



TRANSPORTATION ADVISORY BOARD MEETING

MINUTES

February 8, 2012

Chair Gregg Mindt called the Transportation Advisory Board (TAB) meeting to order on February 8, 2012 at 7:00 p.m. in the Council Chambers of City Hall, 380 A Avenue, Lake Oswego, Oregon.

Present: Chair Gregg Mindt, Vice Chair Thomas Fahey, Peter Goodkin, David Jorling, Terry Keyes, Donald McHarness and Heather Peck

Council Liaison: Councilor Jeff Gudman

Staff / Consultants present: Nancy Flye, Traffic Engineering Technician; Erica Rooney, Assistant City Engineer; Lt. Scott Thran, LOPD; and Cindy Waggener, Administrative Support

CONSENT AGENDA

Minutes of November 9, 2011

The Minutes of November 9, 2011 were corrected and then **accepted** by unanimous vote.

OTHER BUSINESS

Councilor Jeff Gudman was the new Council Liaison. Ms. Flye introduced Cindy Waggener, Administrative Support staff.

CITIZEN COMMENT (None)

STAFF REPORTS

1. Assistant City Engineer's Report

Ms. Rooney distributed copies of the schedule and tasks. The schedule was aggressive. The process would take about fifteen months. The consulting contract with Kittelson and Associates had just been signed. The up-front work was data collection. It would be followed by modeling. One committee would serve as both the Technical Advisory Committee (TAC) and the public advisory committee. TAB/TAC would meet monthly, starting March 14. The group was composed of TAB and representatives from Metro, Tri-Met, Clackamas County and ODOT. There would also be four public meetings.

During the discussion TAB members observed the City was mostly built out. They wanted to know what Kittelson was going to do. They asked if the end result could be a single capital projects list that included pedestrian and bike projects; if the TSP process would address the Boones Ferry Road Refinement Plan; and if Kittelson would draft code language. Ms. Rooney anticipated the consultants would identify gaps in connectivity of the infrastructure and reconcile the TSP with all the state and regional rules that had been adopted since the current (1997) plan had been created. They would look at signalization and operational improvements. They would suggest a project list for each mode. They would recommend standards for streets and define the trigger and requirements for traffic studies done by developers. She confirmed the process would look at the Boones Ferry Road Refinement Plan and the contract called for Kittelson to draft code language. Ms. Flye anticipated the process would address the problem of commercial businesses' traffic

impacts on neighborhoods. She explained the City had no authority to require the new Starbucks on Boones Ferry Road to provide a traffic study because there was no trigger for this type of land use application. It was a drive-through restaurant that replaced a previously-existing drive-through restaurant. Chair Mindt asked the staff to provide the members with pre-meeting information in digital format to the extent that was possible

2. Traffic Engineering Report

a. Flashing Yellow Arrow Candidate Intersections

Ms. Flye reported that staff and Clackamas County traffic engineers had looked for locations for the six flashing yellow arrow devices the City had received. Traffic engineering staff was looking at signal optimization at different locations. The City was going to use a newer signal controller that had a pedestrian call phase. When a pedestrian hit the button it stopped the flashing yellow arrow. She had met with the new Police Chief and Lt. Thran at State/A to review options that could be done at that intersection when A Avenue was repaved.

b. Iron Mountain Bikeway

Ms. Flye reported that she had marked potential locations for all of the signs going from Millennium Park to Waluga Park and most of them coming back. She had found a lot of utility conflicts. She invited TAB members who biked to review her placement. Mr. Fahey volunteered. She hoped to be able to install the signs when the weather improved and before the inaugural bike ride. She explained the style of the signs would have to change slightly to conform to new state rules. The state no longer allowed 'route' signs to be posted. It wanted 'destination' signs.

Mr. Mindt reported he had talked to the Chamber of Commerce; the Lake Grove Business Association and the owner of the Lake Grove Shopping Center to let them know about the new route. Some Lion's Club members seemed interested in doing something at the park. He planned to follow up by sending interested persons a map and the details.

c. SAB 100-mile challenge

Ms. Flye announced the SAB was fashioning a 100-mile challenge. Participants would agree to not drive 100 miles in their personal vehicle during a certain time period. The SAB had not yet decided what that period should be. They were asking for ideas. She had advised them that TAB had talked about how to get parents to quit driving their kids to school. TAB did not take any action as a board. Ms. Flye was to distribute SAB material to TAB members so they could decide for themselves to participate or not.

d. Year-end Traffic Technician Report

Ms. Flye reported that last year the traffic engineering staff had responded to 5,685 concerns or questions from the public. During the past five years they had responded to almost 30,000 concerns or questions. She had provided Kittelson with a breakdown.

