

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
OCTOBER 15, 1996**

The one thousand seven hundred and fifty-third meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:00 p.m. in the Council Chambers at Milwaukie City Hall. The following Councilors were present:

Mayor Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Rob Kappa
Don Trotter

Also present:

Dan Bartlett,
City Manager

Pam Beery,
City Attorney

Charlene Richards,
Assistant to the
City Manager

Brent Collier,
Police Chief

Dave Wheaton,
Public Works Director

Linda Mullen,
Neighborhood Services Coordinator
Rafael Cruz,
Civil Engineer

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Red Ribbon Week -- Proclamation

Mayor Lomnicki read a proclamation naming the week of October 23 - 31, 1996, as *Red Ribbon Week* in the City of Milwaukie.

Anthony Dean, North Clackamas School District #12 Prevention Coordinator, discussed the Milwaukie Together Program which works to develop a public awareness of the problems surrounding substance abuse. He also announced the Milwaukie City Hall would be wrapped in a giant Red Ribbon on Wednesday, October 24.

Collier said the Milwaukie Together mission statement totally supports the mission and vision of the Milwaukie City Council and the COPS Plan.

Fr. Richard Toll and **Sylvia Milne** further discussed the program and encouraged participation.

Mayor Lomnicki expressed his appreciation to the coalition for its interest in the future of Milwaukie youth.

Bartlett pointed out Councilmember Farley was a member of the Milwaukie Together Planning Board.

School Trip Safety Plans

Cruz discussed the School Trip Safety Plan in which staff presented an overview of the accomplishments as a result of the program. Charts will be developed near January 1997 as the interrelationships between the Transportation System Plan (TSP) and School Trip Safety Program (STSP) become more clear. His overview contained the completed improvements at each school, those in progress, and those which will be long-term.

The total cost of completed improvements at Ardenwald, Hector Campbell, Milwaukie Elementary, and Linwood is \$12,750.

Work in progress at Ardenwald includes the adult crossing guard program, clearing walking paths, installing crosswalks, and improving 42nd and Roswell for a total cost of \$10,950. Hector Campbell's improvements include Speed Watch, flashing yellow beacons, and clearing obstructions for a total cost of \$30,000. The Linwood project includes flashing yellow beacons, bike path cleanup, and working with the School District to prune shrubs for a total cost of \$11,000. Milwaukie Elementary School's work includes flashing yellow beacons, changing Willard Street to one-way, and restricting parking on 27th Avenue during school hours for a cost of \$15,500. The total cost of these in-progress improvements is \$67,450.

The long-term improvements will require City Council to consider funding strategies. The projects are: Ardenwald School -- traffic calming on 32nd Avenue and sidewalks on Wake, \$110,000; Hector Campbell -- 1) limit parking on 47th Avenue, 2) install crosswalks at 47th/Monroe intersection, 3) improved drainage at Home, Monroe, and Park, 4) install eight miles of sidewalks at King, Lewellyn, Franklin, Railroad and Lamplighter, and 5) improve student drop-off plan at the school, \$2,304,500; Linwood -- sidewalks on Stanley and Cedarcrest, \$185,000; Milwaukie Elementary -- 1) speed humps on 27th Avenue, 2) curb extensions at 27th/Willard, 3) additional traffic control at 27th/Washington, 4) walking stripe on Madison; 5) speed humps in front of the school, and 6) sidewalks on Madison, \$333,000. The grand total for all of the long-term improvements is about \$2.9 million.

Cruz gave an overview of the SMART trailer and reported speeding citations increased 84% from last year.

Councilmember Trotter said he had three questions. First, was it correct the speed humps would be installed and the estimated cost incurred if they met other criteria. **Cruz** said that was correct.

Councilmember Trotter asked when referring to "next year", was this fiscal or calendar year. **Cruz** responded the reference was to fiscal year.

Councilmember Trotter asked if the City had been able to measure the effectiveness of the flashing yellow beacons. **Cruz** said citizens have reported decreased vehicle speeds, and they are pleased with the flashing yellow beacons.

Councilmember Trotter asked about the time lengths of several of the Hector Campbell projects. **Cruz** indicated there were certain sight distance problems on eastbound Monroe Street, and pedestrian crossings cannot be installed if there is a safety issue to be addressed. He said it was preferable to install a flashing yellow beacon and then follow with the crosswalk. The other issue is drainage on Monroe Street, and the City is working on a public involvement element in the project design.

