



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE (TAC) AGENDA

**Virtual Meeting
Tuesday, February 15, 2022 at 6:00 PM**

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

CALL TO ORDER

ROLL CALL

APPROVAL OF THE MINUTES

1. Approval of minutes from the January 18, 2022, Transportation Advisory Committee Meeting.

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. OC2040 Comprehensive Plan Update – Draft Goals and Policies
3. 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
From: Senior Administrative Assistant-Kim Davis

Agenda Date: 02/15/2022

SUBJECT:

Approval of minutes from the January 18, 2022, Transportation Advisory Committee Meeting.

STAFF RECOMMENDATION:

Approve the minutes

OPTIONS:

1. Approve the minutes
2. Disapprove the minutes



1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday January 18, 2022**, was called to order by Chair Henry Mackenroth at 6:00 PM via a virtual Zoom Meeting.

Committee members present included Ray Atkinson, Bruce Fries, Cedomir Jesic, Henry Mackenroth, Tim Morgan, and Ben Simmons. Savannah Ovaldia and Miles Tatch were absent.

Staff members present included John Lewis, Public Works Director, Vance Walker, Assistant Public Works Director, and Dayna Webb, City Engineer.

2. APPROVAL OF THE MINUTES

Mr. Atkinson **moved to approve** the minutes of the **November 16, 2021**, and it carried **unanimously** by the following vote: Atkinson, Fries, Jesic, Mackenroth, Morgan, and Simmons.

3. AGENDA ANALYSIS

- Letter of Support to the League of Oregon Cities for proposed legislation for having a vote on tolling.
- Savannah Ovaldia absences and membership.

4. CITIZEN COMMENTS

- Bob LaSalle, a citizen of Oregon City and a long-term serving member of the Transportation Advisory Committee, expressed his appreciation to all the members, as he is resigning from the TAC to fill a position on the Planning Committee.

5. NEW BUSINESS/DISCUSSION ITEM

a. Welcome of New Committee Members

Major points were as follows:

- Bruce Fries, a new Committee member, introduced himself to the Committee. The rest of the Committee members and City Staff introduced themselves.

b. Public Works Report

Major points were as follows:

- Ms. Webb gave an update on the HWY 213 speed limit. She said there is an area on HWY 213 that ODOT is doing a speed study on. She said it's taking 9-12 months for a speed study to be completed and a new speed limit established. Ms. Webb said we should be hearing back from ODOT about the speed study in mid to late summer of 2022.
- Mr. Lewis gave an update on the Trillium Park Drive Roadway and the continued landslide. He said the City is moving forward with the design and construction of roadway improvements on Trillium Park Drive.
- Ms. Webb gave an update on the OC Shuttle. She said it has a set route but will deviate up to three quarters of a mile for drop off or pick up if requested. She said it takes about ninety minutes to do the full route loop. Ms. Webb talked about ridership numbers. City outreach efforts, coordination with Clackamas Community College for shuttle use, and an upcoming survey the City is working on to send out to get feedback from citizens about the shuttle. She said the survey should be out in the next couple of months.
- Ms. Webb gave an update on the Park Place Urbanization Plan. She talked about the plan for urbanization of the remaining rural areas, planned sidewalks, and planned roadway cross sections. Ms. Webb said the plan is development driven.
- Ms. Webb asked if the TAC would like to provide a letter of support for the OC-WL Pedestrian and Bicycle Bridge Concept Plan to the City Commission. Ms. Webb said there are two broad corridors that will be taken to the City Commission as possible bridge locations. She said the letter of support would be to say if the TAC supports the two areas as possible bridge locations for a future bridge. Mr. Mackenroth said he'd be willing to sign the letter of support saying that the TAC is in support of increasing the alternative transportation ability between the two Cities and that continued investigation is warranted.

6. COMMUNICATION

- The Committee discussed the continued absences of Savannah Ovaldia. Mr. Simmons **moved to remove Savannah Ovaldia from the Transportation Advisory Committee**, due to her lack of participation and communication. **The motion was seconded by Bruce Fries and it carried unanimously by the following vote: Atkinson, Fries, Jesic, Mackenroth, and Simmons.**

- Mr. Mackenroth would like the Transportation Advisory Committee to put together a letter of support for the vote of the people for the tolling project. Mr. Lewis suggested to wait to draft up a letter of support, until it's clearer on what they would be voting for.

7. FUTURE AGENDA ITEM

- No future agenda items.

8. ADJOURNMENT

There being no further business, the meeting adjourned at 7:45 pm.

Respectfully Submitted,

Kimberly Davis
Senior Administrative Assistant



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee
From: Teresa Montalvo, Planning Manager

Agenda Date: 02/15/2022

SUBJECT:

OC2040 Comprehensive Plan Update – Draft Goals and Policies

STAFF RECOMMENDATION: Staff recommends the TAC provide initial feedback on the draft goals and policies and takes part in the Comprehensive Plan Forum to provide individual comments.

BACKGROUND:

The virtual [Comprehensive Plan Forum](#) is your space to review draft goals and policies for OC2040! The Forum will be live from 1/10 - 3/14. [Click](#) and provide input on whether the goals and policies are on track. Goals and policy ideas have a key role in a formal "Comprehensive Plan" process approved by the State of Oregon. They not only highlight residents' desires but provide a documented roadmap to guide the decision-making of current and future City Commissions.

Your input matters

How should the City balance future housing opportunities, safe transportation, access to jobs, historic preservation, natural resource preservation and infrastructure needs?
What aspirations and priorities do you share with your family, friends, and neighbors?

OC2040 will update the Oregon City Comprehensive Plan to reflect the community's vision and guide decision making about future growth and development. The plan will be implemented through goals and policies that influence the development code and other ordinances, projects and plans. However, an effective comprehensive plan needs to be much more than a policy document. It must also reflect a shared vision that supports all our community members.

For more information visit www.OC2040.com. For questions you can contact Teresa Montalvo, Planning Manager, at 503-496-1562 or drop by Oregon City offices at 695 Warner Parrott Rd, Monday through Friday 9 a.m. to 4 p.m.



Planning & City Commission Work Session – Draft Goals + Policies

DRAFT | JANUARY 2022

OC2040 COMPREHENSIVE PLAN UPDATE PROJECT

The 2004 Oregon City Comprehensive Plan was the first major revision of the City's Comprehensive Plan since 1982. The plan was founded on a framework of principles intended to comply with state land use planning laws and, more importantly, to ensure protection of Oregon City's quality of life and social and economic vitality. Those founding principles were:

- Promote sustainability and sustainable development
- Contain urban development
- Promote redevelopment
- Protect natural resources
- Foster economic vitality
- Provide efficient and cost-effective services
- Ensure a sense of history and place

The 2004 Plan contains 65 goals and 289 policies organized into 15 chapters (each chapter corresponds with an Oregon Statewide Planning Goal). For the last 17 years, the 2004 Plan has served as the overarching guide for all aspects of land use and transportation decision-making in Oregon City. **This OC2040 Comprehensive Plan Update project provides an opportunity for Oregon City to review and renew its plan for the future, using the 2004 Plan and its founding principles as a base upon which to build new ideas.**

It's important to understand that one objective for this OC2040 update is to streamline the Comprehensive Plan and make it a more intuitive and user-friendly document. Comprehensive plans are intended to be high-level policy documents that guide city decisions and work plans. Part of City staff's approach for this update is to reduce the overall "bulk" of the document by keeping goals and policies at a higher level and removing short-term implementation measures that are not conducive to a 20-year planning horizon. This ensures the Comprehensive Plan can be implemented through development of more specific and targeted action plans, projects and programs directed by City Commission.

The OC2040 Comprehensive Plan will be organized differently than the 2004 Plan. Whereas the current plan is organized by statewide planning goal, the OC2040 Plan will be organized around four key themes that emerged from community outreach for this process, and serve as the framework for the new Oregon City 2040 Vision Statement:

1. Healthy and Welcoming Communities
2. Diverse Economy
3. Connected Infrastructure
4. Protected Environment

Each theme represents a chapter in the new OC2040 Plan; each chapter will contain brief background information along with 3-4 broad goals and a set of 4-8 policy statements per goal. Goals and policies are intended to support the Community Vision, which was developed through significant outreach and engagement with Oregon City residents and businesses over the course of a year.

When developing goal and policy concepts, an iterative, open, and transparent process ensured community priorities were captured through four Comprehensive Plan Summits, online surveys, and multiple meetings with the Project Advisory Team (PAT) to review, vet and refine the concepts. New and revised goals and policies were also supported through a review of the existing Comprehensive Plan goals and policies, review of best practices, and input from City staff. **Feedback from PAT members was particularly important to development of draft goals and policies; they have been involved with this project for more than 16 months and represent a diverse set of community interests.**

The purpose of this worksession is for City staff and the project team to share the draft goal and policy language that has been developed through extensive engagement with the PAT and community, and receive input from Planning and City Commissioners on this process. We understand it is a lot of material to cover; to help guide our discussion, we will focus on presenting the goal statements and a summary of policy topics. As we review, we will be asking:

- Are these on the right track?
- What is missing, or should be included in an implementation and action plan?

There will be additional opportunity to provide detailed written comments on the draft goals and policies through an online OC2040 Comprehensive Plan Forum. The online forum will go live on Monday, January 10th, 2022, and be available to the community through Feb 14th, 2022. The forum will be accessed through the City's OC2040 website: <https://oc2040.com/>.

Thank you for taking the time to review this material – we look forward to a productive conversation on January 11th, 2022.



Goal 1

Implement and maintain a community engagement program that provides broad and inclusive opportunities for all Oregon City community members to learn about and understand land use planning and participate meaningfully in land use decisions that impact their communities.

Policies:

- a. Support the Citizen Involvement Committee (CIC) to engage and educate Oregon City community members in land use planning.
- b. Actively seek input from a diverse range of participants and enhance engagement opportunities for community members with barriers (language, disability, income, age, technology) through services and methods that bolster inclusive participation.
- c. Seek opportunities to develop and enhance relationships with community-based organizations (CBOs) who are working in Oregon City and the larger region.
- d. Explore innovative forms of communication technology to enhance the City's public engagement efforts.
- e. Provide on-going education to the community regarding land use projects and processes and ensure clear communication about when and how to be involved at key points in the process.
- f. Include liaisons from nearby communities in public engagement efforts, where appropriate, to provide an outside perspective to Oregon City land use planning.

Goal 2

Acknowledge, protect, enhance, and commemorate Oregon City's historic and cultural resources.

Policies:

- a. Promote the Willamette and Clackamas rivers as a community benefit for cultural connection and understanding.
- b. Acknowledge the history of tribal presence in Oregon City and seek opportunities to educate community members and elevate understanding.
- c. Facilitate historic preservation programs for retention of quality, locally designated historic districts and sites.
- d. Identify and protect important cultural resources and historic amenities through programs, interpretive signage, and other means to increase awareness and generate appreciation.
- e. Provide activities and programs for residents and visitors that weave together education, recreation, and historic and cultural resources.

Goal 3

Strengthen health and livability across all Oregon City neighborhoods by creating places that feel safe and comfortable with convenient access to community services.

Policies:

- a. Support the City's network of community-based organizations, programs, and centers that provide services for Oregon City residents.
- b. Improve equitable access to comprehensive health care for all residents through cross-sector partnerships and coordination with service providers.
- c. Provide opportunities for learning and civic engagement at all ages through City services and partnerships with local schools.
- d. Support access to affordable healthy food for all Oregon City neighborhoods.
- e. Build and enhance partnerships between police, government agencies, local councils, and neighborhoods to enhance community safety and positive health outcomes.
- f. Pursue services and programs that support Oregon City's houseless residents in meeting daily needs while offering stable and lasting solutions.

Goal 4

Integrate diversity, equity, and inclusion (DEI) best practices when evaluating land use policies, programs, and regulations.

Policies:

- a. Implement DEI practices in City business and operations, and when evaluating and selecting public improvement projects.
- b. Ensure housing policies and regulations increase home ownership and rental opportunities for all household sizes, types, and incomes.
- c. Establish land uses that promote a balance of jobs and housing across Oregon City to strengthen access to employment and reduce barriers for historically disinvested communities.



