

MINUTES
Troutdale City Council – Regular Meeting
Troutdale City Hall – Council Chambers
104 SE Kibling Avenue
Troutdale, OR 97060-2099

Tuesday, September 9, 2008

1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE

Mayor Thalhofer called the meeting to order at 7:00pm.

PRESENT: Mayor Thalhofer, Councilor Kight, Councilor Ripma, Councilor Thomas, Councilor Canfield, Councilor Kyle and Councilor Daoust.

ABSENT: None.

STAFF: Dave Nelson, Acting City Administrator; Rich Faith, Community Development Director; Debbie Stickney, City Recorder; David Ross, City Attorney; Travis Hultin, Chief Engineer; and Beth McCallum.

GUESTS: See Attached.

2. CONSENT AGENDA:

2.1 ACCEPT MINUTES: August 12, 2008 Regular Meeting.

2.2 RESOLUTION: A resolution permitting use of designated city parks as outdoor recreational areas under ORS 105.682.

MOTION: Councilor Thomas moved to adopt the Consent Agenda. Seconded by Councilor Kight. Motion Passed Unanimously.

3. PUBLIC COMMENT: Please restrict comments to non-agenda items at this time.

None.

4. MOTION: I-84 Sandy river Bridge Replacement Project – Troutdale Bridge and Gateway Style (design) Selection.

Dave Nelson, Acting City Administrator, stated on August 26, I attended a work session along with Mr. Anderson and Clyde Keebaugh. The work session was with ODOT and consultants to look at their bridge designs. The committee would like some feedback from the Troutdale City Council regarding the appearance of the bridge. ODOT will be holding an open house

this Thursday, September 11th, between 4pm and 7pm at the Sam Cox Building. This is open to the public and they are encouraging the Council to come look at the design options. The primary reason that they would like you to attend the meeting and provide some input is that the designs that are included in your packet have already been changed. I spoke with one of their consultants this afternoon. The primary changes from the renderings in your packet are mostly structural changes, such as changes in the pier blocks (instead of being more narrow and offset they are straight in line, wider, and they are coming out to the end of the bridges instead of closer to the center of the bridge). The consultant hasn't seen the revised drawings yet; they won't be available until this Thursday afternoon. The Cascadian design (Option A) has more of a rock look to it. They refer to the rock as form liners; it is a fake rock. There is quite a bit of that on the Cascadian style bridge that will go along the edge, down the piers and below the water surface. There was some concerns from the work group about the durability of that and whether or not debris floating down the river would damage that and slowly erode it. The Contemporary style (Option B-1) has less rock included in the design. The third rendering (Option B-2) was put together right before our meeting on the 26th, and there is no rock included in this design; there is just a smooth concrete surface. When I spoke with their consultant this afternoon he shared with me some of the changes that have been made as a result of the August 26th meeting. ODOT has agreed to pave underneath the bridge to provide connection to the pedestrian paths. On the west side (Troutdale side) it will connect to the 40-Mile Loop and come down and connect up to where our Urban Renewal District is located. They have also agreed to do some of the construction down towards the pathway itself. One area that ODOT has not agreed to is that they did not want to put any lighting on the pathway on the bridge. There was some discussion about having some low-voltage lighting on the pathway crossing the bridge and they have decided not to do that, however they are going to put some lighting down on the ends of the bridges along the foot paths. They are looking for input from the Council on what style of bridge you prefer. I do have one correction to make to the staff report under the fiscal impact; we would not be maintaining the east side of the bridge, that would be either ODOT or the state. We would be maintaining the west side of the bridge.

Councilor Thomas stated my preference would be Option A. I think that matches what the old Columbia River Highway looked like. Secondarily I would consider Option B-1.

Mayor Thalhoffer stated I prefer the Cascadian style (Option A), but I don't understand why they want to take the rock all the way down into the water. I think there ought to be low-level lighting on the pedestrian/bike path; it gets pretty dark at night.

