

MILWAUKIE CITY COUNCIL  
WORK SESSION  
NOVEMBER 19, 2001

The work session came to order at 5:30 p.m. in the City Hall Conference Room.

City Council present: Mayor Bernard and Councilors King, Lancaster, Marshall, and Newman.

Budget Committee present: David Aschenbrenner, Chair; Peter Koonce, Secretary; Art Ball, Lamar Buckelew, and Arlene Ebner.

Staff present: City Manager Swanson, Finance Director Smith, Interim Community Development Director Rouyer, Associate Engineer Barnett; Information Specialist Wheeler; and Program Specialist Wachs.

### Information Sharing

**Councilor King** reported on the Annual League of Oregon Cities Conference she and Mayor Bernard recently attended in Eugene. She has information on system development charges to share with Council. Oregon is providing the 2002 National Christmas Tree in Washington, D.C., and Milwaukie has an opportunity to be a sponsor. She discussed poverty and hunger in Oregon resulting from the state's high housing costs.

**Mayor Bernard** provided information on *Back to School Week* and suggested the City Council schedule a meeting at Milwaukie High and give students an opportunity to ask questions about their local government.

**Councilor King** provided information on youth councils.

**Ed Zumwalt** recapped the November 11 benefit concert. About \$3,700 was collected to aid victims of the September 11 New York City attacks. Special thanks went to the owners of Southgate Theatre and High Rocks Pub who donated the facility and concession proceeds to the event.

**Mayor Bernard** commented on the Milwaukie Veterans Day Parade.

### Stanley Avenue Speed Bump Project

**Swanson** provided background on the issues relating to this Neighborhood Traffic Management Program (NTMP) request. Although Lewelling neighborhood residents successfully petitioned for traffic calming on Stanley Avenue several years ago, the request was not coordinated with Clackamas County which has jurisdiction of the road.

**Barnett** explained this project is now the most highly ranked NTMP project and is funded in the recently adopted Capital Improvement Plan (CIP) in the amount of

\$10,000. Clackamas County, which currently has jurisdiction of Stanley Avenue between King Road and Johnson Creek Boulevard, has a policy against traffic calming devices on designated collector streets. Staff is seeking Council direction on 3 possible options: remove the project from the NTMP until such time as the City has jurisdiction; take over jurisdiction of the road; or petition Clackamas County for a variance from its current policy.

**Barnett** discussed the costs involved with taking over jurisdiction of Stanley Avenue and bringing it up to urban standards. Improvements, including engineering, would cost about \$650,000 which does not include right-of-way acquisition or mitigation measures. In taking over jurisdiction, the City would assume long-term maintenance responsibilities at a time when street funding is inadequate. Since the County has an agreement with emergency response agencies that it will not allow traffic calming on streets designated as collectors or higher, it is not likely the Board of Commissioners will grant a variance.

**Mayor Bernard** understood the District Parks Board was allowed traffic calming near another park located on a collector street.

**Barnett** explained the agreement is with the fire department. At this time, staff recommends removing the project from the list until such time as that area is annexed into the City.

**Councilor Newman** suggested petitioning the Commissioners for an exception, and **Ebner** agreed.

**Swanson** agreed to draft the appropriate letter asking for the variance.

**Councilor Marshall** suggested using the \$10,000 toward purchasing hardware to enhance the police department's ability to reduce traffic speeds on Stanley Avenue and other problem streets in the City.

**Swanson** was concerned the \$10,000 might be from gas tax money which would limit its use.

**Koonce** suggested investing in a mobile speed bump that could be moved to various locations throughout the City.

**Ball** said there is no evidence the Lewelling Neighborhood District Association (NDA) initiated the petition. The Stanley Avenue residents who signed the petition seem to be outside the normal membership attending the Association meetings. The project is not necessarily supported by Lewelling neighborhood residents not living on Stanley Avenue.

