a public survey was conducted at the conclusion of the town hall to gather public input on the concept as well.

The committee recaps, town hall meeting, and public survey have spurred our own discussions, ultimately resulting in the same recommendation that the stakeholder committee and ODOT have presented. We believe that enacting a road diet will positively benefit the downtown in a multitude of ways; especially in regards to increasing pedestrian safety, reducing motor vehicle speed, drawing more people into local businesses, and overall improving the quality of life and improved experience for folks downtown.

We are happy that the city committee has voted to recommend the road diet, painting parking T's, and enforcing parking rules downtown. We are also encouraged that the committee will continue to meet in 2026 to comprehensively review parking throughout the downtown district and follow a similar path to providing solutions and recommendations for parking downtown. On behalf of the Baker City Downtown Board of Directors, we wholeheartedly recommend the road diet for adoption by the City Council.

Sincerely,

BCD Board of Directors

President - Amy Briels
Co-Vice President - Amy Uchtman
Co-Vice President - CaSandra Zeller
Secretary - Jeana Phillips
Treasurer - Dylan Smith

Board Member - Lisa Paulson
Board Member - Kevin Multop
Board Member - Hilary Kohntopp-Miller
Board Member - Heather Jorgensen Stone

FW: Pro - narrowing Main Street

From Gratton Miller <gmiller@bakercity.gov>

Date Mon 11/17/2025 4:34 PM

To Barry Murphy <citymanager@bakercity.gov>

Sent via the Samsung Galaxy S23+ 5G, an AT&T 5G smartphone

----- Original message -----

From: Debra Wessler <alaskadeb99@hotmail.com>

Date: 11/17/25 16:32 (GMT-08:00)

To: Debra Wessler <alaskadeb99@hotmail.com>

Subject: Pro - narrowing Main Street

Hello. Debra Wessler here. Having resided in Baker City for 8 years now, I am very pro narrowing Main Street to 3 lanes.

I am a building owner on Main Street. I frequent downtown Baker City and relish the fact that I can walk there from my home near Geiser-Pollman Park.

I experienced a similar improvement to the roadway when I lived in downtown Anchorage. Traffic frequently and routinely sped past my home on 15th Avenue, which was a 4 lane. After the residents voted to narrow the street to 2 one-ways with a center turn lane, traffic slowed down and there was less noise.

My frequent complaining to law enforcement did nothing and I asked why this could be when there was a school on an adjacent street. All to no avail.

Our Main Street is a gem to be treated well, and show cased for locals and visitors.

How often does a community improvement project occur that only requires repainting of the roadway?

The town I moved to Baker from had 2000 year-round residents and zero traffic lights. A person was lucky to find a streetlight in Talkeetna, Alaska.

I have heard longtime residents complain about what happened to Campbell Street. Why do they complain about a safer road, not to mention that it is a major thoroughfare off the freeway?

Last I checked, Baker County had the eldest population per capita of any county in Oregon. Please be gentle on us seniors, youth, physically impaired, and anyone else needing extra time to cross Main Street.

Thank you for your consideration.

Deb

Debra Wessler
1550 Madison Street
Baker City, OR

FW: Support for Main Street traffic lanes

From Gratton Miller <gmiller@bakercity.gov>
Date Mon 11/17/2025 3:17 PM
To Barry Murphy <citymanager@bakercity.gov>

Sent via the Samsung Galaxy S23+ 5G, an AT&T 5G smartphone

----- Original message -----

From: Brian Vegter <dogbri@icloud.com>
Date: 11/17/25 15:13 (GMT-08:00)
To: Gratton Miller <gmiller@bakercity.gov>
Subject: Support for Main Street traffic lanes

I just wanted voice my support for the proposed changes to the Main Street traffic lanes. Thanks for the work you do on behalf of our community.

Brian Vegter-

www.churchillbaker.com

Main street lane changes

From Cheryl Herman <cherylherman1911@gmail.com>

Date Mon 11/17/2025 3:02 PM

To Barry Murphy <citymanager@bakercity.gov>

Cc Doni Bruland <dbruland@bakercity.gov>; Randy Daugherty <rdaugherty@bakercity.gov>; Loran Joseph <ljoseph@bakercity.gov>; Roger Coles <rcoles@bakercity.gov>; Helen Loennig <hloennig@bakercity.gov>; gmiller@bakercitygov <gmiller@bakercitygov>

Dear Barry Murphy,

We own No.1911 boutique on Main Street and live in a loft apartment above the store.

After attending the meeting regarding the lane changes on Main Street we are in agreement that it would be much safer for pedestrians. We have witnessed many near miss accidents of cars almost hitting pedestrians. People drag race down Main Street. It is not safe.

We're hopeful the city council will agree to the lane changes. The expense is minimal as it only requires paint. It's a win for everyone.

Thank you,

Cheryl and Tony Herman

Downtown Traffic Endorsement Letter

From Peterson's Chocolates <petersonschocolates@icloud.com>

Date Mon 11/17/2025 10:28 AM

To Barry Murphy <citymanager@bakercity.gov>

Cc Megan Langan <cityrecorder@bakercity.gov>; Gratton Miller <gmiller@bakercity.gov>

Hi Berry,

I'm currently swamped with work and family responsibilities. My mother-in-law, who's the caretaker for my father-in-law, has been needing help preparing their place for winter, and I won't be able to attend tonight's meeting.

I managed to write an endorsement letter for the council. If you could kindly forward it to the council members, I'd greatly appreciate it. Additionally, if they deem it appropriate, Gratton or Megan, if they're available, would be welcome to read my endorsement at the meeting.

Thank you for all your hard work. I hope to see everyone RE parking (if I'm still alive after the holidays).

Best regards,
Davey Peterson

1925 Main St.
Baker City, OR 97814

Office: 541-523-1022

Members of the Baker City Council and Council Session Attendees;

When joining the traffic safety and parking committee in January, I was nowhere near approving of the road diet configuration. I believe in a variation of Warren Buffett's approach of starting at "no", and then I see from there if data, evidence, and careful examination warrant a change of mind. After over twenty years of serving on various city, county, and regional committees and boards, I've come to firmly believe that the individual member's responsibility is to place a high priority on examination, and even skepticism, when evaluating changes. And skepticism, as my fellow committee members can attest, I had plenty.

This was not by any measure a "Kumbaya" committee. There was plenty of friction and differences of opinion. Believe me, I hear and understand a lot of the same criticisms and doubts expressed by folks skeptical of the road diet approach. I also at the outset shared a number of them. And, I want to disabuse upfront the notion that the lane changes will be a panacea or perfect solution; however, as with most all real-world attempts at addressing a problem, you aim to improve the situation as effectively as you can.

My personal decision to endorse the road diet proposal for the traffic and pedestrian safety issues affecting the main street only came about after months of looking closely at the road diet configuration, walking in person up and down our downtown corridor, and crossing the street via the multiple designated crosswalks on various days and times of day. Some things became very apparent to me while observing main street driving and pedestrian behavior:

Main Street, unlike other business and commercial corridors in town, has a greater density of not only zero-lot-line businesses packed into a series of blocks, but also a higher density of pedestrian traffic moving by foot from business to business, having to cross the main street and side streets multiple times per visit.

The blind passing issue is alive and well and, from my observation, getting worse in our downtown. I know because as I've been out going through the crossings, not only have I watched near misses with pedestrians of all ages, but also experienced my own close calls in crosswalks where a vehicle

passing another failed to see the individual(s) in the crosswalk, thus, blowing right through, or slamming on the brakes.

Baker City, like most rural towns, isn't on average getting any younger, which means, we have an increasing number of residents that can't speedily make their way through crosswalks. It wasn't until recently that I became aware of how often I just run across the downtown crossings. However, when making a concerted effort to walk across as an older resident or child may have to, a very different appraisal of the safety of our crosswalks took shape. Most every senior resident I spoke with has shared their own close call stories and expressed their growing concerns about having to use the downtown crosswalks. (A key crosswalk advantage, in my opinion, of having the turning lane in the road diet proposal is that, a pedestrian can use it as a bit of a safety island while crossing if for some reason, traffic isn't stopping.) Zoomed-out and coupled with the grim reality that our area hospital no longer has a conventional ICU unit, suddenly, in my mind, pedestrian safety takes on a greater urgency and priority.

My experience has been that regardless of position on potentially changing lane configuration, most everyone agrees that the speeding in the downtown has risen to "exceedingly bad." I had also been of the opinion that increasing police enforcement would be a quick and effective fix. To that end, the committee did request that the Baker City police department over the spring increase their patrolling of the Main Street (BCPD had at that point just been able to fill out their officer ranks after a period of being understaffed). Our local law enforcement did a good job of ticketing and citation; however, unfortunately, the reality set in upon me that even at the best of times, our police department resources are strained just keeping up with the more immediate threats to public safety (the recent spate of felony-level juvenile crimes and significant drug busts are proof positive of this), that it just isn't feasible to rely solely on the police to abate the totality of the downtown speeding problem. Even during the boosted enforcement period, my own observation was that the bulk of the speeding still went merrily on its way.

I feel then that altering the lanes in the downtown to calm traffic behavior and heighten pedestrian visibility, in the long run, will be a cost-efficient and effective way to promote downtown traffic safety; a decision I came to neither quickly nor lightly.

