



# CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE (TAC) AGENDA

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Virtual Meeting  
Tuesday, August 18, 2020 at 6:00 PM

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Contact [kdavis@orccity.org](mailto:kdavis@orccity.org) for the link to participate in the meeting

## CALL TO ORDER

## ROLL CALL

## APPROVAL OF THE MINUTES

- [1.](#) Minutes of July 21, 2020 Transportation Advisory Committee Meeting

## ADOPTION OF AGENDA (Agenda Analysis)

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

## PUBLIC COMMENTS

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

## NEW BUSINESS / DISCUSSION ITEMS

- [2.](#) Presentation from citizen, Carla Owings, about speeding and parking issues on Glen Oak Rd.
- [3.](#) Clackamas County Shuttle Plan Presentation
- [4.](#) Public Works Report

## COMMUNICATIONS

## ADJOURNMENT

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**PUBLIC COMMENT GUIDELINES**

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*Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. 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. To assist in tracking your speaking time, refer to the timer on the table.*

*As a general practice, the Transportation Advisory Committee (TAC) 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.*

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**ADA NOTICE**

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*The location is ADA accessible. Hearing devices may be requested from the City Staff Member 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*

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***Agenda Posted at City Hall, Pioneer Community Center, Library, City Web site.***

***Video Streaming & Broadcasts: The meeting is streamed live on Internet on the Oregon City's Web site at [www.orcity.org](http://www.orcity.org) and available on demand following the meeting. The meeting can be viewed live on Willamette Falls Television on channel 28 for Oregon City area residents. The meetings are also rebroadcast on WFMC. Please contact WFMC at 503 650 0275 for a programming schedule***



# OREGON CITY

## Transportation Advisory Committee Minutes

July 21, 2020

### 1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday July 21, 2020**, was called to order by City staff member Kim Davis at 6:00 PM via a virtual Zoom Meeting.

Committee members present included Henry Mackenroth, John Anderson, Ray Atkinson, Ben Simmons, Tim Wuest and Vance Tong. Cedomir Jesic arrived late and Bob LaSalle was absent.

Staff members present included Vance Walker, Assistant Public Works Director, Dayna Webb, City Engineer, Ryan Bredehoeft, Business Analyst, and Kim Davis, Senior Administrative Assistant.

### 2. APPROVAL OF THE MINUTES

Mr. Mackenroth **moved to approve** the minutes of **June 16, 2020** and it carried **unanimously** by the following vote: Aye: Mackenroth, Anderson, Atkinson, Simmons, Tong and Wuest.

### 3. AGENDA ANALYSIS

Nothing added.

### 4. CITIZEN COMMENTS

There were no citizen comments made.

### 5. NEW BUSINESS/DISCUSSION ITEM

#### a. Shuttle Plan Presentation

Major points were as follows:

- Ray Atkinson gave a presentation on the Clackamas Community College Shuttle Service and Access Plan and the results of the online survey.
- Mr. Anderson asked if there are people other than students that use the shuttle and Mr. Atkinson said yes, the shuttle is open to the public.
- Mr. Atkinson said that 84% of Fall 2019 riders started or ended their trip at Clackamas Town Center.

## **b. Transit Update**

Major points were as follows:

- Dayna Webb, The City Engineer, gave a transit update that included the Clackamas County Transit Development Plan, The Shuttle Plans, TriMet Pedestrian Plan, and TriMet Express and Limited Stop Bus Study.
- Mr. Webb said the Clackamas County Transit Development plan is moving forward. She said there are 7 Transit Providers within the County. Ms. Webb provided a map with an overview of the 7 service providers, which showed their service boundaries and routes.
- Ms. Webb talked about the funding for the 4 new public transit services. Ms. Webb said the Oregon City Connector Shuttle has a goal to be up and running by the Fall of 2020.
- Ms. Webb said they are reviewing the key destinations and looking at the survey feedback.
- Ms. Webb said the Oregon City, West Linn and Tualatin Commuter Shuttle is looking at tying the route to Meridian Park Hospital.
- Mr. Mackenroth said that it would be a good idea for the TAC to have a more in-depth conversation with the planning team about this project.
- Ms. Webb said she has been working with TriMet on their Technical Advisory Committee on an update to their pedestrian plan.
- Ms. Webb said TriMet is working on creating some guidance for express and limited bus stop services. She said the goal is to assess the market demand for these types of services in a viable model TriMet service area.

