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# Meeting Minutes

## Gladstone Transportation System Plan (TSP) Update

### Policy Advisory Committee (PAC) Meeting #3

March 23, 2017 – 6:00 p.m. to 8:00 p.m.

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

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**Meeting Organizer:** Matt Bell, Consultant Project Manager

**Meeting Attendees:** Melinda (Mindy) Garlington, Linda Cosgrove, Mandy Flett, Susan Liston, Bill Osburn, Ron Putz, Kim Sieckmann, Jim Whynot, Jacque Betz, Gail Curtis, Matt Bell, and Molly McCormick

**Meeting Purpose:** The purpose of Policy Advisory Committee (PAC) Meeting #3 was to review and receive feedback on Draft Tech Memo 7: Regulatory Solutions and Draft Tech Memo 8: Transportation System Plan (TSP) Solutions and to outline the project's next steps.

**Meeting Summary:** PAC members met on Thursday, March 23<sup>rd</sup> at 6:00 p.m. in the Gladstone City Hall, City Council Chambers to discuss the Gladstone TSP update. Matt Bell and Darci Rudzinski gave a power point presentation and led a discussion on Tech Memos 7 and 8. The meeting materials (i.e. agenda, power point presentation, and Draft Tech Memos 7 and 8) are provided on the project website ([www.gladstonetsp.com](http://www.gladstonetsp.com)). The following provides a summary of action items and discussion topics on the tech memos and next steps.

**Action Items:** the following summarizes action items that resulted from the discussions with PAC members.

- APG to send out an updated version of Tech Memo 7 that addresses Oregon Transportation Planning Rule (TPR) requirements for the TSP Update
- KAI to send out an excel file that summarizes the potential improvements identified in Tech Memo 8. PAC members are asked to provide input on the preferred solutions and project location priorities
- Darci to share data sources and available data to Susan for the Downtown Revitalization Plan
- KAI to confirm that there is transit signal priority on OR 99E within the Gladstone city limits
- KAI to add potential improvements to Tech Memo 8 that involve
  - converting Clackamas Boulevard to one-way street
  - Installing advisory bike lanes on Clackamas Boulevard

- Installing a two-way cycle track down the center of Portland Avenue
- Installing a cycle track along the north side of 82<sup>nd</sup> Drive from the I-205 path to Oatfield Road
- KAI to include the service enhancement plan map from TriMet as an attachment for Tech Memo 8
- KAI to add potential access spacing standards to Tech Memo 8
- KAI to allow sidewalks on one side of the street as a viable option in select locations
- KAI to explore an RRFB or other enhanced crossing treatment at Abernathy Lane/Beatrice Avenue intersection
- KAI to add Exeter Street to Tech Memo 8
- KAI to verify the preferred solution from the Downtown Revitalization Plan and collaborate with the project team
- PAC to provide feedback and fill out the excel file by April 3, 2017

**Discussion Topics:** The following provides additional details on the actions items.

1. Tech Memo 7: Regulatory Solutions

- a. Looking for consistency between the city code and the updated TSP
- b. For the Downtown Revitalization Plan, Jenny Listcomb is overseeing this effort as the city's project manager
  - i. Johnson Economics is the prime with Angelo Planning Group (APG) and KAI are sub-consultants
  - ii. Worried by the comments about removing parking downtown
    - 1. Citizens are not imagining that "revitalization" will be three-story apartments without parking or with parking underground
    - 2. Looking more for a restaurant, a small store, etc.
  - iii. Also worried by the idea of narrowing the road to widen the sidewalks
    - 1. Maybe open space or bio swales instead
- c. What data is the planning effort for the revitalization plan based upon?
  - i. Darci and Susan to check in on this after the meeting
- d. Darci will send an updated version of Tech Memo 7 with additional pages at the end