Davey Peterson

Downtown Lane Change proposal

From Jeana Phillips <jphillips@bettysbooksbakercity.com>

Date Mon 11/17/2025 12:59 PM

To Loran Joseph <ljoseph@bakercity.gov>; Roger Coles <rcoles@bakercity.gov>; Randy Daugherty <rdaugherty@bakercity.gov>; Doni Bruland <dbruland@bakercity.gov>; Helen Loennig <hloennig@bakercity.gov>; Gratton Miller <gmiller@bakercity.gov>; Barry Murphy <citymanager@bakercity.gov>

Hello Councilors!

I wanted to write this quick note in full support of the lane change proposal. I understand that at this time the proposal does not address the concerns that exist for some related to parking, but only to the lane changes. I look forward to the future prospect of discussion surrounding parking, as well.

That said, as a long-time member of this community that has fully supported our downtown businesses and spaces for years prior to becoming a business owner myself in this space, I have witnessed and daily experience the need for this lane change proposal. Yes, main street is part of the highway system, however our downtown is a community space and should not be treated by motorists on the whole as they do now. Speeding, excessive noise pollution due to motorists breaking abruptly or accelerating rapidly, lack of parking enforcement and options, abrupt lane changes, unmarked crosswalks, not following pedestrian right of way laws, and lack of designated bike lanes all combine to make our downtown unwelcoming and potentially unsafe for a variety of people and tourists in our community.

Please vote yes to this proposal to make the first necessary step in supporting our community in being a more welcoming space for pedestrians, cyclists, families, shoppers, visitors and motorists. Thank you for your time and consideration.

Respectfully,
Jeana Phillips

--

Jeana Phillips (She/Her), Proprietor
Betty's Books, LLC
1813 Main St.
Baker City, OR.
541-523-7551

An Open Letter to Baker City Citizens Regarding the Restriping of Main St.

I want to take the opportunity to discuss the Main Street restriping and the intent behind it. There are a lot of factors that came into the discussion, and I would like to address as many as possible.

I believe that it is the best decision for the city to make. During my time on the Planning Commission, parking consistently emerged as one of our downtown's most pressing issues. Currently, there is no option for Baker City to address this short of buying property downtown for the explicit use of parking, and even then, there are few properties that could support the project without significant investment. However, addressing the parking issue is much easier when there is easily accessible space. By changing our downtown corridor to three lanes, it will give us the linear space to address this issue.

To that end, adding flashing lights similar to the crosswalk like the Adler trail and Campbell Street lights would require significant upfront investment plus ongoing maintenance and labor costs that the city and taxpayers would bear indefinitely. Whereas, changing the lanes to three will get all of the benefits that flashing lights would give by simply slowing the traffic flow and having less lanes to navigate.

Additionally, changing the lane configuration of downtown is a cheaper alternative that ODOT will pay 94% of. The city and you the taxpayer are only on the hook for the current parallel parking "T's" for parking delineation along the sides of the road which constitutes 5.8% of the total budget. Changing the lanes to three is the most cost effective way to ensure that there is more safety in our downtown corridor. In fact, while the committee was going through this process and discussing these very same options, we had Baker City Police step up their enforcement of the downtown corridor for a month to see what the data would show. In that month, there were 12 tickets written and one for speeding at roughly 60 mph. This was not a full-time enforcement, this was during times when there was less to respond to and a few hours at a time at varying times of day. We can certainly hire another police officer for the enforcement of our downtown corridor, but I, personally, believe that our police have far more important items to attend to than keeping one officer in the downtown corridor 40 hours a week, seven days a week, which would cost the city more than \$70,000 per year in salary alone, whereas by changing the lanes we get the natural benefit of slower traffic as well as a significantly cheaper option over time.

Furthermore, Baker City's demographics make pedestrian safety even more critical. According to the latest census, 34% of our population is aged 60 or older. Our downtown hosts numerous family events throughout the year. A safer, more accessible Main Street

benefits everyone. For example, the Baker City Master Plan explicitly calls for a more pedestrian-friendly downtown corridor. The current four-lane configuration simply isn't working for this long-term city goal. I'm 6'8" tall and highly visible, yet I've nearly been hit by vehicles at least seven times—three in the past six months alone. If someone my size isn't safe, imagine the risk for children, elderly residents, and people with mobility challenges. Moreover, Baker City has the largest historic district in the Pacific Northwest. Making it more walkable allows residents and visitors to engage in this remarkable heritage, with the added benefit of potentially creating new or expanding economic opportunities for local entrepreneurs.

I want to be clear: ODOT did not initiate this project. At the request of concerned citizens, I launched this investigation and assembled a committee with diverse perspectives—ranging from enthusiastic supporters to strong opponents. Over the course of a year, we examined every alternative: flashing crosswalks, enhanced code enforcement, alternative street layouts, and more.

The result? By the time we voted, even the initial skeptics had become supporters. The committee unanimously recommended the three-lane configuration.

In closing, this project aligns with our city's long-term goals, addresses documented safety and parking concerns, and requires minimal taxpayer investment. The timing is favorable, with ODOT willing to fund nearly the entire cost. I believe this is the right decision for Baker City's future.

I encourage you to share your questions and concerns. You can provide feedback to City Staff, other councilors, or contact me directly via e-mail at gmliller@bakercity.gov.

Thank you for your time,

Gratton Miller

1/7/2026

Baker City Council

RE: Re-striping of Main st.

I am a lifetime Baker City citizen and my family were pioneers and part of Baker City's founding families. I have also owned several prominent businesses over 30 years. Our company, Superior Towing, proudly donates thousands of dollars annually to Baker City and its functions. I am opposed to the re striping of Main st, and I believe my opinion aligns with the majority of Baker City citizens. If you have had the opportunity to read any of the numerous comments on any number of groups including the Baker City Herald or "Stuff that happens in Baker City" on Facebook, it's comments are overwhelmingly in opposition, and rightfully so. One cannot deny the congestion, delays, and outright UN-usability of Campbell that everyone experiences daily, as the single lane proponents ask that we deny the truth, and double-down for more. In the early 90's, Baker City citizens were sold the idea that single lanes flow more traffic than two, but the configuration compacts vehicles into half the space, spreading them into one long line. While the congestion is greater during peak times throughout the day, it's still hard nearly any time to turn left when merging onto Campbell from a side street. I have seen Campbell backed up from Main to McDonalds--bumper to bumper with no way of merging. This congestion had led to more traffic on D st. when trying to go West to 10th, which is in itself is not a bad thing, but does create more traffic in residential areas, and around the high school which is problematic. This change will most certainly route more traffic onto Resort and 1st and 2nd, which are not designated truck routes for commercial traffic, or designed for that type of traffic or usage. This is what "Traffic Diet" does, and by definition, it's main purpose... To create congestion severe enough that traffic will use alternative routes. What doesn't work with this proposal, is that Main is actually State Highway 7, which connects I-84 to Central Oregon, AND South Baker. It is a major thoroughfare.

I have been in the towing business for over 28 years. In that time, I have responded to more accidents than I can remember on Campbell, yet I have a hard time recalling our company ever responding to Main. In fact, we ourselves, were rear-ended sitting at the stoplight on Campbell, westbound just a few years ago. Fancy, Obscure, Ambiguous terminology, like "Traffic Diet" does not change the definition what it truly is, "Engineered Congestion". It is simply not a fair or equitable trade-off for the motoring public, or commercial users that pay hefty taxes to keep good, well maintained highways, to remove lanes and arbitrarily give to bicyclists or a handful of downtown merchants, who falsely believe "Traffic Diet" will somehow promote safety or quiet dining. If anyone has sat on the patio at Golden Crown during the summer, it's patio is not any quieter than sitting at the Gieser Grand, or any other restaurant that offers outdoor, or side walk dining. Additionally, to say that somehow it is a safe practice to encourage and inject bicycles into major thoroughfares and truck routes is simply ridiculous. It is pure ideology, which is disingenuous at best, yet the state with it's infinite wisdom, never re-paves without removing travel lanes and giving them to bicycles, and they will spend millions to do so. It is pure ideology to punish tax payers, citizens, businesses and the overwhelming majority, with congestion and unnecessary liabilities of bicyclists onto the motoring public.

To justify this change the City is comparing Campbell to Main in their current configuration, yet they lump North Main (Campbell to Broadway) with Campbell, then compare those stats to South Main (Broadway to Auburn). They also do not use the same periods of time.

The stats I have compiled are as follows:

Years 2014-2023 Campbell street from Main to the Freeway./Main st. from Campbell to Auburn.

Main: **16** total incidents
Of those resulted in:
10 property damage only
6 bodily injury

Campbell: **36** total incidents
Of those resulted in:
11 property damage only
24 bodily injury
1 fatal

Campbell is more dangerous, (and deadly), yet nobody is considering changing its configuration. If single lanes are safer, the stats do not support the argument. And again, just like the hogwash we were sold in the early '90s, that the change would "flow more traffic", we now know that it was false. There are better ways to create safer pedestrian crossings and promote leisure than to de-engineer streets and highways. Promote and accommodate all users, not just restaurants and bicyclists who's usage only corresponds with the seasons, leaving the majority again, to suffer the "Diet" **all year long.**

Lets be proud of our wide streets, square intersections, and our city laid out with purposeful planning. Be proud we are not LaGrande, with one-ways and meandering streets and weird 5-6 way intersections. We DON'T HAVE TO BE BEND, nor should we aspire to be. Lets be business friendly to all now and in the future, not just the well connected or ideologically driven. Baker needs access not hindrance. It needs more industry, tax base and income, not more government, spending, and outgo. Most importantly, listen to your constituents, and their collective wisdom. Put this to a vote of the people where it should be. If it's a good idea, it will pass. There has been a lot of government overreach lately. Don't make the same mistake. God knows we've lost too much already....

