



April 15, 2014

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee meeting of **Tuesday, April 15, 2014**, was called to order by Chair Johnson at 6:00 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

Committee members present included Chair Steve Johnson, Vice-Chair Bob La Salle, John Anderson, William Gifford, Henry Mackenroth and Robert Mahoney. Cedomir Jesic arrived at 6:15 PM. Scott Failmezger and Blane Meier were excused.

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

2. APPROVAL OF THE MINUTES

Mr. La Salle asked about item 5c, Public Works Report which indicated that staff sent out an email update on the topic. He indicated that he didn't remember receiving the email and the TAC requested that it be resent.

Mr. La Salle moved to approve the minutes of March 18, 2014. Mr. Mackenroth seconded the motion and it **passed** with Mr. Anderson Mr. La Salle, Mr. Johnson, Mr. Mackenroth and Mr. Mahoney voting yes. Mr. Gifford abstained.

3. AGENDA ANALYSIS

No changes were made.

4. CITIZEN COMMENTS

No comments were received.

5. NEW BUSINESS/DISCUSSION ITEMS

a. Linn Ave/Leland Rd/Meyers Rd Corridor Plan

David Brokaw and Jane Wallis with Wallis Engineering PLLC discussed the idea behind the corridor plan and showed slides.

The plan was divided into four segments:

Segment 1 - Linn Avenue from 5th to Park

Segment 2 – Linn Avenue from Park to Warner Parrott Road/Warner Milne Road

Segment 3 – Leland Road from Warner Parrott Road to Clairmont Way

Segment 4 – Meyers Road from Clairmont Way to Moccasin Way

Points discussed included:

- Intersection of AV Davis and Linn Avenue had some sight hindrances including heritage trees.
- AV Davis was a cut-through route to Warner Parrott and South End Roads.
- Priorities of the corridor plan was to provide a multi-modal route, improve connectivity and access as well as improving safety and addressing stormwater issues.
- Squaring up the intersection of Oak Street and Pearl Street.
- Closing Electric Avenue.
- Installation of a pedestrian activated signal at Charman Street.
- Roundabout at Linn Avenue/Warner Parrott Road/Central Point Road/Leland Road/Warner Milne Road

Mr. Anderson was concerned about the cost of maintaining rain gardens and Mr. Jesic questioned whether any of the facilities would affect wetlands.

Mr. Gifford indicated that he preferred sidewalks separated by landscape islands over curb-tight sidewalks. Mr. Johnson requested that manholes be in the centerlines so as to avoid motorcycle travel lanes.

Regarding the proposed roundabout along the corridor, William Gifford noted that the state of Indiana was aggressively trying to replace traffic signals with roundabouts.

Mr. Mackenroth asked whether the presentation had been made to the local PTA and City staff replied that it hadn't but they had made presentations to several neighborhood associations and then it would have to be presented to the CIC, Planning Commission and City Commission.

b. Public Works Report

i) Meyers Road Extension

John Lewis indicated that the City hired David Evans and Associates, Inc. to prepare the design.

ii) Annual TAC Report

Mr. La Salle noted that light rail was on the Committee's annual report so he wanted to see light rail discussion on the TAC agenda for 2014.

iii) Winter Action Plan

For the TAC's information, Mr. Montalvo distributed a copy of the Winter Action Plan that he prepared for the Operations Center.

iv) Molalla Avenue Turn Lanes at Walgreens and Joanne's Fabric

Mr. Montalvo indicated that he had met with Police Department staff who had pulled all the accident data for the turn pockets. He added that because of the lack of accidents occurring in the turn pockets, the City would not be investing money on a complete traffic analysis.

v) Molalla Avenue Crossing at Garden Meadows

Mr. Montalvo reported that PGE installed two new cobra head lights which improved the lighting at the crosswalk tremendously. The pedestrian crosswalk signs were also installed and new continental crosswalk markings would be installed during June or July when the weather was more favorable.

vi) Radar Speed Signs

City staff was considering developing a policy for neighborhoods to invest in traffic control devices such as radar speed signs. The City just received a new one in January that was purchased in a cooperative agreement with Oregon City Public Works and the McLoughlin NA. The plan for the sign was to move it around within the neighborhood boundaries.

Regarding the City's portable speed radar signs, the City currently has six locations on a rotating schedule.

The signs cost \$9,700 for a fully solar powered unit with a battery backup. One positive was that a local Tualatin company now makes the signs so the City can purchase them and get them repaired locally.

vii) Sidewalk Infill Funding Opportunities

Mr. Lewis noted that the City does not have a specific program for sidewalk infill funding opportunities; however, the City was always looking for new grant opportunities.

viii) 7th and John Adams Pedestrian Crossing

The City purchased the pedestrian crossing device and has asked Wallis Engineering to provide a cost proposal to design its installation.

ix) City Commission Transportation-Related Announcements

Information only.

c. 2014 Summer Construction in Oregon City

William Gifford was aware of discussion ongoing at the County about roadway maintenance funding. He asked if there was any interest in having the County give a presentation to TAC about roadway funding. Mr. Gifford agreed to provide City staff with a contact name.

5. COMMUNICATIONS

It was noted that the property owner off of Oak Tree Terrace and Wittke Way installed a cable to discourage mischief down the secluded dead end street.

Mr. Lewis announced that April 26 was SOLV day and Oregon City Public Works would be sponsoring two sites.

Mr. Gifford reported that he had been appointed to Metro's PERC (Public Engagement Resource Committee) to see how effective they are with getting their communications out to the citizenry. He indicated that if there was a better way to improve Metro communications to the City he was open to suggestions.

6. AGENDA ANALYSIS

The Dutch Bros ingress/egress issue was temporarily on hold as the City does not have any capital to make improvements at the site. Additionally, the property owner needed to be contacted to discuss any proposed improvements.

The realignment of signal heads on Holcomb Boulevard and Redland Road will be improved as part of the summer's pavement rehabilitation project.

7. ADJOURNMENT

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

Respectfully Submitted,

Kathy Griffin
Administrative Assistant

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