

**Public Works Advisory Board (PWAB)**

Regular Meeting Minutes

Tuesday, January 9, 2024

*Approved 2/13/24*

**Board Members Present:**

Bill Kelly, Chair

John Herman, Vice Chair

Rachel Ruppel

Dane Zehrung

Lori Faha

**City Council Representative Present:**

Andrea Blum, Council President

**Staff:**

Jackson Dumanch, Public Works Project Coordinator

Erik Huffman, City Engineer, BECON Civil Engineering & Land Surveying

**Absent:**

Paul Bertagna, Public Works Director

**1. CALL TO ORDER & ROLL CALL**

Chair Kelly called to order the Public Works Advisory Board meeting at approximately 4:35 PM and staff confirmed a quorum was present.

**2. NEW BOARD MEMBER INTRODUCTION**

Current members of the Board introduced themselves before Board Member Faha introduced herself and described their extensive background in civil engineering. Chair Kelly then asked Council President Blum to introduce herself.

**3. APPROVAL OF MINUTES**

**a. September 12, 2023**

Chair Kelly directed the Board to the September 12, 2023 regular meeting minutes and asked if there were any corrections or a motion to approve. Board Member Ruppel made a motion to approve the minutes, Board Member Zehrung seconded the motion. Motion passed unanimously, 5-0.

**b. December 12, 2023**

Chair Kelly directed the Board to the December 12, 2023 regular meeting minutes and asked if there were any corrections or a motion to approve. Board Member Ruppel made a motion to approve the minutes, Board Member Zehrung seconded the motion. Motion passed unanimously, 5-0.

**4. Visitor Communication**

Chair Kelly asked if there was any visitor communication, Project Coordinator Dumanch informed the Board that there was one individual wishing to address the Board. David Purviance of 450 N Trinity Way addressed the Board regarding the McKinney Butte Rd Safety Improvements. Purviance informed the Board that they have been in communication with City staff and Deschutes County Sheriff's Office staff regarding safety concerns in the corridor, adding they believed the corridor to be one of the most dangerous roads for pedestrians. Purviance stated they were prepared to advocate for safety improvements prior to reading the material included in the meeting packet. Purviance stated they and others have observed conflicts between pedestrians and drivers in the corridor. Purviance showed a drawing they had prepared to help describe their safety concerns, specifically recommending mid-block pedestrian crossings, adding that the plans showed this but had questions about the location of the crossing. Kelly asked that Purviance stay for the meeting presentation where more details would be shared. Kelly asked Purviance about the diagram they composed and where the entry to the schools was, Purviance answered that there is an open sports field there. Purviance stated they had a second question, prefacing with compliments to the plan but was curious about crossing lights at crosswalks and if there was funding for the project. Kelly stated that Director Bertagna would know but asked Council President Blum considering Bertagna's absence. Blum stated that they were not aware of any specific funding in the budget as the project is so recent but doubts that finding funding will be an issue. Purviance addressed Blum stressing the importance of children's safety in the corridor and suggested it be a priority over other road maintenance projects.

Chair Kelly asked staff if there was any more visitor communication, Dumanch stated there was none.

## **5. Board Business**

### **a. McKinney Butte Rd Safety Improvements preliminary plans review**

Chair Kelly called on City Engineer Huffman to introduce themselves and the project. Huffman provided a brief overview of their role as the City Engineer and then began their presentation.

Huffman began on the western-most crosswalk in the plan near the intersection of the high school/Sisters Park and Recreation District and elementary school accesses. Huffman stated that the raised crossings seen in the plans are not commonly used so as they can interfere with emergency vehicles, referring to the crossings as "speed tables" which would raise the crosswalk by 4 inches and described the dimensions of the proposed speed tables. Huffman stated that the proposed crossings are further away from the intersection than the existing ones so as to not interfere with the turning of vehicles into and out of the nearby driveways. Huffman noted that signage is included in the current plans, but no form of flashing signage had been considered yet. Board Member Faha asked for confirmation that the existing crosswalk would be eliminated, Huffman confirmed that to be correct. Faha then asked if the old crosswalks would need signage informing pedestrians to use the new crosswalk. Huffman proposed possibly shifting the new crosswalk closer to the intersection but emphasized finding a compromise between pedestrians and vehicles. Kelly asked if the path on the school property could be realigned with the new crosswalk. Huffman agreed that this could help better direct

pedestrians to the new crossing point. Board Member Ruppel stated that children may walk directly to the new crossing point regardless of moving the path but had no opinion on shifting the crossing closer to the intersection believing the proposed location to be safer. Faha emphasized the removal of any indication of a former crosswalk to discourage crossing outside of the designated area. Faha asked for confirmation if RRFBs (rectangular rapid flashing beacons) were being considered. Huffman confirmed that RRFBs have not been included in the plans but did not deny the possibility of them being added. Faha stated each RRFB could cost around \$50,000.00 but could create confusion and frustration in drivers. Huffman agreed, adding that drivers could become desensitized to the RRFBs if overused or not used in the proper setting. Kelly asked what the speed limit was on McKinney Butte Rd, Project Coordinator Dumanch confirmed 25mph with speed reductions to 20mph during school start, lunch and end. Faha asked about reducing the whole corridor to 20mph. Kelly stated that the speed tables may help to slow drivers down. Huffman noted that the speed tables would need to be reviewed by the fire district to ensure they had no concerns. Ruppel asked if the schools would still have individuals acting as crossing guards/flaggers at the new location, adding that this would help formalize the crossing and manage crowds. Huffman did not ask the schools about that but believed they would continue the practice.

