

CLACKAMAS COUNTY TRAFFIC SAFETY COMMISSION MINUTES
April 6, 2011

MISSION: To give the citizens of Clackamas County a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with County agencies and promote traffic safety.

COMMISSION MEMBERS

Present:

Jim Cline, Chair
Bob Karl
Patricia McManus
Brandon McVeigh
Walt Bartel
Catherine Albrecht
Brian Burke
Paul McGinnis

Absent:

Michele Thom, excused
Bernie Straight

STAFF MEMBERS

Present:

Joseph Marek, Liaison
Danielle Couch

Absent:

Sgt. John Naccarato, excused
Mike Hattan, excused

GUEST

Commissioner Jim Bernard

CALL TO ORDER

Meeting called to order at 7:00 PM

APPROVAL OF LAST MEETING MINUTES

Pat noted that Bernie was listed as someone that wished to resign and wondered if that were current. Jim said that the resignation status was current as of the last meeting but since then Bernie has said that he is interested in remaining on the Commission. Michele and Bernie will both need to reapply.

March minutes approved as written.

INTRODUCTIONS & PRESENTATIONS

Commissioner Jim Bernard – Transportation Financing

Jim welcomed Commissioner Bernard to the meeting.

Comm. Bernard thanked the group for having him and noted that when he worked at the City of Milwaukie he served on a joint committee with TriMet and the Milwaukie TSC. He apologized if no one had addressed the TSC regarding the \$5 vehicle registration fee for the Sellwood Bridge before now, since safety is a main component of the need to replace the bridge.

Background: 50% of Clackamas County's population lives in the urban area, 50% in the rural area. The County relies on three primary funding sources for transportation: Road Fund (from gas tax), Countywide Transportation System Development Charges (TSDC), and Happy Valley Joint TDSC. The total transportation project cost for the County exceeds \$4.2 billion; our revenue is \$125 million to \$447 million over the next 20 years. Partnerships with the state and

cities are a necessity but funding levels are continuing to decrease, which increases pressure on local governments.

Why the Sellwood Bridge? It is a vital connection for Clackamas County residents and is a key part of the regional transportation network. Federal sufficiency rating is 2/100--bridge will be closed in 8 years if not repaired. We have invested in many bridge replacements within the county to bring our bridges up to current standards.

The 2009 legislature allowed for counties of a certain size to enact the VRF with the sole purpose of funding the Sellwood Bridge replacement. Clackamas County approved, by ordinance, a \$5 per year VRF in order to raise Clackamas County's \$22 million share of the project. After \$22 million is raised, \$5 VRF will sunset.

Bob asked if the bridge is not replaced, after 8 years will it be closed to a specific weight. Comm. Bernard replied that it is already weight restricted but will not be safe for any vehicle traffic within 8 years.

Bob asked about the vulnerability of the bridge falling due to a major earthquake. Joe and Comm. Bernard replied that it would collapse.

Walt said that in the IGA with the City of Portland, the City will share 50¢ on every \$1.00 in any cost savings to the project. This is based on an original cost estimate of \$330 million. The current estimate is \$290 million. The City committed to funding \$100 million to the bridge. The \$40 million savings to the project cost from the original estimate essentially reduces the City's obligation by \$20 million.

One of the arguments against the Sellwood Bridge is why are we helping pay for someone else's problem? We get help from others for the repair of our infrastructure and it is our responsibility to help Multnomah County repair their infrastructure. It is about protecting the system and making it safer for all users.

This issue will be on the May ballot and Comm. Bernard hopes that we will all communicate with our neighbors to the importance of having it pass.

Pat asked if the 70% number that is referenced is Clackamas County drivers. Comm. Bernard said that yes, the number was determined by license plate registrations.

Brian asked how long the levy would last. Comm Bernard said that he thought it would last until 2020.

At this point, based on a recent survey, 53% of citizens would vote to pay the \$5 fee.

Jim asked if the old bridge will be torn down and if the new design has passed through City of Portland's reviews. Comm. Bernard said that this one will be taken down and the new design has passed through other reviews.

