

City of Wood Village September 2011

The Village News

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WELCOME NEW CITY COUNCILOR!!



The City of Wood Village welcomes new City Councilor Scott Harden! Harden was appointed on June 28th to fill the vacancy which was left behind following Councilor David Fuller's resignation in April. He was sworn into office during the City Council meeting on July 26th amid congratulations from family and friends.

Harden has served on the Planning Commission since 2010, and looks forward to continuing his service to the City as a City Councilor. As a 6 yr resident of Wood Village, he is very interested in promoting local jobs, economic growth and a sense of community that will benefit the City. The Donald L. Robertson Park and the City's Community Garden are among his favorites places in the City. The vast amenities of the Park offer something for everyone and the Community Garden provides a wonderful oasis for those who do not have ample yard space.

One area Harden would like to see improved is community involvement. There are a number of opportunities for citizens to get involved including attending meetings at City Hall, participating on committees and commissions and volunteering at City events. Regular City Council meetings are held on the second Tuesday of each month at 6pm at City Hall, and he hopes to see you there!

AND THE WINNERS ARE!!



120 Cedar Lane



23265 NE Greenway Drive



Poplar Mobile Manor



116 Elm Avenue



1403/1405 NE 236th

Congratulations to the August Community Pride Award Winners!

The five properties pictured on the front page were selected by the Parks and Recreation Commission to win the prestigious Community Pride Award. The winners were selected from 14 nominees, and were based on their exceptional yard and exterior home improvement, maintenance and upkeep.

Anyone can nominate a property in the City, and forms are available at City Hall, and the City’s website. The next set of awards will be given out in December. A beautiful home and landscaping is a great way to show your community pride. Thank you for all the nominations and to our winners and nominees!

12th Annual City Nite Out

Sponsored by 



Over 2,000 people descended on the Wood Village Baptist Church campus on Friday July 15th to take part in the 12th Annual City Nite Out. This annual event focuses on crime prevention and emergency preparedness, and is coordinated by a joint effort between the City of Wood Village and the Multnomah County Sheriff’s Office. There was free food including hot dogs, beverages, ice cream, cotton candy and popcorn. Live music played throughout the evening as people

visited area vendors, enjoyed the family friendly activities, and watched live police demonstrations. The Red Cross Blood Drive received the highest turn-out seen in the past three Nite Out events. Free secure document destruction was provided this year, as well as free door prizes including a 32” LCD TV.

This event would not be possible without the help and support of the many volunteers, businesses and organizations that took part in this event including:

- Comcast Cable
- Multnomah County Sheriff’s Office
- Wood Village Baptist Church
- Wood Village 76 Conoco Phillips
- Brasher’s Auto Collision Repair
- Gresham Fire & Emergency Services
- American Medical Response
- Life Flight
- Lowe’s Home Improvement
- AAA of Oregon

- AccuShred NW
- ServPro
- Gresham Chiropractic Clinic
- East Metro Mediation
- Multnomah County Emergency Management
- North Oregon Search and Rescue
- Northwest Gymnastics Training Center
- TIP’s
- Troutdale Public Safety Advisory Commission

A Special Thanks to:

- Pastor Bill Ehmann and the
Wood Village Baptist Church Staff and Members
- The Wood Village City Council
- Deputy Lazzini
- Captain Reiser
- Lieutenant Alexander
- Chief Deputy Gates
- Sheriff Staton



TRANSPORTATION FUNDING

Roads are something we all take for granted. What would happen if roadways could not be maintained and repaired? The way we live would be completely different. In order to maintain a vital, healthy economy we need good roads. It should come as no surprise to anyone that there is a cost associated with the construction and maintenance of our roadway system.