Councilmember Kappa said the criteria for raised school crosswalks seem applicable, and he asked Cruz if he would recommend these be included in the CIP. **Cruz** said raised crosswalks are basically speed humps, and the City Council has not given direction on this issue.

Councilmember Kappa asked if the LID process has been explained to residents. **Cruz** said staff will be working with property owners to explain the process and provide information to help them make their decision.

Councilmember Kappa said some of the streets may be candidates for the “skinny street” concept based on limited right-of-way. **Cruz** said staff will develop criteria based on City Council direction. The City of Milwaukie does not currently have “skinny street” design standards, but he is currently studying the information.

Councilmember Farley asked if any changes were observed after the lights were installed near Ardenwald. **Cruz** said there has been a change in driver behavior, but the data is incomplete because of Johnson Creek Blvd. construction.

Speed Hump Project Report

Wheaton presented the staff report on the speed hump pilot project. The goal was to reduce both vehicle speed and traffic volumes. The City Council authorized the project in 1994, and the Traffic Safety and Transportation Board (TSTB) has been working on criteria that could be applied throughout the City of Milwaukie. Standards will include types of speed humps, traffic volume, grade, proximity to curves, existing curbs and driveways, related transit issues, potential diversion to nearby streets, and spacing.

He summarized the 34th Street volume and speed information before and after the speed humps were installed. Data indicates a drop in speed and traffic diversion to nearby streets.

Mayor Lomnicki asked how the 85 percentile speed was determined. **Wheaton** said the company Traffic Smithy compiled the figures.

Councilmember Farley asked if there was consideration of the traffic being diverted to 35th Avenue. **Wheaton** said there was a 14% traffic increase on 35th Avenue.

Councilmember Kappa said it was his impression that speed humps were designed to reduce vehicle speed but not necessarily volume. He felt the figures indicated relatively low diversion to neighboring streets and a reduction in speeds. **Wheaton** replied some diversion was to be expected. His impression was the speed humps were designed to reduce the speed of traffic but not necessarily the volume. **Wheaton** said some diversion is to be expected.

Bartlett referred to page 14 of the staff report which discussed other types of devices such as traffic circles in locations where speed humps are not appropriate. The pilot project seemed to verify Lancaster's predictions. He added that speed humps cost less than traffic circles.

Councilmember Trotter discussed the diversion issue. He felt the real question was whether the diversion from 34th Avenue causes excess capacities on the other streets. **Wheaton** said people will try to avoid traffic calming devices on any segment where they are installed. The TSP will address the issue of through streets.

Councilmember Trotter asked if it was correct to assume the acceptable number of diversions is really linked to the capacity of the adjacent streets. He felt there should be a more clear definition of diversion than percentage. **Bartlett** said the tables indicate a net reduction in traffic volumes. **Councilmember Trotter** said his question was whether or not the capacity on adjacent streets has been exceeded by diversion. **Bartlett** said the capacities of the neighboring streets as identified in the TSP have not been exceeded. The diversion figures are within the ITE guidelines.

Councilmember Trotter noted the criteria were written in 1994. The current TSP indicates changes in definitions of what the City of Milwaukie currently has and what is proposed. He felt there was a real need for coordination and consistency between the Lancaster report and the TSP. He also discussed the criteria regarding emergency vehicle access.

Mayor Lomnicki said he recommended this update be prepared because he felt City Council was anxious to see it. In fairness to staff, this was not intended to be a full report.

Councilmember Trotter discussed the TSTB recommendation. He did not feel sure the City Council was ready to make any decisions since there appeared to be coordination problems.

Wheaton said this was a status report to update Council, and staff is continuing to develop other criteria.

Councilmember Schreiber pointed out the reduction of traffic on these streets might be caused by a changing situation such as bus use. The main issue is whether or not the calming device works.

Councilmember Farley pointed out the process had been going on for two years. **Wheaton** said the TSTB is working toward closure. Work needs to continue on the procedures and methodology.

Councilmember Kappa asked when the TSTB would review the TSP. **Wheaton** said each Board member has received a copy, and the group has begun discussing the document.

