



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING AGENDA

**Commission Chambers, 625 Center Street, Oregon City
Tuesday, March 21, 2023 at 6:00 PM**

Contact vwalker@orccity.org for the link to participate in the meeting

CALL TO ORDER

ROLL CALL

APPROVAL OF THE MINUTES

1. Meeting Minutes - December 20, 2022 & January 17, 2023

ADOPTION OF AGENDA (Agenda Analysis)

Committee members have the opportunity to move items to New Business/Discussion Items from Communications if they are interested in discussion. The Committee may also add an item to the agenda with the consensus of the Committee.

PUBLIC COMMENTS

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda, however, the Chair has the discretion to waive limitations. Prior to speaking, citizens shall complete a comment form and deliver it to the Staff Member. When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone. The Transportation Advisory Committee Officers do not generally engage in dialog with those making comments but may refer the issue to the City Manager.

NEW BUSINESS / DISCUSSION ITEMS

2. Welcome New Committee Members
3. Review Committee Membership and Affiliations
4. Discuss Neighborhood Association Meetings
5. Distracted Driving Campaign
6. Public Works Report

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission does not engage in discussion with those making comments.

Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 03/21/2023
From: Senior Administrative Assistant, Audrey Meeker

SUBJECT:

Approval of minutes from the December 20, 2023 and January 17, 2023 Transportation Advisory Committee Meeting

STAFF RECOMMENDATION:

Approve the minutes

OPTIONS:

1. Approve the minutes
2. Disapprove the minutes



The recording of the December 20, 2022 had sound quality issues. These minutes are based on the notes recorded during the meeting by the Public Works Senior Administrative Assistant Audrey Meeker, notes from Assistant Public Works Director Vance Walker and the small amount of audio from the recording.

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting on **Tuesday, December 20, 2022** was called to order by Chair Henry Mackenroth at 6:00 PM.

Committee members present included Chair Henry Mackenroth, Vice Chair Cedomir Jesic, Mr. Ben Simmons, and Mr. Tim Morgan. Ms. Petronella Donovan and Mr. Miles Tatch were absent.

Staff members present included Public Works Director John Lewis, Assistant Public Works Director Vance Walker, and Senior Administrative Assistant Audrey Meeker.

2. APPROVAL OF THE MINUTES

Mr. John Lewis, Public Works Director requested that the minutes from the November 15, 2022 meeting be edited and approved at the next meeting on January 17, 2023. All Transportation Advisory Committee Members supported this request.

3. AGENDA ANALYSIS

- No changes were made to the agenda.

4. CITIZEN COMMENTS

Major points were as follows:

- Inconsistent Speed Limit on Linn Avenue – Citizens Ms. Dorothy Dahlsrud and Ms. Christina Franklin
 - Ms. Dorothy Dahlsrud shared a safety concern related to inconsistent speed limits and heavy traffic along Linn Avenue. Ms. Dahlsrud recommends updating the speed limit to 25 mph for the entire stretch.
 - Ms. Christina Franklin attended the meeting as a resident who lives on Linn, near Pearl Avenue and has first-hand experience with speeding vehicles going approximately 45 mph on Linn Avenue. Ms. Franklin has requested a “Crosswalk Ahead” sign to help slow traffic.
 - The topic of speed zones throughout Oregon City is on TAC’s radar and is a priority. However, it may take time to be resolved.

- The Public Works City Engineer Dayna Webb is currently investigating “Delegation of Speed Zone Authority” and will share at a future Transportation Advisory Committee meeting the requirements and timeline associated with being appointed to set speed limits in Oregon City.

5. NEW BUSINESS/DISCUSSION ITEM

Major points were as follows:

- 2023 Chair and Vice Chair
 - Mr. Bruce Fries made a motion for Mr. Ben Simmons to be Chair and Mr. Henry Mackenroth to be the Vice Chair, effective January 1, 2023. Mr. Tim Morgan seconded, all ayes in support of the motion.
- Transportation Advisory Committee Membership
 - Mr. Miles Tatch was appointed January 5, 2022 to fill in for another service membership through December 31, 2022. Mr. Tatch is not renewing his membership.
 - Beginning January 1, 2023, four membership positions will be open. Mr. Cedomir Jesic has applied to hold his membership as a non-resident, fourth term.
 - Applicant, Ms. Julie Hernandez, joined the call today as a listener. The Transportation Advisory Committee is scheduled to interview Ms. Hernandez during the January 17, 2023 meeting.
 - The Transportation Advisory Committee would like to gain a better understanding of when the new application period is open.
- 2023 Goals
 - The Transportation Traffic Fact Sheet needs to be updated and will continue to be updated annually. Public Works will update the document and provide a redlined version for the Transportation Advisory Committee to review at an upcoming meeting.
 - Engagement with the community and education:
 - The Transportation Advisory Committee members that live within a neighborhood association will attend at least 1 meeting annually to engage the community and create awareness of the Transportation Advisory Committee, building a partnership and provide information related to the City’s policies and procedures, and local changes as they arise.
 - Vice Chair Cedomir Jesic suggested that there be an open house to invite a representative from Oregon City Neighborhood Associations to begin engagement with the community, education, and awareness.
 - There are approximately 15 neighborhood associations and around 12 are active.
 - Mr. Ben Simmons will contact the CIC and Mr. Tim Morgan will attend a CIC meeting.
 - Ride-a-long with OCPD
 - For engagement with the City and to learn
 - Public Works will reach out to the Police Department to determine if they have a liaison and the required steps and application process.

6. PUBLIC WORKS REPORT

Major points were as follows:

- Berta Drive and Gaffney Lane
 - At the intersection of Gaffney and Berta, Public Works will change and add signage to help drivers slow down, making it safer for pedestrians and decrease the likeliness of reckless driving. The changes are as follows:
 - Removing an existing “no parking” sign and replacing it with a “stop ahead” sign.
 - Adding 3 delineators [black with red reflectors]
 - Adding “no parking” signs and yellow curb paint at 2 locations on Berta next to Gaffney.
 - Safe Route to Schools
 - The Transportation Advisory Committee will continue to be an active participant when opportunities arise.
 - Transportation Advisory Committee Campaign
 - Mr. John Lewis suggested that the Transportation Advisory Committee sponsor a drunk driving or distracted driving campaign.
 - The U.S. Department of Transportation, National Highway Traffic Safety Administration has a safety topic each month. The NHTSA provides signs, stickers, and other give aways to raise awareness.
 - To support the awareness, the Transportation Advisory Committee would promote it during the National Night Out event in August 2023.
 - In the past, the Transportation Advisory Committee had a campaign to slow traffic with large stickers being placed on garbage bins “Eyes Up, Slow Down”, “Safe Driving Is No Accident”, “Hang Up (phone) + (wheel) = Ticket Or Pay Up”.
 - Advise on and provide support for Grant opportunities.
 - Public Works City Engineer Dayna Webb has brought in over \$10 million to the City. The Transportation Advisory Committee will continue providing letters of support.
 - Delegation of Speed Zone Authority
 - Public Works City Engineer Dayna Webb is investigating the requirements for moving this forward and will return to a future Transportation Advisory Committee meeting to share the next steps.
 - Mr. Mackenroth proposed that when a road is to annex, the Transportation Advisory Committee has it re-evaluated.
- General Comments
 - Vice Chair Cedomir Jesic followed up on the “Capacity of Local Standards” that was discussed during the November 15, 2022 meeting. The Transportation Advisory Committee would like an update on next steps and timing.
 - The Transportation Advisory Committee would like to add, “Establish a recommendation for Standard Capacity” to their 2023 goals.

6. COMMUNICATION

- No communications were made.

7. FUTURE AGENDA ITEMS

- Transportation Traffic Fact Sheet – Review updates for finalization
- Follow up on Oregon City Police Department liaison program.

8. ADJOURNMENT

There being no further business, the meeting adjourned at 7:29 pm.

Respectfully Submitted,

Audrey Meeker
Senior Administrative Assistant



1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting on **Tuesday, January 17, 2023** was called to order by Chair Ben Simmons at 6:30 PM at City Hall and virtually via Zoom. It followed the 6:00 PM start time of the Transportation Advisory Committee member candidate interviews that was recorded separately.

Committee members present included Chair Ben Simmons, Vice Chair Henry Mackenroth, Ms. Petronella Donovan, Mr. Tim Morgan, and Mr. Bruce Fries.

Staff members present included Assistant Public Works Director Vance Walker, and Senior Administrative Assistant Audrey Meeker.

2. APPROVAL OF THE MINUTES

Mr. Tim Morgan **moved to adopt** the **November 15, 2022** minutes and was **seconded** by Mr. Bruce Fries and it carried **unanimously** by the following votes: Aye: Mr. Tim Morgan, Ms. Petronella Donovan, and Mr. Henry Mackenroth.

3. AGENDA ANALYSIS

- No changes were made to the agenda.

4. CITIZEN COMMENTS

- No citizen comments were made.

5. NEW BUSINESS/DISCUSSION ITEM

- **Transportation Advisory Meeting Minutes**

Major points were as follows:

- The November 15, 2022 meeting minutes were unanimously adopted.
- The December 20, 2022 meeting minutes will be adopted in the next meeting.

- **Transportation Advisory Committee Neighborhood Meetings**

Major points were as follows:

- Mr. Tim Morgan is attending a Neighborhood Meeting on February 27, 2023.
- Assistant Public Works Director Vance Walker listed resources that the Transportation Advisory Committee members may share with the neighborhoods provided by Public Works. The documents and suggested

links are as follows:

- TAC Meeting Schedule
- [TAC Homepage](#) which includes most of the listed documents here
- Traffic Neighborhood Fact Sheet – Public Works is currently updating the document.
- 2023 Goals
- 2022 Annual Report – available mid-April 2023
- Distracted Driving Campaign – Public Works is working with Oregon Impact on swag items that can be ordered and shared during the Neighborhood Association meetings at the National Night Out, Police Department event and share information and swag items.
- Speed Hump Installation Policy and Application
- [City of Oregon City Website](#) – share the “How do I” section, including “Report Hazard or Issue” and “Apply for a ROW Permit”.
- Police Department events, seatbelt safety, NNO – can be found on the [City of Oregon City Website](#)
- Vice Chair Henry Mackenroth suggested providing a transparent overview of the City Budget. Residents may be interested in understanding how the Transportation budget is funded and spent.
- Chair Ben Simmons suggested a one-page fact sheet that can be shared, which includes a QR code linking to the Transportation Advisory Committee webpage.
- A list of City of Oregon City Neighborhood Associations was requested.

- **Transportation Advisory Committee Campaign: Distracted Driving Awareness**

Major points were as follows:

- Oregon Impact provided information and promotional items such as yard signs, and coasters that the Transportation Advisory Committee can handout at National Night Out. 2023 promotional items are still being selected by Oregon Impact. Timing is unknown at this time.
- TAC members are interested in large garbage can stickers.
- Mr. Cedomir Jesic, suggested adding an article to the monthly eTrail News, the Quarterly Trail News or a banner on the City of Oregon City website to create awareness.

6. PUBLIC WORKS REPORT

- **Holcomb Safe Routes to School update**

Major points were as follows:

- The Holcomb Safe Routes to School grant of \$410,695.60 was approved at the City Commission meeting on January 12, 2023.
- The areas in orange on the map are being addressed with this grant.
- The areas in green east of the Holcomb Elementary will likely be done with the Serres Development. The other green areas do not have a timeline yet.
- Further questions directed to City Engineer Dayna Webb are as follows:
 - Mr. Cedomir Jesic asked if the missing sidewalks by the Market Store through the curve of Redland Road will be in future developments?
 - Mr. Vance Walker replied that it will not be a part of the Safe

January 17, 2023

Transportation Advisory Committee

Page 2 of 3

Routes to School.

- Mr. Ben Simmons asked if the upper parts for the Serres development will piggyback on the Safe Routes to Schools project.
- Mr. Henry Mackenroth asked about sidewalks related to Icon Construction & Development LLC Properties and the school. There are no markings on the map for these areas.

- **Tolling Status Update**

Major Points were as follows:

- On Wednesday, January 18, 2023 ODOT is giving a presentation on I-205 Tolling. It is recommended that the TAC members attend or watch the recording.
- RMPP, the Regional Mobility Pricing Project, scoping letter signed by Mayor Denyse McGriff was mailed early January.

- **General Discussion:**

Major Points were as follows:

- Update on ride-a-longs with Police Department
 - Due to COVID and low staffing, the City of Oregon City Police Department is not currently providing ride-a-longs.
 - The City of Oregon City is holding a "Citizen Police Academy" between January 31st to March 14th.

6. COMMUNICATION

- No communications were made.

7. FUTURE AGENDA ITEMS

- Neighborhood Association Meetings
- Distracted Driving Campaign
- Follow up on Safe Routes to Schools with City Engineer Dayna Webb

8. ADJOURNMENT

There being no further business, the meeting adjourned at 7:03 pm.

Respectfully Submitted,

Audrey Meeker
Senior Administrative Assistant



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 03/21/2023
From: Senior Administrative Assistant, Audrey Meeker

SUBJECT:

Welcome new Committee members

STAFF RECOMMENDATION:

Welcome new Committee members Chris Wadsworth and Julie Hernandez

EXECUTIVE SUMMARY:

On March 3, 2023, Mayor Denyse McGriff re-appointed Cedomir Jesic and appointed Chris Wadsworth and Julie Hernandez.

BACKGROUND:

The Transportation Advisory Committee consists of 7-9 members that have rotating three-year terms. Interviews were conducted by the Transportation Advisory Committee on January 17, 2023



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 03/21/2023
From: Senior Administrative Assistant, Audrey Meeker

SUBJECT:

Review Transportation Advisory Committee Membership and Affiliations

SUMMARY:

The Transportation Advisory Committee members will review their membership roster to confirm that it is accurate

CITY OF OREGON CITY
TRANSPORTATION ADVISORY COMMITTEE

The purpose of the Committee is to advise the City Commission, Planning Commission and Urban Renewal Agency on transportation related matters; guide preparation of transportation plans and programs, including the Neighborhood Traffic Management Plan. The Committee was established on February 7, 1996 by Resolution 96-03; amended by Resolution 99-40 on October 20, 1999; and amended again through Resolution 02-04 dated February 6, 2002. TAC ByLaws went into effect on November 4, 2009, through the adoption of Resolution 09-27 and were modified on June 19, 2013 by Resolution 13-20. More information is available on the Committee's web page at <https://www.orcity.org/bc-tac>.

Staff:	John Lewis, P.E., Public Works Director	jmlewis@orccity.org	971-204-4626
	Vance Walker, Assistant Public Works Director	vwalker@orccity.org	971-204-4682
	Dayna Webb, City Engineer	dwebb@orccity.org	971-204-4633
	Jayson Thornberg, Transportation Division Operations Manager	jthornberg@orccity.org	971-204-4680
	Audrey Meeker, Senior Administrative Assistant	ameeker@orccity.org	971-204-4656

Christian "Chris" Louise Wadsworth Appointed: 3/1/2025 Term to Expire: 12/31/2025 Affiliation: Neighborhood Association	Cedomir Jesic Appointed: 1/15/2014 Reappointed: 3/1/2023 Term to Expire: 12/31/2025 Affiliation: At-large member - Outside city limits
Julie Hernandez Appointed: 3/1/2025 Term to Expire: 12/31/2025 Affiliation: Neighborhood Association	Henry Mackenroth, Vice Chair Appointed: 12/4/2013 Reappointed: 1/5/2022 Term to Expire: 12/31/2021 Affiliation: At-large member
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Name Appointed: Term to Expire: 12/31/2025 Affiliation: At-large Member	3/16/2023 P:\PublicWorks\Committees\Transportation Advisory Committee\Membership\Rosters\TAC_membership_list2023.01 .01.docx



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 03/21/2023
From: Senior Administrative Assistant, Audrey Meeker

SUBJECT:

Discuss Neighborhood Association Meetings

SUMMARY:

The Transportation Advisory Committee members are attending Neighborhood Association meetings throughout the year and Public Works has gathered documents to help support their community interactions and involvement.