**Councilor King** was not in favor of Milwaukie citizens paying for traffic calming in a mostly unincorporated area. There are other streets entirely within the City limits which need improvements.

**Ball** was concerned traffic calming devices would hinder emergency response times. He noted the sidewalks installed after the petition was submitted seem to have reduced problems.

**Barnett** contacted Stanley Avenue residents who signed the petition and informed them the project would be up for Council discussion at this work session, but none were in attendance.

**Councilor Lancaster** was in favor of removing the project from the NTMP project list at this time. Milwaukie cannot afford to add more road jurisdiction. He would be interested in getting clarification on what seems to be the County's all-or-nothing policy.

**Swanson** said the County has an agreement with the Fire District related to traffic calming on collector streets. He will speak with Clackamas County as well as look into the legality of redirecting CIP funds to law enforcement.

### **Open Public Forum**

None.

### **Assessment and Taxation**

**Swanson** said the purpose of this and the following presentation on annexation was to provide basic information that could be used to develop a long-term financial strategy for the City. The citizen members of the Budget Committee agreed they would be interested in being responsible for this type of project. With stagnant, and sometimes declining revenues, identifying stable funding options for basic services will be a challenge.

**Bob Vroman**, Clackamas County Assessment and Tax Manager, provided information on the current tax system. He reviewed the impacts of Measure 5, adopted in 1991, and Measure 50, adopted in 1997, and how these evolved into the current hybrid property tax system.

Prior to 1990, taxing districts determined how much money was needed to operate, and that amount was collected from citizens. Voter passage of Measure 5 limited the tax rate to \$5/\$1,000 for education and \$10/\$1,000 for local governments. Levies for bonded debt did not fall under Measure 5 limitations. **Vroman** reviewed a 12-year history of property tax collection in Clackamas County. By fiscal year 1996 - 1997, Measure 5 was fully phased in; however, it was accompanied by market growth which resulted in about a 12% increase in taxes collected.

Voters approved Measure 50 in 1997 which changed the way the tax system works. It rolled back values, established permanent rates for taxing districts, and limited taxes. The 1997 - 1998 assessed values were established by rolling back to the 1995 - 1996 real market value (RMV) less 10%. Measure 50 allows assessed value to grow for existing property by 3% annually unless such exceptions as new construction, remodeling, new subdivisions, or rezoning come into play. Taxing districts can still seek voter approval for bonded debt. Districts can also go out for local option levies to fund services or approve bond measures for capital improvements. These are 5 to 10 year levies outside the permanent tax rate and must be approved at a general election or passed by a double-majority at another election.

Districts can grow by 3% annually on existing property and property constructed that did not exist in 1995. Remodeling projects, tracked through building permit systems, can add value in the next year. New construction is assessed at about 77% to give it the same benefit as existing property. The intent of those drafting Measure 50 was to approximate annual cost of living increases and provide residents with some stability in what they could expect to pay in taxes each year.

**Vroman** discussed what happens if the RMV falls below the AV. If this situation occurs, the AV is lowered and taxes decrease. Districts can collect more revenue by adding new value and by annexing property into its boundaries. He discussed the potential impacts of zone changes for property brought into a district and allocation of bonded indebtedness. Compression can occur, based on Measure 5 limitations, if tax rates exceed \$5 for education and \$10 for local government. Operating levies cannot be used to exceed the cap, and compression loss in revenue comes out of local options first.

**Vroman** briefly reviewed the process of determining revenues from assessor office information. A taxing entity can forecast several years out by using its annexation history, building permit activity, and growth from new construction. Historically, Milwaukie has not had a lot of new construction growth and is limited in its developable residential and commercial land. As a result, the City can only anticipate an annual increase of about 3%.

Urban renewal is a method used by counties and cities to encourage development of a blighted area in which lack of infrastructure prevents growth. **Vroman** discussed the process of activating an urban renewal agency, taking public testimony, and establishing a plan area. The assessors office determines the taxable value of the area when the district is established and freezes the value at that point in time. Each subsequent year, as the value of the district increases, the agency uses that increment to fund projects within that area. The philosophy is to create the infrastructure that will allow the designated area to grow. Once the agency has run its course, all of the new value is released. Although Milwaukie does not have an existing agency and would be subject to new laws, some benefits would probably be realized.

