



CITY OF OREGON CITY

CITY COMMISSION WORK SESSION

MINUTES

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Wednesday, April 19, 2023 at 6:00 PM

CONVENE WORK SESSION AND ROLL CALL

Mayor McGriff convened the meeting at 6:06 PM.

PRESENT: 5 - Commissioner Mike Mitchell, Commissioner Frank O'Donnell, Commissioner Adam Marl, Commissioner Rocky Smith, Mayor Denyse McGriff

STAFFERS: 11 - City Manager Tony Konkol, City Recorder Jakob Wiley, City Engineer Dayna Webb, Public Works Director John Lewis, Parks and Recreation Director Kendall Reid, Finance Director Matt Zook, Human Resources Director Patrick Foiles, IT Director Mike Dobaj, Communications Manager Jarrod Lyman, Assistant City Attorney Carrie Richter, Police Captain Shaun Davis

DISCUSSION ITEMS

1. Delegated Authority to Set Speed Limits in Oregon City

John Lewis, Public Works Director, explained that the Transportation Advisory Committee had been researching the possibility of obtaining permission for the City of Oregon City to set speed limits within its own boundaries. He explained that the research was preliminary and incomplete but that the Committee wanted to keep the City Commission up to date on the process.

Mr. Lewis introduced Dayna Webb, City Engineer, who offered a presentation summarizing the Transportation Advisory Committee's research. The presentation discussed speed limits in Oregon, and how they are determined and enforced in various zones. The presentation also described research conducted into establishing a 20 mile per hour speed limit in certain areas of Oregon City and described the delegated authority speed zoning processes undertaken in nearby communities.

There was discussion about speed limits and pedestrian safety on Railroad Avenue. Shaun Davis, Police Captain, observed that because the area in question is a business district, the speed limit would be 20 miles per hour even if the speed limit is not posted.

Mr. Lewis raised the concern that if Oregon City were to set its own speed limits, the city might be held liable in the case of vehicle accidents connected to speed. This liability currently rests with the Oregon Department of Transportation (ODOT).

Commissioner O'Donnell inquired about installing lighted crosswalk indications in the area of Railroad Avenue that is particularly risky to pedestrians. Tony Konkol, City Manager, explained that an alternate solution to this issue has been under consideration as part of the Blue Heron development.

Commissioner Mitchell asked how long it generally takes for ODOT to respond to requests from the city. Mr. Lewis reported that before the pandemic the response time had been 9-12 months, and that the Transportation Advisory Committee had currently been waiting for a response regarding the Glen Oak Road speed zone study for 18 months. Commissioner Mitchell expressed concern that the lead time needed for ODOT to respond to requests would create a dangerous situation in new developments such as those on Maple Lane Road. He asked whether this area would qualify for residential area speed limits when

completed, and Ms. Webb explained that it would not because residential designation depended on the number of driveways accessing a road. There was consensus that this area ought to be considered for adjusted speed limits and pedestrian safety measures.

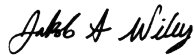
There was consensus that, despite the time and effort involved, it was worthwhile for Oregon City to obtain authority to set speed limits in order to ensure the safety of residents in a timely manner during changing circumstances. There was also consensus that Maple Lane, Linn Avenue, and Railroad Avenue be considered for lowered speed limits.

Mayor McGriff also noted that the City Manager was working on a Land Acknowledgement statement for the City of Oregon City.

ADJOURNMENT

Mayor McGriff adjourned the meeting at 6:42 PM.

Respectfully submitted,



Jakob S. Wiley, City Recorder