



February 21, 2017

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday, February 21, 2017**, was called to order by Chair La Salle at 6:01 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, Thomas Batty, and Gary Johnson. Cedimir Jesic arrived at 6:19PM. Jonathan David was excused.

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

2. APPROVAL OF THE MINUTES

<p>Mr. Mackenroth moved to approve the minutes of November 15, 2016. Mr. Anderson seconded the motion and it passed unanimously.</p>
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3. AGENDA ANALYSIS

No additions to the agenda.

4. CITIZEN COMMENTS

No citizen comment provided.

5. NEW BUSINESS/DISCUSSION ITEM

a. Introduction of OCPD Traffic Team

Captain Davis came to introduce the TAC to the Oregon City Police Department Traffic Team so that they can be a resource to the Committee. He introduced the newest Traffic Team member Officer Villanti which is one of three members on the team and has a lot of experience having worked for 20 years in the Traffic Division in Portland. The other two members are Officer Willard and Officer Fetzer. One member works day shift and two work swing shift.

Mr. La Salle asked if the laws are similar between the two cities.

Officer Villanti said they are similar and he is noticing where all of the crashes are occurring within the City and paying attention to patterns. He is curious to see where the TAC sees the issues to be. He says 14th and Main seems to be a problem area where they respond to many crashes.

Mr. La Salle pointed out 12th and Washington is another problem area.

Mr. Mackenroth said he is noticing u-turns are occurring more frequently.

Officer Villanti said they were just talking about that just yesterday and seeing a lot down at McLoughlin and Dunes. He said the Captain's hope is that he can be a resource to the TAC and that he feels he will have a lot to learn from what the TAC members have seen already.

Mr. Anderson asked if they will be enforcing traffic or analyzing issues.

Officer Villanti said that he was told the crashes are as high as Bend, but a third the size and the population triples in size during the day with all of the commuters. He is here to analyze the structure and the data and hopes to change some driving habits. He has been working on enforcement and being present in areas with a lot of conflicts to help minimize the accidents. The Captain keeps stats on where they are working and where crashes are happening to see if it is helping.

Captain Davis says ODOT data is from 2014 and a little out dated, but they go off of that to help determine where changes need to be made, and try to help change driver behavior through training and classes, as well.

Mr. La Salle asked if Officer Villanti has a radar car.

Officer Vilanti said they have a marked car with a radar unit, but it is older and working on outfitting a different traffic car.

Captain Davis said this is the first time having three traffic cops since the 90's.

Mr. Mackenroth asked if three officers per capita normal or low for a city this size.

Captain Davis said they are trying to cover as many shifts as they can and have one guy on duty at all times of the day and focusing on high crash areas.

Officer Villanti said the other aspect is that if there is a DUI crash it will tie up a patrol officer and he can free that person up by taking it off of them. It helps with subsidizing the patrol function.

Mr. Mahoney said it boils down to funding and financing the operation. He feels

they could use more traffic officers.

Captain Davis says that at times they could definitely use more officers and the main focus is speed and distracted driving. They try to help with safety by educating and enforcing.

Mr. Mahoney asked if distracted driving is a problem with the younger generation.

Captain Davis said it is a problem with all ages. The mentioned that traffic officers will try to show up at every TAC meeting to help pass resources back and forth with the TAC members.

Mr. Johnson said that some months back an officer came to speak to the TAC and said that all the officers have a quota of 10 traffic citations per month and wanted to know if this was still true.

Captain Davis responded that there is no longer any quota because traffic can now focus on traffic and patrol can focus on their duties. Sometimes officers will write few tickets and sometimes it is a lot of tickets depending on people's driving behaviors.

Mr. Mahoney asked if an officer pulls someone over the other officers are informed as to their location.

Captain Davis said that they do know and that you just never know who you are pulling over on a routine traffic stop. Officers all across the United States could be injured or even killed quite easily.

Mr. Lewis said that he wanted to make sure the Public Works Department reached out to the Traffic Team, as well. He mentioned that there is a Street Supervisor that can help with signage, or provide help with the mapping system. The TAC tends to see a lot of public comment regarding speeding complaints. Some of these speeding concerns are around the fact that citizens do not like the posted speed and want it lowered. He would like the support of the Traffic Team to help validate the posted speeds

Captain Davis said that the OCPD has a spot on their website for traffic enforcement specific complaints. If the TAC receives future complaints the police department is happy to answer them if they are referred. The team will go out and analyze and take enforcement action as needed, as well.

b. Joe Marek, Oregon City Trail Alliance Presentation

Joe Marek, provided a PowerPoint presentation regarding the Metro and the Oregon City Enhancement Grant the Oregon City Trail Alliance received to

provide new bike racks throughout the City.