Oregon's roads are financed by a dedicated highway trust fund. No state income tax dollars are used to build or maintain our streets, roads or highways. You only pay for transportation projects if you use the system. The state collects fees and gas taxes from you to own and operate a vehicle. The gas tax is the tax you pay at the pump. Anyone who buys gasoline, drives a truck that meets requirements for weight-mile fees, or registers a vehicle in Oregon pays a tax. Oregon's gasoline and diesel fuel tax is \$0.30 per gallon, this compares with Washington's \$0.375 and California's \$0.353. The Federal tax is \$0.184 and \$0.244 per gallon respectively. Federal tax proceeds are not shared with Wood Village directly, although we all benefit from the federal contributions to the interstate system and other federally designated highways.

Of the fuel taxes you pay a total of 15.57% is distributed to cities, 24.28% to Counties, and the remainder is maintained by the State to pay for State Highways. Of the vehicle registration fees you pay, 20% is distributed to Cities.

Distribution of the collected fees and gas taxes to the Cities is based on population. Wood Village receives 0.1449% of all collected revenues after administrative costs, whether you buy gas in Klamath Falls or Wood Village. For 2011-2012, we are predicting the total tax distribution to Wood Village will be \$148,500.

We are all seeking vehicles that have better gas mileage. This is a great idea and reduces the pressure on the environment and our wallets. It also reduces the tax paid for roadway maintenance and construction. The tax functions like a user fee, the more fuel you consume, the more you pay. Gas guzzlers and very heavy vehicles consume more fuel per mile driven, and

pay more tax. Highly efficient cars (great gas mileage, hybrids, electric) use less fuel but still create demand on the system. Demands on the system from electric vehicles, pedestrians, and bicycles are also increasing, while there is no effective mechanism to collect taxes from these users to help pay for the system. As a consequence, the gas tax has failed its originally intended purpose as a reliable source of revenue for the future. The demand for roads goes up, and the money available goes down.

From the standpoint of tax policy, the gas tax has been a wonderful funding source for decades. Nearly all the hallmarks of good tax policy can be found in Oregon's efficient gas tax collection system:

Advantages of the gas tax

- **Raises substantial revenue.** Provides approximately 60 percent of Oregon road revenue (combined state and federal).
- **Ease of collection and payment by consumer.** Payment is included in fuel bill and allows cash or credit payment.
- **Easy to administer and low cost of administration.** Distributors comprise a small number of taxpayers and the collection and auditing costs are less than 1% of collected revenues.

Disadvantages of the gas tax

- **Disconnection to the roadway system.** Not directly connected to the burden the vehicle places on the roadway system
- **Revenue erosion.** Vehicle fuel efficiency improvements reduce gas tax payments per vehicle mile traveled, as costs for roadway maintenance increase. As the cost of roadway maintenance increases, the declining revenue from more efficient vehicles and the fixed return per gallon of fuel combine to reduce the purchasing power of the taxes collected.

Gas tax alone will not solve the roadway maintenance problem in Wood Village. For nearly ten (10) years, we have added to the "street fund" with revenues from the General Fund to pay for roadway maintenance and storm drainage.

We have to find a solution that allows the Street Fund to stand free without being reliant on the property tax or other general fund revenues to supplement the fund so our general fund can focus on focus on police, fire, emergency communications and emergency response.

The sources of this article include a presentation by John Watt to the Department of Transportation, Roadway funding study conducted by the Oregon Department of Transportation, and the Revenue Distribution publication from the League of Oregon Cities along with the Wood Village Budget Documents.

PAVEMENT MANAGEMENT

Streets are designed and installed to last at least 30 years; however, streets will not last that long without periodic maintenance. To guide investments in roads, public works professionals and engineers have developed a rating method to establish the condition of a road. The index is called the Pavement Condition Index (PCI). This article will talk briefly about the index and what it means in Wood Village.

