



May 19, 2015

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee meeting of **Tuesday, May 19, 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, Scott Failmezger, Thomas Batty, John Anderson, Bob Mahoney, and Steve Johnson. **Cedomir Jesic arrived at 6:26pm.**

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

2. APPROVAL OF THE MINUTES

Mr. Mackenroth and Mr. Gary Johnson requested edits to the minutes.

Mr. Mackenroth moved to approve the minutes of April 22, 2015 with the edits. Mr. Steve Johnson **seconded the motion** and it **passed** with Mr. La Salle, Mr. Gary Johnson, Mr. Failmezger, Mr. Batty, and Mr. Mahoney voting yes. Mr. Anderson abstained.

3. AGENDA ANALYSIS

Mr. Lewis discussed added the additional agenda topics that could be discussed if the TAC was interested such as the Meyers Road Extension Project, the future Public Works Operations Building, the couplet design in the Downtown Area on 14th Street and 15th Street, and Hwy 43 signage to warn large trucks about lack of access in the Downtown District.

Mr. La Salle noted he studied the packet from resident Mr. Simon and could lead the discussion on its review.

Mr. Mahoney asked if any progress had been made regarding the left hand turn into Dutch Brothers and the backup of traffic it causes.

Mr. Lewis responded that there were no recent developments. He noted that some actions could make the traffic worse at this location and the real solution is finding funding for a frontage improvement along 10th Street near the railroad and Main Street to create a turn pocket.

Mr. Mahoney noted that traffic backs up all the way back to McLoughlin Blvd and people are

oblivious to the traffic jams they cause trying to turn into Dutch Bros. It will cause an accident one day.

Mr. Lewis reminded them that there are not a lot of options there. Prohibiting a left turn with a median of some sort would have repercussions, as well. It would cause people to only use the Main Street entrance and cause another set of backups, or cause u-turns. A solution to make it better will need some significant funding.

Mr. Mahoney said that now that the problem has been acknowledged it needs to be addressed. It's a public hazard.

Mr. La Salle noted that virtually every neighborhood has this concern and asks that this subject be readdressed in the near future.

Mr. Lewis said he would bring back the report regarding the Dutch Bros traffic for review.

4. CITIZEN COMMENTS

Francesca Anton, 123 High Street, Oregon City spoke on behalf of the McLoughlin Neighborhood Steering Committee. She mentioned that traffic is discussed at all McLoughlin Neighborhood Steering Committee and general meetings. Wants to keep on track with progress of traffic calming in the neighborhoods. She would like more information on the Citywide Slow Down Campaign and if City Commission is on board with this Campaign. She wanted more information on how to become involved and when the Campaign was set to begin. She was interested in learning more about several of the topics mentioned during Agenda Analysis. She will take back the Committee's responses to the McLoughlin Neighborhood Association in June and July.

Mr. La Salle responded that the Citywide Slow Down Campaign was on the agenda to be discussed. The hope is to speak with City Commission after meeting with John Lewis and the City Manager. He reminded everyone that all Neighborhood Associations are welcome to attend the TAC meetings.

Michael Simon, 1005 5th Street, wanted to follow-up on the packet of information he provided at the February 17th TAC meeting. He realized that the information he submitted to the TAC that was not as well put together as he had originally thought and wanted to provide a more organized version. He provided 10 copies to distribute to the TAC members.

Mr. Lewis noted that Mr. Simon had put a lot more effort into this research as a volunteer than he had ever seen before.

Mr. Simon said the public was not aware of what actually happened with this speed study. People assumed ODOT sparked this and that was not the case. He received a letter from Senator Schrader's office where he learned the order of events. He believes there was misleading information regarding the speed zone request form and the events that ensued.

Mr. La Salle pointed out that the date of 6/6/2006 should have been 6/6/2007 and was an error.

Mr. Simon concurred that Bill Daniels provided testimony on 6/6/2007, not 6/6/2006. He felt that the public was misled by the information they were given.

La Salle asked for clarification on what authority ODOT has over setting the speed limits. It looks as though it is at the City's discretion to set, but differs from people's belief that ODOT sets the limits.