Donn Christy
975 J st.
Baker City, OR 97814
Superior Towing



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Building Ordinance

See attached staff report



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026**Subject:** Revision proposal for adopted ordinance 130.07

Background

The adopted ordinances, while they adopt the current building codes, do not address provisions for the enforcement of those codes. The State removed the ability to issue a “stop work” order from the adopted building codes and left it for local adoption. In review of where that would best fit, making a modification to 130.07 is what we are proposing.

Findings

Adding the “Building Code Violations” supports the Building Department, while still protecting owner rights. If the Building Department needs to stop on an active job site to perform any inspection, this gives them the ability to do so. This helps if a concern is reported so that we can resolve the concern before the work gets covered. It also gives us the ability to enter a property to assess violations, or unsafe, conditions. Additionally, if work is progressing without the proper inspections, the Building Department can issue a “stop work” order to halt work until inspections can be caught up, or corrections made. If a dangerous condition exists it supports the Building Official the ability to disconnect utilities. And finally, if an occupancy violation exists, the Building Official can order the inappropriate use discontinued until compliance is achieved.

Potential Motions

1. “I, Councilor _____, move to hold the third reading of Ordinance 3414 by title only.

ORDINANCE NO. 3414
AN ORDINANCE AMENDING SECTION 130.07 OF THE MUNICIPAL CODE; PROVIDING
FOR NEW REGULATIONS WITH REGARD TO DEVELOPMENT AND BUILDING CODE
OFFENSES

WHEREAS, the City of Baker City has determined that its municipal code insufficiently addresses the enforcement of development and building regulations; and

WHEREAS, the State of Oregon removed the ability to issue a “stop work” worder from the adopted building codes and left it for adoption;

BE IT ORDAINED by the City of Baker City, Oregon that Section 130.07 of the Baker City Municipal Code is hereby amended to read as follows:

130.07 – DEVELOPMENT AND BUILDING CODE OFFENSES

(A) Development Code Violations.

No person shall violate any substantive provision of the Development Code, nor any substantive provision subsequently adopted or amended thereto. Any sworn police officer or person designated by the City Manager is authorized to issue a citation for such violation occurring in their presence or personally witnessed by them.

(B) Building Code Violations.

The Building Official, or designee, is hereby authorized to determine and enforce violations of the adopted Oregon Specialty Codes (hereinafter referred to as the “Building Codes”).

1.Right of Entry.

When necessary to enforce the provisions of the Building Codes, or when the Building Official has reasonable cause to believe that a condition exists in violation thereof, or that renders a property unsafe, dangerous, or hazardous, the Building Official may enter such property at reasonable times to conduct an inspection.

(a)If the property is occupied, the Building Official shall present proper credentials and request entry.

(b)If the property is unoccupied, the Building Official shall make a reasonable effort to locate the owner or other responsible party and request entry.

(c)If entry is refused, the Building Official shall pursue remedies as provided under Oregon Revised Statutes to secure lawful entry (ORS35.220).

2.Stop Work and Correction Orders.

When any work is being performed in violation of the Building Codes or any other applicable law or ordinance, the Building Official may issue a written order requiring that such work be stopped or corrected. The order shall be served on any person engaged in or responsible for the work and shall be posted in a conspicuous location on the property. Work shall not resume until authorized by the Building Official.

3. Authority to Disconnect Utilities.

The Building Official is authorized to cause the disconnection of utility services to a building, structure, or property when such action is necessary to eliminate an immediate hazard to life or property. Notice of disconnection shall, when practicable, be provided to the serving utility, the property owner, and any occupants immediately following the disconnection.

4. Occupancy Violations.

When a building or property is occupied or used contrary to its approved occupancy classification, the Building Official may order such use discontinued and the premises vacated. The notice shall specify a reasonable period for compliance. Re-occupancy shall not occur until the Building Official verifies compliance.

5. Penalties.

Any person who violates the provisions of this section shall be subject to the penalties provided in §10.99 (General Penalty). Unpaid fines may be collected by lien recorded against the property in violation.

READ for the first time in full this 9th day of December 2025.

READ for the second time by title only this 9th day of December 2025 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council and the press and public for their use during the meeting.

READ for the third time by title only this 13th day of January, 2026 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council and the press and public for their use during the meeting.

PASSED AND ADOPTED by the City Council of the City of Baker City, Oregon, and signed by the Mayor of the City of Baker City, Oregon, this 13th day of January, 2026.

Mayor

ATTEST:

City Recorder

City Attorney

We propose to modify the **existing** ordinance 130.07:

130.07 – DEVELOPMENT CODE OFFENSES.

No person shall violate any substantive provision of the Development Code, nor any substantive provision which may be added thereto from time to time. Any sworn police officer or community service officer may issue a citation for such a violation occurring in the presence of or witnessed personally by the officer.

Revised:

130.07 – DEVELOPMENT AND BUILDING CODE OFFENSES

(A) Development Code Violations.

No person shall violate any substantive provision of the Development Code, nor any substantive provision subsequently adopted or amended thereto. Any sworn police officer or person designated by the City Manager is authorized to issue a citation for such violation occurring in their presence or personally witnessed by them.

(B) Building Code Violations.

The Building Official, or designee, is hereby authorized to determine and enforce violations of the adopted Oregon Specialty Codes (hereinafter referred to as the “Building Codes”).

1. Right of Entry.

When necessary to enforce the provisions of the Building Codes, or when the Building Official has reasonable cause to believe that a condition exists in violation thereof, or that renders a property unsafe, dangerous, or hazardous, the Building Official may enter such property at reasonable times to conduct an inspection.

(a) If the property is occupied, the Building Official shall present proper credentials and request entry.

(b) If the property is unoccupied, the Building Official shall make a reasonable effort to locate the owner or other responsible party and request entry.

(c) If entry is refused, the Building Official shall pursue remedies as provided under Oregon Revised Statutes to secure lawful entry (ORS35.220).

2. Stop Work and Correction Orders.

When any work is being performed in violation of the Building Codes or any other applicable law or ordinance, the Building Official may issue a written order requiring that such work be stopped or corrected. The order shall be

served on any person engaged in or responsible for the work and shall be posted in a conspicuous location on the property. Work shall not resume until authorized by the Building Official.

3. Authority to Disconnect Utilities.

The Building Official is authorized to cause the disconnection of utility services to a building, structure, or property when such action is necessary to eliminate an immediate hazard to life or property. Notice of disconnection shall, when practicable, be provided to the serving utility, the property owner, and any occupants immediately following the disconnection.

4. Occupancy Violations.

When a building or property is occupied or used contrary to its approved occupancy classification, the Building Official may order such use discontinued and the premises vacated. The notice shall specify a reasonable period for compliance. Re-occupancy shall not occur until the Building Official verifies compliance.

5. Penalties.

Any person who violates the provisions of this section shall be subject to the penalties provided in §10.99 (*General Penalty*). Unpaid fines may be collected by lien recorded against the property in violation.

ORS 35.220

Precondemnation entry on real property

Subject to the requirements of this section, a condemner may enter upon, examine, survey, conduct tests upon and take samples from any real property that is subject to condemnation by the condemner. A condemner may not enter upon any land under the provisions of this section without first attempting to provide actual notice to the owner or occupant of the property. If the condemner has not provided actual notice, written notice must be posted in a conspicuous place where the notice is most likely to be seen. The posted notice must give the condemner's name, address and telephone number and the purpose of the entry. A condemner may conduct tests upon

order entered under subsection (2) of this section. All testing and sampling must be done in conformity with applicable laws and regulations. Testing and sampling results shall be provided to the owner upon request. [↗](#)



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Burn Ban Ordinance

Action Statement

Approve (or discuss) Ordinance Number 3415, to amend Chapter 92, § 92.43, line f, GENERAL REQUIREMENTS.

Background

Fire and burning is part of nature and the life cycle of the forests and certain plants and trees.

In the history of Baker City, I have not been able to find any ordinances, resolutions, or other information that would restrict or ban the use of fire during times of drought or high fire danger.

Analysis

Whether you believe in climate change or not, I think that we can all agree that the fuels are drying out faster than before and the temperatures are hotter and stay hotter longer than before. This presents a significant challenge for firefighters, fire officials, and local government officials.

Although nobody likes to be the “bad guy” and restrict something that people have done for a long time, sometimes the hard right outweighs the easy wrong.

A couple of examples of recent human-caused fires include the 2025 Rowena Fire in the Columbia Gorge, which destroyed 56 residences, 96 secondary structures, 18 minor structures, and consumed most of the town of Rowena and the surrounding area. The total acreage burned around 3,700 acres. The 2025 Palisades Fire in California burned 23,448 acres, destroyed 6,800 plus structures, and killed 12 people. The cause of the fire was determined to be careless burning from a fire started 6 days earlier.

Within the municipal codes of Baker City, there is Title IX, Chapter 92 — Fire Prevention and Protection. Under §92.43- General Requirements, line F reads: “There shall be no burning upon restriction by the Fire Department due to fire/safety conditions.”

It leaves too much vagueness and ambiguity. I recommend amending that line of the ordinance to read:

“There shall be no burning upon restriction by the Fire Department due to fire/safety conditions, as pursuant to current local Oregon Department of Forestry (ODF) Burn Ban Restrictions. The Baker City Fire Chief retains authority to establish, modify, change, or terminate, as deemed necessary.”

Then it will give more defined boundaries for establishing and implementing a burn restriction within the city

limits that coincides with our neighboring rural fire districts, cities, and landowners (ODF and USFS mainly in the immediate area).

