CITY OF OREGON CITY
CITY COMMISSION WORK SESSION AGENDA

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Tuesday, November 12, 2024 at 6:00 PM

Typically there are no public comments at work sessions, but written comments are accepted by:

- *Email recorderteam@orcity.org (deadline to submit written testimony via email is 3:00 PM on the day of the meeting)*
- *Mail to City of Oregon City, Attn: City Recorder, P.O. Box 3040, Oregon City, OR 97045*
- *You may also attend this meeting by watching the livestream on the City's YouTube Channel: https://www.youtube.com/user/CityofOregonCity*

1. CONVENE MEETING AND ROLL CALL

2. FUTURE AGENDA ITEMS

a. List of Future Work Session Agenda Items

3. GENERAL BUSINESS

a. Local Street Volume Review

b. K-9 Retirement Funds Discussion

4. CITY MANAGER'S REPORT

a. Update on City Projects

5. COMMITTEE REPORTS

Commissioner O'Donnell

- South Fork Water Board

Commissioner Smith

- Clackamas Heritage Partners
- South Fork Water Board

Commissioner Marl

- Citizen Involvement Committee Liaison
- Clackamas County Coordinating Committee (C4)
- Clackamas County I-205 Tolling Strategies Committee
- Youth Advisory Committee

Commissioner Mitchell

- Clackamas County Coordinating Committee (C4) – Metro Subcommittee
- Clackamas County I-205 Tolling Diversion Committee (alternate)
- Metro Policy Advisory Committee (MPAC) (alternate)

Mayor McGriff

- Clackamas Water Environment Services Policy Committee
- Clackamas Heritage Partners (alternate)
- Downtown Oregon City Association Board
- Metro Policy Advisory Committee (MPAC)
- Arts Commission
- Ad Hoc County Old Historic Courthouse
- South Fork Water Board
- Willamette Falls and Landings Heritage Area
- Willamette Falls Legacy Project Liaisons
- Willamette Falls Locks Authority
- Youth Advisory Committee Liaison

6. ADJOURNMENT

ORDINANCE NOTICE

If an ordinance is noticed above in this agenda, the text of the ordinance is available online with the posted agenda packet. In addition, three copies are provided for public review in the Office of the City Recorder upon request.

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's table, and state your name and city of residence. Each speaker is given 3 minutes to speak. Representatives of neighborhood associations may be given 5 minutes to speak if requested. As a general practice, the City Commission does not engage in discussion with those making comments. Complaints shall first be addressed at the department level prior to addressing the City Commission. Electronic presentations are permitted but must 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 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.

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

CITY OF OREGON CITY

Staff Report

To:	City Commission	**Agenda Date:**	November 12, 2024
From:	Tony Konkol, City Manager		

SUBJECT:
Item 2.a. - List of Future Work Session Agenda Items

STAFF RECOMMENDATION:
N/A

EXECUTIVE SUMMARY:
N/A

BACKGROUND:
November 20, 2024
Adaptive Reuse discussion

December 10, 2024
Potential interviews for Planning Commission applicants
Destination Marketing/Management Organization discussion

Additional Upcoming Items (These items are in no particular order)
Beavercreek Road Concept Plan (Thimble Creek) Funding Discussion
Canemah Area - Encroachments in the Right-of-Way Policy Discussion
City Seal Revision
Clackamas County Water Environmental Services (WES) Rate Differential
Climate Action Plan Presentation (City of Milwaukie)
Compatible Change Update – HRB will be reviewing
Frog Ferry Informational Update
Inclusionary Zoning options
South Fork Water Board - Mountain Line Easements Vacation
Urban Growth Management Agreement

OPTIONS:

BUDGET IMPACT:
Amount: $
FY(s):

Funding Source(s):

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

CITY OF OREGON CITY

Staff Report

To:	City Commission	**Agenda Date:**	November 12, 2024
From:	Aquilla Hurd-Ravich, Community Development Director Josh Wheeler, Assistant City Engineer Christina Robertson-Gardiner, Senior Planner		

SUBJECT:
Local Street Volume Review

STAFF RECOMMENDATION:
Review the materials, discuss options, and provide direction on next steps.

EXECUTIVE SUMMARY:
Average daily trips or the number of vehicle trips on local streets has been a community concern when new development is proposed adjacent to existing neighborhoods. Staff have previously been asked to evaluate the benefits and concerns of implementing a volume standard on local streets. At an August 21, 2024, City Commission meeting, staff and the City's transportation engineer presented a review of other local communities' approaches to managing local street volumes. The City Commission gave direction to investigate further how these communities practically implement their guidelines and bring back information regarding strengthening Oregon City's traffic management strategies through the use of neighborhood traffic-calming.

