



November 15, 2022

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### 1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday, November 15, 2022** was called to order by Vice Chair Cedomir Jesic at 6:00 PM at City Hall and via a virtual Zoom Meeting.

Committee members present included Cedomir Jesic, Petronella Donovan, Tim Morgan, and Ben Simmons. Bruce Fries attended via Zoom but couldn't hear the call. Henry Mackenroth and Miles Tatch were absent.

Staff members present included John Lewis, Public Works Director, Vance Walker, Assistant Public Works Director, Dayna Webb, City Engineer and Audrey Meeker, Senior Administrative Assistant.

### 2. APPROVAL OF THE MINUTES

Mr. Ben Simmons **moved to adopt** the minutes, and was **seconded** by Mrs. Petronella Donovan of **September 20, 2022**, and it carried **unanimously** by the following votes: Aye: Morgan and Jesic.

### 3. AGENDA ANALYSIS

- No changes were made to the agenda.

### 4. CITIZEN COMMENTS

- No citizen comments were made.

### 5. NEW BUSINESS/DISCUSSION ITEM

#### a. Capacity Standards for Local Streets with Dirk Schlagenhauser, Chair of Planning Commission and Aquilla Hurd-Ravich, Community Development Director

Major points were as follows:

- Commissioner Michael Mitchell drafted a letter that is shared in the [November 15, 2022 Transportation Advisory Committee Packet](#). Commissioner Mitchell is no longer with the Planning Committee. However, the letter was reviewed and is supported by the Planning Commission.
- Mr. Dirk Schlagenhauser explained that any time there is a Development and there are negative public comments, they are always related to traffic and livability due to

the increased cut through traffic between neighborhoods.

- Currently the City's Standards require a development applicant to only present intersection counts. To fully understand the impact of traffic and livability, the Planning Commission would like to go beyond intersection counts to gage and make decisions with additional data.
- The Planning Commission has asked the Transportation Advisory Committee if they are interested in starting a process on how to measure traffic in neighborhoods and their streets, in addition to the intersection counts.
- A recap of the current process: when an applicant submits a Transportation Impact Analysis, they are looking at a level of service at the intersections. The Code and Transportation System Plan (TSP) have different standards and metrics for signalized intersections, non-signalized intersections and where you are in the City. What they don't have is the ability to measure the number of maximum daily trips that are allowed on a street segment.
  - If the Transportation Advisory Committee would like to investigate having a standard for maximum trips on a local street, the first step in the process would be to create an amendment or recommendation to the City Commission. The recommendation could be something like, Staff should spend more time on developing or proposing a Code Amendment to the Transportation System Plan.
  - It is important to get the City Commission's approval in advance because a Code Amendment is time intensive, requires public outreach and money.
  - The Transportation System Plan is scheduled to be updated in a couple years. If the Transportation Advisory Committee would like a more urgent response, the Transportation Advisory Committee and the Planning Commission could look at getting a Code Amendment before the TSP is renewed.
  - There are other cities that have metrics which can be reviewed and shared instead of creating something new and untested.
- Mr. Ben Simmons is interested in doing this work and believes it is best to be proactive and a part of the process upfront. Mr. Simmons asked if the information the Planning Commission is getting from the applicant entirely encompasses the information received or if DKS is doing an independent evaluation, in addition to what the applicant is providing.
  - Ms. Hurd- Ravich replied that DKS works with an applicant on what the scope of the analysis should be; how far out and what intersections are being analyzed. They look at the analysis that the developer, traffic consultant or applicant provided, and says whether they agree or do not agree. DKS reviews whether they are correct, if they agree with the methods, and if the correct intersections are included.
- Mr. Simmons asked if the information collected is aggregated over time and if they were to adopt the TSP, would it be used to advise the Community Development, or as an emergency mechanism to intervene if there is a serious impact.
  - Ms. Aquilla Hurd-Ravich explained that to have something in the Code that we can react to, we must go through a legislative amendment which takes longer than a development review.
  - If there is a development that comes in and blows up intersections, we are required to decide within 120 days from when it is deemed complete. Typically, the legislation process takes longer than that. It is the larger

development applicants that reach the Planning Commission and where the Planning Commission weighs the pros and cons for development.

