



May 16, 2017

## 1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday, May 16, 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, Edward Lyman, Robert Mahoney, and Gary Johnson. Cedomir Jesic arrived at 6:07pm. Jonathan David and Thomas Batty were excused.

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

## 2. APPROVAL OF THE MINUTES

Mr. Mackenroth **moved to approve** the minutes of April 18, 2017. Mr. Mahoney **seconded** the motion. The minutes were approved **unanimously**.

## 3. AGENDA ANALYSIS

No additions to the agenda.

## 4. CITIZEN COMMENTS

No citizen comment provided.

## 5. NEW BUSINESS/DISCUSSION ITEM

### a. TAC 2017 Goals

John Lewis followed-up on the 2017 TAC goals that were discussed with Chair La Salle and Vice-Chair Mackenroth in a meeting shortly after the last TAC meeting. Handouts were distributed showing the TAC goals and how they related to City Commission goals. He discussed how these goals followed the SMART goals format. He mentioned that a large part of the discussion was around funding. His concern was that TAC was trying to take too big of a bite of the apple. It was decided to look at various funding options rather than focusing on just a gas tax.

Mr. Mackenroth mentioned that ODOT has submitted a transportation funding package to the legislature that TAC should be aware of and track.

Mr. La Salle said they, also, touched on researching a small gas tax and find out what Clackamas County has planned for the future. This could help with alternative funding before diving too much into a City gas tax.

Mr. Lewis said he received a response from Clackamas County on the voting breakout, but will share this in the future. He mentioned that FCS Group has, also, done a whitepaper on alternative funding sources that is a little outdated, but can be brought for review.

Mr. La Salle said that he had pointed out that they should discuss what this alternative funding would be used for such as gaps in sidewalks. He hears a lot of people talk about a lack of sidewalks, but they do not realize how expensive it is to fill them in.

Mr. Lewis discussed the goal to outline a new Neighborhood Traffic Management Plan and referenced the outline Mr. Mackenroth had drafted.

Mr. Mackenroth said he wanted to outline the items that he thinks are appropriate to be included in the Plan and then expand on it and create a document of these items.

Mr. La Salle said that the TAC should go over the outline provided by Mr. Mackenroth and bring back ideas to the next meeting.

Mr. Johnson mentioned that the goal states “to outline a Traffic Management Plan”, but there is now an outline so he thinks the goal should say it is to draft a Traffic Management Plan and not just outlining it. He thinks it is time to move on to the next step. He thinks existing policies on some of these items should be brought forth to the TAC and see how they fit into the outline.

Mr. Mackenroth said the good thing about the outline he drafted is that all of the items already exist somewhere and only need to be brought into the Plan.

Mr. Anderson said that he thinks the Plan should be user-friendly so behind each one of these items an existing code is referenced. This Plan should be able to be handed over to a neighborhood and they understand it.

Mr. Lewis said that they need to bring back some things to discuss for the outline. He has looked at Traffic Management Plans in other cities in the past and can do so again if needed.

Mr. Lyman clarified that the intent of this Plan was to contain some items that were specific to some of the features in some of the local neighborhoods.

Mr. Lewis said his understanding of the Plan was for it to be used as a tool for smaller groups that do not want to read into the ordinances or MUTCD. The City has a Stop Sign Brochure and that could become an element of the Traffic Management Plan. Fully formed, it can be posted to the website and be a resource, as well.

Mr. Lyman suggested that it could be renamed the Citizen Friendly Traffic Management Plan. Make it easier to read and easier to understand. It would be easier to know the audience this way.

Mr. La Salle thinks this would be great for Chairs of the Neighborhood Associations to have as a resource so they can answer questions during meetings or that come forward from the community.

Mr. Mackenroth said that he feels each of these topics should be explained in one or two paragraphs and not be too lengthy.

Mr. Mahoney asked if it was supposed to be an action plan or a dictionary.

Mr. Jesic said he feels it is confusing if you call it a management plan instead of something that is informative like a resource.

Mr. Montalvo agreed with Mr. Mackenroth that it should not be too lengthy so people can understand it better.

Mr. Lewis suggested that the information could let residents know when and where we use different types of traffic calming devices like sidewalk bump outs or curb extensions.

Mr. Jesic said he would not call a guide like this a Traffic Management Plan. It would be good for this resource to tell them what types of actions they can take and what actions would need to be taken by the City.