Neighborhood Associations

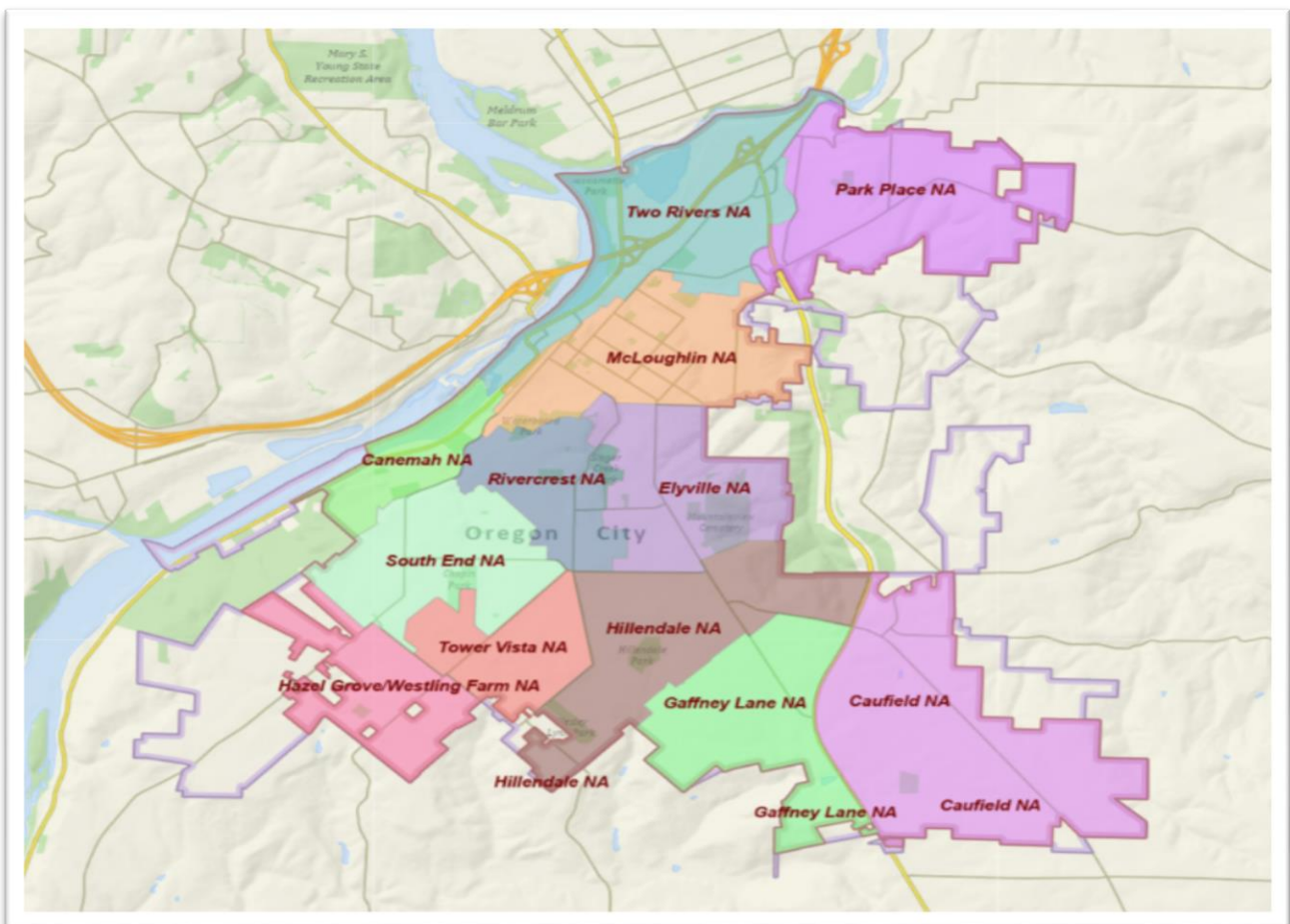
Neighborhood Associations:

1. Canemah
2. Caufield
3. Elyville
4. Gaffney Lane
5. Hazel Grove-Westling Farm
6. Hillendale
7. McLoughlin
8. Park Place
9. Rivercrest
10. South End
11. Tower Vista
12. Two Rivers

Neighborhood Association Website: <https://www.orcity.org/community/neighborhood-associations>

Neighborhood Association Map:

https://www.orcity.org/sites/default/files/fileattachments/community/page/3861/neighborhood_associations_-_36x48p_-_most_recent.pdf



Neighborhood Associations

Contact Information

Canemah Neighborhood Association		
Chair	Ken Baysinger	crobertson@orcity.org
Vice Chair	Ron Bistline	crobertson@orcity.org
Website	https://www.orcity.org/community/canemah-neighborhood-association	

Caufield Neighborhood Association		
Chair	Dan Berge	orcityus@yahoo.com
Vice Chair	Vacant	crobertson@orcity.org
Website	https://www.orcity.org/community/caufield-neighborhood-association	

Elyville Neighborhood Association		
Chair	Karla Laws	karla.laws+ENA@gmail.com
Vice Chair	Aaron Wolf	wolftune+ENA@gmail.com
Website	https://www.orcity.org/community/elyville-neighborhood-association	

Gaffney Lane Neighborhood Association		
Chair	Angela Wright	GaffneyLaneNeighborhood@outlook.com
Vice Chair	Amy Wilhite	GaffneyLaneNeighborhood@outlook.com
Website	https://www.orcity.org/community/gaffney-lane-neighborhood-association	

Hazel Grove – Westling Farm - INACTIVE Neighborhood Association Contact Christina Robertson-Gardiner to help reactivate this neighborhood		
Chair	Vacant	crobertson@orcity.org
Vice Chair	Vacant	crobertson@orcity.org
Website	https://www.orcity.org/community/hazel-grove-westling-farm-neighborhood-association	

Hillendale Neighborhood Association		
Chair	Vacant	crobertson@orcity.org
Vice Chair	Hunter Pico	hunterpicooc@posteo.net
Website	https://www.orcity.org/community/hillendale-neighborhood-association	

McLoughlin Neighborhood Association		
Chair	Jesse Buss	jessebuss@gmail.com
Vice Chair	Tim Powell	timpowell1954@gmail.com
Website	https://www.orcity.org/community/mcloughlin-neighborhood-association	



Neighborhood Associations

Park Place Neighborhood Association		
Chair	Vacant	crobertson@orcity.org
Vice Chair	Steve Van Haverbeke	steve@vanhaverbeke.org
Website	https://www.orcity.org/community/park-place-neighborhood-association	

Rivercrest Neighborhood Association		
Chair	Emily Lisborg	rivercrestna@gmail.com
Vice Chair	Vacant	crobertson@orcity.org
Website	https://www.orcity.org/community/rivercrest-neighborhood-association	

South End - INACTIVE Neighborhood Association		
Contact Christina Robertson-Gardiner to help reactivate this neighborhood		
Chair	Vacant	crobertson@orcity.org
Vice Chair	Vacant	crobertson@orcity.org
Website	https://www.orcity.org/community/south-end-neighborhood-association	

Tower Vista Neighborhood Association		
Chair	Jeff Akin	crobertson@orcity.org
Vice Chair	Vacant	crobertson@orcity.org
Website	https://www.orcity.org/community/tower-vista-neighborhood-association	

Two Rivers Neighborhood Association		
Chair	Bryon Boyce	bryony@birdlink.net
Vice Chair	Margie Hughes	margiehughes1@aol.com
Website	https://www.orcity.org/community/two-rivers-neighborhood-association	

CITY OF OREGON CITY
TRANSPORTATION ADVISORY COMMITTEE

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Tim Morgan Appointed: 1/6/2021 Term to Expire: 12/31/2023 Affiliation: At-large member - Park Place	Ben Simmons, Chair Appointed: 4/17/2019 Reappointed: 1/1/2020 Term to Expire: 12/31/2023 Affiliation: At-large Member - Business - McLoughlin
Bruce Fries Appointed: 1/5/2022 Term to Expire: 12/31/2024 Affiliation: At-large Member - Gaffney Lane	Petronella Donovan Appointed: 5/17/2022 Term to Expire: 12/31/2025 Affiliation: Chamber of Commerce - South End
Name Appointed: Term to Expire: 12/31/2025 Affiliation: At-large Member	3/16/2023 P:\PublicWorks\Committees\Transportation Advisory Committee\Membership\Rosters\TAC_membership_list2023.01.01.docx



Transportation Advisory Committee Resource List

- Transportation Advisory Committee Website
- Neighborhood Association Map and Contact Website and List
- Transportation Advisory Committee Handout
- 2023 TAC Meeting Schedule
- 2023 TAC Goals
- 2022 TAC Annual Report – Available mid-April 2023
- Neighborhood Traffic Fact Sheet
- Speed Hump Installation Policy and Eligibility Checklist
- Transportation Advisory Committee Distracted Driving Campaign
- Transportation Budget



2023 Meeting Schedule

The following meeting dates are the 3rd Tuesday of each month at 6:00 p.m. in-person at City Hall, 625 Center Street and virtually via Zoom.

January 17, 2023
February 21, 2023
March 21, 2023
April 18, 2023
May 16, 2023
June 20, 2023
July 18, 2023 (if needed)
August 15, 2023 (if needed)
September 19, 2023
October 17, 2023
November 21, 2023
December 19, 2023 (if needed)

City Staff:

John Lewis, P.E., Public Works Director
Vance Walker, Assistant Public Works Director
Audrey Meeker, Senior Administrative Assistant



**CITY OF OREGON CITY
TRANSPORTATION ADVISORY COMMITTEE
2021-2023 GOALS**

2021-23 TAC Goals	City Commission 2021-2023 Goals							
	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8
Provide annual review of the Oregon City Neighborhood Traffic Fact Sheet and engage public in utilizing this document and information contained herein to facilitate traffic safety. (To be reviewed and updated annually, January)			X	X				
Engagement with the community, and education: • Neighborhood associations (1x year minimally) • Ride-a-long with OCPD							X	
Member participation as needed on Community Advisory Committee(s) with work related to Oregon City transportation, with an emphasis on Safe Routes to School. • 2024 – October Walk/Bike to school event				X				
Remain involved in larger developments related to transportation by tracking projects and providing comments regarding these projects, e.g.: • Beaver Creek Road Concept Plan • Park Place (ICON) Development • Tolling engagement	X	X	X		X			
TAC Transportation Campaign focus areas are distracted driving and drunk driving awareness. Includes National Night Out							X	
Advise on, and provide support of, transportation grant opportunities presented to TAC.	X		X		X			
Delegation of Speed Zone Authority		X					X	
Establish a recommendation for Standard Capacity		X					X	
Openly listen to citizen requests regarding transportation concerns.				X				

City Commission Goals 2021-2023

Item #4.

GOAL 1: Promote Diversity, Equity and Inclusion for Safe, Inclusive Community, and Organization

GOAL 2: Invest in Current and Future Capital Needs for Safe, Sustainable Infrastructure and City Services

GOAL 3: Improve the City's Engagement Efforts to Reach the Broader Oregon City Community and Inform the Policy Process

GOAL 4: Adopt and Implement a Homelessness Strategy for Oregon City

GOAL 5: Promote Tourism and Support Economic Development to Foster Community Stability

GOAL 6: Support Diverse Housing Options in Oregon City

GOAL 7: Support Improvements and Partnerships that Contribute to our Hometown Feel and Showcase Oregon City's Unique Community Identity

GOAL 8: Protect and Preserve our Environment Health and Natural Resources



City of Oregon City

NEIGHBORHOOD TRAFFIC FACT SHEET

A GUIDE OF NEIGHBORHOOD TRAFFIC MANAGEMENT INFORMATION AND SUMMARY OF TRAFFIC CALMING DEVICES

March 2023

Developed by the Transportation Advisory Committee
in a volunteer effort to help outline the issues and policies
regarding traffic management in Oregon City.

City of Oregon City, 625 Center Street, Oregon City, OR 97045 971-204-4600



Transportation Advisory Committee Members:

Ben Simmons, Chair
 Henry Mackenroth, Vice-Chair
 Petronella Donovan
 Bruce Fries

Julie Hernandez
 Cedomir Jesic
 Tim Morgan
 Chris Wadsworth

Regular monthly Transportation Advisory Committee meetings are held every third Tuesday of the month at 6:00pm in the Commission Chambers of City of Oregon City, City Hall, 625 Center Street, Oregon City, OR 97045.

For questions or comments regarding this document please contact the Transportation Advisory Committee in care of the Public Works Department at 13895 Fir Street, Oregon City, OR 97045, or 971-204-4600.

Abbreviations and Acronyms Used Throughout This Document:

ADT	Average Daily Trips
FHWA	Federal Highway Administration
MUTCD	Manual on Uniform Traffic Control Devices
OC	Oregon City
OCMC	Oregon City Municipal Code
ODOT	Oregon Department of Transportation
ORS	Oregon Revised Statutes
PWD	Public Works Department
ROW	Right-of-Way
TSP	Transportation System Plan

Neighborhood Traffic Fact Sheet

PURPOSE

The purpose of this document is to provide an overview of the issues and policies regarding traffic management in Oregon City. It is meant to explain the various restrictions and requirements that exist regarding the larger issues of traffic flow and management. It also outlines procedures for citizens to become involved in traffic control measures in their neighborhood.

INTRODUCTION

There are many factors taken into consideration when reviewing traffic concerns. Any recommended solutions must consider the effect on the surrounding roadways, property access, traffic makeup, speeds, and volume. Additional concerns are accident history, property usage, budget restraints, and future planned construction in the area.

The State of Oregon has authorized the various counties and cities in the state to be the local road authority for the roads within their jurisdictions. This jurisdictional authority provides the local municipality both the right and the responsibility to make traffic management decisions. Any decisions made by such an authority must be in compliance with any pertinent state and federal standards and must utilize sound engineering judgement. Despite the designation as the Local Road Authority both Clackamas County and Oregon State own and maintain roadways within the city limits. Both the State and the County maintain and manage their respective roads in coordination with the City.

In order to be eligible to receive federal funding for roadways, the federal government requires that each state adopt a national traffic signing code known as the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#). This document provides guidance on various traffic control topics such as approved traffic control devices, sign standards, road striping patterns, and temporary traffic control standards. These topics are all prescribed by the Federal Highway Administration (FHWA) in order to present a uniform standard throughout the country. The Oregon Department of Transportation has also created and adopted an Oregon Supplement to the MUTCD that defines additional standards unique to the State of Oregon. The conditions for usage of many of these standards are referred to as Warrants. There are conditions that warrant the use of these devices. If these conditions are not present, then the use of these devices is not warranted, and the installation is not to be recommended.