Councilmember Kappa discussed the inter-relationship of the School Trip Safety Program, TSP, and traffic calming devices such as speed humps and raised crosswalks.

Mayor Lomnicki said there needs to be a guideline through the process that will result in appropriate outcomes. Several pieces seem to be coming together that City Council will have to address as a policy action. It may take several months to work out the process. Data needs to be imposed on established criteria.

Councilmember Kappa recommended a joint session between the City Council and the TSTB. He felt there was a lot of technical information he needed clarified before he made his decision.

Wheaton introduced a graph with traffic counts for southbound 34th Avenue, 300 feet north of Lake Road. A majority of the vehicles falls within the 85th percentile speeds.

Susan Stone, TSTB vice chair, reported on behalf of the Board. She appreciated the recommendation that the City Council and TSTB meet jointly and suggested a traffic engineer be present to help interpret the data.

Mayor Lomnicki recommended staff determine the need for a traffic engineer. **Cruz** explained he was a Civil Engineer with emphasis on traffic.

Stone also suggested inviting a representative involved in the City of Portland traffic calming program. **Mayor Lomnicki** said this should be deferred to the City Manager.

Stone addressed the pilot project. The 34th Avenue Task Force was formed in 1992 to address concerns about traffic coming into the neighborhood as a result of the Milwaukie MarketPlace construction. The Task Force suggested prohibiting access to the neighborhood by closing the Oak and Washington intersection at Hwy. 224. Tom Lancaster, Traffic Engineer, was contracted by the City to study the situation. He recommended speed humps be installed to reduce vehicle speeds and traffic volumes. The project was studied for a year, and at the end of that year, feedback was solicited from the neighborhood and data compiled. She discussed the decision to install 22-

foot rather than 14-foot speed bumps. Although speeding seemed to be down, the neighborhood was still concerned with cut-through traffic. Based on continuing concerns, the Task Force made the following requests to the TSTB: re-evaluating the installation of an additional speed hump near the light at 34th and Lake Rd.; posting "No Trucks" signs on both ends of 34th; and implementing the original suggestion to close the Oak Street access to the neighborhood.

Stone reviewed the TSTB's final recommendations: continuing to work on the speed bump criteria; hiring Lancaster to evaluate a fifth speed bump; and studying the feasibility of closing the Oak and Washington intersection. The goal of the project is to determine if speed bumps are a viable traffic calming device. **Stone** felt the speed bumps have demonstrated a positive impact on the neighborhood. She indicated the TSTB would work with City staff to develop a manual to help achieve the goal of a unified traffic management program in the City of Milwaukie.

Mayor Lomnicki said he appreciated the work the TSTB has put into the project.

Councilmember Trotter said it was not clear if the report had been discussed at this week's TSTB meeting when it was prepared. **Stone** said the meeting was the previous Monday.

Councilmember Trotter asked what the Board vote was. **Stone** said there were four ayes and one nay.

Councilmember Trotter discussed the recommendations. As he stated earlier, the TSP changed the definition of a collector street, and he asked if TSTB had considered the TSP when addressing traffic calming devices and the closure of the Oak and Washington intersection. Additionally, the Lancaster report stated closure of the intersection was not appropriate since 34th Avenue is designated as a collector. **Stone** said 22-foot speed humps are compatible with the TSP but added 14-foot speed humps are used in areas which have TSPs.

Councilmember Trotter discussed recommendation #3, the closure of Washington, with respect to the classification of 34th Avenue as a collector street to be used by cross town traffic. **Stone** urged priority be given to the people living on these streets and suggested perhaps the street had the wrong classification.

Councilmember Trotter asked if the group had or had not evaluated recommendation 3 based on the TSP. **Stone** said "yes." **Councilmember Trotter** asked **Stone** if she still thought the street should be closed. **Stone** responded the City needs to be responsive to the citizens when they feel something needs to be done. She said there might be another alternative.

Councilmember Kappa said the TSP is still in draft form, and the definitions and criteria may change in the next six months. He was concerned with 37th Avenue which connects Lake Rd. and the Milwaukie Expressway. It has no sidewalks and is very

narrow. Other streets need to be taken into consideration before some are closed. **Stone** said an engineer would certainly have to take this into consideration.