## **c. ODOT Tolling Update**

Major points were as follows:

- Ms. Webb gave an update on tolling. She said it has many aspects, to include political and technical aspects. She said she participates in, on behalf of the City, the technical aspects.
- Ms. Webb said the Oregon Legislature passed Hose Bill 2017, known as “Keep Oregon Moving”.
- Ms. Webb said that the preliminary work ODOT did in 2018 determined tolling would manage congestion and raise adequate amount of revenue to fund the improvements needed.
- Ms. Webb said all lanes of I-205 would be tolled.
- Ms. Webb showed ODOT’s timeline for implementing tolling.

## **d. COVID-19 Transportation Impacts**

Major points were as follows:

- Ms. Webb gave some information on traffic volume and speeds during the Covid-19 pandemic. She showed a comparison of traffic volumes from 2019 and 2020.
- Ms. Webb shared a slide showing how dramatic the impact of Covid-19 has

been to TriMet.

- Ryan Bredehoeft, a Business Analyst for the City, talked about the revenue impacts from the Covid-19 pandemic and more specifically on the transportation funding. He said the three funding sources are State Highway Fund (Gas Tax), Pavement Maintenance Utility Fee, the Transportation System Development Charges, and the Clackamas County Vehicle Registration Fee.
- Mr. Bredehoeft said the State Highway Fund has had the most adverse impact from the pandemic and explained how it has been affected.
- Mr. Bredehoeft said he feels pretty good about our current situation financially and how we will recover from the impacts.
- Ms. Webb briefly talked about the 2020 Traffic Counts. She said they are done every 3 years in the fall and she is recommending postponing them until the Fall of 2021. She said she thinks the counts would not be accurate due to the pandemic and the fact that counts are down.

#### **e. Metro Get Moving 2020 Update**

Major points were as follows:

- Ms. Webb gave an update on the Metro Get Moving 2020. She said on July 16, 2020 Metro Council Adopted Package is to be sent to voters in November 2020.
- Ms. Webb talked about the Regionwide Program Descriptions which are Safe Routes to School, Safety Hot Spots, Regional Walking and Biking Connections, Electric Buses, Thriving Main Streets, Anti-displacement Strategies, Youth Transit Access, Better Bus, Housing Opportunity Fund, and Planning for the Future. She said these programs add up to \$50 million a year in programs.
- Ms. Webb shared a slide of the Corridor Investment Package and explained the different corridors.

#### **f. Public Works Report**

Major Points were as follows:

- Ms. Webb said on July 15<sup>th</sup> the City Commission approved the Parklet Pilot Program, allowing businesses to apply for a Parklet. This will allow businesses to temporarily convert on-street parking to restaurant seating. This will be in effect until November 30, 2020.
- Ms. Webb gave a brief update on the Meyers Rd. Extension. She said they have been making great progress. She said we are confident the road will be open in the Spring of 2021.
- Ms. Webb gave an update on the Molalla Ave. Street Scape Project. She said the contractor has been issued Notice to Proceed. Ms. Webb said on the evening of July 23<sup>rd</sup>, the first big change will be dual left turn lanes at Beaver Creek and Molalla Ave.
- Ms. Webb told the TAC about some TriMet bus route changes.

- Ms. Webb said we took the Holcomb Blvd SRTS Grant Application to the City Commission on June 15<sup>th</sup>. She said the City Commission questioned what's the City's plan B to address the issues on Holcomb Blvd if we do not get the grant. She said they will be having more of a discussion with the City Commission about this on August 5<sup>th</sup>.
- Mr. Walker said the Slurry Seal Project started and they will be in town for 4 days completing the project.

**6. COMMUNICATION**

**7. FUTURE AGENDA ITEMS**

**8. ADJOURNMENT**

There being no further business, the meeting adjourned at 8:30 pm.

Respectfully Submitted,

Kimberly Davis  
Senior Administrative Assistant



# CITY OF OREGON CITY

## Staff Report

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

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**To:** Transportation Advisory Committee Meeting **Agenda Date:** 08/18/2020  
**From:** Senior Administrative Assistant-Kim Davis

### **SUBJECT:**

Presentation from citizen, Carla Owings, about speeding and parking issues on Glen Oak Rd.

### **EXECUTIVE SUMMARY:**

Carla Owings, a citizen of Oregon City, will be giving a presentation about her concerns of speeding and parking issues in her neighborhood.