MODES OF TRANSPORTATION



The various modes of transportation that municipalities must account for within their [Transportation System Plans \(TSP\)](#) include vehicular, public transportation, pedestrian, bicycle, and freight transportation. By making other methods of movement available, safer and more reliable, vehicle traffic can be lessened. The three primary components to “traffic” that we are concerned with are volume, speed and vehicle class. Volume of vehicles refers to

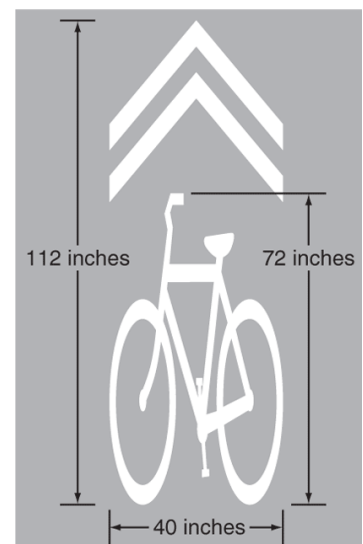
the number of vehicles present at a location, at a fixed period of time. Volume can fluctuate at the same location throughout the day. Speed refers to the rate at which vehicles travel along a corridor throughout the day. Vehicle class refers to the type of vehicles utilizing the transportation system. These can range from a bicycle, to a privately owned two axle car and/or truck. Freight transportation covers commercial vehicle movement, business supply service vehicles and home delivery vehicles.

When attempting to quantify the number of vehicles utilizing a road section, transportation planners and engineers typically refer to the Average Daily Trips (ADT) associated with a road segment. The ADT is the average number of vehicles passing a specific point in both directions in a 24-hour period, normally measured throughout a year. This data can further be refined to unique locations to provide seasonal variability and even peak day/hour demand. Information on traffic counts and volumes can be found on the City’s website here:

<https://www.oregoncity.org/publicworks/traffic-speed-volume-and-classification-studies>

The City has over 163.7 miles of sidewalks to accommodate pedestrian traffic, which includes wheelchair and other handicap devices. There are portions of the City, typically the older portions, which were constructed prior to the [Oregon City Municipal Code \(OCMC\)](#) requiring the construction of adjacent sidewalks. New sidewalk installations are typically conditioned on the adjacent property owner to install as development occurs within the area. The Public Works Department (PWD) has a sidewalk infill program to attempt to connect sections of sidewalk that are needed. Some streets within the city do not readily facilitate sidewalks due to the availability of adjacent right-of-way (ROW), topography and drainage needs.

The City currently has over 49.7 miles of bicycle lanes and the demand for increased connectivity of bike lanes is high. Where striped bike lanes do not exist the PWD utilize shared lane markings or “sharrows” where possible.



Public transportation is generally bus service with [Tri-Met](#) and [Clackamas County Connects](#) shuttle service providing a deviated fixed-route. However, taxi service, mini-bus service provided by the Pioneer Center also fall into this category. More information about the Pioneer Center transportation service can be found here: <https://www.oregoncity.org/pioneercenter/transportation>

STREET CLASSIFICATIONS

Major and Minor Arterial

These streets are meant to carry large traffic volumes and provide service between and into commercial and industrial areas. They may also serve as residential through streets. Typically, this type of road would carry State Highways, major County Roads, and large volumes of commercial and freight traffic. Bus lines would use these streets. These streets generally have centerlines, marked bicycle lanes and both marked and unmarked crosswalks. Molalla Avenue and portions of Beavercreek Road are representative examples of major arterials. South End Road and Linn Avenue are representative examples of minor arterials.

Collector

These streets are meant to carry lesser traffic volumes than arterial streets but more than residential streets. They are meant to carry moderate to large traffic volumes and provide service between and into commercial and industrial areas. They may also serve as residential through streets. Bus lines would use these streets. These streets generally have centerlines, marked bicycle lanes and both marked and unmarked crosswalks. Center Street and Central Point Road are both examples of collector roads.

Residential

Residential streets are meant to provide vehicular access to residential properties. They are meant to carry low volumes of light weight vehicles. Bus lines would generally NOT use these streets but may be used for access to public places such as parks or other public use facilities. Some commercial and industrial use may utilize these streets. Typically, these streets do not have painted center lines, striped marked crosswalks, signage other than street signs, stop or yield signs, and possible restricted parking signage.

SPEED ZONES

All the roads and streets in the City, and the State of Oregon, are covered with various Speed Zones. Even when there is a posted speed sign, it does not mean that the posted speed is a safe speed everywhere in the zone. The Basic Rule (ORS 811.100) still applies to individual locations within the zone, which may require lower speeds to safely pass through.

Basic Rule (ORS 811.100, Violation of Basic Speed Rule; Penalty)

The Basic Rule is a long-established principle that states that a vehicle must not travel faster than safety allows. This means that the driver is responsible for the safe operation of the vehicle and must be aware of road and weather conditions, the condition of their vehicle, and all roadside conditions. The safe speed is never faster than the posted speed.

Statutory Speed Zones

Statutory speed zones are zones that the State allows the City to establish without having a speed study done. The adjacent topography and road conditions must match the requirements in ORS. These speeds are 15 mph in alleys, 20 mph in business districts and school zones, 25 mph on residential streets and 65 mph on most interstate highways. All other speed zones are known as designated speed limits and require a speed study to be done to [ODOT](https://www.oregon.gov/odot/engineering/pages/speed-zones.aspx) standards and approved by the State Speed Zone Board. ODOT's website related to speed zones can be found here: <https://www.oregon.gov/odot/engineering/pages/speed-zones.aspx>

Designated Speed Zones

Designated speed zones require that an engineering investigation and speed study be done and accepted by the State Speed Zone Board to establish or change maximum allowable speeds. No new speed limit signage can be placed prior to receiving this approval. An example of a designated speed zone is Central Point Road where speed limits range from 35-45 mph.

In July 2022, the State approved a new Speed Zone Manual. The new Speed Zone Manual acknowledges that the previous standard of using the 85th percentile speed did not adequately address safety. To address this the recommended standard is to use the 50th percentile speed in urban areas where there is development and vulnerable users.

To encourage compliance and effectively manage risk, many agencies set speed limits to reflect the "reasonable and prudent" behavior of the majority of motorists acting in an appropriate manner. This encourages drivers to obey the posted speed limit and travel at a reasonable speed. It also targets limited enforcement resources at the occasional violator who disproportionately contributes to crash risk. The concept of a rational speed limit involves a formal engineering review, during which drivers' speeds are observed. The assumption is that by reflecting actual driver speeds, most people will consider the speed limit appropriate. Such speed limits are desirable because they encourage public compliance, reduce speed differences among drivers, and offer a defensible enforcement tool.

Resetting Speed Limits Upon Annexation

Generally speaking, [Clackamas County](#) established speed zones are accepted by the City upon annexation. These are then maintained until conditions indicate that a change is desirable.

Speed Zone Evaluation

Periodically, the City receives requests to evaluate and reset speed zones. The process for evaluating and resetting a speed zone requires an engineering investigation of the corridor. The engineering investigation includes the following items: review of context of the roadway; crash history; roadside culture and density; traffic volumes; roadway alignment, width and surface; and vehicle speeds. This information, is used to recommend speed zone for the corridor. This information is then submitted to ODOT, for review by the State Traffic Engineer. ODOT then issues a Speed Zone Report in which the local road authority can accept or appeal with justification. The report can recommend to either increase, decrease, or maintain the current posted limit.

SIGNAGE AND SIGNALS

Signage and signals within Oregon City are placed and maintained by Oregon City Public Works. Signs that have been defaced, marred, stolen, hidden by foliage, or otherwise made unusable should be reported to the Public Works Department. Problems with signal installations in Oregon City should be reported to Public Works.

Passive

Passive signage is considered common roadside signs that show speed limits, street names and similar items. Generally, they are pole mounted alongside the road, but can be barricade mounted or overhead mounted for certain situations. Periodically, the City receives a request for additional signage along roadways beyond what is

currently in place. The addition of new signs within a travel corridor are carefully reviewed based upon existing standards. The addition of a sign in a location to address one issue can result in unwanted consequences that must be evaluated prior to deployment.

Oregon City has a [Stop Sign Policy Brochure](#) available in the [Public Works Street Division](#) section of the official [Oregon City website](#) and is included as Appendix A of this document. This brochure discusses and explains the City's position on using and placing stop signs. Information can be found on the City's website here: <https://www.orcity.org/publicworks/stop-sign-brochure>

The City often receives requests from residents for stop signs to control speeding. Stop signs may seem like a good solution to neighborhood speeding, but traffic studies and experience have shown that using stop signs to control speeding is not an effective means of calming traffic.

Active

Automated Speed Signs

Oregon City has several stationary automated speed limit signs and two trailer mounted mobile automated speed limit signs. These signs show the posted limit and the speed of approaching cars as measured by a radar gun. A resident can request a radar trailer to be placed in their neighborhood through the [Radar Trailer Program](#) managed jointly by the Public Works Operations Department and the Police Department. A call to either department will place them on the waitlist for the next available radar trailer to be placed on their street, in a reasonable location. The Radar Trailer webpage can be found here: <https://www.orcity.org/police/radar-trailer>

Street Markings

Street Markings refer to the striping patterns and advisory markings associated with a road segment. The most common forms of striping used to control motorist and pedestrian behavior patterns are center line markings. Based on the road conditions present within an area, the local road authority can choose a striping pattern to restrict passing from any one or both lanes. Other street markings can convey the location of crosswalks, the presence of a dedicated bike lane, or the lack thereof, and the need to share the road with cyclists. All school zones are denoted with green school zone signs in conjunction with other advisory signage. These markings and their suitable usage are covered in detail in the Manual on Uniform Traffic Control Devices (MUTCD).

Crosswalks

It is important to note that under ORS 801.220, all intersection corners are crosswalks, whether marked or not. In certain instances, the City will receive a request for mid-block crosswalks from residents. These are locations that are not associated with two roads intersecting and there is no subsequent cross street. In most cases, the City discourages the installation of mid-block crosswalks for safety reasons. Instances in which mid-block crosswalks have been approved and installed were preceded by engineering analysis. The City has installed seven Rectangular Rapid Flashing Beacons (RRFBs) which enhances safety and visibility at a crosswalk. The average cost of an RRFB is around \$100,000.

TRAFFIC CALMING

Traffic Calming refers to street design techniques that recreate safe, slow, residential, and mixed-use streets without significantly changing vehicle capacity. There are many different techniques available, but all have positive and negative aspects to their construction and use. Most require a reasonable level of forethought before installation, and some require complete engineering studies and construction plans. The following information will outline several of these traffic calming measures:

- Applicability
- Speed
- Cost
- Volume

Complexity and cost will be scored on a relative scale of 1-5 with 5 being the most complex and costly measures.

Items that require more than a minor expenditure must be included in the Street Division's current operating budget. As the City is on a 2-year budget cycle, it could be a matter of several years before funds become available to implement major changes.

Drive Safe Oregon City Campaign

Applicability: All Oregon City Streets	Complexity: 
Cost: 	Goal: Target speed and volume

[Drive Safe Oregon City](#) is a means of addressing citizen concerns regarding vehicular speeding and unsafe driving practices that can lead to serious, irreversible consequences. In coordination with the City's Transportation Advisory Committee (TAC), The Public Works Department, and Police Department, are working together to create this program by providing outreach, sharing resources, and producing educational materials.

Positive aspects are:

1. A low-cost support tool to inspire communication among residents about traffic safety and awareness.
2. It can narrow focus to address specific traffic safety concerns such as distracted driving, speeding, and seat belt use.

Negative aspects are:

1. This grassroots effort requires resident participation to grow and disseminate materials.
2. There is no enforcement, only distribution of materials to educate individuals on safe driving practices.

Radar Speed Trailers

Mobile radar speed trailers visually display a driver's real-time speed. Radar trailers can be effective reminders of the posted speed limit in that neighborhood especially the mounted electronic sign flashes that a driver is moving too fast. Again, more information can be found on the City's website here:

<https://www.orcity.org/police/radar-trailer>

Positive aspects are:

1. Immediate feedback on how fast a driver is moving to help swiftly reduce the vehicle's speed.
2. Can be moved to varying locations.
3. Easily transported to an area where speeding is prominent to quickly address concern.

Negative aspects are:

1. This is not a substitute for permanent action.
2. There is no traffic enforcement for preventing the driver to continue speeding.

Traffic Circles

Applicability: Collectors and Arterials	Goal:
Complexity: 	Cost: \$\$\$\$

Traffic circles are smaller than roundabouts and are meant to function at low speeds. As such they are generally placed in locations that will NOT require acquiring additional right-of-way.

Positive aspects are:

1. Vehicles are forced to move out of a straight line, and thus, reduce speed to make the maneuver.

Negative aspects are:

1. Maintenance of the center section can be difficult and careful consideration should be taken in the design process as to what will occupy the center of the circle.
2. In an intersection setting, the traffic circle replaces an all-way, 4-way stop, or a signal installation, and allows faster transition through the intersection than what is possible with either a multiple way stop or a signal. This improves traffic flow and results in a quicker passage through the intersection.
3. Traffic circles are often difficult for larger vehicles, such as school buses, fire trucks and delivery/moving vans to maneuver.

Roundabouts

Applicability: Collectors and Arterials	Goal:
Complexity: 	Cost: \$\$\$\$\$

Roundabouts are larger than traffic circles and are meant to function with higher volumes of traffic and possibly at higher speeds. They almost always require the purchase of an additional right-of-way to accommodate their size.

Oregon City has two existing roundabouts within the city with more possible in the future. One roundabout is located at the intersection of Washington Street and Clackamas River Drive. The other is along the Main Street Extension at its intersection with Agnes Avenue.

A useful website for additional information on roundabouts is [American Association of State Highway and Transportation Officials \(AASHTO\)](https://www.transportation.org/) which can be found here: <https://www.transportation.org/>

Positive aspects are:

1. Vehicles are forced to move out of a straight line, and thus, reduce speed to make the maneuver.
2. Decreased overall long-term maintenance cost.
3. Often have fewer crashes, and crashes that do occur are less severe.

Negative aspects are:

1. More right-of-way is required to construct a correctly sized roundabout.
2. Larger and longer vehicles, such as buses, moving vans, fire engines and the like can have a certain amount of difficulty moving through the roundabout.
3. Pedestrian and bicycle modes of travel can have difficulty moving through the circle.
4. Maintenance of the center section can be difficult and careful consideration should be taken in the design process as to what will occupy the center of the circle.

Sidewalk Extensions or Bumpouts

Applicability: Residential and Collectors	Goal:
Complexity: 	Cost: \$\$\$

Sidewalk extensions are used to narrow the width of the pavement at intersections. In essence, the curb is moved to the outside edge of the vehicle travel lane with the sidewalk extended to the new curb location.

Positive aspects are:

1. The intersection is visually narrowed which tends to slow vehicle speeds through the intersection and areas near the intersection.
2. Pedestrians crossing the street are more visible to vehicle drivers prior to crossing streets and can cross streets quicker due to the shorter distance to be traveled.
3. Fire hydrants located on corners are easier to access due to vehicles forced to park away from the hydrant.

Negative aspects are:

1. The curb line is a critical part of the storm drainage system. Due to the street crown, the extension blocks the drainage channel along the curb and additional work is required to provide for the passage of storm water collected along the curb.
2. Street cleaning is made more difficult as street sweeping equipment may not be able to clean through the turns the curb makes to form the extension.

Diversers

Applicability: Residential and Collectors	Goal:
Complexity: 	Cost: \$\$\$

Diversions are usually diagonal vehicle barriers across intersections, which force vehicles to move to a different street in order to continue moving forward. Provision for non-vehicular traffic movement through the diversion is generally made.

