



March 19, 2024

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting on **Tuesday, March 19, 2024** was called to order by Vice Chair Henry Mackenroth at 6:00 PM, City Hall, 625 Center Street, Oregon City, OR 97045.

Committee members present included Mr. Henry Mackenroth, Vice Chair, Ms. Petronella Donovan, Ms. Julie Hernandez, Mr. Cedomir Jesic, Mr. Tim Morgan, and Mr. Raymond Rendleman, Ms. Christian (Chris) Wadsworth. Committee members absent included Mr. Bruce Fries and Mr. Ben Simmons, Chair.

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

2. APPROVAL OF THE MINUTES

Mr. Raymond Rendleman **moved to approve** the meeting minutes for **February 20, 2024** and was **seconded** by Mr. Tim Morgan. It was carried **unanimously** by the following votes: Aye: Ms. Petronella Donovan, Mr. Cedomir Jesic, Ms. Christian (Chris) Wadsworth, Ms. Julie Hernandez.

3. AGENDA ANALYSIS

- No changes were made to the agenda.

4. CITIZEN COMMENTS

- No citizen comments were made.

5. NEW BUSINESS/DISCUSSION ITEM

a. New Business: Youth Advisory Commission Meeting – March 11, 2024

Major points were as follows:

- Mr. Vance Walker, Assistant Public Works Director and Mr. Ben Simmons, Committee Chair attended the Youth Advisory Commission meeting on March 11, 2024.
- Mr. Simmons provided a high-level overview of what the TAC is and what the TAC does. Mr. Walker gave an overview of Public Works and what types of requests and concerns Public Works and the Transportation Advisory

Committee work on together.

- The students were engaged and asked many questions. One student brought up a safety concern for pedestrians along Meyers Road, where it intersects with Squire Drive. Even though it is well marked, and the signs are visible, it has been observed that motorists don't stop regularly, and speeding vehicles are a concern.
 - The Student inquired about a speed study and the possibility of installing a Rectangular Rapid Flashing Beacon (RRFB). As an example of what could be brought to the TAC and what would occur when it was; Public Works staff would review the intersection, and if improvements could be made such as adding signage, and/or painting yellow on curbs, they could also review the Transportation System Plan (TSP) to determine if it is an area that is a part of the larger budgeted projects.
- Ms. Julie Hernandez followed up to see if there would be action steps on this issue. Mr. Walker mentioned that setting up a speed radar along Meyers Road, close to Squire Drive is potentially an option and the TSP could be reviewed to see if there are any plans to improve this area. If there is potential for signage or possibly RRFB, Mr. Walker would bring it to the Transportation Advisory Committee.

b. Public Works Report: 5-Year PMUF

Major points were as follows:

- In May, the Public Works Engineering Department will be taking the 5-Year PMUF Program to the City Commission for approval.
- If the TAC is interested in pavement maintenance, they are invited to attend.
- Public Works Assistant City Engineer, Josh Wheeler will present the 5-Year PMUF Program to the Transportation Advisory Committee after its been approved by the City Commission.

c. Public Works Report: ODOT Hwy 213 Speed Sign Installment

Major points were as follows:

- In November 2023, ODOT State Traffic Engineer approved the speed reduction from 55mph to 50mph on Hwy 213 near the intersection of Redland Road.
- The signage has not yet been installed and ODOT has not provided a more specific timeframe of when to expect it to be replaced by.
- In relation to crash data, most of the accidents in this area are rear-end crashes and are generally due to lack of attention to the road. Easy implementable solutions have been made, such as yellow retroreflective borders and LED signals were added. Paving and striping are needed but this is ODOT jurisdiction and Oregon City has no authority or funds to support this area.
- **Paving ruts:** Mr. Tim Morgan mentioned grooves in the northbound lane and would like to know whether ODOT will pave that road to fill them in.

Mr. Vance Walker explained that repaving this section would likely occur when ODOT does a major pavement rehabilitation.

- **Advance notice flashing yellow signal on Redland Road:** Mr. Henry Mackenroth suggests adding a flashing yellow light approximately a quarter mile up road (coming from Beaver Creek) to alert drivers that the traffic signal ahead at the Redland Road intersection is red, specifically during commuting hours.
 - Mr. John Lewis shared that Redland Road is on the Regional Transportation Plan (RTP) for an additional lane in each direction, under the Holcomb bridge, to Redland Road Bridge. The long-term plan is for an additional lane in each direction and for them to merge up with the jughandle project that was built in 2010. As a condition of the County Courthouse, the County is responsible for project timing.

d. Public Works Report: Sidewalk Infill – How do Public Sidewalks Get Built?

