



June 21, 2016

---

**1. CALL TO ORDER AND ROLL CALL**

The Transportation Advisory Committee (TAC) meeting of **Tuesday, June 21, 2016**, 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, Gary Johnson, Thomas Batty, John Anderson, and Bob Mahoney. Henry Mackenroth, Jonathan David, and Steve Johnson were excused. Cedomir Jesic arrived late.

Staff members present included Martin Montalvo, Operations Manager and John Lewis, Public Works Director..

**2. APPROVAL OF THE MINUTES**

<p><b>Mr. La Salle moved to approve the minutes of May 17, 2016 and they passed unanimously.</b></p>
------------------------------------------------------------------------------------------------------

**3. AGENDA ANALYSIS**

Mr. John Anderson asked to have a discussion and recap of the joint work session with the Planning Commission. Mr. La Salle added the agenda item to 5b.

Mr. Mahoney says that he would like to look into changing the TAC title from Traffic Advisory Committee to Traffic Safety Advisory Committee. He feels the safety program that has been initiated (Drive Safe Oregon City) is a good thing and helps define the TAC and wants to distinguish between the two roles of the TAC.

**4. CITIZEN COMMENTS**

**Ronald Urback, 149 Linn Avenue,** provided comment regarding the anxiety he feels with the cars driving so quickly up and down Linn Avenue. He commented on the pedestrians that try to walk to Singer Creek Park and it's hard to cross the street to the park with speeding vehicles. He has spoken with the Police Department about deploying a speed radar trailer to help deter the speeding. He has seen a huge increase in the volume of cars and the speeding of cars since he moved in 36 years before. In addition, he suggested putting in a stop sign at the crosswalk at Charman to slow the cars down. He witnessed a woman with a stroller trying to cross the road for over 5 minutes one day and

when he tried to help cross an angry driver sped around him.

**Roger Fowler-Thais, 1309 Hazel Street,** attended as a follow-up from last TAC about meeting about the vibrations the neighbors feel on Linn Avenue. Ronald Urback has the worst of the vibrations. Since last meeting he looked into finding out more information about these vibrations and the causes. He says in his report the speed is one of the causes of the vibrations. He mentioned that when the speed limit was raised to 35mph the vibrations began occurring and that none of the neighbors on Linn Avenue had been informed of this speed increase.

Mr. La Salle said that it had been discussed in an earlier TAC meeting that the neighbors would start being notified when there is a speed change. Notice is not required, but the TAC feel it is a common courtesy.

Mr. Lewis commented that some geotechnical analysis has been performed because there will be some upcoming sewer work on that road. He has looked into getting a more detailed topographic survey from Charman down the hill on Linn Avenue for a future corridor improvement. There would be a smoother road once the improvements are made. The City is making steps for a longer term solution. Once the 30% plans are complete, the City has to then come up with funding and regional funding and grants can be very competitive. He feels it might be a good idea to make a request for a new speed study in the meantime if ODOT is willing to perform one.

Mr. La Salle asked that after a speed study is performed can the speed limit be set lower at 30mph if ODOT recommends a higher speed of 35mph.

Mr. Lewis said that the City can recommend 30mph, but ODOT would, ultimately, set the speed.

Mr. Mahoney said he understands their frustration, but resources are limited, and that if funding and time was not an issue it would make making these changes easier. Traffic is the biggest concern the TAC hears, and City staff has many, many streets to accommodate within the city and little funding.

Mr. Anderson asked for the target date on the Linn Avenue sewer project.

Mr. Lewis said it was not out to bid yet so he did not know.

Mr. Gary Johnson asked if the woman with the stroller trying to cross the road was in a marked crosswalk.

Mr. Urback and Mr. Fowler-Thais responded that they believed the law said that once a pedestrian steps off the road they have the right-of-way to cross and that cars must stop.

Mr. Gary Johnson said that he believes Oregon State law says that if you cross not at a marked crosswalk or unmarked crosswalk that they must yield for cars.

Mr. Urback wanted to discuss the vibrations in his home, as well. He said that the vibrations started causing little hairline cracks, but now his concrete stairs are opening up about 5/8" and he's afraid that his house is going to split in half.

Mr. La Salle asked that when the sewer project is completed if there would be new paving done because smoothing out the ruts that are causing vibrations might help.

Mr. Lewis responded that there would be new pavement. He said that a project was done not too long ago where an old waterline was abandoned and he said they can look at the trenches and see if there is a problem with them.

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

### **a. Public Works Report**

#### **i. Drive Safe Oregon City Campaign**

Mr. Lewis showed the TAC members a sample of the Drive Safe Oregon City garbage can decals that are currently being printed up. He asked about two letters from residents regarding the Linn Avenue vibrations that were received by the TAC, but not provided to staff. He is hoping to locate these letters for the TAC record.