Positive aspects are:

1. Traffic volumes and speeds are reduced as vehicles use alternative routes.
2. Existing street drainage patterns can generally be maintained.
3. Decrease in crashes due to removing certain movements from the intersection.

Negative aspects are:

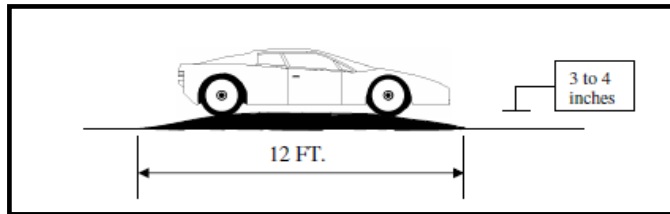
1. Traffic volumes and speeds may be increased on neighboring streets as the traffic establish new routes.
2. Access for emergency vehicles and home service vehicles can be hindered.

Speed Humps

Applicability: Residential	Goal:
Complexity: 	Cost: \$\$

A speed hump is a raised pavement feature constructed across the width of the street. It is usually 3 inches high and at least 12 feet in length from the leading edge

to the trailing edge. This feature discourages motorists from speeding and encourages them to obey the posted speed limit. When speed humps are constructed, advisory signs are also installed to notify motorists of the speed hump and an appropriate advisory travel speed. Oregon City has a Speed Hump Policy available in the [Street Division Public Works website](#) and is also attached to the document as Appendix B. This brochure discusses and explains the City's position on using and placing Speed Humps.



Raised sidewalk street crossings are a variation of the more usual form of speed hump.

The installation of speed humps may or may not have a slowing effect on traffic for several reasons:

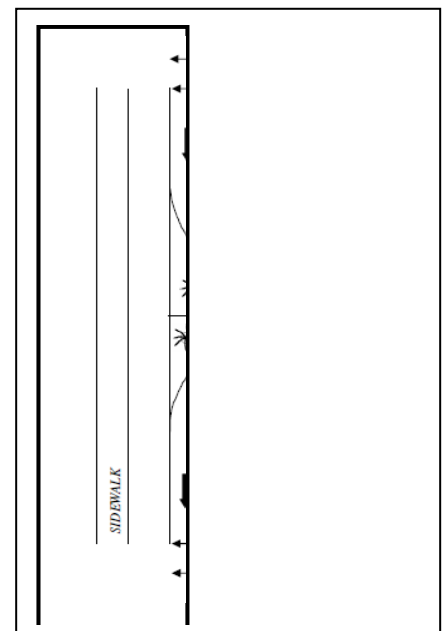
1. The humps affect vehicles differently. Some vehicles, notably Sport Utility Vehicle types, are designed to absorb and soften road shocks at speed to provide a smoother ride to the occupants.
2. The installation requires maintenance to remain visible.
3. Increased speed in most vehicles can negate the effect of the hump.

Positive aspects are:

1. Vehicle speeds may be reduced to a level more compatible for a residential environment.
2. The installation does show vehicle drivers that there is or has been a speeding problem in the area and that residents do not feel safe with the vehicles moving at higher speeds through the area.

Negative aspects are:

1. Vehicle speeds may not be reduced. In some locations where multiple humps are installed, drivers have adopted the strategy of slowing leading up to cross the humps and speeding up between humps.
2. Storm drainage may be adversely affected.
3. Street maintenance operations such as street sweeping is affected by the humps.
4. Vehicles other than the target vehicles may be more severely affected. Some studies have shown that emergency vehicles response times can be affected.



5. Traffic volumes and speeds may be increased on neighboring streets as the traffic establish new routes that do not include speed humps.
6. Properties directly adjacent to speed humps often notice an increase in noise due to vehicles such as landscaping trailers, or larger vehicles going over the speed humps.

Chicanes

Applicability Collectors	Goal:
Complexity: 	Cost: \$\$\$\$\$

A chicane is a traffic calming measure that reduces the speed of vehicles by altering the vehicle travel path for a section of roadway. This feature changes the physical characteristics of a roadway section from an existing straight alignment to a series of horizontal curves.

Positive aspects are:

1. Vehicle speeds may be reduced to a level more compatible for a residential environment.
2. Increased landscaping along the route.

Negative aspects are:

1. Typically parking strips or center turn lanes are eliminated to accommodate the chicane.
2. Storm drainage may be adversely affected.
3. Difficult to implement in areas of high relief or grade variations.
4. Negative effect to cyclists.

Safe Routes to School

Oregon Safe Routes to School helps create safe, convenient, and fun opportunities for children to walk, bike and roll to and from school. More information can be found at their website here: <https://www.oregonsaferoutes.org/>.

Useful Website Links:

[AASHTO](#)

[Clackamas County's Drive to Zero](#)

[Drive Safe Oregon City Campaign](#)

[Oregon Impact](#)

[Oregon Safe Routes to School](#)

[TriMet](#)

Right-of-Way Rule

U Yield the right of way at an uncontrolled intersection.

The right-of-way rule states that when approaching an uncontrolled intersection (an intersection without any traffic signs or signals) the driver of a vehicle must yield to any driver on their right that is also approaching the intersection, regardless of which vehicle reaches the intersection first. (ref. ORS 811.275)



City of Oregon City

PO Box 3040

13895 Fir Street

Oregon City, Oregon

97045 -8906

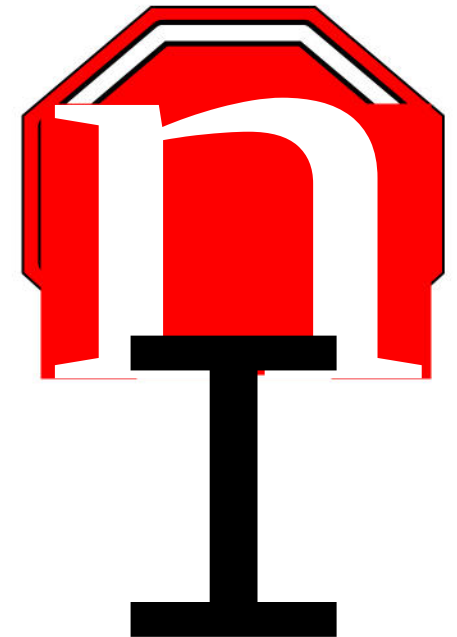
Phone 971-204-4601

Fax 503-908-1128

Web: www.orcity.org

City of
Oregon City

**STOP
SIGNS**



What to know about stop signs:

Oregon City encourages safe and calm travel on Oregon City streets. So when we are called about a traffic or safety problem, an investigation is conducted to determine the best solution – such as a sign or signal.

In order to prevent collisions, the City installs stop signs where it may be unclear as to who should have the right-of-way. However, stop signs placed at intersections where they're not needed can tempt drivers to disobey stop signs or cut through other neighborhood streets.

The City often receives requests from residents for stop signs in order to control speeding. Stop signs may seem like a good solution to neighborhood speeding, but traffic studies and experience have shown that using stop signs to control speeding doesn't necessarily work. When stop signs are installed to slow down speeders, drivers may actually increase their speed between signs or intersections to compensate for the time lost by stopping. Some drivers tend to accelerate rapidly after a stop, possibly creating an even more dangerous situation. In fact, in residential and business districts, most drivers reach their top speed within 100 feet of a stop sign.

So why not have a stop sign at every intersection?

Too many stop signs can cause motorists to ignore the right-of-way rule or some drivers may simply choose to ignore the stop sign. More stop

signs in a neighborhood can result in higher levels of pollution and more noise.

The City Engineer determines where to place stop signs so they provide the best benefit for the neighborhood. Stop signs in one location could affect traffic on nearby streets. Drivers may seek new routes to avoid stop signs, which can lead to new traffic problems in adjacent neighborhoods. Also, putting a stop sign on one street could foster higher speeds on the intersecting streets.

The final decision to install a stop sign is made after City traffic engineers consider the flow and volume of traffic, the configuration of the intersection, and traffic crash reports. If you believe your street might benefit from a stop sign, please review the following criteria before you contact the City Engineer with your concerns.

The primary reason for stop signs in the City of Oregon City

Stop signs are installed at intersections where drivers cannot safely apply the right-of-way rule, resulting in an increase in motor vehicle accidents.

Criteria for Two-Way Stop Signs

Two-way stop signs are used:

Where a street enters a through street; or

Where a safe approach speed is less than 10 mph due to permanent visibility obstructions such as buildings, trees or shrubs; or

Where accident history indicates three or more reported crashes over the last three years, and the crashes could have been avoided by the use of a stop sign; or

Where circumstances and crash history indicate that observing the normal right-of-way rule could still be hazardous, resulting in crashes.

Criteria for Four-Way or All-Way Stops

In most cases, a two-way stop sign is sufficient to define who has the right-of-way. A four-way or all-way stop is considered only when an intersection with a two-way stop is the site of numerous crashes or traffic congestion problems.

Four-way stop signs are used:

Where traffic signals are needed; four-way or all-way stops may be used as an interim measure; or

On local streets, where there has been five or more reported crashes in a two-year period. These crashes would likely have been prevented by an all-way stop; or

On through streets, where within a two-year period the intersection had at least 1.5 crashes per million vehicles entering the intersection, and the crashes would likely have been prevented by all-way stops; or

Where the number of vehicles entering an intersection averages at least 500 vehicles per hour for any eight hours of a typical day and the combined vehicular and pedestrian volumes from the minor street averages at least 200 per hour for the same eight hours.

SPEED HUMP ELIGIBILITY CHECKLIST

Fill out the following checklist; if the answer to all questions/statements is "yes", review the policies and procedures and fill out the Speed Hump Application. If you answer "no" to any of these questions/statements or are unsure about any of these questions/statements, please contact City staff at 971-204-4600.

Yes	No	
_____	_____	Is the street classified as a residential street or lesser classification in the Oregon City Transportation System Plan https://www.orcity.org/publicworks/2013-transportation-system-plan
_____	_____	This street does not provide a transportation service to the community beyond that of simply providing access to the immediate abutting residences.
_____	_____	Does the street carry fewer than 2,500 vehicles per day?
_____	_____	Does the street have a designated speed limit of 25 mph?
_____	_____	Does the street have no more than one traffic lane in each direction?
_____	_____	Are 85th percentile speeds less than 30 mph?
_____	_____	This street is not designated as a truck route or a transit route.
_____	_____	Are the grades on the street less than eight percent (8%)?
_____	_____	Does the street have adequate vertical and horizontal alignment and sight distances to allow for safe installation of speed humps?
_____	_____	The street is not a primary access route for emergency vehicles.

SPEED HUMP INSTALLATION POLICY

BACKGROUND

Speed humps are an accepted traffic calming device suitable for installation on residential streets in Oregon City. The installation of speed humps has been shown in some circumstances to slow traffic, but is not a guarantee that the street is a safe place for children to play. Streets exist primarily for the passage of motor vehicles; hence residents, both adults and children, should exercise due care when in the roadway.

Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service delivery activities, and likely create the diversion of large amounts of through traffic onto adjacent local residential streets, which were not intended for that purpose. Therefore, speed humps will not be considered for streets that are classified as collector streets or higher in the Transportation System Plan (TSP), or which are determined to provide a transportation service to the community beyond that of simply providing access to the immediate abutting residences.

The purpose of this policy is to establish the circumstances and criteria under which speed humps will be considered for installation on a residential street.

MINIMUM CRITERIA

The following minimum criteria shall govern installation of speed humps in the City:

- Speed humps will be considered only after other less intrusive traffic calming measures have been rejected as infeasible or ineffective.
- Speed humps will be available only on residential streets carrying fewer than 2,500 vehicles per day.
- Speed humps will be available only on streets that have a designated speed limit of 25 mph as determined in accordance with State Law, and no more than one traffic lane in each direction.
- Speed humps will not be installed on any street where 85th percentile speeds are greater than 30 mph.
- Speed humps will not be installed on any street designated as a truck route or a transit route.
- Speed humps will not be installed on a portion of any street with a grade in excess of eight percent (8%).
- Speed humps will not be installed on any street as to which there is, in the judgment of the City Engineer, inadequate vertical and horizontal alignment and sight distances to allow for safe installation.
- Speed humps will not be installed on any street that is a primary access route for emergency vehicles and would cause, in the judgment of the City Engineer, unacceptable delay in response time to emergencies.

As described in the accompanying Speed Hump Installation Procedures, speed humps will only be installed if 100% of the owners of residences immediately adjacent to the proposed speed humps (one vote per ownership) and 67% of the occupants of residences in the neighborhood signing a petition (one vote per dwelling unit) request the speed humps.

For this policy the following definitions shall apply:

Immediately Adjacent - Any part of a property being located within 50 feet of the location of the proposed speed hump.

Neighborhood - All dwelling units which take access from the street with the proposed speed hump, extending in each direction from the speed hump to the first cross street.

CONSTRUCTION STANDARDS

The installation of speed humps and associated traffic control devices shall conform to City design standards.

Speed humps should be installed on logical segments of local residential streets, separated from each other by approximately 300 feet. Logical segments are considered to be segments between arterial streets or between natural discontinuities, such as jogs in the street. Speed humps will not be installed in isolated blocks along a continuous street, or on relatively short (less than 800 feet) cul-de-sac-streets.

NEIGHBORHOOD - FUNDED INSTALLATION

The Transportation Advisory Committee (TAC) will process requests for speed hump installation in the order received from petitioners that can privately finance the speed hump installation. Once a location has been approved, and only after the petitioners have committed in writing to privately fund the installation, the City will prepare a drawing indicating the number and locations of humps and warning signs. The petitioners may then retain a City approved contractor and install the speed hump, pursuant to City requirements and specifications. Speed Hump projects will be approved in the order received unless the TAC determine that conditions on a particular street, as demonstrated by speed or accident statistics, require that the street be given greater priority.

SPEED HUMP INSTALLATION PROCEDURES

APPLICATION

The TAC's adopted policies and procedures for the installation of speed humps will be made available to all interested parties.

A representative of a local residential street, who believes the residents on his or her street will support the installation of speed humps, shall complete a Speed Hump Application (Attachment 1) and obtain signatures from 10 resident/business owners in the vicinity of the problem street. The City Engineer will consult with the Police, Fire, and Planning Departments, as well as the City Manager, in making a determination as to whether the street in question is eligible for further consideration for the installation of speed humps based on the criteria contained in the above speed hump policy. The City Engineer will present his or her findings to the TAC who will make recommendations to the City Engineer, who will then make the final eligibility determination.

DETERMINATION OF ELIGIBILITY

Upon determination by the TAC that a street is not eligible for speed humps, the representative(s) of the street will be notified in writing of the reason why the street is not eligible. The representative(s) of the street will have fifteen (15) days to appeal the decision to the TAC. Appeals must be timely delivered in writing to the TAC (care of the City of Oregon City, 122 S Center Street, Oregon City, Oregon 97045) and set forth the basis for the appeal. The TAC will consider the appellants' appeal in light of the speed hump policy, and either affirm, reverse or modify their decision. A further appeal may be taken from the TAC to the City Commission, in accordance with the same time and procedural requirements as set forth above. The decision of the City Commission shall be final.

Upon determination that a street is eligible for further consideration, the representative of the street will be advised to submit statements of understanding from owners of 100% of the residences immediately adjacent to the proposed speed humps (See Attachment 2) and a petition documenting support of at least a 2/3 majority of the occupants of the residences in the neighborhood requesting the speed humps (See Attachment 3). Only one vote will be counted per ownership and per dwelling unit.

