



February 17, 2015

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

The Transportation Advisory Committee meeting of **Tuesday, February 17, 2015**, was called to order by Chair La Salle at 5:59 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, Steve Johnson, John Anderson and Robert Mahoney. Thomas Batty arrived at 6:04 PM. Cedomir Jesic and Scott Failmezger were excused.

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

2. **APPROVAL OF THE MINUTES**

**Gary Johnson requested the comment regarding special event parking by John Lewis be added back into the minutes of January 20, 2015.**

**Mr. Anderson moved to approve the minutes of January 20, 2015 with the addition. Mr. Mackenroth seconded the motion and it passed unanimously.**

3. **AGENDA ANALYSIS**

No changes were made to the agenda.

4. **CITIZEN COMMENTS**

**Shari Whitmore, 19428 Westling Drive, Oregon City** says her property faces Central Point Road and can hear and see the traffic passing by. She would love for the speed to be reduced. She can hear people speed up when they see the 45mph sign.

**Tom O'Brien, 19364 Hazel Grove Drive, Oregon City** is the Hazel Grove/Westling Farm Neighborhood Association Chair. He provided a presentation on various street sign options. He likes the models Canby and Gladstone have for addressing speeding. Gladstone relies on heavy enforcement while Canby relies on educating their citizens. He noted in 2013 the City Commission approved the \$195K elevator project and how much could be done with the same amount of money spent on speeding concerns. Also, trees are blocking many street signs making them impossible to see.

**Emma Edwards, 1115 5<sup>th</sup> Street, Oregon City** commented that over the last 9 ½ years traffic has increased in her neighborhood at the corner of 5th Street and Jackson Street. She and her neighbors have had their fences and/or cars hit by drivers losing control of their speeding vehicles. She thinks the speed limit should be reduced to 25mph near 5th Street and Jackson Street because she believes 75% of traffic speeds through this area.

Mr. Mahoney asked if she worries about the safety of the children in the neighborhood walking on the sidewalks with cars speeding by.

Ms. Edwards answered yes, she worries about her daughter walking through the neighborhood.

**Chris Hofren, 6418 SE Reedway Street, Portland** works in the Meyers Building on 607 Main Street and is concerned about the 7th Street and Main Street intersection where drivers try to turn right to go onto the bridge. There is not enough visibility to make this turn. People try to sneak around the corner and others have to brake heavily for them. Currently, there is a large dumpster along Main Street, also, that isn't helping with visibility.

**Louisa Gonyou, 101 Center Street, Oregon City** is concerned with the speeding in her neighborhood. She thinks all Oregon City neighborhoods need more enforcement, different signage, and more calming devices to reduce speeding issues. She feels there is too much noise produced from speeding, as well, which causes a negative impact on the neighborhood. Parking in the City is better enforced than speeding which is a much greater safety concern.

**Paul Edgar, 211 5<sup>th</sup> Street, Oregon City** thanked TAC for doing a walkthrough of the Canemah Neighborhood. He believes a walkthrough should be done of every neighborhood with the cooperation of each NA this way the residents can provide their neighborhood concerns/problems to the TAC members.

**Doug Neeley, 11614 Parrish Road, Oregon City** commented about Parrish and Partlow Roads off of Central Point Road. This area has a 45mph speed limit and doesn't know of any other major arterial that has such a high speed limit. Much of that area does not have sidewalks on it and from experience most people living there go 35-40mph, but others are going much faster. He thinks it should all be 35mph on this stretch of road. Molalla Avenue decreases 5mph as it goes down the slope, but Linn Avenue doesn't do that. He thinks Linn Avenue should be treated the same way.

**Andy Holthouse, 19341 Hazel Grove Drive, Oregon City** thinks the speed limit on Central Point Road should be decreased from 45mph to 35mph. He has had many close calls taking a left turn from Partlow Road because people speed on Central Point. He has seen people go more like 50mph and they come out of nowhere. It is hard to get up to speed when pulling out onto the road. Another concern is the South End Road hill as it twists and winds from Barker Avenue down to 2<sup>nd</sup> Avenue. The speed is posted at 30mph, but few cars go that slow, especially downhill. He thinks more enforcement would help and has spoken to the Oregon City Police Department. They will send someone out, but would like to see more calming devices in this area.