Potential Motions

(N/A below if Council wishes to make the agenda item discussion only)

"I, Councilor _____, move to hold the first reading of Ordinance Number 3415"

"I, Councilor _____, move to hold the second reading of Ordinance Number 3415 by title only"



BAKER CITY OREGON

MAYOR
Randy Daugherty
COUNCILORS
Doni Bruland
Roger Coles
Loran Joseph
Helen Loennig
Gratton Miller
CITY MANAGER
Barry Murphy

ORDINANCE NO. 3415

ORDINANCE AMENDING MUNICIPAL CODE CHAPTER 92, § 92.43, line f, GENERAL REQUIREMENTS.

WHEREAS, The City Council of Baker City recognizes it is subject to wildfires and has the potential of a conflagration within the city limits of the City of Baker City as environmental conditions today are not those of 2011 when the original Ordinance was passed; and,

WHEREAS, the City Council of Baker City recognizes that it can adopt a more restrictive fire code than the current Oregon State Fire Code ;

NOW, THEREFORE, BE IT ORDAINED by the City Council of Baker City, Oregon,
that:

The City Council Amends Chapter 92, §92.43, line f.- General Requirements of the Baker City Municipal Code; and,

The Baker City Municipal Code §92.43, line f, currently reads:

“There shall be no burning upon restriction by the Fire Department due to fire/safety conditions.”

The Baker City Municipal Code Chapter 92, §92.43, line f shall now read:

“There shall be no burning upon restriction by the Fire Department due to fire/safety conditions, as pursuant to current local Oregon Department of Forestry (ODF) Burn Ban Restrictions. The Baker City Fire Chief retains authority to establish, modify, change, or terminate, as deemed necessary.”

READ for the first time in full on this 13th day of January 2026.

READ for the second time by title only on this 13th day of January 2026 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council, the press and the public for their use during the meeting.

READ for the third time by title only on this 27th day of January 2026 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council, the press and the public for their use during the meeting.

PASSED AND ADOPTED by the City Council of the Baker City, Oregon, and signed by the Mayor of the Baker City, Oregon, this 27th day of January 2026.

Randy Daughterty, Mayor

ATTEST: _____
City Recorder

Daniel Van Thiel, City Attorney



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026**Subject:** Knox Box Ordinance

Action Statement

Approve (or discuss) ORDINANCE 3416 ESTABLISHING AND APPROVING AN ORDINANCE TO REQUIRE KNOX BOXES AT NEW COMMERCIAL BUILDINGS, EXISTING COMMERCIAL BUILDINGS WITH IMPROVEMENTS REQUIRING PLANNING BOARD APPROVAL, EXISTING COMMERCIAL BUILDINGS AND CERTAIN MULTI-FAMILY RESIDENTIAL OCCUPANCIES

Background

There was talk during previous fire administration in regard to having Knox box type (aka Rapid Key Entry Systems) but nothing was adopted by the city previously.

The 2019 and 2025 Oregon Fire Codes, under section 506, Key Boxes, § 506.1 state that "Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an approved location. The key box shall be one of the approved types listed in accordance with UL 1037 and shall contain keys to gain the necessary access as required by the fire code official."

Pharmacies are exempt from this fire code, as they are governed by OAR 855-041-0035.

Analysis

There are many reasons as to why a city should implement an ordinance requiring Knox Boxes or RKES. They include:

1. Eliminate needless, costly forced entry damage that may not be covered by an insurance deductible (especially in the historic district of the city).
2. Assures immediate building entry by firefighters without delay or waiting for building keys.
3. Protect inventory, equipment and supplies from unnecessary water damage caused by delayed sprinkler shut-off.
4. Satisfy any local fire codes and emergency access ordinances that may be in place.
5. Save time and aggravation for the owner or keyholder having to drive to the business at 2:00 am because of a false alarm.
6. The Baker City Fire Department holds the only key to the Knox Box and in order to access it, a code must be entered, and it is then timestamped with the box that holds the key.
7. Maintain building security after a fire alarm investigation, with the fire department simply re-locking the undamaged door.

Potential Motions

(N/A below if Council decides to keep agenda item discussion only)

"I, Councilor _____, move to hold the first reading of Ordinance Number 3416"

"I, Councilor _____, move to hold the second reading of Ordinance Number 3416 by title only"



BAKER CITY OREGON

MAYOR
Randy Daugherty
COUNCILORS
Doni Bruland
Roger Coles
Loran Joseph
Helen Loennig
Gratton Miller
CITY MANAGER
Barry Murphy

ORDINANCE NO. 3416

ORDINANCE AMENDING MUNICIPAL CODE CHAPTER 92, ESTABLISHING KNOX BOX REQUIREMENTS

WHEREAS, the City Council of Baker City establishes an ordinance necessary to require certain commercial and residential buildings to install Knox Boxes (also known as Rapid Key Entry Systems); and

WHEREAS, the benefits of installing Knox Boxes include providing immediate emergency access to firefighters, leading to increasing efficiency in the Fire Department; preventing costly forced entry damage and allowing undamaged doors to be re-secured after the emergency; and protecting property, inventory, equipment and supplies as well as firefighters against possible injuries.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Baker City, Oregon, that:

The City Council amends Chapter 92 of the Baker City Municipal Code through the addition of new section §92.48 establishing Knox Box requirements for certain development.

The Baker City Municipal Code Chapter 92, shall have a new section which shall now read:

§92.48- Knox Box/Rapid Key Entry System.

- A. All new commercial buildings shall install a Knox Box in an identified location, of a UL type and size, approved by the Fire Chief prior to issuance of the Certificate of Occupancy.
- B. Existing commercial buildings with improvements to 51 percent or greater of the structure or property, or that require approval by the Planning Commission, shall install a Knox Box in an identified location, of UL type and size, approved by the Fire Chief prior to issuance of construction permits.
- C. All existing commercial buildings equipped with an automatic fire detection system and/or suppression system shall install a Knox Box, of a UL type and size approved by the Fire Chief, installed not more than five (5) feet from the front door and at a height of 5 feet from the ground within six (6) months of the effective date of this ordinance.
- D. Multi-family residential structures of more than 4 units together and possessing restricted access through locked doors with a common corridor for the access to living units shall have an installed Knox Box in an identified location, of a UL type and size, approved by Fire Chief within six (6) months of the effective date of this ordinance.

- E. All Knox Boxes shall contain labeled keys, easily identified in the field to provide access to the property and/or building, and to any locked areas within the said building as directed by the Fire Chief.

READ for the first time in full on this 13th day of January 2026.

READ for the second time by title only on this 13th day of January 2026 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council, the press and the public for their use during the meeting.

READ for the third time by title only on this 27th day of January 2026 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council, the press and the public for their use during the meeting.

PASSED AND ADOPTED by the City Council of the Baker City, Oregon, and signed by the Mayor of the Baker City, Oregon, this 27th day of January 2026.

Randy Daughterty, Mayor

ATTEST: _____
City Recorder

Daniel Van Thiel, City Attorney



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Board and Commission and City Council Vacancies Update



City Councilor Application

(Please complete, sign and date application form and return to:

City of Baker City
Attn: Megan Langan
1655 First Street • P. O. Box 650
Baker City, OR 97814
Fax • 541.524.2061 Office • 541.524.2033
cityrecorder@bakercity.gov

The position for which you are applying is City Councilor for the City of Baker City. Please fill out the application below. All fields are required and must be answered for application to be considered. Please attach a letter of interest. If you need more room for answers, please attach a separate sheet to the application.

NAME: Randall W. Schiewe HOME PHONE: [REDACTED]
RESIDENCE ADDRESS: [REDACTED] CELL PHONE: [REDACTED]
MAILING ADDRESS: [REDACTED] E-MAIL: bakerautocare@gmail.com
EMPLOYER: Baker Auto Center LLC; MEMBER OCCUPATION/PROFESSION: OWNER

Have you resided within Baker City for the previous 12 months? Yes ☐ Are you a registered voter in the state of Oregon? Yes ☐

How would you currently rate the City's performance? Good ☐

What ideas do you have for improving "Fair" or "Poor" performance? I believe more transparency and communication with public.

Why are you interested in serving on the City Council? I enjoy serving the public. I have a passion for our local community.

What contributions do you feel you can/will make to the City Council and citizens of this community? As a business owner I believe I can help with economic development and bring professional skills for civic engagement.

What qualifications, skills, or experiences would you bring to the City Council? Served on City Counsel for Unity, Oregon. Served on the budget board for Baker City, Oregon.

Previous/current appointed or elected offices: City Council Unity, Oregon and Baker City, Oregon Budget Board

Previous/current community affiliations or activities: Social Board at Quail Ridge Golf Course

Signature: <u>Randall W. Schiewe</u>	Date: <u>12/3/2025</u>
--------------------------------------	------------------------

Office use:
date appointed/denied _____ term ends: _____

Please be sure to attach a letter of interest to this application. Incomplete applications will not be considered.
The City of Baker City is an EEO Employer

Randall W. Schiewe

Baker City, OR 97814

Cell Phone: [REDACTED]

E-Mail: bakerautocare@gmail.com

January 6, 2026

City of Baker City

Attn: Megan Langan

1655 First Street

Baker City, OR 97814

Subject: Letter of Interest for City Council Position

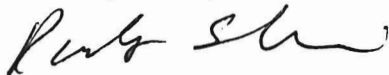
Dear City Council Members,

I am writing to formally express my strong interest in being considered for the vacant City Council seat for Baker City, Oregon. As a dedicated resident of Baker City for the past 31 years, I am deeply invested in the future and well-being of our community.