SUBMISSION OF PETITION

The sponsor of the petition shall contact every resident of the abutting properties on the subject street. If a resident is against the speed humps, the word "opposed" will be noted on the petition signature space. If the sponsor is unable to contact a resident, "no contact" will be noted on the petition signature space with the days and times that contact was attempted. The sponsor must make at least two (2) attempts on separate days and separate times to contact a resident.

VERIFICATION AND PROCESSING OF PETITION

Upon receipt of a complete petition containing the requisite number of signatures, the proposal will be scheduled for a hearing before the TAC, which will make a recommendation to approve or deny the installation of speed humps. The TAC's recommendation will be forwarded to the City Engineer. The decision of the City Engineer shall be final.

PRIORITY RANKING

Speed hump requests will be prioritized in the order received and approved, unless the TAC or the City Engineer determine that conditions on a particular street, as demonstrated by speed or accident statistics, require greater priority. Approved projects may be privately funded.

The City reserves the right to install speed humps without a resident petition, as circumstances require.

REMOVAL OF SPEED HUMPS

Speed humps installed upon resident petition pursuant to this policy may be removed either by the City upon a determination that the removal is required for public safety reasons, or by petition of a substantial majority (67% or more) of occupants of residences within the same geographic area as petitioned for the humps, requesting the removal. If removal is by petition, the residents shall pay the cost of removal, which sum shall be deposited with the City prior to the removal.

Attachments

1. Speed Hump Application
2. Petition Supporting the Installation of Speed Humps
3. Statement of Understanding
4. Speed Hump Specification
5. Sign Assembly Specification

9/3/2019
U:\kggriffin\TAC\Speed Bump\OC SPEED HUMP INSTALLATION POLICY.doc

CITY OF OREGON CITY SPEED HUMP APPLICATION

Item #4.

Primary Contact Information	Secondary Contact Information <i>(if any)</i>																																												
Name _____ Address _____ Phone number(s) _____ E-mail _____	Name _____ Address _____ Phone Number(s) _____ E-mail _____																																												
Location of Problem <i>(provide sketch of intersection or street with nearest cross street on reverse side)</i> _____ _____																																													
Description of Problem <i>(attach separate page if necessary)</i> _____ _____																																													
Requested Solution <i>(i.e., number and location of speed bumps)</i> _____ _____																																													
Signatures of 10 Residents/Business Owners (18 or older) in Vicinity of Problem Street(s) <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%; text-align: center;"><u>Signature</u></th> <th style="width: 25%; text-align: center;"><u>Name</u></th> <th style="width: 40%; text-align: center;"><u>Residence/Business Address & Mailing Address</u></th> <th style="width: 10%; text-align: center;"><u>Phone Number</u></th> </tr> </thead> <tbody> <tr><td>1. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>2. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>3. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>4. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>5. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>6. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>7. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>8. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>9. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>10. _____</td><td>_____</td><td>_____</td><td>_____</td></tr> </tbody> </table>		<u>Signature</u>	<u>Name</u>	<u>Residence/Business Address & Mailing Address</u>	<u>Phone Number</u>	1. _____	_____	_____	_____	2. _____	_____	_____	_____	3. _____	_____	_____	_____	4. _____	_____	_____	_____	5. _____	_____	_____	_____	6. _____	_____	_____	_____	7. _____	_____	_____	_____	8. _____	_____	_____	_____	9. _____	_____	_____	_____	10. _____	_____	_____	_____
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9. _____	_____	_____	_____																																										
10. _____	_____	_____	_____																																										
Signature of Applicant _____ Date _____ Name of Organization (if applicable) _____	City Use Only Date Received _____ Received by _____ ☐ Approved ☐ Denied Action Date _____																																												

ATTACHMENT

Sketch of Area

Item #4.

CITY AUTHORIZATIONS

Police Department

Signature of Authorized Representative Date

Print Name Title

Comments

Fire Department

Signature of Authorized Representative Date

Print Name Title

Comments

Planning Department

Signature of Authorized Representative Date

Print Name Title

Comments

Public Works Department

Signature of Authorized Representative Date

Print Name Title

Comments

City Manager

Signature of Authorized Representative Date

Print Name Title

Comments

PETITION SUPPORTING THE INSTALLATION OF SPEED HUMPS

We, the undersigned residents of _____, from _____ to _____ do hereby request that the City of Oregon City install speed humps on our street at our expense. By signing below, we understand that the speed humps with related signage and street markings may be installed in front of our house and may eliminate our ability to park along the street.

The sponsor of the petition shall contact every resident of the abutting properties on the subject street. **If a resident is against the speed humps, the word "opposed" is to be noted in the petition signature space.** If the sponsor is unable to contact a resident, "no contact" will be noted on the petition signature space with the days and times that contact was attempted. The sponsor must make at least two (2) attempts on separate days to contact a resident.

We also understand that installing speed humps may increase traffic noise and emergency response to our home. We agree that if, in the future, we desire to remove the speed humps, the humps will only be considered for removal after the receipt of a petition from a substantial majority (67% or more) asking for the removal, along with the sufficient funds for their removal (approximately \$1,000 per hump). Note that the City may remove any or all of the humps at any time for safety reasons at no cost to the abutting property owners.

NEIGHBORHOOD REPRESENTATIVE: _____
NAME ADDRESS PHONE NUMBER

DATE	NAME (PLEASE PRINT)	SIGNATURE	STREET & MAILING ADDRESS	DAYTIME PHONE

STATEMENT OF UNDERSTANDING

I/We understand that on _____ the City Engineer approved the installation of speed humps on _____ as a traffic calming measure.

Further, I/We understand that a speed hump will be installed adjacent to my/our driveway causing me/us to have to drive over the hump when entering and/or leaving the driveway.

I/We do/do not (circle one) object to this installation.

SIGNATURE

DATE

PRINT NAME

ADDRESS

E-MAIL

PHONE

RETURN TO:

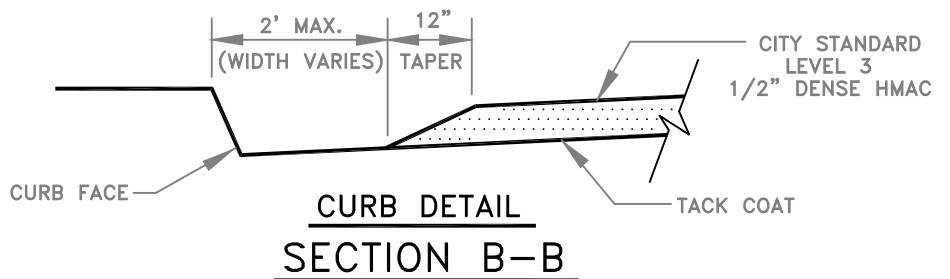
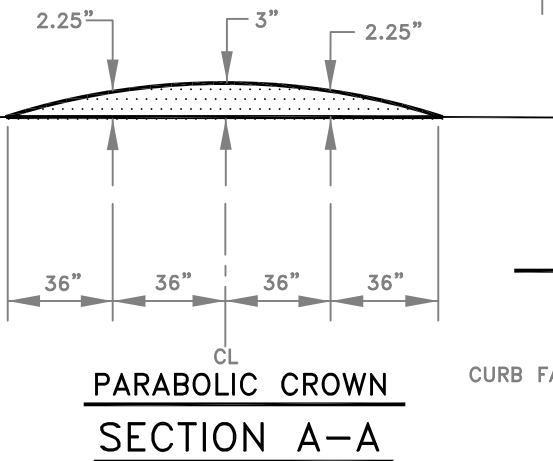
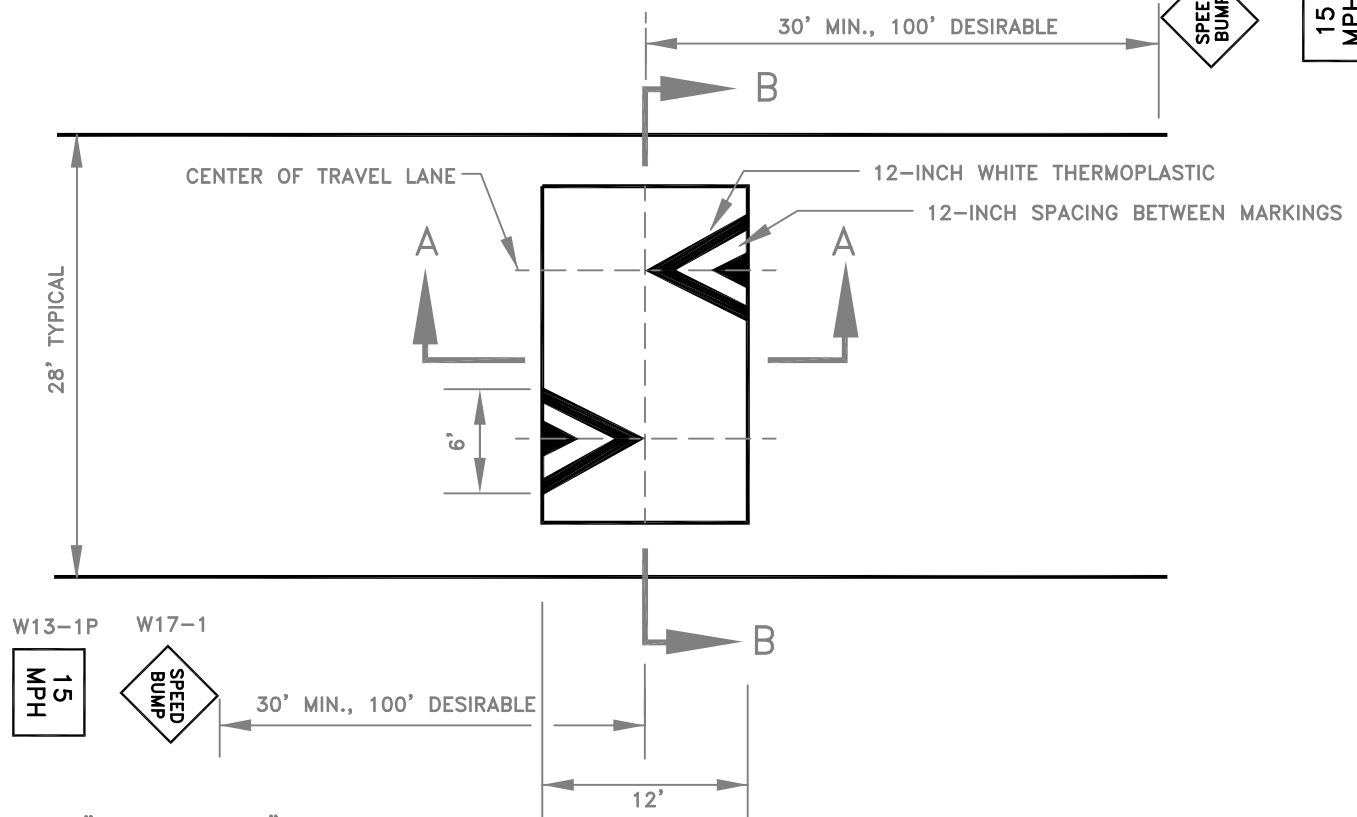
Department of Public Works
City of Oregon City
13895 Fir Street
Oregon City, Oregon 97045

SPEED HUMP (TYPICAL)

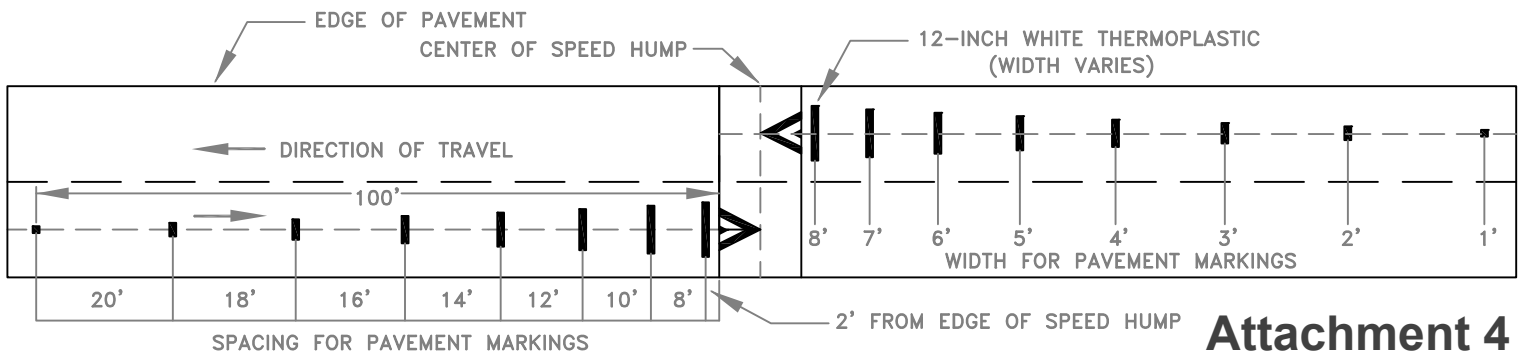
W13-1P

Item #4.

15
MPH



SPEED HUMP ADVANCE WARNING PAVEMENT MARKINGS



Attachment 4

DRAWN JRF		
ENGR. NJK		
REV.	DATE	APPR.
1	8/11	NJK

City of Oregon City
Public Works Standard Drawings

LOCAL RESIDENTIAL
SPEED HUMP

SCALE N.T.S.

DATE JUNE 2011

APPR. NJK

DWG. NO. 528

Page 47

SUPR-LOK
CROSSPIECE

SUPR-LOK
POST CAP
BUTTON HEAD
CAP SCREW

9' MIN. CLEAR
TO BOTTOM

7' MIN. CLEAR

GROUND LEVEL

V-LOK SOCKET

NOTE: V-LOK WEDGE SHALL FACE DIRECTION OF TRAVEL.

Jefferson St

STOP

Item #4.

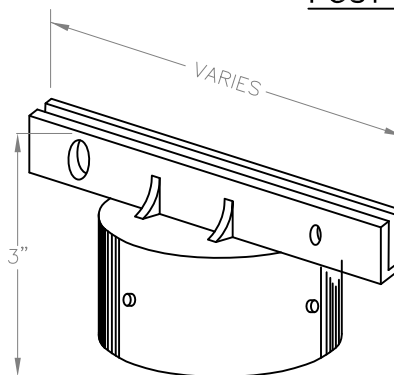
GROUND LEVEL

FOR CONCRETE INSTALLATION
USE V-LOK VR-1 (MODEL 23 ROUND) OR
APPROVED EQUAL

GROUND LEVEL

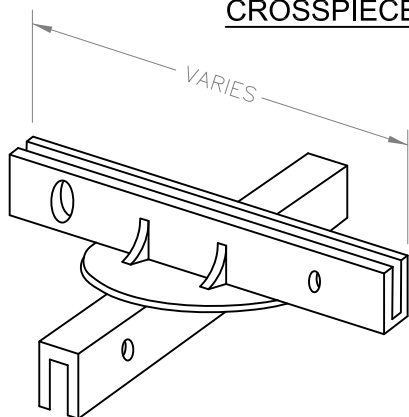
FOR EARTH OR ASPHALT
INSTALLATION
USE V-LOK VR-2 (MODEL 23
ROUND) OR APPROVED
EQUAL

POST CAP

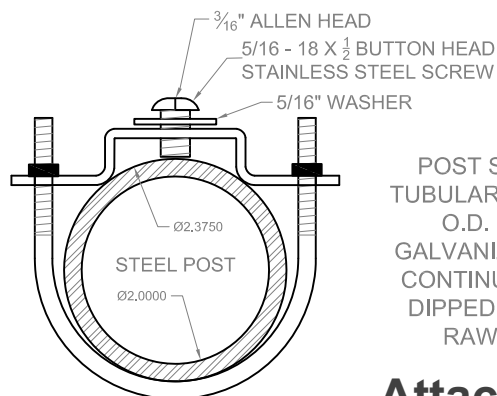


FOR STREET NAME
SIGNS WITH 4-INCH
LETTERING, USE
SUPR-LOK 922-X OR
APPROVED EQUAL. FOR
6 INCH LETTERING, USE
ULTRA SUPR-LOK 1238X
OR APPROVED EQUAL.

