



November 15, 2016

---

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

The Transportation Advisory Committee (TAC) meeting of **Tuesday, November 15, 2016**, was called to order by Chair La Salle at 6:00 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, John Anderson, Bob Mahoney, Jonathan David, Cedimir Jesic and Gary Johnson. Thomas Batty was excused.

Staff members present included John Lewis, Public Works Director, and Lisa Oreskovich, Administrative Assistant.

**2. APPROVAL OF THE MINUTES**

<p><b>Mr. La Salle moved to approve the minutes of October 18, 2016.</b> Mr. Mackenroth moved to pass the minutes. Mr. Mahoney seconded the motion and it <b>passed</b> unanimously.</p>
--

**3. AGENDA ANALYSIS**

Mr. La Salle added voting of the Chair and Vice-Chair to Section 5a of the agenda as the TAC bylaws state voting of TAC Chair and Vice-Chair is to be taken in November of each year.

**4. CITIZEN COMMENTS**

No citizen comment provided.

**5. NEW BUSINESS/DISCUSSION ITEM**

**a. Voting of Chair and Vice-Chair**

Ms. Oreskovich asked if the members wanted to start with the voting first.

The TAC members voted for Chair of the TAC. Mr. Mahoney moved to nominate Mr. La Salle for the position of TAC Chair. Mr. David seconded the motion with it passing unanimously.

Mr. Anderson moved to nominate Mr. Mackenroth as Vice-Chair. Mr. La Salle seconded the motion with it passing unanimously.

## **Interview of TAC Candidates**

Ms. Oreskovich noted that there were five applications for the three TAC vacancies. A fifth TAC application arrived after the deadline and the City Recorder's office wanted to know if these late application would be accepted by the Committee. In past practices, the Committee has accepted late applications. The deadline for applications was October 25, 2016.

Mr. La Salle stated that he would not like to accept the late application and that people should have to stick to the deadlines.

Mr. Mahoney agreed with Mr. La Salle that it should not be accepted.

Mr. David thought it would be a better representation for this community to accept the late application as we have in past practices and to not deviate from that.

Mr. Lewis wanted to point out that there has been no review of the applications up to this point and that the Committee does not know which of the five applicants applied late.

Mr. Mackenroth moved to accept the late application. Mr. Jesic seconded the motion. The motion passed with Mr. Jesic, Mr. Johnson, Mr. Jesic, and Mr. Anderson voting in favor of accepting the late application. Mr. Mahoney, Mr. La Salle, and Mr. Mackenroth were opposed.

Ms. Oreskovich noted that she would distribute the TAC interview questions for review via email.

Mr. David asked to move that Mr. Jesic and Mr. La Salle be nominated to serve another term on the TAC and that their nominations be provided to the Mayor for acceptance before the next meeting as long as it does not violate the bylaws. Mr. Mackenroth seconded the motion.

Mr. Johnson asked if the Mayor would appoint Mr. Jesic and Mr. La Salle in advance then they would not need to go through the interview process, or would all candidates still go through interviews.

Mr. Mahoney reminded the TAC that they do not want to put the Mayor in an untenable situation.

Mr. Johnson responded that if they were appointed before the interviews and if

applicants know there is technically three vacancies for the Committee, but two have already been selected then it is not fair.

Mr. Lewis said the decision is ultimately the Mayor's, but that the Mayor has never gone against the nominations provided by the TAC. He discussed interview options since Mr. Jesic will be out of the country the last couple of weeks of December.

Ms. Oreskovich informed them that quorum was 51% of the Committee and that the two members reapplying do not sit in on the other interviews. Past practices show those reapplying recuse themselves from the interview process entirely. This means of the 6 remaining TAC members at least 5 need to show up for the interviews.

Mr. Anderson then stated that he felt it necessary for the two applicants reapplying to go through the entire interview process along with the other three candidates and of the importance of all other TAC members attending the interviews since two members are reapplying.

Mr. Mahoney suggested holding a special TAC interview meeting and that there has to be a clean interview process.

Mr. La Salle pointed out the problem that was created by reappointing him. The bylaws have the TAC members nominating the incoming Chair and Vice-Chairs before TAC member appointments are made.

Mr. David asked that it be recorded that the bylaws be changed at a future meeting so this problem does not occur again. He does not want the public to view the Committee as being biased.

Mr. Lewis discussed how he believed all of the Committee/Commission bylaws are similar in language and he felt the City Recorder's office could provide some insight into this problem of the order of nominations, term expirations, and appointments.