Presentation highlights:

- The Oregon City Trail Alliance was formed in 2012 and the mission is to advocate for better walking and cycling in and around Oregon City and to support and maintain a network of trails.
- They are now currently working on this bicycle rack project through this grant they received and the idea is to design and install functional bike racks.
- They are currently working on a design with a company out of Minnesota. This design currently shows a depiction of the Arch Bridge and they are trying to determine the use of a square or round metal.
- They would like for the final design to be implemented as a City standard and hope the TAC can provide support on this idea.
- They have received endorsement from the Chamber of Commerce, Barclay Hills Neighborhood Association, and the McLoughlin Neighborhood Association, among several others.
- Once the design has been settled on by the Oregon City Trail Alliance and the City they will move forward with production and obtain the necessary permits to install them around the City.

Mr. Mackenroth said he lives close to a similar installation of a bus bench put in about 45 years ago, and has not been maintained since, he wants to know who will be responsible for maintaining these bike racks. He asked if the City or adjacent property owner will maintain this.

Mr. Lewis said that generally the bike racks, like benches and garbage cans, are City property to maintain if they are in the public right-of-way. It is more difficult with older transit benches, or sponsored benches. It is important to agree on the makeup of the design because of the fact that it will be property of the City. However, they typically do not require much maintenance.

Mr. Anderson asked how many bicycles can be attached to the rack.

Mr. Marek said at least two, but on a group ride you can probably lock up four or five if you stack them against each other.

Mr. La Salle asked how they would be located at places such as Singer Hill Café and 505 Tavern because you would not want them right on the curb.

Mr. Marek said they will look at location where there is currently parallel parking and try to put the rack near that and will work closely with City staff to put it in an appropriate location.

Mr. Johnson asked if they will make sure there is still wheel chair accessibility

when placing these racks to include when a bicycle is attached to a rack.

Mr. Marek responded that they will make sure there is wheel chair accessibility and that it is important to make sure the sidewalk is of sound structural integrity to install the bike racks. They will work closely with the City on the appropriate locations. As an engineer, he has a pretty good sense, as well, as to where they should be located.

Mr. Anderson asked for a motion to support the bike rack design as presented.

Mr. Mackenroth seconded the motion. Mr. Batty abstained from the vote and everyone else moved to pass the motion unanimously.

Mr. Lewis asked that they continue to work through square or round tubing for the design moving forward and to look into this further. The motion moved forward with supporting the bike rack and not the specific shape of the tubing.

c. WFLP Presentation

Kelly Reid, Planner, provided a presentation on the Riverwalk which is part of the Willamette Falls Legacy Project.

Presentation highlights:

- New updates on the Riverwalk design because transportation is a large portion of this project.
- Consultation team is on board working on preparing for a series of meetings this Spring about transportation and parking on this project. First meeting will be late March or early April and they will share this information as soon as the dates are set.
- 4 Core Values were established to guide this project – public access, healthy habitat, historic and cultural interpretation, and economic redevelopment.
- Adopted a framework plan two years ago for the development of the site.
- Has done a lot of public outreach throughout this last year.
- Engaging with five tribes that have historic and current ties to the Falls.
- Nine key uses of the Riverwalk have been identified.
- Looking at river flow and flooding into site using river models to test potential flood events.
- Six habitat types are being designed for with this Riverwalk.
- Site has been divided into four sections to help with design.
- This Riverwalk will spread out and help connect to Main Street, not your traditional Riverwalk.
- There will be a place for water access for kayaks, canoes and other non-motorized watercrafts.
- The full Riverwalk is estimated at \$60 million in costs and \$20 million in

Phase 1.

- Possibility of repurposing the old clarifier within the site such as an event site.
- Worked with ODOT two years ago to rezone the site for mixed-use.
- Hoping to begin construction in 2018. Phase 1 could take 3-4 years to complete.

Mr. Anderson asked if paddle boarding would be appropriate for the water and not just kayaking.

Ms. Reid said any non-motorized watercraft is appropriate for the water access, yes.

Mr. Mahoney asked what consideration is being given to boats from Portland such as the Portland Spirit and the Willamette Jet Boat.

Ms. Reid said they have talked to both of them and found that the water in this area is very turbulent and treacherous. It is too close to the falls to get commercial boat access. However, it is a possibility to get commercial boat access above the falls.

Mr. Mackenroth asked if they would be contacting the State of Oregon about the park trails they are proposing.

Ms. Reid said they have been communicating with State Parks.

Mr. Mackenroth said the proposed park trails look very similar to beach trails and wanted to know if State Parks might have some carry over and information to provide.