CROSSPIECE



FOR STREET NAME
SIGNS WITH 4-INCH
LETTERING, USE
SUPR-LOK 990-X OR
APPROVED EQUAL. FOR
6 INCH LETTERING, USE
ULTRA SUPR-LOK 12CRX
OR APPROVED EQUAL.



POST SHALL BE
TUBULAR 2.375-INCH
O.D. GLOSS
GALVANIZED STEEL
CONTINUOUS MILL
DIPPED, WITH NO
RAW ENDS.

Attachment 5

DRAWN JRF

ENGR. NJK

REV. DATE APPR.

City of Oregon City
Public Works Standard Drawings

TYPICAL SIGN ASSEMBLY
AND MOUNTING HARDWARE

SCALE N.T.S.

DATE DEC 2007

APPR.

DWG. NO. 523

Page 48

SPEED HUMP ELIGIBILITY CHECKLIST

Fill out the following checklist; if the answer to all questions/statements is "yes", review the policies and procedures and fill out the Speed Hump Application. If you answer "no" to any of these questions/statements or are unsure about any of these questions/statements, please contact City staff at 971-204-4600.

Yes **No**

- | | | |
|-------|-------|--|
| _____ | _____ | Is the street classified as a residential street or lesser classification in the Oregon City Transportation System Plan
https://www.orcity.org/publicworks/2013-transportation-system-plan |
| _____ | _____ | This street does not provide a transportation service to the community beyond that of simply providing access to the immediate abutting residences. |
| _____ | _____ | Does the street carry fewer than 2,500 vehicles per day? |
| _____ | _____ | Does the street have a designated speed limit of 25 mph? |
| _____ | _____ | Does the street have no more than one traffic lane in each direction? |
| _____ | _____ | Are 85th percentile speeds less than 30 mph? |
| _____ | _____ | This street is not designated as a truck route or a transit route. |
| _____ | _____ | Are the grades on the street less than eight percent (8%)? |
| _____ | _____ | Does the street have adequate vertical and horizontal alignment and sight distances to allow for safe installation of speed humps? |
| _____ | _____ | The street is not a primary access route for emergency vehicles. |

SPEED HUMP INSTALLATION POLICY

BACKGROUND

Speed humps are an accepted traffic calming device suitable for installation on residential streets in Oregon City. The installation of speed humps has been shown in some circumstances to slow traffic, but is not a guarantee that the street is a safe place for children to play. Streets exist primarily for the passage of motor vehicles; hence residents, both adults and children, should exercise due care when in the roadway.

Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service delivery activities, and likely create the diversion of large amounts of through traffic onto adjacent local residential streets, which were not intended for that purpose. Therefore, speed humps will not be considered for streets that are classified as collector streets or higher in the Transportation System Plan (TSP), or which are determined to provide a transportation service to the community beyond that of simply providing access to the immediate abutting residences.

The purpose of this policy is to establish the circumstances and criteria under which speed humps will be considered for installation on a residential street.

MINIMUM CRITERIA

The following minimum criteria shall govern installation of speed humps in the City:

- Speed humps will be considered only after other less intrusive traffic calming measures have been rejected as infeasible or ineffective.
- Speed humps will be available only on residential streets carrying fewer than 2,500 vehicles per day.
- Speed humps will be available only on streets that have a designated speed limit of 25 mph as determined in accordance with State Law, and no more than one traffic lane in each direction.
- Speed humps will not be installed on any street where 85th percentile speeds are greater than 30 mph.
- Speed humps will not be installed on any street designated as a truck route or a transit route.
- Speed humps will not be installed on a portion of any street with a grade in excess of eight percent (8%).
- Speed humps will not be installed on any street as to which there is, in the judgment of the City Engineer, inadequate vertical and horizontal alignment and sight distances to allow for safe installation.
- Speed humps will not be installed on any street that is a primary access route for emergency vehicles and would cause, in the judgment of the City Engineer, unacceptable delay in response time to emergencies.

As described in the accompanying Speed Hump Installation Procedures, speed humps will only be installed if 100% of the owners of residences immediately adjacent to the proposed speed humps (one vote per ownership) and 67% of the occupants of residences in the neighborhood signing a petition (one vote per dwelling unit) request the speed humps.

For this policy the following definitions shall apply:

Immediately Adjacent - Any part of a property being located within 50 feet of the location of the proposed speed hump.

Neighborhood - All dwelling units which take access from the street with the proposed speed hump, extending in each direction from the speed hump to the first cross street.

CONSTRUCTION STANDARDS

The installation of speed humps and associated traffic control devices shall conform to City design standards.

Speed humps should be installed on logical segments of local residential streets, separated from each other by approximately 300 feet. Logical segments are considered to be segments between arterial streets or between natural discontinuities, such as jogs in the street. Speed humps will not be installed in isolated blocks along a continuous street, or on relatively short (less than 800 feet) cul-de-sac-streets.

NEIGHBORHOOD - FUNDED INSTALLATION

The Transportation Advisory Committee (TAC) will process requests for speed hump installation in the order received from petitioners that can privately finance the speed hump installation. Once a location has been approved, and only after the petitioners have committed in writing to privately fund the installation, the City will prepare a drawing indicating the number and locations of humps and warning signs. The petitioners may then retain a City approved contractor and install the speed hump, pursuant to City requirements and specifications. Speed Hump projects will be approved in the order received unless the TAC determine that conditions on a particular street, as demonstrated by speed or accident statistics, require that the street be given greater priority.

SPEED HUMP INSTALLATION PROCEDURES

APPLICATION

The TAC's adopted policies and procedures for the installation of speed humps will be made available to all interested parties.

A representative of a local residential street, who believes the residents on his or her street will support the installation of speed humps, shall complete a Speed Hump Application (Attachment 1) and obtain signatures from 10 resident/business owners in the vicinity of the problem street. The City Engineer will consult with the Police, Fire, and Planning Departments, as well as the City Manager, in making a determination as to whether the street in question is eligible for further consideration for the installation of speed humps based on the criteria contained in the above speed hump policy. The City Engineer will present his or her findings to the TAC who will make recommendations to the City Engineer, who will then make the final eligibility determination.

DETERMINATION OF ELIGIBILITY

Upon determination by the TAC that a street is not eligible for speed humps, the representative(s) of the street will be notified in writing of the reason why the street is not eligible. The representative(s) of the street will have fifteen (15) days to appeal the decision to the TAC. Appeals must be timely delivered in writing to the TAC (care of the City of Oregon City, 122 S Center Street, Oregon City, Oregon 97045) and set forth the basis for the appeal. The TAC will consider the appellants' appeal in light of the speed hump policy, and either affirm, reverse or modify their decision. A further appeal may be taken from the TAC to the City Commission, in accordance with the same time and procedural requirements as set forth above. The decision of the City Commission shall be final.

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The sponsor of the petition shall contact every resident of the abutting properties on the subject street. If a resident is against the speed humps, the word "opposed" will be noted on the petition signature space. If the sponsor is unable to contact a resident, "no contact" will be noted on the petition signature space with the days and times that contact was attempted. The sponsor must make at least two (2) attempts on separate days and separate times to contact a resident.

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The City reserves the right to install speed humps without a resident petition, as circumstances require.

REMOVAL OF SPEED HUMPS

Speed humps installed upon resident petition pursuant to this policy may be removed either by the City upon a determination that the removal is required for public safety reasons, or by petition of a substantial majority (67% or more) of occupants of residences within the same geographic area as petitioned for the humps, requesting the removal. If removal is by petition, the residents shall pay the cost of removal, which sum shall be deposited with the City prior to the removal.

Attachments

1. Speed Hump Application
2. Petition Supporting the Installation of Speed Humps
3. Statement of Understanding
4. Speed Hump Specification
5. Sign Assembly Specification

9/3/2019
U:\kggriffin\TAC\Speed Bump\OC SPEED HUMP INSTALLATION POLICY.doc

CITY OF OREGON CITY SPEED HUMP APPLICATION

Item #4.

Primary Contact Information	Secondary Contact Information (if any)
Name _____	Name _____
Address _____	Address _____
Phone number(s) _____	Phone Number(s) _____
E-mail _____	E-mail _____

Location of Problem (provide sketch of intersection or street with nearest cross street on reverse side)

Description of Problem (attach separate page if necessary)

Requested Solution (i.e., number and location of speed bumps)

Signatures of 10 Residents/Business Owners (18 or older) in Vicinity of Problem Street(s)

	<u>Signature</u>	<u>Name</u>	<u>Residence/Business Address & Mailing Address</u>	<u>Phone Number</u>
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____
7.	_____	_____	_____	_____
8.	_____	_____	_____	_____
9.	_____	_____	_____	_____
10.	_____	_____	_____	_____

_____ Signature of Applicant _____ Date _____ _____ Name of Organization (if applicable)	City Use Only _____ Date Received _____ Received by _____ ☐ Approved ☐ Denied Action Date _____
---	--

ATTACHMENT

Sketch of Area

Item #4.

CITY AUTHORIZATIONS

Police Department

Signature of Authorized Representative Date

Print Name Title

Comments

Fire Department

Signature of Authorized Representative Date

Print Name Title

Comments

Planning Department

Signature of Authorized Representative Date

Print Name Title

Comments

Public Works Department

Signature of Authorized Representative Date

Print Name Title

Comments

City Manager

Signature of Authorized Representative Date

Print Name Title

Comments

PETITION SUPPORTING THE INSTALLATION OF SPEED HUMPS

We, the undersigned residents of _____, from _____ to _____ do hereby request that the City of Oregon City install speed humps on our street at our expense. By signing below, we understand that the speed humps with related signage and street markings may be installed in front of our house and may eliminate our ability to park along the street.

The sponsor of the petition shall contact every resident of the abutting properties on the subject street. **If a resident is against the speed humps, the word "opposed" is to be noted in the petition signature space.** If the sponsor is unable to contact a resident, "no contact" will be noted on the petition signature space with the days and times that contact was attempted. The sponsor must make at least two (2) attempts on separate days to contact a resident.

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NEIGHBORHOOD REPRESENTATIVE: _____
NAME ADDRESS PHONE NUMBER

DATE	NAME (PLEASE PRINT)	SIGNATURE	STREET & MAILING ADDRESS	DAYTIME PHONE

STATEMENT OF UNDERSTANDING

I/We understand that on _____ the City Engineer approved the installation of speed humps on _____ as a traffic calming measure.

Further, I/We understand that a speed hump will be installed adjacent to my/our driveway causing me/us to have to drive over the hump when entering and/or leaving the driveway.

I/We do/do not (circle one) object to this installation.

SIGNATURE

DATE

PRINT NAME

ADDRESS

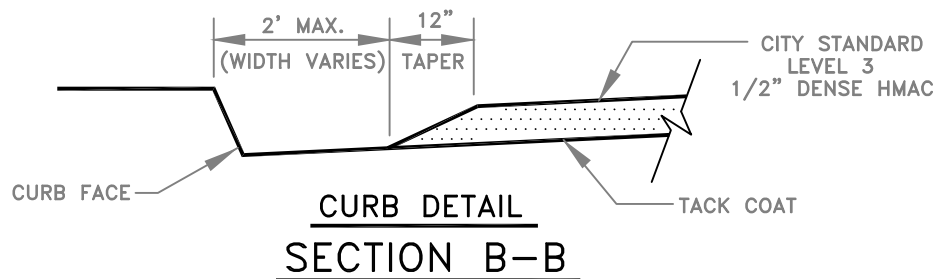
E-MAIL

PHONE

RETURN TO:

Department of Public Works
City of Oregon City
13895 Fir Street
Oregon City, Oregon 97045

15 MPH



The diagram illustrates the layout of a speed hump and the placement of pavement markings. It is divided into two main sections by a vertical line representing the center of the speed hump.

Left Section (Approach):

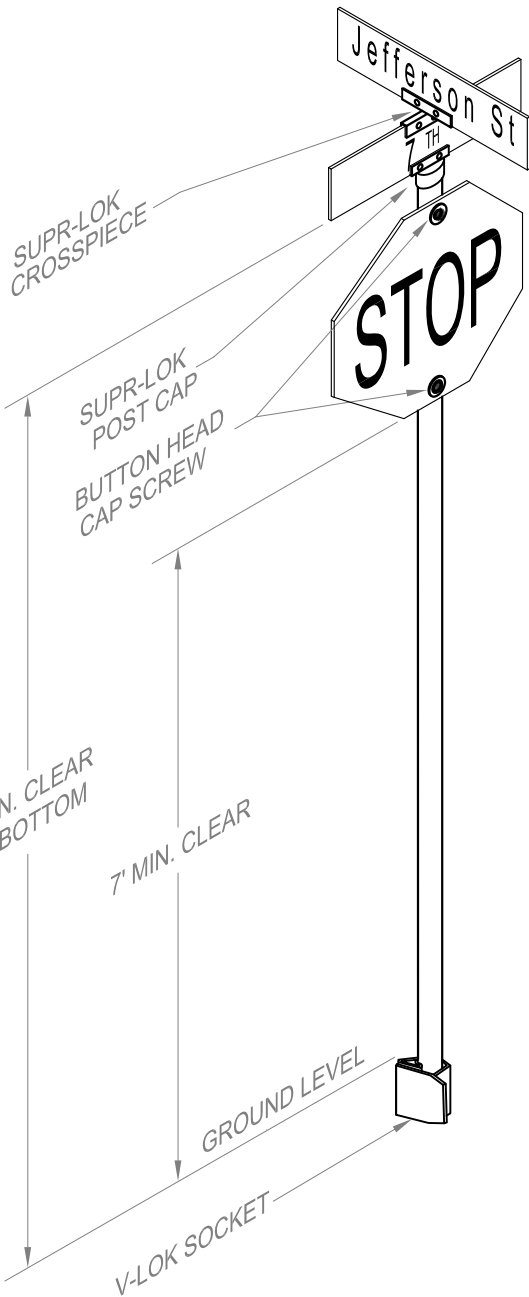
- Direction of Travel:** Indicated by a large arrow pointing left.
- Edge of Pavement:** Indicated by a dashed line on the far left.
- Center of Speed Hump:** Indicated by a vertical line in the middle of the diagram.
- Spacing for Pavement Markings:** The distance from the edge of the pavement to the center of the speed hump is divided into segments of 20', 18', 16', 14', 12', 10', and 8'.
- 100' Marking:** A dashed line with an arrow pointing left, labeled "100'", indicating a specific distance from the edge of the pavement.