Mr. Anderson suggested changing Plan to Policy or Practices. Then one policy is the Speed Hump Installation. That way you have one subsection on what the neighborhood could do.

Mr. La Salle said you can give them a source to refer them to where they can get more detailed information.

Mr. Anderson said it seemed like everyone was mostly on the same page, but each person had a little different look for what it should end up being. He suggested another subcommittee meeting to get some place where there is consensus.

Mr. Lewis said this item came up last year and when they were reviewing Bylaws

because they mentioned it. We do not have a Neighborhood Traffic Management Plan and we do not know exactly what that is. Other cities that have them they are not all the same thing. He said no matter what it is titled it should be noted that it is also known as the Neighborhood Traffic Management Plan so it refers back to the bylaws.

Mr. Anderson recommended that with the summer break and hiatus of TAC during July and August, a Subcommittee could meet and work on this so that they come back in the fall with a draft.

Mr. Mahoney is still unsure on what this is trying to achieve.

Mr. Lyman brought up the Traffic Management Plan in Lake Oswego as an example. He read the summary of what their Traffic Management Plan was trying to achieve which is to be an information packet and resource for people in the neighborhood.

Mr. Anderson said it would be a good idea to attach these examples from other cities to the next agenda.

Mr. Mackenroth said the goal could be changed to say produce a draft of the Plan instead of draft an outline.

Mr. Johnson agreed that the wording should say “produce” in the TAC Goals document so there is a measureable goal and with a deadline of November/December. If it is not done by then you can extend the deadline.

Mr. Lewis suggested it say “produce an outline and draft Plan”. Everyone was in agreement. He briefly mentioned the other three goals on the list are ongoing participation goals. He mentioned that the larger developments they want to stay updated on are in the land use process and the TAC has already been informed on how they can stay involved in those projects.

Mr. Anderson mentioned that he liked that the formatting matched the City Commission goals and matched them up. He asked to move to approve the goals with the amendment to the second goal. Mr. Jesic seconded the amendment with the change in language and title to denote the outline and draft Plan. All approved.

#### **b. SDC Project Update**

Mr. Lewis discussed the SDC update after the last Roundtable on April 26<sup>th</sup>. He mentioned that John Anderson was in attendance. He said the first roundtable had a lot of business people in attendance and it went into the science behind the SDC. There was another update on the SDC and the science behind them. The meeting recording is now on the website as well as some project maps. Between the

Forum and the Roundtable you get a good idea of the SDCs. He was hoping to receive some feedback on this SDC project update in preparation to take back some hard proposals to the City Commission. There is a pretty full work session agenda for July. There is typically one work session a month. They are trying to figure out if they are ready for hard proposals in July, but, if not, then August.

Mr. Mackenroth asked if they were able to get through the whole agenda at the last roundtable.

Mr. Lewis said that they did and they had some great PowerPoint presentations provided. He said between the two meetings that they had, they did provide a good education on the SDCs.

Mr. Anderson felt the consultant covered a lot of ground that was relatively new to him.

Mr. Lewis responded that his name is John Ghilarducci from the FCS Group.

Mr. La Salle added that he, also, felt the same way and they did a great job of putting it together and presenting.

Mr. Jesic asked if the fees were going to be increased.

Mr. Lewis said that remains to be seen, and they were trying to figure out how to cover the project wants and list needs. In order to do that there will probably be some SDC increases.

Mr. Anderson said some of the graphics provided of other agencies and cities was useful information.

Mr. Lewis added that the City of Oregon City was not at the top of the list, nor the bottom of the list.

Mr. Anderson said that some other cities are in the process of increasing their SDCs and we will probably increase ours.

Mr. Lewis says we have not updated our SDCs and we are still working off of the 2009 project list. The TSP was done in 2012. There is some work to be done there because we are still living off of that 2009 list. There are some differences there.

**c. Alternative Mobility Study Update**

Mr. Lewis mentioned that this meeting is online and televised and has a lot of details. He said conclusions were drawn at the last meeting, but they were somewhat controversial. They are trying to figure out how to refine numbers for

traffic counts. Right now the consultant is working on traffic counts to help inform that. They are looking a lot harder at public improvement at Hwy 213 and Beavercreek Rd as you turn from the high school onto Hwy 213 towards I-205. They are looking at adding a free flowing right and an acceleration lane. There was some difference of opinion from ODOT on the length of that lane. Mr. Mackenroth has been in attendance at these meetings.

Mr. Mahoney said the longer the length the more effective that lane might be.