## Annexations

**Ken Martin**, Metro Local Government Boundary Change Consultant, summarized the annexation process, Milwaukie's annexation history, and general acceptance of government reorganization in this area.

The annexation process can be initiated by a double majority petition, 100% petition, Council resolution, island annexation, or health hazard annexation. The most common type of annexation is the double majority which begins when property owners of more than half the land area and more than half of the voters sign a petition. A 100% petition is one signed by all of the land owners and all of the registered voters.

If the Council receives a double majority petition, it has several options. It can hold an election in the territory and city; hold an election in the territory only; hold an election in the city only; or hold no elections. A hearing is required if the "no-election" option is chosen. There is no requirement for a hearing or election with the 100% petition. The Council resolution is a city-initiated process that requires a hearing and an election both in the territory and in the City. Cities do not normally follow this route unless substantial support is obvious.

Application processing must follow certain regulations found in the Oregon Revised Statutes, Metro Code, and Municipal Code. Steps include hearings, notice, staff report, final decision, and LUBA appeal period. In Milwaukie's case, annexations must include a request for Comprehensive Plan and zoning designations and a pre-application conference.

**Martin** reviewed the history of Milwaukie annexations. In 32 years, there have been a total of 61 annexations which added about 250 acres and 894 people. If Milwaukie wishes to grow and increase revenues, it will have to be more assertive. Historically, this area has resisted structural government reorganization. Service districts have, however, been successful in expanding their boundaries.

Milwaukie does not have an annexation strategy, so nothing has happened. If the City decides annexation has some value, it will have to take some positive action. Cities provide services that counties do not, and **Martin** advised focusing on those services Milwaukie can provide. He noted residents in unincorporated areas are probably receiving services, such as police, for which they are not paying. Annexations are a way to realize growth in revenues, but with them come service obligations.

**Martin** discussed the urban planning agreement with Clackamas County which establishes dual interest areas and offers annexation opportunities. Some adjacent areas, for example, are unsewered, and Milwaukie can offer the service.

**Swanson** added Milwaukie has services the County does not provide and, in some cases, provides more competently including code enforcement, police service, and urban-level planning. He discussed use of Clackamas Town Center urban renewal funds for I-205 light rail and industrial urban renewal funds for the Sunrise freeway. He noted the Fire District's serious concern with lost revenues.

**Councilor Newman** felt there is an argument for the legislature's setting incorporation dates for unincorporated property in urban areas.

**Aschenbrenner** thought neighborhood services and the grant program would be an inducement to annex.

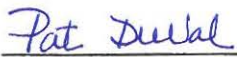
**Swanson** said, if the City wishes to annex, it must develop a strategy, and he briefly discussed the joint City of Milwaukie/Clackamas County Urban Service Study currently underway by Portland State University.

**Councilor Marshall** recommended the Budget Committee look at growth into areas that makes good fiscal sense and develop an annexation timeline. The annexation plan must be driven by more than dollars and should be sold on the basis of the services Milwaukie has to offer. Poor perception has made property owners reluctant to annex, and that needs to be overcome. Residential annexation is a drain, and he urged being open to income producing options. If current residents do not want Milwaukie to grow, then they need to identify ways other than annexation to pay for services.

**Swanson** announced an executive session to discuss real property transaction pursuant to ORS 192.660.

### **Adjournment**

**Mayor Bernard** adjourned the work session at 8:15 p.m.

  
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Pat DuVal, Recorder



TO: Mayor and City Council  
FROM: Mike Swanson, City Manager  
DATE: November 13, 2001  
RE: FYI Memorandum

**WORK SESSION  
NOVEMBER 19, 2001  
COUNCIL CONFERENCE ROOM  
5:30 P.M.**

This week's work session is somewhat compressed due to the number of items. We commence as usual at 5:30 P.M. with dinner and information sharing, and we follow that up at 5:45 P.M. with our first issue.

