



**Members:**

Mary Smith, Chair  
Betty Mumm, V. Chair  
Jonathan David  
Scott Failmezger  
Ronald Haas  
Betty Schaafsma  
Don Slack  
Nancy Walters  
Terry Wright

**AGENDA**

**TUESDAY, SEPTEMBER 21, 2010**

6:00 pm

City of Oregon City

City Hall

**625 Center Street, Oregon City**

**Commission Chambers**

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

**June 15, 2010** (*Wright and Failmezger absent*)

IV. AGENDA ANALYSIS

V. BUSINESS

**A. Pearl Street Traffic Concerns - Rolling Agenda Item**

**B. Downtown Parking Committee - Rolling Agenda Item**

**C. 99E Tunnel - Rolling Agenda Item**

**D. Beavercreek Road School Speed Zone - (Update - Lewis)**

**E. Bicycle Safety Treatments (Update - Walters)**

**F. McLoughlin Neighborhood Concerns (Discussion - Lewis)**

**G. TriMet Ballot Measure (Information)**

**H. Metro - Community Investment Strategy (Information)**

**I. Construction Projects (Update)**

VI. FUTURE AGENDA ITEMS

VII. ADJOURNMENT

**Next Meeting:** October 19, 2010

**Attachments:**

- 1) Minutes of June 15, 2010
- 2) Letter to Bobby Walker, ODOT, dated July 10, 2010
- 3) Letter from McLoughlin Neighborhood Association dated August 6, 2010

- 4) TriMet Flyer dated August, 2010
- 5) Metro - Community Investment Strategy Open Houses

**City Staff:**

John Lewis, Operations Manager

Kathy Griffin, Administrative Support

Nancy J.T. Kraushaar, City Engineer/Public Works Director

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*Transportation Advisory Committee Web Site*  
<http://www.orcity.org/cityrecorder/transportation-advisory-committee>  
*Complete Agenda Packets and Minutes available*



June 15, 2010

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## I. CALL TO ORDER

The Transportation Advisory Committee meeting of **Tuesday, June 15, 2010**, was called to order by Chair Smith at 6:00 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

## II. ROLL CALL

Committee members present included Chair Mary Smith, Vice-Chair Betty Mumm, Don Slack, Betty Schaafsma, Ron Haas, Jonathan David and Nancy Walters. Terry Wright and Scott Failmezger were excused.

Staff members present included John Lewis, Operations Manager, and Kathy Griffin, Administrative Assistant.

## III. APPROVAL OF MINUTES

**Betty Mumm moved to approve the minutes of May 18, 2010. Don Slack seconded the motion.**

Betty Schaafsma requested a change on page 4 of the minutes, item 6, line 3, to replace "couldn't" to "could".

The motion **carried** as amended with Mary Smith, Betty Mumm, Don Slack, Betty Schaafsma, Jonathan David and Ron Haas voting yes. Terry Wright and Scott Failmezger were absent. Nancy Walters abstained.

## IV. AGENDA ANALYSIS

Chair Smith moved discussion of the 99E Tunnel to the beginning of the agenda because Don Slack needed to leave the meeting early.

Chair Smith noted that there were two people in attendance and she would allow them to speak following the 99E Tunnel discussion.

## **V. BUSINESS**

### **A. 99E Tunnel**

Don Slack talked about improving the gateways to Oregon City which was also a goal of David Frasher, City Manager. The 99E tunnel was built in 1936 and needed updating. He requested that the tunnel be added to the agenda as a rolling agenda item.

The Main Street Oregon City Gateway Committee has been meeting to discuss tunnel improvements and prepared a letter addressed to ODOT which they submitted to the City. The City agreed to put it on City letterhead and send it to ODOT to find out who's responsible for maintaining the tunnel and to request that the responsible party take action to maintain the tunnel.

### **B. Downtown Parking Committee**

Don Slack reported that he received a memo from Scott Archer, Community Services Director, informing him that the downtown parking study would be presented to the City Commission at a July 16 work session. City staff was seeking guidance from the City Commission on implementation of the plan.

Mr. Slack indicated that he had to leave the meeting early because he would be speaking about Main Street at a townhall meeting being held by Martha Schrader simultaneously with the TAC meeting.

### **C. Signal Timing at 14<sup>th</sup> Street and 99E**

Donald Belshaw brought to the attention of the TAC a traffic issue at the intersection of 14th Street and 99E. His wife had a serious accident at that location while heading north on 99E and an SUV traveling southbound tried turning onto 14th Street in front of her causing a collision. Mr. Belshaw timed the light and found the left turn arrow was green for 3 seconds and then turned amber. He requested that the signal timing be investigated to determine its appropriateness.

