



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE (TAC) AGENDA

**Commission Chambers, 625 Center Street, Oregon City
Tuesday, January 17, 2023 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 November 15, 2022 Transportation Advisory Committee Meeting.
2. Approval of minutes from the December 20, 2023 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

3. Transportation Advisory Committee Membership Interviews
4. Transportation Advisory Committee Neighborhood Meetings
5. Transportation Advisory Committee Campaign

COMMUNICATIONS

- [6.](#) Public Works Report
- [7.](#) Holcomb Boulevard Safe Routes to School Grant Award
- [8.](#) Tolling Status Update

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:** 01/17/2023
From: Senior Administrative Assistant – Audrey Meeker

SUBJECT:

Approval of minutes from the November 15, 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, 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

November 15, 2022

Transportation Advisory Committee

Page 2 of 6

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 12th & 13th 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. Cedimir 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



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 01/17/2023
From: Senior Administrative Assistant – Audrey Meeker

SUBJECT:

Approval of minutes from the December 20, 2023 Transportation Advisory Committee Meeting.

STAFF RECOMMENDATION:

Approve the minutes

OPTIONS:

1. Approve the minutes
2. Disapprove the minutes



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 01/17/2023
From: Senior Administrative Assistant – Audrey Meeker

SUBJECT:

Transportation Advisory Committee Membership Interviews

Interview schedule:

Cedomir Jesic	Renewal of membership
Julie Hernandez	New membership
Chris Wadsworth	New membership

Interview Questions:

1. Why do you want to be on the TAC?
2. Are you familiar with the stated purpose of the Committee?
3. Is there a specific transportation issue that you are most concerned about or passionate about?
4. What modes of transportation are you knowledgeable about and which ones do you use?
5. What are the primary transportation issues facing Oregon City?
6. What do you think is your greatest asset that you would bring to the TAC?
7. What is the relationship between land use and transportation?
8. The committee meets once a month from 6-9pm. Are you able to commit to attending these monthly meetings?



Transportation Advisory Committee

January 13, 2023

Position No. 1	Benjamin Simmons	01-01-2021 to 12-31-2023	At-Large
Position No. 2	Petronella Donovan	01-01-2021 to 12-31-2023	Chamber of Commerce
Position No. 3	Tim Morgan	01-01-2021 to 12-31-2023	At-Large
Position No. 4	Bruce Fries	01-01-2022 to 12-31-2024	At-Large
Position No. 5	Vacant	01-01-2023 to 12-31-2025	Neighborhood Association
Position No. 6	Henry Mackenroth	01-01-2022 to 12-31-2024	At Large - Two Terms
Position No. 7	Vacant	01-01-2023 to 12-31-2025	Neighborhood Association
Position No. 8	Cedomir Jesic	01-01-2020 to 12-31-2022	Non-Resident, Third Term
Position No. 9	Vacant	01-01-2020 to 12-31-2022	At-Large

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Cedomir Jesic

Item #3.

Oregon City, OR | Generated 1/4/2023 @ 2:02 pm by OnBoard2 - Powered by ClerkBase

Status

Name

Cedomir Jesic

Application

Date

12/19/2022

Expiration

Date

12/19/2023

Board Member

Cedomir Jesic

Status

Board	Vacancies	Status
Transportation Advisory Committee	4	Pending

Basic Information

Name

Cedomir Jesic

Contact Information

Address

[REDACTED]

Resident

No

Phone

[REDACTED]

Cell Phone

[REDACTED]

Business Phone

[REDACTED]

Email

[REDACTED]

Occupation

Employer

Kittelson & Associates,
Inc

Job Title

Principal Engineer

Other Questions

Question #1

How long have you lived in Oregon City?

I have lived in Oregon City since 1998

Question #2

Describe relevant work experience that may relate to the board or committee you are applying for.

