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# Meeting Minutes

## Gladstone Transportation System Plan (TSP) Update

### Policy Advisory Committee (PAC) Meeting #4

June 1, 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, Kim Sieckmann, Jim Whynot, Jacque Betz, Gail Curtis, Matt Bell, and Molly McCormick

**Meeting Purpose:** The purpose of Policy Advisory Committee (PAC) Meeting #4 was to review and receive feedback on Draft Tech Memo 9: Planned and Financially Constrained Transportation Systems and to outline the project's next steps.

**Meeting Summary:** PAC members met on Thursday, June 1<sup>st</sup> 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 Memo 9. The meeting materials (i.e. agenda, power point presentation, and Draft Tech Memo 9) are provided on the project website ([www.gladstonetsp.com](http://www.gladstonetsp.com)). The following provides a summary of action items and discussion topics from the meeting.

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

- KAI to work further with the Downtown Revitalization Plan consultants to verify their plan and how it will be incorporated into the TSP
- KAI to add a safety toolkit to the TSP OR include a section on potential Neighborhood Traffic Management (NTM) measures for traffic calming.
- KAI to update cross-sections to include the option for sidewalks on one side of the road and parking on one side of the road
- KAI to review locations where bus stops should have more signage restricting parking
- KAI to provide a link to the TriMet Enhancement Plan on the website
- KAI to review the Dartmouth Street/Oatfield Road project for bus routes
- KAI to verify the pedestrian connection proposed by Clackamas County
- KAI to review the SE 82<sup>nd</sup> Drive/Arlington Street intersection for crash history and potential safety improvements
- KAI to explore what the safety impacts are between 20 and 25 mph speed limits

- KAI and the City to work together for establishing a plan for Community Meeting #2 and Bike Night

**Discussion Topics:** The following provides additional detail on the action items.

1. Project update
  - a. Several additional projects were added to the project list as a result of KAI's attendance at the May safety meeting
    - i. Specifically, a short-term solution for the OR 99E/Arlington Street intersection has been proposed involving an update to the westbound approach configuration and left-turn phasing
    - ii. Projects to add traffic signals at Gloucester Street and Glen Echo Avenue at Oatfield Road in the future when such signals are warranted
2. Tech Memo 9: Planned and Financially Constrained Transportation Systems
  - a. The "planned" transportation system includes all the projects needed to address all of the transportation issues identified throughout the planning process, while the "financially constrained" transportation system includes only the projects that can be funded over the next 25 years based on the financial forecast
3. TSMO
  - a. Relatively low cost improvements, but will still need funding
4. Land use
  - a. Added in after Tech Memo 8 since it is highly tied to transportation
  - b. Commercial land uses are also present on SE 82<sup>nd</sup> Drive on other side of I-205
5. Did KAI confirm that the Portland Avenue projects are consistent with the Downtown Revitalization Plan (DRP)?
  - a. There are a few PAC members who do not believe the DRP projects should be classified as high priority
    - i. Do not agree with the land uses proposed, although the land is already zoned for these uses
    - ii. Want this transportation system plan to be for the citizens, not for what is being considered in the DRP
6. Safety
  - a. The TSP update will include a safety toolkit OR a list of NTM measure so the City can have a more standardized approach if/when additional safety concerns come up in the future.

