



March 19, 2013

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee meeting of **Tuesday, March 19, 2013**, was called to order by Chair Meier at 6:05 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

Committee members present included Steve Johnson, Chair Blane Meier, Bob La Salle, Fred Wallace, Bob Mahoney and John Anderson. Scott Failmezger and Betty Schaafsma were excused.

Staff members present included John Lewis, Public Works Director; Martin Montalvo, Operations Manager and Kathy Griffin, Administrative Assistant.

2. APPROVAL OF THE MINUTES

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

3. CHAIR REPORT

No report was provided.

4. AGENDA ANALYSIS

John Lewis requested an opportunity to update the TAC on a future pedestrian improvement on Gaffney Lane.

5. CITIZEN COMMENTS

Erika Stardig, 20037 Tharp Court, Oregon City 97045 requested that a crosswalk be installed on Glen Oak Road between Tharp Court and Coast Redwood Avenue. She was also concerned with the on-street parking situation on Glen Oak Road. She indicated that vehicles were parking too close to Tharp Court and impeding their vision. She indicated that high school traffic was also a problem because although they don't necessarily park there, they use Glen Oak Road heavily and are less experienced drivers.

The Committee asked what she recommended as a solution and she indicated a crosswalk on Glen Oak Road at Tharp Court, maybe a flashing light and preventing vehicles from parking too close to the cross streets.

Janis Keller, 20014 Tharp Court, Oregon City 97045 testified that Erika covered most of the issues. She added that she crosses the street twice daily and that vehicles never stop for her.

Sean Kriloff, 20029 Tharp Court, Oregon City 97045 added that the speed limit on Glen Oak Road is 35 mph but cars are going much faster. He suggested that a speed radar sign would be helpful as it would let drivers know just how fast they are going. He agreed that they almost have to pull out into the cross traffic just to see to pull out of Tharp Court.

He said that when he and his neighbors moved onto Tharp Court, there were four multiplexes across the street. Now the subdivision is almost completely built out, most tenants are renters and there isn't enough parking so the residents park on Glen Oak Road and obstruct their sight lines.

Erika Stardig added that they would also like a "no outlet" sign installed. One other concern she had was that the fire hydrant was located at the beginning of Tharp Court and she was concerned with fire trucks being able to access the fire hydrant with all the cars parked on Glen Oak Road.

Sharon Lanz, 20038 Tharp Court, Oregon City noted that the cars parked on the north side of Glen Oak Road were partially blocking the bike lane.

John Lewis let the neighborhood know they would commit to bringing the item back at next month's meeting.

Fray Repp, P. O. Box 68021, Portland Oregon 97268 owned property on both sides of Clackamas River Drive adjacent to I-205. He requested that the speed limit be reduced from 40 mph to 30 mph from the roundabout to the city limits. He indicated that his business was equipment sales and it was dangerous for equipment to pull out because they must do so slowly which conflicts with the speeds of vehicles going too fast around the corner from the northeast.

He also wanted farm tractor signs reinstalled. He said they were there until about 2 months ago when they disappeared.

John Lewis indicated that the City doesn't have the authority to change speed limits without a study from the State of Oregon. He noted that the process is long because of limited staffing and that just because a person wants traffic slowed, doesn't mean it will. He added that people drive the speeds they feel comfortable going and speed limits were not necessarily intended to be calming devices. He agreed to have staff look into Mr. Repp's concerns.

Steve Johnson noted that the entire stretch of Washington Street from Abernethy Road to the Home Depot and continuing on to Clackamas River Drive has inconsistent speed zones.

Bob La Salle mentioned the use of convex mirrors at Mr. Repp's property.

6. **NEW BUSINESS/DISCUSSION ITEMS**

A. **Oregon City Trolley Program**

Karin Morey, 17940 S. Country Village Drive, Oregon City testified that the trolley program was very important to the City. She agreed with the need for shuttle service but added that trolleys were not designed for shuttle routes. She indicated that she wanted the heritage of Oregon City preserved.

William Becker, 18886 Boynton, Oregon City agreed with Karin's testimony. He noted that he was involved in various heritage projects and felt that trolleys were great to get people between landmarks. He wanted Oregon City's heritage preserved.

Rolla Harding, 16045 S. Sandalwood, Oregon City indicated that he was a member of the Clackamas County Heritage Council and the McLoughlin Memorial Association. He was very much concerned about doing away with the trolleys and added that the thought of the trolleys disappearing was very disheartening and another blow to Oregon City.

He added that he and his wife managed the Ermatinger House when it was open and said that other communities would love to have a trolley program. He also added that while other communities try to manufacture tourism, Oregon City doesn't have to because Oregon City was rich in history. If there was any way the trolley program could be maintained he would appreciate it as they were beneficial to their programs.

Rocky Smith, 1016 Monroe Street, Oregon City mentioned that he appreciated Bob La Salle's comments at the last City Commission meeting. He talked about his work on the Oregon City Tourism Council and on the Oregon city Tourism Coordinating Committee. He indicated that one problem with the trolley program was that it was a program that didn't fit in a particular department so City staff doesn't necessarily know how to handle them and they have no budget for them. He indicated a need for more discussion as there is a real concern about the amount of money the program costs when it doesn't seem to pencil out nor does it seem to make financial sense.