Mr. Lewis responded that ODOT provides recommendation. If the City chooses to set a speed limit that differs from ODOT's recommendation then the City takes on a fair amount of liability if an accident occurs. We do not request speed studies that often and they are at the request of the TAC and conversation that occurs during TAC meetings. Public Works hears the concern and there is a consensus to submit the request to ODOT. One gentleman does all of the speed studies and it is typically a several month process. He makes a professional decision based on speeds that are being utilized and without any public involvement. It looks as though politics played into the Linn Avenue study, but Washington Street was handled differently. At the end of the day, the City Engineer Nancy Kraushaar made the decision to accept the ODOT recommendation and implement it for Linn Avenue, and City Commission probably had very little input.

Mr. Simon pointed out that none of the information he has seen seems to meet the definition of a minor arterial.

Mr. La Salle responded that, if this is the case, then most streets would not meet the standards they have been set at because of their lack of sidewalks. He asked if Mr. Simon's objective for providing the packet of research was to reduce the speed to 25mph.

Mr. Simon answered that his objective was that the speed study process excludes public input.

Mr. La Salle responded that the Committee cannot do anything about the study that has already been done, but to prove just cause would mean having a whole new traffic study done and he doesn't believe just cause can be proven from the past record.

Mr. Simon answered that a process should be open and inclusive and should not be an "ends justify the means" mode of operation.

Mr. Montalvo pointed out that the data from the study supported the posted speed prior to that speed change.

Mr. Simon argued that there was no enforcement of the speeding so nothing was done. It has been a point of contention for a long time.

Mr. Lewis asked if Mr. Simon was asking for a more subjective process and involvement from the neighborhood moving forward with speed studies. Not a code requirement to notify the public, but something we should let public know. Moving forward, the City has been inclusive and welcoming of citizen comments/recommendations for this Linn Ave/Leland Rd/Meyers Rd Corridor Concept plan.

Mr. La Salle asked if it would be practical to notify Neighborhood Associations if there is a speed study coming up.

Mr. Lewis agreed it would be a good idea.

5. NEW BUSINESS/DISCUSSION ITEMS

a. Citywide Safety Campaign

Mr. Lewis discussed the Safety Campaign and introduced Captain Bill Kler to speak on behalf of the Police Department.

Captain Kler discussed the safety measure the Police Department takes to help with traffic safety. The Police Department started offering a local safety class January, 2014 for people with only one violation with the last three years that would prefer to attend a safety course in lieu of a larger fine and sentencing. So far, 800 people have gone through the class there has been a great response and positive feedback.

In addition, the Police Department is trying to implement a traffic team. Currently, there are 1.5 traffic officers and one is injured. The part-time officer works roughly 20 hours per week and issues 100 citations a month approximately. The Police Department's quota for each officer is 10 citations a month and three must be a moving violation. The Police Department feels a quota is necessary to help minimize traffic violations.

Mr. Jesic asked how this quote compares to other cities.

Captain Kler responded that the nearby City of Milwaukie does not have a quota and they write about 200 a month. West Linn, on the other hand, does not have a quota or traffic team.

Mr. Lewis noted that the part-time traffic officer is a retired officer from the Oregon State Police.

Captain Kler followed-up by stating that the current part-time traffic officer worked for the Oregon State Police for 25 years and has been on the Oregon City force for two months. The Police Department is currently talking with the City Manager and Finance about adding additional positions specifically for traffic to bring the traffic team to three officers.

Mr. Jesic asked how they plan on measuring performance.

Captain Kler says they have not had time to look at performance, but they do review crash statistics. Oregon City's statistics are similar to Bend which has a population of about 80,000. The Police Department is looking into a red light system. The possible locations – Beaver Creek at Hwy 213 and Hwy 99E at 14th Street have both been suggested by ODOT. These red light systems have sensors that can determine if a car is going too fast to stop at the red light and takes a photo of the violator. Several people must review the photo before issuing a ticket to ensure it is truly a violation. Several other cities are already using this system.

Mr. Mahoney asked if drivers will be issued a notification only or be given fines.

Captain Kler answered that there would be a grace period and education beforehand to help drivers become familiar with the system.