The Board observed that the City did not have a traffic engineer and that increased Ms. Flye's workload. It might not make sense not to have one during the TSP update. The Board had a long list of work projects and the TSP it would need help with. They asked if not having a traffic engineer was a concern and if the County was helping the City. Ms. Rooney advised that ideally the City should have a full time traffic engineer or transportation planner on board during the TSP process. She was going to ask the City Manager to ask the Council to reinstate the traffic engineer position as a full time position. The City had contracted with the County for help on a few key issues, including finishing the Flashing Yellow Arrow report. That was not as effective as having a full time professional on staff who knew the local system and the community. It should be a full time, long-term position in order to attract the right expertise. During the discussion she advised that some cities the size of Lake Oswego used a consultant or had the county or ODOT manage their signals where there was jurisdictional overlap. Lake Oswego overlapped three counties. It had 32 traffic signals of its own to manage besides the

ones on State Street. It was a small city, but it got a lot more requests per capita than some larger cities. Ms. Flye related that she typically collected the data the county expert needed. She knew the history of the area and that was helpful. Her department use to have three full time staff.

The Board members considered a suggestion to vote on a resolution related to the traffic engineering position. They recognized the City was spending a lot of money on the TSP process. They wanted to know if the City could hire a traffic engineer or a contract professional for the duration of that process. They asked if the City had advertised for the part time position and how many PEs worked in the Division. They wanted to know why the City had cut back on the position. Ms. Rooney clarified she had not advertised for the part time position. She and City Engineer Guy Graham were PEs but they managed people, not projects. Three other PEs worked on capital projects and one did land use reviews. She related that she planned to ask for a full time traffic engineer. She explained 2.5 positions had been eliminated when the Street Fund was low in order to use the money for paving. The Division had sent one inspector to the LOIS project and would get him back. A traffic engineer was needed now more than ever because of the TSP. TAB wanted to know if the City had caught up on pavement work. Ms. Rooney indicated that the increase in Street Maintenance Fees and adjustment to Materials & Services had helped. The difference between the budgeted half-time position and a full time position was \$40,000 to \$48,000.

Mr. Jorling moved to resolve the following:

Whereas evidence was presented to the Transportation Advisory Board (TAB) that indicated there is a serious backlog of street projects that need to be addressed by a qualified, full time, traffic engineer be it resolved that TAB hereby recommends that the City Council review the need for a full time traffic engineer for the City and that if the evidence presented to the City Council supports the need for a traffic engineer the City Council should authorize one be hired on a permanent basis.

___ **seconded the motion and it passed by unanimous agreement.**

e. Board Member Vacancy

Ms. Flye advised that Mr. Keyes and Mr. Jorling's positions would expire on March 31. There were already two applicants for the positions. Mr. Keyes had served multiple terms and had to wait a year before he could reapply. Mr. Jorling was eligible to reapply. Ms. Flye anticipated that students would start applying for the youth position because they typically applied in the spring and then attended a few meetings.

3. Police Report (Scott Thran, LOPD)

Lt. Thran had been analyzing 2010 Oregon Traffic Crash Summary Report data. There had been 226 crashes reported in the City. That was down about 7.7% from 2009. The population of Lake Oswego was about 10% of the county population but the City had about 6% of the crashes. Across the county and the state male drivers were involved in 54% of the crashes. But in Lake Oswego, which had more women than men in 2010, female drivers were involved in 55% of the crashes. The top two contributing factors were following too closely (34%); and failure to yield (17%). Across the state the most common type of collision was a rear end collision. Lt Thran reported that he was working on getting age data. He had attended a traffic supervisors' forum and learned that the aging population was overtaking teenage male drivers as the most risky driving group. That might be a reason to have an education program in the City.