Mr. Johnson pointed out this issue was brought up several months ago and the Committee felt it was not a problem at the time.

Mr. La Salle agreed that the bylaws need to be reviewed early next year.

Ms. Oreskovich proposed December 8<sup>th</sup> as a tentative date for the TAC interviews. This date seemed to work for all.

#### **b. PMUF**

Mr. Lewis provided a PowerPoint presentation on the 2017 Pavement

Maintenance Utility Fee (PMUF) Project. Commission approval will be sought at the November 16<sup>th</sup> City Commission meeting. Public Works will continue to work with Wallis Engineering on this next year's PMUF project. The engineering firms have been on a three year rotation for PMUF and after Wallis's three years MSA will be sought to help with PMUF. A map was provided of the projected streets that would be included in the paving project. Also, the City has been working with ODOT and UPRR on removing a rail spur on 99E at Main Street.

Mr. Johnson asked why asked if the map projects paving Warner Milne Road 300ft East of Linn Avenue because of the proposed roundabout at that intersection and not wanting to rip up new pavement.

Mr. Lewis said he was not entirely sure why the paving on Warner Milne Road does not extend all the way to Linn Avenue and said he would get back to Mr. Johnson with the answer.

Mr. Mackenroth pointed out that it is about the same spot the street widening will end for the Mt. Pleasant site. He asked if the Linn Avenue sewer system going to be done in time for the rebuilding work.

Mr. Lewis responded that they are working diligently just to get Linn Avenue back open. He said it would be nice to see if there is any work that can be done on the study for the corridor, but currently they are working on just patching the road.

Mr. Jesic asked how much the City collects in PMUF charges to support the project.

Mr. Lewis said the City collects roughly \$1.9 million in fees and the 2017 PMUF project comes to about \$1.5 million. He discussed how ADA ramps tend to eat up a lot of the budget, but are necessary in the project.

Mr. La Salle asked what CTB and AC stand for in the presentation materials.

Mr. Lewis pointed out that CTB stands for cement treated base.

Mr. Anderson responded that he did not see the slurry seal and chip seal streets listed on the map.

Mr. Lewis said that they are separate and he was not prepared to bring those maps to this meeting, but that they would be in addition to the 2017 PMUF project being presented.

Mr. Jesic asked about milling the pavement and recycling it to use to pave again and if the City has considered doing this.

Mr. Lewis said they are aware of the recycled asphalt process, but there is not anyone locally that can do it and that it has not hit mainstream yet.

**c. Molalla Avenue Metro Grant Update**

Mr. Lewis provided a PowerPoint update on this \$8 million project which includes Molalla Avenue from Beavercreek Rd to Hwy 213. This project includes many new signals, new pavement, and ADA accessible sidewalks. This project had to be scaled back because it is projected to be an expensive project. The City is asking for just under \$4 million and the City will match the funds. There is \$25 million dollars total available across the region. So far, the project has been ranked 6 out of 27 on a technical scale. Currently, the top priority for Clackamas County is a project for Hwy 43 for West Linn. The City is project number two and one likely to be funded.

Mr. Jesic asked how much West Linn was asking for in funds.

Mr. Lewis responded that they are asking for \$3 million and have already received approval for about \$1.1 million through the STIPP. He mentioned for Oregon City 64 comments were received in response to the project being proposed for the Metro Grant.

Mr. David asked about the 10ft wide sidewalks to see if this was based on pedestrian counts, or if by making it wider there is a greater distance away from traffic because there does not seem to be a great amount of pedestrian usage on Molalla Avenue.

Mr. Lewis responded that there is a great amount of pedestrian traffic. Also, this segment of street has one of the highest amount of lift service and transit service.

Mr. Anderson asked what improvements to traffic flow this project will generate for the City. He asked if there were any safety improvements, as well.

Mr. Lewis responded that it is mostly about safety. The City hopes to improve access management and vehicles will be channeled into parking lots better. Besides signal timing and signal interconnects, there won't be more lane capacity. The purpose of this grant is more about pedestrian and bicycle safety.

Mr. Jesic asked if the bicycles will be separated.

Mr. Lewis said that there isn't the capacity to separate the bike lane. The decision is to try to put in some striped separation.

Mr. Jesic asked if the City would be doing a lot of work in house.

Mr. Lewis responded that the funds would be coming from PMUF, gas taxes, and

SDC's to fund consultants/contractors to help work on the project.

Mr. La Salle asked if the City would consider underground powerlines and if they are on PGE's plans.

