



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE (TAC) - REVISED AGENDA

**Virtual Meeting
Tuesday, May 17, 2022 at 6:00 PM**

Contact vwalker@orccity.org for the link to participate in the meeting

CALL TO ORDER

ROLL CALL

APPROVAL OF THE MINUTES

1. Approval of minutes from the April 19, 2022, Transportation Advisory Committee Meeting.

ADOPTION OF AGENDA (Agenda Analysis)

Committee members have the opportunity to move items to New Business/Discussion Items from Communications if they are interested in discussion. The Committee may also add an item to the agenda with the consensus of the Committee.

PUBLIC COMMENTS

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda, however, the Chair has the discretion to waive limitations. Prior to speaking, citizens shall complete a comment form and deliver it to the Staff Member. When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone. The Transportation Advisory Committee Officers do not generally engage in dialog with those making comments but may refer the issue to the City Manager.

NEW BUSINESS / DISCUSSION ITEMS

2. Transportation/Traffic Presentation by Mojie Takallou
3. Public Works Report

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission does not engage in discussion with those making comments.

Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 05/17/2022
From: Senior Administrative Assistant – Pam Harris

SUBJECT:

Approval of minutes from the April 19, 2022, Transportation Advisory Committee Meeting.

STAFF RECOMMENDATION:

Approve the minutes

OPTIONS:

1. Approve the minutes
2. Disapprove the minutes



1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday April 19, 2022** was called to order by Chair Henry Mackenroth at 6:00 PM via a virtual Zoom Meeting.

Committee members present included Ray Atkinson, Bruce Fries, Tim Morgan, Ben Simmons, Henry Mackenroth, and Miles Tatch. Cedimir Jesic was absent.

Staff member present included Vance Walker, Assistant Public Works Director.

2. APPROVAL OF THE MINUTES

Mr. Mackenroth **moved to approve** the minutes, and was **seconded** by Mr. Atkinson of the **March 15, 2022**, and it carried **unanimously** by the following vote: Aye: Fries, Morgan, Simmons, and Tatch.

3. AGENDA ANALYSIS

- No changes were made to the agenda.

4. CITIZEN COMMENTS

- No citizen comments were made.

5. NEW BUSINESS/DISCUSSION ITEM

a. Presentation of South End Road Landslide Repairs

Major points were as follows:

- Joel Howie, Clackamas County Capital Projects Supervisor, gave a presentation about the South End Road Landslide Repairs. Mr. Howie stated Stan Monte, Construction Project Engineer will be taking over, but could not attend this meeting. Mr. Howie shared they will be building two soldier pile retaining walls to prevent future slide activity. Stellar J. Corporation is the contractor for this project, and they plan to close the road on May 16, 2022, for construction preparations. The main construction work will take place during the first week of June 2022.
- Joel Howie stated he would like to share his contact information. Mr. Howie can be reached at 503-742-4658 or jhowie@clackamas.us. Clackamas

County has a link to the project information at
www.clackamas.us/engineerin/south-end-road-landslide-repairs.

6. COMMUNICATION

- No communications were made.

7. FUTURE AGENDA ITEM

- Mr. Morgan suggested working with Tri-Met in future roadway projects to prevent traffic getting backed up by positioning bus stops further from intersections.
- Mr. Atkinson to discuss the [Climate-Friendly and Equitable Communities Rulemaking process](#)

8. ADJOURNMENT

There being no further business, the meeting adjourned at 6:36 pm.

Respectfully Submitted,

Linda Gusdorf
Administrative Assistant

ROAD AND STREET SAFETY FOR NON- ENGINEERS

Sponsored by

**U.S. Department of Transportation
National Highway Traffic Safety
Administration &
Transportation Safety Division
of the Oregon Department of
Transportation**

**Prepared by
Mojie Takallou, Ph.D, P.E.
Department of Civil Engineering
University of Portland**

U.S. Motor Vehicle Traffic Crashes 2019

People were killed	36,096
People were injured	2,740,000
PDO crashes	4,807,000
Total crashes	6,756,000

*State of
Oregon Motor
Vehicle Traffic
Crashes 2019*

People were killed 494

People were injured 39,737

PDO crashes 22,640

Total crashes 50,128

STATEWIDE CRASHES BY CATEGORY

SUMMARY OF TRAFFIC CRASHES, PERSONAL INJURIES AND DEATHS* 2015 to 2019

This table presents total crashes by category, along with total injuries and deaths, for **all** crash participants. For example, in 2019, there were **930** crashes involving Motorcycles, in which **956** persons were injured and **56** persons were killed. Not all of the persons injured or killed were motorcyclists.

CRASH TYPE	CRASHES					INJURIES					DEATHS				
	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
FATAL	410	448	403	446	456	348	337	305	341	321	445	498	439	502	494
MOTORCYCLE	1,090	1,085	927	1,037	930	1,118	1,121	917	1,041	956	61	55	56	85	56
PEDALCYCLE	960	847	764	826	731	997	877	786	843	748	8	11	10	9	12
PEDESTRIAN	917	1,078	974	987	980	933	1,130	1,007	1,010	1,008	73	75	73	79	85
STATE HIGHWAY	24,571	26,950	26,474	22,743	22,530	19,782	21,287	20,313	19,715	18,812	239	300	264	312	269
TRUCK	2,174	2,620	2,833	2,424	2,384	1,215	1,406	1,556	1,505	1,408	61	51	50	54	55