Mr. Lewis indicated that it was an ODOT signal but that he would check into the situation.

### **D. Sales presentation by a concrete company**

Peter Vom Tal from Eisen Concrete Post presented the TAC with information regarding fortified concrete posts. He provided a copy of the detail.

**E. Pearl Street Traffic Concerns**

Mr. Lewis explained that he received a copy of the staff report for the 221 Molalla Avenue development and he outlined key items in the staff report.

The original development required 77 parking spots and the site contains 79 parking spots. The site has the appropriate number of ADA parking spaces. Standards more recent than those in effect when the development went in allow developers to include on-street parking stalls in their parking space count.

One thing he noticed was that the parking lot was not to be used for storage but there were quite a few public vehicles stored on site in addition to personal vehicles. The City does have an option to use off-site parking located across the street behind Mitzell's. The State has been parking behind the Oregon City Grill.

Chair Smith thought that those people who have other parking options should be encouraged to use them and Mr. Slack agreed.

Mr. Lewis agreed to draft a letter to the property owner requesting that the tenants not use the parking lot for storage of business related vehicles. The letter could also be sent to the neighbors for their information.

Public Works planned to move forward with restriping Pearl Street which will shift the travel lanes away from the on-street parking spaces.

**F. Light Rail to Oregon City**

Handouts were provided to the TAC at the request of Nancy Kraushaar.

Mr. Lewis pointed out that for light rail, Oregon City lands heavily into the "next phase regional priority corridor" in order of priority with other regional needs.

Mr. David noted that there were things that could be done as a community to get Oregon City's priority elevated that the TAC may want to begin discussing.

**G. Curb Extension Signage for Bicycle Safety**

The consensus of the Committee was that the use of reflectors was a good low tech solution to improve bicycle safety. The City of Portland has increased their use. Mr. Lewis agreed and added that that he wasn't necessarily in favor of the use of upright signage. Mr. David noted that new

draft guidelines had been put out by AASHTO.

Ms. Walters agreed to check with the City of Portland to see if they have any bicycle guidelines. She was hoping something could be done that was effective but not cost prohibitive. Priority streets for treatment were collectors and higher.

**H. TSP Update**

Mr. Lewis went through the list of projects.

**I. Construction Updates**

An update was provided for the Committee's information.

**VI. ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 7:22 p.m.

Respectfully Submitted,

Kathy Griffin  
Administrative Assistant

*A video recording of this meeting is available at  
<http://www.orcity.org/cityrecorder/meeting-agendas-minutes-and-videos>.*



# OREGON CITY

## Public Works

625 Center Street | Oregon City OR 97045  
Ph (503) 657-0891 | Fax (503) 657-7829

July 20, 2010

Bobby Walker, District Manager  
Oregon Department of Transportation (ODOT), District 2B  
9200 SE Lawnfield Rd.  
Clackamas, OR 97015

Dear Bobby,

Recently I met with representatives of the Main Street Oregon City (MSOC) organization and received an update on the March 1, 2010 meeting you had with them to visit and view the McLoughlin Boulevard (Hwy 99E)-Union Pacific Railroad (UPRR) bridge (tunnel below the UPRR tracks at 99E) in Oregon City.

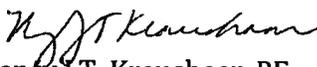
As you know, the tunnel is a gateway to Oregon City's historic downtown. It appears to have been neglected and needs repairs and cleaning or painting - which leaves a negative impression of Oregon City. Oregon City Public Works (OCPW) and MSOC are very interested in working with ODOT to further progress on improving the condition of the tunnel and its components.

I have asked John Lewis (OCPW Operations Manager) and Don Slack (MSOC President) to pursue tunnel repairs and maintenance with the responsible parties. I understand the responsible parties could be ODOT or UPRR.

Enclosed you will find a letter and list of questions that I received from MSOC and several downtown business owners. The questions appear to be a good start in identifying who is the best party to address several maintenance areas. They are also seeking answers about how the catwalk can be utilized and the potential historic nature of the tunnel.

Oregon City would greatly appreciate if ODOT could respond to these questions and work with John Lewis and Don Slack to enhance the condition of the tunnel. Thank you for your consideration. If you have any questions, please contact me at 503.496.1545 or [nkraushaar@orc.org](mailto:nkraushaar@orc.org).