Councilor Canfield stated I prefer Option A, the Cascadian style.

Councilor Kyle stated I think the lighting is important. I will be attending the open house on Thursday.

Dave Nelson asked do you have a preference?

Councilor Kyle replied no.

Councilor Daoust stated I prefer the Cascadian style (Option A) but the rock fascia does not need to go down the pillars into the water; they could just put the rock on the main part of the bridge. I would imagine that all of the crevasse and cracks that the rock surface has will attract grime, sludge, etc. and it wouldn't look good at the waterline. I do like the idea of the lighting going across the bridge.

Councilor Kight stated I like the Cascadian style, Option A, with some modifications. Is the rock added as a fascia or is it integrated into the cement?

Dave Nelson stated the explanation we received at the meeting was that it is panels of preformed rock and it is integrated into the construction of the bridges.

Councilor Kight stated I think Councilor Daoust is right on. A flood similar to the one in 1996 would wipe all this off on the pier; it would scour everything at the flood level. I like the rock along the fascia underneath the bridge and then where it comes down and takes a 45° turn, I would stop right there.

Dave Nelson stated what I mentioned in my opening comments, and what I just learned this afternoon, was that those pillars are going to be flush, they will not have that 45° recess.

Councilor Kight stated I would not take the rock past the arch. I like the handrail on Option B-1; I think it follows the architectural lines of the bridge.

Dave Nelson stated they have a wide variety of different handrails that they are looking at. Some of the options that they were looking at were half wall, full wall or some kind of steel railing. The group consensus was to do some open rails so that it has some visibility.

Councilor Kight stated keep in mind that this bridge will be viewed by the people as we expand and improve the urban renewal site, so this will have quite a visual impact. I think the low impact lighting is important for pedestrians or for folks using the bike path. I will try to attend the open house. Do we know what the financial impact will be for our portion of the path maintenance?

Dave Nelson replied no.

Councilor Ripma stated I favor Option A with whatever changes will make the bridge last as long as possible. I can't help but express a little disappointment at these three options; they are pretty bland considering that ODOT has been studying this for years. It is the gateway to the Gorge and years ago they were talking about having something more attractive. If you think of the old highway and the beautiful concrete bridges that were built so long ago, it seems like they could have come up with choices beyond these three which are really just decorations on the side of an almost standard post beam bridge. If we have to pick from these three options, I favor Option A. I agree that open railings are better and the rails on Option B-1 are slightly more interesting than the others. I also agree with the comments made about the lighting. I will try to attend the open house Thursday.

MOTION: Councilor Thomas moved to adopt the Cascadian style bridge using the handrails off of Option B-1, with the addition of low-level lighting for the pedestrian path and express concerns about the rock fascia going down to the water level. Seconded by Councilor Kight.

Councilor Thomas stated I think this is a nice bridge design. Hopefully they will do it quicker than four years. I think it will be a much nicer bridge and will replace the bridge that is in dire need of some major change.

Councilor Kight stated I seconded this with reservation; I am not against the motion necessarily but I kind of agree with Councilor Ripma in that this is fairly anemic when you look at the real granite rock that they used that has lasted for 70 or 80 plus years. If this is the best design that they can come up with I will support the motion.

Mayor Thalhfer stated I sat in on some of the meetings with ODOT and we tried to get a better looking bridge but we did not have the support. We kept making the point that this is the "Gateway" bridge. Hopefully they will do something to signal to everyone that this is the "Gateway" bridge.

Councilor Canfield stated I will support the motion.

Councilor Kyle stated I will support the motion.

Councilor Daoust stated what would make this a neat "Gateway" bridge is those four big pillars on each end, that would add a lot. That is in one of their designs. I sure hope that ODOT follows through with the pillars, two on the east end and two on the west end, maybe with some gold statues on them. I have seen bridges like that in DC.