Mr. Montalvo discussed the Drive Safe Oregon City Campaign and the number of decals each Neighborhood Association will receive. He provided a map of a GIS analysis that provided a target area of ideal residences to provide decals to. The City will be asking the Neighborhood Associations for addresses and contact information for each resident the decals are given to; this will be the only requirement. This will help us not duplicate efforts and not provide the decals to the same residence year after year. Obtaining this information will, also, help the City gauge how well the program and decals are working.

Mr. Anderson recommended making this a weekend service project so that people can go out and try to hit every third house and distribute these decals more effectively and quickly.

Mr. La Salle suggested that contact information for Boy Scouts could be provided to the Neighborhood Associations and let them contact others for help with distribution.

Mr. Lewis mentioned that the McLoughlin Neighborhood Association came to the TAC asking to be part of the pilot program and they are definitely very active. The McLoughlin Neighborhood Association is receiving one of the largest amounts of decals and it would be good to see

how they handle distributing them and use them as guidance. It would be nice to have all of these distributed by the start of the school year.

Mr. La Salle asked what the next step is and where does the Drive Safe Oregon City Campaign go from here. He said that he had personally spoken with each Neighborhood Association so they are aware of the garbage can decals coming to their neighborhoods.

Mr. Mahoney mentioned that he thought providing decals to the churches would be a great way to distribute them effectively.

Mr. La Salle, Mr. Mahoney, and Mr. Anderson offered to help with distribution to their respective Neighborhood Associations.

Mr. Anderson had a question about the Hazelgrove Neighborhood based on the map to the TAC. He was concerned about one of the major streets in this neighborhood that was shaded gray and not selected as one to distribute decals to.

Mr. Montalvo explained that if a house backed up to a major street, like Central Point, but the residents' garbage cans are not placed on that major street then that would explain why they were not selected as ideal candidates. Same with houses that place garbage cans in alleyways. He explained that just because a house is not considered a prime candidate, or depicted in red on the GIS map, does not mean a decal cannot be provided to them.

Mr. Lewis said that a log should be provided to record the property addresses of those provided the decals.

## **ii. TAC Bylaws Review**

Mr. Lewis said he agrees that adjustments need to be made to the bylaws. As long as they are minor and not going to change the overall purpose of the bylaws, it should be easy to make a revision.

Mr. La Salle noted that shortly after he became Chair he proposed changing the bylaws to reflect two-year Chair and Vice-Chair terms. Since all of the changes were accepted by the TAC previously, this should just be a formality.

Mr. Montalvo responded that Lisa Oreskovich was able to confirm with the City Recorder's office that these changes need to be made official and approved by City Commission. These changes need to be made before October. The one concern was if these changes would affect any of the terms of the TAC members, and it does not look like it will. If there are

any other changes that need to be made, they should be made now so they can all to go City Commission at once.

Mr. La Salle asked how the TAC members should provide any additional proposed changes if there are no TAC members during July and August.

Mr. Anderson said that the bylaw changes reflects a two-year term and no limit, but the way it is written now shows that someone could serve indefinitely.

Mr. Lewis said that there has never been a problem with that in the past.

Mr. Jesic asked what else they would want to change.

Mr. La Salle said he felt there should be a limit to the number of terms a person can serve.

Mr. Anderson said the way to address that in the bylaws would be to change one word from “consecutive years” to “two consecutive terms”, or “three consecutive terms”, if that is what you want.

Mr. Mahoney pointed out that sometimes it is hard to find individuals willing to volunteer on the TAC.

Mr. Anderson recommended that on top of page 2 of the bylaws it could be changed from “two consecutive years” to “**three consecutive terms**”. He put forth a motion to make this an official change. Everyone present voted to accept the change.

Mr. Gary Johnson asked for one additional change to Article 4.A which is the nomination of officers in October and voting in November. He did not understand why the nominations and voting were so early or if someone is going to become Chair for two years, but their term ends before then.

Mr. Lewis said that he would hope everyone would take term length and expirations into account when voting on the next TAC Chair.

Mr. Gary Johnson reminded everyone that this Committee only recommends the Chair and Vice-Chair and that it is up to the Mayor to accept the nominations in January.

Mr. Anderson elaborated by saying Mr. Johnson has a point that we make a decision on who is Chair and Vice-Chair in November, but the Mayor does not accept the nominations and term appointments until January. This can be clunky if someone is nominated for Chair or Vice-Chair, but needs his/her term renewed. This leaves the candidate hanging out there

until January.

Mr. Lewis said that the TAC has never had a problem with this so far, but there is always a first. He asked Mr. La Salle if he wanted to talk about the Neighborhood Traffic Management Plan in the bylaws. He said he spoke with Nancy Kraushaar and she could not recall what that plan was.

Mr. La Salle pointed out to the other TAC members that Article 2.A in the bylaws mention that the TAC is to provide advice on a Neighborhood Traffic Management Plan, but nobody can find any information that one ever existed.

Mr. Jesic asked if the Neighborhood Traffic Management Plan would include the Transportation System Plan. He was asking about speed bumps and bump outs in neighborhoods because the Transportation System Plan doesn't contain that type of level and then residences complain about the speeding. If this type of detailed plan existed then it would be helpful.