Mr. Lewis pointed out that a City usually posts lots of signage stating it is red light photo enforced, as well.

Mr. La Salle stated that as a manager of a business he liked receiving the citations because then it held his staff accountable and made him aware of their driving practices.

Mr. Jesic asked who would pay the fine if a person is driving a borrowed vehicle.

Captain Kler said that the ticket and fine are mailed to the owner, but the owner can contest it by showing that they are not the individual in the picture. These are still preliminary conversations and a study was conducted at two intersections. In a 12-hour study with cameras up at Beavercreek and Hwy 213 there were 50 violators. At Hwy 99E and 14th Street there were 20 violators.

Mr. Jesic asked if a person would get a ticket if they were already in the intersection at the time the light turns red.

Mr. Montalvo answered that the red light system arms itself when the signal turns amber and captures a picture at a red light. It can tell you the speed, time, date, front tag, back tag, and what the driver's face looks like. It will capture a photo as you come into the intersection and won't flash if you are already in it.

Captain Kler pointed out the added benefit of a red light photo system is the halo effect. Data indicates that people drive a little better for a five block radius around these red light photo intersections.

Mr. La Salle asked if there would be appropriate signage before entering the red light photo intersection.

Captain Kler responded that there would be proper signage.

Mr. Jesic asked if they would use a mobile photo radar trailer.

Captain Kler answered that they have a mobile radar trailer that collects data, but does not take photos.

Mr. Montalvo added that state law prohibits the use of these photo trailers unless you were grandfathered in before the law went into effect.

Captain Kler added that Milwaukie was discontinuing the use of the mobile photo radar trailers.

Gary Johnson asked if anyone knew the statute for these red light photo systems.

Mr. Montalvo did not know the statute.

Gary Johnson pointed out the photo radar trailer statute was ORS 810.438, but it did not address the red light photos. He, also, pointed out that the ORS states ten communities were grandfathered in to use the photo radar trailers.

Mr. Jesic pointed out that Oregon City was one of them grandfathered in.

Captain Kler discussed several grand opportunities for helping decrease distracted driving and improve traffic safety.

Mr. Jesic asked if they were going to the high schools to educate the young drivers.

Captain Kler pointed out that they have an officer that teaches driver safety and drivers education classes.

Gary Johnson asked if the red light photographs were considered public information.

Captain Kler said they were not. However, if you come to contest the ticket you received, you are required to watch the video beforehand.

Mr. Jesic asked what the quota would be for three traffic officers.

Captain Kler said that the quote would be 10 a day for each officer dedicated to traffic and would average a 100 a month per traffic officer.

Mr. Lewis noted that just recently he officers pull individuals over on Center Street and Beaver Creek Road. This message about increased enforcement does not take long to get out.

Mr. La Salle stated that first need plan of action for a Citywide Slow Down Campaign involves coming up with a timetable. He added he would be happy to look into the cost of placemats and distribute them to local businesses as part of the Campaign.

Mr. Anderson asked if Captain Kler would like for the TAC to provide their support for the need for three traffic officers.

Captain Kler appreciated the offer, but that the process is well beyond the planning stage. They will be adding the additional officers after the new fiscal year in July.

Mackenroth pointed out that with the help of the Police Department's Public Information Officer, they could record segments on various safety subjects and put them on public broadcasting.

Captain Kler agreed this would be a good idea and could take these clips to education classes.

Steve Johnson recommended putting them on Vimeo or the public access channels

28 and 29.

Mr. Lewis wrapped up discussion by stating that Joe Marek at Clackamas County is a good partner and could provide some insight and support for the Campaign.

b. Mythbusters Roundabout Segment

Mr. Montalvo introduced a Mythbusters video on roundabouts and briefly discussed the handout from the APWA monthly catalog. He mentioned the Mythbusters video was a good concept video to support why the City thinks a roundabouts can be a good idea and should be considered where appropriate.

Mr. Failmezger mentioned that ODOT is looking at a couple of roundabouts right now. Freight trucks have been worried about navigating these roundabouts so ODOT performed a test where they drove big rigs through roundabouts. None of these large trucks had a problem with going through the roundabouts during testing. The ODOT video can be found on YouTube.