- Mr. Schlagenhauser explained that if an intersection isn't failing, there isn't anything the Planning Commission can do. Some things can be approved at Staff level and not all developments go to the Planning Commission. Even at Staff level there needs to be traffic counts.
- The Transportation Advisory Committee is generally interested. They'd like to reach out to DKS to identify other cities that are doing it.
  - Mr. John Lewis summarized the request from the Planning Commission: the Planning Commission is asking the Transportation Advisory Committee to look at traffic impact for development proposals across the City and see if we need to look beyond the current standard of analyzing intersections. The first part of 2023 is a good time to review this again.
  - The next move is to speak to DKS about best practices and new analysis ideas for neighborhood livability.
  - Mr. Lewis suggests watching the Traffic 101 that was in the Transportation Advisory Committee meeting on June 21, 2022 to become more familiar with the subject.
  - In the past when working on the Transportation System Plan for example, the Transportation Advisory Committee would come up with the plan and present it to the City Commission.

**b. Public Works Report**

• **Berta Drive and Gaffney Lane**

- This topic is continued from the September 20, 2022 Transportation Advisory Committee meeting, which originated by TAC member and Oregon City resident Bruce Fries.
- Ms. Dayna Webb defines an all-way stop sign criteria. In Oregon City, the Berta Drive and Gaffney Lane intersection does not meet any of the criteria.
- Ms. Webb shared a map of the neighborhood's crash history between 2016-2020. The crashes were alcohol, and high-speed chase related; these types of accidents would not be mitigated by having an all-way stop sign.
- The suggested solution for this intersection is to place no parking signs in the approximate location shown on the slide which will add sight distance for vehicles stopped on Gaffney Lane and provide safety for a pedestrian crossing the street.
- Ms. Webb shared the suggested places for signs "Bus Stop Ahead" for the High School and Middle School stops. There is an Elementary school one mile away but no stops for it. There is a bus stop on the corner of Gaffney with little visibility so the signs will help drivers know there is a school bus stop around the corner.
- Mr. Bruce Fries joined the call but was unable to hear anything and chose to disconnect from the call. A meeting is to be set up following the meeting with Mr. Fries and Public Works to confirm the suggested plan. It will be reviewed at the next meeting.

- **Barker Avenue Speed Humps**

- Mr. Vance Walker shared a map of where Public Works placed the temporary speed humps on Barker Avenue. The center hump of three, is mountable by a fire truck. Public Works chose smaller humps so that they can be reused.
  - When other neighborhoods request humps, these could be installed temporarily to help them determine if they really want or need them before purchasing. During the time that the temporary humps are in place, speed studies could be done and awareness of related noise is helpful.
  - Mr. Walker noted a speed study was done before installing the speed humps; that 85% of traffic was going 25 mph or less. The decision to install the speed humps was related to a volume issue not a speed issue.
- Mr. Lewis explained that a letter was sent to the Barker neighborhood to inform them that the speed humps are temporary and technically the speed humps don't meet the criteria, but Public Works wanted to address the high volume of traffic during the South End Road Closure.

- **Speed Limit Review**

- In 2021, a request was sent into ODOT to change the speed limit on Hwy 213 (1-205 to Redland Road), submitted 8/10/2021, waiting for review by speed zone engineer. Change request from a speed limit of 55 to 50.
- Glen Oak Road (Hwy 213 to Beavercreek Road), still in review by speed zone engineer. Posted at 35 mph, requested 30 mph, waiting for the review by speed zone engineer.

