



October 20, 2015

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## 1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday, October 20, 2015**, was called to order by Chair La Salle at 6:01 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

Committee members present included Chair Bob La Salle, Vice-Chair Henry Mackenroth, Gary Johnson, Thomas Batty, John Anderson, Bob Mahoney, and Steve Johnson. Cedimir Jesic and Scott Failmezger were excused.

Staff members present included Martin Montalvo, Operations Manager; and Lisa Oreskovich, Administrative Assistant.

## 2. APPROVAL OF THE MINUTES

<p><b>Mr. Mackenroth moved to approve the minutes of September 15, 2015. Mr. Johnson seconded the motion and it passed unanimously.</b></p>
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## 3. AGENDA ANALYSIS

No agenda analysis.

## 4. CITIZEN COMMENTS

**Dorothy Dahlsrud, 415 Dewey Street**, presented her concern about the traffic at Dutch Bros on Main Street. She asked if this type of traffic backup and illegal driving will create better enforcement for the new Dutch Bros location being developed on Molalla Avenue. She is concerned with the anticipated traffic congestion that the new development will create.

Mr. Montalvo responded that there will not a change in the use because the current site was previously a drive thru coffee shop. Permitting under the old coffee house would still be in effect for Dutch Bros. They have not changed zoning or the use. Everything constructed at the time was approved and made to specifications.

Pete Walter, Planner, noted that the original approval was by the Planning Commission in 2007. Ownership of the building has changed several times and it has been vacant for some time. Again, it is not a change in use. He mentioned to Tony Konkol that if problems arise, he would look at them and if it was cause for public safety the City Engineer or Planning Commission can review prior decisions. A drive thru in this zone is a conditional use

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decision.

Mr. La Salle noted that there is only one way in which should help direct customers to route through.

Ms. Dahlsrud asked if it was legal for drivers to hang out in the drive way and stick out into the street.

Mr. Montalvo said that he was not sure, but that this concern could be brought to code enforcement and the Oregon City Police Department.

Mr. Walter responded that there was a traffic analysis done for the Molalla Avenue site based on an ODOT study. A study was done in 2009 to see if additional queuing could be allowed into that sight. The conditional approval does not allow for uphill left turn.

Mr. Montalvo mentioned that the owner of the current Dutch Bros is opening the new location to help take some traffic away from the current location on Main Street and 10<sup>th</sup> Street.

Mr. Steve Johnson responded that Division Street is one way. He asked if there was a way to make a bigger sign so people would realize it is a one way street and not accidentally drive the wrong direction.

**Tom Scheideman, 11726 Partlow Road,** extended a thank you to the Public Works Department and Mr. Montalvo for addressing the concern he presented at the last TAC meeting. Tom O'Brien brought forth his traffic concerns for the South End Rd and Partlow Road intersection. In response, Public Works installed a new sign on Partlow Road. Foliage was removed that was blocking the stop sign and helped make it more visible. The radar trailer is currently positioned in the neighborhood to alleviate speeding. He will continue to bring forth concerns as he sees them, but wanted to extend his thanks for what has been done so far.

Mr. Montalvo wanted to add that there are still two items he wants to work on, but has been tackling the "low hanging fruit" because they were easy solutions that could be deployed quickly in the meantime. With such a heavy workload he has not yet been able to tackle the other two items, but will be sure to get them done.

**Louisa Gonyou, 101 Center Street,** wished she could extend thanks on behalf of the McLoughlin Neighborhood, as well, but says she has not seen anything done to help address her speeding concerns. She has seen the radar trailer in the neighborhood at times, but it is not always present to help calm traffic. She is hoping, eventually, something will be done to remedy the wide street to be stopped from being used as a highway.

Mr. La Salle told Ms. Gonyou that the City and TAC members have been taking certain measures to help resolve these issues, but that he has learned that it does not happen over night.

Mr. Mahoney said he feels the same way about the traffic in this City. He sees Oregon City as a hub of Clackamas County and, therefore, there is a lot of traffic. He believes it is going to take time and money to help alleviate these speeding concerns. He thinks it is a result of the

market place, as well. The McLoughlin Neighborhood is right in the middle of all of these changes.

Ms. Gonyou wanted everyone to see it from her perspective. How buying a home, especially an older home in a residential neighborhood, is the biggest financial investment a family can make. She lives on a residential street, but has been told that because it is classified as a collector street she should expect faster traffic. The speed is still 25mph and people should drive that. There are many inexpensive ideas to address this issue.

**Denyse McGriff, member of the McLoughlin Neighborhood Association,** wanted to reiterate that the residents of this neighborhood have been coming to TAC for over a year now to discuss speeding concerns. While she appreciates approving funding for traffic calming, she would like to see more efforts put towards implementing traffic calming measures such as a work plan and public education.

Mr. Mahoney asked Ms. McGriff how she envisioned TAC, the Planning Commission, and the neighborhood associations working together to solve this issue. He does not see how the Planning Commission should be involved.