I am a principal engineer with Kittelson and Associates. By working for over 20 years in public sector I know first-hand how a properly planned, designed, and operating transportation system can contribute to a community with beneficial social, environmental, cultural, health, and economic outcomes. At Kittelson we are transforming how transportation is planned and roadways are designed to incorporate enhanced multimodal facilities, safer pedestrian crossings, and access to transit. For over 37 years, Kittelson has worked with agencies to resolve transportation challenges associated with safety, capacity, active transportation, and investment incentives.

Question #3

Please list out any High School, Secondary Education, Trainings, and Colleges, along with years completed. Also list degrees and certifications.

I have Bachelors of Science and Master of Science in Civil Engineering from Portland State University

Question #4

Describe volunteer activity within this or other communities

I am chair of Greater Oregon City Watershed Council

Question #5

Do you presently serve on a City board or committee?

Transportation Advisory Committee

Question #6

Explain your interest in this board/committee and why you think its issues are important

I have been an active member of TAC since 2012. I have interest in transportation and public infrastructure. Recently I have joined Kittelson and Association a leading

transportation company in Oregon. Over last several years I think that road safety is so important because many lives are at stake when each of us are on the road. I think that TAC has an important role in improving road safety and that is why I continue to be on this committee.

Question #7

List any relevant experiences, skills, or interests that have helped to prepare you for a position on this board or committee

REDACTED

Question #8

In which neighborhood of Oregon City do you live?

I just live outside of Oregon City limits, near Holcomb Elementary school.

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Mrs Julie Hernandez

Oregon City, OR | Generated 12/13/2022 @ 6:34 pm by OnBoard2 - Powered by ClerkBase

Status

Name
Mrs Julie Hernandez

Application Date
11/10/2022

Expiration Date
11/10/2023

Board Member
[Julie Hernandez](#)

Status
Validated

Board (Rank)	Vacancies	Status
Transportation Advisory Committee (1)	3	Pending
Urban Renewal Budget Committee (2)	3	Pending

Basic Information

Name
Mrs Julie Hernandez

Resume File
[View / Download](#)

Contact Information

Address
[Redacted]

Resident
Yes

Phone
[Redacted]

Cell Phone
[Redacted]

Email
[Redacted]

Occupation

Employer
Portland General Electric

Job Title

Other Questions

Question #1

How long have you lived in Oregon City?

6 Years

Question #2

Describe relevant work experience that may relate to the board or committee you are applying for.

In my former role at PGE, I was a financial analyst and managed over \$100M operating budgets for Line Operations & Substation Operations. I currently serve on the Hispanic Chamber and also serve on the Finance Committee.

Question #3

Please list out any High School, Secondary Education, Trainings, and Colleges, along with years completed. Also list degrees and certifications.

Eastern Oregon University, MBA Eastern Oregon University, Bachelor of Liberal Arts Oregon Real Estate Agency - Principal Broker License #200501117

Question #4

Describe volunteer activity within this or other communities

I currently serve on the Board of Directors for the Hispanic Chamber of Commerce. The Hispanic Metropolitan Chamber (HMC) creates opportunities to grow the Latino community's wealth and assets by investing in its community's entrepreneurial spirit, supporting future generations' access to higher education.

Question #5

Do you presently serve on a City board or committee?

Oregon City - DEI Advisory Board

Question #6

Explain your interest in this board/committee and why you think its issues are important

Oregon City is the place that I call home. I want to give back through volunteering and public service. I am very passionate about having all voices heard and having a seat at the table to bring out the best in Oregon City.

Question #7

List any relevant experiences, skills, or interests that have helped to prepare you for a position on this board or committee

REDACTED

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Christian "Chris" Louise Wadsworth

Item #3.

Oregon City, OR | Generated 1/4/2023 @ 2:00 pm by OnBoard2 - Powered by ClerkBase

Status

Name

Christian "Chris" Louise Wadsworth

Application Date

1/2/2023

Expiration Date

1/2/2024

Board Member

Christian "Chris" Louise Wadsworth

Status

Validated

Board	Vacancies	Status
Transportation Advisory Committee	4	Pending

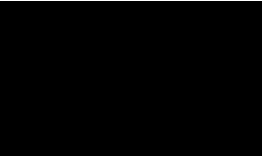
Basic Information

Name

Christian "Chris" Louise Wadsworth

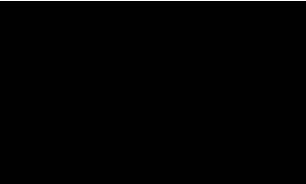
Contact Information

Address



Resident

Yes



Occupation

Employer

Retired - City of Oregon City Police Department

Other Questions

Question #1

How long have you lived in Oregon City?

