

TRAFFIC SAFETY ADVISORY BOARD AGENDA
6:30 P.M., February 24, 2020
GLADSTONE CITY HALL COUNCIL CHAMBERS

Members of the Committee: Linda Cosgrove, Clair Coy, Len Nelson, Yvonne McNeil, Andrew Labonte – Chair, Bill Osburn – Vice-Chair. Council Liaison – Randy Ripley.

1. Call to Order- Chair Labonte

Roll Call- Executive Assistant Kristi Walls

- a. Present:
- b. Absent:

2. Approval of January 27, 2020 Minutes – Chair Labonte

3. Business from the Board – Chair Labonte

- a. 3-5 Year Traffic Safety Plan
- b. Transportation Plan for Glen Echo
- c. Traffic Safety Plan pertaining to Route 99-Arlington Intersection
- d. Tri-met Bus Shelters top 5-10 usage bus stops

4. Roundtable Discussion – Board

5. Police Department Updates - Chief Schmerber

- a. Traffic Crash update
- b. Media

6. Community Input — Visitors: This is an opportunity for members of the audience to bring to the Commission's attention any item not otherwise listed on the Agenda. Comments will be limited to three (3) minutes per person. Speakers may not yield their time to others and must fill out a speaker card available in the back of the room prior to making a comment.

7. Adjourn

GLADSTONE TRAFFIC SAFETY ADVISORY BOARD MEETING MINUTES of January 27, 2020

Meeting was called to order at approximately 6:30 PM.

ROLL CALL:

Linda Cosgrove, Andrew Labonte, Yvonne McNeil, Bill Osburn

ABSENT:

Clair Coy, Len Nelson

STAFF:

Kristi Walls, Executive Assistant; Randy Ripley, City Council Liaison; John Schmerber, Police Chief

1. **Call to Order – Introductions**

2. **Elect Chair and Vice-Chair:**

There was discussion regarding whether or not to wait until there are more members present. The group decided to go forward.

Yvonne McNeil nominated Andrew Labonte for Chair and Bill Osburn for Vice-Chair. The nominations were seconded by Linda Cosgrove. Both nominations passed with a unanimous vote.

3. **Approval of October 28, 2019 Minutes:**

Linda Cosgrove made a motion to approve the minutes. Motion was seconded by Yvonne McNeil. Motion passed unanimously.

4. **Business from the Board:**

A. Speed Limits:

Oatfield Road – Linda Cosgrove said that on Oatfield Road, which is now owned by the City and not the County, it was recommended in the last Traffic Master Plan that the speed be reduced by 5 mph. Since the audit has been done she feels we should move forward with that consideration. Bill Osburn feels that 30 mph is appropriate. Chief Schmerber said the Police Department spends a lot of time with traffic enforcement on Oatfield, specifically in the school zone area. In the last eight months they have not had a lot of traffic crashes, pedestrian safety issues – it’s just business as usual for traffic flow. Chair Labonte feels that with a reduced speed limit it might potentially help resolve some pedestrian issues and speed fluctuation. Webster Road – it is 30 mph on the County side (after Jennings) and 35 mph on the Gladstone side. The Board agreed to recommend reducing the speed on Oatfield Road from 35 mph to 30 mph and Webster Road from 35 mph to 30 mph. Chief Schmerber will check to see if Webster is a County or City road, look at statistics, and research the next steps and he will email the information to the Board members. Chair Labonte recommended including the reasons for the reduction in speed.

Linda Cosgrove made a motion to move forward with reducing the speed on Oatfield Road and Webster Road from 35 mph to 30 mph and send it to the City Council for approval. Motion was seconded by Yvonne McNeil. Motion passed unanimously.

B. Traffic Plan:

Chair Labonte recommended narrowing this down to three to five items and the lower priced items might be good. Bill Osburn said the reduction in speed on those streets is a good start. Chair Labonte listed some options:

- 1) P-32: Jennings/Valley View – enhanced pedestrian crossing/signage. There are no sidewalks and it is a very dangerous area for pedestrians.
- 2) P-40: Webster/Cason – enhanced pedestrian crossing.
- 3) 99E/Arlington – it was pointed out that this would be an ODOT project and their process takes a very long time.
- 4) B-36: Oatfield/Webster – enhanced pedestrian crossing (remarking).
- 5) T-2: Bus shelter guidelines – it was pointed out that Tri-Met would have to pay for any bus shelters. Tri-Met could give statistics on where the most people are picked up in order to determine where shelters would go.
- 6) P-35 – Gloucester/Oatfield – crosswalk (there was also talk of putting in a traffic control device as well). Everyone agreed that a rapid-flashing beacon would be a good idea.

Linda Cosgrove asked Chief Schmerber if the Fire Department employees are going to be jaywalking because there is no crosswalk on the side of the street where the new building they leased between Watts Electric and the gas station is. Chief Schmerber said they should not be; but every intersection is considered a crosswalk by law.

The Board put the projects in order of priority:

- 1) Reduction of speed limits on Oatfield Road and Webster Road
- 2) P-40: Webster/Cason
- 3) P-32: Jennings/Valley View
- 4) P-35: Gloucester/Oatfield
- 5) B-36: Oatfield/Webster
- 6) T-2: Bus Shelters

Chief Schmerber said that he will make sure that everybody is aware of all the requirements and what it's going to take. He will meet with Mr. Whynot and discuss these projects. He will email the Board with updates.

