

Dear Residents of Scappoose,

The City of Scappoose has been made aware of a petition related to the extension of Capt. Roger Kucera Way. The petition opposes the extension of the existing road through the proposed park. The City would like to clarify some of the inaccurate statements made in the petition's narrative.

These statements include:

1. The cost estimate of the proposed street
2. The funding source for new streets
3. Clarification of the Transportation System Plan and local street connections

First, as it relates the total cost for the proposed street extension of Cpt. Roger Kucera Way, the engineer's cost estimate indicated that the public road improvements **total \$812,348**.<sup>1</sup> The cost estimate includes the roadway, sidewalk, curb and gutter, street trees, storm drainage catch basins, and a fish culvert for the existing tributary stream that feeds into the Scappoose Creek. Additionally, this cost also includes frontage improvements for the property's frontage on NW EJ Smith Road – sidewalk, curb and gutter, street trees, and connection to the existing storm drainage system.

Second, with regard to the funding source for the proposed street extension, neither property tax dollars nor new taxes would be utilized to pay for the construction of the street. Rather, new streets that provide added capacity to the City's transportation system are paid for using System Development Charges (SDCs). SDCs are among the required fees paid to the City by developers. SDC revenue is held in special, restricted budget funds. Under Oregon law, the use of SDC funds is restricted to construction of *new, capacity-increasing* public improvements. In this instance – the City's "Street SDC Fund 30" would be the funding source for the proposed road. In short, the proposed street would **not** require new revenue sources or additional taxes on property owners or residents.

The City does have another budget fund that may only be used for street maintenance and street improvements – that fund is called "Street Fund 20." The fund is made up entirely of revenues received from gasoline and diesel taxes from the State government, Federal government, Scappoose local fuel tax, and any interest that is accrued on the balance in the fund. The City of Scappoose does not utilize property tax revenue for street-related expenditures.

Third, the City's current Transportation System Plan has identified a need for a local street connection through the property identified in the park conceptual plan. Below is an excerpt from the City's current Transportation System Plan explaining the reasoning behind local street connections:<sup>2</sup>

"Much of the local street network in Scappoose is built but not well connected. Multiple access opportunities for entering or exiting neighborhoods are limited. There are a number of locations where neighborhood traffic is funneled onto one single street. This type of street network results in out-of-direction travel for motorists and an imbalance of traffic volumes that can negatively impact residents. A lack of connectivity can result in the need for wider roads, traffic

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<sup>1</sup> *City Council Agenda*, November 16, 2020, Exhibit K, p. 92

<sup>2</sup> *Transportation System Plan*, Vol. 1, 2016, pp. 47-49

signals and turn lanes (which can negatively impact traffic flow). By providing connectivity between neighborhoods, out-of-direction travel and vehicle miles traveled (VMT) can be reduced, accessibility between various travel modes can be enhanced and traffic levels can be balanced among various streets. Additionally, public safety response time is reduced.

Figure 15<sup>3</sup> shows the conceptual Local Street Connectivity Plan for Scappoose. In most cases, the connectors shown do not represent specific alignments and all are aimed at reducing potential neighborhood traffic impacts by better balancing traffic flows on neighborhood routes. The arrows shown in the figures represent conceptual connections and the general direction for the placement of the connection. Pedestrian/bicycle connections have also been identified and emergency vehicle needs should be considered at these locations. In each case, the specific alignments and design will be better determined upon development review. To protect existing neighborhoods from potential traffic impacts of extending stub end streets, connector roadways should incorporate neighborhood traffic management into their design and construction. All stub streets should have signs indicating the potential for future connectivity.”

In a scenario where a developer was to propose a development in a location where a local street connection need is identified (see Figure 15), the City would require the developer to make such a connection. In this instance, the City is considered the developer as it is proposing to develop the property.

The City considered the following factors when proposing the addition of the street extension:

1. Improved response time to fire, medical, and police calls in NW Scappoose
2. Secondary access to NW Scappoose in the event of a bridge closure or failure on NW EJ Smith Road
3. Reduced traffic on neighboring streets when events at the park place increased demand on parking and streets
4. Provide and improve ADA accessibility to public park facilities
5. Reduce confusion as to accessing facilities throughout Veteran’s Park and the proposed park
6. There is a local connection need identified in the Transportation System Plan

Please note that this conceptual plan is still in the design phase and that the City is continuing to work with the community-at-large and local partners to design the facility.

Thank you,

City of Scappoose

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<sup>3</sup> *Transportation System Plan, Vol. 1*, 2016, p. 49.