- ✓ **Economic Development**
- ✓ **Housing**
- ✓ **Urbanization**
- ✓ **Design and Development**

Goal 1

Provide opportunity for a diversity of goods, services, and employment options to work toward a dynamic, ecologically sound, and socially equitable economy.

Policies:

- a. Regularly update City-wide economic studies to guide development of strategies and policies that improve economic health and resiliency.
- b. Ensure a suitable amount of land is dedicated to employment uses.
- c. Support small and local businesses as well as retention and recruitment of medium to large sized businesses.
- d. Provide fair and equitable opportunities to compete for city contracts regardless of business owner ethnicity, gender, disability, or firm size.
- e. Create and maintain cooperative partnerships with other public agencies and private business groups interested in promoting economic development.
- f. Promote the city's destinations, natural resources, and cultural amenities to grow the tourism industry.
- g. Support a healthy and balanced workforce by providing affordable childcare opportunities.

Goal 2

Provide housing options, including both rental and ownership opportunities, that are attainable for the full diversity of Oregon City households.

Policies:

- a. Plan for housing supply that supports and implements the recommendations of the current Housing Needs Analysis.
- b. Ensure that land use designations and zoning code provisions allow a wide range of housing types.
- c. Support retention of existing homes and opportunities for community members to "age in place".
- d. Provide for and encourage transit-oriented development opportunities.
- e. Prioritize and support development of subsidized affordable housing.

Goal 3

Guide growth and development in a manner that implements the City's 2040 Vision and maintains an urban growth boundary that supports and accommodates projected population and employment during the 20-year planning period.

Policies:

- a. Promote efficient use of land and public infrastructure and plan for appropriate infill development, redevelopment, and new development.
- b. Promote development of complete walkable neighborhoods to reduce transportation demand and enhance localized access to community services and amenities.
- c. Designate land uses in a manner that balances opportunities for housing and jobs and ensures development is consistent and compatible with the community's needs and resources.

Goal 4

Encourage new development that incorporates sustainability and livability principles in site design and building construction.

Policies:

- a. Promote best practices for integrating residential infill development into the fabric of existing neighborhoods.
- b. Incorporate resource efficiency and sustainability in the built environment by emphasizing energy-saving features and practices in construction and development regulations.
- c. Utilize urban design principles that create livable and attractive public spaces that are reflective of Oregon City's community vision.
- d. Explore site and building design alternatives that balance high-quality and durable construction with affordability.

Goal 1

Provide a safe, comfortable, and accessible transportation network that equitably serves all modes of travel, including non-motorized modes.

Policies:

- a. Plan for and develop high levels of multi-modal connectivity throughout Oregon City, with an emphasis on access to community services, amenities, and key points of interest.
- b. Reduce Oregon City's carbon footprint by supporting and emphasizing active transportation modes.
- c. Promote safety by implementing street design that equally considers and serves non-motorized and motorized users.
- d. Prioritize transportation improvements in underserved, low-income neighborhoods.
- e. Support opportunities for safe, affordable, and accessible transit service, including regional efforts to expand public transportation networks.
- f. Explore public parking programs and transportation demand management in downtown Oregon City.

Goal 2

Ensure public utilities and infrastructure are maintained and improved to adequately serve all existing areas of Oregon City and can be extended to serve newly developing areas in a logical and fiscally responsible manner.

Policies:

- a. Regularly update City infrastructure and utility master plans.
- b. Adjust system development charges to ensure the benefit of new development is captured while impacts to the system are proportionally shared.
- c. Prioritize public infrastructure investments in areas that are historically underserved.
- d. Increase resiliency to climate change and natural hazard events in public utility infrastructure.
- e. Coordinate City-wide communication and outreach efforts around utility rates and other operational changes.
- f. Support public-private partnerships to expand publicly available highspeed internet service City-wide.

Goal 3

Serve the health, safety, and welfare of all Oregon City residents through provision of comprehensive public facilities and services.

Policies:

- a. Seek and support opportunities to increase access to digital communications for all Oregon City residents and businesses.
- b. Maintain a high level of police and fire protection and enhance service in underserved areas.
- c. Support and promote emergency preparedness and climate change resiliency efforts and programs.
- d. Coordinate with service providers to ensure high levels of public utility and infrastructure service.
- e. Ensure adequate funding to pay for public facilities and services.

Goal 4

Promote and support energy conservation, sustainability, and resiliency through best practices in infrastructure planning, operations, and management.

Policies:

- a. Identify and seek opportunities for sustainable practices in management and operation of public facilities and services.
- b. Continue to implement green, sustainable, and low impact approaches to stormwater management.
- c. Prioritize green street design in new development and redevelopment.
- d. Coordinate infrastructure to support the development of climate-friendly and equitable communities.
- e. Support opportunities to increase densities near activity and transit centers.



PROTECTED
ENVIRONMENT

- ✓ Parks and Recreation
- ✓ Natural Resources
- ✓ Climate Change
- ✓ Watersheds, Habitat

Goal 1

Provide and maintain a comprehensive system of parks, trails, and recreation amenities that is accessible to residents of all ages and abilities, enhances the environmental and visual quality of the community, and encourages healthy living.

Policies:

- a. Provide additional parklands to adequately serve the City's current and estimated future population based on adopted service levels and community needs.
- b. Provide equitable distribution of parks and trails across the City by prioritizing park and trail development in underserved neighborhoods and high-density developments.
- c. Provide a network of signage and trails to enhance connections within parks, and between parks, neighborhoods, and public amenities.
- d. Reduce barriers to park use and improve safety and accessibility of parks resources for all users, regardless of ability, comfort level, or native language.

Goal 2

Conserve, protect, and enhance the function, health, and diversity of the City's natural resources and ecosystems.

Policies:

- a. Implement site development and design practices that incorporate natural ecosystem enhancement, minimize impacts on natural resources, and avoid degradation or loss of wetlands, watershed, and habitat.
- b. Bolster efforts to reduce landfill demand through re-use, recycling, and composting methods.
- c. Protect and enhance the urban forest tree canopy.
- d. Support water conservation efforts within the Willamette Basin.
- e. Promote outdoor lighting that is designed to reduce the negative impacts of light pollution.
- f. Support programs and methods that will improve air quality in Oregon City.
- g. Protect the Clackamas and Willamette Rivers and Newell Creek as the centerpieces of Oregon City's natural environment.
- h. Establish, restore, and maintain a network of connected wildlife habitat corridors.

Goal 3

Ensure the safety of residents and property by supporting plans, programs, and investments that aid in rapid response and recovery and minimize the future risk of natural hazard events.

Policies:

- a. Utilize public-private partnerships to educate residents on the importance of community hazard planning and resilience.
- b. Restrict development in unsafe areas and where development would increase hazard impacts, such as steep slopes, landslides, wetlands, streams, and floodplains.
- c. Invest in retrofits and infrastructure redundancies to reduce service losses during an extreme weather or natural hazard event.
- d. Prioritize restoration of critical services following a natural hazard event.
- e. Collaborate with adjacent jurisdictions to coordinate emergency communication systems and distribution of resources in the event of an emergency or natural disaster.



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee
From: Public Works Director John M. Lewis, PE

Agenda Date: 02/15/2022

SUBJECT:

Public Works Report

TOPICS:

1. 2021 Traffic Counts and Study
2. TSP Goals
3. SJR204 Tolling Vote Discussion and Possible Letter of Support

2021 Traffic Study Locations with 24 hour Volumes by Direction and Time of Day

Location ID	Street	Location	Direction	Direction 1	Direction 1 Morning	Direction 1 Afternoon	Direction 1 Total	Direction 2	Direction 2 Morning	Direction 2 Afternoon	Direction 2 Total	Morning Total	Afternoon Total	Grand Total
1	S 2nd Ave	Between Hwy 99E and Tumwater Dr	NB/SB	NB	1,325	3,564	4,889	SB	2,927	2,576	5,503	4,252	6,140	10,392
2	3rd Ave	Between Hedges St and Ganong St	EB/WB	EB	70	81	151	WB	32	92	124	102	173	275
3	4th Ave	W of Miller St	EB/WB	EB	73	89	162	WB	46	112	158	119	201	320
4	5th Ave	Between Ganong St and South End Rd	EB/WB	EB	49	93	142	WB	46	137	183	95	230	325
5	5th St	Between High St and Center St	EB/WB	EB	228	339	567	WB	200	419	619	428	758	1,186
6	5th St	Between Center St and Washington St	EB/WB	EB	343	724	1,067	WB	275	537	812	618	1,261	1,879
7	5th St	Between Washington St and John Adams St	EB/WB	EB	807	2,224	3,031	WB	1,468	1,660	3,128	2,275	3,884	6,159
8	5th St	Between JQ Adams St and Jackson St	EB/WB	EB	1,033	2,644	3,677	WB	1,815	1,852	3,667	2,848	4,496	7,344
9	7th St	Between Center St and Washington St	EB/WB	EB	2,100	2,727	4,827	WB	1,533	3,423	4,956	3,633	6,150	9,783
10	7th St	Between Washington St and John Adams St	EB/WB	EB	2,526	3,530	6,056	WB	1,954	4,183	6,137	4,480	7,713	12,193
11	7th St	Between Polk St and Taylor St	NB/SB	NB	2,560	3,423	5,983	SB	1,947	4,066	6,013	4,507	7,489	11,996
12	7th St	Between Main St and Railroad Ave	EB/WB	EB	2,157	1,719	3,876	WB	818	1,785	2,603	2,975	3,504	6,479
13	9th St	Between Washington St and John Adams St	EB/WB	EB	196	267	423	WB	104	319	463	300	586	886
14	10th St	Between Hwy 99E and Main St	EB/WB	EB	1,060	1,887	2,947	WB	1,178	1,486	2,664	2,238	3,373	5,611
15	12th St	Between Main St and Center St	EB/WB	EB	497	1,309	1,806	WB	895	1,172	2,067	1,392	2,481	3,873
16	12th St	Between Washington St and John Adams St	EB/WB	EB	233	446	679	WB	298	370	668	531	816	1,347
17	12th St	Between JQ Adams St and Jackson St	EB/WB	EB	182	313	495	WB	204	307	511	386	620	1,006
18	13th St	Between Hwy 99E and Main St	EB	EB	13	14	27					13	14	27
19	14th St	Between Hwy 99E and Main St	NB/SB	NB	1,449	1,832	3,281	SB	1,142	2,036	3,178	2,591	3,868	6,459
20	14th St	Between Main St and Washington St	NB/SB	NB	1,995	2,395	4,390	SB	1,380	2,875	4,255	3,375	5,270	8,645
21	15th St	Between Hwy 99E and Main St	EB/WB	EB	1,151	1,434	2,585	WB	1,392	1,669	3,061	2,543	3,103	5,646
22	15th St	Between Main St and Washington St	EB/WB	EB	600	1,242	1,842	WB	1,597	2,162	3,759	2,197	3,404	5,601
23	15th St	Between JQ Adams St and Jackson St	EB/WB	EB	567	725	1,292	WB	715	1,033	1,748	1,282	1,758	3,040
24	15th St	Between Jackson St and Van Buren St	EB/WB	EB	522	592	1,114	WB	602	870	1,472	1,124	1,462	2,586
25	15th St	Between Prescott St and Division St	EB/WB	EB	510	547	1,057	WB	575	789	1,364	1,085	1,336	2,421
26	16th St	W of Division St	EB/WB	EB	88	173	261	WB	95	161	256	183	334	517
27	A V Davis Rd	W of Linn Ave	EB/WB	EB	313	620	933	WB	414	511	925	727	1,131	1,858
28	Abernethy Rd	SE of Washington St	EB/WB	EB	883	2,127	3,010	WB	1,490	1,839	3,329	2,373	3,966	6,339
29	Abernethy Rd	W of Redland Rd	EB/WB	EB	931	2,231	3,162	WB	1,607	1,739	3,346	2,538	3,970	6,508
30	Anchor Way	SW of Redland Rd	NB/SB	NB	630	1,223	1,853	SB	992	1,380	2,372	1,622	2,603	4,225
31	Apperson Blvd	N of Holcomb Blvd	NB/SB	NB	123	233	356	SB	89	247	336	212	480	692
32	Beavercreek Rd	W of Molalla Ave	EB/WB	EB	1,929	3,438	5,367	WB	2,352	3,431	5,783	4,281	6,869	11,150
33	Beavercreek Rd	At 1630 Beaver Creek Rd	EB/WB	EB	3,059	5,848	8,907	WB	3,642	5,749	9,391	6,701	11,597	18,298
34	Beavercreek Rd	W of Hwy 213	EB/WB	EB	4,232	8,352	12,584	WB	5,120	7,718	12,838	9,352	16,070	25,422
35	Beavercreek Rd	E of Hwy 213	EB/WB	EB	3,286	6,660	9,946	WB	6,086	7,103	13,189	9,372	13,793	23,135
36	Beavercreek Rd	E of Maplelane Rd	EB/WB	EB	2,564	5,750	8,314	WB	3,830	4,055	7,885	6,394	9,805	16,199
37	Beavercreek Rd	E of Clackamas Community College	EB/WB	EB	2,278	5,606	7,884	WB	3,650	3,629	7,279	5,928	9,235	15,163
38	Beavercreek Rd	S of Glen Oak Rd	EB/WB	EB	1,408	4,301	5,709	WB	3,078	2,713	5,791	4,486	7,014	11,500
39	Beavercreek Rd	S of Warner Milne Rd	EB/WB	EB	881	2,509	3,390	WB	1,411	2,032	3,443	2,292	4,541	6,833
40	Beavercreek Way	At Molalla Ave	NB	NB	492	1,013	1,505					492	1,013	1,505
41	Berta Dr	SE of Clairmont Way	EB/WB	EB	275	488	763	WB	255	580	835	530	1,068	1,598
42	Boynton St	At Central Point Rd	EB/WB	EB	82	177	259	WB	84	172	256	166	349	515
43	Boynton St	At Warner Parrott Rd	NB/SB	NB	284	272	556	SB	100	370	470	384	642	1,026
44	Canemah Rd	At Warner Parrott Rd	NB/SB	NB	487	737	1,224	SB	416	781	1,197	903	1,518	2,421
45	Carmelita Dr	At 19294 Carmelita Dr	NB/SB	NB	89	83	172	SB	41	139	180	130	222	352
46	Center St	SW of S 2nd St	NB/SB	NB	271	390	661	SB	205	450	655	476	840	1,316
47	Center St	Between S 2nd St and S 1st St	NB/SB	NB	235	403	638	SB	228	544	772	463	947	1,410
48	Center St	Between 6th St and 7th St	NB/SB	NB	347	526	873	SB	452	881	1,333	799	1,407	2,206
49	Center St	Between 3rd St and 4th St	NB/SB	NB	455	641	1,096	SB	417	994	1,411	872	1,635	2,507
50	Central Point Rd	NE of Shenandoah Dr	NB/SB	NB	889	1,143	2,032	SB	613	1,663	2,276	1,502	2,806	4,308
51	Central Point Rd	SW of Shenandoah Dr	NB/SB	NB	861	1,116	1,977	SB	585	1,616	2,201	1,446	2,732	4,178
52	Central Point Rd	NE of Boynton St	NB/SB	NB	558	1,533	2,091	SB	812	1,076	1,888	1,370	2,609	3,979
53	Central Point Rd	NE of McCord Rd	EB/WB	EB	693	954	1,647	WB	531	1,319	1,850	1,224	2,273	3,473