Oregon City Crashes 2019

People were killed 3

People were injured 381

PDO crashes 209

Total crashes 485

*Clackamas
County
Crashes 2019*

People were killed 44

People were injured 4,278

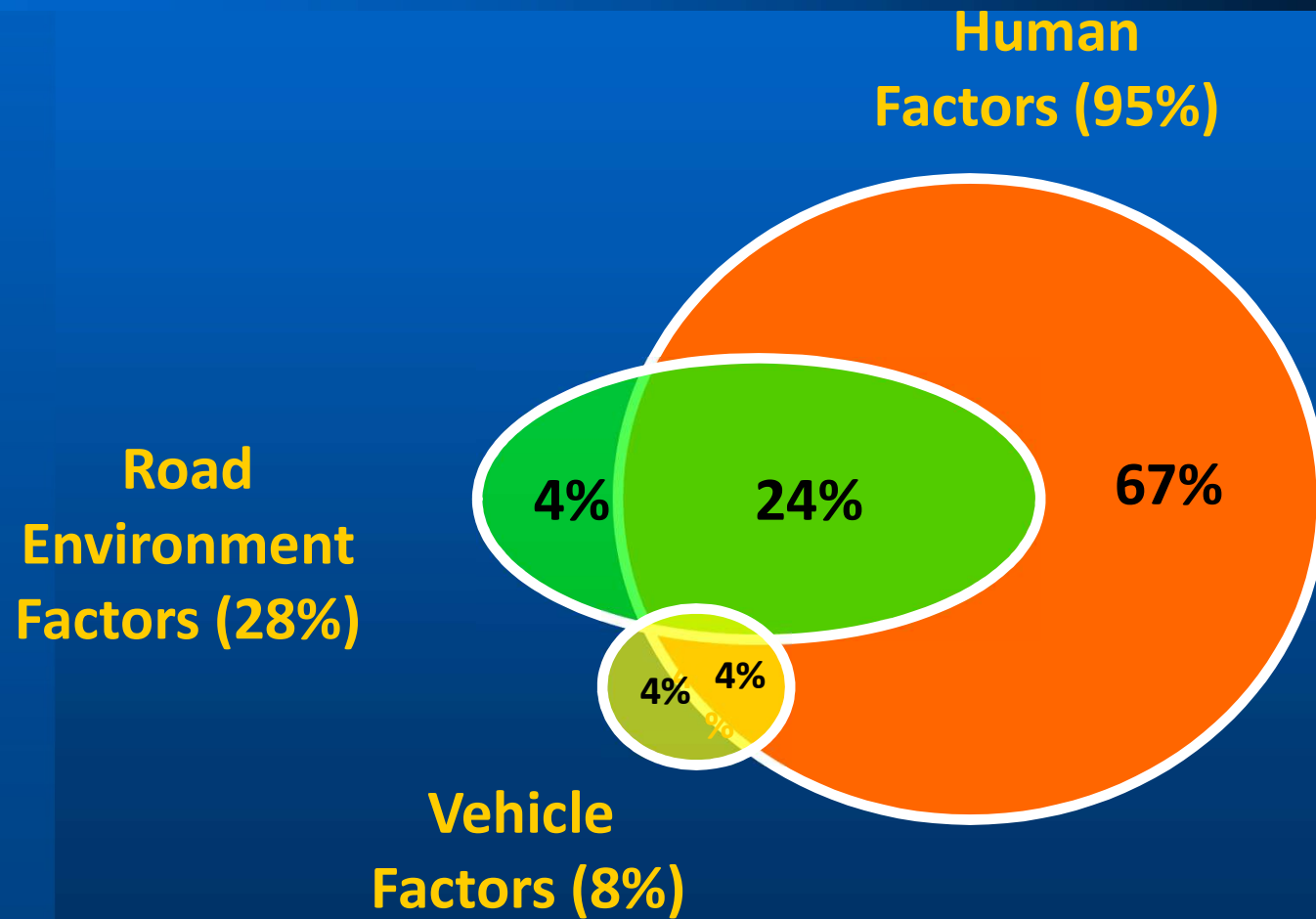
PDO crashes 2,598

Total crashes 5,506

CRASH or ACCIDENT?

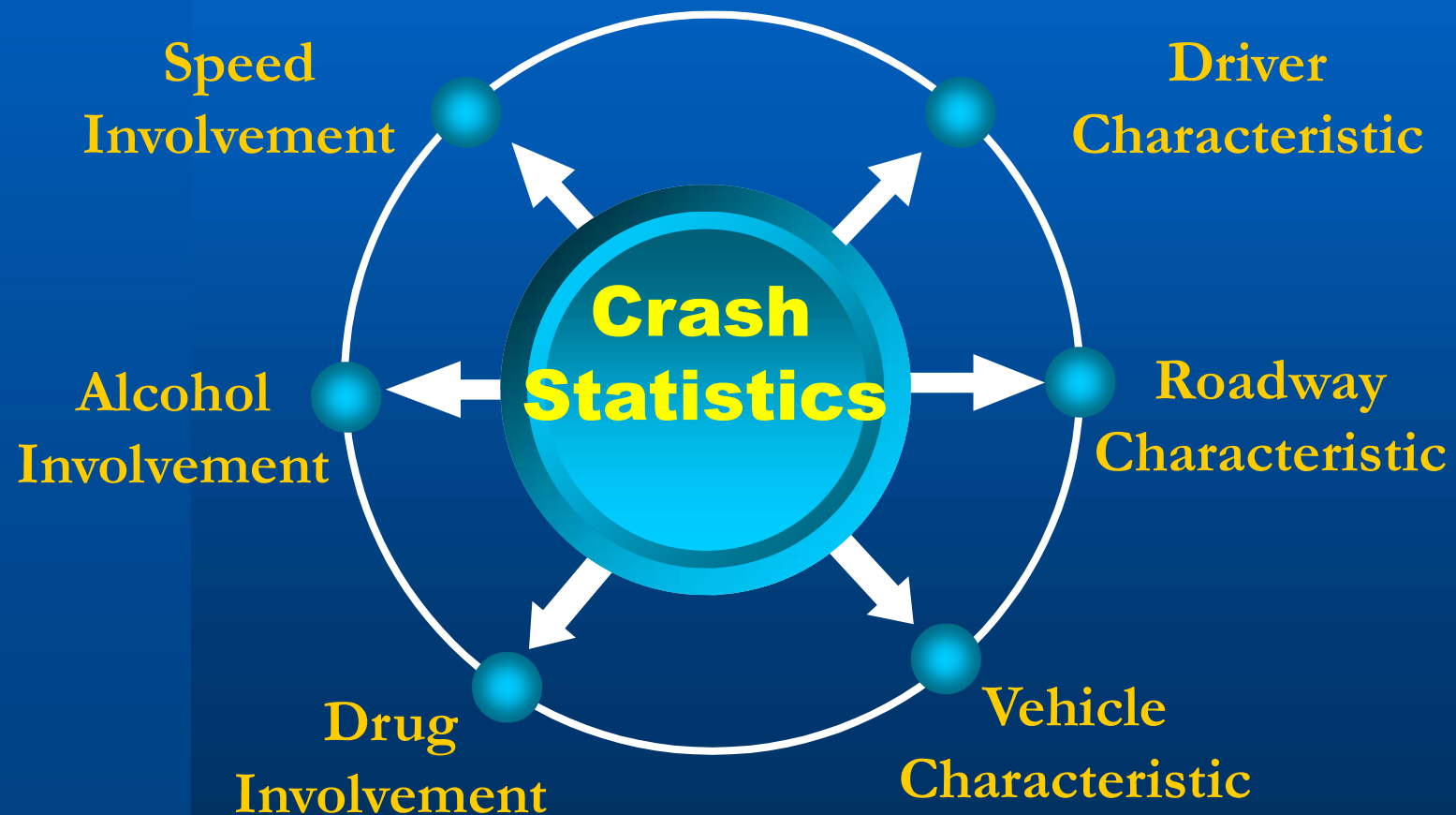


Use the term Crash in place of accident
ACCIDENT implies “no fault” when
CRASHES are actually caused because
someone used poor driving strategy &
tactics



TYPICAL REPORTED CRASH CAUSES

Define the Problem



EVERY DAY IS A
911
ON OUR ROADWAYS





Crime/Crash Clock 2019 Values

Crime

1 murder
every **32.0** minutes

1 violent crime
every **26.2** seconds

1 property crime
every **4.4** seconds

1 burglary
every **25.7** seconds



Crash

1 traffic fatality
every **14** minutes

1 traffic injury
every **7.2** seconds

1 property damage crash
every **7** seconds

12.8 law-enforcement-
reported crashes
every second

Data Sources:

Crime – Federal Bureau of Investigation's 2019 Crime Clock Statistics, Crime in the United States

Crash – NHTSA 2019 Crash Report Sampling System (CRSS)

Motor Vehicle Crashes in the US, 2019

Population	328,239,523
Persons Killed	36,096
Persons Injured	2,740,000
Property Damage Crashes	4,806,000
Total Motor Vehicle Crashes	6,756,000
Economic Cost of Motor Vehicle Crashes (National Safety Council)	\$ 463 billion

Source: USDOT, NHTSA, NSC

Motor Vehicle Crashes Quick Facts USA (2019)

Pedestrian Fatalities	6,205
Motorcyclist Fatalities	5,014
Pedalcyclist Fatalities	846
Alcohol-Impaired Fatalities	10,142
Speed related Fatalities	9,478

Drug-Impaired Driving

Language: English ▾

Overview

You can't drive safely if you're impaired. That's why it's illegal everywhere in America to drive under the influence of alcohol, marijuana, opioids, methamphetamines, or any potentially impairing drug—prescribed or over the counter. Driving while impaired by any substance—legal or illegal—puts you and others in harm's way. Learn the latest research on drug-impaired driving, misconceptions about marijuana use, and what you can do to make smarter choices to drive safely.