### **BACKGROUND:**

There have been ongoing issues with people parking in designated no parking spots and speeding up and down Glen Oak Rd. Carla Owings, a concerned citizen who lives in the neighborhood, would like to present her concerns to the TAC.

# Speeding, Parking Violations and Increased Traffic on Glen Oak Road

Between High School Ave and S Beaver creek Road



## The Three Concerns:

- Speeding and not yielding for pedestrians which increases a risk for accidents
- Parking Violations are decreasing visibility and increasing the risk for accidents
- The expected increase in traffic on Glen Oak Road with new park opening.

# Map of Area



# Speeding

Many cars drive faster than the speed limit on Glen Oak Road after they pass the speed bump at High School Avenue

Cars won't slow down or yield to pedestrians

Speeding is worse during the commute hours

Speeding after students are released from school

It is not only an issue during the week

On the list for the speed check trailer

## Speeding continued

- This neighborhood contains single family housing as well as multi-family housing. There are many families, dog walkers and children at play.
- At TAC's suggestion we contacted OCPD and requested they monitor traffic on Glen Oak Road. We appreciate the additional monitoring by police in the neighborhood.
- Is there a way OCPD can compare the tickets and/or warnings issued on Glen Oak Road verses similar neighborhoods and if there is a problem, can the number of citations issued be increased (rather than issuing warnings) to detour speeders?

# Parking Violations

The few examples of the violations we are seeing are people parking in no parking zones, parking in front of fire hydrants, parking too close to stop signs and parking on curbs.

“No Parking Signs” were installed on the corners of Glen Oak Road, Tharp Court and Coast Redwood Ave. They were added as a safety measure for entering onto Glen Oak Road from the side streets because we were unable to see oncoming traffic.

These signs were working great at first but as time has gone by vehicles are ignoring the no parking signs.

# Parking continued

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After our initial contact to the TAC team on July 25<sup>th</sup> to get set up on the agenda TAC requested Code Compliance do a concentrated effort in our neighborhood for a few weeks



The extra effort Code Compliance made seemed to work for a few days however people are starting to park again in the no parking zones.



We would like the continued effort by Code Compliance to monitor the situation for a longer period of time to keep the no parking areas in the forefront of those habitual violators.

# Examples of Parking Violations July 27, 2020

Corner of Glen Oak Road and Coast Redwood Avenue heading West.  
White and black vehicles parked in No Parking Zone. (From sign left to corner of curb. Blue circle is No Parking Sign)



# July 27, 2020 Parking Violations continued

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Corner of Glen Oak Road and Tharp Court heading East  
Red truck parked in No Parking Zone (From sign left to corner of curb)



# Parking violations August 11, 2020

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Corner of Glen Oak Road and Tharp Court heading East

Red truck parked in No Parking Zone (left of sign to curb corner). The front bumper is all that is in the legal parking space.



# Examples of Parking Violations August 12, 2020

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Corner of Glen Oak Road and Coast Redwood Avenue heading West.  
Black truck parked in No Parking Zone. (From sign right to corner of curb.)



# Safety with new park in neighborhood

With the speeding and lack of concern for people trying to cross the road, we are concerned for the safety of the people living in the area.

We worry that there will be a tragic accident from speed and/or not yielding to pedestrians . Perhaps painted crosswalks on Glen Oak Road would be helpful?

For the safety of all our neighbors, we would like to see the speed limit on Glen Oak Road *reduced to 25 or 30 miles an hour.*

We do not believe that reducing the speed limit only in the areas surrounding the park (Glen Oak Road to High School Avenue or even to Heider Drive) will address the concerns of families and children walking from the neighborhood to the park.

# Requested Actions

- Increased ticketing for speeding violations
- Decreased speed limit on Glen Oak Road
- Painted crosswalks on Glen Oak Road
- Increased Code Enforcement for parking violations

In closing we would like to say we appreciate all of you considering and listening to our concerns and for the effort that has been made thus far in addressing them.



# CITY OF OREGON CITY

## Staff Report

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

**To:** Transportation Advisory Committee  
**From:** Senior Administrative Assistant-Kim Davis

**Agenda Date:** 08/18/2020

### **SUBJECT:**

Clackamas County Shuttle Plan Presentation

### **EXECUTIVE SUMMARY:**

Kristina Babcock, the Transit Coordinator for Clackamas County and the Project Manager for the Shuttles, will be presenting the Clackamas County Shuttle Plan.

