
Meeting Minutes

Gladstone Transportation System Plan (TSP) Update

Policy Advisory Meeting (PAC) Meeting #1

October 20, 2016 – 6:00 p.m. to 8:00 p.m.

Gladstone City Hall – 525 Portland Ave, Gladstone, OR 97027

Meeting Organizer: Matt Bell, Consultant Project Manager

Meeting Attendees: Jim Whynot and Jacque Betz, City of Gladstone; PAC Appointed Members: Charity Layng, Melinda (Mindy) Garlington, Theresa Schmidt, Susan Liston, Kim Sieckman; Gail Curtis, Oregon Department of Transportation; Matt Bell and Molly McCormick, Kittelson & Associates, Inc.; Darci Rudzinski, Angelo Planning Group

Meeting Purpose: The purpose of Policy Advisory Committee (PAC) Meeting #1 was to introduce PAC members to the project, review and receive feedback on draft Tech Memos 1 through 4, and to outline the project's next steps.

Meeting Summary: PAC members met on Thursday, October 20th at 6:00 p.m. in the Gladstone City Hall, City Council Chambers to discuss the Gladstone TSP update. Jim Whynot, the Gladstone Public Works Director, introduced the project team and asked PAC members to describe their experience living and working in Gladstone. Matt Bell gave a power point presentation and led a discussion on tech memos 1 through 4. The meeting materials (i.e. agenda, power point presentation, and tech memos 1 through 4) are provided on the project website (www.gladstonetsp.com). The following provides a summary of the discussion on the tech memos and next steps.

1. General Discussion:

- a. Arlington/99E intersection is really important
- b. Safe routes to school is another high concern
- c. A primary concern for the Planning Commission are street designations
 - i. Used all the time by planning commission
 - ii. Number of trips allowed on the street
 - iii. Keeps Gladstone from needing to complete Traffic Impact Analyses (TIAs) for all developments
- d. Another primary concern is safety
- e. Access is an issue of concern as well
- f. Safety concern example: narrow streets with no sidewalks; people drive fast through the neighborhood, and it can be unsafe

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- g. Missing sidewalks are a concern that has been brought up for the downtown revitalization plan, especially missing north and south connections off of Portland Avenue
 - h. The City needs a connection from Oatfield to the high school (on Glen Echo)
 - i. Would like to know how to get funding for the city to invest in transportation and safety improvements
 - j. Would like to find a balance between livability (walking/biking/safety/connections) and commuter/high congestion
2. Tech Memo #1: Policy Framework and Code Review – Tech memo #1 summarizes the plans, policies, targets, and standards that are applicable to the City of Gladstone’s Transportation System Plan (TSP) update.
- a. Key takeaways: Safe and efficient system, connected to land uses, reduce the number of people driving by themselves
 - i. Want to provide transportation options
3. Tech Memo #2: Project Goals and Objectives and Evaluation Criteria – Tech Memo #2 identifies the project goals, objectives, and evaluation criteria that will be used to guide the development of the TSP update.
- a. Safety
 - i. Speeding is one safety issue
 - ii. Walking is another concern
 - 1. Especially all the kids that are walking and want the freedom to walk
 - 2. Jennings and Glen Echo are least safe to walk on
 - a. Kids are on those roads
 - iii. Elderly who are walking their dogs
 - iv. “River” of traffic off of I-205 and 99E
 - v. Parents don’t feel safe letting their kids walk to school
 - vi. Some people may be avoiding some areas
 - vii. Exeter Street
 - 1. Queue of people dropping off and picking up kids from school
 - viii. Cross streets
 - 1. People are honked at for slowing down for the kids playing on the street
 - ix. For a few streets, pedestrians are afraid to be on the streets due to traffic

