



April 18, 2017

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday, April 18, 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, Jonathan David, Thomas Batty, Edward Lyman and Gary Johnson. Cedomir Jesic and Robert Mahoney were excused.

Staff members present included John Lewis, Public Works Director, Lisa Oreskovich, Administrative Assistant, and Commissioner Brian Shaw.

2. APPROVAL OF THE MINUTES

<p>Mr. La Salled moved to approve the minutes of March 21, 2017. The minutes were approved unanimously.</p>

3. AGENDA ANALYSIS

No additions to the agenda.

4. CITIZEN COMMENTS

No citizen comment provided.

5. NEW BUSINESS/DISCUSSION ITEM

a. Public Works Report

i. 99E Bluff Waterline Replacement

John Lewis provided a brief update on the 99E Bluff Waterline project. The City received bids. He mentioned that it will be a bit tight getting through 99E near S 2nd Street and through the tunnel. The Oregon City/West Linn Bridge will be the end of the traffic control. Hwy 99E will be brought down to one lane in each direction. This waterline comes from up above on the Promenade and comes down the rock wall to 99E and under the road to the Mill site. The pipe goes up about 90ft and the concern is that rock will

become dislodged during work. There will be some fall protection fencing and rock wall netting to prevent rocks from falling. However, during the project some of that netting will need to be peeled back for the work that needs to be done. They will check rocks during the project and any loose rocks will be removed. They will replace the waterline and drilling the pipe into the deeper basalt beneath to help with rock wall protection. Wildish Construction is the contractor on this project. They anticipate the work will be performed in a period of 10 days. Notice will be provided to residents and local business warning of the upcoming work.

Mr. Mackenroth has asked if notice will be provided to news outlets and radio stations since a lot of people use that route from outside of our City, as well.

Mr. Lewis said that the project manager has a whole range of public notification efforts and ODOT will help out a fair amount. He will make note that they check the radio public announcements.

Mr. Mackenroth said there are a few people that do radio traffic for all of the radio stations.

Mr. La Salle asked if the diversion will be in place for 24 hours a day.

Mr. Lewis said that the traffic control will be up all throughout the day, but the contractor will do most of the work during daylight hours. The contractor does not anticipate doing much work at night.

ii. Alternative Mobility Study

Mr. Lewis discussed the Alternate Mobility Study. He mentioned tomorrow they will have their third technical advisory committee and later in the week will be the community advisory group meeting. They will review technical memorandum #2. The Consultant on this project is Kittelson. They have put together another slideshow to present the findings that they have made in the technical report. At build out there is a question of what year to look at for this. The TSP projects 2035 and the metro region has suggested pushing it out and looking at 2040. This will be a lot of the discussion at the meetings. The other determination has been to determine how much congestion the intersection will see. They have added Redland Rd and Hwy 213 to the scope of work. It looks like there would be six hours of congestions if you count morning and evening. This seems too long for a City to exceed the standard. This standard formula is volume over capacity.

Kittelson is recommending that the City add a free right hand turn lane from the high school down Hwy 213. Currently the yield sign causes a

backup on to the highway. They will be talking through this specific improvement at the meetings. The costs of the project to include a free right turn and other additions such as Redland Road and Beaver Creek Road bring the suggested total of the project between \$3.5 million and \$5 million.

Mr. David said he has been noticing the queueing on Redland Road from Hwy 213 to Holcomb has been queueing all the way back to Holcomb Blvd. This has been a recent observation.

Mr. La Salle said he has been noticing the same thing and that Hwy 213 was totally plugged up.

Mr. Mackenroth responded that he is seeing more and more stop and go traffic as he travels to Gladstone. This congestion is from about 11am to about 3pm.

Mr. Anderson said that he takes back roads through Carver and noticed that Hwy 224 has been closed and was affecting traffic onto Hwy 212. Maybe some of this additional traffic is bringing people down the back roads through Holcomb and down to the intersection of conversation. This traffic has to go someplace and it could be pushed over to our intersections.

Mr. Lewis said that in response to Mr. David's comment is that there could be a signal timing issue more than a traffic back up due to Hwy 213. He can look into the more likely scenario of the signal timing which, for whatever reason, is not providing enough green time.

Mr. David said what he has observed is a free flowing Hwy 213 with a queueing occurring between Hwy 213 and Redland Rd and Holcomb.

Mr. Anderson said that he has noticed a very, very short green time. This is not because of congestion, but low priority coming off of Redland Rd.

Mr. Mackenroth says he has noticed that ODOT gives highest priority to the State highways and maximizes their green times to be about 80% of the time.