Mr. Montalvo noted that Bend did a good job of implementing roundabouts and they have set a good example.

Mr. Jesic asked if the City had received any feedback on the Jughandle roundabout.

Mr. Montalvo said no feedback has been received, but the City has not received any complaints from residents.

Mr. Lewis pointed out that feedback regarding installing roundabouts is mixed because elderly become concerned, but everyone can learn to use the roundabout.

Ms. Anton provided comment on the suggestion of installing roundabouts. She holds dual citizenship in Canada and the US. She just came back from working in Vancouver, B.C. for the last six years and witnessed the benefits of roundabouts. Before roundabouts people were rushing everywhere and driving unsafely. With the roundabouts installed at almost every other block in Dunbar, it was amazing to see the difference. People slowed down and stopped going through neighborhoods to cut through. Pedestrians started using the streets more and kids played outside more often.

Mr. Mackenroth noted that Clackamas County did a study at Wanker's Corner after the roundabout went in on Stafford Road, but it is not a true comparison based on design of that roundabout.

Mr. Batty asked if there was any study on safety for one lane roundabouts versus two lane roundabouts.

Mr. Lewis said he did not have a safety study, and said that the Stafford Road roundabout could not be compared to the one in the Linn Ave/Leland Rd/Meyers Rd Corridor Concept plan because it includes a combination of two lanes and one lane depending on entrance/exit of the roundabout. There are not as many true two lane roundabouts to compare to. He said he would follow-up with Kittelson because they

are very familiar with two lane roundabouts and might be able to provide some information.

c. Meyers Road Extension

Mr. Lewis showed the TAC the brand new Meyers Road Preferred Alternative map. He mentioned that many different groups were talked with regarding this road extension and the hope was to get buy in from the affected property owners. He noted that the BPA easement, wetlands, and other obstructions added complexity to the alignment of this road. Three different alignments were initially discussed before they settled on this draft. The goal was to try not to encroach too much on the existing properties and any future properties the City may try to create.

In terms of Loder Road, there is no public right-of-way at this point. High School Avenue has already been acting as a cut through and they City has received buy in from the Oregon City School District that the future Loder Road alignment go through school district property. He noted that everything shaded in green on the map is the natural resource corridor. Also, much of the area is considered campus industrial that can be built on.

Clackamas Community College already has a master plan which includes additional buildings. In order to do so, they have to expand the current intersection or create a new connection. A proposed connection road is shown from Clackamas Community College to the proposed Meyers Road extension.

Mr. Montalvo noted that the Project Management team set up a list of project criteria for evaluation purposes. He read this criteria list to the TAC members. He noted it would, also, be made public on the City of Oregon City's website. He reviewed the Meyers Road typical and what the street layout looks like. He discussed the importance of cyclist safety and protection. The drawing depicts a dedicated 5-foot sidewalk for pedestrians, as well. Parking will be on one side only.

Mr. Jesic asked if the City had looked at a separated bike lane. A bike lane attached to the sidewalk could be a better solution.

Mr. Montalvo said that type of design was talked about, but there was concern with the amount of right-of-way they felt comfortable asking from everyone.

Mr. Lewis talked about eliminating the paved bike lane on one side and adding a 14-16-foot shared use path in front of the school district's bus barn, but there were sight distance concerns. The Transportation System Plan calls for a shared use path and one is included on the draft. This shared use path would allow for bikes to travel onto the Clackamas Community College's trail. The design of this path was not taken much further because it reaches outside of the planning area.

Mr. Jesic mentioned the separated bike lane he has seen, and mentioned earlier, looks to be safer because it is separated from the road and from pedestrians.

Mr. Batty suggested another option like what he has seen on Broadway in Portland by Portland State University. They have a driving lane, parking lane, bicycle lane

and then the sidewalk. He thinks that design is safer, too.

Mr. Lewis noted all of the various options for bike lane design. Kelly Moosbrugger, Planner, just went to a conference about bike lanes and was talking about these ideas. The challenge is that this section isn't a long part of the road and has to match up to the rest of the extension.

Mr. Mackenroth asked why parking is only proposed to be on one side of the road.