BACKGROUND:
Attached to this staff report are three memos to help add context to this topic. Staff asked Carrie Richter, Deputy City Attorney, to provide an analysis of what is legally permissible. We reached out to the Cities reviewed in the original analysis to understand how volume guidelines are implemented practically, and finally there is a memo from Josh Wheeler, Assistant City Engineer, regarding how we currently manage traffic-calming.

Similar to other offsite impacts caused by a development, it is reasonable and legally permissible to require development to mitigate vehicle trips with traffic-calming solutions, under the right circumstances. A volume standard would have to be incorporated into the Municipal Code and, if it is related to housing, it would have to be clear and objective. The challenge would be to identify a regulatory threshold and traffic-calming strategy scheme that is roughly proportional and has a rational nexus to the project. We would need to have a reasoned approach to enhancing neighborhood safety as the objective the City is trying to achieve by regulating volume and mitigating with neighborhood traffic-calming solutions. Alternatively, the Transportation System Plan could have guidelines, rather than standards, that become part of a Transportation Impact Study with proposed mitigation strategies that

are tailored for each development project. Although not mandatory approval criteria, guidelines could suggest traffic-calming measures that achieve neighborhood safety and deter future cut-through traffic that developers might agree to install as a general neighborhood improvement.

As it turns out, most of the cities staff interviewed adopted volume guidelines in their TSPs. Staff received feedback from McMinnville, Grants Pass, Happy Valley, and West Linn. McMinnville was the only City to adopt standards in their code in addition to adopting guidelines in their TSP. West Linn does not have guidelines and Happy Valley does not use the guidelines in their land use decision-making process. None of the cities use traffic-calming as mitigation and one City expressed concern that neighboring developments might not want street-calming solutions on their streets. Some cities question whether adding traffic-calming would actually deter cut through traffic. The cities reported that most development projects fall within the guidelines which in fact helped land use decision-making. None of the cities used the guidelines to deny or reduce the size of a project as they were concerned that residential proposals specifically would be prone to legal challenges if there was a reduction in density or prevented mitigation measures.

The actions of these cities track with our own actions and reasoning. The final attached memo lists various methods of neighborhood traffic-calming as identified by the Federal Highway Administration, and it lists the types of traffic-calming Oregon City has implemented. There are at least eight different places where a form of traffic-calming has been installed. However, we do not have evidence or data to show that neighborhood safety has improved or that cut through traffic has been reduced.

One take-away from this research and internal discussions is that during the next Transportation System Plan update, we could look at volume guidelines for roads other than arterial and collector classifications. This could entail reclassifying certain roads that act more like collectors in the transportation network and how trips are distributed. If there is a desire to have a codified standard, the underlying assumptions should be addressed in the Transportation System Plan along with mitigation strategies and the goals and objectives the volume standards are intended to achieve.

Any traffic-calming program should also consider the consequences along with the benefits. For example, new speed bumps to slow vehicles may create extra noise from vehicle traffic that was not present prior to speed bumps being installed. There is a long-term maintenance cost for new traffic-calming measures. If a new development is required to add traffic-calming in the proposed development, that cost is not borne by the City, but the long-term maintenance would be. Similarly, if existing neighborhoods desire traffic-calming that is not the result of new development, there is a question of who bears the cost to install, the neighborhood or the City, and the long-term maintenance question still exists. If traffic-calming solutions are added to the TSP, they could become part of a capital improvement list.

Discussion Questions

1. Should the City require traffic-calming in new development as part of the land use

approval?
2. Should the City budget for traffic-calming solutions in existing neighborhoods?
3. Should the City add analysis of traffic to the next Transportation System Plan update on lower volume roadways in addition to safety, road improvements, etc on higher volume roadways?
4. Should the City consider a city-wide traffic-calming program and allocate the necessary resources to funding such a program?

OPTIONS:

1. Provide direction on one or more of the discussion questions
2. Table the conversation for now and re-evaluate in the next TSP update
3. Continue to review traffic impacts based on existing Transportation Impact Study guidelines

Bateman Seidel

MEMORANDUM

TO: Mayor McGriff and City Commission

FROM: Carrie Richter, Deputy City Attorney

DATE: November 5, 2024

RE: Limiting Local Road Volumes

Determining whether or how to regulate local traffic volumes has significant policy implications. Although many might agree that installing traffic calming measures can enhance neighborhood safety and livability by slowing and deterring traffic, they come with fiscal, regulatory and livability implications that deserve consideration. In addition to the policy aspect, there are legal obligations that would be need to be satisfied as well. The purpose of this memorandum is to discuss the legal context and how that may constrain the City's ability to implement such regulations.