Mr. La Salle said that if the TAC wishes to pursue establishing a Neighborhood Traffic Management Plan then they would need to create a subcommittee to evaluate this.

Mr. Gary Johnson said he felt the first step would be to have staff check the internet and see if any other cities have a Neighborhood Traffic Management Plan and provide examples.

Mr. Lewis said that he felt researching this type of Plan would be a good place to start.

### **iii. TAC/Planning Commission Joint Work Session Update**

Mr. Anderson explained how the Planning Commission's work interfaces with the TAC's considering they approve future developments within the City and these developments bring more traffic. He asked if anyone checks the Transportation System Plan (TSP) and Concept Plans when this potential increase in traffic is proposed because of how much these developments influence traffic. Especially in situations where the developer negotiations more units than originally planned impacting traffic even more.

Mr. Lewis said there is a real disconnect between the analysis that goes into the TSP and the actual factors involved. The TSP has conservative assumptions, and are comfortable the plan meets our needs, but we do understand that neighbors of these new developments feel every new car that moves in.

Mr. Anderson asked if there would be a moratorium on development until traffic is better under control.

Mr. Lewis said that rather than a moratorium you could adjust the standard. One area that is under analysis is Beaver Creek Rd and Hwy 213. Level of service is changing.

Mr. Jesic asked at which point the TAC would add value to a plan, or wanted to know what the TAC could provide that staff does not already handle.

Mr. Lewis said that timelines on these decisions can be bad and what is the TAC's legal authority on these plans. The TAC can provide opinions on these developments and they can provide recommendations that are voted on. These comments and recommendations can be taken to the Planning Commission. He mentioned that DKS Engineering is evaluating all of the SDC projects and looking at cost and priority and amount of SDC match. This evaluation will be brought to TAC to hold a conversation. He agreed with Mr. Anderson that there is a disconnect between the TSP and lot analysis during development.

Mr. Mahoney said Mr. Anderson had a good point. He does not want to see the Planning Commission get involved in the details of the TSP; they are already busy with other issues. The TAC are well within their duties to keep implementing the TSP. He feels the Planning Commission and TAC should remain separate.

Mr. La Salle said one thing he took away from the joint meeting was the TriMet service in Oregon City and the amount of taxes business owners pay towards public transportation. Public transportation is lacking in this City; South End Road is a good example. He feels TAC should approach TriMet and ask that they come to a future TAC meeting for discussion.

Mr. Anderson and Mr. Jesic looped back to the SDC project list Mr. Lewis mentioned earlier and said they felt the projects that have already been completed should be highlighted somehow. A lookback at what has already been done.

#### **iv. May Citizen Comment Follow-up**

Mr. Montalvo provided an update on the citizen comments that came in at the last TAC meeting and what has been done to resolve them. The six-plex regarding the parking issue was connected with Planning and Public Works Engineering. As of now, there is still no resolution, but they have been connected to the right departments. The lady who presented a

request for a stop sign at 6<sup>th</sup> Street and the striping issue, the Public Works department has been working with her on her request.

v. July and August Meeting Schedule

Mr. Mahoney asked if there was a need for summer meetings.

Mr. Lewis said that, typically, there is not. He won't be available for a July meeting, but would be back in time for an August meeting. He felt the biggest item to discuss will be the SDC project evaluation with DKS, but it might not be available in time for a July meeting. He would look into this and, perhaps, see if a special August meeting could be held.

## 6. COMMUNICATIONS

Mr. Lewis mentioned the Cable Barrier notice is just informational. He mentioned the Volunteer event on August 18<sup>th</sup> to acknowledge all City volunteers. He passed the flyers out to the TAC members so that they could attend. He thanked the TAC members for their volunteer service and all of the hours they put in to help the City. Secondly, he mentioned that June 27<sup>th</sup> the City would be holding a meet and greet for all interested residents to meet the candidates for the Community Development Director position.

## 7. FUTURE AGENDA ITEMS

Mr. Lewis mentioned discussing crosswalks more in the future.

Mr. Anderson asked that Mr. Lewis explain how the County plans on sharing the gas tax revenue with the cities.

Mr. Lewis said that he doesn't have a lot of information, but said the County asked if the residents wanted a chance to vote on revenue sources for street maintenance. They proposed a vehicle registration fee or a gas tax. By law they cannot propose a Utility Maintenance Fee like the City of Oregon City has. The County gas taxes would be collected by gas stations just like the current gas tax is already; collected by the state and distributed. Most of the cities liked the gas tax revenue idea over the vehicle registration even though the vehicle registration fee is more predictable than a gas tax. The only way the cities would support the gas tax is if the County was open to splitting the revenue.

Mr. Gary Johnson asked if it applied to diesel fuel.

Mr. Lewis said that it would because it was more of a fuel tax not just gas tax.

Mr. La Salle brought up that Commissioner Carol Pauli had to resign because she moved outside of city limits.



## **8. ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 7:55 p.m.

Respectfully Submitted,

Lisa Oreskovich  
Administrative Assistant