Share: [f](#) [t](#) [in](#) [✉](#)

Safety Facts
56%

DRIVERS INVOLVED IN SERIOUS INJURY AND FATAL CRASHES WHO TESTED POSITIVE FOR AT LEAST ONE DRUG (BASED ON STUDIED TRAUMA CENTERS, OCT-DEC 2020)

[Source](#)



**TOO MANY CITIZENS BELIEVE THAT BEING KILLED IN
A TRAFFIC CRASH MAY BE AN INEVITABLE WAY TO DIE
, AND THAT THERE IS NOTHING WE CAN DO ABOUT IT.**



**107+
KILLED** **7,506+
INJURED**
EVERY DAY IN THE U.S. IN 2019

Traffic Crashes From September 11th, 2001 to September 2021

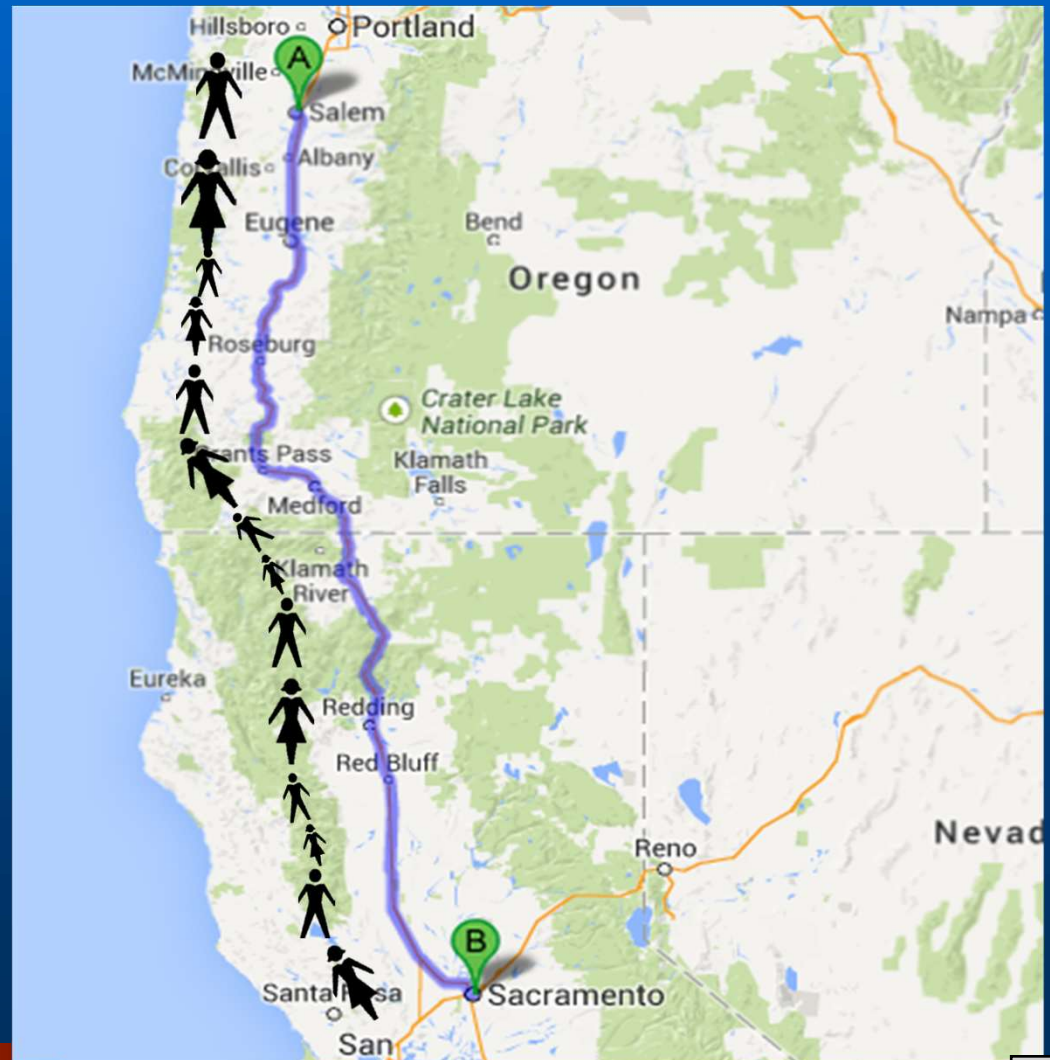


- **Fatalities approx. 743,000**
- **Injuries approx. 51,000,000**
- **Number of Crashes approx. 120,000,000**
- **Cost approx. \$5.4 Trillion**

On 9-11, approximately 3,030 innocent people lost their lives.

September 11 2001 to September 2021

- 743,000 Fatalities
- Portland to Sacramento
= 580 miles
- Average Height
= 5' 3"



September 11, 2001 to September 2021

- 51,000,000 Injuries
 - Average Height = 5' 3"
 - Earth
- Circumference
24,901 miles



Cost of Traffic Crashes

September 11, 2001 to September
2021



Total Cost

=

\$5,400,000,000,000

238,900 Miles



Distracted Driving

Drowsy and Distracted Drivers

- **Distracted by something inside or outside the vehicle**
- **Texting**
- **Using Cell phone**
- **Eating and drinking**
- **Talking to passengers**
- **Using a navigation system**
- **Adjusting a radio, CD player**
- **Drowsy or fatigued**
- **Concentrating on something other than driving**

Economic Cost of Motor Vehicle Crashes

What is the Economic Cost of Motor Vehicle Crashes?

- Wage and productivity losses
- Medical expenses
- Administrative costs, insurance, police and legal costs
- Motor vehicle damage
- Employer costs for crashes to workers

Economic Costs of Motor Vehicle Crashes, 2015

Death	\$1,542,000
Nonfatal Disabling Injury	\$90,000
Property Damage (cost per vehicle)	\$4,200

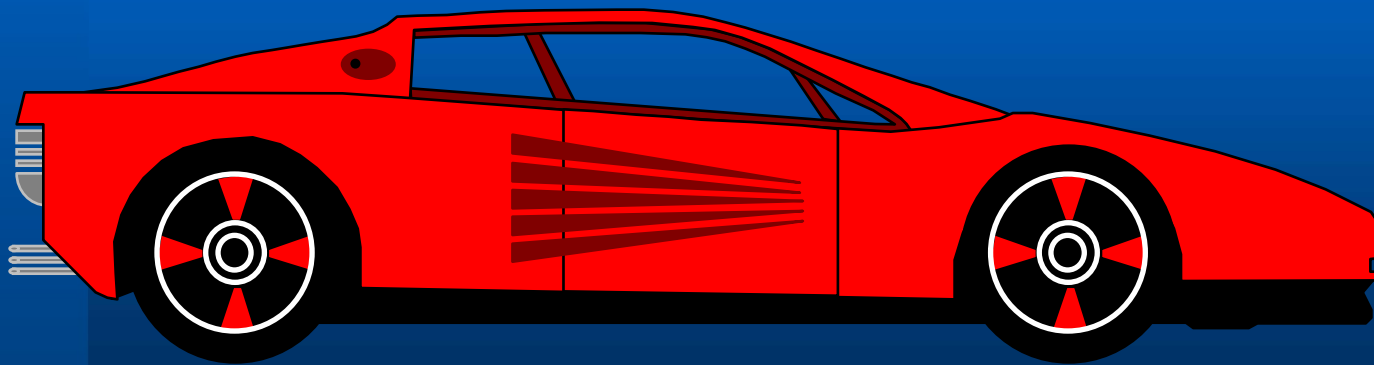
Source: National Safety Council, Injury Facts, 2017

Roadside Crashes Kills and Injuries

“Innocent” People

Motor vehicle crashes are not accidents

They are predictable
and can be prevented



What Are Your Agency's Highway Safety Goals and Objectives?