I have been back in Oregon City 14 months but had previously lived in Oregon City for 46 years.

Question #2

Describe relevant work experience that may relate to the board or committee you are applying for.

I have always worked in Oregon City. I spent my first 25 years working for Willamette Falls Hospital and then went to work for the City of Oregon City from 1999 - 2019. I began working for Public Works at Mountain View Cemetery which later fell under Parks and Recreation. In 2004 I went to work at the Police department as the Police Chiefs Executive Assistant and then I took over a new position of Community Outreach and Crime Prevention at the Police Department.

Question #3

Please list out any High School, Secondary Education, Trainings, and Colleges, along with years completed. Also list degrees and certifications.

Oregon City High School and Clackamas Community College

Question #4

Describe volunteer activity within this or other communities

While living in Canby I was a member of the City of Canby Traffic Safety Commission. I resigned when I moved back to Oregon City. I was the secretary for Traffic Safety. I am the current Vice President of the Clackamas County Peace Officers Benevolent Foundation. I am the President of the Oregon City Womans Club. I am the new treasurer of the Oregon City Optimist Club

Question #5

Do you presently serve on a City board or committee?

No

Question #6

Explain your interest in this board/committee and why you think its issues are important

I believe in giving back to my community. I am very familiar with our city and the traffic. While working at the Police department I referred many citizens to TAC when their concerns were actually not a police issue but a traffic issue.

Question #7

List any relevant experiences, skills, or interests that have helped to prepare you for a position on this board or committee

REDACTED

Question #8

In which neighborhood of Oregon City do you live?

Rivercrest

Generated 1/4/2023, 11:00:15 AM



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 01/17/2023
From: Public Works Assistant Director Vance Walker

SUBJECT:

Transportation Advisory Committee – Neighborhood Meetings

TOPICS:

1. Develop Talking Points
2. Share what the Oregon City Transportation Advisory Committee is doing in 2023.
3. How can the Oregon City Transportation Advisory Committee assist with the citizens' concerns for Oregon City?



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 01/13/2023
From: Public Works Assistant Director Vance Walker

SUBJECT:

Transportation Advisory Committee Campaign

TOPICS:

1. Oregon Impact Samples - Distracted Driving and Drunk Driving



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 01/17/2023
From: Public Works Assistant Director Vance Walker

SUBJECT:

Public Works Report

TOPICS:

1. Holcomb Safe Routes to Schools
2. Tolling Status Update



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee
From: City Engineer Dayna Webb, PE

Agenda Date: 01/17/2023

SUBJECT:

Holcomb Boulevard Safe Routes to School Grant Award

EXECUTIVE SUMMARY:

In July 2022, staff submitted a 2022 Safe Routes to School (SRTS) Competitive Construction Grant Application to the Oregon Department of Transportation for the Holcomb Boulevard Sidewalk and Protected Crossings Project. The project is located on Holcomb Boulevard, east of the access to Holcomb Elementary. In order to make the project competitive and within the funding request guidelines, staff was only able to submit the improvements east of Holcomb Elementary. The public improvements are generally located between Holcomb School Road and Winston Drive, as shown on the attached Project Map, and include:

- 7-foot Concrete Sidewalks and 6-foot Bike Lanes
- Street Lighting
- Rectangular Rapid Flashing Beacon (RRFB) & Marked Crosswalk at Winston Drive
- Piping of Existing Storm Drainage Ditch
- Flashing School Zone Signage

The total project costs, grant funding and City match are as follows:

SRTS Grant Funding:	\$1,642,782.40
City Match (Transportation SDC):	<u>\$410,695.60</u>
Total Project Cost:	\$2,053,478.00

In November 2022, the Safe Routes to School Advisory Committee reviewed the grant applications, scoring, and available funding. They were charged with making a recommendation to the Oregon Transportation Commission of projects to be funded through the grant program. Their recommendation included fully funding the Oregon City Holcomb Boulevard Sidewalk and Protected Crossings Project.