**Amy Willhite, 13083 Setera Circle, Oregon City** commented on behalf of the Gaffney Lane Neighborhood Association. She first thanked the Public Works Department and TAC for improvements to Garden Meadows and Molalla Avenue based on their previous concern. The neighborhood now has a parking concern. Garden Meadow is a narrow street and it becomes hard to go down the street when people park on both sides. A neighbor that is a police officer has admitted it is difficult to navigate this street. They are asking for parking on only one side of street. She thinks yellow no parking stripes at the corners would create more visibility when trying to turn onto Molalla Avenue, as well. She recommends parking should only be on the opposite side of street from the preschool.

Mr. Montalvo noted that Ms. Willhite has spoken with the Public Works Department about this concern and was asked to provide comment to the TAC. The City has done the legwork regarding this issue and can present alternatives to Ms. Willhite and the Gaffney Lane Association if she is able to come back next month.

Ms. Willhite will be back next month to hear these parking alternatives because she would like to address concerns with Caufield Road and Highway 213.

**Norman Edwards, 1115 5th Street, Oregon City** says more people are driving up 5th Street and Molalla Avenue to avoid driving Highway 213. He proposed widening Highway 213 and allowing more accessible turnoffs into the City to eliminate so much traffic up 5<sup>th</sup> Street and Molalla Avenue.

**Francesca Anton, 123 High Street, Oregon City** wants to support everything that has already been said by other residents. She believes the speeding on Center Street is due to the fact there are so few stop signs and people use it to cut through. A lot of the street signs are dirty and covered in algae. Perhaps volunteers can clean them.

**Michael Simon, 1005 5th Street, Oregon City** takes interest in streets that have speed increases such as Linn Avenue. He feels people are often times unclear on the process for increasing speeds, and he has done plenty of research on the topic. The state is requested to come in and do a study. A request is what spurred the increase on Linn Avenue. People need to be recognized behind these increases and not just traffic flow issues. He would like to present on his research at a future date. He has proper documentation, and his evidence is not based on hearsay.

Chief of Police Jim Band spoke about enforcement on behalf of the Oregon City Police Department. He noted that traffic is one of the biggest challenges for the police department. Speed is a big complaint. The McLoughlin Neighborhood Association had made a request for photo radar vans much like Milwaukie uses. He tries his best to reflect the community's needs and if photo radar vans are wanted by many then he would look into them. When looking at the police department as a whole, traffic tickets are a small portion of what they do; most police vehicles do not even have moving radars in them. The challenge for the department currently is drug busts. Heroin is a huge issue and there were two heroin related deaths recently. The day shift officers are slammed with 911 calls and police reports.

He wants people to be safe and feel safe in their community. He recently found out how high crash statistics are and is now trying to address them. He feels they are moving in the

right direction. For the last couple of years the police department has been purchasing and deploying more moving radar devices in police vehicles. They recently added another traffic officer and purchased a motorcycle for the department.

Future items he is looking into consist of red light photo radar which he is doing preliminary research for, and adding another officer to the traffic team. They are researching whether or not traffic officers pay for themselves through the tickets they write for violations.

Mr. Mahoney ask how many more officers Chief Band would like to add.

Chief Band responded he would like three traffic officers total. This way they can stagger shifts and hit school zones in the peak morning and afternoon traffic periods. Education is, also, a huge piece of what they do for the community. The police department is trying to bring traffic education to Oregon City so people do not have to drive to Portland.

Mr. Mahoney asked if they work closely with the high school.

Chief Band responded that they have a dedicated School Resource Officer.

Mr. La Salle noted that he likes radar vans because driving safety can be an issue as a business owner/boss and having a picture as proof that a staff member was speeding helps keep drivers accountable.

Chief Band pointed out that in 75% of radar speed photos a phone is present in the picture.

