



June 20, 2017

1. **CALL TO ORDER AND ROLL CALL**

The Transportation Advisory Committee (TAC) meeting of **Tuesday, June 20, 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, and Gary Johnson. Jonathan David and Robert Mahoney were excused. Thomas Batty arrived at 6:11pm and Cedimir Jesic arrived at 6:16pm.

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 May 16, 2017. Mr. Anderson **seconded** the motion. The minutes were approved **unanimously after correction to page 6 to read Hwy 213 not Hwy 123.**

3. **AGENDA ANALYSIS**

No additions to the agenda.

4. **CITIZEN COMMENTS**

No citizen comment provided.

5. **NEW BUSINESS/DISCUSSION ITEM**

a. **WFLP Presentation**

Kelly Reid, Planner, and Rick Williams, Consultant, provided a slideshow presentation on the Willamette Falls Legacy Project (WFLP). Mr. Williams was brought on to develop an access plan for the WFLP project. So far, they have held two public work sessions in the last couple of months.

Ms. Reid provided key points on the offsite transportation improvements for the project which were:

- Intelligent Transportation System which is a warning system for traffic approaching tunnel for attention to hazardous conditions ahead.
- Prohibiting left turns northbound from OR99E to Main Street. This would become a right turn in and right turn out only from 99E.
- Right now they are working on the Riverwalk design for the foreseeable future. They have funding for Phase 1.
- Reviewed the goals for the transportation, access and parking plan for the project.
- Showed the timeline and calendar of the Riverwalk.

Rick Williams presented on the Transportation Demand Management (TDM) of the project:

- TDM means options and people like options.
- Creates capacity without taking up much land area.
- People want non-auto options for transportation to the site.
- Discussed top 7 strategies to meet these needs.

Mr. Johnson asked if there was an existing parking problem Downtown now especially on a Friday night it is difficult to find parking.

Mr. Williams said on street there is a parking problem. There parking stalls that are private and you can't make anyone do anything with those. The goal is to gain access to the surplus of the off street parking and help with staff parking.

Mr. Anderson said to follow-up with Clackamas County who has a couple of parking lots Downtown and he assumes their employees are on 4 10's or freed up by 6pm and available for dinner traffic.

Mr. Williams said that Bend, OR is the same way and they have had conversations with their County and they are willing to turn those lots over to the City for negotiated periods of time for employee parking lots when they have surplus and on evenings and weekends for events.

Mr. Jesic asked what kind of cost benefit there is for off peak parking in the private lots. He asked about paid parking in the off street parking and would they want to do that.

Mr. Williams said the most effective strategy would be to move staff during normal business hours to surplus off street parking. He responded that they are currently already paying to park on the street with parking permits. The City needs strategies that do not allow parking in the neighborhoods. If you do things in the Downtown to target parking then you receive push back and then people will consider transit, biking, and walking.

Mr. La Salle said he heard several times to improve biking environment, but he would like to know if they will be helping those disabled to reach the site.

Mr. Williams said that they would address all pedestrian sidewalk connectivity with an assessment to see where the City is meeting standards and where it is not. They will make sure the City meets all ADA requirements for parking.

Mr. Jesic asked if they anticipated the traffic that would be coming as the Riverwalk is being built.

Ms. Reid said there is the traffic manual that can be referred to for various uses for parks, but we know it won't be like a typical park so it is not easy to guess how many people will be visiting. They can try to guess on numbers, but it would not be good data.

Mr. Williams said that he is glad the community did not land on one parking solution instead they said there needs to be a parking solution and it needs to be varied.

Mr. Johnson asked if the traffic study is for the Riverwalk and the development, or just the Riverwalk.

Mr. Williams said it would just be for the Riverwalk and they want to show a net increase of parking in the area. They want to provide a surface parking lot at the site. This is an interim basis to allow to develop into these additional parking strategies. They would not lead with building a garage.

Ms. Reid clarified that there is a community meeting on July 12th and comments are due by July 26th. She asked for participation on the McLoughlin Canemah trail committee. Mr. Lyman volunteered for the committee.

b. Budget Presentation

Mireya McIlveen provided a PowerPoint presentation on the transportation budget which will be adopted tomorrow evening.

Highlights included:

- Transportation Division funds are segregated as transportation, pavement maintenance, and system development.
- Total transportation budget is \$11.17 million which includes transportation and pavement maintenance.
- This transportation budget includes signalization and safety measures while pavement maintenance includes continuation of roadway repairs and fund matching for the Molalla Avenue project.
- Transportation System Development Charge Budget is \$9.58 million
- Discussion of where certain revenues come from and what types of restrictions there are for their use.

- Discussion of where revenue is allocated.
- Gas tax provides \$3.9 million in funding.
- Pavement Maintenance Utility Fee provides \$4.6 million in funding.

Mr. Anderson requested the annual PMUF reports to be distributed to the TAC members. He asked about a future PW Ops facility and wanted to know if they had a separate capital fund accumulating to do that.

Ms. McIlveen said there is a capital facilities fund and there is money segregated for any facility improvements that the City needs to do. There is money deposited a little bit by every department. There is not a finalized plan yet for the spending of those funds, but the City is still saving for that. It is part of the transfer.

Mr. Lewis said they were not planning on going to a vote of the people to incur debt. For that particular project, the Public Works Department does not want to make the people pay for that. The City is planning on doing it as a phased project to help offset the costs.

Mr. Mackenroth has a request about a local gas tax. There is no information on how the funds would be collected for the gas taxes. He asked how much it would cost for the Finance Department to administer that.

Ms. McIlveen said it is a great question and a multi-step answer. It will take some research and she will provide her answer to Mr. Lewis to provide to the Committee.