On January 12, 2023, the Oregon Transportation Commission is scheduled to take action on the project list as part of their Consent Agenda.

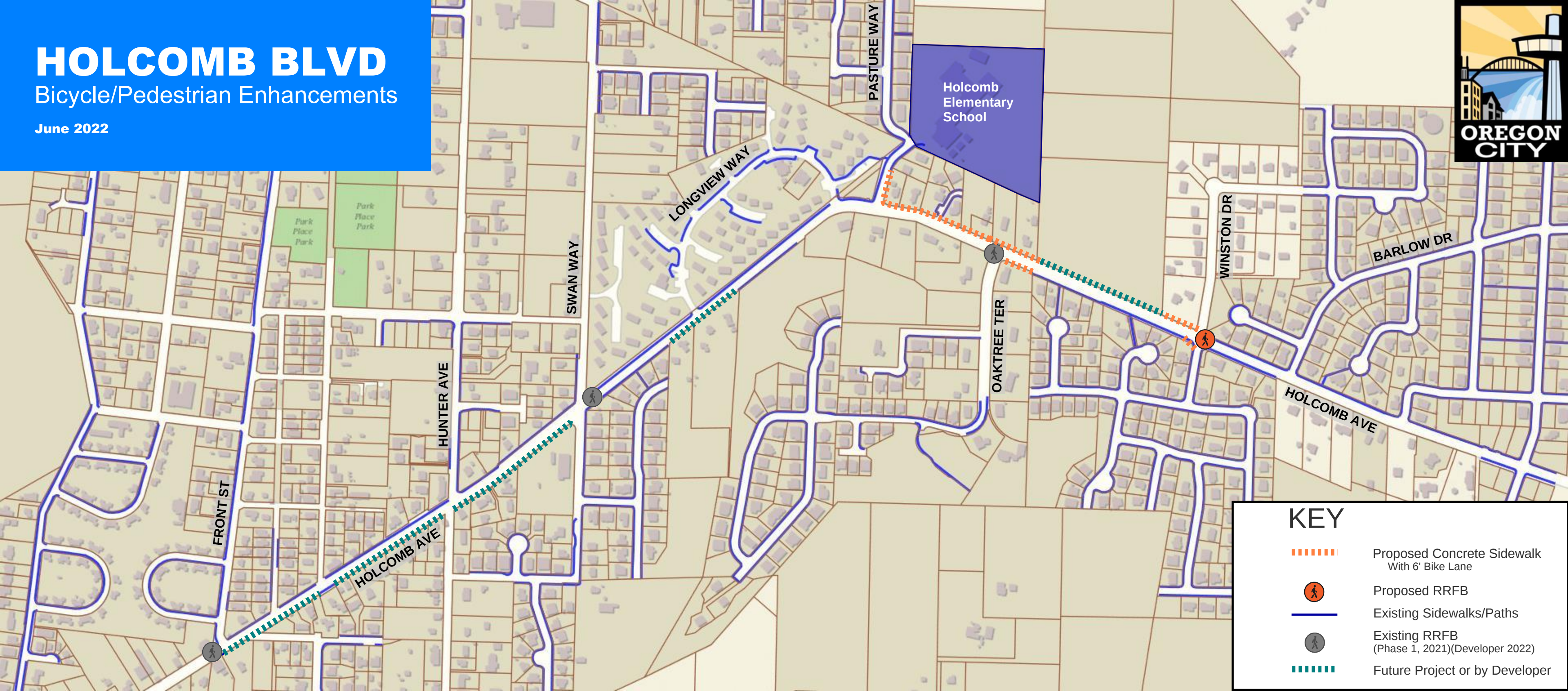
With the understanding that this project is important to the City Commission, the Park Place Neighborhood Association, and the community, staff have put together an aggressive delivery schedule and hope to get the project completed in time for the Fall 2024 start of school. It is anticipated that approximately 6-8 properties may be impacted by the design and will require small acquisitions along their frontage. As with the Molalla Avenue Streetscape Project, staff will work hard to minimize impacts to private properties, while working to deliver the public improvements that are part of the project. The preliminary project schedule is as follows:

- Grant Intergovernmental Agreement Review & Approval – Winter 2023
- Consultant Selection & Contracting – Winter 2023
- Design – Spring 2023 to Winter 2024
- Right of Way Acquisitions – Fall 2023 to Winter 2024
- Bidding & Award – Spring 2024
- Construction – Summer 2024
- Grand Opening “Walk, Bike & Roll to School” Event – Fall 2024

HOLCOMB BLVD

Bicycle/Pedestrian Enhancements

June 2022



KEY

- Proposed Concrete Sidewalk With 6' Bike Lane
- Proposed RRFB
- Existing Sidewalks/Paths
- Existing RRFB (Phase 1, 2021)(Developer 2022)
- Future Project or by Developer



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 01/17/2023
From: City Engineer Dayna Webb, PE

SUBJECT:

Tolling Status Update

BACKGROUND:

Work related to tolling in Oregon and the Portland metropolitan area continues. Following are resources to the Transportation Advisory Committee related to various tolling items:

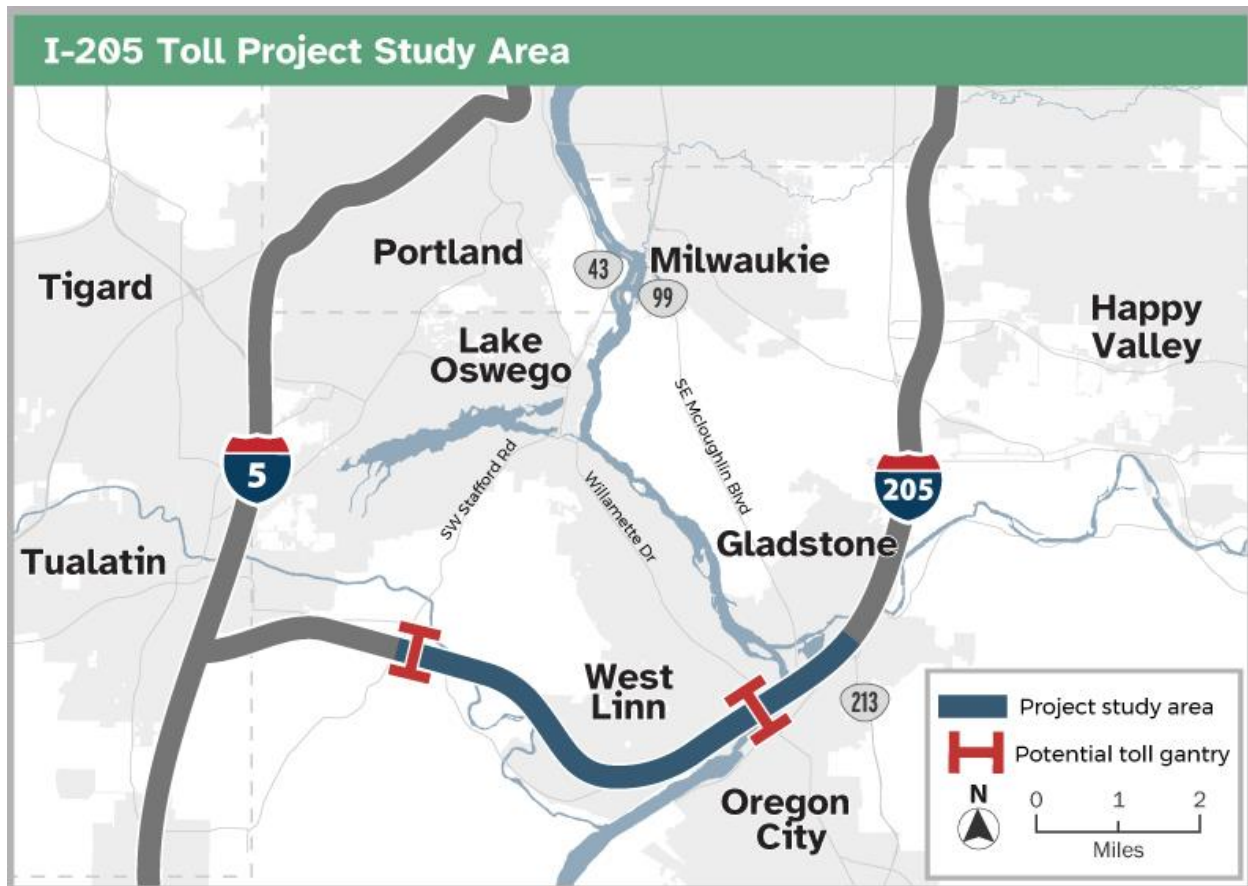
General information about tolling in Oregon can be found on this webpage:
<https://www.oregon.gov/odot/tolling/Pages/default.aspx>