Mr. Lewis said that Kittelson and Associates is the consultant working on this project. They have expanded their scope a little bit to look at Redland and Hwy 213. A full fix would be a very expensive project. Redland and Hwy 213 would be a less expensive fix, but still very expensive. They are trying to figure out numbers. The process is moving forward pretty well. Once they have more information they will take that to the Planning Commission.

Mr. Mahoney thinks the technology is there, but it is more a matter of funding. He sees a lot of good ideas. Damon Mabee made the suggestion of the acceleration lane first. It makes a lot of sense to a lot of people.

**d. Oregon Legislative Funding Package**

Mr. Lewis said this was more of an informational item. There's somewhere between 5 and 10 billion dollars. He sent out an article about an 8 billion dollar fix. There are all different types like bridges and multi-modal. These projects touch all people. There are a lot of different ways to fund transportation. There is a lot of debate about which direction they are going to go. The article links are hyperlinks in the agenda.

**e. Public Works Report**

**i. Summer Construction Projects**

Martin Montalvo discussed the summer construction projects. He mentioned the map and article in the Trail News regarding all of the construction projects for the summer. The letter and map were mailed out last year, but decided to include it as an article in the upcoming Trail News, instead. He mentioned the article on the Public Works Operations Center article, as well. They will be attending the Historic Review Board meeting and had attended a previous meeting. He welcomed TAC input at the meeting. The meeting is May 23<sup>rd</sup> at City Hall.

Teddy Bear Parade will have a different route this year due to the construction at the Cove. The route will be detoured. The route is in the upcoming Trail News, as well.

## **ii. ODOT Railroad Track Removal**

Mr. Montalvo briefly mentioned the railroad track that Union Pacific Railroad (UPRR) is looking to remove on ODOT's Highway 99E. The City has been stuck as an intermediary trying to push for the removal. Recently UPRR fixed some troubled areas around the track at Hwy 99E and Main Street. They are currently trying to come to an agreement to determine who does what when removing the unnecessary railroad track. They are still trying to determine who pays for what expenses and the timing of the project.

## **iii. 99E Bluff Waterline Project**

Mr. Montalvo provided a quick update on the 99E Bluff Waterline Project. Work was scheduled to be performed June 16<sup>th</sup> to the end of June. He highly recommended avoiding Hwy 99E because it will be restricted to one-lane in each direction. ODOT is working with the City on a traffic control plan. The only way to effectively replace the waterline is to close off the two downhill lanes and shift all traffic to the two uphill lanes.

Mr. Jesic asked if it was a 24/7 project.

Mr. Montalvo said that it would not be because of safety issues. They will only be doing work during daylight hours. The lane closures will remain in effect 24/7. The steel plating and jersey barriers must stay in place for the remainder of the project.

Mr. Lyman asked if the pipe under the road needs to be replace.

Mr. Montalvo said one of the first tasks they were going to be doing was investigating the status of that pipe and they do not know the answer to that question yet.

Mr. Mahoney asked if it would be inspected by television.

Mr. Montalvo said they would put a camera down the pipe.

Mr. Mahoney asked if ODOT has given any indication that they would shut down the freight lines.

Mr. Montalvo responded that the City is working with ODOT's Freight Mobility Group doing advisory through them. The Project Manager, Dayna Webb, is working with them to provide notice. Another notification through the Freight Mobility Group to not detour onto South End Road. By shifting the traffic and allowing for bigger vehicles to

straddle the center line through the tunnel it is the only way to get the larger trucks through during the project.

**iv. 99E Tunnel Illumination Project**

Mr. Lewis showed the TAC members a PowerPoint presentation and map of the location of the Tunnel Illumination Project. He discussed the replacement of the lighting in the tunnel and how it is an ODOT safety project. The other piece with that is the advance warning signage that the City will be helping with. The intent is to put more advance warning such as curve ahead or congestion ahead. ODOT will do the two projects in coordination together.

Mr. Jesic asked where the placement of the sign will be.

Mr. Lewis said that the warning sign will be pretty close to the location of the “tunnel” sign. The railroad at Hwy 99E, as a condition of the WFLP is the ability for a deceleration lane. The parking lot on the corner will be used to create a turn pocket and broaden the radius. This would move people out and give pedestrians and drivers more opportunity to see one another and avoid one another. It requires the City to acquire some right-of-way at that location. The City is just starting this acquisition process.