Our Goal



ZERO

Fatalities & Injuries

What is a Beautiful Road?

A Road with



ZERO

Fatalities & Injuries











Highway safety does not
necessarily require “more” or
“new” resources

We need:
commitment,
communication,
and cooperation
to prevent traffic crashes

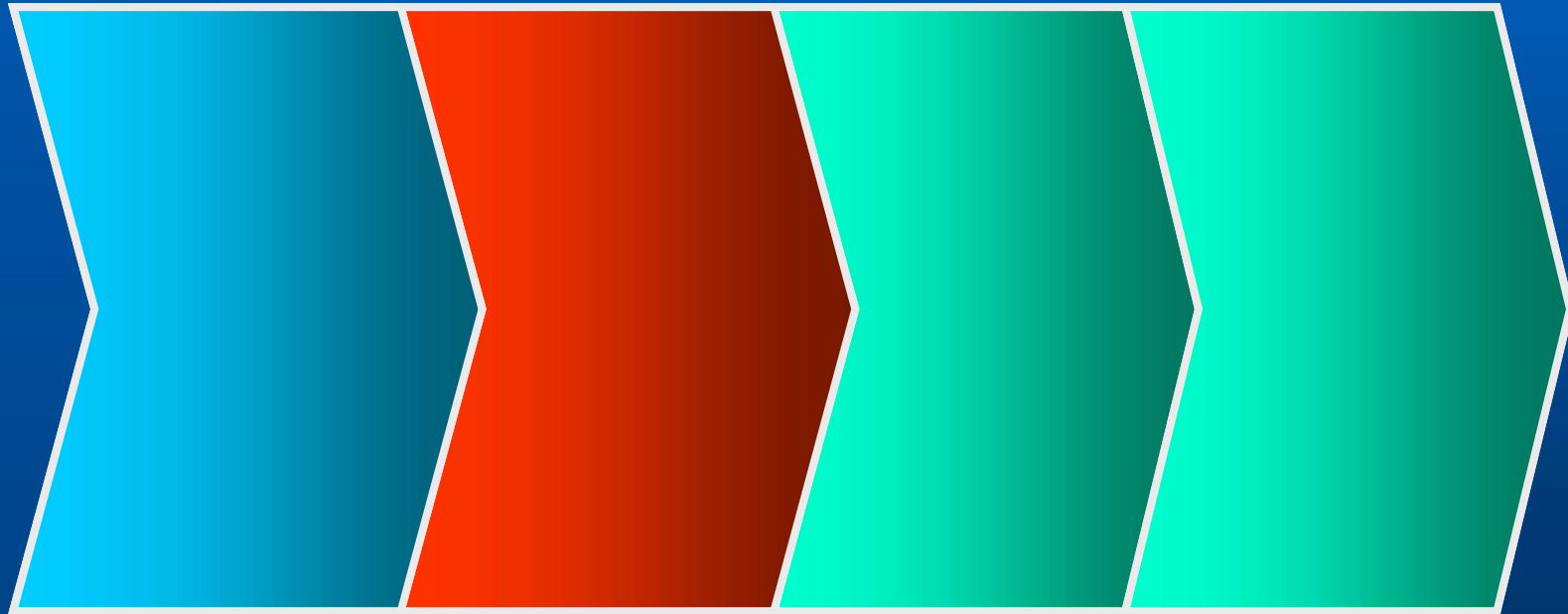
The Four E's of Traffic Safety

ENGINEERING

EDUCATION

ENFORCEMENT

EMERGENCY
RESPONSE





Engineering

Our Safety Emphasis Areas

- **Young and Senior Drivers**
- **Speeding Drivers**
- **Impaired Drivers**
- **Pedestrian Safety**
- **Bicyclist Safety**
- **Motorcycle Safety**
- **Distracted and Aggressive Drivers**

Engineering And Enforcement

We Must Focus on Changing Drivers and Road User Behavior

When is Enforcement Effective?

The Six Week Concept

- Enforcement changes behavior for up to 6 weeks
- Behavior will return without additional enforcement
- Engineering and education needed for permanent change



Education

Emergency Medical Services (EMS)

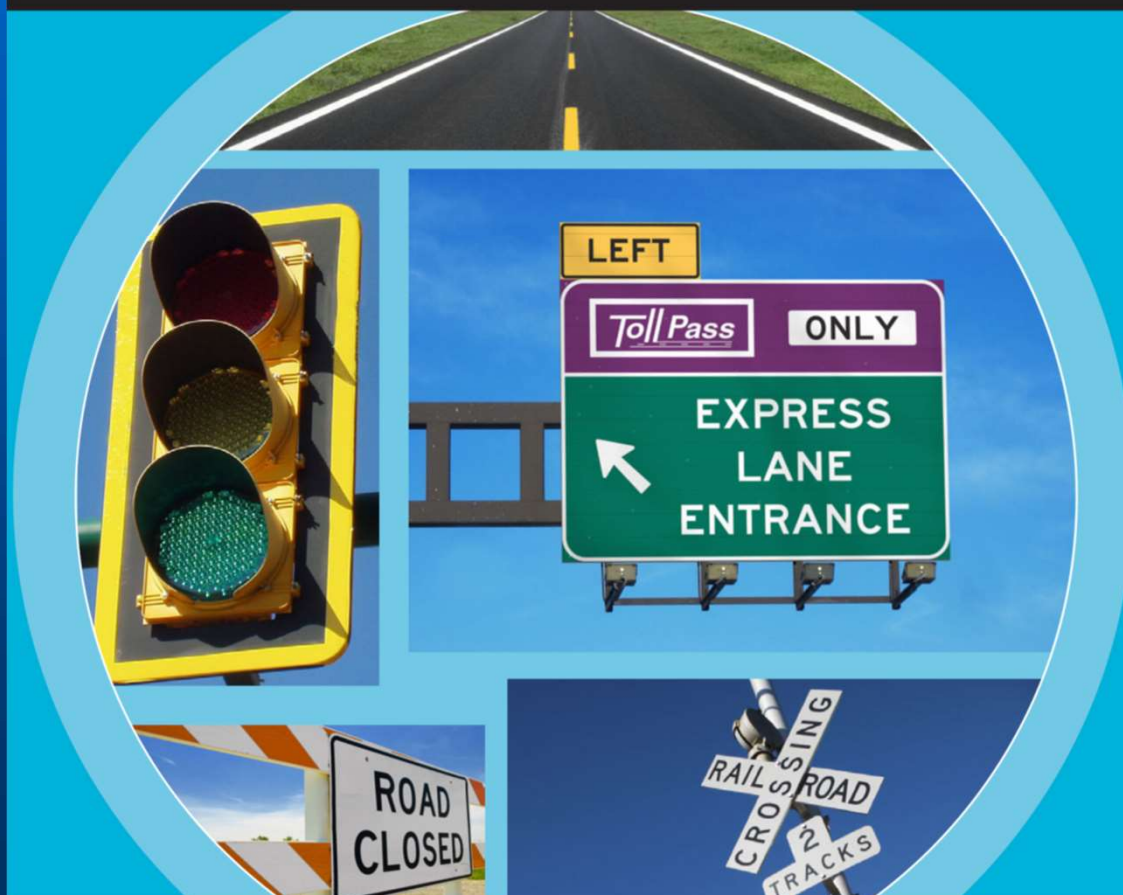
2009

Manual on Uniform Traffic Control Devices

Manual on Uniform Traffic Control Devices

for Streets and Highways

2009 Edition



Traffic Control Devices

- Signs
- Signals
- Pavement Markings

Traffic Control Devices are used:

- Regulatory
- Warning
- Guide

TCDs provide for the Safe and Orderly Movement of Traffic



Multi-Way Stop Sign



Multi-Way Stop Sign

- Stop Sign shall not be used as traffic Calming
- Must be based on Engineering Study
- Five or more reported Crashes in a 12-month period that are susceptible to correction by a multi-way stop sign
- The Minimum Vehicular volume entering the intersection total of both approaches(300 per hour for any 8 hours of an average day)





Traffic Signals

Trees







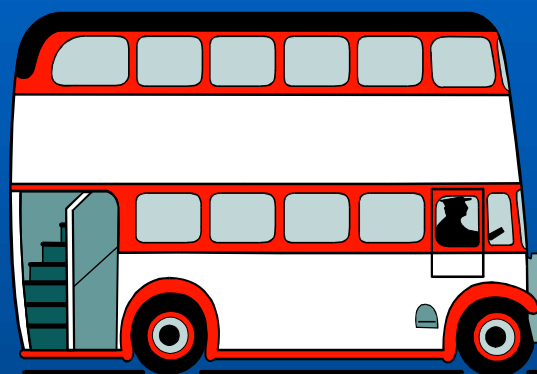








Traffic Calming Program



Objectives

- Improve neighborhood livability
- Enhance safety for residents and street users
- Support a multi-modal transportation system