During the discussion, the board wanted to know how many people involved in crashes in the City were local residents; if there was a breakdown of crashes in school zones; if there were statistics on crashes involving impaired drivers; and if the department's policy was to respond to every crash call. Lt. Thran related that most of the drivers in the 226 reported crashes were local residents. Ms. Flye related she looked at where the drivers were from in the reports because neighborhoods were concerned about cut-through traffic. She had found that crashes on or near a residential street almost always involved a local resident. On larger roadways it was a mix. She recalled there were not as many crashes in school zones as she would expect. For example, there were more crashes on

County Club close to Knaus and Goodall than near the high school and junior high school. Lt. Thran indicated he was looking for statistics that would indicate how many of the crashes involved impaired drivers (due to alcohol, substance, cell phone, or eating). His experience was that it was not uncommon to find an impaired driver at an injury crash. He related that Lake Oswego police responded to every crash and fender-bender call if they could get there. A lot of those incidents did not make it into the crash reports and statistics. If the investigating officer was able to determine who was at fault and that they had committed a traffic violation he would issue a citation.

BOARD DISCUSSION / ANNOUNCEMENTS / REPORTS

City Council and Advisory Boards meeting

Chair Mindt had attended the City Council meeting when each board and commission delivered its report to the council.

Report on Boones Ferry Road II

The City Council had objected to the high price and asked the staff to try to make it less expensive. Ms. Rooney reported the department planned to negotiate a contract to survey; establish where the centerline was; and establish where the takes and vacations would need to be. It was working with HNTB to find ways to reduce the size of the project to one that would fit available financing options.

Report on Comprehensive Plan meetings

Mr. Fahey reported that about 150 persons had participated in the most recent community summit. Many of them had stuck around afterwards to continue the discussion. The community was aging and that would affect it in the future. Many people commented that they did not want to change the character of their neighborhood. Many indicated they wanted to get to where they were going safely and know how to get there. People could still go to the website to read the material and offer comments. The idea of having big, multiuse, cross-town bike paths would be discussed at an April summit when transportation was one of the topics. Ms. Rooney advised it would be a challenge to fit bike lanes and pathways on the City's narrow streets. Mr. Keyes observed that putting more activities on a narrow road tended to slow it down and make it safer. TAB anticipated that the new route they had created would serve as a model for other areas.

Report from Councilor Gudman

Councilor Gudman thanked the staff for organizing the capital project lists so they were in priority order. He hoped someday they would all be listed and prioritized in one list. He reported the consultants were looking at how Foothills could work without a streetcar. He advised the Council was united regarding retaining the Willamette Shore Trolley right-of-way. He commended Mayor Hoffman for getting the Southwest Corridor project expanded to PCC Sylvania and I5/Kruse Way. It would connect the education campus with a primary employment corridor. He reported the Council had heard the consultants present financing alternatives for Boones Ferry Road Refinements and Lake Grove Village Center improvements. It had learned it would take at least 15 years for an urban renewal district to generate enough increment funding to be able to pay for some of the projects. They wanted to look for other alternatives. The Council had made it a goal to look at all the major City projects together in the light of the capacity and desire of the citizens. Councilor Gudman related his idea to move the City's maintenance facility to the School District's facility and bus barn and use the proceeds from the sale to offset the cost of building a new maintenance facility.

TAB members wanted to know if the engineering and environmental impact work that had already been done related to the streetcar route could be used to put a multi-use pathway down the Willamette Shore Trolley right-of-way. They asked how much of the right-of-way would revert to the property owners if it were not used for rail. They wanted to know if the legal obstacles could be addressed. Councilor Gudman advised that was under consideration now. The Consortium owned some of the right-of-way outright, but some of it was in easements that would revert to the owners if the right-of-way was not maintained for active rail use. He clarified that Lake Oswego was the operating Consortium member and was responsible for maintaining the right-of-way both inside and

outside the City. One of the TAB members explained that his experience serving on two other committees indicated that there would be serious property owner resistance to a trail.

TAB Member Announcements

Ms. Peck had circulated links to a couple of documents. One linked to University of California research on pedestrian oriented centers. Another was to a *Daily Journal of Commerce* report that Congress was considering a bill that would eliminate earmarks for bike and pedestrian facilities and certain safety programs and let the states decide how to spend those highway funds.

Mr. McHarness had attended the Southwest Corridor open house. He remarked on how broad the boundaries were and on the importance of the connections.

ADJOURNMENT

The next meeting was scheduled on March 14, 2012. There being no other business Chair Mindt adjourned the meeting at approximately 8:45 p.m.

Respectfully submitted,

Nancy Flye
Traffic Engineering Technician

H:\TAB\TABMinutes\February 8, 2012