Mr. Lewis said ODOT tries to keep Hwy 213 as free flowing as possible, but at intersections where it is more balanced, they will give more green time to the other legs at the intersection even if they are City roads. He heard from the State and the County saying there are other roads that have higher priority than Hwy 213. Therefore, there is not a lot of funding for that right now. It is likely that the funding for these Hwy 213 projects will have to be locally funded.

iii. Meyers Road Extension

Mr. Lewis discussed the large project on Meyers Road Extension which would have a positive impact on Beavercreek Road and Hwy 213. The City Commission will make a decision to award a contract to the design firm OBEC tomorrow night for Meyers Road. The goal is to extend Meyers Road all the way through to Hwy 213 that goes to Molalla. The whole signal system would have to be replaced and all the corners would need to be updated for ADA access. These items would be in addition to those necessary to extend Meyers Road. The contract with OBEC is close to \$650K for design work and is a large contract. The City is still working on appraisals and right-of-way acquisition.

Mr. Mackenroth says he is glad that this improvement is going to be made.

iv. SDC Roundtable

Mr. Lewis mentioned the upcoming SDC Roundtable that will be held at City Hall. DKS & Associates will be present to update on the project list and FCS Group will be present to talk about the financial aspect. The Chamber of Commerce and business community have been asking the City to find solutions for things that they consider to be problems and require SDCs. There will be information on neighboring Citys' SDC's and SDC Policy. The meeting will be held in the Commission Chambers on April 26th from 9:30-11:30am. The Oregon City Business Alliance will have their meeting and they will be back-to-back. The City will try to let people out of the meeting a little early to attend the Business Alliance lunch. The City is accepting RSVP's for the Roundtable.

Mr. Mackenroth said that he was wondering how far into the agenda everyone will get because it looks like it is full and items could be stalled.

Mr. Lewis responded that they will get through as much of it as possible and if everyone needs to regroup at a later date than he is open to it. He feels it is very important to respond to the concerns of the community.

Mr. Anderson asked that Lisa Oreskovich RSVP him for the Roundtable.

Mr. Batty said he would like to RSVP, as well.

v. South End Road

Mr. Lewis provided an update on the closure of South End Road. He

mentioned that South End Road between 5th Avenue to the top of the hill is closed southbound. This stretch of road is the County's. That stretch of road has always been a liability and continues to be so. The City has been in contact with the County on that and working on the closure and a detour route. The County decided there was enough grade dropping that they needed to close it. The City suspects there is probably a really short term fix followed by a long fix like a structural dig out. There could be a really long, multi-million dollar fix even later.

Mr. Mackenroth said the last time this happened the County had a geological report. The recommendation was a dig out and rebuild on the slide itself.

Mr. Lewis said they have hired Landslide Technologies. The City has brought out geologists from Foundation Engineering. Their plan is to do much more investigation and monitor it for at least a year. There has been so much slide activity in the region there are no drilling contractors available to do the work. They have realized that and are still pressing pretty hard to have inclinometers installed. Some of the inclinometer work they can do without having to build a little access road, but for other work they would need that. The geotechnical was not ready to walk away from the idea that it is a larger scale slide. When they built South End Road they placed large rock and bridged it with a gravel section on top. You can see these boulders when you push away the ivy on the sides of the road. It looks like they bridged all of that with dirt and rock and that is what is being driven on for many years. The drainage no longer sheds equally across the road and seeps into the ruts and saturates the shoulders causing the slide. He believes there is local sliding that needs to be dug out and fixed.

There is still the Trillium Drive landslide, as well. It does not have nearly as much traffic as South End, but there is a neighborhood connection that is important.

vi. Cove Update

Mr. Batty asked when Main Street would be opened back up to the public.

Mr. Lewis responded that he just met with the contractors for the Cove area. The signs are to be changed to say "Open Summer 2017". They are thinking middle of July. They have pretty much moved most of the dirt from the north park area to their site. They are distributing the piles of gravel across their site to get it ready to start building on. If weather would cooperate, they could move much quicker. The City has been meeting with them regularly. They ran into the edge of the landfill on that side of I-205, as well, and have found a variety of other problems.

Mr. La Salle said he is impressed with the dual left turn lane from Beavercreek Road to Hwy 213 and how fast it was installed.

Mr. Lewis responded that there was not a lot of complexity to that project and allowed it go quicker.

Mr. Mackenroth said that it has been nicer driving on Linn Avenue, too.

Mr. Lewis said that they will be milling off 2" of the full width including bike lanes on Linn Avenue and then patch it back so that it will be much better to drive on.

Mr. Mackenroth wanted to thank the Street Division for the nice bench installation on 5th Street.

6. Communications

Mr. La Salle discussed the PMUF map of the upcoming projects.

Mr. Johnson asked how the amount of PMUF work that is shown on the map compared to the previous year. The 2016 map showed more streets being paved. He wanted to know what the dollar amount would be for 2017 compared to 2016.