Councilmember Kappa said the City needs to take a logical approach to traffic calming devices and the needs of the entire community before making decisions.

Councilmember Schreiber said the current question is whether the TSTB would recommend speed humps for other collector streets in the City. **Stone** said 22-foot humps are appropriate for collectors. There have been a lot of requests for speed humps in the City, but she did not know how many were for collector streets.

Councilmember Schreiber said she was interested in the broad application.

Julie Wisner, TSTB member, discussed collector streets. Speed humps have proven themselves as appropriate traffic calming devices in the City of Portland, and she indicated she was looking forward to answering Councilors' questions in a work session. She added surrounding jurisdictions are not holding up traffic calming device requests while drafting their TSPs.

Mayor Lomnicki said Council was looking for information from the TSTB. The process is for the TSTB to work with staff to develop a package and then present it to the City Council. As a project is requested, it will go through the process. Council's decision will be to determine the funding. He indicated the Council was looking for a criteria process.

Ernest Bisio, 3695 SE Lake Rd., made further comments on 37th Avenue. Many children use the street to walk to Rowe Jr. High, and there are no sidewalks. He felt speed humps would be appropriate to slow traffic on 37th.

Councilmember Schreiber asked **Bisio** if he thought the property owners in the area would be interested in paying 75% of the cost of installing sidewalks. **Bisio** responded he believed it would enhance the value of the properties, and he said he would explore the question.

CONSENT AGENDA

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to approve the Consent Agenda which consisted of the minutes of the October 1, 1996, City Council meeting with the friendly amendment that the typographical error "Cent Squires" be corrected to "Kent Squires." Motion passed unanimously.

AUDIENCE PARTICIPATION

Nina Rondeau spoke on behalf of the adult crossing guard program for Ardenwald School. She informed the City Council there are only ten parents involved in the

crossing guard program, and she was having problems with those volunteers canceling. The program was supposed to have been a temporary pedestrian safety measure while looking at long-term solutions such as traffic calming devices. She indicated she would have to discontinue the adult crossing guard program unless funding was found.

Councilmember Kappa asked if the issue was students crossing 32nd Avenue or all pedestrian crossing. **Rondeau** said the issue was mostly school related. The daily number is great, and there are about twenty students who cross 32nd at Roswell.

Councilmember Kappa asked if the school would help fund a part-time adult crossing guard. **Rondeau** said there are no funds available from the school, and she has applied for two grants. She pointed out Cruz had mentioned \$500 for crossing guards in his presentation. **Bartlett** said he understood this was the amount available from the School District.

Councilmember Trotter asked Rondeau if she had talked to the School Board. **Rondeau** said the only contact she had was with the Superintendent to sign a grant application. **Councilmember Trotter** suggested contacting the School Board to make them aware of the situation.

Councilmember Schreiber urged helping children learn proper behavior on busy streets.

Councilmember Farley asked if there was a school crossing patrol of older children. **Rondeau** said there is a policy that student crossing guards cannot be that far from the school.

Mayor Lomnicki suggested Rondeau work with the Neighborhood Associations. **Rondeau** said she addressed the entire school at the open house, and only ten parents volunteered for the adult crossing guard program. The flashing yellow beacons do work, and vehicle speeds have decreased. She agreed proper education was needed.

Councilmember Farley suggested contacting service clubs for help.

Councilmember Schreiber supported the idea of working with the School Board on the issue.

PUBLIC HEARING

None scheduled.

OTHER BUSINESS

Park and Recreation Board Bylaws

Richards introduced Jon Newman, Park and Recreation Board Vice Chair. **Newman** reported the Board reviewed the draft bylaws on September 9, 1996, and unanimously recommended the City Council adopt them as written.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the Park and Recreation Board bylaws as written. Motion passed unanimously.

Consider Supporting Photo Radar

Bartlett presented the staff report in which the City Council was requested to consider supporting legislation in the 1997 legislative session to expand the use of photo radar. Unified traffic calming cuts across several department lines, and he discussed the evolution of the SMART trailer program. Data indicates the trailer has a positive impact on driver awareness and vehicle speeds. The requested action would indicate photo radar as an official City policy.