Mr. Montalvo said that in the next biennium budget there is a line item specifically for a traffic calming program to help with public education and outreach. As for street signs, the City has a Road Audit for Maintainability and Safety (RAMS) Program where we go into each of these 16 quadrants and check all of the signs. Signs get replaced if they do not meet standards. The City spends roughly \$22,000 on signs. The flashing MPH sign in Mr. O'Brien's presentation costs \$1,600 alone. We spent a total of \$14,000 on all City signs for this last year. In addition, we have 13 speed radar signs in the city and seven of them rotate. When setting speed limits, the City must work in tandem with the State of Oregon for setting speed standards, and both parties have to agree. I will request a speed study for Partlow Road.

Mr. O'Brien mentioned that he thinks the concern is south of Partlow Road on Central Point Road; not Partlow Road itself. He, also, asked that the City look at redoing sign blanks because reusing them helps save money.

Mr. Montalvo corrected himself and agreed that he meant to say Central Point Road. He said the radar signs that have been purchased will help with public outreach campaign the Public Works Department is planning. Public Works is working with the police department on red light camera research, as well. He pointed out the difficulty of doing a detailed analysis of each neighborhood as mentioned by Mr. Edgar. These walkthroughs are cumbersome and cannot be offered on a weekly basis. If there is enough demand from a neighborhood then a walkthrough will be considered.

The City has recently done internal analyses for specific areas like Canemah and Center Street. When data shows something meets the warrants we can make changes, but the City changes are dictated by the Federal Highway Administration, the State and the municipality. He went through traffic data on Center Street and found the conditions have not changed drastically from 2011 to 2013. The information does not indicate lowering the speed limit, or adding a stop sign.

Mrs. Gonyou said she found it unusual that in a residential area there is a stop sign at 5<sup>th</sup> Street and then not again for 1.3 miles when the street contains wide widths and double yellows. She said it does not feel like a residential neighborhood because it is not quiet or calm for a historic area. She would like the City to think outside the box in coming up with ways to calm traffic and speeding.

Mr. Montalvo responded that the City has to be careful with transportation decisions. Warrants must be met before making changes. Stop signs are not considered a traffic calming device and has the reverse effect based on engineering studies. Stop signs are an advisory tool to designate right-of-way. There can be unanticipated consequences for adding in stop signs. He noted Center Street is called a minor arterial.

**Maureen Johnston, 1105 5<sup>th</sup> Street, Oregon City** is concerned with the Corridor Concept Plan. She feels like 5<sup>th</sup> Street/Linn Avenue is being set up as a main roadway from the bottom of Oregon City to the top. Traffic on this stretch of road increases year after year and speeding is a huge concern. She wants the City to remember 5<sup>th</sup> Street and Linn Avenue are residential neighborhoods when it comes to the planning of this development and moving forward with the Corridor Concept Plan. She asks that the City at least acknowledge they are losing residential neighborhoods when they choose to develop these areas like 5<sup>th</sup> and Center Streets.

Mr. Montalvo made a correction that Center Street is actually a collector and not a minor arterial. High Street is the minor arterial.

Mr. Simon replied that the State and City come to do speed zone study and in a residential area the City has a leeway of 10mph on either side of calculated speed. It is an "advise and consent" relationship with the State. The Corridor Concept Plan sounds like it would be an alternative to using Highway 213. He feels like residents are being shunned when asking about the speed increases on streets like Linn Avenue. He feels like the process was not in the best interest of the McLoughlin Neighborhood.

Mr. Montalvo pointed out that the Corridor Concept Plan has been presented to the TAC twice now and plenty of information has been provided to the community.

Ms. Johnston said she went to public Corridor Concept Plan meeting and it didn't feel neighborhood friendly.

Mr. La Salle will contact Neighborhood Association Chairs to come to their meetings to discuss speeding concerns. He strongly encourages that solutions be found. One of the TAC goals for this year is a Citywide Safety Campaign.