Very truly yours,

  
Nancy J.T. Kraushaar, PE  
City Engineer/Public Works Director

Enclosure

c: Taci Holbrook, MSOC Project Lead  
Lloyd Purdy, MSOC Manager  
Don Slack, MSOC President  
John Lewis, PE, OCPW Operations Manager  
Senator Martha Schrader  
Representative Bill Kennemer

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**President**  
Don Slack

**Vice President**  
Elizabeth Fowler

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**Secretary**  
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Karin Morey  
Daphne Wuest  
Amber Holveck  
Terri Powers  
Marcia Wimmer  
Mike Wonser

**Executive Director**  
Lloyd Purdy

June 7, 2010

Nancy Kraushaar  
Oregon City Public Works  
625 Center Street  
Oregon City, OR 97045

Dear Nancy,

This letter is to follow up on the 99E railroad bridge meeting that we, the MSOC Gateway Committee, had with Oregon City Public Works and ODOT, on Monday, March 1, 2010.

The following people were in attendance:

**Main Street Oregon City Gateway Committee**  
Don Slack and Ryan Montoure

**Oregon City Public Works**  
John Lewis – OC Public Works Operations Manager

**Oregon Department of Transportation**  
Bob Walker – District Manager  
Melinda Griffith – Permit Specialist  
Mike Gehring – Bridge Maintenance Supervisor

The goal for the meeting was to initiate the clean up, repair, and if appropriate, painting, of the 99E railroad bridge, as well as the pedestrian rails and walkways.

The railroad bridge is a significant and impressive gateway – both entrance and exit, to our community. In its current dilapidated state, it leaves a very negative impression of our community. With some attention and care, it could be a beautiful asset that sends an unmistakably positive message to everyone who drives, or walks, through it.

The following page documents some of the questions that arose during our meeting. We request a timely written response from ODOT regarding these questions. We ask for the City's support to move this project forward to the implementation phase.

Sincerely,  
Taci Holbrook, Project Lead  
Main Street Oregon City Gateway Committee  
708 Main Street Suite 206  
Oregon City, OR 97045

**1) Who is responsible for which part of the railroad bridge?**

It is our understanding that ODOT is responsible for everything from the steel girders down and Union Pacific is responsible for everything above the steel girders.

**Target Question(s):**

- a) Who at ODOT and at UP can confirm the accuracy of these statements?
- b) As it appears that both ODOT and UP each own different sections of the railings, who can clarify, who is responsible for which sections of the railings?

**2) Is the railroad bridge a historic structure? Can it be painted, with the understanding that those historic guidelines would be used?**

There is a plaque on the bridge that states that it was built in 1936. As of yet, the bridge has not been found on any (federal) historic list. Is this an issue that affects the maintenance of the structure?

**Target Question(s):**

- a) Who at ODOT can confirm if it is or is not an historic structure?
- b) Who approves and authorizes painting and site maintenance?

**3) What should be done with the deteriorated pedestrian rails?**

The ODOT representative, Mike Gehring, seemed certain that there will be issues with cleaning and/or repainting the rails, due to the high probability of lead based paint. John Lewis questioned painting over something as severely rusted as the railings are. Fastening new railings to the existing structure presents its own set of challenges too.

**Target Question(s):**

- a) Is it more fiscally responsible to clean and paint the rails, or to replace them?

**4) What can be done about the graffiti?**

As ODOT has someone specifically for that job, according to the ODOT team at the meeting, it appeared straight forward that they would be handling the graffiti removal.

**Target Question(s):**

- a) When can we expect that to happen?
- b) What actions will ODOT take to deter future vandalism?

**5) Can we attach a "Welcome to Downtown Oregon City!" sign to the catwalk over 99E, between the overlook and the bridge?**

Currently this area is underutilized as a gateway to welcome people to Oregon City. It could be a way to send the positive message that downtown Oregon City is alive and thriving.

**Target Question(s):**

- a) Can the catwalk be utilized as a gateway to Downtown Oregon City, by attaching something permanent?

## **Main Street Oregon City Gateways Committee**

**Project Lead**

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**Taci Holbrook**  
Accurate Collection Services

**Committee Member**

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**Don Slack**  
President MSOC Board of Directors  
Downtown business owner – Settler’s Corner

**Committee Member**

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**Ryan Monture**  
This-n-That Shop

**Committee Member**

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**Ryan Smith**  
The Verdict Restaurant & The Caufield House

M C L O U G H L I N



N E I G H B O R H O O D  
A S S O C I A T I O N

August 6, 2010

David Frasher, City Manager  
City of Oregon City  
625 Center Street  
Oregon City, OR 97045

Dear Mr. Frasher,

The library moving into the Carnegie Building has significantly impacted the McLoughlin Neighborhood in terms of parking, traffic and flow of people in the area. In light of this, the neighborhood association feels that improved safety measures are warranted.