Right Section (Exit):

- 12-Inch White Thermoplastic (Width Varies):** A vertical line segment labeled "12-INCH WHITE THERMOPLASTIC (WIDTH VARIES)".
- Width for Pavement Markings:** The distance from the center of the speed hump to the edge of the pavement is divided into segments of 8', 7', 6', 5', 4', 3', 2', and 1'.
- 2' from Edge of Speed Hump:** A vertical line segment labeled "2' FROM EDGE OF SPEED HUMP".

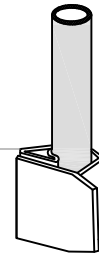
Attachment 4

DWG. NO. 528



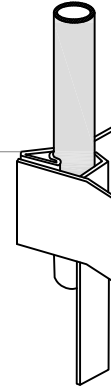
NOTE: V-LOK WEDGE SHALL FACE DIRECTION OF TRAVEL.

GROUND LEVEL



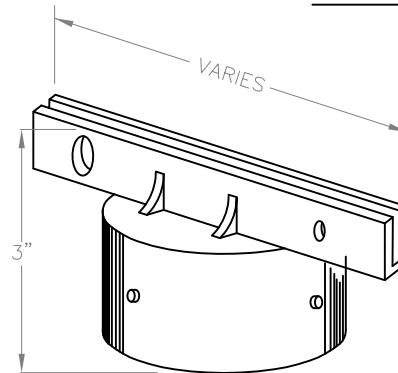
FOR CONCRETE INSTALLATION
USE V-LOK VR-1 (MODEL 23 ROUND) OR
APPROVED EQUAL

GROUND LEVEL



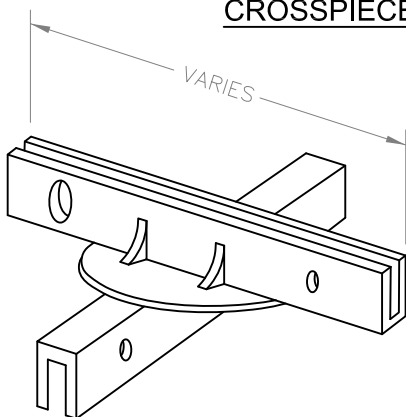
FOR EARTH OR ASPHALT
INSTALLATION
USE V-LOK VR-2 (MODEL 23
ROUND) OR APPROVED
EQUAL

POST CAP

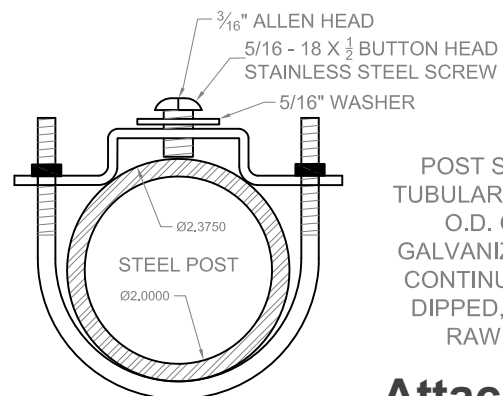


FOR STREET NAME
SIGNS WITH 4-INCH
LETTERING, USE
SUPR-LOK 922-X OR
APPROVED EQUAL. FOR
6 INCH LETTERING, USE
ULTRA SUPR-LOK 1238X
OR APPROVED EQUAL.

CROSSPIECE



FOR STREET NAME
SIGNS WITH 4-INCH
LETTERING, USE
SUPR-LOK 990-X OR
APPROVED EQUAL. FOR
6 INCH LETTERING, USE
ULTRA SUPR-LOK 12CRX
OR APPROVED EQUAL.



POST SHALL BE
TUBULAR 2.375-INCH
O.D. GLOSS
GALVANIZED STEEL
CONTINUOUS MILL
DIPPED, WITH NO
RAW ENDS.

Attachment 5

DRAWN JRF

ENGR. NJK

REV. DATE APPR.

City of Oregon City
Public Works Standard Drawings

TYPICAL SIGN ASSEMBLY
AND MOUNTING HARDWARE

SCALE N.T.S.

DATE DEC 2007

APPR.

DWG. NO. 523

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CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 03/21/2023
From: Senior Administrative Assistant, Audrey Meeker

SUBJECT:

Distracted Driving Campaign

SUMMARY:

The Transportation Advisory Committee members are focusing on a distracted driving campaign throughout 2023. The month of April is Distracted Driving Awareness month. The Transportation Advisory Committee will discuss how they plan to add to awareness throughout the year, in addition to National Night Out, August 1, 2023.



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 03/21/2023

From: City Engineer, Dayna Webb

SUBJECT:

Public Works Report

TOPICS:

1. Safe Routes to Schools Follow-Up on Questions
2. Hwy 213 and Redland Road, I-5 and Redland Road Crash Data
3. Speed Limits
 - Statutory & Designated Speed Limits
 - Background information/standards on how they are set.
 - Current ability to drop residential to 20 mph (without ODOT approval) and how that works.
 - How the speed zoning works now (with ODOT overseeing)
 - Our ability to move forward with requesting Delegation of Speed Zone Authority.

Public Works Report

TRANSPORTATION ADVISORY COMMITTEE
MARCH 21, 2023

SRTS Follow-Up Questions

- Will the missing sidewalks by Market Store through the curve of Redland Road be in future developments?
- Will the upper parts of the Serres development piggyback on the Safe Routes to School project?
- Sidewalks related to ICON development, there are no markings on the map for these areas.