2021 Traffic Study Locations with 24 hour Volumes by Direction and Time of Day

Location ID	Street	Location	Direction	Direction 1	Direction 1 Morning	Direction 1 Afternoon	Direction 1 Total	Direction 2	Direction 2 Morning	Direction 2 Afternoon	Direction 2 Total	Morning Total	Afternoon Total	Grand Total
54	Central Point Rd	SW of Partlow Rd	EB/WB	EB	719	870	1,589	WB	482	1,211	1,693	1,201	2,081	3,282
55	Central Point Rd	SW of Parrish Rd	EB/WB	EB	143	297	440	WB	135	327	462	278	624	902
56	Charman St	W of Electric St	EB/WB	EB	223	216	439	WB	131	383	514	354	599	953
57	Clackamas River Dr	NE of Forsythe Rd	NB/SB	NB	601	1,553	2,154	SB	1,134	1,249	2,383	1,735	2,802	4,537
58	Clackamas River Dr	Between Melinda St and Roundabout	NB/SB	NB	1,245	2,972	4,217	SB	1,987	2,282	4,269	3,232	5,254	8,486
59	Clackamas River Dr	Between Roundabout and Stein Oil Driveway	NB/SB	NB	2,404	2,826	5,230	SB	766	1,190	1,956	3,170	4,016	7,186
60	Clackamette Dr	Between Dunes Dr and Clackamette Park	NB/SB	NB	516	1,036	1,552	SB	207	456	663	723	1,492	2,215
61	Clairmont Way	At Molalla Ave	NB/SB	NB	517	1,532	2,049	SB	900	1,242	2,142	1,417	2,774	4,191
62	Clairmont Way	W of Berta Dr	EB/WB	EB	656	905	1,561	WB	464	1,240	1,704	1,120	2,145	3,265
63	Clairmont Way	Across from Hillendale Park	NB/SB	NB	376	901	1,277	SB	440	746	1,186	816	1,647	2,463
64	Clairmont Way	At Leland Rd	EB/WB	EB	442	845	1,287	WB	432	927	1,359	874	1,772	2,646
65	Division St	W of Warren St	EB/WB	EB	756	1,093	1,849	WB	521	798	1,319	1,277	1,891	3,168
66	Division St	N of Penn Ln	NB/SB	NB	522	1,004	1,526	SB	895	1,128	2,023	1,417	2,132	3,549
67	Division St	Between 14th St and 15th St	NB/SB	NB	1,027	1,282	2,309	SB	913	1,551	2,464	1,940	2,833	4,773
68	Dunes Dr	At Hwy 99E	EB/WB	EB	531	1,002	1,533	WB	831	1,550	2,381	1,362	2,552	3,914
69	Fir St	E of Molalla Ave	NB/SB	NB	397	567	964	SB	321	697	1,018	718	1,264	1,982
70	Fir St	S of Beavercreek Rd	NB/SB	NB	700	1,272	1,972	SB	952	1,056	2,008	1,652	2,328	3,980
71	Forsythe Rd	E of Clackamas River Dr	EB/WB	EB	502	1,091	1,593	WB	646	765	1,411	1,148	1,856	3,004
72	Forsythe Rd	E of Swan Ave	EB/WB	EB	261	650	911	WB	432	512	944	693	1,162	1,855
73	Front Ave	At Holcomb Blvd	NB/SB	NB	106	189	295	SB	141	243	384	247	432	679
74	Front Ave	S of Forsythe Rd	NB/SB	NB	62	100	162	SB	124	163	287	186	263	449
75	Frontage Rd	Between Main St and McLoughlin Blvd (OC Shopping C	NB/SB	NB	164	432	596	SB	418	620	1,038	582	1,052	1,634
76	Frontier Pkwy	Between Woodlands Ter and Meyers Rd	NB/SB	NB	499	575	1,074	SB	263	794	1,057	762	1,369	2,131
77	Gaffney Ln	At Molalla Ave	NB/SB	NB	524	852	1,376	SB	352	1,104	1,456	876	1,956	2,832
78	Gaffney Ln	At Meyers Rd	NB/SB	NB	397	640	1,037	SB	337	646	983	734	1,286	2,020
79	Glen Oak Rd	W of Beavercreek Rd	EB/WB	EB	288	457	745	WB	302	672	974	590	1,129	1,719
80	Glen Oak Rd	E of Hwy 213	EB/WB	EB	351	950	1,301	WB	671	980	1,651	1,022	1,930	2,952
81	Glen Oak Rd	W of Quaking Aspen Ave before Heider Dr	EB/WB	EB	269	641	910	WB	481	736	1,217	750	1,377	2,127
82	High School Ave	Between Glen Oak Rd and Meyers Rd	NB/SB	NB	302	323	625	SB	154	473	627	456	796	1,252
83	High St	SW of S 2nd St	NB/SB	NB	2,020	1,907	3,927	SB	885	2,846	3,731	2,905	4,753	7,658
84	High St	Between 4th St and 5th St	NB/SB	NB	417	553	970	SB	289	714	1,003	706	1,267	1,973
85	High St	Between 6th St and 7th St	NB/SB	NB	205	349	554	SB	158	386	544	363	735	1,098
86	High St	Between S 1st St and S 2nd St	NB/SB	NB	476	647	1,123	SB	367	780	1,147	843	1,427	2,270
87	Hilda St	459 Hilda St (Between Gleason St and cemetery)	EB/WB	EB	88	186	274	WB	179	258	437	267	444	711
88	Holcomb Blvd	At 15269 Holcomb Blvd	EB/WB	EB	348	1,022	1,370	WB	625	761	1,386	973	1,783	2,756
89	Holcomb Blvd	At Redland Rd	EB/WB	EB	1,221	3,223	4,444	WB	2,064	2,527	4,591	3,285	5,750	9,035
90	Holcomb Blvd	E of Front Ave	EB/WB	EB	1,784	2,166	3,950	WB	1,074	2,827	3,901	2,858	4,993	7,851
91	Holcomb Blvd	E of Swan Ave	EB/WB	EB	858	2,223	3,081	WB	1,445	1,705	3,150	2,303	3,928	6,231
92	Holcomb Blvd	E of Barlow Dr	EB/WB	EB	410	1,205	1,615	WB	747	879	1,626	1,157	2,084	3,241
93	Holmes Ln	At Molalla Ave	EB/WB	EB	417	988	1,405	WB	563	899	1,462	980	1,887	2,867
94	Holmes Ln	E of Linn Ave	EB/WB	EB	433	811	1,244	WB	417	922	1,339	850	1,733	2,583
95	Holmes Ln	W of Linn Ave	EB/WB	EB	312	412	724	WB	228	534	762	540	946	1,486
96	Jackson St	Between 6th St and 7th St	NB/SB	NB	162	219	381	SB	91	258	349	253	477	730
97	Jackson St	Between 7th St and 8th St	NB/SB	NB	174	332	506	SB	174	419	593	348	751	1,099
98	Jackson St	Between 9th St and 10th St	NB/SB	NB	207	406	613	SB	177	474	651	384	880	1,264
99	Jackson St	Between 14th St and 15th St	NB/SB	NB	147	319	466	SB	171	296	467	318	615	933
100	Jessie Ave	Between Jessie Ct and Leland Rd	NB/SB	NB	201	265	466	SB	125	329	454	326	594	920
101	Lawton Rd	W of South End Rd	EB/WB	EB	375	343	718	WB	158	545	703	533	888	1,421
102	Leland Rd	NE of McCord Rd	EB/WB	EB	687	875	1,562	WB	439	1,071	1,510	1,126	1,946	3,072
103	Leland Rd	S of Warner Milne Rd	NB/SB	NB	1,881	2,268	4,149	SB	1,125	2,977	4,102	3,006	5,245	8,251
104	Leland Rd	N of Clairmont Way	NB/SB	NB	1,516	1,984	3,500	SB	1,084	2,344	3,428	2,600	4,328	6,928
105	Leland Rd	Between Meyers Rd and Lot Whitcomb Dr	EB/WB	EB	1,053	1,179	2,232	WB	653	1,768	2,421	1,706	2,947	4,653
106	Leland Rd	SE of McCord Rd	NB/SB	NB	505	562	1,067	SB	318	780	1,098	823	1,342	2,165