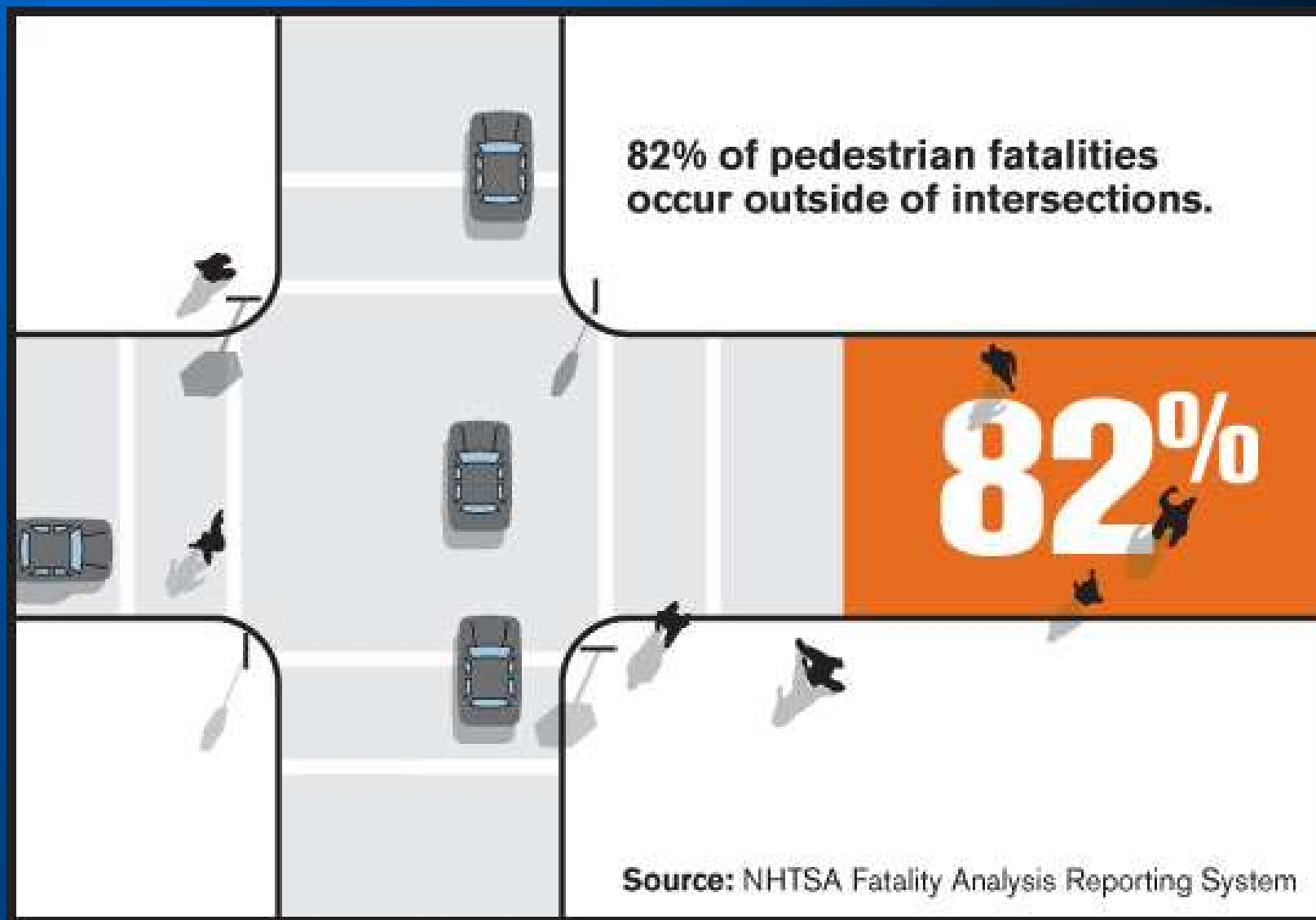




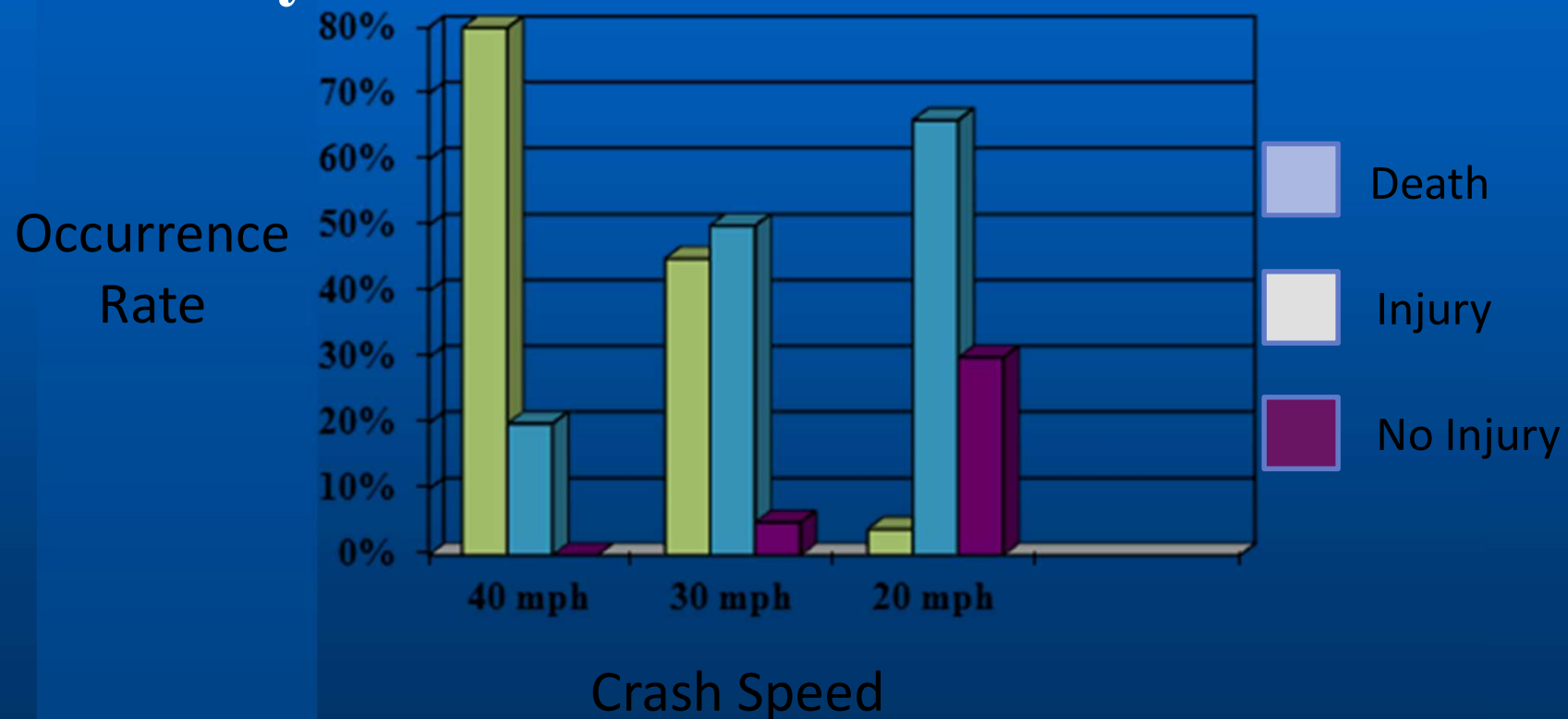
Pedestrian Fatalities (USA)

- 6,205 Pedestrian Fatalities in 2019
- A Pedestrian was Killed Every 1.4 Hours
- 48% Involved Alcohol (Driver or Pedestrian)