Ms. McGriff responded that planners use a formula and have ITE documents to help with traffic analysis. Citizens feel they are being impacted in our neighborhoods. There is fact and there is perception. She can see the radar sign from her house on a regular basis. In her observation, every fourth car is going the speed limit; all others do not. We have to come up with a work plan that parses it out into phases and provides public education such as a Public Safety Program. She asked that the TAC members and City Staff look at Vancouver, WA's website for great information.

Mr. La Salle asked Ms. McGriff for her ideas in writing.

Ms. McGriff responded that he should look at Vancouver's website for ideas.

**Kimberly Walch, 516 Madison Street,** commented that she has seen an increase in the number of residents in the City and an increase in services. She would like to see more stop signs and know how the City is going to control the traffic. She feels a crosswalk on 5<sup>th</sup> Street is needed. She has taken her speeding concerns to law enforcement already. She noted that there are two citywide Facebook groups called OC Parents and OC ChitChat that see a lot of talk between residents about speeding. This is a citywide issue, not just in the McLoughlin Neighborhood.

## **5. NEW BUSINESS/DISCUSSION ITEMS**

### **a. Newell Creek Canyon Park Presentation - Metro**

Tannan Printz, Parks Planner, provide a presentation on the 250 acre Newell Creek Canyon Park site north of Beavercreek Road.

Highlights of the park are:

- Timeline of the Park puts the proposed grand opening of the site in the

Spring of 2017.

- Metro has received a lot of community feedback and will be hosting more open houses for additional input.
- There will be a combination of hiking, off-road cycling, and multi-use trails.
- Two access points, one off of Fox Lane for access to parking, and an exit point at Gales Lane for emergency vehicles.
- A day-use area with nature play and open space areas.

Mr. Mackenroth asked if they had traffic engineers on staff to look at the entry points for traffic.

Mr. Printz responded that they will when they move into the public land use step.

Mr. Mackenroth mentioned that they should have a traffic engineer sooner because Gales Lane is unusable.

Mr. Printz thinks that the exit point on Gales Lane was for emergency vehicles only. I think the thought was that it would be a keyed secondary access, but the park would not have it open on a day-to-day basis.

Mr. Montalvo asked if there was a date for the next open house meeting.

Mr. Printz said the open house will be soon, but does not want to share the proposed date because he is still trying to find a location.

Ms. McGriff asked that he check the dates of the neighborhood association meetings and try to schedule around them so residents from every neighborhood can attend.

Mr. Printz responded that there are a lot of people to accommodate and many people to include in the meeting. He will try his best, but may not be able to accommodate all schedules. He mentioned that people can download all of the materials to date on website at [www.oregonmetro.gov/newellcreek](http://www.oregonmetro.gov/newellcreek)

Mr. Mahoney asked if there would be a park ranger on site.

Mr. Printz responded that there would not be a park ranger on site for a typical 8 hour day, but someone there two or three times a day taking out garbage, keeping an eye on operation, and cleaning restrooms. He mentioned that they have heard some concerns from neighbors about people camping out, but they are excited about the prospect of a nature park and see the positive sides since it had been slated to be an apartment complex. He would not be surprised to see the neighbors being good neighbors by keeping an eye on the site. The day use area off of Fox Lane is about 5 acres.

Mr. Mahoney asked if there have been any slough/slides.

Mr. Printz said there has been slides in the canyon and they will be hiring a geotechnical firm to conduct boring investigations and take these issues seriously. They want to make sure everything is stable and capable of supporting these uses.

Mr. Anderson asked how closely these proposed trails and park fit into the 40 mile loop that is already integrated across different jurisdictions.

Mr. Printz said there is an Oregon City loop and the closest planned connection is on the east side of Highway 213 and there isn't a plan to make a connection to that planned network. Highway 213 has become a barrier.

Mr. Montalvo said that he would provide Mr. Printz with the schedule of community meetings so he is aware of Neighborhood Association schedules.

Mr. Printz said that he looks at these schedules on the City of Oregon City's website and that he takes these meetings into account, but that it is hard to coordinate with all of these community meetings to set a date.

**b. Re-Adoption of the Beavercreek Road Concept Plan – Pete Walter**

Pete Walter, Planner, provided a PowerPoint presentation on the Re-Adoption of the Beavercreek Road Concept Plan with the assistance of John Replinger, Transportation Engineer from Replinger & Associates, LLC. Mr. Walter discussed how the original Beavercreek Road Concept Plan was adopted by City Commission in 2008. The plan was delayed due to the need to resolve employment land mapping acreages. Issues were settled in 2014 allowing for the re-adoption of this concept plan. This plan hopes to see a mixed use employment village and 120 units of apartments.

Mr. Mackenroth asked how many trips a day they anticipate for this area and if there was any consideration given to how these commuters will get to Highway 213 from Beavercreek Road.