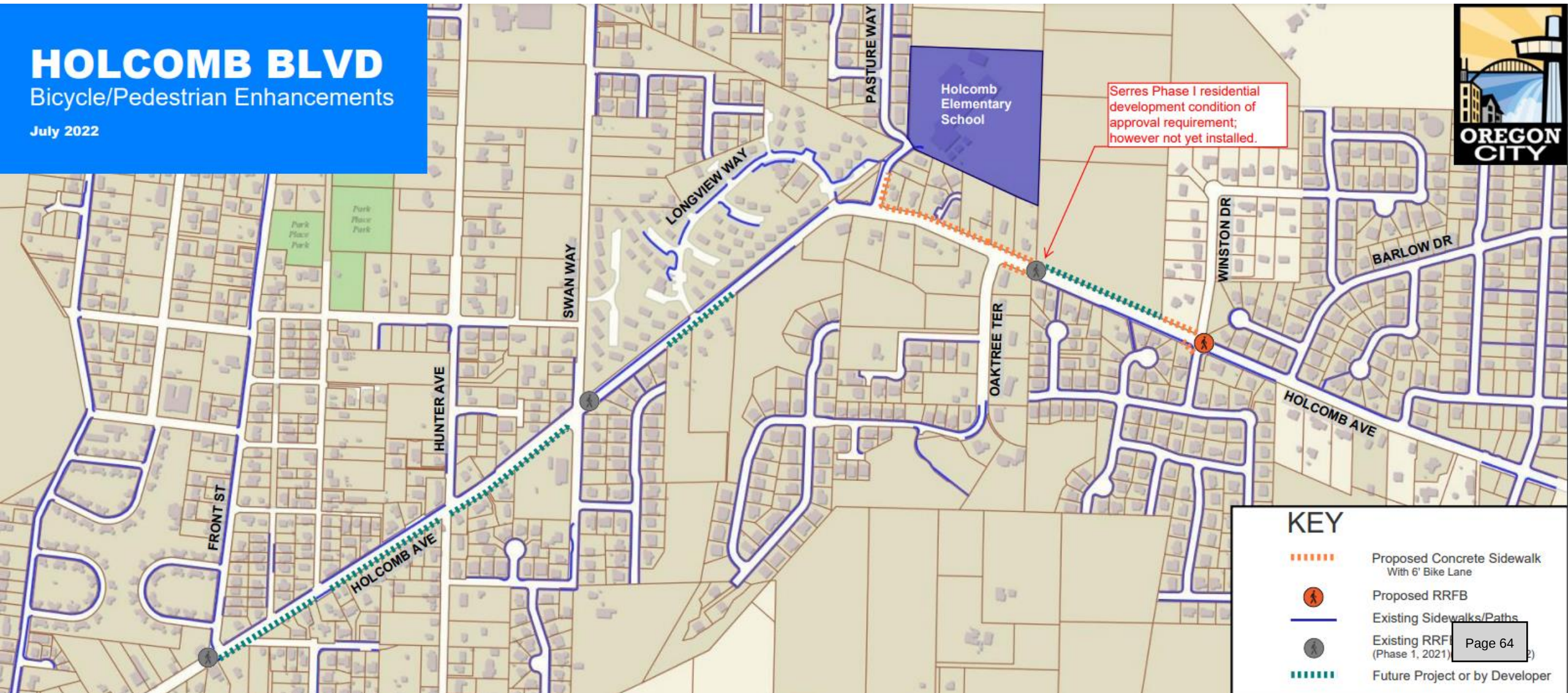


SRTS Follow-Up: Project Map

HOLCOMB BLVD

Bicycle/Pedestrian Enhancements

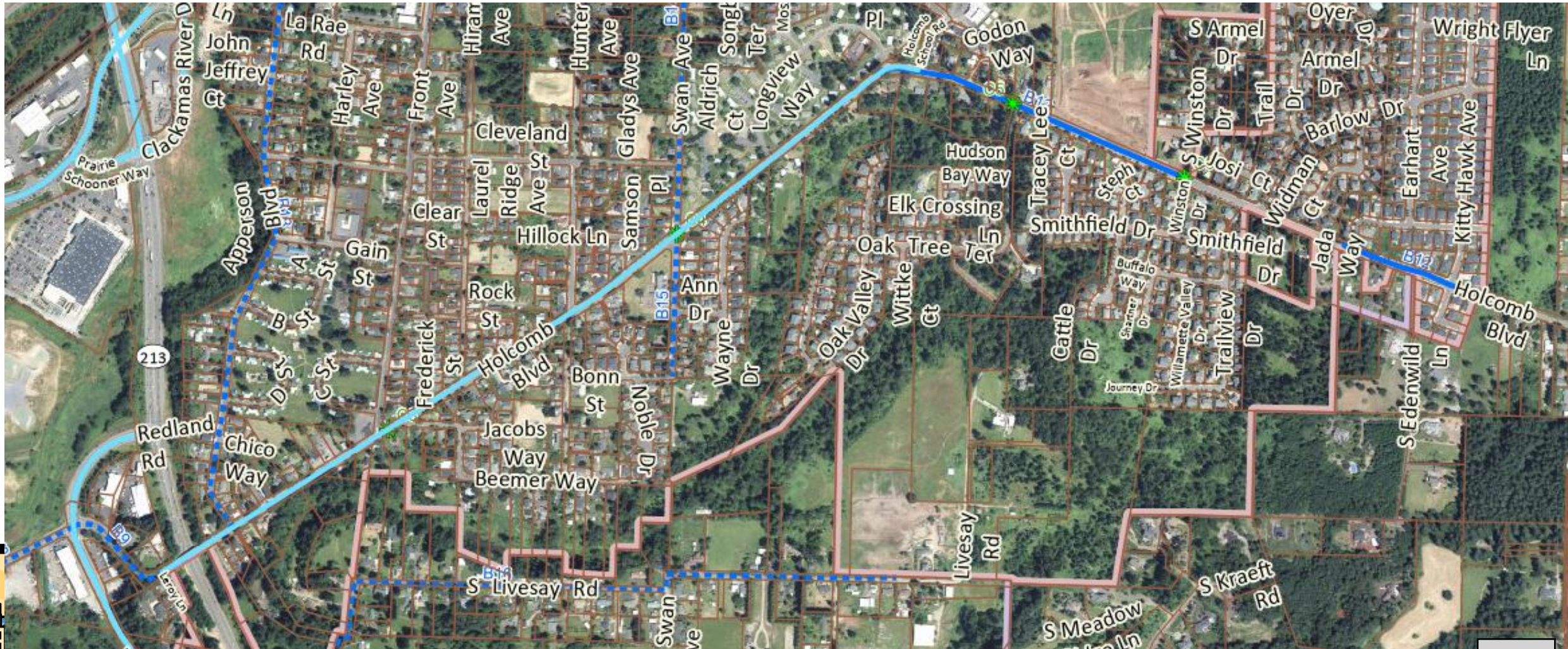
July 2022



SRTS Follow-Up: TSP Projects - Walking



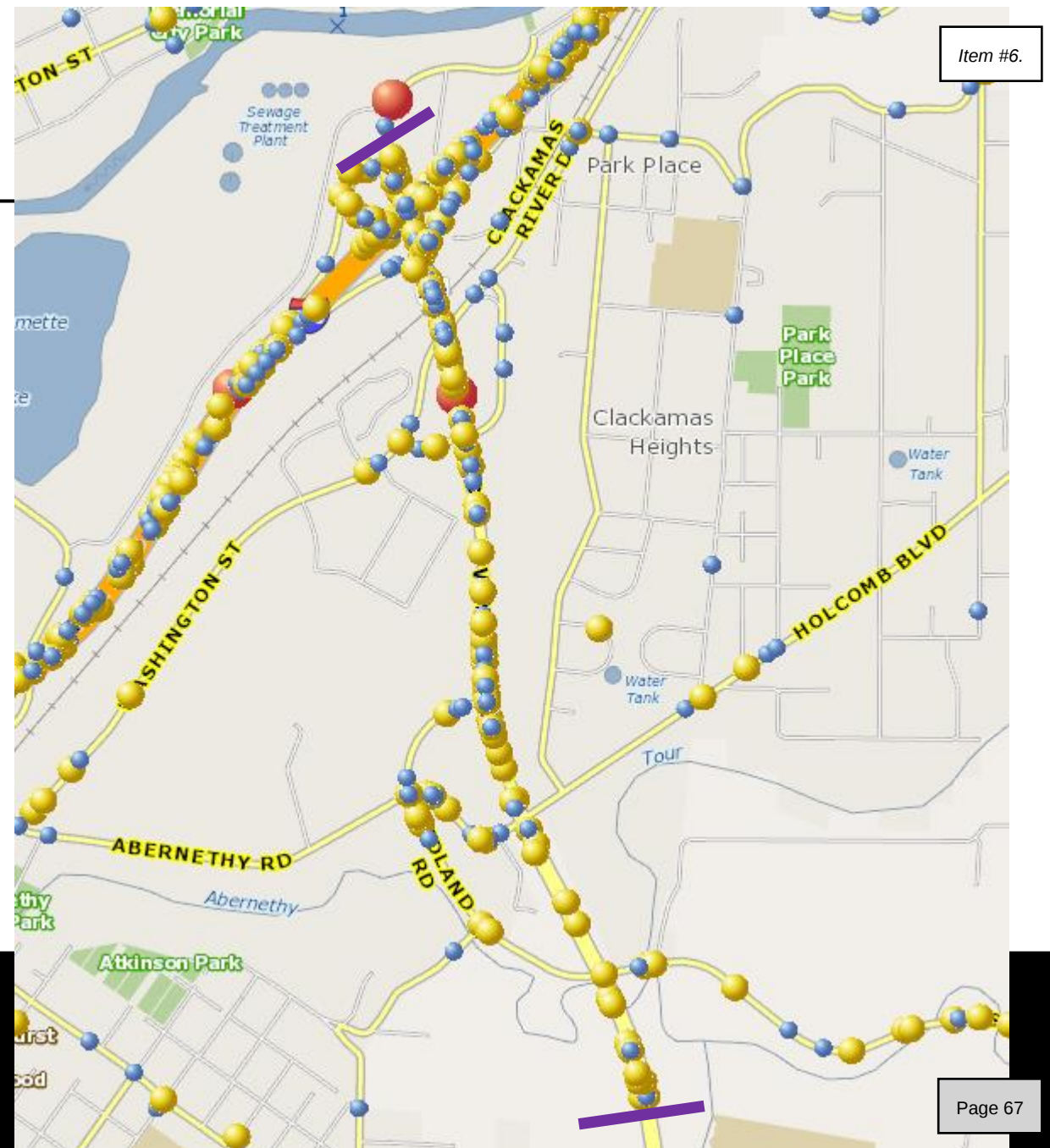
SRTS Follow-Up: TSP Projects - Biking



Hwy 213 Crashes

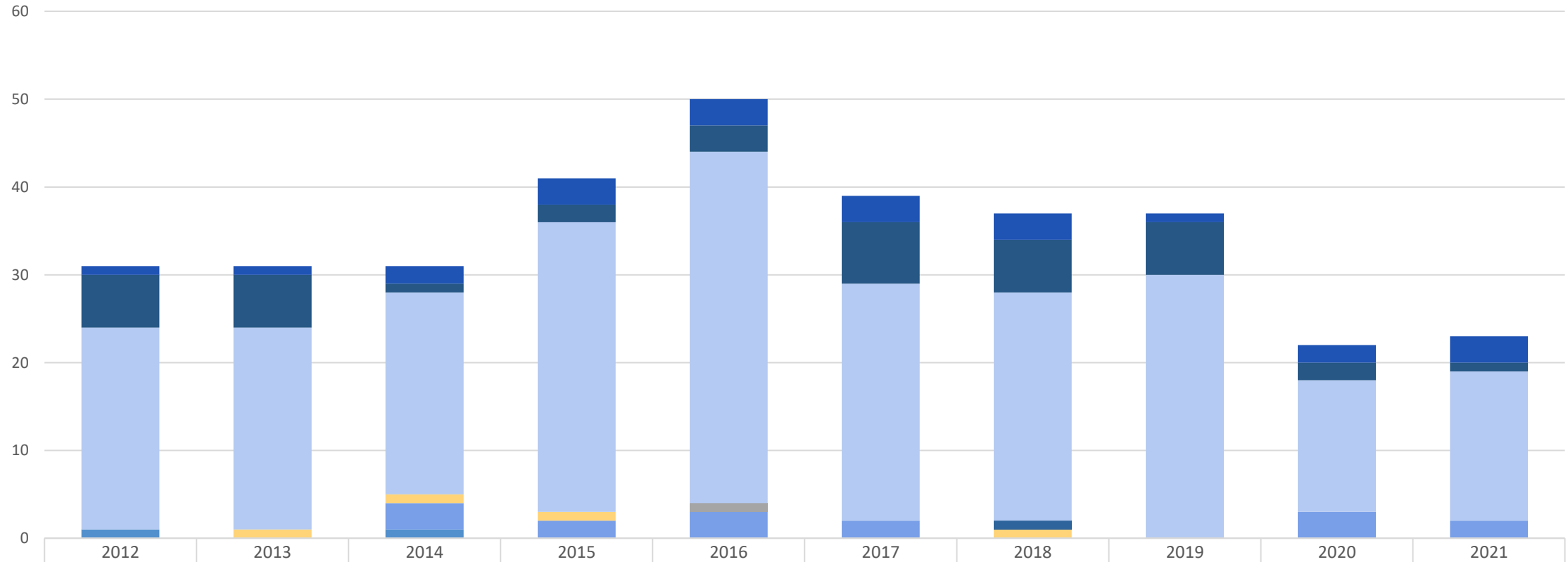
ODOT Crash Map 2016-2020

- Red = Fatality
- Yellow = Non-Fatal Injury
- Blue = Property Damage Only



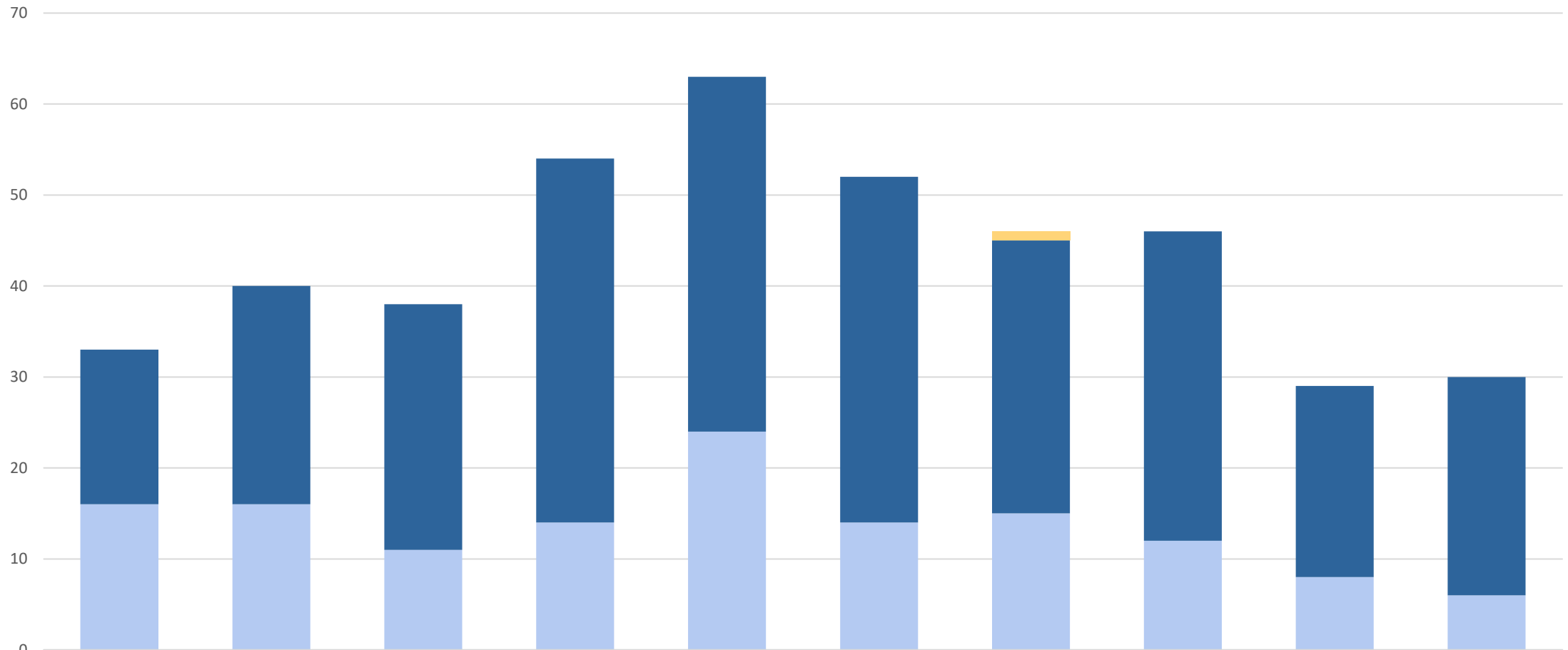
Public Works Report

Hwy 213 Crash Types by Year



	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
TURNING MOVEMENTS	1	1	2	3	3	3	3	1	2	3
SIDESWIPE	6	6	1	2	3	7	6	6	2	1
REAR-END	23	23	23	33	40	27	26	30	15	17
PEDESTRIAN	0	0	0	0	0		1	0	0	0
MISCELLANEOUS	0	1	1	1	0	0	1	0	0	0
HEAD-ON	0	0	0	0	1	0	0	0	0	
FIXED / OTHER OBJECT	0	0	3	2	3	2	0	0	3	
ANGLE	1	0	1	0	0	0	0	0	0	0

Hwy 213 Crashes by Severity

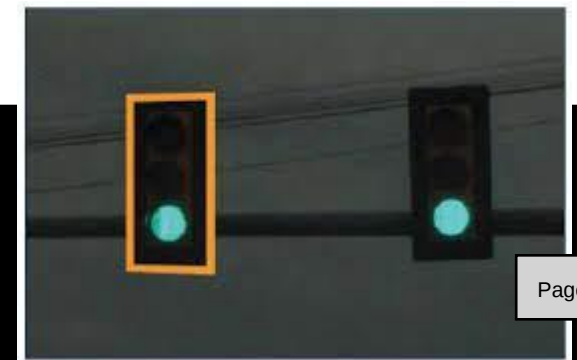


FATALITIES	0	0	0	0	0	0	1	0	0	0
INJURIES	17	24	27	40	39	38	30	34	21	24
PROPERTY DAMAGE ONLY	16	16	11	14	24	14	15	12	8	6

Hwy 213 Crash Reduction Factors (CRF)

- Crash Reduction Factors for an Urban or Rural signalized intersections to mitigate crashes:

Crash Reduction Factor	CRF %
Replace Incandescent Traffic Signal Bulbs with LED's - Urban	17%
Install Actuated/Coordinated Flashing Beacon as Advance Warning for Signalized Intersections – Urban or Rural	36%
Provide Overhead Lane-Use Signs – Urban or Rural	10%
Add 3-inch Yellow Reflective Backplate	15%
Install Adaptive Signal Timing of Traffic Signals	17%



Speed Limit Review Status

- Hwy 213 (I-205 to Redland Road)
 - Submitted 8/10/2021
 - Posted 55 mph
 - Requested 50 mph
 - Investigation & draft report complete, waiting for review by state speed zone engineer
- Glen Oak Road (Hwy 213 to Beaver creek Road)
 - Submitted 9/23/2021
 - Posted 35 mph
 - Requested 30 mph
 - Investigation & draft report complete, waiting for review by state speed zone engineer



Speed Limits in Oregon

- Oregon has two types of speed limits:
 - Statutory Speed Limits:
 - 15 mph – Alleys
 - 20 mph – Business Districts & School Zones
 - 25 mph – Residential Districts
 - 65 mph – Most Interstate Highways
 - Designated Speed Limits:
 - Established through an engineering investigation
- All Designated Speed Limits in Oregon are based on the Oregon Speed Zone Manual



20-mph Residential Speed Limit

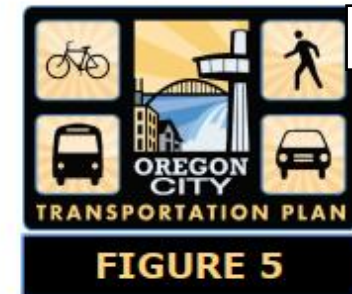
- In 2011 HB 3150 authorized road authorities the ability to lower the statutory speed limit from 25 mph to 20 mph, when the following criteria are met:
 - Located in a residential district
 - Fewer than 2,000 vehicles per day
 - 85th percentile speeds less than 30 mph
 - Traffic control device that indicates the presence of pedestrians or bicycles



Delegated Authority for Speed Zones

- In 2021 HB 3055 amended ORS 810.180, adding subsection (5)(g) allowing ODOT the ability to delegate its authority of speed limit setting to any incorporated city & two counties (Multnomah and Clackamas).
- Process to Gain Delegated Authority:
 - Review OARs, complete ODOT training, understanding of ODOT Speed Zone Manual (minimum of two staff: PE & Investigator)
 - Submit Complete Application (Engineering Investigation, Speed Zone Order, and Quality Control Plan)
 - Once Preliminary approval issued by ODOT, enter review period. ODOT provides in-depth review of the first 10 investigations and speed orders by local agency. Once 10 investigations are complete, delegated authority may be issued.





Existing Functional Classification and Speed Limits

Legend

Existing Functional Classification

- Freeway
- Expressway
- Major Arterial
- Minor Arterial
- Collector
- Local

00 Posted Speed Limit

● School

■ Activity Generator

— Multi-Use Path

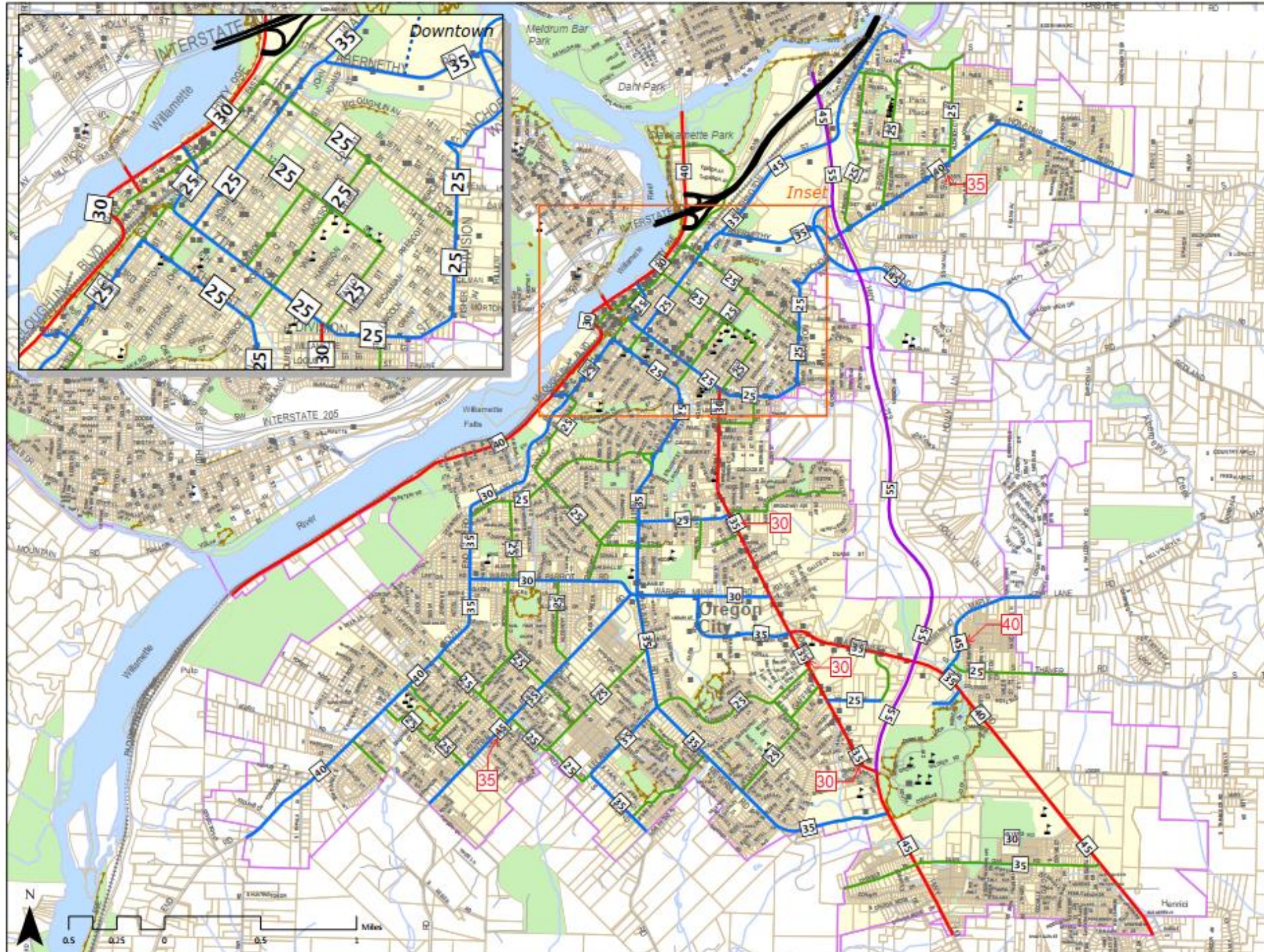
■ Parks and Open Spaces

— Railroad

City Limit

Urban Growth Boundary

Tax Lots



Questions?