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Location ID	Street	Location	Direction	Direction 1	Direction 1 Morning	Direction 1 Afternoon	Direction 1 Total	Direction 2	Direction 2 Morning	Direction 2 Afternoon	Direction 2 Total	Morning Total	Afternoon Total	Grand Total
107	Leland Rd	At 19871 Leland Rd	NB/SB	NB	259	604	863	SB	397	462	859	656	1,066	1,722
108	Linn Ave	N of Pearl St	NB/SB	NB	1,829	1,870	3,699	SB	980	2,621	3,601	2,809	4,491	7,300
109	Linn Ave	S of Pearl St	NB/SB	NB	1,831	1,899	3,730	SB	998	2,642	3,640	2,829	4,541	7,370
110	Linn Ave	N of Glenwood Ct	NB/SB	NB	1,656	1,901	3,557	SB	918	2,456	3,374	2,574	4,357	6,931
111	Linn Ave	S of A V Davis Rd	NB/SB	NB	1,862	2,324	4,186	SB	1,158	2,747	3,905	3,020	5,071	8,091
112	Linn Ave	N of Warner Milne Rd	NB/SB	NB	2,112	2,283	4,395	SB	1,307	2,847	4,154	3,419	5,130	8,549
113	Linn Ave	N of Holmes Ln	NB/SB	NB	1,590	1,909	3,499	SB	976	2,410	3,386	2,566	4,319	6,885
114	Linn Ave	N of A V Davis Rd	NB/SB	NB	1,542	2,000	3,542	SB	943	2,356	3,299	2,485	4,356	6,841
115	Main St	Between Clackamette Park and shopping center	EB/WB	EB	399	882	1,281	WB	169	292	461	568	1,174	1,742
116	Main St	Between Hwy 99E and 6th St	NB/SB	NB	260	523	783	SB	1,287	2,966	4,253	1,547	3,489	5,036
117	Main St	Between 10th St and 11th St	NB/SB	NB	673	1,234	1,907	SB	877	1,307	2,184	1,550	2,541	4,091
118	Main St	Between 12th St and 13th St	NB/SB	NB	424	820	1,244	SB	651	1,073	1,724	1,075	1,893	2,968
119	Main St	Between 13th St and 14th St	NB/SB	NB	438	966	1,404	SB	648	889	1,537	1,086	1,855	2,941
120	Main St	Between 15th St and 16th St	NB/SB	NB	469	743	1,212	SB	604	1,109	1,713	1,073	1,852	2,925
121	Main St	Between 17th St and 18th St	NB/SB	NB	413	699	1,112	SB	565	1,093	1,658	978	1,792	2,770
122	Main St	Between 9th St and 10th St	NB/SB	NB	1,181	2,440	3,621	SB	1,565	2,127	3,692	2,746	4,567	7,313
123	Main St	Between 11th St and 12th St	NB/SB	NB	667	1,376	2,043	SB	876	1,177	2,053	1,543	2,553	4,096
124	Main St	Between 14th St and 15th St	NB/SB	NB	415	615	1,030	SB	185	343	528	600	958	1,558
125	Main St	Between shopping center and Agnes Ave (Cove)	EB/WB	EB	424	983	1,407	WB	372	585	957	796	1,568	2,364
126	Main St	Between 6th St and 7th St	NB/SB	NB	271	554	825	SB	1,545	2,989	4,534	1,816	3,543	5,359
127	Main St	Between 8th St and 9th St	NB/SB	NB	258	486	744	SB	1,711	2,451	4,162	1,969	2,937	4,906
128	Maplelane Rd	W of S Holly Ln	EB/WB	EB	1,053	2,518	3,571	WB	1,761	2,154	3,915	2,814	4,672	7,486
129	Maplelane Rd	N of Thayer Rd	NB/SB	NB	1,075	2,756	3,831	SB	1,734	2,326	4,060	2,809	5,082	7,891
130	McCord Rd	At Leland Rd	EB/WB	EB	414	673	1,087	WB	358	695	1,053	772	1,368	2,140
131	McCord Rd	SE of Central Point Rd	NB/SB	NB	506	842	1,348	SB	415	869	1,284	921	1,711	2,632
132	Meyers Rd	At Hwy 213	EB/WB	EB	2,222	3,461	5,683	WB	1,097	2,578	3,675	3,319	6,039	9,358
133	Meyers Rd	W of Beavercreek Rd (in front of High School)	EB/WB	EB	605	826	1,431	WB	422	917	1,339	1,027	1,743	2,770
134	Meyers Rd	S of Clairmont Way	NB/SB	NB	1,097	1,893	2,990	SB	1,043	1,723	2,766	2,140	3,616	5,756
135	Meyers Rd	N of Gaffney Ln	NB/SB	NB	1,233	2,605	3,838	SB	1,533	2,156	3,689	2,766	4,761	7,527
136	Meyers Rd	S of Gaffney Ln	NB/SB	NB	1,125	2,379	3,504	SB	1,357	1,935	3,292	2,482	4,314	6,796
137	Meyers Rd	E of Hwy 213	EB/WB	EB	698	1,006	1,704	WB	745	1,290	2,035	1,443	2,296	3,739
138	Molalla Ave	S of Division St	NB/SB	NB	2,473	5,126	7,599	SB	3,321	4,503	7,824	5,794	9,629	15,423
139	Molalla Ave	N of Pearl St	NB/SB	NB	3,071	4,085	7,156	SB	2,323	4,447	6,770	5,394	8,532	13,926
140	Molalla Ave	S of Pearl St	NB/SB	NB	3,148	4,356	7,504	SB	2,480	4,826	7,306	5,628	9,182	14,810
141	Molalla Ave	N of Holmes Ln	NB/SB	NB	2,683	4,505	7,188	SB	2,336	5,001	7,337	5,019	9,506	14,525
142	Molalla Ave	S of Holmes Ln	NB/SB	NB	2,720	4,557	7,277	SB	2,511	4,719	7,230	5,231	9,276	14,507
143	Molalla Ave	N of Warner Milne Rd	NB/SB	NB	2,988	5,151	8,139	SB	2,837	5,655	8,492	5,825	10,806	16,631
144	Molalla Ave	S of Warner Milne Rd	NB/SB	NB	3,102	5,466	8,568	SB	2,891	5,759	8,650	5,993	11,225	8,564
145	Molalla Ave	S of Beavercreek Rd	NB/SB	NB	2,177	3,496	5,673	SB	2,027	4,146	6,173	4,204	7,642	11,846
146	Molalla Ave	N of Gaffney Ln	NB/SB	NB	1,958	3,384	5,342	SB	1,895	3,609	5,504	3,853	6,993	10,864
147	Molalla Ave	N of Fir St	NB/SB	NB	1,823	2,971	4,794	SB	1,635	3,293	4,928	3,458	6,264	9,722
148	Molalla Ave	At Hwy 213	NB/SB	NB	3,262	2,373	5,635	SB	2,880	1,267	4,147	6,142	3,640	9,782
149	Park Dr	W of Linn Ave	EB/WB	EB	141	182	323	WB	104	208	312	245	390	635
150	Partlow Rd	N of Central Point Rd	NB/SB	NB	787	1,253	2,040	SB	621	1,270	1,891	1,408	2,523	3,931
151	Partlow Rd	S of South End Rd	NB/SB	NB	879	1,034	1,913	SB	532	1,273	1,805	1,411	2,307	3,718
152	Pearl St	E of Linn Ave	EB/WB	EB	146	230	376	WB	157	206	363	303	436	739
153	Pearl St	W of Molalla Ave	EB/WB	EB	138	229	367	WB	114	284	398	252	513	765
154	Pearl St	E of Molalla Ave	EB/WB	EB	85	178	263	WB	237	460	697	322	638	960
155	Pease Rd	At Leland Rd	EB/WB	EB	578	551	1,129	WB	261	791	1,052	839	1,342	2,181
156	Pease Rd	Between Fishermans Way and McCord Rd	EB/WB	EB	102	221	323	WB	129	173	302	231	394	625
157	Prairie Schooner Way	E of Washington St	EB/WB	EB	647	1,254	1,901	WB	2,259	3,579	5,838	2,906	4,833	7,739
158	Railroad Ave	At Hwy 99E	NB	NB	2,502	2,103	4,605					2,502	2,103	4,605
159	Redland Rd	Between Anchor Way and Livesay Rd	EB/WB	EB	2,755	2,621	5,376	WB	1,627	3,940	5,567	4,382	6,561	10,943

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160	Redland Rd	NE of Abernethy Rd	EB/WB	EB	2,627	5,513	8,140	WB	3,474	3,806	7,280	6,101	9,319	15,420
161	Shenandoah Dr	S of Warner Parrott Rd	NB/SB	NB	199	214	413	SB	89	301	390	288	515	803
162	Shenandoah Dr	NW of Central Point Rd	NB/SB	NB	41	111	152	SB	47	88	135	88	199	287
163	Silverfox Pkwy	At 19372 Silverfox Pkwy	NB/SB	NB	75	85	160	SB	36	97	133	111	182	293
164	Singer Hill Rd	Between High St and Main St	NB/SB	NB	2,165	2,937	5,102	SB	1,814	3,900	5,714	3,979	6,837	10,816
165	South End Rd	NE of Partlow Rd	EB/WB	EB	2,202	2,382	4,584	WB	1,174	3,120	4,294	3,376	5,502	8,878
166	South End Rd	S of Barker Rd	NB/SB	NB	2,370	1,811	4,181	SB	971	2,941	3,912	3,341	4,752	8,093
167	South End Rd	N of Warner Parrott Rd	NB/SB	NB	2,238	1,702	3,940	SB	925	2,627	3,552	3,163	4,329	7,492
168	South End Rd	S of Warner Parrott Rd	NB/SB	NB	1,906	1,797	3,703	SB	998	2,548	3,546	2,904	4,345	7,249
169	South End Rd	Between Filbert Dr and Rose Rd	EB/WB	EB	1,794	2,273	4,067	WB	1,221	2,605	3,826	3,015	4,878	7,893
170	South End Rd	SW of Parrish Rd	EB/WB	EB	1,127	1,658	2,785	WB	945	1,759	2,704	2,072	3,417	5,489
171	South End Rd	N of 5th Ave	EB/WB	EB	2,317	1,748	4,065	WB	935	2,869	3,804	3,252	4,317	7,869
172	Telford Rd	NW of Ogden Dr	NB/SB	NB	1,131	920	2,051	SB	502	1,390	1,892	1,633	2,310	3,943
173	Telford Rd	NW of Holmes Ln	NB/SB	NB	697	763	1,460	SB	446	987	1,433	1,143	1,750	2,893
174	Thayer Rd	E of Rollins St	EB/WB	EB	101	268	369	WB	170	191	361	271	459	730
175	Thayer Rd	E of Maplelane Rd	EB/WB	EB	247	767	1,014	WB	462	560	1,022	709	1,327	2,036
176	Tumwater Dr	Between Hwy 99E and S 2nd St	NB/SB	NB	70	177	247	SB	29	174	203	99	351	450
177	Warner Milne Rd	W of Molalla Ave	EB/WB	EB	1,158	1,921	3,079	WB	1,016	2,099	3,115	2,174	4,020	6,194
178	Warner Milne Rd	E of Beavercreek Rd	EB/WB	EB	1,056	1,910	2,966	WB	927	2,432	3,359	1,983	4,342	6,325
179	Warner Milne Rd	E of Linn Ave	EB/WB	EB	2,516	3,497	6,013	WB	1,657	4,638	6,295	4,173	8,135	12,308
180	Warner Parrott Rd	NW of Central Point Rd	EB/WB	EB	1,476	2,233	3,709	WB	1,052	2,514	3,566	2,528	4,747	7,275
181	Warner Parrott Rd	E of Shenandoah Dr	EB/WB	EB	1,573	2,114	3,687	WB	1,173	2,509	3,682	2,746	4,623	7,369
182	Warner Parrott Rd	E of Woodlawn Ave	EB/WB	EB	1,399	2,036	3,435	WB	1,170	2,307	3,477	2,569	4,343	6,912
183	Warner Parrott Rd	E of South End Rd	EB/WB	EB	1,270	1,986	3,256	WB	1,163	2,074	3,237	2,433	4,060	6,493
184	Washington St	Between 4th St and 5th St	NB/SB	NB	197	293	490	SB	151	329	480	348	622	970
185	Washington St	Between 5th St and 6th St	NB/SB	NB	1,654	1,792	3,446	SB	851	2,228	3,079	2,505	4,020	6,525
186	Washington St	Between 7th St and 8th St	NB/SB	NB	2,303	2,988	5,291	SB	1,456	3,283	4,739	3,759	6,271	10,030
187	Washington St	Between 12th St and 13th St	NB/SB	NB	2,142	2,722	4,864	SB	1,549	3,112	4,661	3,691	5,834	9,525
188	Washington St	Between 14th St and 15th St	NB/SB	NB	1,644	2,469	4,113	SB	1,704	2,742	4,446	3,348	5,211	8,559
189	Washington St	N of 16th St	NB/SB	NB	1,721	3,383	5,104	SB	2,698	3,817	6,515	4,419	7,200	11,619
190	Washington St	N of Abernethy Rd	NB/SB	NB	1,199	1,964	3,163	SB	1,556	2,798	4,354	2,755	4,762	7,517
191	Washington St	S of Prairie Schooner Way N of Home Depot Driveway	NB/SB	NB	1,145	1,940	3,085	SB	2,370	3,303	5,673	3,515	5,243	8,758
192	Washington St	Between Prairie Schooner Way and Roundabout	NB/SB	NB	2,294	3,957	6,251	SB	1,276	1,746	3,022	3,570	5,703	9,273
193	Woodlawn Ave	N of Warner Parrott Rd	NB/SB	NB	108	204	312	SB	108	175	283	216	379	595

