



March 21, 2017

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

The Transportation Advisory Committee (TAC) meeting of **Tuesday, March 21, 2017**, was called to order by Chair La Salle at 6:03 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, and Gary Johnson. Cedomir Jesic arrived at 6:05PM and Robert Mahoney arrived at 6:06PM. Edward Lyman arrived at 7:01PM. Thomas Batty was excused.

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

2. **APPROVAL OF THE MINUTES**

Mr. Anderson moved to approve the minutes of February 21, 2017. Mr. Mackenroth seconded the motion. Mr. David abstained and all other members approved unanimously.

Mr. Mackenroth moved to approve the minutes of the special meeting on February 21, 2017. Mr. Anderson seconded the motion and it passed unanimously.

3. **AGENDA ANALYSIS**

No additions to the agenda.

4. **CITIZEN COMMENTS**

No citizen comment provided.

5. **NEW BUSINESS/DISCUSSION ITEM**

a. **Welcome new TAC member**

Delayed introduction until Mr. Lyman's arrival. Moved on to Public Works Report.

b. **2017 TAC Goals**

Mr. Lewis described past practice of creating annual TAC goals. In 2015 the

TAC did a good job of setting goals. Staff met with the Chair to review goals. In 2016, goals were not established concretely, but Lisa Oreskovich went through minutes and pulled together many talked about projects and topics to put a goals list together. He was not sure how productive it would be to have an in depth conversation about TAC goals that evening. He felt it made sense to share this information and then let the Chair decide if he wants to schedule some one-on-one time with the Vice-Chair and staff to discuss 2017 goals or create a subcommittee to go over these goals, as well.

Mr. La Salle agreed that it sounded like a pretty good idea to do. He asked to be let known when a meeting room is available to schedule a subcommittee meeting.

Mr. Lewis said he would send out City Commission goals and send a PDF of 2015 and 2016 goals.

Mr. Mackenroth asked that when they are sent out to put a note next to each goal to show which have been completed or are still ongoing.

Mr. Lewis said there are limitations to how many people can be on a subcommittee before it has to be posted and made available to the public to attend. He said that some of these goals from previous years were not necessarily deliverables, but topics up for discussion. For example, it seemed like the Drive Safe Oregon City Campaign was successful, but it lacked in implementation and may want to regroup and discuss again.

Mr. La Salle said he had suggested using the Boy Scouts to distribute the garbage can decals and said he would like to encourage people to approach them to see if they could do that as a summer project.

Mr. Lewis said a problem with the decals is that he has received some of them back from Neighborhood Associations that do not have the capacity to distribute them, but there are other Neighborhood Associations that have not returned them. Staff needs to determine how many stickers they have to distribute.

Mr. La Salle said he could call each of the Neighborhood Association chairs.

Mr. David said he contact with a Scout Master and can help.

Mr. Lewis said this is a goal that can be renewed and make it more action driven. He said staff would bring these goals back for review and some of them are still active projects and will want to stay on the list of goals.

Mr. Johnson had a comment regarding the City Commission goals and how none of their goals seem to relate to transportation. He wanted to know if the City Commission thinks transportation is fine in Oregon City.

Mr. Lewis responded that it is one challenge he sees with their goals because they all seem to be expectations. They tend to keep their goals pretty focused and on things they want to make progress with.

Mr. La Salle said he would like to see the TAC be more focused on items in the bylaws that state they are to be advising the City Commission and Planning Commission, but it does not seem they have many opportunities to work far enough in advance to give them their advice or opinions on matters. He said that one person brought up a couple of ideas to him that he could bring to the Planning Commission when the Park Place area is being developed, but if staff does not work on it now then there won't be any solutions or recommendations to the Planning Commission when it happens. He believes in a proactive approach instead of a reactive approach. One thing they could recommend to the Planning Commission is to make the developer responsible for the sidewalks beyond their current requirements and make it a condition of approval. He would like to make it a condition of approval to lower the speed limit on Holcomb Blvd as part of all of the developments going in with new homes out there.