2. Tech Memo 8: Transportation System Plan (TSP) Solutions

- a. TSMO solutions

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- i. KAI to confirm that there is transit signal priority on OR 99E within the Gladstone city limits
  - ii. TSMO solutions are not about adding physical capacity to the system; more about using the existing system in combination with technology and smart strategies to allow the system to operate better
    - 1. ODOT estimates that you can improve the system by up to 20% through TSMO measures
  - iii. Where have these strategies been applied and have the effects been measured?
    - 1. Yes; Metro is one example of an agency who is documenting the effects of TSMO efforts
    - 2. One way these are measured are with eco-surveys (travel mode surveys supported by Metro)
      - a. Able to measure the shift in modes
    - 3. The state has estimated that the metro area would have 40% more congestion if the motor vehicle system was not partnered with transit as it is today
- b. Access management solutions
- i. A higher number of accesses leads to more speed differentials as vehicles slow down to turn, which may also lead to more crashes
  - ii. As access spacing standards are put into place in the city, it will be found that a majority of the existing accesses are not in accordance with the standards
    - 1. An access spacing variance process will also be needed to move in the right direction while letting development and redevelopment occurs
    - 2. This happens over time as redevelopment occurs
  - iii. Will recommend a set of access spacing standards in the next draft of Tech Memo 8
- c. Pedestrian solutions
- i. Enhanced crossing locations cannot be explored in detail at the TSP level due to the need for a location-specific study and/or data
    - 1. These locations can be identified for an enhanced crossing and will include cost estimate range for the different applicable treatments
  - ii. Noted that the power poles are a constraint for improving and widening sidewalks in Gladstone

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- iii. Would it be best to put more realistic projects on the top of the Gladstone TSP project list and the “wishes” at the bottom?
    - 1. Or will Gladstone be able to receive more funding if the bigger projects that involve ODOT facilities are labeled as the highest priorities?
    - 2. Development is one way that sidewalks can be put in place that does not necessarily require funding through the city, once Gladstone has standards in place through this TSP process
  - iv. Some Gladstone citizens do not like landscape strips with trees because they are often unkempt, result in maintenance for leaf pick up, and the roots can affect sidewalks
    - 1. The sidewalks on Oatfield Road are an example of what citizens want more than landscape strips; nicest sidewalks in the city
    - 2. Can park next to the sidewalk and not step in mud without landscape strips
    - 3. Gladstone has a lot of renters that don’t necessarily take care of these facilities like owners do
  - v. Speed reduction on Oatfield Road has been discussed through the traffic group and approved to be reduced to 30 mph
  - vi. Webster Road
    - 1. A speed reduction on Webster Road is also needed from the school down to Oatfield Road
    - 2. Need more concern for the apartments going in near Charolais Court
      - a. Don’t have enough parking spaces for the apartment
      - b. On Webster Road, there should not be any parking and just sidewalks for all the kids that will be present
        - i. Parking is currently not allowed on Webster Road but is not well regulated
        - ii. Parked cars have an impact on sight distance at Charolais Court for vehicles trying to pull out onto Webster Road
  - vii. Webster Road/Cason Road
    - 1. A potential solution is a three-way stop-controlled intersection due to the new apartment
  - viii. Los Verdes/Valley View on page 20
    - 1. How do you figure out the width of sidewalks for standards?
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- a. Would not necessarily be different from neighborhood to neighborhood, but from facility type to facility type
  2. If you add landscape strips, are people losing their “property”?
    - a. Citizens might lose some perceived property, most of these locations would land on the city’s right-of-way but people might currently be using that space as their own
    - b. The right-of-way would most likely not be affected until someone redevelops their land
  - ix. New development on Nelson near Glen Echo Avenue
    1. City Council elected to have sidewalks on one side of the road and allow more homes on the site
    2. Installing sidewalks on only one side of the street is a solution that has been considered through this process although it would not be recommended as a standard
      - a. This development was allowed to do this at this location with the existing TSP
      - b. Would not want to do this on a transit-heavy road
      - c. Available right-of-way width may be a constraint for providing sidewalks on both sides of the street in Gladstone
      - d. Would rather have a wider sidewalk on one side of the street than narrow sidewalks on both sides
    3. There are some geographical constraints on certain streets that would make a sidewalk on one side the only option for a pedestrian solution
    4. The TSP will provide flexibility so that as development occurs, sidewalks may be installed on just one side of the streets
  - x. Two-sided sidewalks may be a hard sell throughout the city
    1. Want at least one side with wide enough sidewalks to walk side-by-side with children
    2. Is the city able to require that the utility poles be moved out of required right-of-way when they eventually need to be replaced due to age/condition?
    3. Abernathy Lane/Beatrice Avenue is a great location for a Rectangular Rapid Flashing Beacon and enhanced crossing
      - a. Blind corner for cars going northbound and near transit
  - xi. Un-controlled intersections are confusing to the locals
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1. In general, un-controlled intersections have lower crash rates normally; more cautious drivers
  2. Some citizens want a system similar to Redmond – where there are stop signs every two blocks on east-west or north-south local streets
  3. There is supposed to be stop signs every other intersection in Gladstone (suggest putting it on the agenda for the next meeting of traffic and safety)
- xii. There is committee support for a configuration with a cycle track on one side of the road and parking on the other side
- xiii. Oatfield Road should have enhanced crossings due to several blind corners and high children use with the proximity to several schools
- d. Bicycle solutions
- i. Agree that skip striping would be appropriate in Gladstone to help clarify that bikes are meant to use that part of the facility
  - ii. Also support cycle tracks
    1. Could put one down the center of Portland Avenue, from the Trolley Trail to the proposed bridge
    2. Or between I-205 path and Oatfield Road, north side of 82<sup>nd</sup> Drive
  - iii. Buffered bike lanes have been considered through the Downtown Revitalization Plan
  - iv. The bridge study has funding
    1. The Inter-governmental Agreement is out and being reviewed
  - v. A lot of people want Clackamas Boulevard to be one-way, especially the residents who live there
    1. Will be added to Tech Memo 8
    2. The county engineer advised against the one-way configuration
    3. Have signatures from approximately 80% of the residents on Clackamas Boulevard
    4. Another option that can be implemented is advisory bike lanes
      - a. Some consensus from the committee that it might be a good option
      - b. Concern if there is no parking on-street and some of the properties do not have driveways