2021 Traffic Study Locations with 24 hour Volumes

<i>Location ID</i>	<i>Street</i>	<i>Location</i>	<i>Direction</i>	<i>2021 Date</i>	<i>Totals</i>
1	S 2nd Ave	Between Hwy 99E and Tumwater Dr	NB/SB	11/10/2021	10,392
2	3rd Ave	Between Hedges and Ganong	EB/WB	11/16/2021	275
3	4th Ave	W of Miller	EB/WB	11/30/2021	320
4	5th Ave	Between Ganong and South End	EB/WB	11/16/2021	325
5	5th St	Between High St and Center St	EB/WB	11/10/2021	1,186
6	5th St	Between Center St and Washington St	EB/WB	10/14/2021	1,879
7	5th St	Between Washignton St and John Adams St	EB/WB	10/14/2021	6,159
8	5th St	Between JQ Adams St and Jackson St	EB/WB	11/10/2021	7,344
9	7th St	Between Center St and Washington St	EB/WB	10/14/2021	9,783
10	7th St	Between Washington St and John Adams St	EB/WB	10/14/2021	12,193
11	7th St	Between Polk St and Taylor St	NB/SB	11/16/2021	11,996
12	7th St	Between Main St and Railroad Ave	EB/WB	10/14/2021	6,479
13	9th St	Between Washington St and John Adams St	EB/WB	10/14/2021	886
14	10th St	Between Hwy 99E and Main St	EB/WB	10/14/2021	5,611
15	12th St	Between Main St and Center St	EB/WB	11/10/2021	3,873
16	12th St	Between Washington St and John Adams St	EB/WB	10/12/2021	1,347
17	12th St	Between JQ Adams St and Jackson St	EB/WB	10/12/2021	1,006
18	13th St	Between Hwy 99E and Main St	EB	10/12/2021	27
19	14th St	Between Hwy 99E and Main St	NB/SB	10/6/2021	6,459
20	14th St	Between Main St and Washington St	NB/SB	10/6/2021	8,645
21	15th St	Between Hwy 99E and Main St	EB/WB	11/16/2021	5,646
22	15th St	Between Main St and Washington St	EB/WB	10/6/2021	5,601
23	15th St	Between JQ Adams St and Jackson St	EB/WB	10/13/2021	3,040
24	15th St	Between Jackson St and Van Buren St	EB/WB	10/12/2021	2,586
25	15th St	Between Division St and Prescott St	EB/WB	10/12/2021	2,421
26	16th St	W of Division St	EB/WB	10/12/2021	517
27	A V Davis Rd	W of Linn Ave	EB/WB	11/4/2021	1,858
28	Abernethy Rd	SE of Washington St	EB/WB	10/6/2021	6,339
29	Abernethy Rd	W of Redland Rd	EB/WB	11/10/2021	6,508
30	Anchor Way	SW of Redland Rd	NB/SB	10/6/2021	4,225
31	Apperson Blvd	N of Holcomb Blvd	NB/SB	10/6/2021	692
32	Beavercreek Rd	W of Molalla Ave	EB/WB	11/16/2021	11,150
33	Beavercreek Rd	At 1630 Beavercreek Rd	EB/WB	11/10/2021	18,298
34	Beavercreek Rd	W of Hwy 213	EB/WB	11/10/2021	25,422
35	Beavercreek Rd	E of Hwy 213	EB/WB	11/18/2021	23,135
36	Beavercreek Rd	E of Maplelane Rd	EB/WB	10/20/2021	16,199
37	Beavercreek Rd	E of Clackamas Community College	EB/WB	10/20/2021	15,163
38	Beavercreek Rd	S of Glen Oak Rd	EB/WB	10/20/2021	11,500
39	Beavercreek Rd	S of Warner Milne Rd	EB/WB	11/4/2021	6,833
40	Beavercreek Way	At Molalla Ave	NB	11/10/2021	1,505
41	Berta Dr	SE of Clairmont Way	EB/WB	11/10/2021	1,598
42	Boynton St	At Central Point Rd	EB/WB	10/27/2021	515
43	Boynton St	At Warner Parrott Rd	NB/SB	11/30/2021	1,026
44	Canemah Rd	At Warner Parrott Rd	NB/SB	11/16/2021	2,421
45	Carmelita Dr	At 19294 Carmelita Dr	NB/SB	11/2/2021	352
46	Center St	SW of S 2nd St	NB/SB	11/16/2021	1,316
47	Center St	Between S 2nd St and S 1st St	NB/SB	11/10/2021	1,410
48	Center St	Between 6th St and 7th St	NB/SB	10/14/2021	2,206
49	Center St	Between 3rd St and 4th St	NB/SB	10/14/2021	2,507
50	Central Point Rd	NE of Shenandoah Dr	NB/SB	10/27/2021	4,308
51	Central Point Rd	SW of Shenandoah Dr	NB/SB	10/27/2021	

2021 Traffic Study Locations with 24 hour Volumes

<i>Location ID</i>	<i>Street</i>	<i>Location</i>	<i>Direction</i>	<i>2021 Date</i>	<i>Totals</i>
52	Central Point Rd	NE of Boynton St	NB/SB	10/27/2021	3,979
53	Central Point Rd	NE of McCord Rd	EB/WB	10/27/2021	3,497
54	Central Point Rd	SW of Partlow Rd	EB/WB	10/27/2021	3,282
55	Central Point Rd	SW of Parrish Rd	EB/WB	10/27/2021	902
56	Charman St	W of Electric St	EB/WB	11/16/2021	953
57	Clackamas River Dr	NE of Forsythe Rd	NB/SB	10/6/2021	4,537
58	Clackamas River Dr	Between Melinda St and Roundabout	NB/SB	10/6/2021	8,486
59	Clackamas River Dr	Between Roundabout and Stein Oil Driveway	NB/SB	11/10/2021	7,186
60	Clackamette Dr	Between Dunes Dr and Clackamette Park	NB/SB	10/6/2021	2,215
61	Clairmont Way	At Molalla Ave	NB/SB	11/10/2021	4,191
62	Clairmont Way	W of Berta Dr	EB/WB	11/2/2021	3,265
63	Clairmont Way	Across from Hillendale Park	NB/SB	11/2/2021	2,463
64	Clairmont Way	At Leland Rd	EB/WB	11/2/2021	2,646
65	Division St	W of Warren St	EB/WB	11/16/2021	3,168
66	Division St	N of Penn Ln	NB/SB	10/12/2021	3,549
67	Division St	Between 14th St and 15th St	NB/SB	10/12/2021	4,773
68	Dunes Dr	At Hwy 99E	EB/WB	10/6/2021	3,914
69	Fir St	E of Molalla Ave	NB/SB	11/10/2021	1,982
70	Fir St	S of Beaver Creek Rd	NB/SB	11/10/2021	3,980
71	Forsythe Rd	E of Clackamas River Dr	EB/WB	10/6/2021	3,004
72	Forsythe Rd	E of Swan Ave	EB/WB	10/6/2021	1,855
73	Front Ave	At Holcomb Blvd	NB/SB	10/6/2021	679
74	Front Ave	S of Forsythe Rd	NB/SB	11/30/2021	449
75	Frontage Rd	Between Main St and McLoughlin Blvd (OC Shopping Center)	NB/SB	10/6/2021	1,634
76	Frontier Pkwy	Between Woodlands Ter and Meyers Rd	NB/SB	11/2/2021	2,131
77	Gaffney Ln	At Molalla Ave	NB/SB	11/10/2021	2,832
78	Gaffney Ln	At Meyers Rd	NB/SB	11/2/2021	2,020
79	Glen Oak Rd	W of Beaver Creek Rd	EB/WB	10/20/2021	1,719
80	Glen Oak Rd	E of Hwy 213	EB/WB	10/20/2021	2,952
81	Glen Oak Rd	W of Quaking Aspen Ave before Heider Dr	EB/WB	10/20/2021	2,127
82	High School Ave	Between Glen Oak Rd and Meyers Rd	NB/SB	10/20/2021	1,252
83	High St	SW of S 2nd St	NB/SB	11/10/2021	7,658
84	High St	Between 4th St and 5th St	NB/SB	11/10/2021	1,973
85	High St	Between 6th St and 7th St	NB/SB	11/10/2021	1,098
86	High St	Between S 1st St and S 2nd St	NB/SB	11/10/2021	2,270
87	Hilda St	459 Hilda St (Between Gleason St and cemetery)	EB/WB	11/10/2021	711
88	Holcomb Blvd	At 15269 Holcomb Blvd	EB/WB	10/6/2021	2,756
89	Holcomb Blvd	At Redland Rd	EB/WB	10/6/2021	9,035
90	Holcomb Blvd	E of Front Ave	EB/WB	10/6/2021	7,851
91	Holcomb Blvd	E of Swan Ave	EB/WB	10/6/2021	6,231
92	Holcomb Blvd	East of Barlow Dr	EB/WB	10/6/2021	3,241
93	Holmes Ln	At Molalla Ave	EB/WB	11/16/2021	2,867
94	Holmes Ln	E of Linn Ave	EB/WB	11/10/2021	2,583
95	Holmes Ln	W of Linn Ave	EB/WB	11/10/2021	1,486
96	Jackson St	Between 6th St and 7th St	NB/SB	10/14/2021	730
97	Jackson St	Between 7th St and 8th St	NB/SB	10/14/2021	1,099
98	Jackson St	Between 9th St and 10th St	NB/SB	10/14/2021	1,264
99	Jackson St	Between 14th St and 15th St	NB/SB	10/12/2021	933
100	Jessie Ave	Between Jessie Ct and Leland Rd	NB/SB	11/16/2021	920
101	Lawton Rd	W of South End Rd	EB/WB	11/16/2021	1,421
102	Leland Rd	NE of McCord Rd	EB/WB	11/2/2021	