## 5. NEW BUSINESS/DISCUSSION ITEMS

### a. Parks Master Plan Presentation – Scott Archer

Scott Archer provided a PowerPoint presentation on both the Filbert Run Park Site and Glen Oak Road Park Site.

Major points of the Filbert Run Park presentation were:

- Filbert Run Park will be a 3.5 acre park.
- A new residential development is going in across the street.
- Since last summer there has been a lot of community input through several public meetings including a lot of neighborhood participation.
- The goal is to maintain a simple and natural feel to the park with a trail system and natural features.
- There will be ADA accessible pathways and trails.
- They will be adding a picnic shelter, play area for children, and amenities.
- It will have a lot of on-street parking and minimal traffic impact. They are not proposing any additional parking, parking lot, or street improvements.

Mr. Anderson asked if they had thought about adding in a parking lot in the park at all.

Mr. Archer responded that they do not think there will be issues with parking, but if the neighborhood requested it they would look at parking options.

Mr. La Salle said he attended an open house with 40-50 people and did not have any trouble parking on Hazelnut.

Mr. Archer said when they acquire funding to build these parks they enter into more of the construction level. They would revisit some of past discussions with neighbors to ask what would be important. The City currently owns this property.

Mr. Mahoney asked if they would apply for grant funds.

Mr. Archer responded that they collect a Park System Development Charge to help fund the development and maintenance of the parks. He noted that these Park Master Plans will take the next three months to develop and will move forward with design. They will adopt a master plan for these two sites.

Major points of the Glen Oak Park Site presentation were:

- The development level between these two park sites is quite different. This is a much larger site at 9.1/9.2 acres.
- This park will serve local use with amenities for the community to act as a destination site.
- New parking lot with 24 spaces, pathways, a wetland, and Caufield Creek

comes through the site.

- There will be a house to rent out to generate revenue.
- In general, all three streets surrounding the park will have right-of-way dedication to provide on-street parking.
- They will add sidewalks and planter strips and multiple added crosswalks at intersections.
- Striping for bike lane on both sides, new sidewalk along park frontage that will be wider than normal sidewalk.
- They have been talking with the Oregon City School District about extending Meyers Road. The hope would be for them to assume half of the improvements.

Mr. Anderson asked taking High School Avenue and Meyers Road account, if the schedule of the park improvements will come before the development of the road.

Mr. Archer responded that High School Avenue is developed and the School District already built their half. The park buffer is very rough and the City would do that part when they do the development. Meyers Road is the tricky answer and the City is working through discussions with the School District. It is very likely they would go forward with their development before us, but there is a benefit to developing a full road before developing the park site.

Mr. Montalvo mentioned the City is speaking with David & Associates currently about developing this road.

Mr. Archer noted the park will be built with just the required frontage until the City and other property owners can move forward with the extension.

Mr. Anderson asked if the park could be opened without the completion of Meyers Road.

Mr. Archer said they could not do that because they would have to follow City Code requirements.

Mr. Montalvo added that the Planning Department could put a condition of approval on the development, but they would probably have to wait until all parties came to table with a complete plan for the road extension.

Mr. Steve Johnson asked about the 400 unit apartment complex that has been proposed to be built across from the high school.

Mr. Archer responded that the Parks Department would collect all applicable system development charges (SDC's), and there would be other department SDC's that would be charged for that development.

Mr. Tom O'Brien provided additional public comment on this topic. He brought up GoogleMaps to Hazelnut Drive. He showed how it intersects all the traffic at Central Point Road. He noted the heavy development on South Central Point Road and that

even with a current speed of 45mph people are speeding. He agreed that parking will not be an issue, but rather the speed limit should be reduced and there is a need for a suitable crosswalk to be installed to get across Central Point Road to the future Filbert Run Park site.

**b. TAC 2015 Goals**

Mr. La Salle reviewed the TAC goals from January's meeting. He asked if any TAC members have any special interest in any of the listed items and if they would be in charge of the topic. He assigned the railroad undercrossing design standards to Henry Mackenroth for further research since he had suggested the topic.