Mr. Jesic said it could become one of the goals for this year.

Mr. Mahoney said he agrees with Mr. La Salle, but that the challenge to implement that is to determine what form that takes to make it an established policy of the City. If it is written somewhere then the Planning Commission can incorporate that as one of its findings. He asked how to go about that internally as a mechanism of the City so the City Commission recognizes it and accepts it. This becomes an administrative challenge for staff.

Mr. David said it would be nice to make the goals and milestones measureable. For example, the number of feet/miles of bike lane or sidewalk repair could be documented. This way you can see if you meet or exceed these milestones.

Mr. Mahoney said you have to incorporate these things into the budget to give them life.

Mr. David mentioned that there are, also, grants available for these types of projects. The City could go after some of this money to help fund them.

Mr. Mackenroth asked if this would be a good time to try to allocate funds in the budget to these types of projects, or if there was still an option to do a City gas tax

Mr. Jesic said that some of the issues with these bike lanes and sidewalk repair is that does find its way built into the budget through CIP and they identify it and prioritize it. Some of these things are in the pipeline.

Mr. Lewis responded that they do have some money and have a long list of items in the budget. He mentioned that the details of the Capital plan budget might be

something to share with the TAC.

Mr. David said that we have the CIP and how it would be nice to bring up those milestones in that document so City Commission can see that they have achieved it and it is more transparent.

Mr. Lewis responded that they just have not seen that level of detail or interest from the City Commission on those types of items. They see a balanced budget and the line items. Enhanced livability could mean better transportation for us, but they see the goal differently. Development standards and the adoption of the Transportation System Plan, Stormwater Master Plan he would say the goals of the City Commission are at a higher level than that. This Committee could decide how they can inform the Commission on safety or bike ped or other issues of interest.

Mr. Anderson mentioned that there was about a dozen pages in the TSP of projects, budgets, and timelines. He asked that they be provided in the next TAC agenda to help with developing goals.

Mr. Lewis said they can definitely share that information.

Mr. Johnson said that Mr. Lewis mentioned that repairing sidewalks is not necessarily a TAC goal, but it can be reworded so that it becomes a TAC goal such as making up an item like advising City Commission to provide funding for construction of 2,000 linear feet of sidewalk. Come up with a figure for City Commission to provide funding and now it is a TAC goal.

Mr. Mahoney asked if it would help with the adoption of the budget and give more credibility to a goal if TAC got behind it and used any authority it had to support it.

Mr. Lewis said he believed it would and it would be nice for the TAC to see the transportation budget so they can see what the department is spending and if it is something they really want to support that capital plan or if they want to change it. They can take something out and add something back.

Mr. Mahoney believed the TAC should start flexing their muscles and supporting these things.

Mr. Anderson asked if the Park Advisory Committee and Library Advisory Committee go into the budget process along with key staff when they are making the budget.

Mr. Lewis said that he has not witnessed that and has not seen other Committees help inform the budget. He said that some of these projects were not planned for such as 12th St and Washington St signalization. It is a large, expensive project

and it was supported by TAC and of importance to the TAC members to move forward. The Alternate Mobility Study is another project that was not funded for, but they want to make sure they can complete it. He has not seen TAC attend the Budget Committee to say they support or do not support specific items.

Mr. Anderson felt that might be a role for the Chair of the Committee.

Mr. Mahoney agreed and felt that they should go through the Chair by consensus of the Committee to present things to the Commission.

Mr. La Salle said he said if they put some thought into some of these items on the agenda then they can bring by consensus to the Commission certain things they want to be involved in.

Mr. Anderson asked if there was still time to make comments and add something to the budget for this cycle if the TAC discussed the budget at the April TAC meeting.

Mr. Lewis said it's not ideal, but there is still time. The budget is set to be determined on May 1st. Annexation is a good time to start review transportation before land use approval. Transportation issues can be brought up at that time.