Mayor Thalhfer asked Councilor Daoust, are you willing to make a friendly amendment?

FRIENDLY AMENDMENT: Councilor Daoust made a friendly amendment that we recommend strongly to ODOT the pillars on both ends of the bridge. Seconded by Councilor Kight.

VOTE ON MOTION AS AMENDED:

Councilor Thomas – Yes; Mayor Thalhfer – Yes; Councilor Canfield – Yes;
Councilor Kyle – Yes; Councilor Daoust – Yes; Councilor Kight – Yes;
Councilor Ripma – Yes.

Motion Passed 7 – 0.

5. MOTION: A motion to concur with ODOT's recommendation to reduce the speed limit on Stark Street by 5mph.

Travis Hultin, Chief Engineer, stated I have brought this item to you at the request of ODOT and the City of Gresham. The City of Gresham requested a speed zone investigation on Stark Street from 162nd to 257th Avenue. That speed investigation was conducted and the report was completed. The overall recommendation of the report was to reduce the speed limit throughout that area by 5mph. In some cases it is going from 40mph to 35mph and in some places it is going from 35mph to 30mph. The section that is of most interest to Troutdale would be the section from 242nd to 257th and in that section they are recommending a reduction in the speed limit from 40mph to 35mph. The basic reasons behind the speed zone reduction is the accident history and the actual speed data that was taken shows that median mean speeds were around 35mph. Staff's recommendation is that by motion the Council concur with ODOT's speed zone recommendation and to reduce the speed limit by 5mph in the study area.

Councilor Thomas stated it makes sense to reduce the speed limit by 5mph. Why can't we take that the rest of the way down Stark Street instead of stopping at 257th?

Travis Hultin replied the speed zone study was requested by the City of Gresham and that was the study area that they requested.

Councilor Thomas stated so we would have to request our own study; maybe that is something that we ought to look at.

Mayor Thalhoffer stated if we can reduce the speed limit that is good. I am just wondering if you are really going to reduce the speed of the drivers or if they are going to keep going the speed that they are going now.

Travis Hultin replied there is a lot of evidence indicating that just changing speed signs does not necessarily change driver behavior; they drive based more on the conditions than on the signage in general. The conditions there have changed and what the speed study found is that drivers are driving that speed.

Councilor Canfield stated I do agree that reducing speed by 5mph would help reduce the number of accidents.

Councilor Kyle I will support this.

Councilor Daoust stated I am for reducing the speed limit. I drive Stark Street quite often from here all the way down to 122nd. I have come close to rear end collisions more often in the Rockwood area where those pedestrian crossways are because it is sometimes very confusing when one lane of traffic stops and the other lane doesn't know what is going on and come to find out that there is someone half way across the road but you can't see them. I will support the lower speed limit in Troutdale.

Councilor Kight asked in order to make the connection between reduced speed and reduced accidents, what evidence do we have that reducing the speed would in fact reduce the

accidents? Or how do we know that the majority of the accidents were caused by someone exceeding the 40mph speed limit.

Travis Hultin replied there is no hard data in the report to specifically link certain accidents to whether it was speed, alcohol or other factors. I would say as a general rule, if you are setting the speeds according to the types of standards that are used in this investigation, median speed, mean speed, and 85th percentile, that statistically is going to give you a safer traffic stream.

Councilor Kight stated I don't have any problem reducing the speed but I think the data is lacking showing that speed is the cause of the majority of the accidents. Mr. Nelson, in the police reports that are filed, what percentage would you say are speed related as opposed to another factor?

Dave Nelson replied that is a tough question. I think speed is going to be one of the leading contributors to accidents. Following too close is another contributing factor. Alcohol, improper turns, lane usage, not paying attention when you are driving or careless driving is up there. I think that speed is going to be in the top one or two.

Councilor Kight stated I see almost zero enforcement on Stark Street either from Gresham or Troutdale police. Without the traffic enforcement isn't this an exercise in futility?