I-205 Toll Program

The I-205 Toll Project will add a third lane and provide seismic improvements to bridges on I-205 from Stafford Road to OR 213, and toll the Abernethy and Tualatin River Bridges. Together, the I-205 improvements and tolls will reduce congestion to give travelers a better and more reliable trip. Construction is underway on the first phase of improvements to make the Abernethy Bridge the first earthquake-ready highway bridge across the Willamette River.

The Environmental Assessment (EA) will be available for the public review and comment in early 2023. The EA will include a look at effects to travel times on I-205, traffic on surrounding neighborhood streets, the local and regional economy, household spending, noise, air quality, greenhouse gas emissions, and the natural environment, among other topic areas.

The EA will compare two alternatives: the Build Alternative, which would add a third lane and provide seismic improvements to bridges on I-205 from Stafford Road to OR 213, and tolls on the Abernethy and Tualatin River Bridges; and the No Build Alternative, which would have no planned improvements to I-205 and no tolls.



The Oregon Transportation Commission will set toll rates in 2024. Thorough analysis, public input, construction, testing, and driver education are required for the system to work.

General information about tolling in Oregon can be found on this webpage:
<https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>

Regional Mobility Pricing Project (RMPP)

The Regional Mobility Pricing Project proposes to reduce congestion on I-5 and I-205 in the Portland metropolitan region through congestion pricing. Congestion pricing, using variable-rate tolls, is a key tool in ODOT's urban mobility strategy to reduce traffic jams and provide safer and more predictable trips for travelers.

ODOT and the Federal Highway Administration are beginning an environmental analysis to identify the project's potential benefits and impacts.



The City Commission recently submitted a comment letter related to the RMPP National Environmental Protection Act (NEPA), which are attached to this update.

General information about RMPP can be found on this webpage:

<https://www.oregon.gov/odot/tolling/Pages/I-5-Tolling.aspx>

Schedule



Upcoming Meetings

- January 17, 2023 @ 6pm: City of Oregon City and City of West Linn will be having a Joint Work Session which will include discussion around tolling
- January 18, 2023 @ 7pm: City Commission Meeting presentation from ODOT



January 4, 2023

Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, OR 97301

RE: Regional Mobility Pricing Project NEPA Scoping Comment Letter

On behalf of the City of Oregon City and with support of the City Commission, I respectfully submit our comments on the Regional Mobility Pricing Project NEPA Scoping.

While these comments are intended as comments for the RMPP scoping, they are not an endorsement or acceptance of any proposal to implement pricing along I-205 and I-5. The City Commission is adamantly opposed to any application of tolling in the region.