My desire to serve on the City Council stems from a commitment to enhancing public safety, fostering economic growth and ensuring transparent governance. I believe my professional experience in owning my own businesses qualifies me as a candidate for City Council, combined with my active community involvement as a previous City Council Board Member, Budget Board Member, Golf Course Social Board and the City Council in Unity. These experiences have provided me with a practical understanding of our city's challenges and the collaborative skills needed to address them effectively.

I am confident that I would be an asset to the Council and am prepared to put the citizens of Baker City first in my decision-making process. I respectfully ask for your thoughtful consideration of my application and welcome the opportunity to discuss my qualifications and vision with you further.

Thank you for your time.



Randall W. Schiewe

REFERENCES FOR CITY COUNCILOR APPLICATION

RANDALL W. SCHIEWE

Derek Blankenship

Baker Vision Clinic

2150 3rd Street

Baker City, OR 97814

Work: 541-523-5858

Cell: [REDACTED]

Email: [REDACTED]

Mitch Grove

The Grove Team

845 Campbell Street

Baker City, OR 97814

Work: 541-523-6485

Cell: [REDACTED]

Email: Mitch@thegroveteam.com

Rocky Brown

Lew Brother Tires

210 Bridge Street

Baker City, OR 97814

Work: 541-523-3679

Cell: [REDACTED]



City Councilor Application

(Please complete, sign and date application form and return to:

City of Baker City
Attn: Megan Langan
1655 First Street • P. O. Box 650
Baker City, OR 97814
Fax • 541.524.2061 Office • 541.524.2033
cityrecorder@bakercity.gov

The position for which you are applying is City Councilor for the City of Baker City. Please fill out the application below. All fields are required and must be answered for application to be considered. Please attach a letter of interest. If you need more room for answers, please attach a separate sheet to the application.

NAME: Deanna Johnson

RESIDENCE

ADDRESS:

MAILING

ADDRESS:

HOME PHONE:

CELL PHONE:

E-MAIL:

rdjoh99.dj@gmail.com

OCCUPATION/
PROFESSION:

EMPLOYER:

retired

Have you resided within Baker City for the previous 12 months? Select Yes Are you a registered voter in the state of Oregon? Select Yes

How would you currently rate the City's performance? Select Fair

What ideas do you have for improving "Fair" or "Poor" performance? get more feedback from citizens pay attention to what the citizens actually want & need. Look closely to both sides of issues. New ideas for young citizens

Why are you interested in serving on the City Council? I feel I can be fair, objective, and helpful, hopefully bringing people together. I LOVE THIS TOWN

What contributions do you feel you can/will make to the City Council and citizens of this community? fairness, objectivity, open mindedness, forward thinking. Lots of new ideas

What qualifications, skills, or experiences would you bring to the City Council? Team building, good rapport with peers; voice of reason. Brainstorming ideas. Strong community support

Previous/current appointed or elected offices:

Previous/current community affiliations or activities:

Signature:

Deanna Johnson

Date:

12/17/2025

Office use:

date appointed/denied _____ term ends: _____

Please be sure to attach a letter of interest to this application. Incomplete applications will not be considered.
The City of Baker City is an EEO Employer

12-17-2025

Attn: Megan Langan
1655 First St.
Baker City, OR 97814
541-524-2033

Dear Ms. Langan
Greetings. Allow me to introduce myself.

My name is Deanna Johnson. I am interested in joining the Baker City Council.

I moved here with my husband Roger in June 2022. Right away I became very interested in the council and everything about town. I have paid close attention to things that happen within the council.

While I have never sat on a council, I do feel I can offer common sense and am very good at looking at both sides of an issue. I feel I will be a valuable asset.

I have over 20 years of experience in a management position. I have worked with teams balancing budgets, training, and leading.

I hope you will consider me for the position of council member.

Thank you
Deanna Johnson

References as requested.

Loran Joseph - friend

Mandie Rose - daughter in law

Justin Kendall - friend



BAKER CITY, OREGON
P.O. Box 650, Baker City, OR 97814-0650
541-523-6541 Voice/TDD
www.bakercity.com

Board/Commission Application

Name of Board/Commission: Tree Board

Contact Information

Name: Breanna Clark Primary Phone #: [REDACTED]

Address: [REDACTED] Secondary Phone #: [REDACTED]

Email Address: clarkwhitmore31@gmail.com Occupation: Cashier

Preliminary Questions

1. Are you a registered voter in the state of Oregon? yes
2. Residence within City Limits: yes
3. If yes, how many years? 32
4. Comments on why you would like to be appointed to this board/commission:
My Dad used to be on this board and he really enjoyed it. I have been interested for some time. I would love to help out.
5. Do you engage in business that is anyway related to the duties of this board/commission?
Any Conflicts of interest?
N/A

6. Are there any days or times you cannot attend meetings on a regular basis?

I work graveyard shifts so I could make it during the day. Anytime.

7. Is there any information about yourself that you would like to offer the city council to aid them in their appointment process?

I would love this opportunity to help out on this board. I was born and raised in Baker City so this town is my home, and I want to do anything in my power to make it better.

8. References: Please list name, address, phone number of a personal or professional reference:

Jenny Mowe - Sweet Wife Baking - 541-403-602
Brianna Downes - Present boss - 458-201-2191
Billie - Compassion Center - 541-519-1194

Signature: Breanna Clark Date: 1-5-26

Office Use Only:

Received: 1/5/26 By: Maryland

Date Appointed/Denied: _____

Term Ends: _____



BAKER CITY, OREGON

P.O. Box 650, Baker City, OR 97814-0650

541-523-6541 Voice/TDD

www.bakercity.com

Board/Commission Application

Name of Board/Commission: City Planning Commission

Contact Information

Name: Paul King Primary Phone #: [REDACTED]

Address: [REDACTED] Secondary Phone #: [REDACTED]

Email Address: pjking9713@gmail.com Occupation: Planner

Preliminary Questions

1. Are you a registered voter in the state of Oregon? Yes
2. Residence within City Limits: Yes
3. If yes, how many years? ~ 3.5

4. Comments on why you would like to be appointed to this board/commission:
I am a Citizen of Baker City and have a natural interest in city planning. Though I am a member of County staff, I would like to still be involved in urban aspects of planning, and would like to use my prior experience on a decision-making body.
5. Do you engage in business that is anyway related to the duties of this board/commission?

Any Conflicts of interest?

I am a contract member of City Staff until Jan 1, 2026. I would have to wait until then to serve on the Commission. Any matter that may involve County jurisdiction I would likely have to recuse myself from.

6. Are there any days or times you cannot attend meetings on a regular basis?

No, I believe I should be available most evenings

7. Is there any information about yourself that you would like to offer the city council to aid them in their appointment process?

I am a civic-minded member of the Baker community with a good grasp on criteria & the spirit of applying the Development Code. I believe I can use my prior knowledge of the Code to make objective decisions on Type III & Type IV applications.

8. References: Please list name, address, phone number of a personal or professional reference:

Teresa McQuisten - Eltrym Theater
1809 First Street, Baker City OR
541 523 5439

Signature:  Date: 10/2/2025

Office Use Only:

Received: _____ By: _____

Date Appointed/Denied: _____

Term Ends: _____



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Monthly Financial Report

See attached financial reports for November 2025

City of Baker City
Financial Report for the General Fund
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund/Department	Description	November	YTD	Budget	Percent of Budget	Narrative
REVENUE						
General Fund	Beginning Working Capital	\$ -	\$ 2,591,496	\$ 2,275,000	113.9%	Year-end adjustments are in process. BWC is preliminary.
	Property Taxes	1,868,168	1,893,855	3,440,000	55.1%	
	Police Generated Revenue	267	5,589	23,600	23.7%	Police revenue includes impound fees, court fines, parking violations and Drug Task Force contributions.
	Ambulance	100	1,177	5,000		
	Cemetery	2,140	30,848	104,409	29.5%	
	Cemetery Trust Fund Interest Transfers	2,591	14,576	55,000	26.5%	
	Interest	9,489	39,025	125,000	31.2%	The LGIP interest rates for November 4.4% to 4.25%.
	Generated Power Sales	-	23,788	50,000	47.6%	
	Franchise fees	33,925	239,541	977,500	24.5%	Franchises are received monthly or quarterly.
	Water/Wastewater "Franchise" Fee	22,639	151,942	392,647	38.7%	
	Airport Ground Leases and Gas Tax	2,382	36,417	56,131	64.9%	
	Cigarette/Liquor Taxes/State Sharing	31,120	31,120	296,614	10.5%	State payments are received monthly or quarterly.
	Planning Department Fees	1,040	1,040	-		
	School Resource Office (SRO) Reimb 5J	-	25,329	101,623	24.9%	5J is billed quarterly.
	Admin Services Indirect Cost	54,618	327,707	715,000	45.8%	
	Fees, Permits and Licenses	144	7,000	6,600	106.1%	Includes new street closure and park fees.
	Other Revenue	6,088	17,597	66,200	26.6%	Includes dog releases, property abatement reimb, lien searches, burn permits, and misc. fees.
	Wildfire Grant	-	-	35,000	0.0%	
	TLT Administration Fee	14,570	76,579	200,000	38.3%	30% administration fee based on TLT revenue. The City began receiving July TLT funds in August.
	Leo Adler Grant	-	-	25,000	0.0%	
	DLCD Planning Grant	-	-	25,000	0.0%	
	Cares Act - Airport Grant	-	-	23,100	0.0%	
	Public Safety Fee	46,633	251,620	659,000	38.2%	
Total		\$ 2,095,914	\$ 5,766,246	\$ 9,657,424	59.7%	