Travis Hultin replied I don't know if I would call it an exercise in futility. Certainly additional enforcement is always going to make a difference especially if it is done consistently so that regular users know that they are under scrutiny. I don't think that lack of enforcement renders this recommendation to be unworthy.

Councilor Kight asked if we reduce the speed limit are we going to have any type of ramped up traffic enforcement? Is Troutdale planning on doing that?

Dave Nelson replied typically any time there is going to be a speed zone change we do some enforcement of that area to educate the drivers. The approach we would take would be more educational and we would issue warnings. If it is a repeat offender than they would probably issue a citation. There is an increase in patrol and traffic enforcement in that area once the speed zone change is in place.

Councilor Ripma stated I favor the reduction in the speed on the Troutdale stretch.

Councilor Thomas stated I have seen police officers patrolling on Stark Street and on 257th a number of times.

Jay McCoy, Traffic Engineer for City of Gresham, stated the history behind our request for changing the speed zone on Stark stems from our boulevard project that we completed in 2006 in the Rockwood area. We have done that with all of our boulevard projects; our most current one is Powel Blvd. We can't change the speed unless there is a speed zone investigation. What we can do as engineers is modify the behavior by changing the

streetscape. Typically what we do is we build our boulevard projects and then we request a speed zone investigation afterwards. This is the third one and it has shown that behavior is changed as part of our projects. You may ask why we had the investigation go all the way to 257th. It takes about one year to do a speed zone investigation because there are so many requests, so it just makes sense to do the entire segment. We meet regularly with our police and fire departments to find the hot spots and they did indicate to us that they wanted us to extend the speed zone investigation to this section of Stark Street as well. As far as the data that associates accidents with speeding, one study will say one thing and the next will say another thing. Automobile crashes have been one of the leading causes in death. As engineers we can reduce the injuries and fatalities, and that is what we are trying to do and what we are steadily making progress at. An interesting fact – if a pedestrian is hit at 40mph there is an 85% chance that he is going to die, but at 30mph the chance that he is going to die drops to 45%. There is a very real correlation between and severity of the crash and the risk of fatalities and injuries.

John Dorset, Transportation Manager for City of Gresham, stated Councilor Daoust's question about the crosswalks throughout Gresham is valid. We are actually doing an evaluation on those mid-block crossings because there are issues with them. Some may need to be removed and we are working on how we can make those crossings safer.

Councilor Thomas stated I agree with Councilor Daoust on those crosswalks in the Rockwood area. You have so many of them they may just be a little too close together.

Mayor Thalsofer stated crosswalks are very hazardous especially on streets like Stark where people are driving too fast. Is there any way to make those crosswalks safer? It is almost like they need something like the gates they have for the Max.

Jay McCoy stated part of the problem is we have this manual of Uniform Traffic Control Devices which sets the warrants where they install traffic signals. For a pedestrian signal the warrants are quite high for signalized crossing. But there are some new types of signals that are coming out and I think Portland has installed a couple of them. They are called a hot signal. It looks like a traffic signal when it is on, but it is off most of the time so it is a dark signal. When a pedestrian hits the button then the light starts flashing amber, then it goes to a steady amber, and then it turns red. In Gresham we have put up one pedestrian activated warning light which is an overhead sign that stays dark most of the time except for when a pedestrian hits it when they want to cross and then it starts flashing. That is something that I think at a minimum we should be doing on our five lane arterials.

Councilor Canfield stated I think that everyone agrees that there are many factors that cause accidents but you are saying that in a collision, whether car to car or car to pedestrian, the higher the speed the greater the probability of fatality. That to me is pretty convincing evidence that the speed reduction would at least reduce the fatalities.

Councilor Daoust stated when I saw on the map that there were more accidents occurring out this way than were occurring the closer you get to Portland, that caught my attention. I would have thought is it would have been the opposite.

Councilor Kight asked are there any plans for the Gresham Police Department to do enforcement in the area where you are reducing the speed limit?