**(1) Stanley Avenue Speed Bump Project:** The Neighborhood Traffic Management Program's top ranked project is the addition of speed bumps to Stanley Avenue within the City limits. Stanley Avenue is a County road both within and without the City. It is maintained by the County and is therefore subject to its regulations and policies, which does not permit speed bumps on a collector street. The County's position is that the City must assume jurisdiction of Stanley from King Road to Johnson Creek Boulevard if it is to install speed bumps.

**(2) Open Public Forum:** There is an open public forum at 6:00 P.M.

**(3) Assessor and Annexation Presentations:** At its last meeting, the Budget Committee members requested presentations on tax and annexation impacts and alternatives. They further requested that the presentation be made at a joint meeting of the Council and Budget Committee members. This is in preparation for the development of a financial plan for the City. To that end, I have requested that a representative from the County Assessor's Office and Ken Martin, former Director of the Portland Area Metropolitan Boundary Commission, to speak on these topics.

(2)

**REGULAR SESSION  
NOVEMBER 20, 2001  
COUNCIL HEARING ROOM  
6:00 P.M.**

**(1) Proclamation Recognizing Clackamas County Fire District #1 Assistant Fire Chief Rob Carnahan:** Chief Carnahan is retiring at the end of November after a 24 year fire service career as well as his many civic contributions. Rob is very honored that the Council would recognize him, and he will be in attendance.

**(2) Vector Truck Purchase:** This item was pulled from a prior meeting so that more work could be done on it. The apparatus is essentially a large vacuum truck that cleans leaves, dirt, and other debris from manholes, catch basins, and other public facilities. Currently the City rents a truck from the Oak Lodge Sanitary District to do the required work. However, the amount of time that it can use the truck is limited. In order to accomplish all that is required of us by environmental permits and regulations, we would need it more than it is available. This purchase will allow the City to meet its obligations. If we were to use the Oak Lodge truck for the same amount of time, its cost would exceed that which we are paying for the purchase. (This item has been circulated to the Budget Committee. The only comments received were favorable.)

**(3) Computer Lease Agreement:** The FY 2001-02 Budget anticipates the commencement of a replacement of the City's current computer hardware. This is consistent with the pending change in our MIS software. (The RFP for the software has been issued, and responses are due back by the end of November.) Unlike other vendors, Compaq requires a purchase order prior to a contract. Thus this process. The lease agreement will be reviewed by Counsel, and it will require the usual language regarding nonappropriation so that future budgets and Budget Committees will be required to approve funds for the out years.

**(4) Facilities Maintenance Specialist Classification:** This action creates a new classification of Facilities Maintenance Specialist and eliminates the old classification of Assistant Mechanic/Facilities Maintenance Worker. Since the incumbent in the old classification has been at the City, the City has added the Public Safety and Johnson Creek Boulevard Buildings. He no longer has assistant mechanic responsibilities. His time is spent primarily on supervising outside contractors to do maintenance and repairs on facilities.

**(5)Community Development Director Classification:** This matter is coming before Council prior to announcing the recruitment for the position. The position will not carry the title or functions of an Assistant City Manager. Rather, it will concentrate solely on management of the functions within the Johnson Creek Boulevard facility.

**(6)Consider Findings for Denial of Proposed rezoning of 12550 SE 43<sup>rd</sup> Avenue from R-10 to R-7:** Action denying the proposal was taken at your November 6, 2001 hearing. At that time staff was directed to prepare findings consistent with the Council's direction and in support of the denial. Planning staff and the City Attorney have prepared the findings for your adoption. This matter comes on for Council action; no further public testimony is advisable.

I have no Executive Session material for either the work or regular sessions.