First, we request that the intersections at 6<sup>th</sup> and John Adams be made into a four way stop (currently there are only stop signs on 6<sup>th</sup>). With more cars parking on the blocks surrounding the area, visibility is often limited for the cars at the stop signs as well as people attempted to cross the street. This creates a dangerous situation. Adding stop signs in the other direction would greatly reduce this problem. Drivers and pedestrians would not be trying to see around parked cars to see if the street is clear to cross. People driving down John Adams toward Sixth are often distracted while to looking for parking. Adding a stop sign would help alert their attention to people crossing John Adams. A four way stop will make it safer for both pedestrians and cars. We recognize that the Traffic Advisory Committee may need to weigh in on this matter, but strongly encourage the City to act sooner rather than too late.

Second, we request that the crosswalks at the intersection of 6<sup>th</sup> and Jefferson be repainted and that crosswalks be painted at the intersection of 6<sup>th</sup> and John Adams in addition of the stop signs. Clearly painted cross walks would make it clearer to drivers, that they need to watch for people crossing the streets at these intersections, particularly in the not uncommon situation of children crossing from the library to the Tot Park to use the rest rooms.. These measures would increase pedestrian safety and do not need review by the TAC.

With the library, Pioneer Center, Ermantinger House, and two parks adjoining these intersections, we feel that measures to increase public safety is paramount. We would appreciated your swift response to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Damon Mabee". The signature is fluid and cursive.

Damon Mabee, McLoughlin Neighborhood Chair  
Kimberly Walch, McLoughlin Neighborhood Association Member

CC: Nancy Krushaar, Public Works Director  
Traffic Advisory Committee

## TriMet to go to ballot to improve service for elderly and people with disabilities

TriMet's Board of Directors approved a resolution to allow the agency to seek voter approval to make capital investments that improve transit services and accessibility for elderly and people with disabilities.

More than 10 million bus and MAX trips are taken by elderly and people with disabilities each year. Another one million trips are taken on LIFT, TriMet's door-to-door service. These figures are expected to grow. Over the next 25 years, the Portland metro region expects the elderly population to nearly triple. The measure would improve access and remove barriers to transit and allow people to get to work, shopping, medical appointments and other activities. If approved, it would allow TriMet to:

- Replace at least 150 high-floor buses to improve access for elderly and people with disabilities. These buses are over 19 years old and well beyond retirement age. The stairs on the buses make boarding difficult. Lifts must be deployed for riders using mobility devices, and the lifts are slow and require frequent maintenance. These aging buses would be replaced with new low-floor buses with ramps, air conditioning, security cameras and automatic stop announcements to assist those with visual impairments. A low-floor bus costs about \$440,000.
- Improve access and enhance safety for about 300 bus stops including sidewalks, curb cuts, shelters, safer pedestrian crossings, lighting and customer information. Stops without adequate access create barriers to riding fixed-route service. Depending on the improvements, the costs range from \$10,000 to \$150,000 per stop.
- Replace up to 100 LIFT buses that provide door-to-door service for those unable to ride regular fixed-route bus and MAX service. These buses are well past retirement age. The radio and dispatch system would also be improved to include mobile data terminals to improve reliability and reduce waiting times. LIFT buses cost about \$90,000.

### What is the measure and how much would it cost?

TriMet will place a \$125 million general obligation bond measure on the November 2, 2010 ballot. The measure would cost property owners the same amount they currently pay for TriMet, which is a little over 8 cents per \$1,000 of assessed property value, or about \$20 a year for a home with an assessed value of \$250,000. If approved, the new levy would replace the 1990 voter approved \$125 million bond levy when it expires. The 1990 bond levy paid for the Westside MAX extension and expires in 2012. The new levy would expire in about 20 years.



See where it takes you.

### **Can the funds be used to restore bus and MAX service that has been cut?**

By law bond monies can only be used for capital expenditures, not for operating costs. The proceeds would only fund the improvements listed above.

### **Why make these improvements?**

Removing barriers for elderly and people with disabilities to ride fixed-route bus and MAX service allows TriMet to provide more cost-effective service than the more expensive door-to-door LIFT service. A bus and MAX trip averages about \$2.75, while a LIFT ride costs about \$29 a ride.

Replacing old high-floor buses with new low-floor buses also costs less to maintain. An older bus (15+ years) costs more than twice as much to maintain than a newer bus (less than 5 years). A newer bus costs about \$.40 per mile to maintain (parts and labor); an older bus costs about \$1 per mile. This does not include the cost to rebuild an engine (every 7 years) or transmission (every 3-4 years). A bus operates about 50,000 miles a year.