Major points were as follows:

- Mr. John Lewis explained that sidewalks are built with new development and shared the Oregon City Municipal Code 16.12 Minimum Public Improvements and Design Standards for Development, which applies to new construction or additions which exceed 50% of the existing square footage of all single-family detached residences and middle housing units.
- **Fee-in-lieu:** Mr. Jesic Cedomir suggested that instead of a developer building frontage, take a fee-in-lieu. To have pre-identified sidewalks, apply the fee collected toward areas in higher need of sidewalks which would provide an economy of scale, building more sidewalks in areas of higher need than that specific location.
 - Mr. Lewis explained the fee-in-lieu has been a long-standing practice, but the City is going away from fees-in-lieu because they've noticed that the collection of fees today isn't adequate for the needs in the future 5-10 years.
- Public Works is focused on collecting the fees to work on a bigger project. It is similar to Mr. Jesic's suggestion.

e. 20 is Plenty for Residential Streets

Major points were as follows:

- This topic was suggested to be revisited by Mr. Raymond Rendleman at the February 20, 2024 Transportation Advisory Committee meeting.
- Mr. John Lewis shared that this program has been presented to the City Commission previously as Family Friendly Routes, which included road audits to determine which roads make sense for slower miles per hour. At that time the City Commission didn't support the ask.
- Mr. Rendleman made a motion that the Transportation Advisory Committee recommend to the City Commission to pursue the 20 is Plenty initiative, Mr. Rendleman has received positive feedback from residents and City

Commission members that he has spoken with about it. Ms. Julie Hernandez seconded the motion.

- Mr. Henry Mackenroth suggested that it not be city-wide but on streets with higher traffic levels. Mr. Rendleman would like to pursue all the residential neighborhoods.
- Mr. Raymond Rendleman amended the original motion to include robust community engagement before the City Commission makes a final decision. Mr. Cedomir Jesic seconded the amended motion.
- The motion described, eventually extending the 20 is Plenty, city wide. The committee voted and unanimously approved the motion: Aye votes: Ms. Petronella Donovan, Mr. Cedomir Jesic, Ms. Christian (Chris) Wadsworth, Ms. Julie Hernandez, Mr. Tim Morgan, Mr. Henry Mackenroth.
- To move forward, it will require the City Commission's support and approval. The Transportation Advisory Committee will need to bring it to a City Commission Work Session for them to have an understanding in advance of presenting it to the City Commission for support and approval at a regular meeting.
- Suggested ways for community engagement that were mentioned during the discussion: attend Neighborhood Associations, have a survey created that can be shared to the Community via social media and possibly at the Neighborhood Association meetings.
- This will be discussed further at the next meeting.

f. MyOC! Application

Major points were as follows:

- Mr. Tim Morgan requested that Public Works share the MyOC! Application with the Transportation Advisory Committee due to its usefulness and quick responses in relation to reporting issues around the City.
- Senior Administrative Assistant, Audrey Meeker, walked through how to find the MyOC! application on the City website.
<https://www.orcity.org/1174/My-OC>
- Public Works has requested that the request portal be more visible on the Oregon City website.

g. Transportation Revenues & Capital Outlay

Major points were as follows:

- Mr. John Lewis provided a presentation on the following: How revenue is collected; how we receive funds for transportation projects (taxes, fees, grants, and earmarks); how Capital Outlay Projects are identified and prioritized; list of completed projects, project in progress, and the next projects in the queue and why.
- Transportation Projects related to bike & pedestrian projects are eligible to be funded by SDCs (39.4% SDC funding) the remaining funds come from other sources (gas tax, grants, developer contribution, partnership, earmark, etc.). We've been collecting healthy SDCs from developments, but we do not

have the match or funding from residents, which is critical.

- Mr. Cedomir Jesic asked about the City of Milwaukie SAFE (Safe Routes For Everyone) This program is paid for by residents and asked how it compares to the City of Oregon City street funds. Mr. Lewis mentioned they passed a bond (loan) and use taxes and fees.
- Ms. Julie Hernandez asked for more information because it was noted in the PPT that the development is dropping off, which creates less SDC fees coming in. What happens when all developers have built and there is no land left to build on? How many acres are there now for Oregon City to be built out?
 - In response, Mr. Lewis explained that the next budget cycle is when Public Works will start the new Transportation System Plan (this is done approximately every 10 years). The Community members that want to participate, will look at the Urban Growth Boundary, undeveloped land, and projects to estimate how much development that will be, how many trips that will results in, identify where things will break, and what roads need to be wider. The growth may or may not happen within the estimated 30 years that the TSP covers. New development only pays for 39.5% of costs, the remaining balance is paid by the residents.
- Ms. Donovan asked if Oregon City is planning on doing anything with the Governors new Senate Bill that allows building housing up to 300 acres. This is related to the Urban Growth Boundary. Ms. Donovan referenced SB1537.
 - Mr. Lewis explained that the challenge with Oregon City is that there are constraints on topography and infrastructure that limit the City's ability to grow its Urban Growth Boundary.

6. COMMUNICATION

- Mr. Jesic Cedomir would like an update on the Holcomb Safe Routes to Schools.

7. FUTURE AGENDA ITEM

- 5-Year PMUF Plan – May meeting
- Update on Holcomb Safe Routes To Schools (Mr. Cedomir Jesic)
- Senate Bill 1537 – Urban Growth Expansion Bill (Ms. Petronella Donovan)

8. ADJOURNMENT

There being no further business, the meeting adjourned at 7:42 pm.

Respectfully Submitted,



Audrey Meeker
Senior Administrative Assistant