It was moved by Councilmember Trotter and seconded by Councilmember Farley to allow staff and the Traffic Safety and Transportation Board to support legislation expanding photo radar usage. Motion passed 5 - 0.

Municipal Code Amendment, City Council -- Ordinance

Bartlett presented the staff report in which the City Council was requested to consider an ordinance amending Municipal Code Section 2.04. This is a housekeeping amendment based on revised City Charter language, updated ORS terminology and references; and current practices.

Councilmember Schreiber asked about the requirements for adopting an ordinance at a single meeting. **Beery** said this is to provide information to the public in advance, and the City has copies available within these guidelines.

Councilmember Kappa asked how long it has been since the presiding officer signed the minutes. **Mayor Lomnicki** said he knew it was more than twelve years.

Councilmember Kappa asked if the motion to recess or adjourn was outdated language. **Beery** said this probably reflects old *Robert's Rules of Order* language, and the amendment would not require any changes to the Charter.

It was moved by Councilmember Farley and seconded by Councilmember Trotter to read the ordinance amending code section 2.04, City Council, of the municipal code for the first time by title only.

Councilmember Schreiber asked for clarification of the numbering system. **Beery** said the numbering is for legislative tracking purposes.

Motion passed unanimously. The ordinance was read for the first time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance amending code section 2.04, City Council, for the municipal code for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.

It was moved by Councilmember Schreiber and seconded by Councilmember Farley to adopt the ordinance amending code section 2.04, City Council. Motion passed unanimously.

ORDINANCE 1812:

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING MUNICIPAL CODE SECTION 2.04, CITY COUNCIL, OF THE MUNICIPAL CODE.

Board and Commission Appointments

Mayor Lomnicki submitted the following names for City Council acceptance: Betty Chandler, Citizens Utility Advisory Board position #7, and Dolly Macken-Hambright, Center/Community Advisory Board position #5.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to accept the proposed slate of appointments. Motion passed unanimously.

Adult Crossing Guard Program Funding

Councilmember Kappa discussed the issue brought before the City Council by Rondeau. He felt staff should be directed to go before the School Board on the issue to look for joint funding and a long-term solution.

Councilmember Schreiber said she felt a letter from the City Council would be more appropriate at this point expressing concern about child safety in areas where bus service has been eliminated. She did not feel there should be any time delay.

Councilmember Trotter agreed the City Council as a political body should send a letter from the Mayor to the School Board regarding coordination of issues in the School Trip Safety Plan. He felt the School Board needed to be aware of the issues and perhaps hold a joint work session.

Councilmember Farley agreed there should be a joint meeting, and there should also be a funding period with the understanding it could be cut. There needs to be a joint effort of the School Board, Neighborhood District Association, and the PTOs. He discussed funding of private school programs.

Mayor Lomnicki felt there were many questions to be answered before discussing funding. He suggested asking staff to provide cost estimates before making any commitments.

Councilmember Trotter felt funding of the adult crossing guard program should be a District decision instead of one made by the individual schools. He agreed staff should prepare a letter for the Mayor's signature, and he reiterated there were other elements of the School Trip Safety Program of which the School Board should be apprised.

Councilmember Farley agreed with Councilmember Kappa there should be a short-term measure with certain limitations while responsibilities are clarified.

Councilmember Kappa supported the idea of a letter from the Mayor to begin discussions.

Councilmember Schreiber discussed the cost of an adult crossing guard program at all of the schools. Bartlett said for five hours per day at minimum wage, the cost would probably be about \$9,500.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to direct staff to prepare a letter to the North Clackamas #12 School Board for the Mayor's signature regarding the School Trip Safety Plan with particular emphasis on the adult crossing guard issue.

Councilmember Kappa suggested the minutes be included. Child safety is the real issue, and the money has to be found.

Mayor Lomnicki added that an outline of the School Trip Safety Plan and the estimated costs should also be with the letter. The partnership has to be established because money is only a quick fix.

Councilmember Farley said he felt the schools were the responsibility of the District, and the streets are the responsibility of the City.

The motion to prepare the letter passed unanimously.