#### **OTHER MATTERS OF INTEREST TO COUNCIL**

(1)Please be reminded that we are closed both on Thanksgiving and the day after. I will be in town should you need to reach me.

(2)The staff will be in an all day retreat facilitated by Jeanne Lawson on December 3, 2001. We will be at the Public Safety Building. The purpose of the retreat will be to discuss the current and past Council goals as well as the City's values and to develop both a recommendation and further steps.

(3)I have been attending more South Corridor meetings than I seem to be able to count. On November 26, 2001 the Policy Council will be considering various financial scenarios for funding of both the County's 205 and the City's McLoughlin corridors. As you can see from the attached gap analysis prepared by Tri Met staff, both projects suffer from a shortfall of money to undertake the project. The County believes that it can bridge its gap; I don't necessarily agree. I do not, however, believe that we can do so with our project. Therefore, I believe that both projects will require a vote for additional funding should they go forward. At present this is all very preliminary and just for your information.

(4)The Clackamas County Coordinating Committee's (CCCC) Ad Hoc Task Force on Parks/Library Funding has its first meeting the week of November 5, 2001. JoAnn Herrigel is representing the City on this staff level Committee. The goal of the Committee will be to develop a funding (County service district) both by February for CCCC action in March. You will be hearing more about this as the months pass. At present it is safe to say that the County's cities should be wary of any attempt by the County to fold current library funding into a new

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structure, leaving the old library money in the County's general fund to solve their fiscal shortfall.

(5) City staff and Clackamas Fire District #1 have scheduled a planned EOC exercise for Tuesday, November 27. It will start at 1:00 p.m. and last until about 4:00 p.m. The Public Safety Building Squad room will be used as the situation room. Please feel free to join staff in the exercise.

**Various LRT Funding Scenarios**

(\$ millions)

**I-205 LRT**

**Base Case**

Jurisdiction	\$300 Million Project		\$350 Million Project	
	50/50 Match	60/40 Match	50/50 Match	60/40 Match
Stimulus Package	\$0.00	\$0.00	\$0.00	\$0.00
Federal 5309	\$150.00	\$180.00	\$175.00	\$210.00
Clackamas Co. (1)	\$50.00	\$50.00	\$50.00	\$50.00
Tri-Met (2)	\$15.00	\$15.00	\$15.00	\$15.00
Metro (3)	\$27.50	\$27.50	\$27.50	\$27.50
<b>Gap</b>	<b>\$57.50</b>	<b>\$27.50</b>	<b>\$82.50</b>	<b>\$47.50</b>
City of Portland (4)				
<b>Total</b>	<b>\$300.00</b>	<b>\$300.00</b>	<b>\$350.00</b>	<b>\$350.00</b>

**"Senate Democrat"**

**Stimulus Package**

Jurisdiction	\$300 Million Project		\$350 Million Project	
	50/50 Match	60/40 Match	50/50 Match	60/40 Match
Stimulus Package (5)	\$39.20	\$39.20	\$39.20	\$39.20
Federal 5309	\$150.00	\$180.00	\$175.00	\$210.00
Clackamas Co. (1)	\$50.00	\$50.00	\$50.00	\$50.00
Tri-Met (2)	\$15.00	\$15.00	\$15.00	\$15.00
Metro (3)	\$27.50	\$27.50	\$27.50	\$27.50
<b>Gap</b>	<b>\$18.30</b>	<b>-\$11.70</b>	<b>\$43.30</b>	<b>\$8.30</b>
City of Portland (4)				
<b>Total</b>	<b>\$300.00</b>	<b>\$300.00</b>	<b>\$350.00</b>	<b>\$350.00</b>

Notes

- (1) From CRC TIF
- (2) Tri-Met South Corridor Commitment
- (3) Metro regional STP commitment
- (4) Gateway, Lents TIF or other
- (5) Assume purchase of 12 rail cars in April, 2002 at \$39.2 million

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**Various LRT Funding Scenarios**

(\$ millions)