Mr. Mackenroth asked if any of the parking along the railroad tracks would be affected.

Mr. Lewis said a few would be.

Mr. Anderson asked if there were any plans to update and clean up the pedestrian tunnel.

Mr. Lewis said he hopes the lighting would be improved and help deter vandalism.

Mr. La Salle asked about the timing of the illumination project because of traffic restrictions.

Mr. Lewis said that it is further out and the State is looking at a rock fall project first. They have concern with the rock all along 99E. They are trying to scope that out. They want to do the rock fall project and then the illumination project. The rock fall project is supposed to happen in 2018 and the illumination project in 2019.

Mr. Montalvo pointed out that ODOT is interested in our process for the 99E Bluff Waterline Project because they need to do similar work down the road.

## **v. Landslide Activity Update**

Mr. Lewis gave a brief presentation by PowerPoint with a map showing slide activity areas throughout Oregon City.

Mr. Montalvo added that South End Road is a slide area that should be repaired 4-6 weeks out. This portion of South End is Clackamas County's to repair.

Mr. Lewis said that they will, also, need to do some geotechnical inclinometer work which would require some special access. Another location is Center Street hill which is not necessary an active landslide, but does need repair. This is another we are trying to see if we can secure funds. Mr. Montalvo has put together the application for that one. A slide that does not affect the street between 14<sup>th</sup> and 15<sup>th</sup> downhill the hill from Jackson Street. It is mostly impacting residential affecting private properties and we are watching it. Another is at 12<sup>th</sup> and Taylor St. There are two residences, maybe three that have activity going on behind their houses. Again, it is not affecting the street, but the City will continue monitoring it. Holcomb Blvd had a landslide and the City is currently working on a geotechnical scope. The Street Department will be performing work based off of that scope.

Mr. La Salle asked Mr. Lewis to describe what a gabion wall was.

Mr. Lewis said it was a wire basket filled full of rock in it. The consultant thinks it can be done, but to make the slopes work they want a row of gabions. He has not seen the recommendation yet. He thinks it will be late summer before that project is done. He's hoping it can be done without spending a lot of resources.

Mr. La Salle mentioned it was fortunate that there was not additional slides with all of the rain coming down this season.

Mr. Lewis said he thinks the slide has more to do with the drainage on the private properties that sit up there and the lack of maintenance on their part. The water saturated that slope. He discovered the Trillium Park slide activity. He says he feels confident they did everything right that they could do about that Trillium Park slide. The Forest Edge landslide is continuing to deteriorate. The good news is a contractor was hired to put in a retaining wall for the apartments up above. It is quite a retaining wall. The project is moving forward. They are now building the tie backs.

Mr. Johnson provided a comment about the work being done on South End Road. He noted that the south bound lane on South End Rd is

barricaded entirely and closed to through traffic, and implies local access is allowed. In order to get across they must drive into the lane of oncoming traffic if they want to go up South End Rd for local access. It is not a safe situation.

Mr. Lewis said he can share the comments. He thinks it has been a challenge because they leave a little gap and everyone tries to use it. They are using Sunset and Canemah to try to get to where they want to go. The County is responsible for that segment of South End Rd and they put together the road closure plan and the City put together the detour plan. The City did all of the detour signage and are directing drivers to 5<sup>th</sup>, Linn Avenue, and Warner Parrott.

Mr. Johnson said the gaps are widen enough for a bicycle, if that way. It has only been in the last couple of weeks that he has seen people drive up that road.

Mr. Montalvo said they have adjusted the signs numerous times over the past couple of weeks due to complaints and now they have had the least amount of complaints with where the signage is placed currently. He is hesitant to move it again. Another issue has been that residents have moved the signs and candle sticks.

Mr. Johnson asked if Sunset was closed, as well.

Mr. Montalvo said it is closed by type 2 barricades, but it is easier to make it around that.

Mr. Johnson said the detour signs for northbound traffic, there is a sign before you get to Warner Parrott to detour. He thinks that implies to certain vehicles weighing over a certain amount, but it isn't clear.

Mr. Montalvo said the signage will increase when the project begins. These additional signs will go in when the road is closed and there will be better acknowledgement that nobody should go past Warner Parrott.

Mr. Lewis quickly mentioned a June 3<sup>rd</sup> public event at OMSI for the Willamette Falls Legacy Project. It is open to all who want to attend. The plan is to unveil what they have come up with as the best option for Phase 1.