School Trip Safety Plan

Councilmember Trotter discussed the flashing yellow beacons at the various school crossings. He suggested directing staff to prepare an estimate for those locations it felt appropriate and recommend where funds could be found to install them this fiscal year. He felt it would be advisable to accelerate this portion of the School Trip Safety Plan rather than waiting for the next fiscal year.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to direct staff to prepare an estimate on the installation of flashing yellow beacons identified in the School Trip Safety Plan.

Councilmember Schreiber asked if this suggestion was based on the apparent success of the flashing yellow beacons on 32nd Avenue. **Councilmember Trotter** said that was correct and also the proven success in the City of Portland. He said there were some technical issues to be addressed at some potential installation sites, but there may be other sites where beacons can be installed now.

Councilmember Kappa asked when the Monroe Street design would be completed. **Bartlett** said the design element of the project would begin spring 1997. He did not recommend flashing yellow beacons on Monroe since the public involvement segment has not begun. Monroe is a substandard street with drainage and other utility issues. He recommended waiting with regard to those areas in which there are engineering concerns.

Mayor Lomnicki was concerned the City Council might be coming to conclusions too soon and urged moving toward decision making in a logical manner.

Councilmember Trotter said staff did make this recommendation for funding at three locations in the next fiscal year instead of waiting until the next school year. He said he was not sure about available funding.

Councilmember Kappa suggested discussing this with the School Board and looking at possible locations.

Councilmember Trotter said City Council directed this study be done, and he understood something would be done toward implementation. He was in favor of doing some elements of the plan this fiscal year.

Mayor Lomnicki said City Council has accepted the reports but not the recommendations.

Councilmember Trotter said he was only seeking information and recommendations from staff. **Mayor Lomnicki** questioned selecting this particular item from the list of possible improvements.

Councilmember Schreiber said the motion as stated is asking staff to look at one particular device. Staff may come back to the City Council with a recommendation that another element would be more appropriate.

Councilmember Kappa said he would support moving forward; however, he was concerned about involvement in certain social issues.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to suspend City Council rules to continue the meeting beyond 10:00 p.m. Motion passed unanimously.

Mayor Lomnicki said staff is being directed to look at flashing yellow beacons. He suggested instead staff consider what would offer the most benefits and provide some options. This was a friendly amendment to add other elements at the same level as the flashing yellow beacon. **Councilmember Trotter**, as make of the motion, accepted the amendment.

Motion passed unanimously.

Unified Traffic Management Program

Councilmember Trotter said there was considerable discussion about the Unified Traffic Management Program. He asked if there was concurrence on having staff develop a work plan for City Council review as soon as possible.

Bartlett suggested the second meeting in November.

Councilmember Trotter said he felt this would also help the TSTB develop its work plan.

Councilmember Kappa felt there should be a joint work session with the TSTB first. **Bartlett** responded the joint work session with the TSTB would be an element of the overall work plan.

Councilmember Kappa thought it was important to concentrate on the traffic manual or the TSP.

Councilmember Trotter said he was particularly concerned with establishing the criteria for speed humps. The TSTB recommended immediate adoption of the draft presented to the City Council at tonight's session. He urged a timeline for completion of the traffic calming device criteria so projects, if determined appropriate, could be worked into the CIP.

Councilmember Kappa pointed out the TSP could modify the manual. Councilmember Trotter agreed there were many elements that needed to come together, but a work plan for the Unified Traffic Management Program and TSP could provide a framework and answer some of the scheduling questions.

It was consensus to direct staff to develop a Unified Traffic Management Program work plan for the November 19, 1996, City Council meeting.

INFORMATION

1. **Councilmember Schreiber** noted a correction to the Planning Commission minutes regarding Carolyn Tomei's calling the meeting to order.
2. **Councilmember Trotter** announced the hours of the South/North Light Rail Field Office.
3. **Councilmember Farley** announced the Milwaukie Elks were holding a Haunted House fund-raiser.
4. **Councilmember Schreiber** and **Councilmember Trotter** will be recognized as members of an outstanding Parks District.
5. **Bartlett** discussed the Board of County Commissioners' Sunnybrook Extension Plan; Regional Water Providers Consortium; grant status report requested by Councilmember Kappa; and the availability of a 1993 police vehicle for use as a Fire Department command vehicle.

Mayor Lomnicki adjourned the meeting at 10:20 p.m.

Pat DuVal, Recorder/Secretary