

**CITY OF MILWAUKIE  
CITY COUNCIL MEETING  
OCTOBER 3, 2000**

**CALL TO ORDER**

Mayor Tomei called the 1847<sup>th</sup> meeting of the Milwaukie City Council to order at 6:00 p.m. in the City Hall Council Chambers. The following Councilors were present:

Larry Lancaster  
Jeff Marshall

Brian Newman

Also present:

Mike Swanson,  
City Manager Pro Tem  
Tim Ramis,  
City Attorney  
Charlene Richards,  
Assistant City Manager

Martha Bennett,  
Assistant City Manager  
Brion Barnett,  
Associate Engineer  
Larry Kanzler,  
Police Chief

**PLEDGE OF ALLEGIANCE**

**PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**

**CONSENT AGENDA**

It was moved by Councilor Newman and seconded by Councilor Lancaster to adopt the Consent Agenda consisting of:

- A. City Council Minutes of September 18 & 19, 2000; and
- B. Lowry and Boat Works Demolition Project.

Motion passed unanimously among the members present.

**AUDIENCE PARTICIPATION**

**Annaliese Hummel**, 2802 SE Monroe Street, Milwaukie. She urged the City to install traffic calming on Monroe Street and 28<sup>th</sup> Avenue to protect neighborhood livability. She addressed the upcoming bond measure to purchase the Milwaukie Junior High property and said there was a need for concrete plans particularly relating to the Historic Milwaukie Neighborhood District Association (NDA). Voters need a plan they can approve and not leave the decision up to only the city leaders.

**Sherri Campbell**, 3803 SE Filbert, Milwaukie. She invited the Mayor and Council to join the Ardenwald Neighborhood in the National Walk a Child to School Event on October 4. She showed photographs of the Neighborhood National Night Out event and Ardenwald summer reading program that were funded in part through the neighborhood grant program.

**Councilor Newman** gave background on Portland events and the efforts to teach children the importance of pedestrian safety as well as raise the awareness of those allocating the use of public funds.

**John Foote**, District Attorney candidate, spoke about his candidacy and the importance of the election.

## **PUBLIC HEARING**

**None scheduled.**

## **OTHER BUSINESS**

### **Traffic Safety Board Request for Additional Speed Bumps on 32<sup>nd</sup> Avenue**

**Barnett** presented the staff report. At the request of the Traffic Safety Board (TSB), staff prepared a memo in which the Board recommended the Council approve additional funding to complete the 32<sup>nd</sup> Avenue speed bump project in its entirety this construction season.

Staff provided its recommendation on the location of new speed bumps at a public meeting on August 16, 2000. There are 6 potential speed bump sites between Harvey and Van Water Streets. The priority locations would be near the existing three raised crosswalks at Roswell, Floss, and Wake. Staff estimated 3 to 5 bumps could be installed within the \$10,000 budget. The TSB voted to recommend all 6 speed bumps as well as additional bumps between Harvey and Harrison Streets. Project bids came in at \$2,700 per bump and \$2,500 for signage and markings. Based on the bids, 3 bumps with markings could be done for \$10,600. The 6 bumps would bring the project total to \$18,000.

**Councilor Newman** asked the recorded speed on 32<sup>nd</sup> Avenue.

**Barnett** responded the posted speed limit is 25 mph, and the 85<sup>th</sup> percentile speeds are 30 - 35 mph. Speeds near the raised crosswalks have been reduced to 25 - 27 mph.

**Councilor Newman** asked if the Ardenwald Neighborhood District Association (NDA) supported the TSB motion and if there had been any opposition.

**Barnett** said the NDA supported installing bumps in the priority order recommended by staff. The difference in opinion had to do with bumps south of Harvey Street.

**Councilor Lancaster** noted the drop in speeds near the crosswalks and asked if the speeds on other portions of 32<sup>nd</sup> Avenue had been measured recently.

**Barnett** responded the measurements for other areas are about one year old, but he assumed those speeds have not changed significantly.

**Councilor Lancaster** asked if enforcement on 32<sup>nd</sup> Avenue has been effective. It seemed the first approach would be enforcement of the posted speed limit, and calming devices installed only if nothing else worked.