Mr. Replinger answered that the whole concept behind Metro, Regional Planning and Oregon City with this planning is to incorporate a multi-nodal aspect. They are hoping it will serve as an employment site. The expectation is for more local trips which would shorten individuals' commutes. Less need for through traffic on Beavercreek. We have some parallel facilities included in the plan. There was a team that prepared a transportation element for the Beavercreek Concept Plan and a team that did the TSP and there was a huge amount of compatibility between those. The Beavercreek plan helped guide the new TSP.

Mr. Mahoney where they would get the financing for this project.

Mr. Replinger said funding would come from a combination of resources. Many of the roads are built by the adjacent property owners as part of their development. The City receives funds from SDC's. They recognize a shortage of available funds, but see a list of projects in the future that are likely to be funded and will help with financing.

Mr. Walter noted that they have to be sensitive of how much money they ask for. It is always a concern. The concept plan is such a big picture plan.

Mr. Anderson pointed out page 31 of the handout contained a cost estimate. He appreciated that they identified the TSP project numbers. He wanted to know which of these road projects were going to cost more or less.

Mr. Walter responded that these projects have changed since the TSP and that information was not provided in the TAC agenda. He will be asking Public Works to provide that information to them.

Mr. Anderson asked if the green streets proposed require more right-of-way acquisition and maintenance, and even storm/sewer tradeoff. He wanted to know if by adding green streets it would be adding additional costs.

Mr. Montalvo responded that many of the stormwater improvements that they will be asking for that lead to these green streets are similar in cost. These projects all have to be on the book and adopted. They all know what the build out plan is and know what the expectation is that they will be held to.

Mr. Anderson discussed LIDs. He asked if the City would utilize these LIDs more so that they would develop in a more timely fashion.

Mr. Walter responded that Mr. Anderson raises a great question. He said the concept plan is required to outline possible funding strategies and they have yet to answer if there will be a local improvement option or private partnership. Nobody has discussed that yet.

Mr. La Salle asked if the plan is to widen Beaver Creek Road.

Mr. Walter said they did a calculation that would accommodate five lanes and would not affect the surrounding buildings.

Gary Johnson asked about annexation and wanted to know if the property mentioned was outside City limits.

Mr. Walter said that the portion they just talked about is in the City, but a majority of the area is not annexed into the City. It is currently County jurisdiction. There is some property owners, such as the golf course, that have tried to annex and the public voted against it. There is still growth pressure and desire of the owners to annex it in. Without the concept plan there, realistically, cannot be any growth and urbanization of this area. If you look at it from a regional view, if the City does not adopt the concept plan, in his opinion, we lose the opportunity to generate jobs and will drive that business to the Clackamas corridor or elsewhere. This thought was to provide cross connections to CCC and the local high school. People won't necessarily have to drive long distances to find employment and this City needs more employment opportunities.

Mr. Anderson said he lives off of Holcomb and there has been attempts at annexation. Just beyond City limits he has seen a large sign that has lots that will do quasi urban development. They won't have sewer, but they will have water. He wanted to know if the Beaver Creek Concept Plan was similar in nature.

Mr. Montalvo mentioned that CRW provides the water to that area. He mentioned that in the case of the Beavercreek Concept Plan the idea is to have it annexed into the City so people would have to tie into the sewer system unlike the development on Holcomb Blvd.

Mr. Anderson noted that voting will dictate a large portion of what happens with this concept plan.

**c. Public Works Update**

**i. Construction Projects Update**

Mr. Montalvo updated the TAC members on the construction projects and noted that all projects are right on track.

**ii. TAC Term update**

Mr. Montalvo reminded the TAC members that Mr. Mackenroth's, Mr. Mahoney's, and Mr. Failmezger's terms would be expiring December 31, 2015. Applications must be submitted by October 27, 2015.

**iii. Drive Safe Oregon City Campaign Update**

Mr. Montalvo provided a brief update on the Drive Safe Oregon City Campaign. Staff members have been putting a lot of effort into moving forward with the Campaign and hope to showcase some of their progress at a future meeting.

**6. COMMUNICATIONS**

No communications items.

**7. FUTURE AGENDA ITEMS**

Mr. Steve Johnson asked that the school zone sign near the swimming pool be moved. It is not in the best location because it is ahead of the pool. He was hoping this sign could be moved down about 150 feet.

Mr. Montalvo responded that school zones have to follow certain guidelines. He will follow-up and see if the placement of it can be closer to the pool.

Mr. Gary Johnson said with the arrival of the Marylhurst School at Mt. Pleasant, it looks like the End School Zone sign is in an odd place located on what he believed was Leland Road, perhaps. As you travel eastbound on Warner Parrott, those signs seem to be placed accurately, though.

Mr. Montalvo said he would make sure the sign was in the correct location.

## **8. ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 7:59 p.m.

Respectfully Submitted,

Lisa Oreskovich  
Administrative Assistant