# Clackamas County Shuttles Oregon City





Make connections that will enable people to travel all the way to work, school, and other daily destinations on transit.



Help relieve congestion on city and county roads



Fill gaps to underserved portions of Oregon City, connect Oregon City Transit Center, Clackamas Community College, and employers.



Need identified in previous plans, including the Clackamas County Transportation System Plan, TriMet SE Service Enhancement Plan, and TriMet Public Transportation Improvement Plan

## Project Purpose and Background

# What's in the plan?

The service plan includes:

- Summaries of previous plans identifying shuttle need
- Existing Conditions - Service area demographics, commute information, and key activity centers
- Operations Plan - service type, route, and stop considerations
- Vehicle, Maintenance, & Storage Needs
- Staffing Needs
- Management, Marketing, and Information Plan
- Technology Needs
- Coordination Plan – Connecting to other transit providers, identifying connecting stops, and transit-supportive code
- Financial Plan
- Implementation Plan

	Project Management	<b>Throughout</b>
	Public Engagement and Existing Conditions	<b>April - July</b>
	Draft Service Plan	<b>July - August</b>
	Jurisdictional Meetings	<b>August – September</b>
	Final Service Plan	<b>September</b>

2020

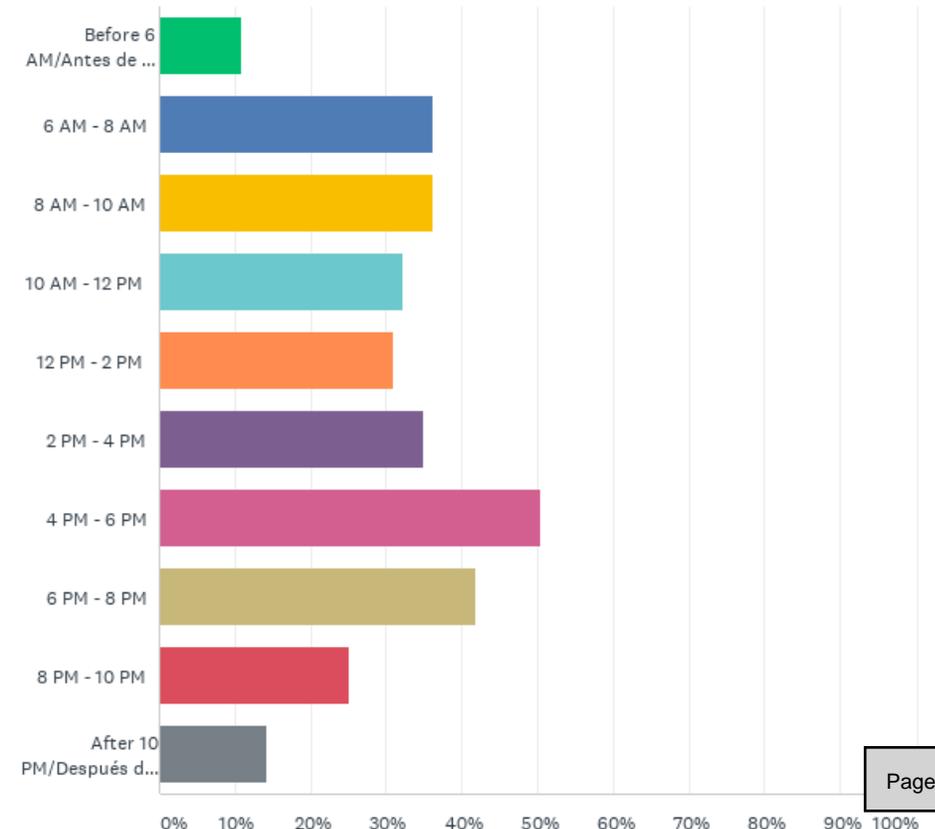
# Project Tasks and Schedule

# Outreach Summary

- 379 online responses as of July 27, with just over 50% showing interest in an Oregon City Shuttle
  - Survey included ability to comment on Oregon City, Clackamas Industrial, Milwaukie Industrial, and Oregon City-West Linn-Tualatin Commute Shuttle
  - Milwaukie and Commuter Shuttle Survey stayed open longer
- Key Takeaways
  - More respondents preferred to walk to a stop than to pay more for a curb-to-curb service
  - More respondents preferred a less-frequent shuttle that gets closer to their origin or destination than a more-frequent shuttle they have to walk further to