Mr. Lewis noted that they had to take into account other organizations and department's master plans. The Parks Department has on-street parking in their master plan. They would like to build the street early due to traffic, and may do it in advance of the Parks design, but must take into account what they have designed. Their master plan was first.

Mr. Jesic said it looks like the City would be building way more street for this bike lane than if it was taken out of the street section.

Mr. Mackenroth said that they design structure is a four lane street, but restricting use to two lanes and allowing the rest of the design for other uses.

Mr. Jesic said he thinks it would be cheaper to separate the bike lane than to continue on with the current design plan. He suggests the consultant look at the cost difference.

Mr. Lewis mentioned that the Oregon City School District is going through the land use approval process and the Parks Department is moving through to adoption of their master plan, as well. It has been a struggle with not having those plans influence and guide decisions on what road sections should look like, but there land use timelines are much further ahead.

Gary Johnson asked about short reverse curbs between the bus depot and parks property on the map. He wanted to know the reason for that.

Mr. Lewis responded that he was not sure. They had not stepped in with their concept planning until both the Oregon City School District and the Parks Department had already put together their concepts. They are looking at 400' radius curbs.

Mr. La Salle said he agreed with Mr. Jesic on the cost saving regarding bike lanes. Sublayers are less expensive because you wouldn't have to build for cars, just bicycles. This could be a substantial savings.

Steve Johnson noted that this was definitely a better plan than the one proposed 15 years ago.

Gary Johnson asked if there was a soccer field near Highway 213 and wanted to know if it would be moved to a new location.

Mr. Lewis responded that there is a soccer field on the property that belongs to

Clackamas Community College and he was not aware of what the plans were for it.

Mr. Anderson asked if the land around the Meyers Road extension was zoned commercial or industrial. How wanted to know how many acres there were of this type of property.

Mr. Lewis responded that this campus industrial land has parcels of 15 acres in one section, 12 acres of another and about 40 acres in total of campus industrial.

Mr. Jesic said there would be less acreage because it would be less developable with the ordinances in place.

Mr. Lewis responded that Mr. Jesic was right, but not because of ordinances, but rather the natural resource corridor would be impacted. He still thinks there is about 40 acres of land and that does not include the wetlands.

Mr. Anderson noted that having a road go through the land there increases development opportunity and there is a value to that. He is not sure if the City can leverage that, but it is something to consider.

Mr. Lewis noted that SDC's would have to be paid and given the condition to build off street improvements when they develop. The transportation SDC reimburses the City and can be used on other projects.

Gary Johnson said at a recent meeting one of the property owners affected by the extension commented that he has been waiting for the Meyers Road extension to come through.

Mr. Anderson suggested the City consider assessing the appropriate values to the affected properties and vetting that. The City could provide leverage with an assessment history and create incentive for them to development by measuring the value to them and the value to the City.

Mr. Jesic asked how feasible it was to do the High School Avenue extension because the environmental zone looks tough to get permitted and could be costly.

Mr. Lewis responded that due to the high school property and the specific alignment needs that there is no way to get a Loder Road connection through without impacting these resource areas. Loder Road in Beavercreek concept plan shows it turning and teeing into Beavercreek Road, instead, and this could change the alignment down the road. He mentioned the City will follow-up on the shared use path and the Consultants said there was concerns with this path, particularly in front of the bus barn.

Mr. Jesic commented that the shared use path and a bike lane are two different things, two different concepts. It is something to look into.

6. COMMUNICATIONS

There were no communication items.

7. FUTURE AGENDA ITEMS

Dutch Brothers Study to be brought back by Lewis.

Mr. Mackenroth would like staff to gather more information about the Safety Campaign and bring it back to a future meeting. He asked if there would be June and July TAC meetings, as well.

Mr. Lewis responded that a June TAC meeting is typical, but the TAC usually has July and August off.

Mr. La Salle noted that it was his desire to not have July and August meetings unless there are strong reasons in doing so.

Mr. Lewis made sure the TAC was aware of the Campaign deadline and that it would not be ready to launch for the new school year in September.

8. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 8:12 p.m.

Respectfully Submitted,

Lisa Oreskovich
Administrative Assistant