2021 Traffic Study Locations with 24 hour Volumes

<i>Location ID</i>	<i>Street</i>	<i>Location</i>	<i>Direction</i>	<i>2021 Date</i>	<i>Totals</i>
103	Leland Rd	S of Warner Milne Rd	NB/SB	11/4/2021	8,251
104	Leland Rd	N of Clairmont Way	NB/SB	11/4/2021	6,928
105	Leland Rd	Between Meyers Rd and Lot Whitcomb Dr	EB/WB	11/4/2021	4,653
106	Leland Rd	SE of McCord Rd	NB/SB	11/2/2021	2,165
107	Leland Rd	At 19871 Leland Rd	NB/SB	11/2/2021	1,722
108	Linn Ave	N of Pearl St	NB/SB	11/16/2021	7,300
109	Linn Ave	S of Pearl St	NB/SB	11/16/2021	7,370
110	Linn Ave	N of Glenwood Ct	NB/SB	11/10/2021	6,931
111	Linn Ave	S of A V Davis Rd	NB/SB	11/4/2021	8,091
112	Linn Ave	N of Warner Milne Rd	NB/SB	11/16/2021	8,549
113	Linn Ave	N of Holmes Ln	NB/SB	11/10/2022	6,885
114	Linn Ave	N of A V Davis Rd	NB/SB	11/4/2021	6,841
115	Main St	Between Clackamette Park and shopping center	EB/WB	10/6/2021	1,742
116	Main St	Between Hwy 99E and 6th St	NB/SB	10/14/2021	5,036
117	Main St	Between 10th St and 11th St	NB/SB	10/12/2021	4,091
118	Main St	Between 12th St and 13th St	NB/SB	10/12/2021	2,968
119	Main St	Between 13th St and 14th St	NB/SB	10/12/2021	2,941
120	Main St	Between 15th St and 16th St	NB/SB	10/6/2021	2,925
121	Main St	Between 17th St and 18th St	NB/SB	10/6/2021	2,770
122	Main St	Between 9th St and 10th St	NB/SB	10/12/2021	7,313
123	Main St	Between 11th St and 12th St	NB/SB	10/12/2021	4,096
124	Main St	Between 14th St and 15th St	NB/SB	10/6/2021	1,558
125	Main St	Between shopping center and Agnes Ave (cove)	EB/WB	10/6/2021	2,364
126	Main St	Between 6th St and 7th St	NB/SB	10/14/2021	5,359
127	Main St	Between 8th St and 9th St	NB/SB	10/12/2021	4,906
128	Maplelane Rd	W of S Holly Ln	EB/WB	11/10/2021	7,486
129	Maplelane Rd	N of Thayer Rd	NB/SB	10/20/2021	7,891
130	McCord Rd	At Leland Rd	EB/WB	11/16/2021	2,140
131	McCord Rd	SE of Central Point Rd	NB/SB	10/27/2021	2,632
132	Meyers Rd	At Hwy 213	EB/WB	10/21/2021	9,358
133	Meyers Rd	W of Beaver Creek Rd (in front of high school)	EB/WB	10/20/2021	2,770
134	Meyers Rd	S of Clairmont Way	NB/SB	11/4/2021	5,756
135	Meyers Rd	N of Gaffney Ln	NB/SB	11/16/2021	7,527
136	Meyers Rd	S of Gaffney Ln	NB/SB	11/2/2021	6,796
137	Meyers Rd	E of Hwy 213	EB/WB	10/20/2021	3,739
138	Molalla Ave	S of Division St	NB/SB	11/30/2021	15,423
139	Molalla Ave	N of Pearl St	NB/SB	11/16/2021	13,926
140	Molalla Ave	S of Pearl St	NB/SB	11/16/2021	14,810
141	Molalla Ave	N of Holmes Ln	NB/SB	11/10/2021	14,525
142	Molalla Ave	S of Holmes Ln	NB/SB	11/10/2021	14,507
143	Molalla Ave	N of Warner Milne Rd	NB/SB	11/10/2021	16,631
144	Molalla Ave	S of Warner Milne Rd	NB/SB	11/10/2021	8,564
145	Molalla Ave	S of Beaver Creek Rd	NB/SB	11/16/2021	11,846
146	Molalla Ave	N of Gaffney Ln	NB/SB	11/10/2021	10,864
147	Molalla Ave	N of Fir St	NB/SB	11/16/2021	9,722
148	Molalla Ave	At Hwy 213	NB/SB	11/10/2021	9,782
149	Park Dr	W of Linn Ave	EB/WB	11/10/2021	635
150	Partlow Rd	N of Central Point Rd	NB/SB	10/27/2021	3,931
151	Partlow Rd	S of South End Rd	NB/SB	10/27/2021	3,718
152	Pearl St	E of Linn Ave	EB/WB	11/18/2021	739
153	Pearl St	W of Molalla Ave	EB/WB	11/16/2021	

2021 Traffic Study Locations with 24 hour Volumes

<i>Location ID</i>	<i>Street</i>	<i>Location</i>	<i>Direction</i>	<i>2021 Date</i>	<i>Totals</i>
154	Pearl St	E of Molalla Ave	EB/WB	11/30/2021	960
155	Pease Rd	At Leland Rd	EB/WB	11/16/2021	2,181
156	Pease Rd	Between Fishermans Way and McCord Rd	EB/WB	11/16/2021	625
157	Prairie Schooner Way	E of Washington St	EB/WB	10/6/2021	7,739
158	Railroad Ave	At Hwy 99E	NB	10/14/2021	4,605
159	Redland Rd	Between Anchor Way and Livesay Rd	EB/WB	10/6/2021	10,943
160	Redland Rd	NE of Abernethy Rd	EB/WB	10/6/2021	15,420
161	Shenandoah Dr	S of Warner Parrott Rd	NB/SB	11/16/2021	803
162	Shenandoah Dr	NW of Central Point Rd	NB/SB	10/27/2021	287
163	Silverfox Pkwy	At 19372 Silverfox Pkwy	NB/SB	11/2/2021	293
164	Singer Hill Rd	Between High St and Main St	NB/SB	10/12/2021	10,816
165	South End Rd	NE of Partlow Rd	EB/WB	10/27/2021	8,878
166	South End Rd	S of Barker Rd	NB/SB	11/16/2021	8,093
167	South End Rd	N of Warner Parrott Rd	NB/SB	11/16/2021	7,492
168	South End Rd	S of Warner Parrott Rd	NB/SB	11/16/2021	7,249
169	South End Rd	Between Filbert Dr and Rose Rd	EB/WB	10/27/2021	7,893
170	South End Rd	SW of Parrish Rd	EB/WB	10/27/2021	5,489
171	South End Rd	N of 5th Ave	EB/WB	11/16/2021	7,869
172	Telford Rd	NW of Ogden Dr	NB/SB	11/16/2021	3,943
173	Telford Rd	NW of Holmes Ln	NB/SB	11/16/2021	2,893
174	Thayer Rd	E Rollins St	EB/WB	10/20/2021	730
175	Thayer Rd	E of Mapelane Rd	EB/WB	10/20/2021	2,036
176	Tumwater Dr	Between Hwy 99E and S 2nd St	NB/SB	11/10/2021	450
177	Warner Milne Rd	W of Molalla Ave	EB/WB	11/10/2021	6,194
178	Warner Milne Rd	E of Beaver Creek Rd	EB/WB	11/4/2021	6,325
179	Warner Milne Rd	E of Linn Ave	EB/WB	11/4/2021	12,308
180	Warner Parrott Rd	NW of Central Point Rd	EB/WB	11/4/2021	7,275
181	Warner Parrott Rd	E of Shenandoah Dr	EB/WB	11/16/2021	7,369
182	Warner Parrott Rd	E of Woodlawn Ave	EB/WB	11/16/2021	6,912
183	Warner Parrott Rd	E of South End Rd	EB/WB	11/16/2021	6,493
184	Washington St	Between 4th St and 5th St	NB/SB	10/14/2021	970
185	Washington St	Between 5th St and 6th St	NB/SB	10/14/2021	6,525
186	Washington St	Between 7th St and 8th St	NB/SB	10/14/2021	10,030
187	Washington St	Between 12th St and 13th St	NB/SB	10/12/2021	9,525
188	Washington St	Between 14th St and 15th St	NB/SB	10/6/2021	8,559
189	Washington St	N of 16th St	NB/SB	10/6/2021	11,619
190	Washington St	N of Abernethy Rd	NB/SB	10/6/2021	7,517
191	Washington St	S of Prairie Schooner Way, N of Home Depot Driveway	NB/SB	10/6/2021	8,758
192	Washington St	Between Prairie Schooner Way and Roundabout	NB/SB	10/6/2021	9,273
193	Woodlawn Ave	N of Warner Parrott Rd	NB/SB	11/16/2021	595

2013



Oregon City Transportation System Plan

June, 2013

VOLUME I

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■ Angelo Planning Group

Darci Rudzinski
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■ Stakeholder Advisory Team

■ Technical Advisory Team

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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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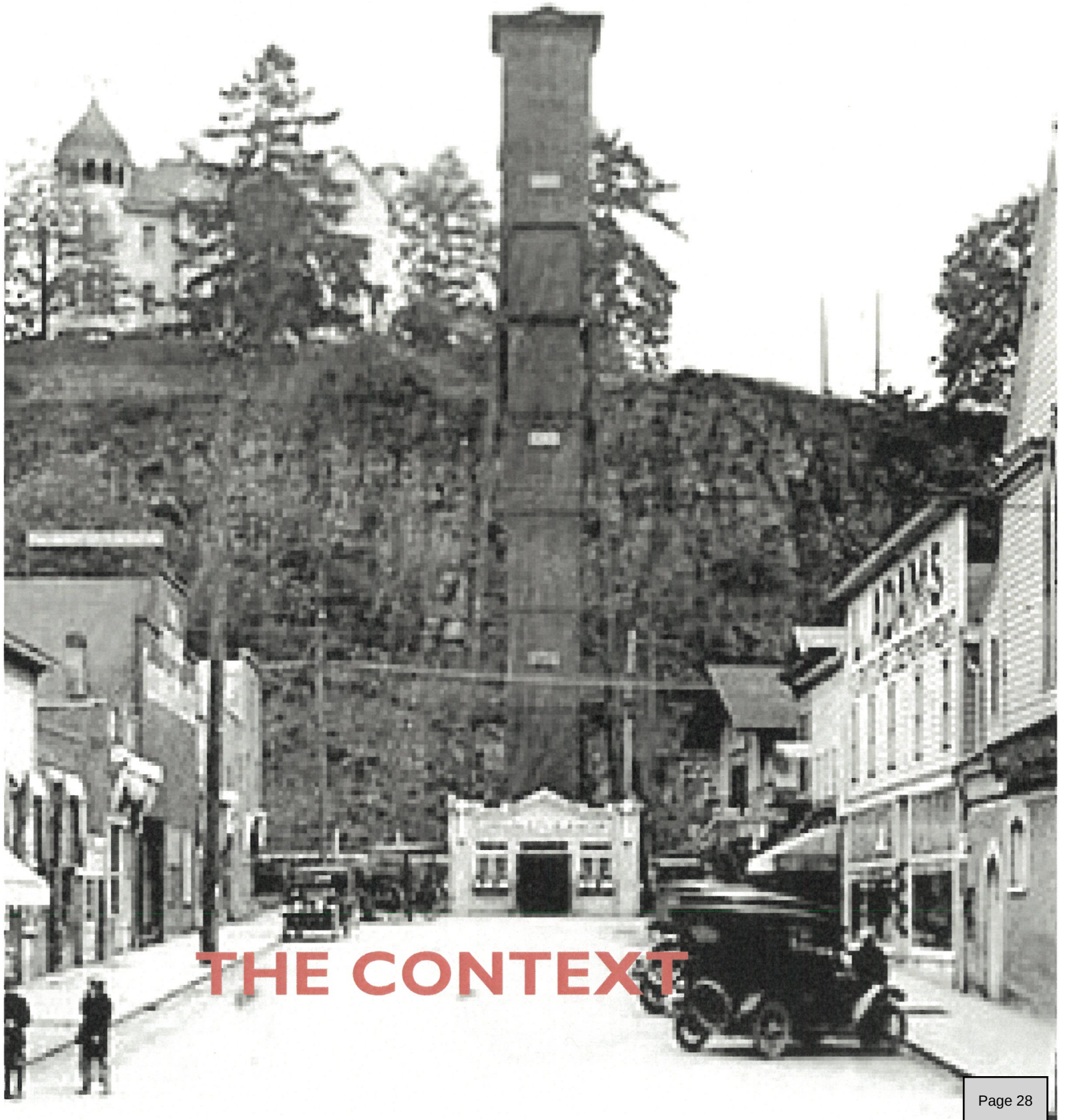
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Section I



the context

Located along the shores of the Willamette and Clackamas Rivers near the scenic Willamette Falls, Oregon City is the oldest incorporated City west of the Rockies. With a population of around 34,000, the City is characterized by topography that rises sharply from the riverfront and downtown to reach 250 feet, above the Willamette River. The two to three blocks wide downtown is located at the base of a basalt bluff where the McLoughlin Conservation District is found, one of two of the City's historic neighborhoods. At higher elevations and further south from downtown, newer neighborhoods and commercial development has developed over the past 50 years. Today, the City is comprised of 12 unique neighborhoods as illustrated by the Neighborhood Associations (see Figure in the TSP Volume 2, Section D).