Mr. Anderson asked if the Citywide Safety Campaign was just in regards to traffic safety.

Mr. La Salle noted the campaign would be covering all safety, but their concern is traffic safety. He added the word traffic to title of the Citywide Safety Campaign to read Citywide Traffic Safety Campaign.

Mr. Montalvo said he would look at improvements to the sidewalk as part of the Citywide Traffic Safety Campaign. He would try to fill in where there are patches of sidewalk missing.

Mr. Anderson asked if they should officially adopt the goals.

Mr. La Salle asked that they wait until the goals from City Commission are received and then combine them at that time.

**c. Public Works Director Report**

**(i) PMUF 5-YR Plan**

Mr. Montalvo provided a handout on the PMUF draft map for the 2015-2019 project list. The draft map showed the projection of PMUF improvements for the next five years. The other map provided showed the preventative maintenance work that helps reduce the amount of rehabilitative work needed and saves money. The second handout only shows preventative maintenance projects for the upcoming summer. There is an estimated \$1.5M budget each year for these project costs, but tends to be a sliding scale. These handouts provide a general outlook of what PMUF is being used for. He does not want to come to City Commission asking for a rate adjustment because the City is not looking for a fee increase.

Mr. Mahoney asked Mr. Montalvo to explain the concept of rate adjustment.

Mr. Montalvo responded that every property pays the utility fee and that it is based on land use. There is a flat fee for residential properties, but for



businesses the fee is based on a complicated analysis. This analysis is based on average daily trips and feel we are doing a good level of work with the fee as we have it right now. The City does not anticipate requesting a fee increase, but we do need to do the analysis. The City needs to be able to defend the level of work that is performed. When someone asks what their utility fee is paying for the City can provide proof.

(ii) **Myth Busters Roundabout Segment**

Mr. Montalvo asked to table this agenda item until next meeting.

(iii) **Singer Hill Closures**

Mr. Montalvo noted there was a rockslide on Singer Hill about a week and a half ago. A temporary rock fall barrier was constructed and a long-term solution is in the works.

## **6. COMMUNICATIONS**

Mr. Anderson asked how staff would be following-up on public testimony heard today. He suggested a staff report be made with a resolution for each comment and how they will be handled.

Mr. Montalvo noted that not every comment will have an answer. Some comments and suggestions are not feasible.

Mr. Anderson suggested that noting there is no appropriate answer is an appropriate response.

Mr. Montalvo responded that with most of the comments the City hopes to try and address them with the Citywide Traffic Safety Campaign. He said he would put together a response stating “respond at a later date”, or “through the Safety Program/Campaign”. He does not want citizens to think they will get an automatic solution if they provide public comment to the TAC. The perception should not be that TAC is where you come to in order to have your problems solved.

Mr. La Salle commented that he would like some sort of action taken and supports the follow-up on the public comment.

Mr. Mackenroth asked if the City has a map of where these roads go when they leave the City; for example, Central Point Road.

Mr. Montalvo noted that OC Maps shows a regional map of where these roads go, but doesn't show the meta data like it does within City limits.

Mr. Mahoney responded that what was heard tonight is way beyond the Committee and is a larger political issue. Sooner or later this traffic situation will get worse and worse and won't get away. There needs to be a comprehensive community approach to how we are going to respond as a community to these traffic problems. It will get more involved and we

will have to address it. He recommends that the TAC takes these concerns to City Commission. A task force for addressing these needs and advising the Commission on how to handle this would be appropriate.

Mr. Steve Johnson wanted to bring up a future topic suggestion in regards to today's Park Master Plan Presentation. He worries with the talks of a large apartment complex going in near the high school that it will create an overflow of traffic onto Glen Oak. He is wondering what type of impact this apartment complex will have on the traffic in that area.

Mr. Montalvo said the developer must submit a traffic analysis within the land use period. He thinks the TAC needs to wait for the land use period to end before bringing it up because right now it is all just conceptual.

## **7. ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 8:30 p.m.

Respectfully Submitted,

Lisa Oreskovich  
Administrative Assistant