82% of Pedestrian Fatalities occur outside of Intersections



Vehicle Impact Speed & Pedestrian Injury Severity

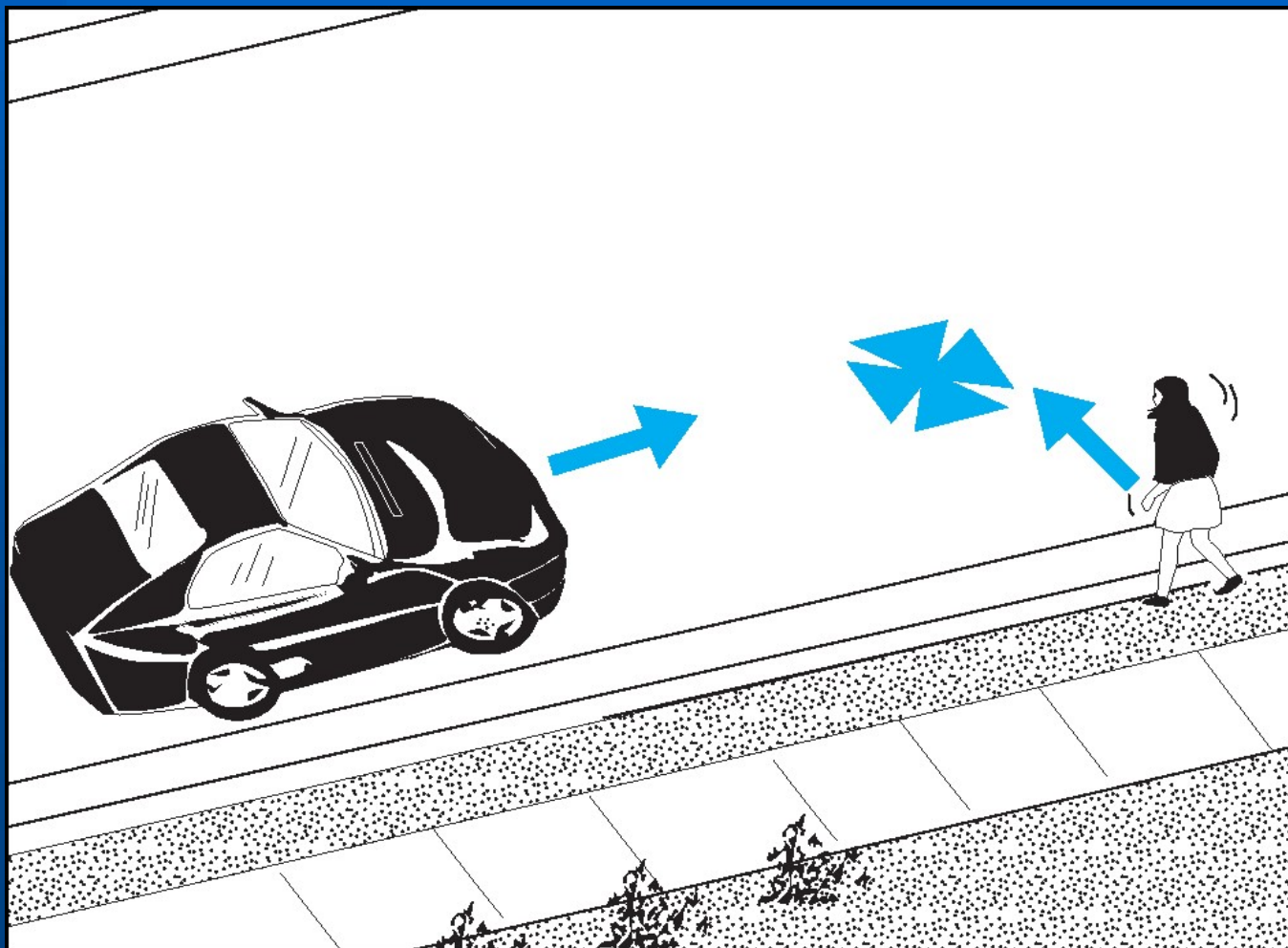


Oregon Summary of Pedestrian Related Traffic Fatalities, 2019

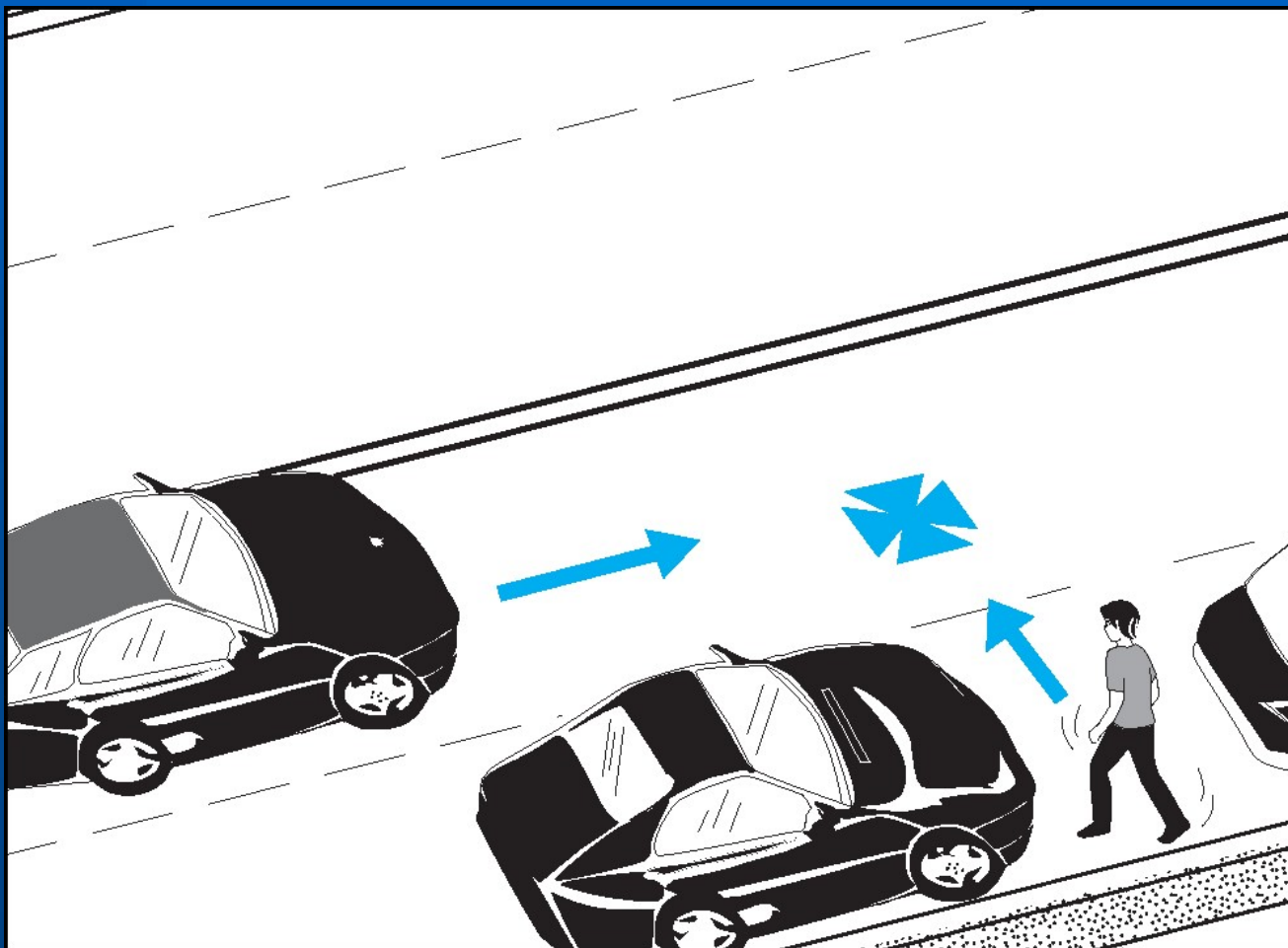
Total Pedestrian Fatalities	85
Total Pedestrian Injuries	953
Percent of Total Oregon Fatalities	17.1%