Ms. Reid said they do have someone from State Parks on their team and can ask them specifically. Some of these trails will be in areas that flood and they have to take that into consideration. She thanked the TAC members for asking questions and providing comments because she is taking notes to share with the design team.

Mr. Anderson asked if they have received a lot of grant money or have a lot of partners. He asked if they are doing an operations or cost benefit analysis so that in 10 to 20 years they can maintain this Riverwalk.

Ms. Reid said they are having conversations about this and trying to budget what for what the cost is for maintenance and operations after it opens. Phil Lewis, the new Parks Director, has been heavily involved.

Mr. Mahoney asked if there will be rest areas because people might become tired while walking.

Ms. Reid said there will be sections to rest and there will be a big plaza which is a large space that will have places to sit. There will be ADA accessibility.

Mr. Jesic asked if someone is looking at the cost of the project because some features may cost more than others and not be as cost effective.

Ms. Reid said they are looking at preliminary costs. Hard and soft costs combined are \$60 million. They have \$20 million for Phase 1. The variation in design ideas are not wildly different so all of the costs from one design to another are comparable.

Mr. Mackenroth asked if the clarifier is connected to the river and storage ponds on the West Linn side. He thought Tri-City was still interested in hooking up to the pipe.

Ms. Reid said WES bought the ponds, but they have nothing to do with the pipe or the clarifier. If Tri-City was interested in the pipe it would not continue to be connected to the clarifier.

Mr. Anderson said she would look into that further because he went on a recent tour and heard something similar.

Mr. Lewis said they own the pipe, but there isn't any indication of them wanting to use it. They have been aware of this project for a while. How they get from the treatment plant to the ponds is difficult for them to figure out.

Mr. Mahoney asked if this Riverwalk is successful as we hope it might be, and will be, then parking is of concern. He wanted to know if there will be adequate parking to accommodate people using the Riverwalk.

Ms. Reid said they will need to deal with parking. They are planning for a connection up to the Promenade and there will be parking onsite and can potentially use parking in the McLoughlin Neighborhood and Downtown Oregon City. There is potential for a parking garage, as well. All of these areas will probably be used. They will be looking at all of this in Spring. They will be meeting individually with all of these groups that will be affected.

Mr. Anderson asked about building this project in phases. He wanted to know if they would be able to phase the privately owned property and the parking especially for the short-term in the first phase.

Ms. Reid said they have looked at doing this. They could possibly build surface parking at the beginning which can then be turned into a parking garage in a later phase.

Mr. Jesic asked about anticipating the daily visits and traffic flows.

Ms. Reid said it is hard to predict that, especially with building phase 1 and then versus all of the phases when done. They have looked at similar destinations in Oregon and are trying to predict what kind of foot traffic there might be. When people visit it will be mostly during the weekends and the evenings and not during rush hour which helps with the traffic situation. They know they are going to try to provide as much parking as they can in Phase 1.

Mr. La Salle asked if they have given any thought to flushing the lagoon because it gets nasty in the summer.

Ms. Reid said there are invasive plants that need to be cleared out and they will be doing that as all of the habitat work.

Mr. La Salle asked that they consider the purchase of a shuttle bus as part of the budget.

Mr. Johnson asked if part of the Riverwalk will be constructed before the development on the private property occurs. He asked if they have considered that there will be a lot of construction activity for redevelopment and might have to close the Riverwalk for periods of time for safety.

Ms. Reid said the Riverwalk construction will be mostly be along the shoreline and private construction will be on the other side of Main Street and hopefully won't conflict too much. They have thought about the need to close portions of the Riverwalk to construct other portions of the Riverwalk.

Mr. Mahoney asked what type of restroom accommodations they will be making.

Ms. Reid said in Phase 1 they may use the restrooms in the existing building on the corner of the lot to save money and be able to build out more of the Riverwalk. Later on they are looking at one of the historic buildings as a visitor center for restrooms, interpretative kiosks, and storage.

Mr. Mahoney asked if there will be icons and statues along the Riverwalk of a public nature.

Ms. Reid responded that they are working on how to tell all of the stories and the history. They want to do more than just signs and are trying to figure out what that is and what unique experiences they will have out there.

Mr. Anderson said the Bonneville Dam has seasonal kiosks to keep kids interested and said they may find ideas there.

Mr. La Salle said the Forest Service has a phone number you can call to get an

oral narrative which is interesting.

Mr. Lewis said the Elevator is a similar facility that manages a lot of people and attracts a lot of tourism. It is around \$100,000 a year to operate the Elevator. There are key elements that have to be replaced over time. Maybe because of the harsh environment you will want to think as a project team about replacement value for that. Some components will have a very long life, but others will not.

6. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 7:20 p.m.

Respectfully Submitted,

Lisa Oreskovich
Administrative Assistant