Mr. Lewis said they have yet to have those conversations because there is a big cost associated with it, but if the City gets this grant they will start talking about it. He would like to see sections of them underground. He asked the TAC what they thought of undergrounding powerlines when PGE has the authority to recover the costs of moving them underground by charging additional fees to the customers.

Mr. Mackenroth said half of the costs are associated with undergrounding the lines in the right-of-way and the other half is spent on connecting the buildings to the new undergrounding and the underground power vaults. There is a lot more to it than just dropping them in the ground.

Mr. Jesic noted that City of Beaverton has a program that is moving forward with undergrounding powerlines and looks similar to this. Beaverton is providing the conduits and setting the vaults on the City's cost and PGE will pool the conduits and set the transformers on their cost. The cost is significantly lowered doing it this way and they will be moving forward with this over the summer.

Mr. Anderson suggested getting an example of what the City of Troutdale did to see what they did to pay for this undergrounding because they have a unique franchise with PGE. They took a portion of their charge to public utilities and saved it up to underground the lines.

Mr. Jesic mentioned the City of Beaverton's project. They are putting down conduits and vaults and PGE puts their lines in. It saves on the cost for both parties.

Mr. Jesic said that he feels it is more in line with our vision for the boulevard the community of Oregon City wants.

Mr. Lewis said he thinks that everyone is in agreement to underground the lines and they should look into some innovative ways to pay for it.

Mr. Lewis mentioned that when it comes to these competitive grant opportunities that it is a struggle for the City to get people to show up in support, but this time there was a good representation. Metro won't make a final decision until February 1, 2017. The funds being competed for are for the years 2019-2021.

Mr. Johnson asked to change the wording regarding the comment about wheel chair access on one of the slides presented. He felt the way it was phrased was somewhat flippant and that it should be worded differently.

**d. Meyers Road Extension**

Mr. Lewis provided a quick update on the Meyers Road Extension project. The City is continuing to work with David Evans & Associates to refine the alignment and working with a right-of-way acquisition firm.

Mr. Jesic asked if some of these properties the City is acquiring right-of-way from will have access to Meyers Road if they decide to develop their land later down the road.

Mr. Lewis responded that they will have access and have nice street frontages.

Mr. Anderson asked if the property owners would be donating right-of-way for the road to see this through.

Mr. Lewis said they can donate, but it has to be through proper guidelines and they have to be offered market value for the property. Based on these property owners, the City is not sure how it will be handled. Clackamas Community College will donate. Some people don't think this road is completely necessary at this point.

Mr. Anderson asked if the City could put an LID in at this point.

Mr. Lewis said they can and they are hoping for the best since it would help with the backup of traffic.

**e. Beaver Creek and Highway 213 Dual Left Turn Lane**

Mr. Lewis provided a PowerPoint update on the Beaver Creek Road and Highway 213 dual left turn lane to help with the backup of traffic. The City tried to bid it over summer, but didn't receive much response. The idea is to rebid this project after January 1, 2017.

Mr. Jesic asked what the reason was for not removing the entire island for this project.

Mr. Lewis said the traffic analysis said it did not need to be removed entirely. There are places where there are other medians along Beaver Creek Road so it will look consistent.

**f. Park Place Development**

Mr. Lewis discussed upcoming development in the Park Place area based on Mr. La Salle's request. He provided PowerPoint slides showing three large

developments that have been proposed out in the Park Place/Holcomb area. He noted there is quite a bit of acreage in that area that has been talked about. The largest area of acreage has made past attempts to be annexed into the City.

Mr. La Salle said he plans on talking with the Planning Commission to discuss these developments.

Mr. Lewis pointed out it is important for those to attend neighborhood meetings because that is usually where you hear about these proposed developments first.

Mr. Mahoney asked if courts have been looking at this annexation legislature.

Mr. Lewis said they may be and that he recently spoke with the City's lobbyist and was told this annexation was not on his current list of topics.

Mr. Mahoney said he was curious if the courts were getting involved because heard rumors of a petition of challenging this in the courts.

Mr. Lewis said Abernethy Landing is a subdivision near the top of city limits and near the airstrip. It has 98 lots and it is being proposed. Another large one is the Serres Farm with 92 lots. It went before the Planning Commission on November 14<sup>th</sup>. They asked for a continuance and are planning on coming back.

Mr. Anderson asked if normally the subdivisions require that the builder go to and through with the roadway. He asked if the builder has several accesses out towards Holcomb, but on the master plan it shows it will go down to Redland Road and connects with Holly. It looks to be very expensive with all of the ravines. He asked how you make sure you have the finances to do the final road link up to help with access and alleviate the added traffic.