Jay McCoy replied most certainly.

John Dorset stated one of the things that we would be happy to do is to coordinate the enforcement efforts with Troutdale.

Councilor Ripma stated I think it is prudent of you to request a speed review. Since they are recommending a reduction here I am happy to support it.

MOTION: Councilor Thomas moved to select Option A, which is to concur with the ODOT recommendation to reduce the speed limit from 40mph to 35mph in the study area. Seconded by Councilor Kyle.

Councilor Thomas stated I think reducing the speed there will help not only the folks trying to pull out from the side streets onto Stark Street, but it will also be easier to determine how long it is going to take for someone to get to you if they are not traveling as fast. The safety factor is definitely a key issue here, not only for other vehicles but for pedestrians and bicyclists.

Councilor Kight stated history has shown that speed does play a key role in the fatalities. I remember when Stark Street was at one time 45mph but that was when we basically only had berry fields and we didn't have all of the businesses that we currently have. Incrementally we have seen the speed drop with the addition of more businesses, the hospital and more activity. We are going to have to have traffic enforcement in order to change that human behavior. I think it is the right decision.

Mayor Thalsofer stated I think it is a great idea. Anything we can do to slow traffic down will tend to save lives.

Councilor Daoust stated I agree with working with Gresham on this since we share the border.

VOTE: Councilor Thomas – Yes; Mayor Thalsofer – Yes; Councilor Canfield – Yes; Councilor Kyle – Yes; Councilor Daoust – Yes; Councilor Kight – Yes; Councilor Ripma – Yes.

Motion Passed 7 – 0.

6. DISCUSSION: A follow-up discussion on the safety improvements on SW Hensley Road.

David Ross, City Attorney, stated this is a follow-up to the discussion at the August 26th Council meeting regarding the installation of speed humps on Hensley Road near the

entrance to Sunrise Park. Public Works has determined that the placement of four speed humps, two on each approach to the curve, would impact a geographical boundary of 80 homes. We have outlined in the staff report what we perceive to be the options before you.

Councilor Thomas stated I assumed that we had taken care of this at the last meeting.

Councilor Kyle stated I missed the last meeting, I guess that I assumed that this had been taken care of.

Councilor Kight asked in the email you sent us it reads, "But I think inherent in this would be that in addition to taking the speed counts we would convene the Speed Hump Committee as soon as possible after getting the speed counts done, which would also be a variance from our normal process. Am I correct in that assumption?" The answer, from my perspective, would be yes. Is that the hanging-chad?

David Ross replied no. My understanding of the hanging-chad was whether or not Council has the authority to do away with the speed hump evaluation process entirely. That is why we are bringing this back.

Councilor Kight asked and your legal opinion is?

David Ross replied that is the question that was posed and that is the question that I am answering.

Councilor Kight asked are you going to answer the question?

Councilor Ripma stated his answer was yes.

David Ross stated that is why you have three options before you.

Councilor Ripma stated if we proceed as I recall from the meeting, it would require the neighborhood of 80 homes to be involved. It would speed up the process but there would be involvement. They would be notified on an expedited basis. Is that the way you are taking our direction from the meeting?

Travis Hultin stated my understanding of what occurred at the last meeting, and the direction I received from the City Council, was that we were to expedite the speed hump process in that the petition would still be required under all of the same requirements that the evaluation plan would normally entail. But as soon as they turn in that petition we would proceed to the next step, which is the speed counts. With my follow-up question to Council at the meeting for clarification, my understanding of your answer to that was as soon as those speed counts are completed we would convene the Speed Hump Committee to review just that application.

Councilor Ripma stated that is what I favor. Is there something else we need to do tonight?