By way of introduction, it might be helpful to better understand how the City currently evaluates traffic impacts from new development. Where a new development is expected to generate more than 24 peak hour trips either in the AM or PM peak hour or more than 250 daily trips, an applicant is required to submit a traffic impact study (TIS) completed by a licensed traffic engineer. OCMC 16.08.025(B). Where more than 20 vehicles are projected for any collector or arterial, the TIA must evaluate the impact on intersection level of service (LOS) (or v/c, if the intersection involves a state highway). OCMC 16.12.095. If the City determines that the minimum LOS standards cannot be met, mitigation in the form of roadway improvements, such as installing a traffic signal or turn lane, are required in the form of conditions of approval. If the City decides to proceed with adopting regulations setting the maximum volume capacity thresholds for local streets, they would function similar to the City's LOS congestion thresholds for intersections. In cases were the TIS suggests that the local street volumes thresholds are exceeded, an applicant would be required to mitigate for that impact by installing traffic calming measures, either as part of the proposed development or off-site.

If it is easy to envision regulating local street volumes using a clear numeric threshold, similar to the LOS thresholds for intersections, the legal limitations discussed in greater detail illustrate that identifying the appropriate regulatory threshold and the traffic calming strategy may not be quite that straight-forward. However, assuming that the City puts in the effort to come up with a reasoned approach to enhancing neighborhood safety, regulating to achieve such objectives is possible.

Standards for Local Road Volume must be Part of the OCMC and, if related to housing, must also be Clear and Objective. However Guidelines can be part of the Transportation System Plan.

Any approval or denial of a land use permit application must be based on "standards and criteria" that are set forth within the Oregon City Municipal Code (OCMC). ORS 227.173(1). "Standards and criteria" are mandatory requirements that must be satisfied for approval. Guidelines, by contrast, are typically non-mandatory guidance that cannot be used as the basis for approval or denial. For example, the design guidelines that apply to the Canemah Historic District were deemed mandatory criteria solely

because compliance is required for new construction. OCMC 17.40.060(F). *Friends of Canemah v. City of Oregon City,* ___ Or LUBA ____ (LUBA No. LUBA No. 2017-133, 2018). If this mandatory compliance obligation was not set forth in the code, the historic design guidelines would not have been enforceable.

Further, when considering an application for housing, any applicable standards and criteria must be "clear and objective." ORS 197A.400. Any regulation that delegates the evaluation of local road volumes or determines appropriate mitigation to the City's transportation engineer as part of a housing proposal would likely be a discretionary decision that would violate the "clear and objective" rule. Criteria and standards that are not clear and objective cannot be applied to housing and, as such, any conditions of approval for traffic calming resulting from the application of discretionary standards would have to be eliminated.

This is not to suggest that permissive guidelines have no value. Rather, adopting guidelines that a TIS must evaluate local road volumes and propose mitigation to address safety concerns might allow the City to collect information about existing local road traffic volumes and the impacts from development over time. These guidelines might encourage the installation of traffic calming measures within a proposed development as a way to deter cut through traffic when additional development occurs in the future. Such an approach also might help the City get a better understanding of the cost and efficacy of various traffic calming strategies. In essence, a permissive guidelines-based approach might serve as a pilot project for evaluating appropriate thresholds and mitigation.

Any Condition for Traffic Calming must have a Nexus and be Roughly Proportional to the Impacts from Development

As the Commission is well aware, the City is constrained in its ability to impose public infrastructure obligations onto new development at only those levels necessary to serve the proposed development. Stated differently, the city can demand land or improvements only where they are "roughly proportional" to the impacts caused by the development. *Nollan v. California Coastal Comm'n*, 483 U.S. 825 (1987); *Dolan v. City of Tigard*, 512 U.S. 374 (1994); *Koontz v. St. Johns River Water Management District*, 133 S. Ct. 2586 (2013). The Dolan rough proportionality test places the burden on the City to "make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development" when it imposes condition. *Dolan*, 114 S Ct at 2320.

Satisfying these obligations in the context of local road volume regulation will require two tasks. First, codifying quantifiable clear and objective maximum congestion levels for local streets will need to be supported by findings that imposing such regulatory thresholds will further a health, safety or welfare objective. Given the high variability of existing volumes on local streets, identifying appropriate thresholds may be difficult, particularly when these standards must be both non-discretionary but yet include an individualized determination of development impacts.

