



April 22, 2015

## 1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee meeting of **Wednesday, April 22, 2015**, was called to order by Chair La Salle at 6:02 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, and Robert Mahoney. Thomas Batty arrived at 6:27pm. Cedimir Jesic arrived at 7:17pm. Scott Failmezger and John Anderson were excused. Chair Bob La Salle had to leave early at 6:49pm.

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

## 2. APPROVAL OF THE MINUTES

Chair La Salle requested the “Chair Johnson” on page 1 of the February 9, 2015 minutes be changed to “Chair La Salle”.

Chair La Salle requested that a correction be made to the last paragraph on page 5 of the February 17, 2015 minutes be changes to read “Mr. La Salle will contact Neighborhood Associations to come to their meetings”, not to “TAC” meetings.

Mr. Anderson moved to approve the minutes of February 9, 2015 and February 17, 2015 with the corrections. Mr. Mackenroth seconded the motion and it passed unanimously.

## 3. AGENDA ANALYSIS

No changes were made to the agenda.

## 4. CITIZEN COMMENTS

**Louisa Gonyou, 101 Center Street, Oregon City** spoke to the TAC about the speeding concerns in her neighborhood. She noted that there is a lot of traffic in the morning as people leave for work, and as they return from work in the evening. A neighbor of hers had suggested one-way streets and she wondered if the City/TAC has thought of this. She mentioned that people speed as they go up to the hill. She invites people to sit on her porch and observe the speeding even though the data does not show concerns with speeding on Center Street. She mentioned other traffic calming devices such as painting lines on the

street, pedestrian crossings, and chevron lines to help decrease speeding.

Bob La Salle mentioned that he has observed a stop sign at S Center Street near the Public Works Operations building as drivers come down the hill, but not going the other direction and asked what the reason was for that.

John Lewis responded that it has been that way since he started with the City. He believes it might have to do with sight distance and the trucks coming and going from the Public Works Operations building. There is less need for a stop sign for those going up the hill. Typically, if a stop sign was placed everywhere there is thought to be a speeding problem people would see the liabilities associated with placing them in more locations. The location mentioned is an unusual location for a stop sign.

**Michael Simon, 5<sup>th</sup> Street, Oregon City** noted an increase in speeding on Linn Avenue at the last TAC meeting in February and is hoping to follow-up with the Committee. He has documented the speed increases and provided the information he gathered to Chair La Salle. He understands why Public Works does these studies to solve transportation issues, but criticizes the process that is used to achieve a result and gather information.

Chair La Salle asked for time to absorb the data and give feedback at a future date.

**Denyse McGriff, resident of Oregon City and Chair of the McLoughlin Neighborhood Association**, spoke on behalf of the McLoughlin Neighborhood Association. Since she first became involved in the Neighborhood Association in 1996, and every meeting since then, there has been concerns with traffic as a component. She mentioned that a recent conversation with Chief Band brought up that the chief complaint of residents is that of traffic and speeding. The public has forgotten that the speed limit in a residential neighborhood is 25mph unless specifically posted. She lives nearby and crosses Center Street on a regular basis. Walking on Center Street she noted four cars passing by as she stepped off the curb and had to cross behind a large truck because he blocked the crosswalk. The Neighborhood Association is weary and tired. The streets in 1988 were not as congested as they are now. It is very rare that the traffic control radar sign on Washington Street is ever 25mph or below. People know there are no consequences for traffic infractions in the City because they are rarely caught. The Neighborhood Association wants to work with the City to develop a traffic calming program. Funds were given to the City by the McLoughlin Neighborhood Association for the installation of the crosswalk at 7<sup>th</sup> Street.

Chair La Salle addressed the fact that he has heard of speeding concerns at all of the Neighborhood Association meetings he has attended. Dutch Bros. has been of concern to every Neighborhood Association, as well.

Mr. Lewis noted that the traffic delays and load are a different problem separate from speeding concerns. He corrected Ms. McGriff about the crosswalk sign on 7<sup>th</sup> Street. The McLoughlin Neighborhood Association contributed funds for the installation of the Washington Street speed radar sign. All citizens contributed to the 7<sup>th</sup> Street crosswalk.

Martin Montalvo confirmed this fact.

Ms. McGriff said the Neighborhood Association approved to provide funds to the City for the

7<sup>th</sup> Street crosswalk sign and will go back to the Neighborhood Association and cut a check to the City.