City of Baker City
Financial Report for the General Fund
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund/Department	Description	November	YTD	Budget	Percent of Budget	Narrative
EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
Administration	Personnel Services	\$ 55,834	284,934	\$ 720,087	39.6%	
	Materials and Services	56,584	399,233	770,799	51.8%	
	Capital Outlay - City Hall	-	10,329	50,000	20.7%	
	Transfer to Golf Course Fund 123	-	10,000	10,000	100.0%	
	Transfer to Fund 162 FAA Match	-	20,000	20,000	100.0%	
	Transfer to Economic Dev Fund 177	-	-	15,000	0.0%	
	Contingency	-	-	225,645	0.0%	
	Subtotal	\$ 112,418	\$ 724,496	\$ 1,811,531	40.0%	
Police	Personnel Services	\$ 191,887	\$ 1,059,016	\$ 2,627,500	40.3%	
	Materials and Services	35,537	179,964	353,410	50.9%	
	Police Vehicles	-	80,066	70,000	114.4%	
	Subtotal	\$ 227,424	\$ 1,319,046	\$ 3,050,910	43.2%	
Fire	Personnel Services	\$ 118,985	\$ 635,773	\$ 1,600,781	39.7%	
	Materials and Services	8,103	126,131	215,296	58.6%	
	Transfer to Fire Equip Reserve Fund 112	-	375,000	375,000	100.0%	
	Subtotal	\$ 127,088	\$ 761,904	\$ 1,816,077	42.0%	
Cemetery	Personnel Services	\$ 1,732	\$ 11,756	\$ 34,832	33.8%	
	Materials and Services	11,801	63,694	186,611	34.1%	
	Subtotal	\$ 13,533	\$ 75,450	\$ 221,443	34.1%	
Parks	Personnel Services	\$ 4,513	\$ 13,057	\$ 31,382	41.6%	
	Materials and Services	6,178	39,432	125,516	31.4%	
	Subtotal	\$ 10,691	\$ 52,489	\$ 156,898	33.5%	
Airport	Personnel Services	\$ 1,172	\$ 2,777	\$ 16,799	16.5%	
	Materials and Services	4,936	21,675	74,304	29.2%	
	Capital Outlay	-	-	27,900	0.0%	
	Subtotal	\$ 6,108	\$ 24,452	\$ 119,003	20.5%	
Planning	Personnel Services	\$ -	\$ 696	\$ 1,112	62.6%	
	Materials and Services	7,652	7,844	150,500	5.2%	The City contracts planning services from Baker County.
	Subtotal	\$ 7,652	\$ 8,540	\$ 151,612	5.6%	
Hydro Elect Plant	Personnel Services	\$ 480	\$ 1,121	\$ 1,832	61.2%	
	Materials and Services	3	6,067	16,003	37.9%	High voltage training \$3,500.
	Subtotal	\$ 483	\$ 7,188	\$ 17,835	40.3%	

City of Baker City
Financial Report for the General Fund
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund/Department	Description	November	YTD	Budget	Percent of Budget	Narrative
EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
Community Development	Personnel Services	\$ 13,849	55,576	\$ 129,615	42.9%	
	Materials and Services	161	204	7,500		
	Subtotal	\$ 14,010	\$ 55,780	\$ 137,115	40.7%	
All Departments	Personnel Services	388,452	2,064,706	5,163,940	40.0%	
	Materials and Services	130,955	844,244	1,899,939	44.4%	
	Capital Outlay	-	90,395	147,900	61.1%	
	Debt Service	-	-	-		
	Transfers	-	405,000	420,000	96.4%	
	Contingency	-	-	225,645	0.0%	
	Unappropriated Ending Fund Balance	-	-	1,800,000	0.0%	
Grand Total		\$ 519,407	\$ 3,404,345	\$ 9,657,424	35.3%	

City of Baker City
Financial Report for the Enterprise Funds
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund	Description	November	YTD	Budget	Percent of Budget	Narrative
REVENUE						
Water Fund - 104	Beginning Working Capital	\$ -	\$ 4,707,562	\$ 4,631,572	101.6%	Year-end adjustments are in process. BWC is preliminary.
	Water Sales	327,786	1,649,691	3,591,880	45.9%	
	OWRD Grant Proceeds	-	-	93,440	0.0%	
	Interest	15,145	82,238	175,000	47.0%	
	Other Revenue	17,587	100,021	113,375	88.2%	
Total		\$ 360,518	\$ 6,539,512	\$ 8,605,267	76.0%	
EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
Water Fund - 104	Water Utility Maintenance	\$ 172,523	\$ 924,257	\$ 2,574,908	35.9%	
	Water Utility Construction	41,411	480,674	2,736,961	17.6%	
	Capital Outlay - Equipment	-	80,682	89,600	90.0%	Split costs for compact excavator, trailer, and an ATV.
	Transfer to Samo Fund (115) ARPA Funds	-	150,000	150,000	100.0%	
	Transfer to Central Stores Fund (107)	-	10,000	10,000	100.0%	
	Contingency	-	-	300,000	0.0%	
	IFA Loan Payment	-	-	123,690	0.0%	
	Unappropriated Ending Fund Balance	-	-	2,620,108	0.0%	
Total		\$ 213,934	\$ 1,645,613	\$ 8,605,267	19.1%	

REVENUE						
Wastewater Fund - 105	Beginning Working Capital	\$ -	\$ 4,561,754	\$ 4,587,961	99.4%	
	Wastewater Service Charge	151,293	879,222	2,017,351	43.6%	
	Interest	16,693	91,314	124,364	73.4%	
	G Street LID Interest/Principal	-	-	4,215	0.0%	
	DEQ Loan Proceeds	-	-	2,000,000	0.0%	
	Other Revenue	20,338	97,877	144,982	67.5%	
Total		\$ 188,324	\$ 5,630,167	\$ 8,878,873	63.4%	
EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
Wastewater Fund - 105	Wastewater Maintenance Department	\$ 126,974	\$ 660,125	\$ 2,239,466	29.5%	Year-end adjustments are in process. BWC is preliminary.
	Wastewater Construction	6,604	47,236	2,858,801	1.7%	
	Capital Outlay - Equipment	-	74,984	83,200	90.1%	Split costs for compact excavator, trailer, and an ATV.
	Debt Service - DEQ Loan Payment	-	-	46,930	0.0%	Loan payments are deferred until construction is complete.
	Contingency	-	-	750,000	0.0%	
	Unappropriated Ending Fund Balance	-	-	2,900,476	0.0%	
Total		\$ 133,578	\$ 782,345	\$ 8,878,873	8.8%	

City of Baker City
Financial Report for the Enterprise Funds
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund	Description	November	YTD	Budget	Percent of Budget	Narrative
REVENUE						
Golf Course Fund - 123	Beginning Working Capital	\$ -	\$ (15,624)	\$ -		Year-end adjustments are in process. BWC is preliminary.
	Miscellaneous Revenue	-	-	-		
	Alora Cost Share	-	-	11,015	0.0%	
	Alora Facility Lease	-	-	5,500	0.0%	
	Transfer from the General Fund	-	20,000	20,000	100.0%	
Total		\$ -	\$ 4,376	\$ 36,515	12.0%	
EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
Golf Course Fund - 123	Personnel Services	\$ 31	\$ 816	\$ 5,574	14.6%	
	Materials & Services	867	9,312	21,201	43.9%	
	Contingency	-	-	9,740		
	Unappropriated Ending Fund Balance	-	-	-		
Total		\$ 898	\$ 10,128	\$ 36,515	27.7%	

REVENUE						
Building Inspections Fund - 127	Beginning Working Capital	\$ -	\$ 867,843	\$ 750,000	115.7%	Year-end adjustments are in process. BWC is preliminary.
	City Permits	11,476	203,810	236,566	86.2%	
	County Permits	11,560	111,205	321,540	34.6%	
	State Surcharge	2,299	25,544	47,973	53.2%	
	Interest	3,423	18,751	30,000	62.5%	
	Other Revenue	45	135	4,865	2.8%	Includes design review fee.
Total		\$ 28,803	\$ 1,227,288	\$ 1,390,944	88.2%	
EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
Building Inspections Fund - 127	Personnel Services	\$ 27,196	\$ 189,446	\$ 501,236	37.8%	
	Materials and Services	8,039	59,908	151,973	39.4%	
	Capital Outlay	1,390	32,418	50,000	64.8%	New inspection vehicle.
	Contingency	-	-	87,735	0.0%	
	Unappropriated Ending Fund Balance	-	-	600,000	0.0%	
Total		\$ 36,625	\$ 281,772	\$ 1,390,944	20.3%	