**Milwaukie**

**Base Case**

Jurisdiction	\$442 Million Project (1)		\$800 Million Project (1a)	
	50/50 Match	60/40 Match	50/50 Match	60/40 Match
Stimulus Package	\$0.00	\$0.00	\$0.00	\$0.00
Federal 5309	\$221.00	\$265.20	\$400.00	\$480.00
Tri-Met (2)	\$15.00	\$15.00	\$15.00	\$15.00
Metro (3)	\$27.50	\$27.50	\$27.50	\$27.50
<b>Gap</b>	<b>\$178.50</b>	<b>\$134.30</b>	<b>\$357.50</b>	<b>\$277.50</b>
City of Portland (4)				
City of Milwaukie				
<b>Total</b>	<b>\$442.00</b>	<b>\$442.00</b>	<b>\$800.00</b>	<b>\$800.00</b>

**"Senate Democrat"**

**Stimulus Package**

Jurisdiction	\$442 Million Project		\$800 Million Project	
	50/50 Match	60/40 Match	50/50 Match	60/40 Match
Stimulus Package (5)	\$39.20	\$39.20	\$39.20	\$39.20
Federal 5309	\$221.00	\$265.20	\$400.00	\$480.00
Tri-Met (2)	\$15.00	\$15.00	\$15.00	\$15.00
Metro (3)	\$27.50	\$27.50	\$27.50	\$27.50
<b>Gap</b>	<b>\$139.30</b>	<b>\$95.10</b>	<b>\$318.30</b>	<b>\$238.30</b>
City of Portland (4)				
City of Milwaukie (6)				
<b>Total</b>	<b>\$442.00</b>	<b>\$442.00</b>	<b>\$800.00</b>	<b>\$800.00</b>

Notes

- (1) Hawthorne Br. Crossing
- (1a) Mall Alignment, Carruthers Br. Crossing
- (2) Tri-Met South Corridor Commitment
- (3) Metro regional STP commitment
- (4) General fund
- (5) Assume \$5 billion stimulus package allows purchase of 12 rail cars in April, 2002 at \$39.2 million
- (6) Including "Southgate" TIF

**CITY OF MILWAUKIE  
JOINT CITY COUNCIL & BUDGET COMMITTEE  
WORK SESSION AGENDA  
NOVEMBER 19, 2001**

**MILWAUKIE CITY HALL**

Second Floor Conference Room  
10722 SE Main Street

***WORK SESSION – 5:30 p.m.***

Discussion Items:

	<u>Time</u>	<u>Topic</u>	<u>Presenter</u>
1.	5:30 p.m.	Dinner and Information Sharing	Group
2.	5:45 p.m.	Stanley Avenue Speed Bump Project	Dennis Lively Brion Barnett
3.	6:00 p.m.	Open Public Forum	
4.	6:15 p.m.	Assessment and Taxation	Bob Vroman, Clackamas County Deputy Tax Assessor
5.	7:15 p.m.	Annexations	Ken Martin, Metro
6.	8:15 p.m.	Adjourn	

***The Council may vote in work session on non-legislative issues.***

***The time listed for each discussion item is approximate. The actual time at which each item is considered may change due to the length of time devoted to the preceding items.***

*At the end of the work session, the Council may hold an Executive Session under the authority of Oregon Revised Statutes 192.660 as needed.*

*For assistance/service per the Americans with Disabilities Act (ADA)  
dial TDD 786-7555.*

***The Council requests that all pagers and cell phones be either set on silent mode or turned off during the meeting.***



**To:** Mayor and City Council

**Through:** Mike Swanson, City Manager  
Alice Rouyer, Interim CD Director *AR*

**From:** Dennis Lively, P.E., Director of Engineering *DMZ*  
Brion Barnett, P.E., Associate Engineer

**Subject:** Stanley Avenue Speed Bump Project, NTMP (Information Only)

**Date:** November 6, 2001, for November 19, 2001, City Council Work Session

### **Action Requested**

Review and direction.

