



# **Stayton Street Discussion**

## **10-21-24 Council meeting**

# Purpose

- Quick review/background
- Review the street survey responses
- Review analysis of responses and how that may inform street improvement projects
- Discuss proposed approach/prioritization of improvement projects
- Receive direction for next steps to complete street improvement projects this fiscal year

# Background

- 2021-2022 – GRI contracted to complete a comprehensive assessment of all streets in Stayton
  - Found 40% of streets in poor or very poor condition
  - Identified that more than \$30 million in deferred maintenance was needed
  - At that time, the City was only spending approx. \$450,000 total on street maintenance
- 2022-present – FCS group contracted to complete utility rate study for water, sewer, storm and streets.
- December 9, 2022 Council received an overview on the rate study process
- January 17, 2023 and March 6, 2023 Council received presentation on Revenue requirements for streets and began discussion of what meeting those requirements would mean in regard to rates

# Background, cont.

- Found that initial identified street fee increases needed to maintain streets and improve overall condition were too high and Council provided feedback to staff to dig deeper and identify options, including other funding options

Street	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27
Option A: Maintain Current Budget	\$2.00	\$2.80	\$3.92	\$5.49	\$7.68	\$10.76
Option B: Scheduled CIP	\$2.00	\$3.00	\$4.50	\$6.75	\$10.13	\$15.19
Option C: Maintain Current PCI	\$2.00	\$4.00	\$8.00	\$14.40	\$25.92	\$26.44
Option D: Ramp up to \$2.5 million	\$2.00	\$4.60	\$10.12	\$22.26	\$46.75	\$60.78
Option E: Achieve 70 PCI	\$2.00	\$27.00	\$54.00	\$64.80	\$66.10	\$67.42
Option F: Eliminate Deferred Maintenance	\$2.00	\$72.00	\$118.80	\$121.18	\$123.60	\$126.07

(Residential rates)

- Council made it clear that more public input was needed to advise on what streets we focused limited funds on and whether increase in funding via fees or taxes was supported

# Background, cont.

- March/April 2023 staff met with Councilors to discuss a variety of funding options
  - Direction to explore what rates would be if \$10 million bond were obtained
- April 2023 –April 2024
  - Meetings with FCS group to discuss options
  - Staff had GRI update the assessment and provide several scenarios based on a potential \$10 million bond
  - Staff working on analysis, funding recommendations and outreach plan
- April 2024 - Staff provided an overall memo to Council that included all street conditions and provided an overall summary to show the “big picture”

# Street Conditions and Deferred Maintenance

Table 1

Street condition	Miles	% of all streets		Avg \$ per mile to fix or maintain	Relative cost of deferring maintenance	total cost	% of total cost
Very good	12.28	39%		\$92,556	Low	\$1,136,220	4%
Good	6.73	21%		\$950,220	Low	\$6,394,910	21%
Poor	9.33	29%		\$1,499,104	Med	\$13,985,435	46%
Very poor	3.40	11%		\$2,674,848	High	\$9,097,761	30%
	31.74	100%				\$30,614,326	100%

# Public Input May 2024-Present



**Began  
education  
campaign**



**Sought input  
from the  
public**



**Survey was  
open from  
June 18 to  
August 14**



**Survey shared  
in City  
newsletter, E-  
newsletter, QR  
code shared  
via flyers  
posted around  
town, on  
website and on  
social media**



**Boosted/  
shared 23  
times**



**Social media  
received 4K  
views/reaches**



**Held ice cream  
socials where  
information  
about the  
survey was  
shared**



**Received 165  
survey  
responses**

# Survey results



**How people use the streets:**  
98% of respondents  
use personal vehicles  
63% walk  
18% bike



**Quality of street:**  
53% of respondents rate  
overall condition poor or  
very poor  
33% rated the streets as  
neutral  
14% rated them as good  
No respondents indicated  
the streets were “very good”



**Respondents feeling of safety:**  
23% indicated the quality of the street  
does not make them feel unsafe  
55% said that it sometimes does feel  
unsafe  
22% stated that it does make them feel  
unsafe to travel on





## Options supported for increased funding:

- 60% supported grants
- 38% supported transfers from the General Fund
- 33% supported adjustment to the gas tax
- 29% supported Urban Renewal
- 28% supported adjusting the transportation fee
- A bond or loan was the least supported (17%)
- Other:
  - On the theme of “no new taxes” or using existing funds differently
  - Supportive of federal or other grant dollars

# Staff take aways from results



Strong support for using existing general fund dollars to support street improvements

Need to continue to educate residents on how their tax dollars are being spent so they understand the tradeoffs



Strong support for some adjustment to fees – 78% supported adjustment to gas tax, street fee, or a bond



Safety is an important factor when designing improvements



Highest level of support was for the 67% rehabilitation / 33% reconstruction funding scenario