Mr. Lewis noted that most of the crosswalks and signs in the City are bought through gas taxes.

Mr. Mahoney stressed that speeding is becoming a crisis. If we do not address this on our own initiative we will be forced by the public to take some sort of political action. City Commission will have to pay attention to these neighborhoods.

Chair La Salle stated that his objective for going to these Neighborhood Association meetings is to gather information from citizens throughout the City and determine the trends. He wants to see what we can do to help the citizens and make corrections to their concerns and improve safety.

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

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

Mr. Lewis discussed neighborhood speeding concerns. He agrees with Ms. McGriff that just about everyone uses the McLoughlin Neighborhood if they drive a car. People forget about driving slowly through other neighborhoods and not their own. Radar speed signs are effective for most drivers because it makes them aware of how fast they are going. The Transportation Advisory Committee has been talking about the need for a Slow Down Campaign. There are still many questions such as what are we trying to accomplish, and who is the audience? City staff can't take on the whole effort ourselves. There is funding in budget to acquire signage. Placemats could be made much like Oregon Impact. There are education opportunities by going to Neighborhood Associations and the schools. The main concern heard is about neighborhood speeding. Public Work's feeling is that this is our mission. B&B Leasing has already agreed to be behind this campaign. For example, campaign stickers could be placed on garbage cans. What is the right message? Is there another slogan or message we want to consider?

Mr. La Salle would like to see an estimate of costs of garbage can signs, flyers, etc. He has time to help with this Campaign and feels comfortable going to restaurants and around town to explain the Campaign's objectives. He wanted to know if there were other Committees interested in starting this type of campaign.

Mr. Lewis said he does not know of any other committee or group that is coming up with a solution, but has heard similar concerns.

Mr. Mahoney said City Commission needs to be included in this effort and behind his Campaign. It takes a citywide commitment. The Campaign should start in the schools while children are young. These types of messages get back to the parents and helps parents take these messages to heart.

Mr. La Salle agreed kids remind parents of these things.

Mr. Mahoney said he challenges the City Commission to get on board. He worries most about pedestrians and their safety. They don't observe where they are when they step off curb.

Mr. Lewis noted he has looked for proclamations regarding safety campaigns in other cities to use as examples that would be appropriate. He did not find any, but had not reached out to them; maybe they do and it is just not public. This campaign has such a small budget that City Commission looks to Public Works to manage their own budget. The campaign could be presented to them once goals and a description have been solidified.

Mr. La Salle thinks City Commission should be given an idea of what can be done first before getting too far into the campaign.

Mr. Lewis suggested that City Commission should be told speeding and traffic safety is the TAC's lead issue and complaint from residents.

Ms. McGriff mentioned that she believes they are missing out on a whole other segment for education. Neighborhood leaders might be willing to work with TAC to go speak to other groups about the safety message and campaign. For example, her son went to St. John School. She became involved and sent messages to parents to explain if they are late they are late and no amount of speeding will solve that. She spoke to Clackamas County about the issue and began writing down truck and license plate numbers to speak with these speeding drivers. School District is another organization to speak with. Not all buses drive slow. How about hospital employees? The message is not just to people that live here, but people that come through here and work here every day. An education campaign is great, but what about other tools? The Neighborhood Association works every summer to raise money to spend on projects in the McLoughlin Neighborhood. She will suggest they give money to promote some of these ideas and campaigns. The City has to figure out how to pay for these campaign tools. The McLoughlin Neighborhood is willing to step up and help fund this campaign.

Mr. Mackenroth asked if 5<sup>th</sup> Street is on the list to be paved next year. He said that bump outs could be put on arterial streets during paving to help slow traffic.

Mr. Lewis said that they would look it up. He mentioned that curb extensions are tools utilized by the City. However, curb extensions are expensive. The City added a lot of curb ramps with PMUF projects just this last year. That was a challenge in and of itself. The complexity of existing grades and drainage systems when trying to incorporate curb extensions is high.

Gary Johnson suggested a Public Safety Month. He said enforcement could be increased during this this time, as well. Create a month of more education on traffic safety.

Mr. Mahoney suggested choosing a month during the school year.

Ms. McGriff recommended holding a campaign twice a year.

Mr. Lewis noted that the longer a Safety Campaign runs the more resources it takes. He felt reaching out to employers is a good idea.

Mr. Mahoney suggested that a statement about the Slow Down Campaign be put on the utility bill because it would reach a wide audience.