### **Background**

In 1999, residents of the Lewelling Neighborhood Association successfully petitioned for a traffic calming project on Stanley Avenue (between Logus Road and Willow Street) under the City's Neighborhood Traffic Management Program (NTMP). Currently, this is the highest ranked project in the NTMP and is also listed in this year's Capital Improvement Program with \$10,000 allotted from the City's Street Fund.

Stanley Avenue is classified as a collector in the City's Transportation System Plan. Stanley is currently a Clackamas County road and the County has jurisdiction/maintenance responsibility for the section of roadway between King Road and Johnson Creek Boulevard (JCB). The only section of Stanley Avenue within the City limits is between Logus Road and Willow Street. Another example of a County maintained roadway that has sections within the City limits is JCB.

Staff recently contacted Clackamas County's Transportation Department about coordinating the Stanley Avenue NTMP project. Based on the County's traffic calming program, their current position is that the City cannot place speed bumps on even the limited section of Stanley Avenue (Logus Road to Willow Street)

because it is a collector. The County has stated that if the City wants speed bumps on any part of Stanley Avenue, the City must take over jurisdiction/maintenance responsibility of the overall stretch of Stanley Avenue between King Road and JCB.

Over the past few weeks, staff has received inquiries from citizens seeking a status report on the project. Based on the County's position on this matter, staff is seeking Council's direction on how to proceed.

### Alternatives

Options for consideration include the following:

- **Remove the Project from the NTMP until the City has jurisdiction of the Stanley Avenue right-of-way.**

The City has not taken over maintenance jurisdiction of Stanley because only a small section is located inside the City limits and it has not yet been cost-effective to assume long-term maintenance of this substandard roadway. When more of the roadway is annexed, it may be feasible to revisit the option of assuming maintenance jurisdiction and exploring traffic mitigation options.

- **Take over jurisdiction of Stanley Avenue right-of-way from King Road to Johnson Creek Blvd.**

If the City assumes jurisdiction of this roadway, it will be assuming long-term maintenance responsibility of a substandard roadway that is currently not designed to handle the existing traffic volumes and speeds. . While the cost of placing speed bumps is relatively inexpensive--approximately \$3,500 per speed bump, the cost of bringing this section of roadway up to current standards is considerably more expensive. Based on the recently adopted design standards, improvements for a collector include sidewalks and bike lanes and require a 52-foot right-of-way (ROW) width. With the exception of a few places where half-street improvements have been constructed, most of this section of roadway now has a 40-foot ROW width and only 24-feet of paved surface.

If the City were to assume maintenance responsibility, the City could improve Stanley Avenue, between Johnson Creek Boulevard and King Road, to current City standards. The cost of these improvements, including engineering, would be approximately \$650,000, and would include additional pavement, curb, sidewalks, and storm drainage improvements. This estimate does not include the cost of ROW acquisition and mitigation due to the ROW expansion. Also not included are costs necessary to replace or modify the

existing bridge over Johnson Creek so that it will comply with current safety standards. These might bring the total project cost to over \$1,000,000.

No current source of funds exists for these improvements or long-term maintenance of the Stanley Avenue, except for funds provided under the terms of the City/County Urban Growth Management Agreement. This agreement lays out provisions requiring the County to provide funding for an overlay on any right-of-way that is transferred to City jurisdiction. Staff has estimated that this amounts to approximately \$120,000

- **Council could petition the Clackamas County Board of Commissioners for a variance from the currently adopted standards so that the speed bumps could be allowed for safety reasons.**

Staff anticipates that this option may be difficult to implement given the County's current policy and the interests of public safety agencies using this roadway to respond to emergencies.

### **Recommendation**

Based on current budgetary constraints, staff recommends that the Stanley speed bump project be removed from the NTMP for the time being until the City annexes a larger portion of Stanley Avenue and is able to finance long term maintenance and the cost of bringing the roadway up to current standards.