



April 16, 2013

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee meeting of **Tuesday, April 16, 2013**, was called to order by Chair Meier at 6:01 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

Committee members present included Chair Blane Meier, Vice-Chair Steve Johnson, Bob La Salle, Bob Mahoney, Betty Schaafsma and John Anderson. Scott Failmezger was absent.

Staff members present included Martin Montalvo, Operations Manager and Kathy Griffin, Administrative Assistant. John Lewis, Public Works Director, arrived at 6:20 PM.

2. APPROVAL OF THE MINUTES

Steve Johnson moved to approve the minutes of March 19, 2013. Bob La Salle seconded the motion and it passed unanimously.

3. CHAIR REPORT

Blane Meier noted that he would be presenting the 2012 Transportation Advisory Committee report the following evening at the City Commission meeting.

4. AGENDA ANALYSIS

Martin Montalvo reported that John Lewis was attending another meeting and he requested that item 6e Trolley Program discussion be moved to the end of the agenda if necessary to give Mr. Lewis time to make it to the meeting and provide an update.

5. CITIZEN COMMENTS

No comments were received.

6. NEW BUSINESS/DISCUSSION ITEMS

A. Transportation Mitigation Measures on Glen Oak Road at Tharp Court/Coast Redwood Avenue

Mr. Montalvo recapped events explaining that at the last meeting, Tharp Court residents requested a few traffic control and traffic calming devices. He noted that he had visited the site and because of the unique situation including new

development and the high school nearby, City staff made the decision to bring on a traffic engineering consultant to review the intersection.

The consultant will be performing traffic counts, a pedestrian analysis and looking at entitlement issues relating to parking for neighboring developments. Once the City receives the formal recommendation, it will be presented to the TAC and the neighborhood in order to determine what the City could implement.

In the meantime, Mr. Montalvo said he would see about having the Police Department's speed radar trailer dispatched to the location or having the Public Works Department's portable post mounted speed radar signs installed on the roadway.

As for the "No Outlet" sign, staff noted that Tharp Court wasn't even a cul-de-sac and it didn't seem like the sign would be warranted.

Sharon Lanz, 20038 Tharp Court, Oregon City requested that the traffic counts and observations be taken at the time school is released. She said that they need the no outlet sign because people turn around daily on Tharp Court.

Mr. Mahoney asked whether the neighbors had spoken with school district staff about the speeding issues and Ms. Lanz indicated they hadn't and also didn't know how much control the school had over students once they left school grounds.

Mr. Montalvo said that it wasn't normal City practice to pay to have special traffic investigations done but he conceded there were extenuating circumstances on Glen Oak Road.

Erika Stardig, 20037 Tharp Court, Oregon City noted that after they purchased their house, the property ownership across the street changed and a new developer came on board. She wasn't sure if the development changed as a result.

Mr. Montalvo explained that the approved development plan was site specific and that site was planned and approved for high density development with limited on-site parking.

B. Clackamas River Drive Speed Reduction Request

Mr. Montalvo reported that the farm tractor sign had been really hard to find but it had been ordered. He also spoke with the State in terms of performing a speed analysis on that section of roadway but before submitting a formal request, the City would have its own study completed.

C. Washington Street Speed Study

Now that Clackamas River Drive was basically an extension of Washington Street connecting at the roundabout and because Mr. Johnson inquired about the inconsistencies of the speed limits of Washington Street from Abernethy Road to the roundabout, the City would also evaluate Washington Street to determine whether

the roadway was correctly signed.

D. Improved Pedestrian Crossing on 7th Street at John Adams Street

Mr. Lewis reported that the new pedestrian crossing equipment was scheduled to be purchased but prior to installation, the request would be run past the Historic Review Board to ensure they were okay with its installation in the historic McLoughlin neighborhood. City staff didn't foresee any problems.

E. Trolley Program

John Lewis noted that the Oregon City Budget Committee passed the biennial budget the previous evening. The budget included funding for the trolley program for 2013/2014 but the money was reassigned for fiscal year 2014/2015.