Councilor Daoust stated at the last meeting there were a few Councilors who were to the point of wanting to just tell staff to install the speed humps and not go through this process. I think that is one of the options

Dave Nelson stated that is correct. There seemed to be some interest in directing staff to bypass the expedited portion of the speed hump process. What we are asking you tonight is if you want us to continue with the expedited process, which would mean that 54 homes in the affected 80 home area would need to sign the petition for speed humps. Once they have obtained those 54 signatures then we would go through the speed hump process to deal with just that application. It is my understanding that you have the authority to direct us to not go through that process and just have the speed humps installed; that is the second option. There was some uncertainty on our part at the end of the last meeting as to whether or not that could be done. That is what we are really trying to focus on tonight.

MOTION: Councilor Thomas moved to adopt Option A, which is to continue with the expedited speed hump process as outlined during the August 26th City Council Meeting. Seconded by Councilor Canfield.

Councilor Thomas stated in looking at the process and having been on the original committee that helped put the speed hump plan together, I think that circumventing the process, skipping the speed studies and those kinds of things, really doesn't give us the advantage of what speed humps are intended to do. They only work if a certain percentage of traffic is going over the speed limit to begin with. If you don't meet those percentages then you are spending \$2,000 per hump for no value. The other reason this process was put into place had to do with when the City Council put the 23 speed humps in Sandee Palisades and many of the residents objected because only a few of the residents wanted them. So that was part of the reason for the requirement of the petitions. I think that circumventing the process is a disservice to them and everybody else who may want speed humps in the future. I know that we have had on a few occasions folks who requested speed humps and the area didn't meet the criteria and so they did not get them. There is a value to this and we have been using this process for the last thirteen years. That is my reasoning for sticking with Option A. I still think we can meet the construction schedules assuming some people do some leg work.

Councilor Canfield stated I am in favor of Option A, continuing with the expedited speed hump process because I would like to see the process finished so if the citizens can get the signatures we can get the speed humps in. I feel it is important for those residents to go out and meet their neighbors and get those signatures because the speed humps will affect more than just a couple of homes. They will affect everyone on Hensley and I think they should have a voice through the process that was set up in 1995. I think at this point any idea of directing staff to do without the process would be harmful to the whole democratic process. There are a lot of people involved and it could have negative consequences for the neighbors and they deserve to have a voice in this. That is why I favor continuing with the expedited speed hump process.

Mayor Thalhoffer stated I favor the expedited process although it sets another precedent.

Councilor Daoust stated I don't have any problem with Option A but I am going to decline to support it simply because I believe that Option B is better. We have a process for speed humps and that is to get a handle on speed. I just think this is different. This is something that calls for a different process for safety reasons. It is so specific to the corner and it is just so specific for safety reasons that I think we could bypass the speed hump process, just like we recommended on 257th to put the jersey barriers up for safety reasons because vehicles were plowing into homes on 257th. We didn't go out and ask for signatures from the neighborhood for that because it was safety related. I kind of put this in the same category. Cars are going to slow down, hopefully, around the corner and this will slow them down even more. Even the neighbors that live 1/2 mile down Hensley are going to have to slow down around the corner. So I just put this in a different category than the speed hump process even though what we are doing is putting in speed humps, we are doing it to stop the cars from plowing into the homes. I am going to passionately, but friendly, decline to support Option A because I think we can just say to put them in for safety reasons.

Councilor Kight stated I agree with Councilor Daoust. This is a whole different set of circumstances. This isn't just a series of cars driving through a neighborhood too fast. We already have people that have had property damage from people driving into their yards. We used the same criteria for putting in the jersey barriers on 257th. We are not talking about putting speed humps the full length; we are just talking about the area that is affected. Obviously we don't need to have documentation that speed is a problem when you already have empirical evidence that in fact that is the case. I agree with Councilor Daoust, those speed humps need to go in right away. Normally we don't have a series of accidents that are part of the decision making process for putting in the speed humps. I think it is a public safety issue by virtue of the fact that it has already occurred on that particular curve. I will not support Option A, I believe that Option B would be a better way to go.