On September 2020 the City, much like in this RMPP request for comments, submitted our I-205 Tolling NEPA Alternative Analysis comment letter, raising different but similar concerns provided in this letter. On February 2, 2022 the City approved and adopted Resolution 22-06 calling for completion of the RMPP project prior to a decision on tolling I-205 and for construction of the Abernethy Bridge with other funds. Our position on tolling has been and continues to be understanding of the need for revenue and for congestion relief. However, ODOT's I205 tolling choices are without regard for impacts to Oregon City's congestions levels and safe public travel. We have concerns that this RMPP project is going to rely on the same short sided evaluations, resulting in similar rerouting problems at other high diversion locations around the region.

The ODOT Project Team has established a burdensome schedule and at the same time has missed deadline after deadline or provided local agencies incomplete responses. Oregon City staff have participated in two I-205 "mitigation" workshops neither of which have resulted in good ideas or solutions that can be considered suitable mitigation. Instead, the ODOT project team acknowledges that there simply are not remedies that resolve the I-205 local system diversion problems resulting from tolling.

While the following comments are specific to ODOT's Regional Mobility Pricing Project (RMPP), it is important to note that Oregon City has previously commented on the I-205 Toll Project.

While these may be different programs, there is an inherent connection between them, and our comments are consistent in advancing transportation policies that benefit people and communities throughout the region and Oregon City.

Communication and Coordination

The RMPP proposal represents a change in how transportation is funded in Oregon. Since highway travel is a primary mode of travel for people and businesses alike, we believe that it is

ODOT's responsibility to ensure local communities and road users know about this impending program. ODOT should actively engage and consult local jurisdictions and stakeholders, rather than those groups existing in a constant state of needing to request information. While ODOT has recently taken steps to improve this relationship, more can be done.

System vs. Facility Goals

The I-205 Toll Project has demonstrated that ODOT's priority is the benefit of the freeway system over users and the local road system, and we are concerned that same policy framework will transfer to the RMPP. Highway systems are large, support interstate travel for people and businesses, and traverse too many communities to score facility goals independent of system impacts. Based on the current stated purpose and need, we have genuine concerns that the diversion, safety, and greenhouse gas metrics will ignore the off-system impacts caused by tolling. More specifically:

Tolling designed to reduce congestion without meaningful alternative modes of travel or facilities will divert trips into local communities to avoid the toll. Past underinvestment in the current facility already leads to diversion, creating congestion and unsafe conditions for Oregon City today. It should be a goal to address existing diversion and anticipated diversion caused by tolling.

Safety conditions will worsen on local roads as a result of people rerouting to avoid tolls – primarily affecting bicyclists, pedestrians, and downtown Oregon City. RMPP should prioritize and address safety hazards created by tolling both on and off the freeway system.

Greenhouse gas reduction will not be accurately calculated by a facility-only analysis - especially if a goal of the RMPP is to move cars off the highway system onto local roads for short trips travel. A goal for RMPP should be to reduce both vehicle miles and hours traveled, both on and off the interstate system.

Regional Alternatives

A regional program intended to change behavior for regional travel must have alternatives that are equal or similar across the region. As it stands now, those alternatives are incomplete, particularly in Oregon City and the surrounding area.

Transit infrastructure is woefully inadequate along the southern portion of I-205. Without substantial, permanent investment in transit, drivers will not choose transit as an alternative to the toll program. Additionally, transit alone cannot be the solution. Our communities are diverse across many metrics, including geography, density, and land use designations. ODOT is attempting to toll highways passing through the most urban parts of Oregon, suburbs, and farm land. There will not be a single solution to supporting alternative modes, and the RMPP must be flexible in both its policies and mitigations to best fit the needs of the communities ODOT intends to impact.

In order to see the expected mode shift from single occupancy vehicles, adequate opportunities need to be available. This will require improved transit alternatives (bus/shuttle on shoulder and connection routes around the project), improved bicycle and pedestrian accommodations on

roadways where diversion will increase as well as adequate bicycle and pedestrian options across the Willamette River.