He added that the City Commission has discussed the program and they were in agreement that the program would not remain in its current form. Regarding downtown parking, he reported that Lieutenant Bill Kler was scheduled to provide an update on downtown parking at the City Commission meeting on May 1. He encouraged TAC members to attend if interested.

There continued to be an issue over which department handled what programs and Mr. Lewis identified the programs as being historic trolleys, shuttles to serve downtown parking and mass transit.

He reported he was working on scheduling a meeting with TriMet to talk about enhanced service to Oregon City and he would keep the TAC apprised of the outcome.

He added that he has shared the TAC's concerns over providing shuttle services and addressing downtown parking to the City Manager and the Police Department (which oversees Code Enforcement/Parking) and they weren't convinced that the concerns were warranted.

Mr. Meier explained that he better understood that the trolleys were not appropriate for use as a bus and the only viable use for the trolley is for tourism. He also understood that mothballing the program temporarily might be appropriate but he felt that when the economy turns around in the next few years that the program should be reinstated because it was a great mechanism for tourism. It was noted that one of the largest expenses of the trolley program was paying for their storage at the Armory building. That cost was somewhere between \$20,000 and \$30,000 per year.

Mr. La Salle added that he better understood the pros and cons of the program. He still felt that some of the program costs could be mitigated through a minimal ridership fee. He also felt that an accurate ridership count should be taken for each person riding the trolley rather than the number of embarkings and disembarkings each day.

He asked about sending a computer generated notice asking what people thought of the trolley, how often they used it and whether or not they were in favor of maintaining the program.

Mr. Johnson felt that parking downtown was a problem but suggested that Clackamas County look for alternative parking solutions because their staff and patrons were high-end parking users. Perhaps they could purchase their own parking shuttle.

Mr. Meier suggested that perhaps the trolleys should be temporarily mothballed but Mr. La Salle was resistant to liquidating the assets.

F. Downtown Transit Center Crosswalk

Mr. Montalvo explained that when the transit center was built it was designed such that buses would be parking in front of Kentucky Fried Chicken adjacent to the crosswalk. There aren't very many short-term solutions although long-term solutions could be realized when improvements to Main Street from 10th to 15th Streets were completed.

City staff decided to deal with the issue through the use of increased thermoplastic legends for pedestrians advising them to watch for vehicles before stepping into the traffic lanes and then installing advance signage for vehicles advising them of a crosswalk ahead.

G. Parking Study Recommendations

Mr. Mahoney commented that parking standards were a land use planning issue and should be addressed by the Planning Department with guidance from the Planning Commission. Mr. Anderson agreed that he didn't want to do anything that went over the Planning Commission's head.

H. McLoughlin Boulevard Enhancement Project Open House

Staff reported that an open house would be held on April 30, 2013, 5:30 to 7 PM in the Commission Chambers.

7. FUTURE AGENDA ITEMS

- Mr. Lewis asked that the Oregon Passenger Rail update be added to the agenda.
- Ms. Schaafsma wanted to know what happened with the crosswalk request on South End Road at Partlow/Lafayette. Staff reported that a transportation study was completed and available on line. It didn't recommend a marked crosswalk because the speed limit was too high to make a marked crosswalk safe without some kind of a rapid flashing pedestrian activated beacon. The City currently didn't have the resources to pay for the device.
- The TSP update has gone through three Planning Commission meetings and one

Planning Commission/City Commission joint work session. There has been a lot of citizen input especially from Holly Lane residents. Another hot-button item was mobility standards and what was considered to be a tolerable level of congestion.

TAC members asked if the mobility standards were something the TAC could look at or if someone could update them on the issue. Mr. Lewis noted it was a very complicated issue but he would be prepared to have someone address it at the next meeting.

- Mr. Anderson inquired about Wal-Mart and how far abroad their impact was measured on the transportation system. Mr. Lewis indicated that Wall-Mart would have an obligation to mitigate impacts at the intersections of Beaver Creek Road /Hwy. 213 and Molalla Avenue and Hwy. 213 amongst others.

8. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 7:49 p.m.

Respectfully Submitted,

Kathy Griffin
Administrative Assistant

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