Mr. Johnson asked how much money they are projecting to receive on the sale of marijuana.

Ms. McIlveen said there are three approved stores and one other that will probably be approved. She said based on other cities they are estimating approximately a couple of \$100,000. There is no projections for revenue of those sales in this budget because the City didn't know how many of them would get approved.

Mr. Jesic asked how the revenue for marijuana comes in.

Ms. McIlveen said the money comes in from the State just like gas tax revenue.

c. Neighborhood Traffic Management Plan

Mr. Mackenroth provided a more comprehensive Traffic Management Plan for review.

Mr. Lyman said it is important to note that this Plan does not supersede the City's rules. It is not binding.

Mr. Anderson asked to include traffic calming measures in the document.

Mr. La Salle said he thinks this Plan should be easily usable by Neighborhood Associations and Committees as reference.

Mr. Anderson says he thinks it should be reviewed this summer and acted on in September.

Mr. La Salle came up with a subcommittee of Mr. Johnson, Mr. Mackenroth, and Mr. Lyman to review the Plan and provide an updated draft by September. He asked that Mr. Mackenroth be assigned as the Chair of the Neighborhood Traffic Management Plan Subcommittee.

d. Public Works Report

i. Alternate Mobility Study

Mr. Lewis provided a brief update on the Alternate Mobility Study. Staff have held all of their meetings on this Study. New traffic data was gathered back in May. It was decided to gather more data because a lot of the values they were using to project the amount of delay and vehicles had been extrapolated based on older data from winter. A draft report has not been provided yet using these new values. The next step is to meet with ODOT to discuss the project of a free flowing right turn lane from Beaver Creek Road onto Hwy 213. So far, there has been conflict over the length of the acceleration lane. The Technical Advisory Group will be assembled one more time to discuss this.

ii. 99E Bluff Waterline Project

Mr. Lewis noted that traffic is moving fairly well through this project site. The pipeline is coming together and they have been working long days. This project is on track and should be done on time. He noted they have not seen any problem trucks coming through this route which has helped.

Mr. La Salle asked if the camerawork found anything underneath 99E.

Mr. Lewis said they did. He said that the camera had to go down 10' then horizontal and back down vertical another 42'. It then would not navigate the next turn into the old Mill Site. The theory is in that area there is a significant amount of fill and there is a liability there that was never envisioned before. He thinks that originally they decided to cross the railroad tracks. 99E was not there, but rather a trail at the time.

iii. Amtrak Cascades Ridership Information

Mr. Lewis noted that ridership at the Oregon City Amtrak Station is very low. Currently, this train stop is secure in this two year budget, but the ridership is so low there are concerns that ongoing funding will not be justified. The City worked hard to get a train stop, which includes a depot and platform, and it would be shame to see that leave. The City needs to look at how to increase trips to this stop.

iv. Redland Road and Hwy 213 Intersection Update

Mr. Lewis noted that Martin Montalvo has been working hard to get an update from ODOT on this intersection. He has not received a response yet, but is still working on it.

v. Air Brake Quiet Zone Requests

Mr. Lewis discussed how Martin Montalvo has been trying to contact the State about getting a “no air brake zone”. There had been several complaints from residents about air braking from trucks on Hwy 213. He has not heard back yet on this concern.

Mr. Lyman mentioned the use of a jake brake and how it is specific to the vehicle. He asked about restricting a certain noise level and not the mechanical brake equipment itself.

Mr. Lewis said that the City does not have a noise ordinance and only certain hours that nuisance sounds are not allowed. If the City did have an ordinance he does not know if it could be applied to the Hwy 213 corridor.

vi. National Night Out

Mr. Lewis reminded the TAC of the National Night Out date of August 1st. The TAC will share a booth again with the CIC. Public Works will be handing out the Drive Safe Oregon City Campaign stickers at this event. TAC members are welcome to help man the booth.

6. COMMUNICATIONS

No new communication.

7. FUTURE AGENDA ITEMS

Mr. Johnson has a request for lowering the speed limit on Central Point Road. There has been a lot of construction there and increased traffic. He is providing this concern on behalf of his Neighborhood Association.

Mr. Lewis briefly mentioned the whitepaper in response to additional road funding. This is still in the TAC goals. The first goal is getting qualified information on alternative funding sources for non-growth related transportation projects. This was an issue paper that was produced when working on the concept of additional funding before the PMUF fee was adopted. The FCS Group put this whitepaper together. Some of this information is dated, but a lot of it is still applicable. He does not have a problem with asking for an updated paper or asking the FCS Group to come and speak.

Mr. Anderson said that people need to start thinking about transportation issues. He mentioned a project in a prior city he worked for regarding a bid for a horse racing facility. During marketing of the second year of the event, they forgot about the transportation needs and froze up all of the freeways and local roads. This actually destroyed their reputation and caused a large hit financially. When it comes to a transportation system, it requires a lot of maintenance and a watchful eye on other's marketing plans that will affect traffic.

Mr. Lewis said that he agrees with Mr. Anderson's comment. The City has to keep an eye on this. The approach should be develop a little, build a little, and so on. He said he did a great tour of the Wizer building in Lake Oswego. There is a partnership between the City and the property owner funded through Urban Renewal. They have done a great job of providing public parking spots and private parking spots. They went several blocks down in parking below ground.

Mr. Jesic says that he foresees a disaster if there is not a sufficient infrastructure to support all of these people.

Mr. La Salle reminded the TAC members that there will not be any meetings held in July or August. The next meeting will be in September.

Mr. Lewis said he will schedule some dates for the Subcommittee meetings throughout the summer for the Neighborhood Traffic Management Plan.

8. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 8:04 p.m.

Respectfully Submitted,

Lisa Oreskovich
Administrative Assistant