Mr. La Salle said that he would like to see those kind of ideas go through staff and to the Committee members.

Mr. Lewis reminded them of the debate six months earlier about development and how TAC could be part of that process. Laura Terway, Community Development Director, came to speak at TAC. It was determined that there wasn't a very good place to insert the TAC into the land use process, but they discussed a lot of tools that could help inform everybody of these developments. He said he would like to see TAC members look at these developments that interest them and bring them to the TAC meetings to discuss. He said staff has not been able to support that level of involvement. This Committee is large and is not all interested in the same things.

Mr. Jesic pointed out that if they discover a missing link, or 100 feet of missing sidewalk, for example, they could bring that to the attention of staff and point out that it was overlooked. That might be a better approach.

Mr. Lewis agreed.

Mr. La Salle said that certainly the Planning Commission and City Commission have their 120 day limit and cannot go beyond that. In a situation like this where the annexation has been approved by the Planning Commission, one of the conditions of approval of the annexation was the two traffic issues at Hwy 213 and Redland Rd and the intersection at Holcomb Blvd, Redland Rd, and

Abernethy Rd. These have to be addressed. These two intersections are part of the conditions of approval for the annexation and until they are solved there can be no development of the property. Somehow this property will be developed and it is way about past 120 days. The TAC could contribute to the information the Planning Commission receives when it gets to the point of development by early on look at the problems and possible solutions for the conditions of approval. In this type of situation there is a ton of lead time.

Mr. Lewis said he agreed that annexation is a good time to look at community needs in that area. If the TAC wants to add Park Place to the list of goals as a focus area than that can be done.

Mr. Mahoney said that circumstances almost demand that there be more long range coordination between the TAC and Planning Commission.

Mr. La Salle said that the last presentation they made they had almost a full page of information that had been given to the Planning Commission from traffic reports to Mr. La Salle's letter of testimony. If a letter of recommendation came from TAC then it would have to become part of the record.

Mr. Anderson asked if there needed to be clarification for staff as to what to include in next month's agenda packet.

Mr. Lewis said they could package it up and ship it out, but he has not already seen it.

Mr. Anderson said there is some concrete information contained in those reports that has to be dealt with one way or another.

Mr. Lewis said that what he learned from that outcome was that it was recommended that they add at least the Redland Rd and Hwy 213 intersection to the Alternate Mobility Study as an additional scope item to look at that, as well.

Mr. Jesic asked if the Redland Rd and Hwy 213 and Holcomb Blvd/Redland Rd/Abernethy Rd intersections were failing.

Mr. Lewis said that instead of one hour of the day being at threshold it would go to 3-5 hours.

Mr. David said that it would be nice to provide the Planning Commission a primer every year on Transportation 101 so it elevates and helps them start thinking about transportation and how it ties into what they are doing.

Mr. Jesic said it is already part of their decision making process.

Mr. Lewis said he doesn't go to all of their meetings, but he said that there is

probably varying levels of understanding of transportation and John Replinger often provides them with a status report on this. He mentioned they are getting into uncharted territory with many of these intersections reaching capacity.

Mr. Jesic wanted to know why this would cost the City more money because it should be on the developer to pay for these repairs or transportation issues.

Mr. Lewis said that the developer is required to address these issues, but at Hwy 213 the issue is already way beyond what any developer could possibly help with. He said that at Hwy 213 it could be a \$50-\$75 million dollar project.

Mr. Mahoney said what they are really talking about is the planning process. This process has not really been tested in Oregon. These decisions effect the use of hundreds of millions of dollars. If the City had the money to bring the infrastructure up-to-date and correct these transportation problems people would not be talking like this.

c. Public Works Report

i. 12th and Washington Signalization

Mr. Lewis discussed budgeting the 12th and Washington St project for next year and the Project Manager, Dayna Webb, just recently received the 90% plan. He mentioned that there were still some issues with overhead utilities such as the powerlines. He said that it will be an expensive little project to put signal poles at that location, as well. The City will have other obstacles to work around as well such as meeting ADA compliance, pulling poles out of the sidewalks, and trying not to mess with the existing retaining walls.