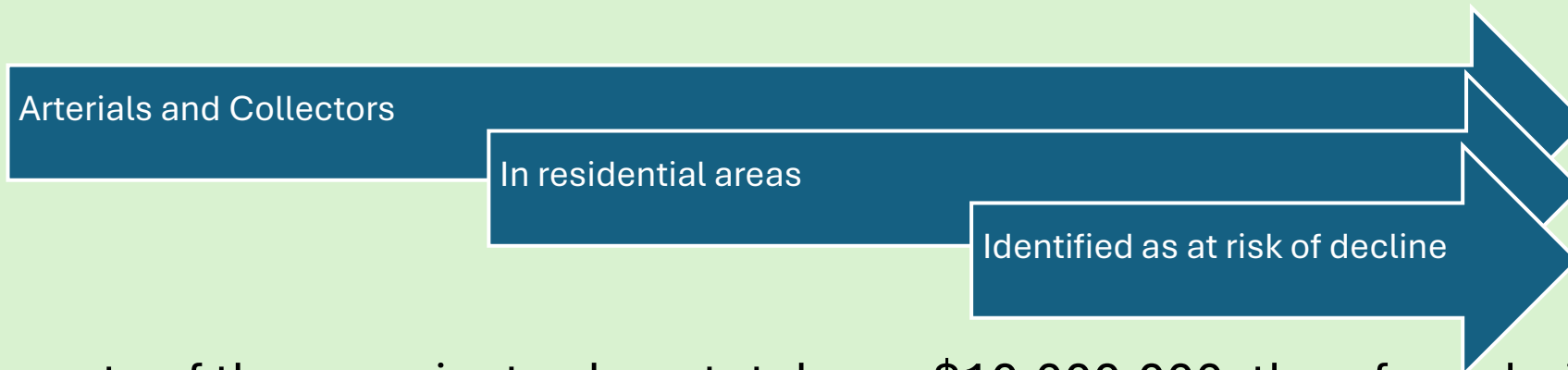
# Prioritization Recommendations

- Based on code, public feedback and staff knowledge and experience, we recommend the following prioritization plan:

Table 2

Priority			
1	Arterials and collector	At risk from Good to Poor	Residential area
2	Arterials and collector Local	Status Poor or Very Poor At risk from Good to Poor	Residential area
3	Local	Poor	
4	Local	Very Poor	

- Staff evaluated the street lists and sorted out the following:



- The costs of these projects alone total over \$10,000,000, therefore choices need to be made

**Table 1**

Street	Treatment needed	Est. cost*	Comments
Arterial			
W Washington- First to Wilco	Mill and Inlay and digout	\$2,152,167	<ul style="list-style-type: none"> <li>• This street may have the most potential for outside funding due to the higher classification of street and the economic development potential. In addition, if the City were to do an Urban Renewal area, this street would be within the proposed boundary and would be ripe for development</li> <li>• Identified as going from “good” to “poor” without action from Wilco to N Gardner</li> <li>• Portions identified in WMP</li> </ul>
Collectors			
Fern Ridge – First to Third	Mill and Inlay (3 Inches) and Digout	\$1,046,868	<ul style="list-style-type: none"> <li>• Identified as going from “good” to “poor” without action</li> </ul>
Fern Ridge – Third to Tenth	Mill and Inlay (2 Inches) and Digout	\$227,548	<ul style="list-style-type: none"> <li>•</li> </ul>
Garder- Shaff to Washington	Mill and Inlay (2 Inches) and Digout	\$1,025,282	<ul style="list-style-type: none"> <li>• Identified as going from “good” to “poor” without action</li> </ul>
Kindle Way -Shaff to Meadowlark	Mill and Inlay (2 Inches) and Digout	\$270,702	<ul style="list-style-type: none"> <li>• Also needs to be fully improved along the stormwater facility. SDC could be used for the capacity improving portion of the street.</li> </ul>
Tenth - Fir to Start of NB turn lance	Mill and Inlay (3 Inches) and Digout	\$233,839	
W Ida – First to Wilco	Mill and Inlay (2 and 3 Inches depending on section) and digout	\$2,064,296	<ul style="list-style-type: none"> <li>• Identified as going from “good” to “poor” without action from N Oak to N Gardner</li> <li>• Portions identified in WMP</li> </ul>
Locust – First to Wilco	Mill and Inlay (2 Inches) and Digout	\$1,652,505	<ul style="list-style-type: none"> <li>• Portions identified in WWMP</li> </ul>
E Hollister – First to Fourth	Mill and Inlay (2 Inches) and Digout	\$201,559	
E Hollister – Fourth to Seventh	Reconstruct	\$572,422	
N Third – Robidoux to Elwood	Reconstruct	\$131,827	
N Third – Fern Ridge to Robidoux	Mill and Inlay (2 Inches) and Digout	\$564,896	
Westown – Shaff to Wyatt	Reconstruct	\$231,815	
Westown – Wyatt to Wespark Ct	Mill and Inlay (2 Inches) and Digout	\$206,678	
Westown- Westwood to Kristin Ct	Reconstruct	\$111,619	
Westown – Kristin Ct to Todd Ct	Mill and Inlay (2 Inches) and Digout	\$34,747	
Westown – Todd ct to pavement change	Reconstruct	\$37,995	

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# Recommended next steps

## Tonight

1. Council provide direction to staff on the potential projects in Table 1 to move forward this FY with the current budgeted funds.
  - My recommendation is Westown streets due to underlying infrastructure, more cost-effective mobilization, and available budget

## Soon

1. Council provide direction to staff on the prioritization framework for decision-making going forward
2. Council provide input/direction on the draft Five-year Capital Improvement Plan, with the understanding that this can change from year to year based on funding availability and changing priorities, needs or opportunities
3. Council provide direction to staff on the street fee and the potential to increase the street fee to accomplish more projects with the intent to get closer to the aspirational CIP