
Meeting Minutes

Gladstone Transportation System Plan (TSP) Update

Policy Advisory Meeting (PAC) Meeting #2

January 5, 2017 – 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: Melinda (Mindy) Garlington, Susan Liston, Kim Sieckmann; Linda Cosgrove; Mandy Flett; Bill Osburn; Gail Curtis, Oregon Department of Transportation; Matt Bell and Molly McCormick, Kittelson & Associates, Inc.

Meeting Purpose: The purpose of Policy Advisory Committee (PAC) Meeting #2 is to review and received feedback on Tech Memo 5: Existing Gaps and Deficiencies and Tech Memo 6: Transportation System Needs and to outline the project's next steps.

Meeting Summary: PAC members met on Thursday, January 5th at 6:00 p.m. in the Gladstone City Hall, City Council Chambers to discuss the Gladstone TSP update. Matt Bell gave a power point presentation and led a discussion on Tech Memos 5 and 6. The presentation was followed by a poster session where PAC members were encouraged to provide input by writing on poster boards showing the different transportation systems of Gladstone and their needs. The meeting materials (i.e. agenda, power point presentation, and Tech Memos 5 and 6) are provided on the project website (www.gladstonetsp.com). The following provides a summary of the discussion on the tech memos, posters, and next steps.

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

- Add essential destinations to the study area map and include Safeway, churches, and the DMV
- Include the names of trails, parks and other essential destinations as feasible
- Include the need for improved signage and other amenities at transit stops
- Include the need for more direct public transit service to downtown
- Identify potential park and ride locations (see below for locations)
- Improve legend descriptions on Transit Supportive Areas map
- Include an accessway that connects Beatrice Avenue between Ipswich Street and Jersey Street

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- Explore history of signalization at Oatfield Road/Gloucester Street
 - Include a discussion on the effectiveness of green paint in the solutions memo
 - Indicate that the new multi-use path from Arlington to Meldrum Park travels under the 99E bridge
 - Include regional trail facilities on the pedestrian and bicycle maps

Additional changes that resulted from the poster session are indicated below.

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

1. Tech Memo #5: Existing Gaps and Deficiencies

- a. Suggest adding an essential destinations map
 - i. Could replace the study area map
 - ii. Safeway and DMV should be included
- b. Suggest including names of some trails, parks, and other essential locations on maps to provide more context
- c. School bus service is contracted out

2. Public Transit System Discussion

- a. There is a need to better advertise the ease of taking transit
 - i. Marketing and awareness is huge. TriMet could do better telling people how easy it is to take transit
 - ii. If you are unsure of the route to take, you can call TriMet and they will create a route for you or you can visit their website
 - iii. The signage at bus stops is not adequate
 - iv. Schedules provided at bus stops are not legible
- b. There is a need for more direct service to downtown
 - i. Route 99 provides this service but route 32 used to provide an alternative route
- c. Potential bus amenity locations:
 - i. Oatfield Road due to proximity to travel lanes
 - 1. There are potentially some right-of-way issues
 - 2. Can ask land owners about ability to encroach on that land
- d. Milwaukie uses a church on Lake Road as a park-and-ride facility
 - i. Could potentially do the same in Gladstone

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- e. Elk's Lodge is another park-and-ride facility and is paid by TriMet for the parking space usage
 - f. Potential park-and-ride locations:
 - i. Oatfield Road due to the steep hill
 - 1. Walking to OR 99E might be too far
 - ii. The Mormon church near Webster Road and Oatfield Road
 - iii. The Baptist church near Webster Road
 - iv. First Christian church near Dartmouth Street
 - v. On 99E
 - 1. Can serve both 99E and the city center
 - g. Car lots on 99E have employees park on the street which takes away spaces for people looking to park and then take transit
 - h. For Tech Memo 6, the labels for the transit supportive area figures should be changed
3. Pedestrian System Discussion
- a. Sidewalks are currently the maintenance responsibility of the property owner
 - i. Residents do not want sidewalks put in adjacent to their homes because they will have to maintain them
 - ii. If there currently isn't a sidewalk, it is not the property owner's responsibility to put in a sidewalk
 - iii. The City is looking into a possible cost-sharing program for the future to take some of the responsibility off the citizen
 - b. Citizens do not necessarily like wide buffer widths if it will take a lot of right-of-way from homeowners
 - c. Accessway potential location - connecting Beatrice Avenue between Ipswich Street and Jersey Street
 - i. In the past, this space has been used by citizens but the area is now overgrown with blackberries and has a sign saying "No public access"
 - ii. This is the location that Pat Sisul suggested would not be appropriate due to crossing a creek
 - d. The committee likes the idea of pedestrian crossings on Oatfield Road
 - i. Enhanced crossings, such as RRFBs or HAWK signals, on Oatfield Road are considered more important than filling the sidewalk network in some locations
 - 1. Oatfield Road and Ridgeway Drive is one example