Asphalt Deterioration

New asphalt roads look great; their Pavement Condition Index (PCI) rating is very high. The asphalt is flexible, and provides a great, smooth ride for your vehicle. Once asphalt is laid down, several factors start working against it to make it more brittle. Most people think those factors are traffic, truck traffic, rain, snow and ice. In reality, the main enemy to your new street is oxidation. Oxidation occurs with exposure to temperature change, sunlight, heat and moisture. As the asphalt absorbs oxygen, it becomes more brittle and less flexible. Instead of flexing with loads, the asphalt actually cracks. The PCI rating decreases. As the pavement becomes less flexible, traffic loads create cracking and the sand (fines) and gravel (aggregates) in the asphalt can begin to erode away. The PCI rating drops some

more! Cracking lets the moisture into the road's base - which can cause greater problems.

Pavement Management and Treatment

The pavement management process begins by assessing the condition and determining the PCI rating of each street. Ratings range from 0 to 100 (a perfect street has a 100 rating) and is established by considering several technical conditions. Each PCI rating indicates a specific type of "treatment" for each road.

There are three general categories of treatment: 1) seals, 2) overlays, and 3) reconstructions (the complete rebuilding of the pavement roadway). To decide what kind of treatment is appropriate for a roadway, a number of factors are considered, including street type, street use (total traffic volumes, parking and maneuvering areas and heavy truck volumes), PCI rating and cost. The PCI helps us make sure the pavement needs are treated with appropriate, less costly treatments that can extend the lifespan of a roadway and postpone treatments that add cost.

PCI 21: Road has failed, alligator cracking throughout the road, the road base has been penetrated with water and other contaminants, ruts and potholes are appearing in the surface, and the entire road will need to be reconstructed.

PCI 40: The road base has not failed. The surface is badly cracked, and major structural overlay will be necessary to restore this road.

PCI 68: This road is in good condition. While cracks must be sealed and a surface treatment is important to avert further decline, this road is still relatively inexpensive to maintain.

PCI 95: This road is in great shape. It is critical to invest in crack sealing and surface seal coats to make sure this road does not decline and make future repairs much more expensive.

Below are photographs depicting examples of five (5) different PCI scores.



PCI = 21



PCI = 40



PCI = 68



PCI = 75



PCI = 95

The current average PCI rating for all City streets in Wood Village is 83. The City focuses on the most cost-effective strategies to maintain the best pavement condition Citywide, based on the funds available. As the street inventory ages, additional funding will be needed to maintain the average PCI rating. If funding is deferred, the cost of restoring the average PCI for our streets grows even larger, in proportion to the length of time that maintenance is postponed.

Learn More

If you would like to learn more about pavement, the source of this article comes from the following web sites:

- Federal Highway Pavement Administration**
(<http://www.fhwa.dot.gov/>)
- American Concrete Pavement Association (ACPA)** (<http://www.pavement.com/>)
- The National Center for Pavement Preservation**
(<http://www.pavementpreservation.org/>)
- Foundation for Pavement Preservation**
(<http://www.fp2.org/>)
- Pavement Management - A Manual for Communities**
(<http://ntl.bts.gov/DOCS/pave.html>)
- Pavement Management - Past, Present and Future**
(<http://www.fhwa.dot.gov/publications/publicroads/98julaug/>)

PCI Rating		% Roads with this Rating	Asphalt Treatment Recommended	Cost of Treatment per Lane Mile
80 - 100	Very Good to Excellent	72.9%	Crack Seal, Fog Coat	\$12,000 to \$14,000
70 - 80	Good	8.2%	Crack Seal, Slurry Seal, Micro Seal	\$18,000 to \$22,000
55 - 70	Fair	16.5%	Localized Repairs, Dig Out Soft or Failing Base, Overlay	\$32,000 to \$61,000
35 - 55	Poor	2.4%	Extensive Local Repairs, Dig Out, Structural Overlay	\$72,000 to \$120,000
0 - 35	Failed	0.0%	Full dig out, new road base, new asphalt	\$350,000 to \$500,000

COMMUNITY VISION REPORT



The Transportation and Growth Management program provided a grant to Wood Village to assist in evaluating the market feasibility of transportation efficient land uses in Wood Village, with special attention to the ability to support mixed use commercial/residential developments similar to those originally proposed along 238th and in the Walnut neighborhood area. Residents in the Walnut area had attended a preliminary hearing with Wood Village officials, and expressed opposition to a proposed land use modification and expressed concern about whether or not the market place would be responding positively. One essential finding from the study was that there simply was not

sufficient market force to justify rezoning for this area, however, significant forces may be brought to bear on proposals that would focus in other areas of the community.