Mr. Lewis said those are good questions that will be addressed in the land use process.

**g. Alternate Mobility Standard**

Mr. Lewis provided a quick PowerPoint update. There are certain times during certain days that the intersection of Beavercreek Road and Hwy 213 has a backup of traffic. There will be an alternate mobility standards study and the plan is to have the first meeting in December. This process is coming together and it will be funded. The idea is to get a lot of community recommendations from both the Technical Advisory Group and the Citizen Advisory Group. There are meetings scheduled in February, April, May, and June.

Mr. Mahoney says he thinks this is a great process and it shows ambition and courage.



Mr. Lewis asked Mr. Mahoney about his representation on the advisory group for the Alternate Mobility Standards study. There was some confusion about who was representing the Planning Commission.

Mr. Mahoney said he was fine not being on the advisory group.

**h. Transportation SDC Update – Rate Update**

Mr. Lewis provided a brief PowerPoint update. DKS was at the Commission to talk about the project list and updating some of the estimates for this. They are working with the FCS Group on the financial side. The goal is to amend the list on all of the projects and see how much impact this has on the Transportation SDC. He is not sure where this is going to land, but hope to get a better picture on that from the FCS Group sometime before Thanksgiving. December 13<sup>th</sup> will be a City Commission work session at 5:30pm. There will then be a public hearing to get it adopted.

**i. 12<sup>th</sup> and Washington Street Signalization**

Mr. Lewis provided a brief PowerPoint update on the 12<sup>th</sup> and Washington Street signalization project. The City had surveys done and the geotechnical work has been performed. PGE would like to put more poles in the area, but there will be discussion on how that might not be a good idea. Hoping to have this moving forward in the spring. Funding has not been found yet.

Mr. David asked what the City's thought were on that for the winter time in case the City receives a big freeze.

Mr. Lewis responded that with or without a signal a winter freeze would be problematic because the hillside is so steep.

**j. Linn Avenue Project**

Mr. Lewis gave a short update on the Linn Avenue project. The deep trenching has been a struggle. The typical construction usually has nice, clean trenches, but for this area we have seen the roadway cave away, old abandoned utilities not mapped, and monster sized boulders with soft soil that make it hard to get in there. The contractor has brought in bigger equipment to complete the job. The City will need another \$150,000 to help cover this extra work. The City is currently behind schedule and working on getting it open by Thanksgiving, but that could be tough.

Mr. Johnson asked about the citizen that provided comment a few months ago who complained about the cracks in the homes due to vibrations and the TriMet buses going by.

Mr. Lewis said that gentleman's house is just a few houses up from the project. He provided the information about the vibrations and cracks to the contractor so he could be on the lookout and take pictures of anything that he might see. However, it does not seem that is the issue.

**k. Drive Safe Oregon City Campaign**

Mr. Lewis said he's afraid the decals are not being utilized as well as Public Works would have liked. Mr. Lewis asked for Mr. La Salle to call Amy Willhite to see about distribution and get back the decals from the neighborhood associations if they are not being distributed.

Mr. Johnson said that South End Neighborhood Association had a stack of them and there were several people that took them, but there were only about 15 people there.

Mr. Lewis said the idea was to get them onto the arterials and collectors so they were more visible.

Mr. Anderson said that Front Avenue has a lot of decals and everyone they talked to thought it was a great idea. From Holcomb Blvd all the way past old Park Place Elementary and near Swan Ave there are quite a few decals displayed. He noted that there were no objection from the residents when they asked if they could place them on the garbage cans.

**6. COMMUNICATIONS**

Mr. La Salle mentioned the 2017 TAC schedule was attached for the TAC members to review.

**7. FUTURE AGENDA ITEMS**

Mr. La Salle asked if anyone had any future agenda items they would like to add.

Mr. David proposed change to the bylaw as previously discussed in the meeting.

Mr. Johnson proposed looking at a .02 Oregon City gas tax and if they City would like to pursue something like that.

Mr. Lewis mentioned that the fuel tax on the ballot did not pass, but he did hear from Commissioner Savas at the last C4 meeting that they need to regroup and take another run at it. Local gas taxes for just Oregon City would might not be great, but a countywide tax would be much better. He mentioned looking at the report FCS Group put together regarding options for funding along with the PMUF. The report could be included with the next TAC agenda.

## **8. ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 7:45 p.m.

Respectfully Submitted,

Lisa Oreskovich  
Administrative Assistant