Ms. Oreskovich noted that the bids have not come in yet for the 2017 paving work so they would not yet have a comparison between the two years.

Mr. Lewis said that the City can look at estimates and compare the two years. It is a function of how much simple work like milling and paving is done compared to complex work like full dig outs.

Mr. Mackenroth asked when the next street evaluation contract would be executed to update the street condition.

Ms. Oreskovich responded that the contract was just executed and a schedule has yet to be determined, but it will be done this year.

Mr. Lewis said he would get back to the TAC members with comparisons of the PMUF funding for 2017 and 2016.

Mr. La Salle brought up the communication item Transportation System Plan (TSP) List of Projects Likely to be Funded.

Mr. Lewis discussed the project list in the TSP that was done in 2013. This is the project list likely to be funded and there was another list of unlikely to be funded projects. These are the projects that, when added up, they are the essentially the numerator in the SDC calculation. The denominator would be the amount of

growth the City sees. This is how the SDC rate is developed. The growth needs to pay for all of that new development. You divide the costs of the project by the number of units of growth. This list here is pretty much the simplified list that provides a pretty short idea what the priority is. This is our project list still today. If you attend the SDC Roundtable you will see projects that have been proposed to be added to this list. Some of the unlikely funded projects could be proposed to be put on the likely to be funded list. This is the list used when working with the development community. This list is available on line, as well.

Mr. Anderson asked if the City is overly aggressive in trying to meet perceived needs then how do you figure out what criteria decides if you are realistic or overly ambitious on certain projects.

Mr. Lewis responded that there is science that goes into that. They talked about a lot of that at the time of the TSP adoption. A lot of the prioritization comes from the understanding of the system and system needs. Hwy 213 might carry a higher priority now than they were before because of the amount of input we have heard from the community and the level of the commitment we need to make to the State. The things in the adopted plan tend to get more priority. When the TSP was done the City looked to the consultant about what was of highest priority. Sometimes these projects require other funding and it is uncertain where that other funding might come from. There is, also, safety criteria and if it is a safety issue it has a much higher likelihood of being on the list.

Mr. Anderson mentioned that he had other questions, as well, but he can address those at the Roundtable meeting.

Mr. David said there was significant amount of work put into the adopted TSP with a lot of public input. He wanted to know how they would go about adding to this list if it does not meet the requirements of the adopted plan.

Mr. Lewis said that he believes they can add to the list because they have done it before, but it depends on the amount of the additions. Additions have been made by resolution through the City Commission in the past.

Mr. Johnson asked if there are projects that have been constructed or in design since this TSP project list came out in 2013.

Mr. Lewis replied that some of these projects have been completed, such as the Beavercreek Road left turn lane, and they need to be moved to the completed list. Meyers Road is another project on this list.

Mr. Johnson would appreciate a list of all the projects that have been done or are in process. He wanted to know if these sidewalk projects in the plan were done and he would like a list of these, as well.

Mr. Lewis said that there are other projects they would like to add to the project list such as the Linn/Leland/Meyers Road Corridor Plan and that is why they would like the TSP list to be amended. Then the issue becomes how to fund these projects. This could be through a higher SDC charge, or some of these could be matched with grants. If the project is not on the funded list then you cannot help with that. This is why the list needs to be amended.

Mr. David reiterated that it is good to have these projects on the list so that if funding becomes available then these projects can utilize it. He asked if the City had a good grasp of the conditions of the City's current roads. He assumes there is not enough money to maintain. There is this project list of roads that will be maintained, but other roads will have to be let go.

Mr. Lewis noted that every three years the City hires a consultant to come in and evaluate the pavement of the roads. This is the pavement condition index. They grade the roads from 0 – 100 with 100 being a brand new road. The City collects that data and makes it available in the GIS system so that residents can go in and view this information. Once the City has that information they use that to inform the 5-Year Pavement Maintenance Plan. It looks out five years and based on the money the City has available here is what the City can afford to fix and what the data recommends it should be spent on. Martin Montalvo and Matt Powlison combined with the consultants look at a lot of other criteria such as utility work and bus routes and programmed for grant money to make subjective decisions on which roads should be scheduled to be paved. It gives the City a short term look at what should be paved. Oregon City is doing better than many cities on funding, but there are some bigger scale projects that need a lot of funding. He hopes that the City never has to be in the position to let roads go to gravel. The County is in this position and they are trying to inform the public on the importance of funding paving. They tried the gas tax and now looking at a vehicle registration fee.

Mr. David said his hope was the City has a good grasp on funding to maintain what we have and not let it go to gravel.

Mr. Lewis responded that he thinks that there are a few alleys in town the City does not maintain and they may have to go to gravel. He is hoping the streets that are paved and continue to be paved.