Huffman then described the next crossing near the staff entrances of the high school and future elementary school immediately noting that there was no formal walkway to the southern point of the existing crossing. Faha asked for confirmation of Huffman's previous statement, Huffman confirmed. Faha asked if the ramps would be ADA compliant. Huffman confirmed they would, but the ramps would have to rise up to meet the new crossing, Faha noted this may create stormwater and drainage concerns. Kelly asked what the distance was between this crossing and the one viewed previously. Huffman estimated 250 feet. Kelly asked if the configuration would be the same, Huffman confirmed it would.

Huffman then described the next crossing moving eastward through the corridor, being a mid-block crossing connecting north-south oriented paths on either side of the corridor. Huffman stated this connected the western-most path to the north, but corrected themselves stating that it was the eastern-most path it connected with. Ruppel stated the current propped crossing was preferred as it connected to an existing path on the south side of the corridor. Ruppel asked if there were crossings at the Reed St intersection. Huffman stated that there are none there. Faha asked for the justification for the location of the proposed mid-block crossing. Huffman stated it was a suggestion from the school district. Faha stated that every intersection is technically a pedestrian crossing. Huffman stated that the aim was to encourage use of improved crossings and discourage use of unmarked crossings. Kelly suggested signage stating when a crosswalk was closed or directing pedestrians to marked crossings. Huffman concluded by stating that those were the only 3 speed tables being proposed. And proceeded with their presentation.

Huffman directed the Board to the next slide and proposed crossing involving removing a mid-block crossing and adding a non-raised crossing on the west side of the Freemont/McKinney

Butte intersection adding that this location is outside of the school zone and therefore would not be a speed table.

Huffman described the next slide showing a proposed crossing at the East side of the Trinity/McKinney Butte intersection. Huffman stated that there is an existing sidewalk only on the east side of Trinity to the south and therefore the proposed crossing is shown on the east side of the intersection. Faha suggested checking if this work may trigger having to replace other ADA ramps at the intersection.

Huffman described the next slide showing an improved crossing on the west side of the Brooks Camp/McKinney Butte intersection. Huffman stated that the private property in the northwest corner extends into the pavement of the existing roadway. Huffman stated that the property is owned by Village Meadows Homeowners Association which they believed to be dissolved and not currently in existence, adding that some work will need to be done to get the right to improve within the property to make a functional curb ramp and crossing there. Kelly asked if there was sidewalk on the East side of Brooks Camp. Huffman confirmed there was not adding that the City has applied for grant funding to install paths there but was not chosen to be funded.

Huffman proceeded to the last crossing in the plans on the southwest side of the Arrowleaf/McKinney Butte intersection. Kelly noted there is no existing crosswalk at the intersection crossing McKinney Butte. Ruppel asked if this was related to a barrier removal request. Huffman stated it was not but added that they have observed pedestrians attempting to cross there. Council President Blum stated that the intersection is difficult for cars. Faha stated a RRFB may be well suited for this crossing. Blum added that they have suggested in the past that Arrowleaf and the driveway be made right-in, right-out but that was meant with public opposition. Kelly asked if the crossing at the roundabout was ODOT or City, Huffman stated that they believed it was still ODOT and had not been turned over to the City. Kelly stated that the crossings at the roundabout needed to be repainted.

Kelly asked what the next step was. Huffman stated that the design will continue while considering Board comments in preparation for bidding. Kelly asked for a rough cost estimate, Huffman stated they had not composed a cost estimate yet but estimated each raised crossing to be upwards of \$20,000.00 with an extra \$5,000.00 per ADA ramp. Huffman stated that thermoplastic markings were expensive. Blum asked how long thermoplastic markings were meant to last, Huffman stated likely at least 10 years, but depended on the level of traffic. Faha asked if the tables were suitable for plowing roads. Dumanch added that moving the raised crossing further from intersections allows plows to cross them more head-on. Faha asked if the proposed crossing at Brooks Camp was included in the project, Huffman confirmed. Faha asked if that crossing should maybe part of a phased approach. Huffman stated legal advice would be needed on how to proceed with the property in the northwest. Ruppel stated they liked the 3 raised crossings because they are in locations pedestrians use.

Kelly thanked Huffman for attending and presenting the preliminary plans.

#### **6. Other Business**

Chair Kelly asked for any other business to discuss. Dumanch noted that Vice Chair Herman and Board Member Zehring, who were attending virtually, had left the meeting.

#### **7. Board Member Comments**

Chair Kelly asked for further comments from the Board. Council President Blum assured the Board that Director Bertagna is aware of challenges that may arise and will plan accordingly as the project progresses.

#### **8. Adjourn**

Chair Kelly adjourned the meeting at 5:26 PM.