Dozens of local citizens joined the managers of local retail establishments and others to contribute information to the consultants we utilized to conduct this study. The work was exemplary, and provides the elements of a blueprint for the future of Wood Village.

The findings of the report were summarized as follows:

1. *Focus on creating a great main street. Options include:*
 - a. *Halsey Blvd*
 - b. *Wood Village Boulevard extension between Arata and Halsey*
 - c. *The City Owned properties and adjacent properties located at the northwest corner of Halsey and 238th.*
 - d. *Wood Village Town Center as a Civic Center.*

2. *Support future residential development that reflects the village cottage housing styles in plan some form of historic district or local cottage homes in the city.*

3. *For future development consider the following guidelines:*
 - a. *Expand the Size and Scope of the Consumer Market.*
 - b. *Recognize and Promote the Unique Character of Wood Village.*
 - c. *Take Care of Existing Business and Civic Anchors.*
 - d. *Define the Retail Core and Key Nodes.*
 - e. *Limit the Expansion of Retail-Zoned Land.*
 - f. *Know What You Have to Offer.*
 - g. *Measure Your Progress.*

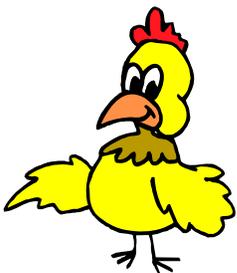
4. *Utilize the opportunity presented by the current Wood Village TSP update to address regional and local connectivity issues and plan within the city and to the region.*



Wood Village. Consider the opportunity to designation for part or all of the historic

The full report is available on the City Web Site. For interested citizens, the report contains wonderful data on retail activity in our region, the market potential for retail growth, and an excellent series of potential methods to develop a “Heart” of Wood Village.

Chickens in Wood Village?



On Tuesday, September 13th at 6pm, the City Council will be considering an Ordinance that will allow chickens to be kept in the City. The proposed ordinance would allow most residents who live in a single family home to have up to three chickens. If you want

to weigh in on this matter, come to the Wood Village City Council meeting on September 13th. Please visit our webpage for more information about this proposed Ordinance.

Rental Inspection Program

Wood Village has a goal to provide a safe, clean, livable community with a sense of pride, quality housing and strong identity. To help achieve that goal, the City Council adopted a Rental Housing Inspection program. This program has been in the works for over a year and included outreach and workshops with tenants and landlords.

The Rental Inspection Program operates by having the landlord distribute a checklist to all tenants. The checklist covers the requirements for a safe living environment. Tenants may fill out the

checklist and mail it back to the City of Wood Village with a prepaid envelope. To the extent that any tenants identify issues with their rented space, the City will conduct inspections to assure the area is safe, and that maintenance issues are resolved in a manner that assures the tenants have safe housing.

Please call City Hall at 503-667-6211 with any questions, or to obtain additional information about this program.

Street Light Out or Flickering?

Reporting defective Street Lights, damaged lights, or lights that are not operating will assure the lighting is repaired through PGE, and our citizens receive the service that they are paying for. Residents are asked to provide the following information when reporting street lights in Wood Village that are damaged or not working: Closest Address to Pole where light is not working,

Closest Intersection to the Pole, Description of problem with Light (i.e. not coming on, burning all day, damaged, etc.), and Pole Tag Identification (see examples below).