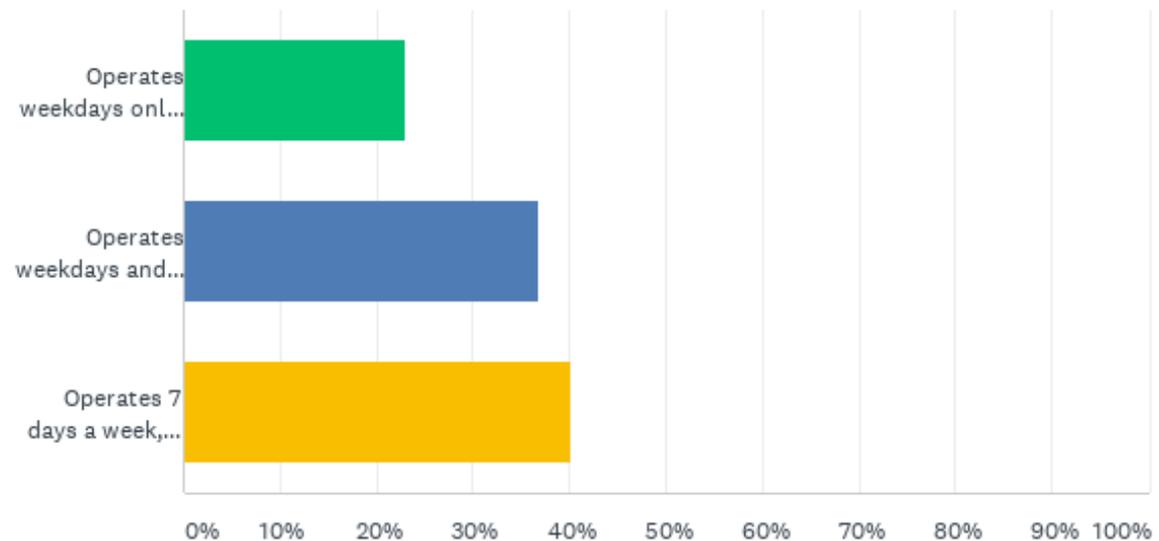
# Key Takeaways

- 70% of respondents prefer a fixed-route while 20% of respondents prefer a demand-response service
  - Given the first/last-mile goal, a deviated fixed-route is recommended – providing consistency and flexibility.
- If a reservation were required, 2 hours or less in advance is the majority's preferred minimum
- <15 minute window for reservations preferred
- Interest in shuttle rides spans fairly evenly from 6 AM – 8PM