City of Baker City
Financial Report for the Special Revenue Funds
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund	Description	November	YTD	Budget	Percent of Budget	Narrative
REVENUE						
State Tax Street Fund - Fund 102	Beginning Working Capital	\$ -	\$ 3,735,843	\$ 3,736,623	99.98%	Year-end adjustments are in process. BWC is preliminary.
	Property Taxes	437,410	443,313	812,500	54.56%	
	State Gas Tax	70,435	277,017	820,224	33.77%	
	Surface Trans Project	-	-	125,000	0.00%	
	Interest	12,956	67,176	100,000	67.18%	
	HB2017 Cedar Street Grant	-	-	-		
	Other Revenue	133	847	16,091	5.26%	
	HB2017 Cedar Street Grant	-	-	1,159,400	0.00%	
	Total Revenue	\$ 520,934	\$ 4,524,196	\$ 6,769,838	66.83%	
EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
State Tax Street Fund - Fund 102	Streets Maintenance	\$ 74,069	\$ 370,415	\$ 1,302,519	28.44%	
	Storm Water Maintenance	7,292	51,308	325,681	15.75%	
	Preventative Maintenance	30,292	117,232	3,125,707	3.75%	
	Street Lighting	2,269	36,364	133,114	27.32%	
	Snow and Ice Control	2,092	12,676	147,582	8.59%	
	Street Construction	59	364	8,502	4.28%	
	Capital Outlay - Equipment	-	35,089	39,200	89.51%	Split costs for compact excavator and trailer.
	Contingency	-	-	400,000	0.00%	
	Unappropriated Ending Fund Balance	-	-	1,287,533	0.00%	
	Total Expenditures	\$ 116,073	\$ 623,448	\$ 6,769,838	9.21%	
REVENUE, EXPENDITURES & CONTINGENCY						
Transient Lodging Tax Fund - Fund 106	Beginning Working Capital	\$ -	\$ 424,318	\$ 625,500	0.00%	
	City Transient Lodging Tax	48,567	255,262	800,000	31.91%	July transient lodging taxes were collected in August.
	Interest	1,642	8,845	15,000	58.97%	
	Total Revenue	50,209	688,425	1,440,500	47.79%	
	Personnel Services	-	-	10,000	0.00%	
	Materials & Services	17,177	32,249	467,000	6.91%	
	Capital Outlay	-	-	20,000	0.00%	
	Transfer to Golf Fund (135)	-	77,870	77,870	100.00%	
	Transfer to General Fund (101)	14,570	76,579	200,000	38.29%	30% Admin fee transfer.
	Transfer to Park Imp (134)	-	-	200,000	0.00%	Court plaza.
	Unappropriated Ending Fund Balance	-	-	365,630	0.00%	
	Contingency	-	-	100,000	0.00%	
	Total Expenditures	31,747	186,698	1,440,500	12.96%	
REVENUE, EXPENDITURES & CONTINGENCY						
Samo Swim Center - Fund 115	Beginning Working Capital	\$ -	\$ 145,863	\$ 207,070	70.44%	Year-end adjustments are in process. BWC is preliminary.
	Property Tax Revenue	62,461	62,833	130,000	48.33%	
	ARPA Grant Revenue	-	-	300,000	0.00%	
	Interest	-	3,700	16,000	23.13%	
	Transfer from the Water Fund (104) ARPA	-	150,000	150,000	100.00%	
	Total Revenue	62,461	362,396	803,070	45.13%	
	Personnel Services	703	18,585	19,560	95.02%	
	Materials & Services	3,025	30,104	107,399	28.03%	
	Pool Resurface and Roof Replacement	-	538,722	539,977	99.77%	
	Contingency	-	-	136,134		
	Total Expenditures	3,728	587,411	803,070	73.15%	

City of Baker City
Financial Report for the Special Revenue Funds
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund	Description	November	YTD	Budget	Percent of Budget	Narrative
REVENUE AND EXPENDITURES						
Tree City Fund - Fund 129	Beginning Working Capital	\$ -	\$ 3,522	\$ 5,731	61.46%	Year-end adjustments are in process. BWC is preliminary.
	Interest	15	77	175	44.00%	
	OTEC Tree Replacement/Misc Revenue	-	1,200	100	1200.00%	
	Total Revenue	15	4,799	6,006	79.90%	
	Personnel Services	-	-	504	0.00%	
	Materials & Services	-	-	1,500	0.00%	
	Contingency	-	-	1,000	0.00%	
	Unappropriated Ending Fund Balance	-	-	3,002	0.00%	
	Total Expenditures	-	-	6,006	0.00%	

REVENUE, EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
Elkhorn Ind. Park - Econ/Community Dev. Fund 177	Beginning Working Capital	\$ -	\$ 697,753	\$ 725,802	96.14%	
	Transfer from General Fund (101)	-	-	15,000		
	Interest	2,241	13,298	25,000	53.19%	
	Total Revenue	2,241	711,051	765,802	92.85%	
	Economic/Community Development	30,669	30,669	765,802	4.00%	
	Total Expenditures	30,669	30,669	765,802	4.00%	

City of Baker City
Financial Report for the Internal Service and Capital Projects Funds
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund	Description	November	YTD	Budget	Percent of Budget	Narrative
Internal Service Funds						
EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
Central Stores Fund - Fund 107	Beginning Working Capital	\$ -	\$ 320,736	\$ 300,000	106.9%	Year-end adjustments are in process. BWC is preliminary.
	Interest	51	203	500	40.6%	
	Sale of Inventory	11,395	104,677	346,450	30.2%	
	Transfer from Water Fund (104)	-	10,000	10,000	100.0%	
	Total Revenue	\$ 11,446	\$ 435,616	\$ 656,950	66.3%	
	Inventory Purchases	24,616	83,955	225,050	37.3%	
	Contingency	-	-	30,000	0.0%	
	Unappropriated Ending Fund	-	-	401,900	0.0%	
	Total Expenditures	\$ 24,616	\$ 83,955	\$ 656,950	12.8%	
EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
Equip and Vehicle Operations - Fund 108	Beginning Working Capital	\$ -	\$ 907,707	\$ 1,020,562	88.9%	Year-end adjustments are in process. BWC is preliminary.
	Equipment Charge	58,610	275,175	1,016,680	27.1%	
	Miscellaneous Income	-	-	7,000	0.0%	
	Interest	2,781	15,617	20,000	78.1%	
	Total Revenue	\$ 61,391	\$ 1,198,499	\$ 2,064,242	58.1%	
	Personnel Services	20,606	97,444	307,501	31.7%	
	Materials and Services	24,581	117,190	299,630	39.1%	
	Capital Outlay - Equipment	-	143,149	365,000	39.2%	3000 ft/lb Toku Hammer and Dump Truck
	Contingency	-	-	250,000	0.0%	
	Unappropriated Ending Fund	-	-	842,111	0.0%	
	Total Expenditures	\$ 45,187	\$ 357,783	\$ 2,064,242	17.3%	

City of Baker City
Financial Report for the Internal Service and Capital Projects Funds
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund	Description	November	YTD	Budget	Percent of Budget	Narrative
Capital Project Funds						
REVENUE, EXPENDITURES, CONTINGENCY & UNAPPROPRIATED ENDING FUND BALANCE						
General Fund - Capital Projects - Fund 109	Beginning Working Capital	\$ -	\$ -	\$ -		
	Seismic Grant	-	-	2,400,000	0.0%	
	Total	\$ -	\$ -	\$ 2,400,000	0.0%	
	Materials & Services	\$ -	\$ 67	\$ 2,400,000	0.0%	
	Total	\$ -	\$ 67	\$ 2,400,000	0.0%	
Fire Equipment Reserve - Fund 112	Beginning Working Capital	\$ -	\$ 552,685	\$ 570,991	96.8%	Year-end adjustments are in process. BWC is preliminary.
	Interest	3,095	14,325	15,000	95.5%	
	Transfer from General Fund	-	375,000	375,000	100.0%	
	Total	\$ 3,095	\$ 942,010	\$ 960,991	98.0%	
	Materials & Services	\$ -	\$ 600	-		
	Capital Outlay - Fire Truck Purchase	-	-	\$ 890,000	0.0%	
	Contingency	-	-	70,991	0.0%	
	Total	\$ -	\$ 600	\$ 960,991	0.1%	
Golf Course Capital Project - Fund 135	Beginning Working Capital	\$ -	\$ 40,732	\$ -		Year-end adjustments are in process. BWC is preliminary.
	Leo Adler Grant	-	-	40,000	0.00%	
	Interest Income	438	1,437	-		
	Miscellaneous, Gifts and Donations	-	1,400	26,000	5.4%	
	Transfer from TLT Tourism	-	77,870	77,870	100.0%	
	Total Revenue	438	121,439	143,870	84.41%	
	Transfer to Silver's Fund (131)-Interfund Loan	-	-	143,870	0.00%	
	Total Expenditures	-	-	143,870	0.00%	