Call City Hall at 503-667-6211 or send an e-mail to City@ci.Wood-Village.or.us and we'll call PGE and take care of it for you. Alternatively, residents may contact PGE Lighting Services directly at 503-228-6322, 800-544-1795 or lightout@pgn.com. Brochures containing this information and special tape for tagging the defective pole are available at the Wood Village City Hall.

Water Meter Replacement Program

The City of Wood Village will soon begin a water meter replacement program. Many of the water meters presently in service are old and are of an obsolete manual read technology requiring physically reading each meter every billing cycle. Due to age, the older meters are no longer reading usage accurately. The City is initiating a replacement program since most of the current meters in service will not support the new "touch-read" technology. No more physically reading the meters by lifting the lid, cleaning the meter faces and reading the numbers that are sometimes obscured by water or soil.

The meters selected to replace the existing meters are highly accurate. They have no moving parts to wear out so will record accurately throughout the life of their 20 year warranty. They are read by simply touching the lid with a hand held wand. The reading is recorded electronically, stored in the receiver and downloaded at City Hall with little chance of human error. This technology speeds up the reading process, reduces errors and is expandable, allowing future technology that will require even less time and labor.

Some of the meters in service at this time are currently being read using this touch-read technology. Those meters will not be replaced until they reach their life expectancy of about 15 years. Mechanical meters (the older style) one inch in diameter and smaller, typically residential meters, that do not support "touch-read" will be updated in this first phase.

We will be contacting each customer prior to updating their meter. Customers will be informed of the date we expect to accomplish the work. The process will normally take less than 30 minutes. Other than being out of water service for the time it takes to change the meter the only other inconvenience may be air in the line. If that occurs customers should simply run their water until the air is gone and clear water is coming out of the fixture.

CITY OF WOOD VILLAGE
 2055 NE 238TH DRIVE
 WOOD VILLAGE, OR 97060-1095

PAID BY STANDARD MAIL
 PERMIT #75
 WOOD VILLAGE
 97060

VOLUNTEERS NEEDED
Planning Commission and Parks Commission
 Call 503-667-6211 for more information

THE VILLAGE NEWS

City of Wood Village
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 Wood Village Oregon 97060
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City Council

Patricia Smith, Mayor
 Mark S. Clark, President
 Stanley Dirks
 Timothy Clark
 Scott Harden

City Councilors are volunteers who do not keep regular office hours but messages can be left at City Hall at 503-667-6211.

Regular Council meetings are normally held on the second Tuesday of each month at 6:00 p.m.

25% SENIOR RATE DISCOUNT:

If everyone living in your household is 65 years and older, you may be eligible for the discounted base sewer and water rate fees. For more detailed information and to acquire the application, please see the City's website or call 503-667-6211.

**Planning Commission
 Design Review Board**

Planning Commission/Design Review Board meetings are normally held the last Monday of each month at 6:00 p.m.

All meeting agendas are available at City Hall and on the City's website.

City Services

Water & Sewer: Wood Village City Hall:
 503-667-6211

Building Permits: Wood Village City Hall:
 503-667-6211

Trash & Recycling:
 Waste Management: 503-249-8078

Phone: Frontier – 1-800-483-4000

Electric: PGE – 503-228-6322
 503-464-7777 (power outages)
 503-736-5710 (streetlight outages)

Gas: NW Natural: 503-226-4212

Abandoned Vehicles
 503-823-3333 (*non-emergency number for Sheriff's Office*)

DEQ Burning Information:
 503-618-3083

Multnomah County Sheriff:
 503-823-3333 (non-emergency)
 9-1-1 (emergencies)

Gresham Fire Department:
 503-618-2355 (general information)
 9-1-1 (emergencies)

Multnomah County Animal Control:
 503-248-3066

Reynolds School District:
 503-661-7200

East Metro Mediation:
 503-618-3247

Multnomah County Commissioners:
 Jeff Cogan, County Chair
 (503) 988-3308

Diane McKeel, District 4
 (503) 988-5213