Mr. Jesic asked if they had the ability to underground some of these utilities.

Mr. Lewis said they are discussing this, as well. There are some items they would like to see go underground.

Mr. La Salle asked if it could be changed to a flashing yellow going down the hill during snowy and icy weather.

Mr. Lewis said they can't. There are similar issues with the light at 14th Street because it is a steep downhill, but it is not something that can be done. They will connect signal timing between 14th, 15th, and Abernethy Road. There will still be a challenge during winter months and poor conditions due to the grade of the hill.

ii. Main St/Cove

Mr. Lewis mentioned the struggles with this project because of the ground conditions they have found and they are required to remove a lot of material from behind the treatment plan and put it in lot 2 behind Oregon City Shopping Center. They have run into a lot more concrete out there than they originally intended. The existing ground conditions have been problematic. Weather has been problematic for them because they underestimated the Oregon winter. The project is delayed and they have anticipated completing the project towards the end of May. Every schedule they have submitted has been optimistic. They are doing a good job with the work, but it has been a struggle from day one. He said that the Teddy Bear Parade route will have to change since the route typically goes down Main Street extension.

iii. Linn Ave Project

Mr. Lewis discussed the Linn Avenue Project. The sewer work is done, but the struggle is with patching the road. Temporary patches are being placed, but a long term fix will come with better weather. S-2 Contractors won the bid for the Beavercreek Road Dual Turn Lane project and the City received a quote on the paving work for Linn Avenue and will work that into the contract through a change order.

Mr. Mackenroth asked about an emergency speed limit reduction due to the rough pavement on Linn Avenue until it can be permanently paved. He feels it is made a ticketable offense then maybe it would help since cars should be driving slower on the rough road with that construction work.

Mr. Lyman said it could be considered a construction speed limit.

Mr. Lewis said he thinks it could be and he has not had to issue a construction speed limit before.

iv. Molalla Ave Metro Grant

Mr. Lewis reviewed the Molalla Avenue Metro Grant. He said there has been no change there other than they have been awarded the grant. The City has yet to figure out timing with Metro and they have been pressing them for an early start on the project with surveying and undergrounding the utilities. They have reached out to Metro to figure out when they can sit down and discuss the project. It is a \$3.8 million dollar grant and assume they will spend all of it. The City will match with \$4 million dollars.

v. Alternate Mobility Study

Mr. Lewis provided a brief update. The City has had two technical advisory committee meetings and two citizen advisory committee meetings. Mr. Mackenroth and Mr. La Salle are on the committees. These meetings have been very informative and last meeting shared collected data called blue max data. They took receivers and placed them on each leg of the intersection and with that they can collect information from blue tooth devices and cell phones and measure the time it takes to get from one receiver to another. They were able to break out all of the different movements. Each leg of the intersection has three movements that they were graphing and showing. They collected data for 24 hours a day for seven days. They showed how long it takes to get through the intersection at peak hour and the average was 200 seconds. The peak was around 7:30am and 5:30pm which is what you expect. He felt like it was a useful exercise, but not cheap to collect.

Mr. Mackenroth said that it was solid data and that statistically it is a good representation of what is going through the intersection. That kind of data is hard to get and expensive.

Mr. Lewis said that there was pretty good consensus after the last citizen committee that we needed to use the measurement standard which is volume over capacity because it is acceptable. The group landed on the fact that the City should stick with the same standard that the development community and agencies are familiar with. There was discussion of prohibiting left turns and widening shoulders.

Mr. Mackenroth followed-up with saying that is what the alternative mobility really is because it is alternative ways of measuring traffic through the intersection so it is limited to the vehicles.

Mr. La Salle asked if there were any interesting ideas that have been proposed. He heard about adding a lane on Hwy 213 from Beaver Creek Rd so that people do not have to stop and make a right turn.