Bob asked if it would make sense to gain voter approval on a registration fee for on cyclists. Comm. Bernard said that it has been discussed but a lot of cyclists also have and drive vehicles. Bicycles don't impact the bridge very much and bike lanes allow space for emergency vehicle traffic. Pat argued that cyclists are not contributing to the wear and tear on the bridge.

Comm. Bernard noted that they are focusing on creating local jobs through this project. 90% of road projects are now built by government.

Paul asked if there is a "Yes on Measure 3-373" movement because he has not yet seen anything. Comm. Bernard said that there is a movement and he is continuing to communicate to local groups leading up to the May election.

CALL FOR ADDITIONAL AGENDA ITEMS

Walt asked Comm. Bernard about the Justice Court and how funding is distributed and what is allotted for safety improvements.

Comm. Bernard said that there has not yet been a definitive split in funding. We are working on finding a permanent home for the Justice Court. Sunnybrook was the original option but it turns out that the Justice Court is a bigger business than Sunnybrook can accommodate. Catherine asked if there is another option to house the Justice Court. Comm. Bernard said that the City of Happy Valley may be looking at renting the old city hall or another space to the Justice Court.

STAFF REPORT

Safe Communities – Vehicle Wraps

The vehicle wraps are completed and are on the road. John Stockham with Fleet Services is interested in possibly adding some additional vehicles to the vehicle wrap program.

Transportation Safety Action Plan Update

Joe made copies of some of the first crash statistic data that Kittelson has compiled. The consultant would like to present their work to date at the May meeting. The crash data that we have represents only about 50%-75% of the real data since Oregon has a self reporting law for accidents.

By next month the consultant will have a better take on the data and a raw idea of what the outline of the TSAP will look like.

Comm. Bernard said that he recently received a call regarding an accident on Dryland/Heinz and wondered if we had any input on safety improvements in that area. Joe said that he had received the information on the crash and shared what he knows with the group. Joe is going to have our survey group go out to the intersection; shaving some off the vertical curve may be an easy and inexpensive fix. Joe said that this intersection has never come up on our SPIS list and when he got out to the site he was surprised that he hadn't been called out to the location sooner.

Bob asked if we can send the information out electronically. Danielle will send the documents out via email.

Jim asked if there were any objections to postponing the field trip in order to meet with Kittelson in May. No one had any objections.

NEW BUSINESS

Member Recruitments

Jim asked if the recruitment had been published yet. Danielle contacted PGA to post the recruitment but is not sure of the close date. She will follow up again and notify the group when the recruitment is posted and when it will close.

Brian asked if it was OK to meet with applicants if they are available at the May meeting before Kittelson presents their data to us. If there are applicants available for meeting, we will schedule them or we can wait until June. If we have applicants to interview we will start early at 6:30.

Town Center Safety Fair Planning

Joe contacted the new person at the Clackamas Town Center (CTC) and has not yet heard back as to whether the CTC is amiable to hosting the safety fair again this year. Joe handed out the contact information from last year and will email it to the members again. There was a reminder that we need to work closely with the CTC management for all of our arrangements.

May Field Trip

Postponed until further notice.

OLD BUSINESS

None.

PENDING

TSC Booth Graphics

Joe had some new layouts for review for the TSC booth graphics. The group made some comments on modifying the graphics and maybe adding some additional text regarding the specifics of the crash (ex: 25 year old, drunk driving). Joe will make some additional edits to the existing graphics and email them to the group.

TSC 2010 Annual Report

Joe was hoping that Bernie would be here to fill in some gaps on what the TSC did during the 1980's but he had a lot of information for the 1990's and 2000's. Paul asked if nobody had any comments on the annual report because he did not remember seeing the email. Joe and Danielle will check on all the email addresses and make sure they are in working order.

Safety Project List

Joe has this on hold because he does not have anyone on staff to complete the work. Postponed until June.

Jim asked which commissioner will be focused more closely on transportation. Comm. Bernard thought that it will likely be Comm. Lininger.

ADJOURNMENT

Adjourned 8:34 PM

The next meeting will be May 4, 7:00PM