City of Baker City
Financial Report for the Debt Service and Trust Funds
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Fund	Description	November	YTD	Budget	Percent of Budget	Narrative
Debt Service Fund						
LID Repayment - Fund 110	Beginning Working Capital	\$ -	\$ 81,205	\$ 65,000	124.9%	
	Interest	292	1,486	1,200	123.8%	
	Improvement Dist Assessment	(860)	(860)	12,300	-7.0%	Adjustments to correct LID billings.
	Total Revenue	\$ (568)	\$ 81,831	\$ 78,500	104.2%	
	Materials and Services	-	225	800	28.1%	
	Unappropriated Ending Fund Balance	-	-	77,700	0.0%	
	Total Expenditures & Contingency	\$ -	\$ 225	\$ 78,500	0.3%	
Wastewater Debt Service - Fund 136	Beginning Cash Reserve	\$ -	\$ 275,000	\$ 275,000	100.0%	
	Unappropriated Ending Fund Balance	\$ -	\$ -	\$ 275,000	0.0%	
Trust Funds						
One Hundred Year Trust - Fund 113	Beginning Working Capital	\$ -	\$ 3,686	\$ 3,680	100.2%	
	Interest	15	77	150	51.3%	
	Unappropriated Ending Fund Balance	\$ -	\$ -	\$ 3,830	0.0%	
Mt. Hope Trust - Fund 114	Beginning Working Capital	\$ -	\$ 515,750	\$ 513,000	100.5%	
	Interest	1,671	9,431	35,000	26.9%	
	Total Revenue	\$ 1,671	\$ 525,181	\$ 548,000	95.8%	
	Interest Transfer to GF	1,671	9,431	35,000	26.9%	
	Unappropriated Ending Fund Balance	-	-	513,000	0.0%	
	Total	\$ 1,671	\$ 9,431	\$ 548,000	1.7%	
John Schmitz Trust - Fund 116	Beginning Working Capital	\$ -	\$ 279,229	\$ 279,000	100.1%	
	Interest	920	5,145	20,000	25.7%	
	Total Revenue	\$ 920	\$ 284,374	\$ 299,000	95.1%	
	Interest Transfer to General Fund	920	5,145	20,000	25.7%	
	Unappropriated Ending Fund Balance	-	-	279,000	0.0%	
	Total Expenditures & Contingency	\$ 920	\$ 5,145	\$ 299,000	1.7%	
Silvers Street Tree Trust - Fund 131	Beginning Working Capital	\$ -	\$ 346,375	\$ 336,317	103.0%	
	Interest	1,161	6,429	40,000	16.1%	
	Transfer from Golf Fund for Loan Payment-Interest	-	-	58,854	0.0%	
	Transfer from Golf Fund for Loan Payment	-	-	85,016	0.0%	
	Total Revenue	\$ 1,161	\$ 352,804	\$ 520,187	67.8%	
	Personnel Services	\$ -	\$ -	\$ 10,801	0.0%	
	Street Trees and Street Tree Planting	-	-	48,053	0.0%	
	Contingency	-	-	5,000	0.00%	
	Unappropriated Ending Fund Balance	-	-	456,333	0.0%	
	Total Expenditures & Contingency	\$ -	\$ -	\$ 520,187	0.0%	

City of Baker City
Financial Report for the Special Revenue Grant Funds
Report for the Month Ending November 30, 2025
41.9% of Year Elapsed

Department	Description	November	YTD	Budget	Percent of Budget	Narrative
Playground & Park Improvement - Department 134	Beginning Working Capital	\$ -	\$ 202,896	\$ 240,000	84.5%	Year-end adjustments are in process. BWC is preliminary.
	Interest	387	5,520	9,509	58.1%	
	Gifts, Grants and Donations	-	-	266,800	0.0%	
	LGGP Grant	-	-	700,200	0.0%	
	ARPA Grant Revenue	-	-	150,000	0.0%	
	Transfer from TLT Fund (106)	-	-	200,000	0.0%	
	Total Revenue	\$ 387	\$ 208,416	\$ 1,566,509	13.3%	
	Personnel Services	-	13,717	25,234	54.4%	
	Materials & Services	-	12,682	32,629	38.9%	
	Capital Outlay - Restroom	-	215,018	300,000	71.7%	
	Capital Outlay - Court Plaza	-	-	1,167,000	0.0%	
	Contingency	-	-	41,646	0.0%	
	Total Expenditures	\$ -	\$ 241,417	\$ 1,566,509	15.4%	
FAA Airport - Department 162	Beginning Working Capital	\$ -	\$ (37,923)	\$ 45,366	0.0%	Year-end adjustments are in process.
	BIL Grant	-	-	431,000	0.0%	
	FAA Grant	-	-	265,000	0.0%	
	COAR Grant	-	6,228	26,250	23.7%	
	Transfer from GF - FAA Grant Match	-	10,000	10,000	100.0%	
	Total Revenue	\$ -	\$ (21,695)	\$ 777,616	-2.8%	
	Materials & Services	-	9,388	777,616	1.2%	
	Total Expenditures	\$ -	\$ 9,388	\$ 777,616	1.2%	
Comm Dev Projects - Department 166	Beginning Working Capital	\$ -	\$ 122,789	\$ 94,000	130.6%	
	Interest	408	2,293	3,000	76.4%	
	HUD Repayments	-	100	300	33.3%	
	Total Revenue	\$ 408	\$ 125,182	\$ 97,300	128.7%	
	Big Deal Grants	500	500	5,000	10.0%	
	Unappropriated Ending Fund Balance	-	-	92,300	0.0%	
	Total Expenditures	\$ 500	\$ 500	\$ 97,300	0.5%	
Skateboard Park Project - Department 171	Beginning Working Capital	\$ -	\$ 34,465	\$ 34,398	100.2%	
	Interest	117	643	1,000	64.3%	
	Expenditures	-	-	35,398	0.0%	
Lamp III Project - Department 174	Beginning Working Capital	\$ -	\$ 14,516	\$ 15,516	93.6%	
	Interest	51	263	500	52.6%	
	Total Revenue	\$ 51	\$ 14,779	\$ 16,016	92.3%	
	Materials and Services	-	-	16,016		
	Total Expenditures	\$ -	\$ -	\$ 16,016	0.0%	



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: PD Ordinance Updates

Action Statement

City Council can discuss proposed updates to ordinances to improve PD enforcement of property maintenance.

Background

The PD has increasingly enforced property maintenance cases across town to address nuisance properties and to ensure properties are maintained in accordance with city ordinances. Some of the current ordinances have language that make this task more difficult, and the PD recommends adjustments.

Analysis

The attached file covers some of the proposed updates, and we welcome Council feedback on the proposed changes.

Potential Motions

N/A, for discussion only.

Report date: January 6, 2026

Report for council meeting January 13, 2026

Agenda Item: Discussion of Baker City Ordinances:

1: Definition of a discarded vehicle under 97.02.

The current definition reads:

Any vehicle which is licensed or unlicensed and is in one or more of the following conditions: inoperative, wrecked, dismantled or partially dismantled, abandoned, junked or which cannot be moved without being repaired or dismantled or is no longer safely useable for the purpose for which it was manufactured. This term shall also include, but not be limited to, major vehicle parts such as vehicle bodies, engines, transmissions.

We propose the following changes:

Any vehicle which is ~~licensed or unlicensed~~. **Any licensed** and is in vehicle that has one or more of the following conditions: inoperative, wrecked, dismantled or partially dismantled, abandoned, junked or which cannot be moved without being repaired or dismantled or is no longer safely useable for the purpose for which it was manufactured. This term shall also include, but not be limited to, major vehicle parts such as vehicle bodies, engines, transmissions.

2: 80.03 Temporary Camping Program.

Under (A) (2) the current reading is as follows:

Two individuals or up to one family may use a residentially zoned property developed with an occupied residential dwelling, with further written authorization from the property owner and all tenants of the property, for camping by either:

- a. Using a tent to camp in the back or side yard of the residence.
- b. Up to one vehicle parked in the driveway of the dwelling. Parking on the public street, in front of the residence, or in front of adjacent properties for camping is prohibited under this section.
- c. Up to one recreational vehicle may park on the public street adjoining the property for up to 28 days or in the driveway as described in subsection ii above and in accordance with current Baker City Building Code 4.9 (miscellaneous permits).

We propose the following changes to section (c).

Up to one recreational vehicle may park on the public street adjoining the property or in the driveway for up to ~~28 days~~ 72 hours in a calendar year, or in the driveway as described in subsection ii above and in accordance with current Baker City Building Development Code 4.9 (miscellaneous permits). Extensions to the 72-hour time limit and location of parking may be authorized at the City Manager's discretion on a case-by-case basis.

3: 80.99 Penalty and Enforcement. Under (A) (D)

The current definition reads as follows:

In addition to any other penalties that may be imposed, any campsite, camp facility, recreational vehicle, or vehicle used for overnight sleeping in a manner not authorized by this section or other provisions of this code shall constitute a public nuisance and may be abated after four hours if the conditions persist. The abatement shall include the towing of recreational vehicles or other vehicles that violate this chapter.

We propose the following changes:

In addition to any other penalties that may be imposed, any campsite, camp facility, recreational vehicle, or vehicle used for overnight sleeping in a manner not authorized by this section or other provisions of this code shall constitute a public nuisance and may be abated after hours if the after four conditions persist. in accordance with ORS 195.500 and ORS 195.505. The abatement shall include the towing of recreational vehicles or other vehicles that violate this chapter. Any fees incurred during the abatement shall be the responsibility of the vehicles established owner.

97.04 is reserved for future use:

We propose that section reads: Cleanliness and Sanitation.

A: All exterior property areas must be maintained in a clean and sanitary condition free from any accumulation of rubbish or garbage. All household garbage must be stored in receptacles that are free from holes and covered with tight fitting lids. Receptacles must be sufficient capacity to prevent the overflow of garbage and rubbish from occurring.

B: The interior of every dwelling must be maintained in a clean and sanitary condition and free from any accumulation of rubbish or garbage so as not to breed insects and rodents, or produce dangerous or offensive gases, odors and bacteria, or any other unsanitary conditions, or create a fire hazard.

C. The owner of a residential rental property of four or fewer dwelling units must subscribe to and pay for garbage removal service by a franchisee in contract with the city of Baker.

D. The owner of a residential property must subscribe to and pay for at least every other week garbage removal service by a refuse collection franchise in contract with the city of Baker if the property tenants and/or property owner have been found guilty of a violation involving nuisances affecting the public health and welfare or cleanliness and sanitation within one year.

A violation of this section is a Class A Violation, see [§ 97.90](#). Abatement, see [§ 97.21](#).



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Council Committee Updates



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: City Manager / Director Updates



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: City Council Comments



BAKER CITY, OREGON

MAYOR:

Randy Daugherty

COUNCILORS

Roger Coles

Loran Joseph

Helen Loennig

Doni Bruland

Stephen Carr

Gratton Miller

CITY MANAGER

Barry Murphy

Date: January 13, 2026

Subject: Adjourn