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- e. There is some City history of trying to implement a signal at Oatfield Road/Gloucester Street, but it was never fully installed
4. Bicycle System Discussion
- a. Gloucester Street is too narrow to implement bike lanes
 - i. Dartmouth Street is a better candidate, which is wider and has less traffic
 - b. The hours of the traffic counts do not take into account the school peak hours
 - i. Because the vehicle traffic peak hours do not normally coordinate with the school peak hours
 - c. Interested in the effectiveness of green paint on bicycle facilities and how they might be implemented in Gladstone
 - d. For the pedestrian and bicycle needs maps, the southern new multi-use path should be specified as traveling under the 99E bridge, not just crossing the road
 - e. A map of regional trails would be beneficial
 - i. Citizens can better understand all the places they can bike to
5. Motor Vehicle System Discussion
- a. Len Nelson is currently working on emergency routes and plans for Gladstone
 - b. Gladstone is in the process of creating roadway standards
 - i. Jim is working on this currently and can coordinate it with the TSP
 - c. Community does not appreciate cut-through traffic
 - i. Citizens are buying signs that say “Drive like your kids live here”
 - ii. Where would traffic calming or lower speeds improve the community?
 1. OR 99E – can it be lowered to 30 MPH like Milwaukie?
 2. Oatfield Road – lower to 30 MPH?
 3. Crossing safely is a main issue due to speeds
 - d. Community assumed that ODOT was aware of I-205/82nd Drive problems and that ODOT was looking into solutions
 - i. No, this was not necessarily on ODOT’s radar. The TSP provides a lot of this information to ODOT as well as the City
 - ii. ODOT has been aware of issues at Arlington Street/OR 99E
 - e. Does Arlington need to be an arterial the whole length?
 - i. Can the portion of west of Portland Avenue be assigned as an arterial and the east portion of Dartmouth Street continue as that functional classification?

6. Other Modes Discussion

- a. Is there a way to incorporate water transportation?
 - i. A water taxi sounds interesting

7. Next Steps

- a. Committee members to send comments to Jim or Jacque by Friday, January 20th
- b. Community Meeting #1 is scheduled to occur on February 9th at the Senior Center
- c. Online Community Meeting #1 will be available for two weeks following Community Meeting #1
- d. PAC Meeting #3 will be February 16th from 6:00 – 8:00 PM

8. Upcoming Community Meeting #1

- a. Keep in mind that presentations are difficult for some community members and maps are difficult for others
 - i. Will have a microphone to aid with the presentation and comment cards to help citizens provide input
- b. The PAC members will be introduced at the in-person meeting
- c. KAI to share updated Community Meeting flyer to PAC members
- d. Other locations to put up flyers are the drop-box at City Hall, Senior Center, and at local schools
- e. Suggest changing the “Virtual Community Meeting” to “Online Community Meeting”

9. Comments from the Poster Session

- a. Change “new” to “need” on posters
- b. Highlight the Trolley Bridge
- c. Dartmouth Street is suited for a Bicycle Boulevard
- d. Jensen Road is used as a multi-use path because it closed for vehicular traffic
- e. Could potentially close River Road from connecting to OR 99E
- f. Restrict parking east of OR 99E on Arlington Street
- g. Need more EB green time at I-205 southbound ramp terminals
- h. Pedestrian scramble at Oatfield Road and Webster Road
- i. Add left turn lanes eastbound and westbound at OR 99E and Glen Echo Avenue
- j. Two other locations for local street connections is Portland Avenue to Jennings Avenue and Duniway Avenue and Watts Street to Glen Echo Avenue (part of new police station ROW)

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- k. The eastbound left turn at Dartmouth Street and Oatfield Road is difficult for buses to maneuver
 - l. Some park names should be included on the maps for context
 - m. Glen Echo Avenue sidewalks are critical
 - n. Potential pedestrian crossing across Oatfield Road at the entrance of the Gladstone Nature Trail multi-use path