Source: ODOT

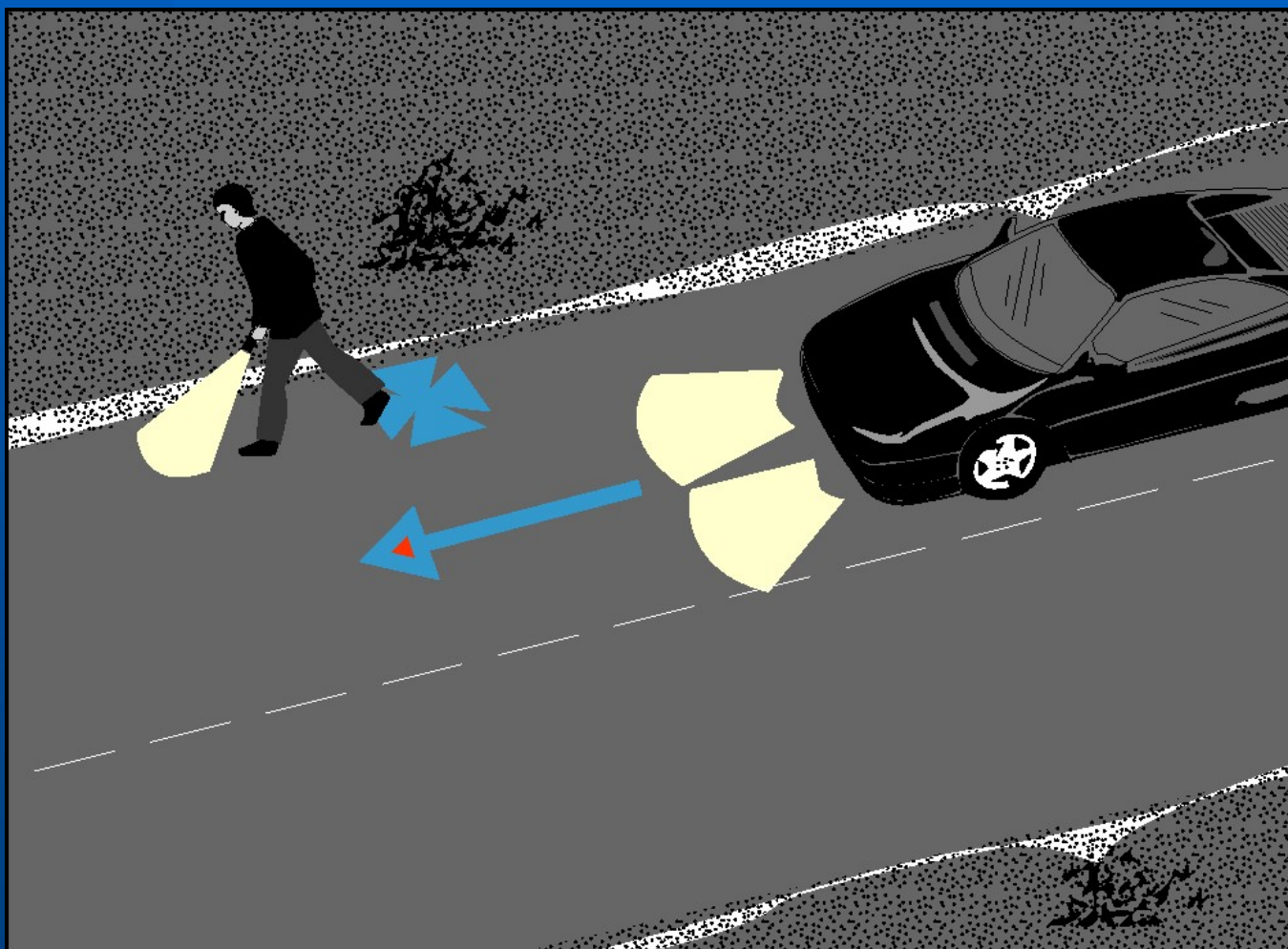
Pedestrian Crash Type: Dart/Dash



Pedestrian Crash Type - Multiple Threat/Trapped



Pedestrian Crash Type - Walking Along Roadway



Pedestrian Safety Strategies

ENGINEERING

EDUCATION

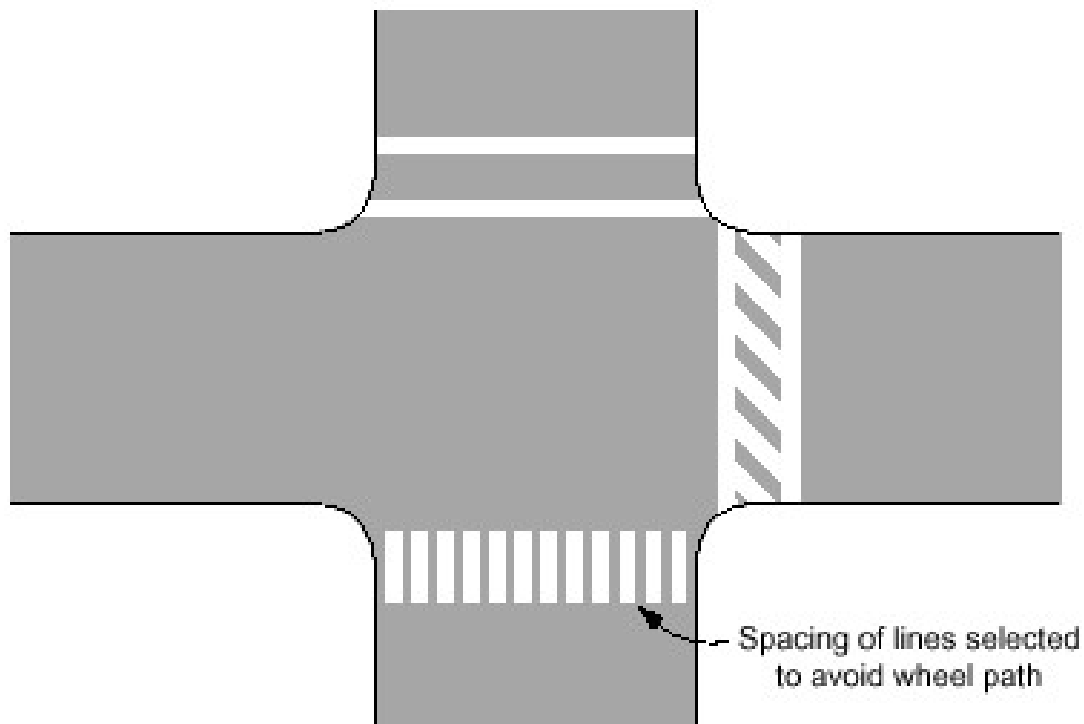
ENFORCEMENT



Crosswalk Markings

You've made these improvements, so how do we stripe it?

Figure 3B-15. Typical Types of Crosswalk Markings



**The design
manuals give us
several choices**



What the pedestrian sees

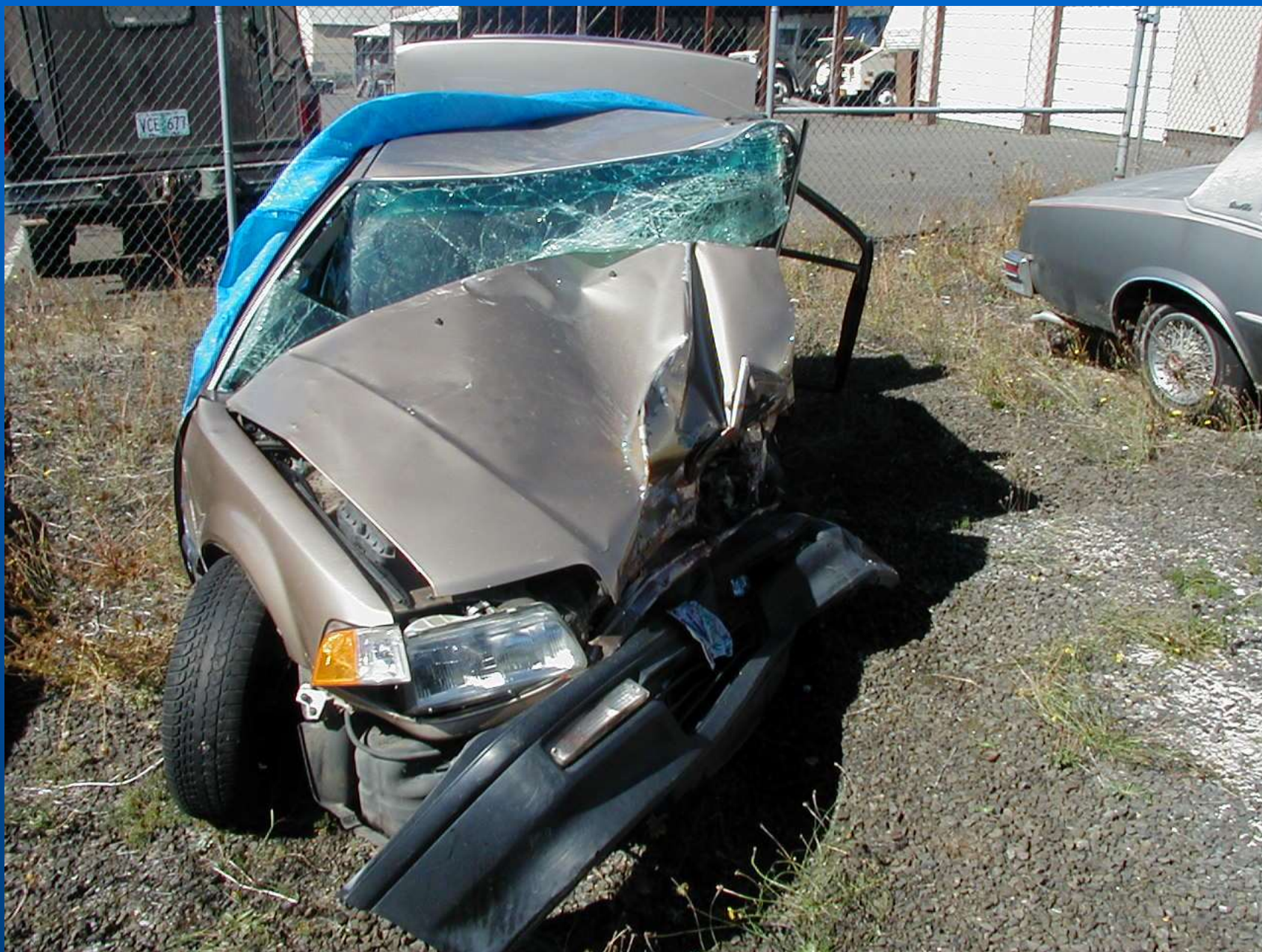


Textured brick complemented with stripes



Speed Problems





Oregon Summary of Traffic Fatalities, 2018

	Number	Percent
Total Fatalities	502	
Speed	146	29.00%
Alcohol +Drug	142	28.30 %

P.S. some fatalities have multiple contributing circumstances

Source: Oregon Department of Transportation

Speed Management Strategies

- **High-profile public information campaigns**
- **Enforcement must be visible and frequent**
- **Planned enforcement at varying times and locations**
- **Traditional enforcement**
- **Automated enforcement (photo radar)**

Neighborhood Speed Watch Program

- Speed display reader board
- Neighborhood speed watch
- Issuing warning letters



**Law Enforcement
officers must focus on
changing drivers
behavior during the
traffic stop**



Safety Handbook for Oregon's Local Roads and Streets



**Prepared for
Oregon Department of Transportation**

**Prepared by Mojie Takallou, Ph.D., P.E.,
University of Portland**

June 2010

The Handbook is available in electronic form online and can be downloaded at:

www.up.edu/highwaysafety

**Thank you for being such
a wonderful audience and for
your commitment to traffic
safety!**

**For Additional
Information, please contact**

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CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee
From: Public Works Director John M. Lewis, PE

Agenda Date: 05/17/2022

SUBJECT:

Public Works Report

TOPICS:

1. Status of Holcomb Blvd.: Safe Routes to School and developments
2. Molalla Avenue Follow-Up Items: survey results, Fred Meyer TriMet stop, pullouts
3. ADA Ramps