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1. Might be avoiding accidents but are being intimidated
 2. The roads with historic crashes should not be the only concern for safety
- b. Mobility
- i. TriMet service has been downsized in Gladstone
 1. Used to go down Portland Ave
 2. Oatfield has less frequent service
 - ii. The public should voice concerns because TriMet is in the loop for the TSP
 1. There is a draft vision for the TriMet Southeast Service Enhancement Plan that includes Gladstone
- c. Accessibility
- i. Is ADA accessibility included too? (overgrown shrubs, cracks in the sidewalk?)
 1. What can we do to make sure that the current sidewalks are operational?
 2. This is something we can address with financial responsibility
 - a. City code currently says that the adjacent neighbor is responsible
 - b. One idea is to have the city partner with neighbors who are willing to address these issues and take some responsibility
 - i. Not just asking the City to fix all little issues
 - ii. Susan discussed how a friend's car was towed outside a MAX station where there wasn't enough parking
 1. Was not able to get to car with the transit provided and the cut downs on TriMet service
- d. Connectivity
- i. Connection between residential areas and where you want to go
 1. Safe Routes to School
 2. Partially overlaps with safety
 - ii. Oatfield is definitely a problem
 1. Crossing for middle school from one side and crossing to elementary and high school from the other
 - iii. Intersection of Oatfield and Webster

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1. Signal head type does not remind drivers to look for people in the crosswalk
 2. Large intersection curb radius allows drivers to turn at high speeds
- e. Coordination
 - i. No questions
 - f. Financial responsibility
 - i. No questions
 - g. Other Goals and Objectives
 - i. Health
 1. Economic development is a factor
 - a. The more that is developed in Gladstone in a walkable distance, the more people will walk and have access
 2. Nodal development around intersections
 - a. Eat, play, work in the same area
 - b. Has been discussed on 99E
 3. Even private companies like Apple have recognized this trend and are investing in trails and multimodal paths near their offices to improve their employees' health
4. Tech Memo #3: TSP Financial Forecast – Tech Memo #3 summarizes historical revenues and expenditures for transportation in the City and projects the level of funding for implementing projects identified in the TSP.
 - a. Reflective of a balanced budget
 - i. Revenue and expenditures are about equal
 - b. Grants as a potential funding mechanisms
 - i. Do they have match requirements?
 1. Majority of the ones identified in the memo do not
 - c. The City administration is attempting to update the budget right now
 - i. Ensure the right types of spending happening from the right kinds of revenue
 - d. ROW fees are coming on board for work in the right-of-way
 - e. If Clackamas gas tax passes, there will be additional revenue for transportation projects
 - f. Possibility of taking the new revenue and using in matching grants

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- g. The financial history is what it is but the budget and spending are not necessarily going to look the same in the future
5. Tech Memo #4: TSP Methodology and Assumptions – Tech Memo #4 summarizes the methodology and assumptions associated with the existing and future transportation system conditions analysis and identifies key information, such as study intersections.
- a. Potential additional study intersections
 - i. Oatfield/Webster
 - ii. Oatfield/Gloucester
 - b. When I-205 has congestion or crashes causing delays, many drivers will reroute to 99E
 - i. Arlington, Dartmouth, Gloucester are the intersections on 99E that are most affected when this occurs
 - 1. These intersections are not normally a problem except for those peak hours
 - 2. At first it is a speed issue of vehicles cutting through the City at high speeds and then it becomes a congestion issue as more people switch to 99E
 - c. Pavement study is currently happening in Gladstone
 - i. Looks only from curb to curb (not sidewalks)
 - d. Due to the intersection skew, it is hard to use the flashing yellow arrow (FYA) at Arlington/99E because drivers can't tell if oncoming traffic is continuing straight or taking a turn
 - e. On streets without sidewalks, parked cars make the streets more narrow, and it becomes more stressful to be a pedestrian/bicyclist on that street
 - f. Would like to have boarding and alighting info for the bus stops in Gladstone
 - g. The transit system is a barrier for being multi-modal
 - i. Highly residential city so people have to go to other areas for their jobs
 - 1. Not everyone is going to downtown PDX
 - 2. How to get to Intel, Nike, industrial areas
 - a. Need service to get to these places
 - h. Clackamas town center and MAX do not feel safe to all residents
6. Draft Project Flyer
- a. Suggest putting both versions of the flyer up on the website
7. General Discussion

- a. How do demographics get addressed?
 - i. Number of kids, elderly, low income?
 - 1. TSP will look at connections to senior centers, schools, and such
 - ii. Equity is partially addressed through accessibility
- 8. Next Steps
 - a. Next meeting is scheduled for December 15th
 - b. Community Meeting in January 2017