**Barnett** said, in general, education and enforcement are the initial efforts. In this case, he believed 32<sup>nd</sup> Avenue was ranked number one on the Neighborhood Traffic Management Program (NTMP) because enforcement did not solve the problem.

**Kanzler** discussed effective speed reduction devices. A recent study showed posted radar trailers have the most lasting effect. Each trailer costs about \$11,000. The City of Sandy installed in-street, lighted devices to remind drivers about posted speed limits when speed bumps became damaged. He discussed the potential impacts traffic calming devices have on emergency response times as well as vehicle damage.

**Barnett** added Clackamas County Fire District #1 (CCFD #1) indicated more bumps could increase response times and vehicle maintenance costs. AMR was also concerned with delayed response times and did not wish to see bumps installed south of Harvey Street near the hospital. He noted the study Kanzler cited did not compare the effectiveness of speed bumps with radar.

**Councilor Marshall** expressed frustration with this issue of speeding on Milwaukie streets and not ticketing until a vehicle exceeded the posted limit by 8 mph. Lake Oswego has substantial patrolling on Country Club Road, and he suggested Milwaukie consider saturation patrols to raise driver awareness. He referred to the comments Hummel made earlier about speeding on Monroe Street.

**Kanzler** has nearly finalized an overall traffic safety plan in response to these types of issues. The plan will also look at how the department might redirect its resources to meet neighborhood needs. He proposed this as an alternative to installing speed bumps throughout the community.

**Councilor Newman** asked staff's recommendation, and **Barnett** said staff recommended the speed bumps in the proposed plan as prioritized.

**Swanson** discussed citywide needs with Kanzler and hoped to provide Council with a comprehensive, long-term solution after the police department completes its study. Staff's recommendation is consistent with the City's existing commitment to 32<sup>nd</sup> Avenue.

**Susan Stone**, TSB Chair, and **Julie Wisner**, TSB member, provided information.

**Stone** said the Board has been involved with the NTMP since 1995. She hoped the Council would look beyond funding when considering the recommendation. In his remarks, Kanzler stated the City of Sandy's speed bumps were damaged and proved difficult to maintain. She noted Sandy uses snowplows to clear its streets; however, other cities in the region have not had this problem. The 34<sup>th</sup> Avenue speed bumps were installed in 1995 and have suffered no damage.

The police department works hard, but the speed bump is a 24/7 device that effectively slows traffic. She was concerned a partial project would actually promote speeding and passing. People frequently speed unintentionally, and traffic calming devices serve as

reminders. She noted drivers often speed up to make the signal at 32<sup>nd</sup> Avenue and Harrison Street.

Residents attending the August public meeting supported traffic calming, and the hospital representative supported devices wherever the City recommended. In 1995, AMR felt any negative impact on response times was negligible. **Stone** urged bringing safety and livability back to Milwaukie streets. The additional speed bumps do not cost a lot more money and are supported by the neighborhood and the hospital.

**Councilor Lancaster** asked why stop signs would not be more effective than speed bumps.

**Stone** responded stop signs are used to delineate rights-of-way not to slow traffic.

**Wisner** added Portland studies show stop signs have a high failure rate in reducing speeds and are not safe. Drivers tend to speed up between stop signs and attain higher maximum speeds. The intent is to achieve a low rate of speed as near the posted limit as possible.

**Stone** commented drivers slow in the area of the bump, so that is the importance of bumping the entire street.

**Wisner** addressed the issue of bumps lifting from the street and commended the public works department on a well-engineered 34<sup>th</sup> Avenue project. She commented on vehicle speeds at the 34<sup>th</sup> Avenue and Lake Road signal when drivers try to make the light. Speed bumps are a cost-effective, 24-hour a day policeman.

**Councilor Lancaster** asked if this was a speed bump or a raised crosswalk project.

**Stone** said they were essentially the same. She believed the current speed bumps were poorly placed. She urged Council to approve a complete project on 32<sup>nd</sup> Avenue.

**Wisner** added the Portland Fire Department reports 14-foot speed bumps cause vehicle damage, but 22-foot bumps are gentler.