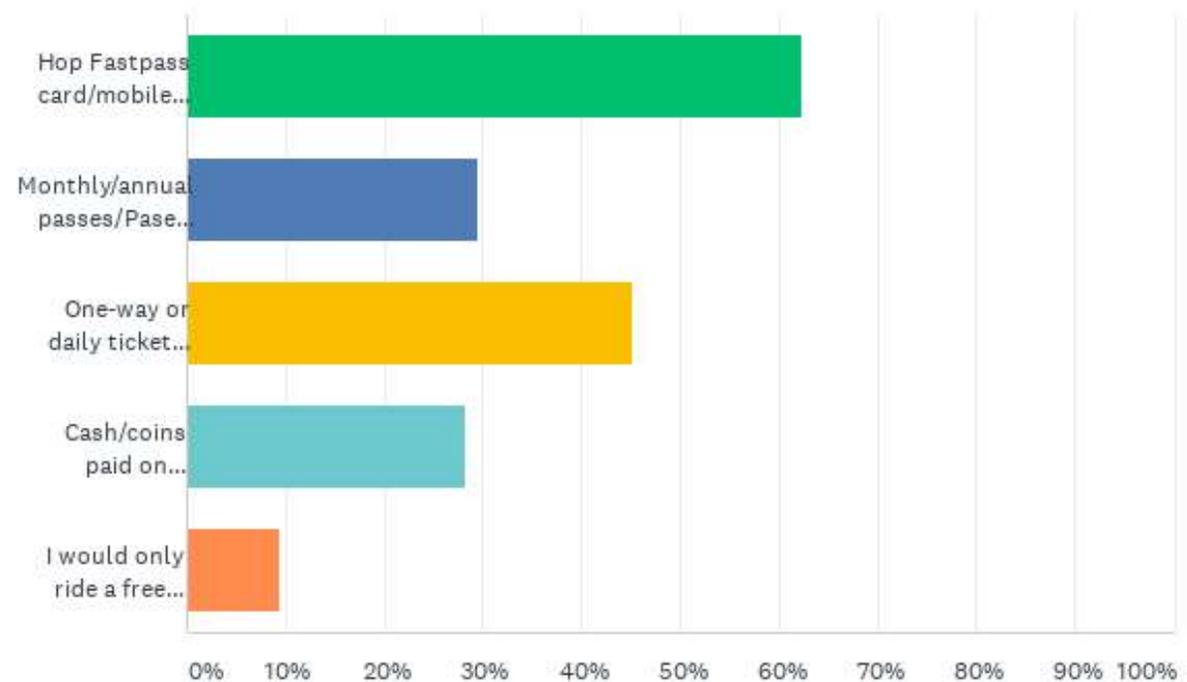
# Key Takeaways, continued

- 90% interested in riding on weekdays, 55% Saturdays, 35% Sundays
- Although there's interest in 7 days per week service, the first year of limited service may be limited to weekdays, expanding to 7 days in the second year



# Key Takeaways, continued

- Potential riders are willing to pay
- Potential riders want ease of payment – with tools such as mobile payments, monthly or annual passes, or flexibility to buy with one-way/daily tickets and cash/coins
- Fare policy will need to balance equity, revenue, and ridership goals.

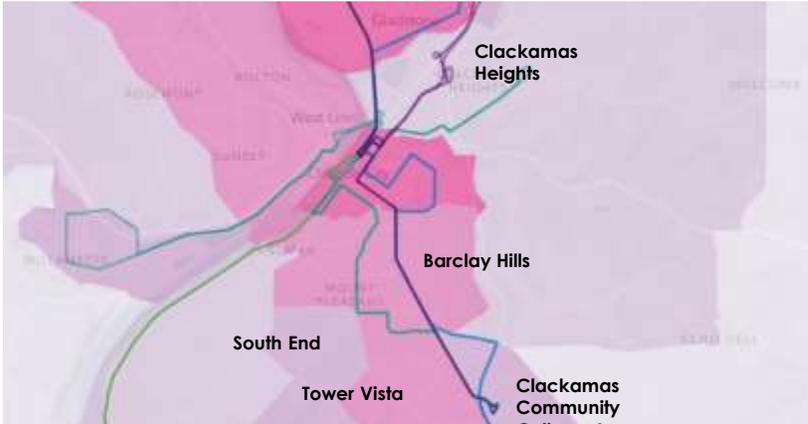


## Service Area Demographics

- The population of Oregon City was 35,483 in 2017
- Oregon City is forecast to be one of the fastest-growing cities in Clackamas County, with a future population growth rate of 2.8%.
- In 2017, approximately 15,820 employed persons lived in Oregon City and approximately 14,100 employees worked in Oregon City.
- The major commute origin and destination cities for Oregon City include Portland, Oregon City, Tigard, Beaverton, Milwaukie Gresham, Lake Oswego, Tualatin, West Linn and Wilsonville.

# Service Area Demographics

- Shuttles will aim to serve underrepresented communities, especially those with limited access to transit in the South End, Tower Vista, Clackamas Community College area, Barclay Hills, Clackamas Heights, southern part of Oregon City between Highway 99E and OR 213, and the outskirts of Oregon City, as shown below.