In recent years, the City has made great strides at investing in the Downtown Regional Center and the 7th Street-Molalla Avenue corridor and becoming a regional destination for employment, shopping and education. These characteristics make Oregon City



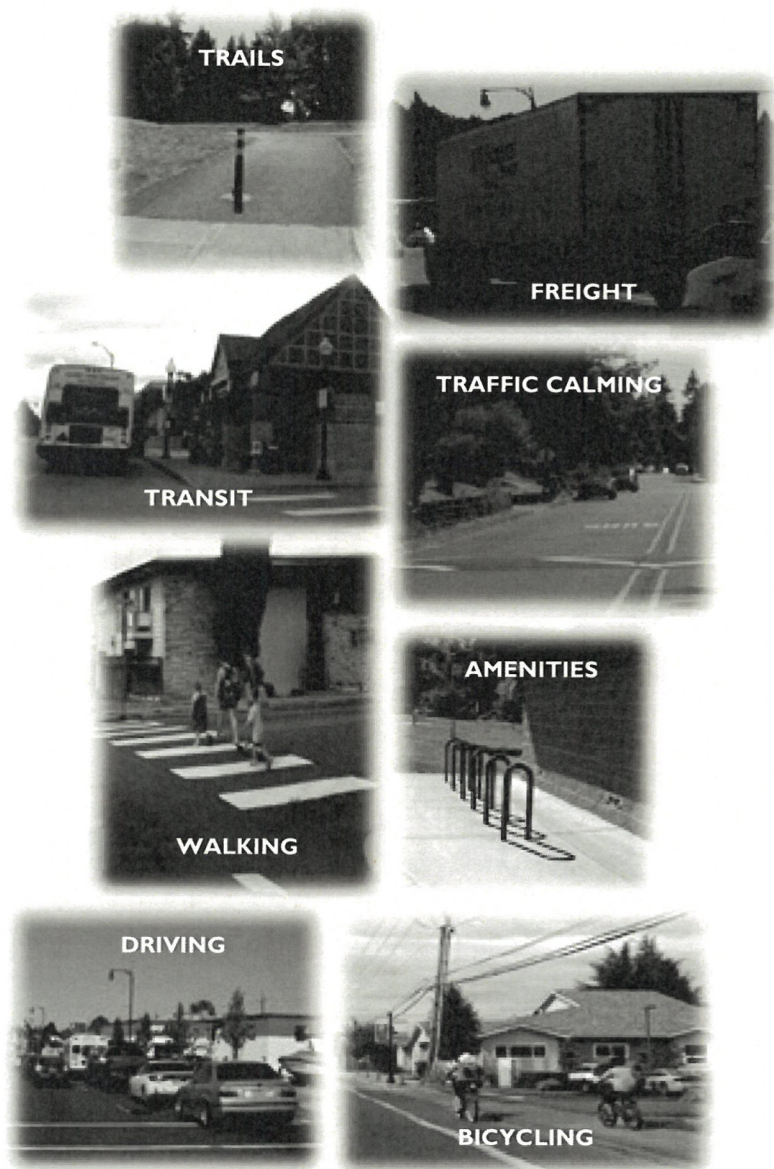
unique, as well as define the key transportation issues that the City seeks to overcome.

The Challenge

Oregon City, like many jurisdictions, faces the challenge of accommodating population and employment growth while maintaining acceptable service levels on its transportation network. Moreover, the City must also balance its investments to ensure that the existing transportation system adequately serves all members of the community and is well maintained.

The Transportation System Plan

Oregon City is aware of these challenges and strives to keep the City's Transportation System Plan (TSP) up to date in an effort to prepare for and accommodate the future growth within the Urban Growth Boundary (UGB) in the most efficient manner possible. Without the big picture that the TSP provides, maintaining acceptable transportation network performance could not be achieved in an efficient manner.



What is a TSP?

The TSP provides a long term guide for City transportation investments by incorporating the vision of the community into an equitable and efficient transportation system.

The plan evaluates the current transportation system and outlines policies and projects that are important to protecting and enhancing the quality of life in Oregon City through 2035. Plan elements can be implemented by the City, private developers, and state or federal agencies.

A TSP is required by the State of Oregon, to help integrate our plans into the statewide transportation system. The plan balances the needs of walking, bicycling, driving, transit and freight into an equitable and efficient transportation system. The TSP can also be a tool for reflecting community values and protecting what makes Oregon City a great place to call home, do business, and visit.

The TSP provides a long term guide for City transportation investments.

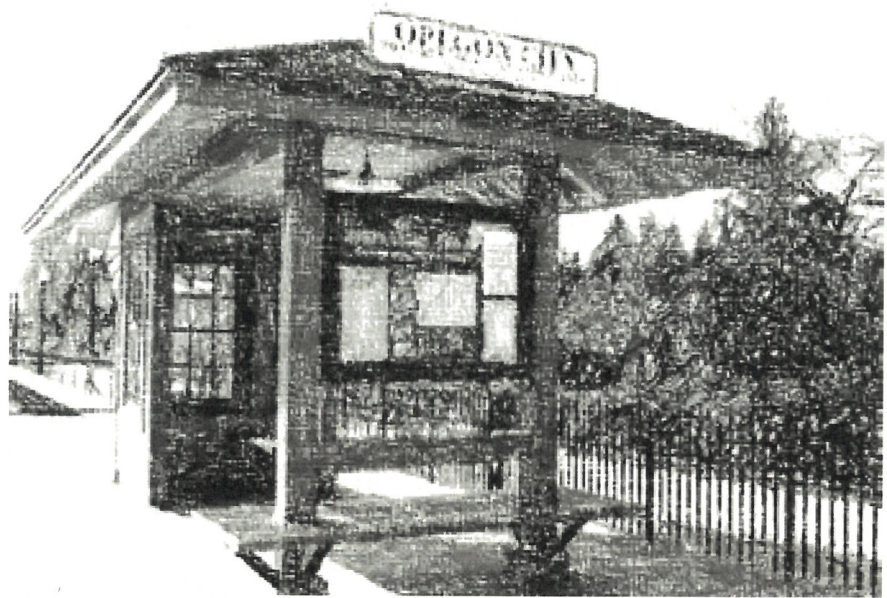
Section 2

THE PROCESS

the process

The Oregon City TSP Update was a collaborative process among various public agencies, key stakeholders and the community. Throughout this project, the project team took time to understand multiple points of view, obtain fresh ideas and resources, and encourage participation from the community.

Project staff conducted over a dozen small group meetings, hosted stakeholder and technical group meetings, held regular meetings with decision makers, and conversed informally with members of the community.



At key stages, project staff also held four community meetings that gave residents an opportunity to learn about the

project and contribute their concerns on how the transportation system might be improved (as shown in Figure 1).

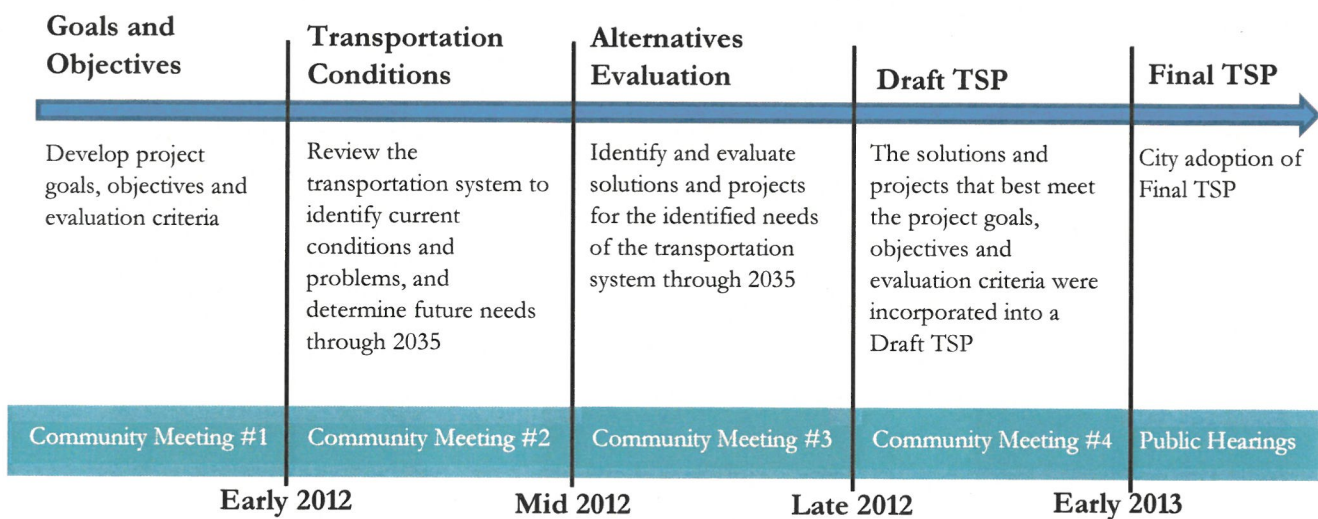


Figure 1: TSP Update Process

TSP Website

Throughout the project, a website was maintained for the TSP where all project news, documents and meeting notices were posted. The website also featured a comment map, where residents could tell the project team what they thought about the transportation system in the city. Nearly 200 comments were submitted to the project team with this feature.

The Public Review Process

The development of the Transportation System Plan involved gathering information and ideas from residents, business owners and stakeholders in Oregon City.

The process was broken into 12 manageable pieces. Each piece entailed a Technical

Memorandum discussing specific topic areas and key findings ranging from existing transportation conditions to funding assumptions to transportation solutions.

Each memorandum was posted to the project website (as shown in Figure 2), giving residents an opportunity to provide feedback and keep up to date with the project.

A project technical advisory team, comprised of agency technical staff, and a stakeholder advisory team, with local residents and business representatives, was also formed. These groups represented the interests and perspectives of their constituencies by reviewing and commenting on each of the memorandums and meeting with the project team at key stages during the project. These groups also helped the project team find

consensus agreement on project issues.

The project team would then revise the Draft Memorandums based on the feedback received from these groups and the public and the documents were reposted to the TSP website. These memorandums were ultimately utilized to create the Draft TSP.

Subsequent public hearings with the Planning Commission and City Commission on the Draft TSP ultimately led to adoption of the 2013 Oregon City Transportation System Plan.

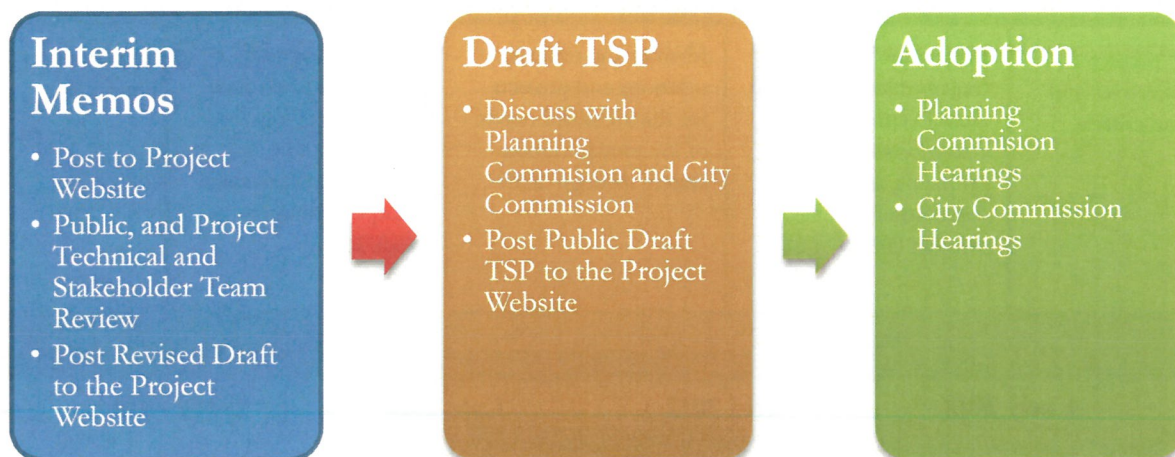


Figure 2: Public Review Process

Section 3

THE VISION

the vision

Oregon City understands that transportation funding is limited and recognizes the importance in being fiscally responsible in its approach to enhancing the transportation system. In the past, a typical response to congestion was to expand streets to add additional travel lanes, etc. This created significant barriers to walking and biking and detracted from the livability, health, safety and fiscal wellbeing of the community.

Oregon City's approach to the TSP placed more value on investments in smaller cost-effective solutions for the transportation system rather than larger, more costly ones where practical. As required by the Metro Regional Transportation Functional Plan, the approach emphasized a multi-modal network-wide approach to identifying transportation system solutions by following a five-step process, as shown in Figure 3, that considered solutions from top to bottom until a viable solution was identified.