**Stone** said TSB is recommending the complete project of 8 speed bumps including 2 at the south end of 32<sup>nd</sup> Avenue.

**Barnett** explained the proposed speed bumps are somewhat different from the raised crosswalks in that the centers are not as flat. Staff does not recommend any speed bumps south of Harvey Street. He summarized the NTMP projects for which there is \$10,000 budgeted annually through 2005.

**Councilor Lancaster** provided correspondence from the City of Beaverton maintenance supervisor, Jeff Sharron. He generally expressed the opinion speed bumps were not the solution to speeding problems in the community and regretted installing them.

**Councilor Newman** supported the Traffic Safety Board recommendation for 6 speed bumps.

**Councilor Marshall** supported finishing the project and installing 6 speed bumps although he did not believe it was the ultimate solution.

**Mayor Tomei** was concerned about taking money from other projects.

**Councilor Newman** said one argument was for economy of scale. He suggested it might be preferable to finish one street rather than having inadequate projects in several locations.

**Councilor Lancaster** suggested installing 3 bumps this year and taking the others out of next year's budget. He was inclined to allow Kanzler to finish his study and report his findings before finishing the full project.

**Mayor Tomei** said a new trailer could help deal with traffic calming on more than one street. She was also concerned residents living on problem streets were not present to advocate for their projects.

**Councilor Newman** understood the TSB represented the entire City in its recommendation.

**It was moved by Councilor Marshall and seconded by Councilor Newman to accept the Traffic Safety Board's recommendation to install six additional speed bumps on 32<sup>nd</sup> Avenue for a total project cost of \$18,000.**

**Councilor Lancaster** felt stakeholders from the southern end of the project had some credible arguments. He had concerns about the City budget and preferred waiting until November ballot measure results were known.

**Councilor Newman** said, for clarification, the six bumps just voted on were north of Harvey Street. Kanzler's comments did not change his decision. The Traffic Safety Board considers City issues and makes its recommendations to Council.

**Councilor Marshall** commented, as an alternative, the decision could be tabled until the city manager finds the funding and evaluates any impacts.

**Barnett** said there was not really an economy of scale issue in this project. While it is important to deliberate on the issue itself, it is important to keep in mind there is only a one-month window for construction.

**Stone** wanted a speed bump at Hillside Court where southbound traffic picks up speed. The TSB recommended 7 bumps with 6 as a minimum. She urged Council look at what this high volume, high speed street needs to make it livable.

**Motion passed 3 – 1 with the following vote: Mayor Tomei, Councilor Marshall, and Councilor Newman aye; Councilor Lancaster nay.**

**Revised Building Inspection Fees**

**Bennett** provided the staff report in which the City Council was requested to adopt a resolution modifying the City's fees for building inspection to be in compliance with new state law and implementing administrative rules. The intent is to be revenue neutral for several reasons. City fee increases will be deferred until the cost of services study is complete; the outcome of Measure 93 is not known yet; and any fee increase would trigger an audit by the Building Codes Division.

**It was moved by Councilor Newman and seconded by Councilor Marshall to adopt the resolution modifying the City's fees for building inspection. Motion passed unanimously among the members present.**

**RESOLUTION 31-2000:**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AMENDING FEES FOR BUILDING PERMIT AND INSPECTION SERVICES AND CLASSIFYING THE FEES IMPOSED BY THIS RESOLUTION AS NOT SUBJECT TO ARTICLE XI, SECTION 11B OF THE OREGON CONSTITUTION.**

**Board and Commission Appointments**

**Mayor Tomei** made the following advisory board appointments with the concurrence of Council: Hillary Kenny, Center/Community Advisory Board; Kathy Buss, Park and Recreation Board; Arlene Miller, Library Board; and Lamar Buckelew, Budget Committee.

**ADJOURNMENT**

**Mayor Tomei** announced the Council would meet in executive session pursuant to ORS 192.660 to consult with legal counsel.

**It was moved by Councilor Marshall and seconded by Councilor Lancaster to adjourn the meeting. Motion passed unanimously among the members present.**

**Mayor Tomei** adjourned the meeting at 8:35 p.m.

---

Pat DuVal, Recorder