Mr. Mackenroth said an interesting idea was reverse flow of left turns off of Beaver Creek which would make you go down on the right normally and cross over incoming traffic to the far left and make your way to Hwy 213. The idea is new and different, but does help with passage of vehicles through the intersection.

Mr. Lewis said they looked at three left turn lanes off of Beaver Creek Rd headed towards the High School. The state did not like that idea and neither did the Committee.

Mr. Jesic asked what this is in relationship to other intersections and if it is average.

Mr. Lewis said that there are a lot of intersections like this in the Metro area and the City is the guinea pig for the State.

Mr. Mackenroth said that there is not enough money to make it happen.

vi. Hwy 99E Project

Mr. Lewis provided a brief PowerPoint presentation on the 99E/Bluff waterline project. He described the public waterline next to the tunnel on 99E and how it needs replacement. There have been some issues with this waterline. When the Mill shut down operations the waterline froze because it was not being used. There are a lot of concerns with this pipe. The project consists of removing the waterline and removing the rock fall fencing. They will reestablish lock anchors. The plan is to drop a camera in because the City does not know much about the current pipeline going under 99E. This will require traffic to be diverted into a single lane in each direction for 10 days. There will be some rock fall protection in the roadway during the project.

Mr. Jesic asked if the pipe could be moved.

Mr. Lewis said there is not a good way to put another pipe under the roadway at that location. The preference would be an elevated stairway or elevator at the South end of the Willamette Falls Legacy Project for pedestrians so then that would be an opportunity to relocate.

Mr. La Salle asked if there would be freeze protection on the new pipe.

Mr. Lewis responded that there would be heated pipes. The goal is to get the project done between Memorial Day and the Fourth of July. If the contractor chooses to use the Promenade there will be a detour route that will probably take pedestrians out onto High Street.

Mr. Mackenroth pointed out that large trucks and semis going through the tunnel take up about a lane and a half going through their and the curves.

Mr. Lewis the City and Consultant and ODOT spent a fair amount of time discussing moving truck traffic and eventually trying to get them off of that route. The goal is to keep drivers slow and channelized.

Mr. La Salle said that no left turn on to Main Street and Railroad Avenue

will be interesting because there is supposed to be no left turn off of the bridge from West Linn, as well, and people still do it.

Mr. Lewis said there is a lot of outreach through various forms so that people will know what to expect. The City is reach out to not only our community, but Clackamas County and probably the City of Canby. It is about \$260,000 to do the work. They have 24 hours to do the work, but will probably only do the work during daylight hours.

Mr. Montalvo said that ODOT is curious as to how the City will be doing the work because they have work they need to do that is of similar nature.

Mr. Jesic asked why the City did not wait to do the work alongside ODOT.

Mr. Montalvo said that ODOT is not ready to do the work yet. The City is ready to do our portion now due to liability, as well.

Mr. Lewis said ODOT was not keen on the City's project messing with their project either. The lighting in the tunnel is supposed to be replaced at some time and new electronic signage. This signage will provide a little more warning of what is going on in the tunnel. This is a condition of the Willamette Falls Legacy Project.

vii. Meyers Road Connection/Hwy 213 and High School

Mr. Lewis talked about the Meyers Road Connection. There is a right-of-way acquisition that is in process. The City is almost through appraisal values so work can be done with the property owners. A consultant is putting together a design. They are incorporating all of Hwy 213 work with Meyers Road. They are anticipating spending about \$650,000 in engineering for that work.

Design effort and ROW acquisition. Incorporating all of Hwy 213 work with Meyers Rd. \$650K in engineering for that work. The City is about to finalize the scope and fee and award to OBEC. They will, also, be extending water and sewer through there.

Mr. Mackenroth said it looked like the High School built the part that was to be near the park and bus barn. He asked if it went all the way back to the edge of the property.

Mr. Lewis said it does go all the way to the edge of the property and the City will be marrying up to it.