This enabled more cost-effective solutions to increase transportation system capacity and helped to encourage multiple

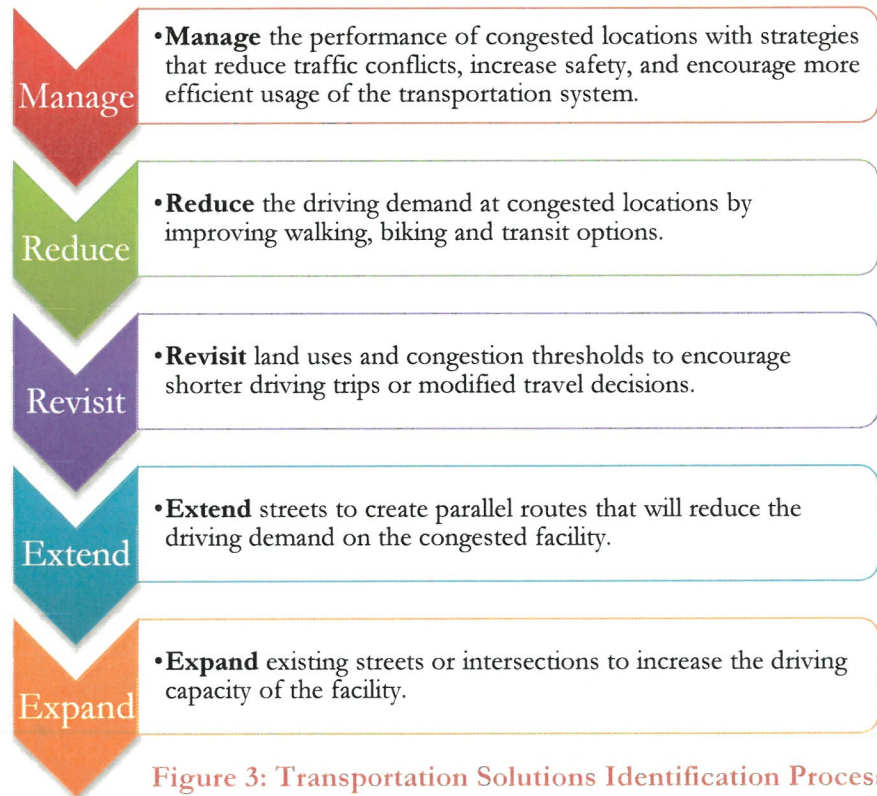


Figure 3: Transportation Solutions Identification Process

travel options, increase street connectivity and promote a more sustainable transportation system.

How do we reflect our Vision in the Plan?

Eight transportation goals and associated objectives were developed for the TSP to provide direction for the future of the transportation system. The goals were ranked by project stakeholders from most valuable to least valuable. Using the weighted goals, the transportation solutions were evaluated and compared to one another, placing more value on those project stakeholders felt were most important to the community. The following goals (listed in order of importance to the community), were utilized to assess the performance of the transportation solutions:

- Enhance the health and safety of residents
- Emphasize effective and efficient management of the transportation system
- Foster a sustainable transportation system
- Provide an equitable, balanced and connected multi-modal transportation system

- Identify solutions and funding to meet system needs
- Increase the convenience and availability of pedestrian, bicycle, and transit modes
- Ensure the transportation system supports a prosperous and competitive economy
- Comply with state and regional transportation plans

Each transportation solution was assigned a time frame for the expected investment need, based on a project's contribution to achieving the transportation goals of Oregon City. The investment recommendations balanced implementation considerations with available funding. Complex and costly capital projects were disfavored compared with implementation of low cost projects that can have more immediate impacts and can spread investment benefits citywide.

Figure 4: Reflecting our vision in the Plan



Goal 1: Health and Safety

Objectives

Objective A. Identify improvements to address high collision locations.

Objective B. Identify necessary changes to street design guidelines to support context sensitive design solutions.

Objective C. Reduce impervious street surfaces through “Green Streets.”

Objective D. Provide a network of family-friendly walking and biking routes.



Goal I. Enhance the health and safety of residents

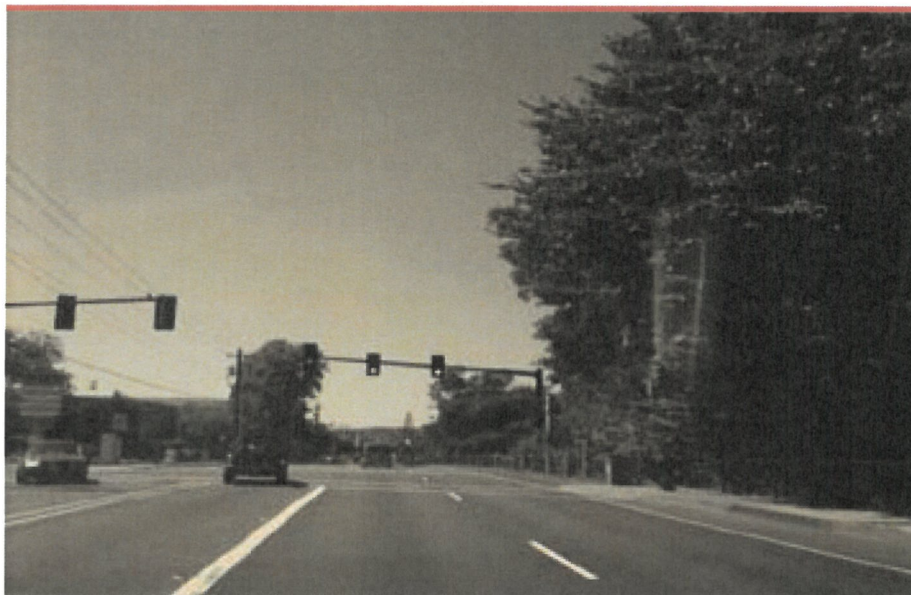
Ensure that the transportation system maintains and improves individual health, safety and security by maximizing the comfort and convenience of walking, biking and transit transportation options, public safety and service access.

Evaluation Criteria

The evaluation criteria implementing the goal and objectives include:

- Improves safety of the transportation system.
- Encourages active living and physical activity.
- Minimizes transportation related pollution.

Goal 2: Effective and Efficient



Goal 2. Emphasize effective and efficient management of the transportation system

Optimize travel capacity and improve travel conditions by better managing our own travel demands, meeting more of our daily needs within our own community, making our existing transportation facilities as smart and efficient as possible, and being strategic about transportation investments. The City should seek to find innovations and fine tuning of existing systems and policies and avoid or forestall costly major roadway capacity improvements.

Evaluation Criteria

The evaluation criteria implementing the goal and objectives include:

- Reduces need for major highway project construction.
- Implements Transportation Demand Management (TDM) or other strategies to create greater mobility, reduce auto trips, make more efficient use of the roadway system, and minimize air pollution.
- Improvement makes daily traffic capacity more reliable.
- Enhances travel for local trips off the state highway system.

Objectives

Objective A. Identify opportunities to reduce the use of state facilities and arterials for local trips.

Objective B. Seek to shift vehicle travel to off-peak periods.

Objective C. Maintain the existing transportation system assets.

Objective D. Identify opportunities to improve travel reliability and safety with TSMO solutions.

Goal 3: Sustainable

Objectives

Objective A. Support alternative vehicle types by identifying potential electric vehicle plug-in stations and developing implementing code provisions.

Objective B. Identify existing and future expected VMT levels within the City of Oregon City, and consider opportunities and actions needed to meet RTP targets.

Objective C. Encourage alternatives to daily single-occupancy vehicle commuting.

Objective D. Develop and support alternative mobility standards on state facilities and City streets where necessary.

Objective E. Identify areas where alternative land use types would significantly shorten trip lengths or reduce the need for motor vehicle travel within the City.

Objective F. Minimize impacts to the natural environment.



Goal 3. Foster a sustainable transportation system

Build a transportation system that is environmentally and fiscally sustainable and that focuses on decreasing vehicle emissions and transportation related greenhouse gas emissions.

Evaluation Criteria

The evaluation criteria implementing the goal and objectives include:

- Emphasizes the movement of people over vehicles, which reduces the citywide vehicle-miles-travelled (VMT).
- Minimizes impact to the natural environment.
- Supports alternative land use types.

Goal 4: Equitable, Balanced and Connected



Goal 4. Provide an equitable, balanced and connected multi-modal transportation system

Provide a complete transportation system throughout Oregon City that provides travel options and connects people to jobs, schools, services, recreation, social and cultural institutions within the City.

Evaluation Criteria

The evaluation criteria implementing the goal and objectives include:

- Improves access to underserved or vulnerable populations.
- Reduces total transportation and housing costs.
- Enhances system efficiency.
- Satisfies multiple objectives.

Objectives

Objective A. Ensure that the transportation system provides equitable access to underserved and vulnerable populations.

Objective B. Reduce total housing and transportation costs for residents.

Objective C. Identify new or improved system connections to enhance system efficiency.

Objective D. Give priority to connections that help to advance other goal areas.

Objective E. Assure the Oregon City Municipal Code supports a balanced and connected multi-modal transportation system.

Goal 5: Fundable

Objectives

Objective A. Identify stable revenue sources for transportation investments to meet the needs of the City, as documented in the updated TSP.

Objective B. Consider costs and benefits when identifying project solutions and prioritizing public investments.

Objective C. Identify new funding sources to leverage high priority transportation projects.



Goal 5. Identify solutions and funding to meet system needs

The City will identify transportation investments that can be made with available funding to ensure that system needs can be delivered for growth planned within the community.

Evaluation Criteria

The evaluation criteria implementing the goal and objectives include:

- Available funding sources exist to implement projects in a timely fashion.
- Assumed project benefits exceed project costs.

Goal 6: Convenient and Available



Goal 6. Increase the convenience and availability of pedestrian, bicycle, and transit modes

Strengthen the pedestrian and bicycle systems in all areas of the City. In addition, identify areas that have existing or future transit-supportive densities and amenities and work with local transit providers such as TriMet, Canby Area Transit (CAT), South Clackamas Transportation District (SCTD), etc. to cost-effectively improve coverage and frequency to achieve greater ridership productivity.

Evaluation Criteria

The evaluation criteria implementing the goal and objectives include:

- Adds bikeway and walkways that fill in system gaps, improve system connectivity, and are accessible to all users.
- Improves access to transit facilities. Promotes transit as a viable alternative to the single occupant vehicle.
- Improves the basic provision of services to encourage higher levels of usage for walking and biking trips.

Objectives

Objective A. Identify projects to close gaps and address deficiencies in the pedestrian and bicycle system.

Objective B. Provide safe, comfortable and convenient transportation options.

Objective C. Identify necessary changes to land development code to ensure connectivity between compatible land uses for pedestrian and bicycle trips.

Objective D. Identify areas that support additional transit services, and coordinate with transit providers to improve the coverage, quality and frequency of services.

Objective E. Consider the potential access needs for candidate High Capacity Transit and frequent service bus routes.

Goal 7: Prosperity

Objectives

Objective A. Freight access and truck travel reliability.

Objective B. Increase the distribution of travel information to maximize the reliability and effectiveness of existing major roadway facilities.

Objective C. Reinforce growth and multi-modal access to 2040 Target Areas.

Objective D. Seek to advance travel strategies that are identified in the Metro Regional Mobility Corridors.



Goal 7. Ensure the transportation system supports a prosperous and competitive economy

Support a prosperous and competitive economy by preserving and enhancing business opportunities, and ensuring the efficient movement of people and goods.

Evaluation Criteria

The evaluation criteria implementing the goal and objectives include:

- Improves freight access/connectivity.
- Implements strategies to provide stable and reliable auto and truck traffic flows on major facilities.
- Improves access in the Metro 2040 Target Areas.

Goal 8: Compliant



Goal 8. Comply with state and regional transportation plans

The City will meet the requirements of the Oregon Transportation Planning Rule, the Oregon Highway Plan, the Metro 2035 Regional Transportation Plan (RTP) and the Metro Regional Functional Transportation Plan (RFTP).

Evaluation Criteria

The evaluation criteria implementing the goal and objectives include:

- Compatible with other jurisdiction's plans and policies, (including adjacent cities, counties, Metro or ODOT).
- Consistent with the standards of the City, Region, and State as a whole.

Objectives

Objective A. Meet the mobility standards for state highways, or develop and propose alternative standards, consistent with Oregon Highway Plan provisions.

Objective B. Develop TSP policy and municipal code language to implement the TSP update.

Objective C. Consider regional needs identified in the Metro RTP, including those identified with the mobility corridors.

Objective D. Consider and evaluate transportation solutions and strategies consistent with the guidelines and priorities of the Metro RFTP.