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5. One concern is that people are using Clackamas Boulevard to jump the queue on Arlington Street
  6. Would like any solution for Clackamas Boulevard to connect to the proposed trail under OR 99E
    - a. The city has discussed a feasibility study and there may be a Metro grant for the project
  - vi. Would like a connection from Oatfield Road to Max Patterson Memorial City Park and John Wetten Elementary School via Exeter Street
    1. One option is to have parking on one side of the street (most likely the south side) and a cycle track next to the street on the other side with sidewalks next to the cycle track
      - a. Would help children walking/biking to school
    2. Mixed-use shoulders are another option at this location
      - a. 5-6 feet wide, maybe wider
      - b. Could be separated by a stripe with turtle bumps as a buffer (there are examples of this treatment in Lake Oswego and West Linn)
  - e. Transit solutions
    - i. Citizens want bus route 33 brought back or similar service via Portland Avenue
    - ii. Include the “better transit in southeast” map as an attachment for Tech Memo 8
  - f. Motor vehicle solutions
    - i. Citizens are not interested in adding more lanes to OR 99E/Arlington Street
    - ii. Include a diagram for the restricted EB movement concept in Tech Memo 8
      1. There are apartments just west of the intersection that would be impacted by restricting movements at OR 99E/Arlington Street
    - iii. Suggest off-street employee parking instead of employees parking on River Road or give employees bus passes
      1. Another alternative is 2-hour parking on River Road, which would need to be regulated
    - iv. OR 99E/Arlington Street
      1. The main need is safety, not congestion
      2. Some citizens do not want to encourage more bike use at this intersection

3. General Discussion

- a. Need to encourage an awareness by drivers that all modes are as important as single-occupancy vehicles

4. Next Steps

- a. PAC to provide feedback by April 3, 2017
- b. Matt to share an excel file for PAC members to fill out
  - i. Specify preferred solutions for specific locations and project location priorities