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- b. This is an overall system plan, which cannot go down into the design details for individual projects
    - i. Some corridors and intersections are recommended to be monitored so that as issues come up, they can be further studied in detail and have specific solutions designed
7. Pedestrian
- a. The PAC has previously stated that they would prioritize filling gaps in the sidewalk system over installing new sidewalks where they exist today
    - i. This was a guiding principle used to create the pedestrian project list
  - b. There are concerns that the DRP is not consistent with the citizen responses and wants for Portland Avenue
    - i. Would potentially want to make P6 shifted to medium or low priority
    - ii. The Portland Avenue functional classification change to a collector street needs to be further clarified and discussed in the TSP. It was still unclear what the classification will be for PAC members
    - iii. If the DRP were to go away, does the TSP update have a contingency plan for Portland Avenue?
      - 1. If the DRP is adopted by the council, it will then require a code amendment and will take time to become fully adopted
      - 2. Some PAC members would like a solution with a cycle track down the middle of the street to be further considered
        - a. Discussed how this kind of facility would be disruptive to the character of the roadway and surrounding land uses
      - 3. The TSP provides the framework and the DRP provides the detail. The DRP is going to be incorporated into the TSP if adopted
  - c. 40% of Gladstone residents are renters and do not take care of the street trees/landscape strips
    - i. Although, the market is hot and many rentals are up for sale currently
  - d. Need to make sure that sidewalks on one side is provided as a potential solution and shown in the cross-sections
8. Bike
- a. One-sided parking is another option that can be added to cross-sections to allow for on-street bike lanes
9. Transit
- a. Did TriMet change their mind about potential church park-n-ride lots?
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- i. Told us not to identify the specific church parking lots for future park-n-ride facilities, they are privately owned
- ii. But the City, TriMet, and a church is about to create an MOU to have this as an option
  - 1. Sometimes a city will help the church maintain the parking lot or pay the church for the park-n-ride service
- iii. TriMet will not pay for a park-n-ride in a private lot
- b. There are locations in Gladstone where the bus stop needs to have signs restricting parking
- c. KAI to provide a link to the TriMet Enhancement Plan on the website

#### 10. Motor Vehicle

- a. The proposed restricted Dartmouth Street left-turn is a movement that TriMet and school buses make to and from Oatfield Road
  - i. There is some agreement in favor of this project because it will change the character of the street but it has the potential to have a lot of constraints
- b. Clackamas County is proposing a pedestrian connection to connect Portland Avenue to Jennings Avenue, which is not consistent with the current draft TM9 where the same right-of-way was proposed for a motor vehicle connection
- c. SE 82<sup>nd</sup> Drive/Arlington Street is another intersection to examine
  - i. Would like to see safety projects for pedestrians
  - ii. People speed through the intersection from I-205 or are confused by who has the right-of-way to enter the intersection due to the lane striping
    - 1. The right-turn lane was installed to improve intersection operations
    - 2. One possibility would be to restripe the north leg to have two lanes again and incorporate bike lanes
  - iii. KAI to check crash history at this intersection
  - iv. Is a roundabout an option in front of Safeway?

#### 11. Traffic Safety

- a. In favor of more signalized access to Oatfield Road via the proposed future signals at Gloucester Street and Glen Echo Avenue
- b. Why does Portland Avenue have a speed limit of 20 mph and other residential areas do not?
  - i. KAI to explore what the safety impacts are between 20 and 25 mph speed limits

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## 12. Top concerns

- a. Need the TSP to have flexibility as the city and its facilities evolve
- b. OR 99E/Arlington Street
- c. I-205 ramp terminal
- d. Safe crossings for kids
- e. High speeds - What is the process for reducing speeds?
  - i. For an ODOT facility, ODOT will conduct a study and then inform the City what the speed could be on that facility
- f. OR 99E – the citizens still are requesting a speed reduction
  - i. The City should keep this discussion open since the community is highly interested

## 13. Community Meeting #2 on June 15<sup>th</sup>

- a. It will be on a Gladstone Bike Night
  - i. Members of the TSP team could carry clipboards at the event to get responses and tell people that the meeting is going on
  - ii. Could have a table at the event or nearby
    - 1. Jacque to talk to Amanda about getting a spot set up
  - iii. Could change location of the meeting so it is closer to Bike Night
    - 1. Between library and coffee shop
    - 2. In front of the library
    - 3. In City Hall or outside of City Hall
      - a. Public Works has a tent that can used
  - iv. Want some kind of presence at Bike Night