Mr. Anderson asked if it will relieve some congestion on Beaver Creek

Road and Hwy 213. He asked if there were any projections on improvement.

Mr. Lewis said the idea was to improve congestion, but he has not seen any projects. He said for full build out they need that connection. Traffic analysis would show that information, but he does not have it.

Mr. Anderson asked how the City determines SDCs.

Mr. Lewis said this project is 100% capacity so it is 100% SDC reimbursable. He is unsure if they will have collected enough SDC's at the end of the analysis, but it will be funded wholly through the SDC's.

Mr. Anderson asked if they would be doing any LID to any of the abutting properties.

Mr. Lewis said there will not be an LID, but any future development would be required to pay SDCs.

Mr. Jesic asked if they would be receiving SDC credits back in the future.

Mr. Lewis said that he does not suspect any SDC credit, but that the future developments will have to pay the full SDC's. They do not know if they will collect enough SDC's from them to cover the entire expense because those are future developments.

Mr. Anderson asked if they would build the road first or as they develop.

Mr. Lewis responded that they would build the road first. He has not seen any development applications. He quickly mentioned the Linn/Leland/Meyers roundabout project. After some analysis the determination was that the project was necessary. He would like to keep that project moving forward and work on right-of-way dedication is necessary for that project. If the Police Department moves forward with developing on the corner then the Public Works Department would like to be fully aware of the implications and work necessary. As far as the Beavercreek Road Left Turn Lanes Project is ready to move forward, but due to weather the City asked the contractor to hold off for a bit. S-2 Construction is building that project. They will be removing the trees first thing.

viii. Summer Paving Projects

Mr. Montalvo discussed the PMUF projects for Summer 2017. The biggest project will be 15th Street. The bid will be advertised next week and opening bids in mid-April. They are hoping the contractor will begin

just before the new fiscal year July 1st. The work should be completed by late August. The other streets are not impactful because they are residential streets.

Mr. Anderson asked if they would be adding curb and gutter to 15th Street.

Mr. Montalvo said they would be adding new curb and gutter, as well as about 100 feet of new sidewalk.

Mr. La Salle requested a map of all the paving projects for 2017.

Mr. Montalvo discussed how the weather has not been conducive for pothole repair. A proper repair will be done when the weather improves. He mentioned that the Street Department milled 65 feet of potholes on Molalla Avenue and paved during a short stretch of nice weather earlier in the month.

ix. Riverwalk Transportation and Parking Summit

Ms. Oreskovich discussed the Willamette Falls Legacy Project Riverwalk Transportation and Parking Summit email that was sent to the TAC members. They are hoping to recruit a TAC volunteer for the Summit events.

Mr. Jesic volunteered for the Summit events and said he would check his calendar to see if he could make all three events.

6. WELCOME OF NEW TAC MEMBER (CONT.)

Mr. La Salle welcomed Mr. Lyman to the Committee as the newest member.

Mr. Lewis mentioned the Subcommittee that was discussed earlier in the meeting. He mentioned speaking with Mr. La Salle and Mr. Mackenroth about TAC goals. He said that sometimes new members have good ideas that they can provide. He welcomed input on the goals.

7. FUTURE AGENDA ITEMS

Mr. La Salle mentioned moving forward with the Drive Safe Oregon City Campaign the possibility of hanging a banner for more exposure.

Mr. Montalvo mentioned that the banner would have to be displayed on PGE property and a permit is obtained. However, PGE advised the City that the current banner location would not be available for future use for cross street banners and an alternate location is being looked at. The City does own the street light poles and can hang banners on them.

Mr. La Salle discussed forming a Subcommittee to look at TAC bylaws after the recent

situation with electing a Chair before nominations were accepted by the Mayor. Mr. Johnson, Mr. David and Mr. La Salle volunteered to form the Subcommittee.

8. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 7:56 p.m.

Respectfully Submitted,

Lisa Oreskovich
Administrative Assistant