He also added that the concerns raised really needed to be divided into different areas: transportation and tourism. He said that trolley has always been tied to parking but it really serves a tourism component. He felt it might be appropriate to have a work session to discuss what they could be used for, whether or not they can be used in a different way and whether or not the program works.

Bill Kler, Oregon City Police Lieutenant indicated that the trolley program was under his purview only because he supervised the Code Enforcement/Parking Division and the trolley program was tied to parking.

He said their concerns were strictly economic. When factoring in the number of riders per year and the cost of the trolley program, each ride was costing \$10. He

added that parking revenue has been paying for the trolleys but they have had difficulty managing them. He listed some of their concerns about the program:

- Storage of the trolleys at the Armory was expensive.
- Trolleys were not meant for all-season running.
- Trolleys were not efficient only being run 70 days a year.
- The last trolley purchase was \$260,000 and was acquired from funds other than code enforcement/parking and no reserves have been set aside for replacement trolleys.
- The program has not been funded in a sustainable way.
- Operation of the program costs \$72,000 per year.
- There have been difficulties getting and managing drivers.
- Most drivers are only willing to work seasonally as they are also school bus drivers.
- They could no longer cost effectively rent out the trolleys for special events because they kept breaking down and it was really expensive to have them towed not to mention the inconvenience it caused participants.

He added that the trolley program doesn't fit the bill for a transit program. He said the needs that the trolley program was being asked to fill was parking, transit and tourism but it couldn't meet all three needs.

Chair Meier indicated that he foresaw tourism picking up and even suggested a "trolley pub".

Mention was made of the Pioneer Center shuttles and Rocky Smith testified that they had restrictions on them because of their funding source and couldn't be used for a transit program.

John Anderson requested a matrix/analysis so they could make a decision regarding the trolley program.

John Anderson moved to have a separate work session to evaluate the trolley question. Bob La Salle seconded the motion and it passed unanimously.

B. 7th Street Pedestrian Crossings

Mr. Lewis reported that a traffic study had been completed at the intersection of 7th Street and Main Street and no striping was recommended although the City did remove some parking to improve sight distance for pedestrian crossings.

He indicated that there were still concerns about the intersection and since costs had come down, the City intended to use the intersection as a pilot project for the City's first rapid flashing beacon. He added that although they hadn't done an analysis to see if there was a better location, he liked the site because it was in the pedestrian-heavy McLoughlin neighborhood, had a power source and because of its proximity to the library, fire station and adjacent businesses. He said the lights would be pedestrian activated amber lights.

He indicated that he had also received a request for a pedestrian crossing on 7th Street at Van Buren to accommodate funeral home traffic. Chair Meier suggested that the funeral home provide flaggers to improve pedestrian crossings.

Rocky Smith testified that it was really difficult to cross 7th Street at the funeral home and while it may not warrant a major crosswalk, he felt it should be looked at.

A concern was raised about the aesthetics of flashing amber beacons on 7th at John Adams.

Bob La Salle moved to install the flashing amber beacons on the north side of 7th Street at John Adams Street. Bob Mahoney seconded the motion and it carried unanimously.

C. ByLaw Update

John Anderson moved to modify the TAC bylaws so as to allow one member to reside or work outside the city limits but limited to the 97045 and 97004 zip codes. The motion was second and it carried unanimously.

D. Striping on Hwy. 213 at Redland Road

Bob La Salle indicated that his concern was actually the striping on the Redland Road onramp at Hwy. 213. John Lewis indicated that the section still had its temporary striping and the Jughandle's contractor needed to finish up their "punchlist" items and striping would be addressed at that time. He added that it had to be done around June because of minimum temperatures and moisture content.

E. South End Road Speed Zone Application

The speed zone signs were in and City staff already received one complaint.

F. Crosswalk at Downtown Transit Center

Martin Montalvo provided an update and indicated that the City has an agreement with TriMet which allows buses to park on Main Street in front of Kentucky Fried Chicken.

G. TSP Update

John Lewis provided an update on the process.

Bob La Salle moved to approve the draft TSP. Bob Mahoney seconded the motion.

It was agreed that City staff would share the TAC's motion with the Planning Commission who could then share the motion with the City Commission.

The motion **carried** unanimously.

H. 2012 Annual TAC Report

It was agreed that Chair Meier could present it to the City Commission. City staff agreed to provide Chair Meier with a digital copy of the document for his edits.

I. Oregon Passenger Rail

John Lewis indicated that an email had been printed and distributed to the TAC. He added that he was looking for someone to be on a passenger rail advisory group and Chair Meier volunteered.

J. McLoughlin Boulevard Enhancement Project

No new information.

K. South End Concept Plan

Mr. La Salle reported that there was an open house on February 27 at which over 100 people attended. He indicated there were 537 comments submitted and some of them were very compelling. Twenty-three percent of the comments were transportation related.

L. Gaffney Lane

Mr. Lewis let the Committee know about future plans the City had for a pedestrian crossing on Gaffney Lane. The City acquired a residential parcel adjacent to Gaffney Lane Elementary School because of its status as the only parcel preventing a continuous sidewalk down Gaffney Lane.

Although the City doesn't currently have funding for construction of improvements, the City has hired a consultant to design pedestrian improvements along the stretch of Gaffney Lane.

7. FUTURE AGENDA ITEMS

None.

8. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 8:57 p.m.

Respectfully Submitted,



Kathy Griffin
Administrative Assistant

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