Mr. La Salle moved on to the TAC Goals Update. He mentioned that there are quite a few items that are active.

Mr. Lewis said that it seems the TAC has been picking goals that are grammatical. They are not specific goals. There is a meeting set up for the TAC Chair and Vice-Chair to discuss the TAC goals.

Commissioner Shaw thanked the TAC for their work and wanted them to know

the City Commission does follow the work that they do. He thanked Chair La Salle for leading the group. He wanted to talk to the TAC members personally about the property next to McDonald's down by Clackamette Park. He noticed it listed as a TAC goal and wanted to give them an update. The City is currently taking the property off the market because it can be utilized down the road for City efforts or even for the development of the Blue Heron site. The biggest thing for him is the vista that you see as you enter Oregon City. He would hate for that view to be interrupted. He appreciates the TAC wanting to keep that site the way it is. He mentioned that the property is actually a savings account for the City since a few years ago the City was in rough shape. It can always be sold down the road, but for now it is a savings account and more important to keep.

Mr. La Salle said that he was pleased when the City announced that they wanted to keep that property. He always wanted the City to keep it and sees its value.

Commissioner Shaw said that the City only has one hotel currently and there may be more in the future. The pressure is off the hotel now.

Mr. La Salle noted he had heard about a Hampton Inn.

Commissioner Shaw said that is correct.

7. FUTURE AGENDA ITEMS

Mr. La Salle asked the Committee if they had any future agenda items they would like to add to the list. He mentioned the gas tax.

Mr. Mackenroth said that he would like to discuss it, but that every time he brings it up Mr. Lewis said that he would like to have Finance staff come to speak with the TAC.

Mr. Lewis said that there is a PMUF already. He said this does raise other issues that were brought up last minute like the budget. Perhaps, the budget would make a good presentation at a future TAC meeting. He has heard that the City's budget is healthy, but tight. It might make sense to have Finance come to discuss the budget with the TAC.

Mr. David said he would be very interested in hearing about this because any time there is a way of bringing money in from outside the community to help our community is only a good thing such as people coming in and paying the gas tax.

Mr. La Salle said that he does not feel like the gas tax can be forced on people. People do not have a choice in paying the PMUF or police department fee, but they are not forced into paying a gas tax.

Mr. Anderson feels that all of this stuff can be discussed with the budget presentation.

Commissioner Shaw asked why the County gas tax did not go through. The voters had a chance to speak and voted against it. Before the City thinks about a gas tax we need to think about why they did not vote for the gas tax to begin with.

Mr. Anderson asked if Mr. Lewis could reach out to the County and see if they have a breakdown of how each City voted for the gas tax.

Mr. Lewis said they do have a breakdown of how each City voted and he thinks that Oregon City residents voted against it, but he can request that information.

Mr. La Salle said that there are some reasons to give the public because the traffic coming through our City could help provide funding through this gas tax and help create a profit.

Commissioner Shaw said that is why you need to educate the public on how this fee is beneficial.

Mr. La Salle said that he would like to see it pursued further on a future agenda. He asks that the TAC members all give it some thought on how they can convince the public this is a good idea.

Mr. Mackenroth asked if Mr. Lewis had heard anything about the State of Oregon going to a mileage fee.

Mr. Lewis responded that he had not heard anything recently, but that they were going to do some test areas where they were tracking mileage to see how much the average person drives to determine how much to charge. He didn't know if they were going to take it statewide.

Mr. Mackenroth heard that it was to go statewide and they were looking for 5,000 volunteers and that it would become operational in about 10 years.

Mr. Lewis said he has not heard anything. He said for the next meeting he will try to get someone from Finance to discuss the budget, and they are always open to new revenue streams. They are not gas tax experts, but they might be able to give you an estimate of what a gas tax would produce based on gallons of gas sold in Oregon City. When the City adopted the PMUF they created a white paper on different kinds of funding mechanisms. This has not changed must and we can bring that white paper to the next meeting.

Commissioner Shaw said not to rule out the City's relationship with the County. We should see what the County is up to and see if we can piggy back off of them. He is not sure what they are planning to do, but the City should keep the

relationship with the County alive.

Mr. Mackenroth said it might be a good idea to have a phone call to Wood Village because they implemented a gas tax.

Mr. Lewis said he always saw a gas tax making sense for cities such as Sandy where they have a lot of traffic that just drives through on the way to the mountain. He feels that Oregon City is kind of limited on gas stations where people just drive through.

Commissioner Shaw said to remember that in several years there will be quite a few tourists coming here and to take note that what the City does now will set the stage for down the road.

8. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 7:30 p.m.

Respectfully Submitted,

Lisa Oreskovich
Administrative Assistant