Councilor Ripma stated the problem at the corner on Hensley has been around for awhile and staff recommended that we have a professional study done on how to control that corner and control those safety problems that I think we all acknowledge exist. The neighbors wanted speed humps and the Council has jumped on that as a solution and I am willing to go along with the expedited process, so I will support the motion. We don't know that speed humps are really the right choice and I continue to favor having a professional study. Speed humps always involve safety; that is what neighbors want them for. The thing is that a lot of people are affected by them and there needs to be a process for neighborhood buy-in. Expediting the process is justified in this case. I think it is a good compromise and if those don't work lets think about having a professional study done. I will favor the motion.

Mayor Thalhoffer stated the staff recommended the traffic study from traffic experts who would probably know a lot more about this than we do.

VOTE: Councilor Thomas – Yes; Mayor Thalsofer – Yes; Councilor Canfield – Yes; Councilor Kyle – Yes; Councilor Daoust – No; Councilor Kight – No; Councilor Ripma – Yes.

Motion Passed 5 – 2.

7. STAFF COMMUNICATIONS

Dave Nelson stated I spoke to the Mayor this afternoon about scheduling a Special Council Meeting for October 7th to hold a public hearing for an appeal by Multnomah County regarding Author Academy. We anticipate this to be a long meeting so we wanted to see if a quorum of the Council is available to meet on October 7th.

Consensus of the Council was to schedule the meeting for October 7th.

Dave Nelson stated Rich Faith would like to receive some direction from Council regarding the periodic review process.

Rich Faith, Community Development Director, stated as you know we are now in periodic review and the matter of preparing a work program is one of our first tasks. The Citizens Advisory Committee (CAC) has been given the charge of assisting with periodic review as is spelled out in our Comprehensive Plan. I have been working with them to assist in reviewing our draft work program. I would like some feedback from the Council on what level of involvement you want to have in this process. On October 1st the CAC will be hosting a public hearing as required under the procedures for periodic review, to take public comment on the proposed work program. That affords an opportunity for the Council to attend or if you would like we could actually schedule a work session to bring that proposed work program to you for your review as well before it goes off to the state. Another option is that I could just circulate it to you with a cover memo and take written comments or calls from you.

Council consensus was to hold a work session to review the work program.

David Ross stated at the last meeting there was a parliamentary question that arose as to whether or not there could be public comment when there is a motion pending on the floor and I said there could not. I have since looked at Council Rule 2.08.140 the last sentence of which indicates that after a motion is made the public members may be allowed to address the council with the permission of the presiding officer.

8. COUNCIL COMMUNICATIONS

Councilor Thomas stated the Mt. Hood Cable Regulatory Commission has been trying to negotiate a franchise with Verizon for video service. We will be holding a public hearing to look at a staff recommended franchise for the video offerings with Verizon September 15th beginning at 7pm. The plan is to have the franchise agreement forwarded to the jurisdictions on October 2nd.

Mayor Thalsofer reminded citizens to be cautious and to watch out for the children now that school is back in session.

Councilor Daoust stated the City of Troutdale is supporting the East County Urban Parks and Trees Summit which will be held on Saturday, October 4th in Gresham City Hall from 8:30am until 3:30pm. The purpose is to explore the linkages between urban parks and trees, public safety and economic vibrancy in East County.

Councilor Kight applauded our Police Department and the Code Enforcement Department for doing an excellent job dealing with the transient problem in the City.

Councilor Ripma informed citizens that on Saturday, October 4th the Troutdale Historical Society is having a Trek to The Dalles, the Gorge Discovery Center and Wasco.

9. ADJOURNMENT:

MOTION: Councilor Ripma moved to adjourn. Seconded by Councilor Kight. Motion passed unanimously.

Meeting adjourned at 8:30pm.

Paul Thalsofer, Mayor

Approved September 23, 2008

ATTEST:

Debbie Stickney, City Recorder