#### **vi. Cross Street Banner/Permits**

Mr. Montalvo provided a brief update on the cross street banner permit program. Last winter PGE made the City aware that the poles that are used for the cross street banner at Molalla and Beverly will no longer be

able to be used. They have been eliminated due to low grade of poles at that location. There are no corresponding grade 4 or 5 poles on both sides of Molalla to be able to move the banner location. Effective in April, Lisa Oreskovich has stopped taking banner permits for that location. Street light poles and the 99E pedestrian bridge locations are still available to deploy banners. Several local business owners are not happy about this and the City wanted to provide a heads up to the TAC members.

Mr. Jesic asked about the fees of the banners.

Lisa Oreskovich said there were three separate fees for each of the types of banner locations. It is \$20 for per street light pole banner location, \$65 for the 99E banner location, and it was \$210 for the Molalla/Beverly location no longer in use. The annual right-of-way permit for signage fee is \$174.

Mr. Jesic said that he was hoping for some feedback on crosswalks and ADA compliance. He was at the last design review board meeting for Clackamas County and he learned the way they are interpreting the ADA regulations now requires some extensive modification. They are interpreting the modifications differently now and he wanted to know how the City is dealing with this.

Mr. Lewis responded that if you touch one ramp you have to touch them all. Most of our ramps, if you touch it, it affects all directions. ODOT lawsuit has raised some higher awareness of ADA issues in general when it comes to sidewalk ramps. We have sent at least two of our staff. The specific cross slope and all of the specific detail with ADA ramps, we are paying a lot of attention to those. Discussion was had about the latest PMUF project with the ADA ramps.

Mr. Jesic said that on one of the projects a developer is being asked by Clackamas County on Sunnyside Road to improve the ramps. They have to redo four out of eight. It is adding additional costs. Clackamas County went to a training and received better understanding of how they are supposed to interpret the ADA improvements.

Mr. Montalvo said the latest guidance the City has received says that if you do anything greater than a micro-seal then you are going to be doing ADA improvements. For the last three PMUF seasons the City has specifically allocated money in the budget for ADA ramp improvements. Last year about \$75,000 was spent on just ADA improvements. This summer is close to 50 ramps to improve and 2 to construct.

Mr. Lewis said that he hasn't seen the budget, but that it seems like for every ramp the City is spending about \$5,000. That is a significant

amount of PMUF dollars that are being used right now. That was not the intent, but it is a requirement.

#### **vii. Discussion of Summer Meeting Schedule**

Mr. Lewis quickly discussed not planning to meet in July and August. The June meeting will need to include both road funding and the Neighborhood Traffic Management Plan.

Ms. Oreskovich said that August would be difficult to hold a meeting anyway due to renovations in the Commission Chambers from August 10-September 1.

Mr. Mackenroth said he should have some draft paragraphs for the Neighborhood Plan to review prior to that June meeting. This information should be included in the agenda packet.

Mr. Lewis said that the TAC should try to hold subcommittee meetings during the hiatus of July and August.

#### **6. Communications**

Mr. Lewis mentioned the Metro region is working on a regional Transportation Plan update. It is not the City's TSP, but a regional plan. They are doing a much more detailed estimate of the projected revenues are in the region. There are a lot of discussions about that. Dayna Webb is attending those meetings. A more detailed update will be provided to City Commission in June.

The articles attached to the Communications section was previously discussed earlier.

#### **7. FUTURE AGENDA ITEMS**

Mr. La Salle asked about a budget presentation for the TAC Committee.

Mr. Lewis said he just needs to ask the Finance Department to provide one.

Mr. Johnson followed-up on the Jaywalking code he brought up last year. In March of the same year the TAC agreed that this revision should be brought to City Commission.

Ms. Oreskovich said she followed-up with Laura Terway and was told they did not have any revisions to lump the jaywalking revision with. She will follow-up again on this issue.

Mr. Mackenroth asked when the TSP is due for an update.

Mr. Lewis said it was last updated in 2012 and it is typically done every 10 years.

Mr. Mackenroth asked to have pedestrian signals checked at Monroe and 7<sup>th</sup> Street. He said that the signal has to go through a full cycle before getting the walk prompt.

Mr. Lewis said Jonathan David called while sitting in traffic to report about the signal timing at the intersection of Redland and Hwy 213. The City is following up on this.

## **8. ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 7:36 p.m.

Respectfully Submitted,

Lisa Oreskovich  
Administrative Assistant