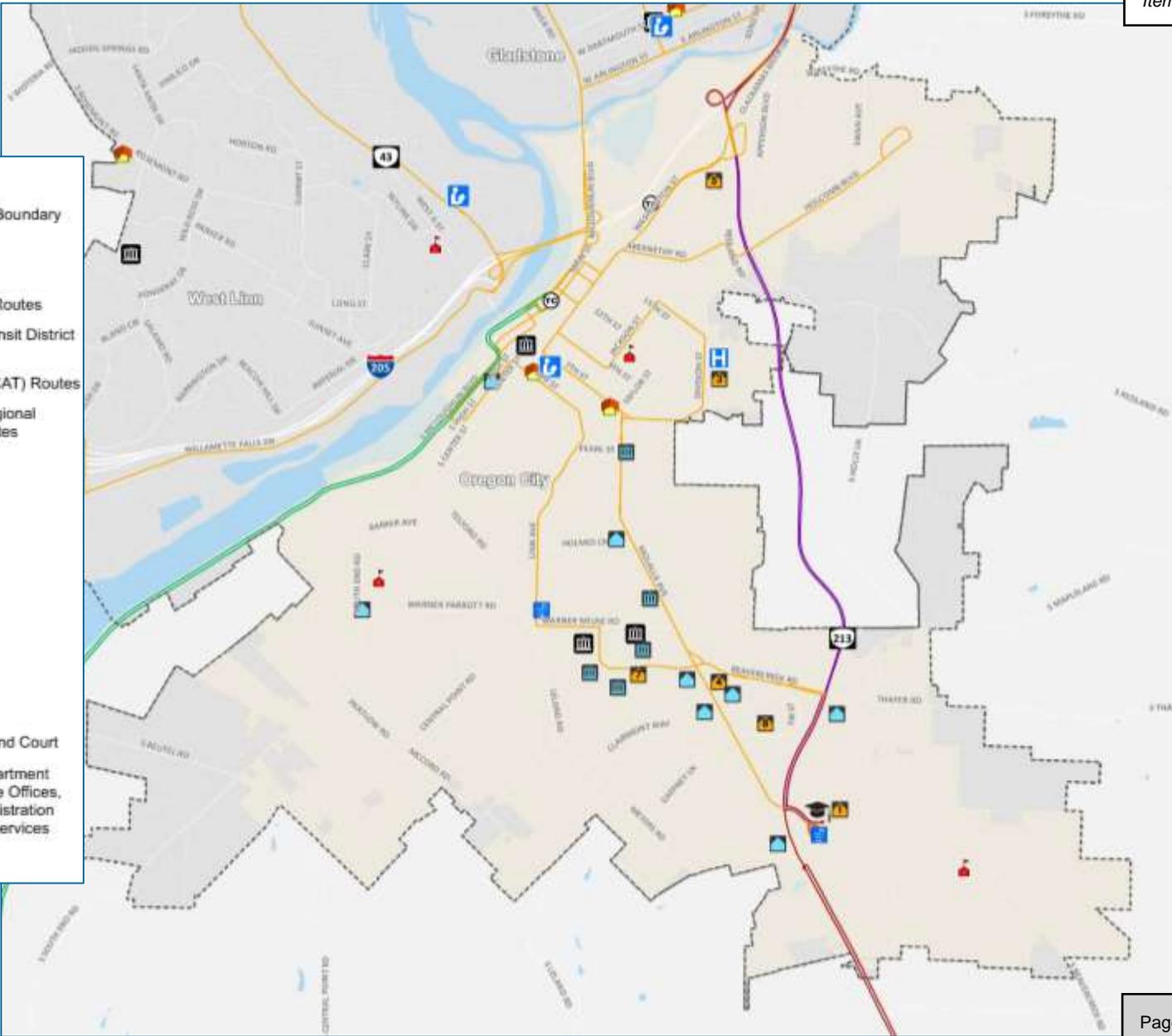


# Operations Plan

- Key Activity Centers
- Service Model & Routing
- Ridership Estimates

# Key Activity Centers

- Oregon City
- Metro Urban Growth Boundary
- TriMet Bus Routes
- Existing TriMet Rail
- CCC Xpress Shuttle Routes
- South Clackamas Transit District (SCTD) Routes
- Canby Area Transit (CAT) Routes
- South Metro Area Regional Transit (SMART) Routes
- Park and Ride Lots
- Grocery Stores
- Job Centers
- Community college
- High school
- Libraries
- Hospitals
- Community Centers
- City, County Offices and Court
- Human Services Department Offices, Social Service Offices, Social Security Administration Office and Veterans Services