5. Roundtable Discussion:

Linda Cosgrove said it was suggested in the Traffic Master Plan that the truck routes go around Gladstone so that they use I-205 and McLoughlin rather than cutting through neighborhoods. The City is going to be sending out a letter to the businesses in Gladstone regarding this issue. Chief Schmerber said if the Board gives him the recommendation to move forward with the plan it will require a City Council resolution in order to make that happen. Yvonne McNeil suggested tabling the roundtable discussion for now and move on to agenda item #6 because it could answer a lot of their questions.

6. Police Department Updates – Chief Schmerber:

7. Stats for November/December: 116 violations issued and 340 total traffic contacts made. They are getting a lot more active on the street with regard to traffic enforcement. They are writing citations to less than 50% of the people they stop. If they can get away with writing a warning and change the behavior, they will; if not, they will issue a citation. He said the more people that see their lights out on the street the more behavior they are changing.

He said it's important for everyone to remember the rules on how they make changes, how they put a stop sign in, or why they can't. He feels they all have an obligation to correct any misinformation regarding how they do things so that everyone has the right information. He is going to get help with the website in order to get information out there. They are looking at using other social media as well.

His priorities are:

- 1) Truck Routes - He said we should not have tractor trailers running down the middle of Gladstone unless there is a delivery within the middle of the City (Portland Avenue)/local delivery.
- 2) Pedestrian safety missions – regardless of whether or not they receive grants, they will do them. He said that 99E/Arlington is an issue that needs to be addressed.
- 3) They are going to run speed missions. He has asked the officers to lower their threshold below 10 mph over the speed limit, which is the industry standard.
- 4) Distracted driving missions – they will be doing these.
- 5) Baseball/softball parking problems during spring and summer – they are working with the car lots/business owners to find solutions.
- 6) Media and social outreach education – this is very important to him and the Police Department. He feels it will be very important to the Board as well. He said he needs help with this because he does not have the staff to do it.

He asked for feedback.

A female audience member said that Gladstone Next Door is a good place to get information. She said if word gets out that people will get stopped for going less than 10 mph over the speed limit they will slow down.

Bill Osburn said he appreciates them lowering the speed threshold and just making contact with some drivers and not necessarily always writing citations. He feels that helps to educate people. Chair Labonte said he appreciates his efforts in town and it clearly makes a difference.

Chief Schmerber said he is not a big fan of photo radar – he feels that if you're going to get a citation a human being is going to give it to you. He is a fan of photo/red light radar but he isn't sure he can afford it in the current budget.

A. Truck Routes:

ORS establishes designated truck routes. Cities can control them by resolution. I-205 and Highway 99E are the current truck routes through the City. If trucks have to deliver on 99E they can take the exit in Oregon City to do that. If they have to deliver off 82nd Drive they can take I-205 to do that. But no more taking Oregon City/99E and running east up to 82nd Drive or vice-versa. He can go to City Council and say this has been a goal for 2019, this is what is occurring, and this is our recommendation. He sees this as a safety issue in the residential areas and he has an obligation to do something about it. His recommendation is no through traffic anywhere in the City, unless it's local delivery only, and hopefully on wider streets. They will need signage on Glen Echo, Gloucester, Dartmouth, Arlington, Oatfield, and McLoughlin. He needs help with additional streets. They will draft a letter that will go out to all the businesses in the area with the information. Mr. Whynot is working on the costs for signage.

Yvonne McNeil made a motion to recommend that Chief Schmerber move forward with this and make a recommendation to the City Council. Motion was seconded by Bill Osburn. Motion passed unanimously.

B. Goal Setting/Work Plan:

Chief Schmerber said they want to be proactive, but sometimes social media can be a nightmare. People need to know that there is only so much the Police Department can do – there are rules/laws that have to be followed. Everything needs to be standardized and be in compliance with the law; otherwise nothing will be enforceable.

C. Suggest earlier meeting start times:

There was discussion regarding meeting at an earlier time.

Yvonne McNeil made a motion to change the meeting times to begin at 6:00 p.m. Motion was seconded by Linda Cosgrove. Motion passed unanimously.

Chief Schmerber will check with Ms. Betz to confirm and then advise the Board.

8. **Round Table Discussion – Continued:**

Yvonne McNeil asked if there was a way for citizens to be able to report violations online. Chief Schmerber said when they get the website set up correctly they could – they will have a link to Traffic Safety. He doesn't like the idea of anonymous reports. He said follow up is key. He said education is going to be key in this issue.

9. **Business from the Board:**

Bill Osburn suggested looking at some of the City codes that are outdated (Park Rules, parking over a sidewalk, etc.). Linda Cosgrove said she wouldn't want to interfere with the Parks Board. Bill Osburn will bring some examples to the next meeting.

10. **Community Input:**

None.

11. **Adjourn:**

Meeting was adjourned at 7:55 PM.

OSSE250 OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH STATISTICS BY YEAR BY CITY

Crashes on City Streets in Gladstone, 01/01/2018 to 12/31/2018

CITY	YEAR	TOTAL		PROPERTY DAMAGE ONLY		PEOPLE INVOLVED		VEHICLES INVOLVED		INTERSECTION RELATED		OFF-ROAD			
		CRASHES	CRASHES	CRASHES	CRASHES	PEOPLE	TRUCKS	SNOW	SNOW	SECTION	RELATED				
Gladstone	2018	0	25	6	31	0	28	0	24	7	23	8	19	0	5
2018 TOTAL		0	25	6	31	0	28	0	24	7	23	8	19	0	5
FINAL TOTAL		0	25	6	31	0	28	0	24	7	23	8	19	0	5

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 814.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to OUV's vehicle crash reporting requirements effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.