Ms. McGriff felt going to local places of business to discuss the campaign would be more effective than just sending information.

Mr. Mahoney recommended a Safety Summit to kick off the Slow Down Campaign. He said that the City could launch the Campaign in conjunction with the Oregon City School District and Clackamas County if they were willing to partner. L

Gary Johnson said he has seen slogans similar to "School is in session. Be extra alert". It helps residents remember that there are children on the streets and to pay attention to speeding.

Mr. Lewis would like to get buy in from the TAC before putting too much more effort into the Slow Down Campaign. Is this message specific to neighborhood speeding or should there be a children's safety component? What would the slogan be? He asked that they look at other, similar programs and then come back to discuss at the next meeting.

**b. RAMS**

Mr. Montalvo briefly discussed the Public Works Operations RAMS program which stands for Road Audit for Maintainability and Safety. The information provided shows the zones mapped out for sign maintenance and replacement.

**c. Public Comment Matrix**

Mr. Montalvo explained the reason behind the public comment matrix. He explained that it was the easiest way to provide the TAC with all of the comments provided at the February 17, 2015 meeting. He did want to go into detail for each individual comment as it would take a long time. He mentioned that several residents' concerns have already been addressed regarding Central Point Road and speeding signage concerns. Analysis is currently being done on this issue. The Gaffney Lane no parking zones have been taken care of, as well.

**d. Radar Speed Signage**

Mr. Montalvo handed out radar speed sign data to the TAC members for review prior to the meeting. He discussed the new radar speed sign purchased by Public Works which provides more mobility and is self-sufficient. The first location of the new sign was in front of the Operations Center at 122 S Center to help with calibration. The next location was further down Center Street. Lastly, the radar speed sign was moved to Central Point Road based on the public comment received last meeting. Public Works is currently working with the Oregon City Police Department to coordinate the use of each department's radar speed trailers so that

locations do not overlap. A spreadsheet accessible to both departments tells the location of each speed sign, length of time data was captured, and who made the request. This is to prevent one neighborhood monopolizing the radar speed signs.

Mr. Mahoney asked if there was black box recording data.

Mr. Montalvo said the signs contained computers that recorded the data. Bluetooth is used to download data. The intent is to start taking requests through the City's website. These radar speed signs can, also, be used in conjunction with the Slow Down Campaign.

Mr. Mahoney asked if technology would advance to the point where a vehicle can be tracked, a picture is taken of the license plate, and the information be sent to a police car.

Mr. Montalvo said he had been involved recently in some red light camera vendor discussions. State legislature has placed restrictions on mobile radar trailer ticketing systems. Only 6 cities had them before restrictions were placed and they have been "grandfathered" in so to say. That option is not available to any other city now.

Mr. Lewis explained how this information is helpful and shows Center Street is not problematic. There are instances where people speed there is no doubt, but this is not the majority of the drivers. Management of all of this data and mobile trailer signs has only been happening for the last 3-4 years. This is a new work item for Public Works. This information can be helpful, but the entire process can become time consuming.

**e. Regional Transportation Conversations, Clackamas County Coordinating Committee (C4)**

Mr. Lewis briefly discussed the C4. The group is elected from hamlets, water districts, and a variety of represented bodies. Clackamas County has used that group over the years to talk about a variety of issues, most of which are traffic related. Sometimes we feel underrepresented because it is made up of Metro cities, water district representatives, rural cities, and hamlets. In addition, there is a Metro C4 made up of electives and a Technical Advisory Committee to the C4 which is made up, typically, of metro cities. Mayor Holladay is now on the Committee and he wanted to make the TAC aware that this is another platform/body for the City of Oregon City to actively participate. In addition, granting agencies often times look to C4 to help narrow the list of applicants applying for funds.

Gary Johnson asked a question about the first item on Public Works Report – Linn Ave/Leland Rd/Meyers Rd Corridor Concept Plan. He wanted to know what the status was of the roundabout now that City Commission has had a chance to review this concept.

Mr. Lewis responded that a presentation was given at City Commission and then TAC was given copies of what was presented. Not much feedback was received.

City Commission saw the concept plan in their work session and Public Works was given their nod of approval. Through analysis the five-leg roundabout was the preferred design. Their main concern was the mini-mall property and the Savage family.