If the measure is approved, it would fund bus improvements. As the economy improves, TriMet will expand bus and MAX service.

### **Why now?**

In May, Oregon voters approved Measure 68. This measure expanded the types of capital purchases that a general obligation tax levy could pay for. As a result, TriMet bus improvements became eligible for a bond measure. This change in Oregon law also comes close to the expiration date for TriMet bonds that were issued in 1990 to fund the Westside Light Rail project. Because of the urgent need to make capital improvements, TriMet decided to ask voters to continue to pay the same amount for TriMet (about 8 cents per \$1,000 of assessed value).

### **Why a voter approved levy for buses and bus stop improvements?**

TriMet had planned to buy buses annually since 1997. However, economic conditions have not been favorable. TriMet delayed about half of the purchases in order to offset the decline in revenues and not cut service to riders. Delaying bus purchases helped offset service cuts, but now TriMet has one of the oldest fleets in the country and it's in need of replacement. And the severity of the latest economic recession caused us to also have to cut service.

### **TriMet spends hundreds of millions for light rail, so there's little or no money for buses?**

For the Portland-Milwaukie Light Rail Project, 50 percent will be paid for by the federal government, with local agencies funding the balance. These projects are regional investments funded by our partner agencies, not borne solely by TriMet. TriMet's share for the just opened Green Line was \$28 million for the \$576 million project. In all, TriMet's contributions for the 5 light rail lines built to date is less than 10% of the total project costs, or about \$242 million. Additionally, a MAX train carries five times more people than bus. Without MAX, we could not carry as many riders as we do today with funding available. To serve our region, we need both buses and light rail.



## **Community Investment Strategy** **Building a sustainable, prosperous, and equitable region**

Metro's Chief Operating Officer recommendations issued Aug. 10, 2010 are intended to inspire a public discussion about community investment and to kick off decision-making processes about growth management choices related to the urban growth boundary. Some key dates:

### **OPEN HOUSES**

**Monday, Sept. 13**, 5 to 7 p.m. – Lents Boys and Girls Club, Community Room  
9330 SE Harold St., Portland

**Tuesday, Sept. 14**, 5 to 7 p.m. - Wilsonville City Hall, Conference Rooms I & II,  
29799 SW Town Center Loop E, Wilsonville

**Thursday, Sept. 16**, 5 to 7 p.m. - Sherwood City Hall, Community Room  
22560 SW Pine Street, Sherwood

**Monday, Sept. 20**, 5 to 7 p.m. - Clackamas County Development Services Building,  
Community Room; 150 Beaver Creek Rd., Oregon City

**Tuesday, Sept. 21**, 5 to 7 p.m. – St. Johns Community Center, Classroom 4, 8427 N.  
Central, Portland

**Wednesday, Sept. 22**, 5 to 7 p.m. – Hillsboro Civic Center, Room 113C  
150 E Main St., Hillsboro

### **OTHER EVENTS**

Engagement opportunities are planned starting in August through the fall including a series of staff presentations at diverse stakeholder meetings around the region, walking tours and discussions in local communities (dates TBD), and related speaker series and workshops.

Additional briefings are scheduled as follows:

**Wednesday, Sept. 29**, 6:30 to 8 p.m. – Hillsboro Civic Center Auditorium, 150 E.  
Main St., for public officials, planning commissioners, interested parties

**Thursday, Sept. 30**, 6:30 to 8:00 p.m. – Gresham City Hall Conference Center, 1333  
NW Eastman Parkway, for public officials, planning commissioners, interested  
parties

## **OTHER KEY DATES**

**Aug. 10-Oct. 1** – Public comment period on COO recommendation. A survey will be available on the Metro web site and at open houses Sept. 13-Oct. 1.

**Early October** – Metropolitan Policy Advisory Committee and Metro Council review of public comment

**Mid-October** – Metro Council decision on UGB study areas

**Nov. 17** – Final MPAC recommendation on growth management decisions

**November** – Public comment period and public hearings (tentatively Nov. 29-Dec. 2) on growth management ordinance

**December 9** (tentative) – Final growth management decisions by the Metro Council

## **GET INVOLVED**

For details on comment opportunities, dates for events and hearings, more information, or to download the recommendations, visit [www.oregonmetro.gov/investment](http://www.oregonmetro.gov/investment). An online survey will be available on the site from Sept. 13-Oct. 1.

Comments may also be submitted by e-mail to [2040@oregonmetro.gov](mailto:2040@oregonmetro.gov) or mailed to: Metro

Community Investment Strategy comments  
600 NE Grand Avenue  
Portland, OR 97232

For more information, call Metro at 503-797-1735.

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