The I-205 Improvements: Stafford Road to OR 213 does not currently include bicycle and pedestrian components, which leaves limited options for commuting along the I-205 corridor as a bicyclist or pedestrian. We think that was short sided and a mistake. The OR 43 Arch Bridge is not a low stress or user-friendly option for walking and biking and all other routes are too far out of the travel path for most bicyclists. Through access to and from the Arch Bridge is imperfect. In order to provide adequate bicycle and pedestrian mode shift options along the corridor, it is imperative that ODOT continue to work with local agencies to identify not only a bicycle and pedestrian option across the Willamette River, but funding for the project as well.

Equity at the Forefront

It is imperative that the goals and objectives not only look at the Toll Program as a whole, but that it also looks at the micro level burdens and benefits for areas immediately adjacent to the project area, including Oregon City.

We have been pleased with the formation of the Equity Mobility Advisory Committee (EMAC) for the I-205 program, and hope it is retained to benefit implementation and provide ongoing oversight of the RMPP. One question we propose they consider is how to enforce collection penalties in a way that do not cause disproportionate harm to the most vulnerable users of the proposed system. For example, HB 3055 states that people who do not pay their toll fees will not be able to renew their vehicle registration. That consequence could significantly affect people in the lowest tiers of income, who likely need their vehicles the most in order to reach their place of work. We request that EMAC consider this issue, and others like it, and provide a recommendation to ODOT and the OTC ahead of implementation that makes sense for all Oregonians.

Economic Impacts

To thrive as region, it is imperative that regional systems do not cause disproportional harm to the businesses in communities where tolling will inherently have greater diversion impacts. Communities in Clackamas County have consistently requested that the I-205 toll program not begin until the RMPP achieve federal approval, thus ensuring the southern I-205 corridor does not become the only tolled area in the region, which would have an immediate negative impact on existing and future business. For this reason, we insist economic impact goals are added to the purpose and needs of the RMPP, thus ensuring any mitigation programs will account for tolling impacts.

Goals and Objectives

Following are comments on the Goals and Objectives:

- **Goal: Support management of congestion and travel demand**
 - The discussion around gantry placement is important to Oregon City, and we believe directly tied to the amount of diversion that will impact Oregon City. Please include information on how the gantry locations will be determined.
 - This goal is focused on the freeway system, at the detriment of the local system. Both objectives under this goal should include references to on and off the ODOT system.

- **Goal: Limit additional traffic diversion**
 - Identify diversion that exists today onto local roadways, anticipated diversion from I-205 Toll Project and RMPP. Identify how these will be mitigated.
 - Strengthen wording related to improving safety on the local roads, these includes monitoring and making investments as issues arise after implementation.
- **Goal: Support multimodal transportation choices**
 - This goal needs to not only support, but include funding to implement multimodal choices that are safe for all modes of travel.
- **Goal: Create sustainable revenue stream**
 - ODOT has stated that I-205 Toll Program revenue will be invested in the corridor. That area is relatively small compared to the RMPP. How will investments in the RMPP be prioritized?
- **Goal: Support safe travel**
 - This goal needs to include stronger language to not just support, but improve safety in impacted areas.
- **Goal: Support statewide and regional economic growth**
 - These objectives focus on the state and region, without looking at the local economic impacts to downtown Oregon City. Please also look at local economic impacts.

Most importantly, we continue to state that Oregon City is being required to bear the majority of the burden, with little to no benefit of tolling with the implementation of the I-205 Toll Program prior to federal approval of the RMPP program. What if the RMPP program is not approved, will the short section I-205 be the only tolled freeway in Oregon? How can ODOT justify it's decision to segment a region wide project like statewide tolling policy by breaking out I205 tolling from the RMPP?

Finally, we feel obliged to reinforce our concerns for the impacts of diversion to Oregon City. Diversion already exists on local roads due to bottleneck congestion on I-205, and is experienced on the OR 43 Arch Bridge, OR 99E and downtown Oregon City regularly. Increased diversion to roads already subjected to diversion is compromising any community support that may have existed before the current RMPP.

Thank you for considering our comments, and we look forward to our concerns being addressed in your response as part of the NEPA process.

Sincerely,



Denyse C. McGriff
Mayor

cc: City Commission

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RMPP NEPA Scoping Letter - Draft.docx