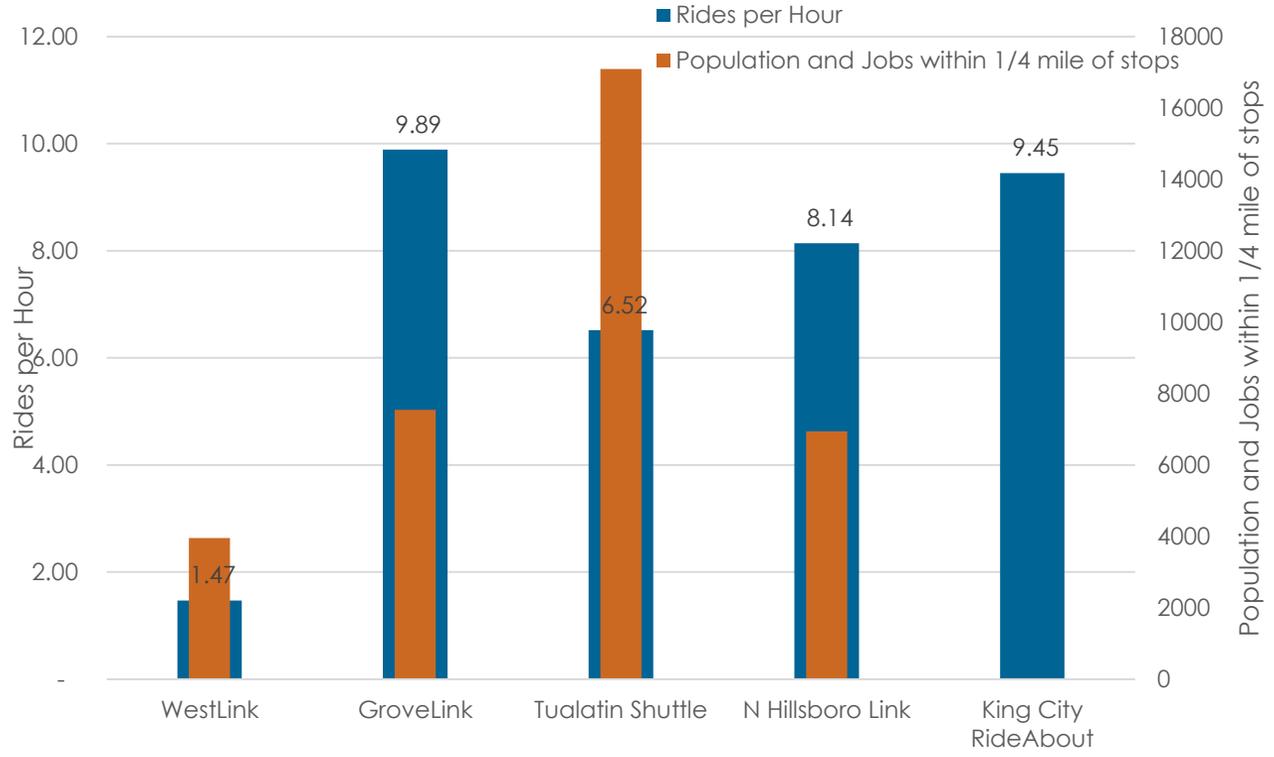


# Service Model & Routing

- Deviated fixed-route model
- Balance the need to provide coverage of service and frequency of service and aim to serve access to employment and educational opportunities.
- MUST serve transit center and CCC, SHOULD serve as many of the following as possible:
  - Providence Willamette Falls Medical Center
  - Oregon City High School
  - Industrial employment and the County offices bounded by Molalla Avenue, Beaver Creek Road and Warner Milne Road (referred to below as industrial employment)
  - Residential areas in southwest Oregon City (referred to below as southwest residential)
  - Employment and grocery destinations in the South Ridge Shopping Center and Hilltop Mall shopping areas (referred to below as shopping centers).

# Ridership Estimates

- Oregon City would be similar to Tualatin and N Hillsboro Link
- Rides per hour for shuttle service in Oregon City is forecasted to be around 6-8, depending on the service model.

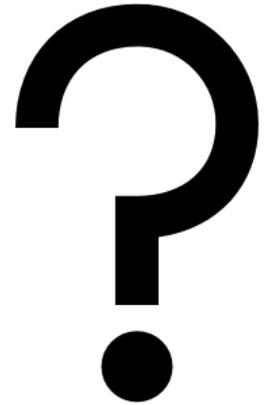


# Implementation Plan

- Will consider immediate needs (<1 year) and near-term (<5 years) interests
- Ridership and impacts tend to stabilize after the first few years of service
- Clackamas County can monitor activity, including time-of-day and day-of-week ridership, as well as customer feedback to gauge next steps of improvement

# Discussion

- What questions do you have about the process?





# CITY OF OREGON CITY

## Staff Report

625 Center Street  
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503-657-0891

**To:** Transportation Advisory Committee  
**From:** Senior Administrative Assistant-Kim Davis

**Agenda Date:** 08/18/2020

### **SUBJECT:**

Public Works Report

### **TOPICS:**

- i.) Tolling
- ii.) 2020 Slurry Seal Update
- iii.) Elevator Kiosk Installation