- **2023 Chair and Vice Chair**

- Mr. Henry Mackenroth is the current Chair and Mr. Cedomir Jesic is the current Vice Chair
- Mr. Ben Simmons is interested in being Chair beginning January 2023.
- Mr. Jesic and Mr. Morgan would like to hear from Mr. Mackenroth on his interest of being the Vice Chair before committing to that position.
- This will be followed up on in the January 20, 2022 meeting.

- **Electrical Vehicle Charging**

- This was a topic suggested by Mr. Henry Mackenroth at the end of the September 20, 2022 meeting.
- PGE has a program that would pay for charging stations for Fleet vehicles.
- PGE met with Mr. John Lewis, Mr. Vance Walker, and Mrs. Katie Englund, GIS, for a facility tour. When asked how many vehicles Public Works could convert to electric in the next 5 years, the answer was only a few.
  - PGE calculated the kilowatt numbers for the next 10 years; financial viability was questionable.
  - For this program, if we go forward, and get charging stations, citizens can use them, but the kilowatt numbers won't count towards the program benchmarks.
  - Public Works is open to this, but financial viability is questionable, and electrification of the Public Works Fleet is not yet a Commission goal. A better first step would be charging stations for public use in Public Parking lots.
  - Charging stations throughout town would be a longer-term goal.

- As for Public Works Fleet, we have some vehicles that can be replaced with electric vehicles. New electrical vehicles come with a charging cable; we will only have 5-10 over the next 10 years.
      - Public Works recently looked at an all-electric street sweeper, they aren't considering it for purchasing at this time due to the duration to fully charge the sweeper (overnight or \$200,000 for a quick charger) and the cost to fix when it when out of warranty.
  - Mr. Morgan suggested adding a super charger in the downtown area to draw foot traffic and tourism into the downtown area.
    - Mr. Lewis mentioned that at one time a charger station was set between 12<sup>th</sup> & 13<sup>th</sup> on Main Street. It was in the public right of way, older technology and the electrical vehicles charging stations were mostly used by pedestrians to charge handheld devices. It eventually was removed.
    - Public Works doesn't manage public parking. We'd have to talk to the Police Department to investigate options of adding a super charger somewhere within City parking.
  - Mr. Cedomir Jesic mentioned that ODOT is looking into the infrastructure for adding chargers along the freeway; maybe there is infrastructure and money for Oregon City to add chargers too.
  - Ms. Dayna Webb shared that ODOT is moving forward with charging stations on I-5, I-82, I-84, I-205, HWY 20, 26, 30, 42, 95, 97 and 101, with the intention of high-speed stations minimum of 150 kilowatt and up to 350 kilowatts, every 50 miles. ODOT has received 100 million dollars over the next 5 years to implement electric vehicle charging stations.
- **General Discussion:**
  - Mr. John Lewis mentioned an upcoming City Commission meeting on January 18, 2023. ODOT will discuss tolling and diversion. It is suggested to TAC members to watch the recording if they cannot attend in-person.
  - There is an upcoming agency meeting with West Linn, Oregon City and Clackamas; multiple jurisdictions to discuss diversion solutions. There aren't many solutions for Oregon City.
    - 99E, we don't see a potential for additional lanes.
    - OC / West Linn Bridge
    - We've struggled to encourage transit system use. Many people need to travel outside of Oregon City to communities North and South.
    - It is suggested to watch the Traffic 101 recording from the June 21, 2022 meeting if they haven't already.
  - Other meetings to note: Email from ODOT about regional mobility project, metro-wide tolling and there is an Agency Meeting on November 30, 2022.
  - Public webinars, Tuesday, November 29, 11 am – 12 pm & November 30, 4 pm – 5 pm.

## 6. COMMUNICATION

- No communications were made.

**7. FUTURE AGENDA ITEMS**

- Follow up on the Berta Drive and Gaffney Lane solution
- 2023 Goals
- TAC membership
- New Chair and Vice Chair, 2023
- I-205 Tolls and Diversion

**8. ADJOURNMENT**

There being no further business, the meeting adjourned at 7:40 pm.

Respectfully Submitted,

Audrey Meeker  
Senior Administrative Assistant