Mr. Mackenroth said that at the time of the development of the intersection, property was given to the Savage family, not taken away from them. They were supposed to give the City property for the sidewalk, but when the intersection was redone, the sidewalk was put back exactly where it was before. If you look at the first hydrant location, that is where the right of way was, and it is now up by the sidewalk.

Mr. Lewis said the implication was that property was taken from the Savage family in the past, but he would like to look into Mr. Mackenroth's present information and determine if property was given or taken away. He said the May 6<sup>th</sup> City Commission meeting is the first hearing of the adoption of the entire concept plan including the intersection analysis.

Gary Johnson asked if it is the responsibility of the Street Department to maintain the street trees on Main Street, as well as the decorative lights.

Mr. Montalvo said it was the Main Street organization that acquired a permit for the decorative lights and now maintains them and pays for the power.

Gary Johnson asked who maintained the elevator.

Mr. Montalvo said that the Street Department maintains the elevator and it has a dedicated funding source.

Gary Johnson asked if the City had any signal coordination systems that are maintained.

Lewis – most of the work we do on signals is through Clackamas County and a lot of those signals do coordinate through the County's overall signal system, but most don't. Most communicate through a command center. Others are outdated or do not have appropriate connectivity. One project Public Works want to put together soon, and has a budget, is to figure out where the City would get the most cost effective and better coordination. The region has been talking about how to give transit some priority on signalization.

**f. Meyers Road Extension**

Mr. Montalvo discussed the Meyers Road Extension project which is still at the concept level. The City is working in conjunction with the Oregon City School District and Clackamas Community College, stakeholders, private property owners, and the local Neighborhood Association. The current discussion has been about preferred alignment of the road for extending Meyers Road from High School Avenue to Hwy 213. David Evans and Associates is the primary consultant and is working through the concept level plan with the stakeholders. The City wants to know what the concerns are for everyone involved. This project will be brought to

the TAC in next few months to speak more on the developments, but, currently, it is still in the early stages and very conceptual. A big question is where Loder Road fits into the big picture.

**g. COMMUNICATIONS**

Mr. Mackenroth discussed his report regarding the Railroad Undercrossings that was requested by Chair La Salle. Lisa Oreskovich helped research code on the subject and discovered there wasn't any. ODOT has a very long term project to come through Oregon City and it would be nice to have a set of minimum standards ahead of their project. The City currently has a 100 year old Railroad Bridge which is a preformed concrete structure on piles and very difficult to expand without taking apart and relocating it. He recommends that the TAC pass on the recommendation to City Commission to adopt a requirement that anybody using aerial space over the City streets has a 16' clearance. Some Cities have air space over city streets and it is developable.

Mr. Lewis agreed about the amount of clearance space and noted the proposal in the Transportation System Plan to make a couplet design. There is concern with adequate vertical clearance. He asked if Mr. Mackenroth knew of a standard already developed elsewhere that would make a good model.

Mr. Mackenroth responded referring to the Interstate Highway's clearance requirement.

Mr. Mahoney asked if the TAC should adopt these recommendations by consensus.

Mr. Lewis responded that it would most likely be part of a design standard for our street standards. It could possibly be added to the City's list of code revisions to look at.

Gary Johnson stated that he believes the Federal Highway Administration Standards were 14'-16' for freeways, but thinks there should be at least one 16' clearance. They, also, recommend a 17' clearance instead of 16' for pedestrian overhead crossings. It would be tough to have a railroad crossing with no center supports, as well.

Mr. Jesic asked if it was a possibility to lower any of the streets to meet the appropriate clearance.

Mr. Lewis said no because there are utilities that are flat and shallow under the ground.

**Bicycle News Article**

Ms. McGriff asked why mountain bike trails would be added if the area is slide prone.

Thomas Batty asked to address the Bicycle News article. He has been following the



Metro Newell Creek concept plan closely. A properly engineered trail is no more slide prone or erosion prone than any other hikers, runner, or pedestrians use. If it is not appropriate for cycle trails then it is probably not appropriate for hikers, either. Metro has commissioned a study and has not made the results official yet, but the results were not favorable. However, Metro did say they won't base their decision solely on this study. Bicycle tourism is an economic generator and as the City of Portland continues to remove options of urban cycling Oregon City is in a position to cash in on it.

Mr. Lewis reminded the TAC that everyone must go through a land use process, and he believes Metro still needs to do this. He mentioned that people are in support of mountain bike options.

#### **h. ADJOURNMENT**

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

Respectfully Submitted,

Lisa Oreskovich  
Administrative Assistant