Second, findings will need to explain why the traffic calming measure imposed as a condition of approval is roughly proportional to the impacts from development. Quantifying benefits will be more difficult with safety enhancements that do not easily lend themselves to capacity thresholds. The wide variety of the cost associated with the various calming measures will add to the challenge. One way to simplify this would be to allow a developer to select from the adopted menu of calming measures. In the alternative, the City could make this choice, but the City should be wary of exercising discretion in making these choices as some solutions may be significantly more expensive than others. Moreover, the City will have to resist the temptation to allow the local neighborhood to dictate the traffic calming required for a particular development, as that would almost certainly run into constitutional issues.

Identifying Traffic Calming Needs and Solutions as Part of the Transportation System Plan

One way that the City might avoid some of the difficulties associated with one-size-fits-all maximum local street standards or case-by-case, discretionary decision-making when an application is filed might be to include some more nuanced evaluation within the City's adopted Transportation System Plan, which is slated for reexamination in the near term. Just as the TSP classifies types of city streets, the TSP could identify local streets that are in need of traffic calming measures either because of existing deficiencies or as anticipated by new growth. By visiting these questions as part of the TSP, the City could also include these improvements as part of its capital improvement plan that might be funded through transportation system development charge collection.

Conclusion

To summarize, the City can adopt regulations setting maximum local street volumes. Adopted standards would be used to determine when mitigation is required. If the City wants to use these regulations to mandate particular improvements, in form of some sort of traffic calming, in new development, they will need to be set forth as criteria within the OCMC, likely OCMC 16.12.095, and if they regulate housing, they will need to be clear and objective.

The scope of these regulations may vary depending on where the improvement is needed. Retrofitting existing roadways with traffic calming may make the road safer, but the sound of aggressive braking or acceleration, or clatter of loads going over speed bumps might bring with it unwanted noise or other concerns. Changing the width of existing streets would likely be expensive, and may have problematic implications for homeowners along those streets. These and other issues would need to be considered as part of the program if the City moves forward with this option.

Alternatively, the City could consider requiring new development to install necessary traffic calming measures on-site, within the new development. This would allow developers to design roads that include traffic calming without impacting existing residential neighbors. If the threshold for requiring traffic calming are not triggered within the subject development, these improvements might be subject to a reimbursement district allowing for reimbursement when neighboring development occurs in the future.

As part of implementing a new regulatory scheme, it would make good planning sense to update the City's TSP as well to provide a more robust foundation for this program. Addressing these concerns in the TSP would allow the City to potentially identify traffic calming objectives in the capital improvement plan and assess for their costs through SDCs as well.

OREGON CITY

Community Development - Building

695 Warner Parrott Rd | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

M E M O R A N D U M

To: Aquilla Hurd-Ravich, Community Development Director
From: Christina Robertson-Gardiner, Senior Planner
RE: Local Street Volumes- City Interviews.
Date: October 24, 2024

Oregon City staff contacted the cities mentioned in the August 9, 2024 memo from Reah Flisakowski, PE of DKS Associates, Oregon City's contract transportation engineer. They aimed to better understand how these cities approach local street volumes. They posed several questions to gain clarity on how to use local street volume guidelines in their day-to-day operations effectively. (McMinnville, Grants Pass, Happy Valley, West Linn,) The conversations were a combination of phone and email correspondence.

PEER CITY	MAXIMUM VOLUME STANDARD (VEHICLES/DAY)	VOLUME GUIDELINE (VEHICLES/DAY)	CURB-TO-CURB WIDTH*	PARKING AVAILABILITY	NEW STREET SPACING**
MCMINNVILLE	None	<1,200	28 feet	Both sides	400′
GRANTS PASS	None	<1,200	26 to 34 feet (varies by ADT)	Both sides	600′
KEIZER	None	<1,600	28 to 34 feet	Both sides	600′
HAPPY VALLEY	None	<1,000	32 feet	Both sides	530′
WEST LINN	None	None	34 feet	Both sides	530′
OREGON CITY	None	None	32 feet	Both sides	530′

* Assumes a two-lane street with parking on both sides

QUESTIONS FOR CITIES

- What was the instigator for adopting a volume guideline?
- Was it adopted by your Council?
- Who administers this guideline? Planning or Engineering?
- How is it implemented? At time of land use? Does it become part of the decision or conditions of approval? Or is it just used post-land use for general street projects or long-range decision-making?

- What happens when an application can't meet the guidelines and traffic volumes are expected to exceed the maximum? Do you ever run into legal considerations?
- Are there mitigation measures?
- Does traffic calming ever get worked into the land use decision either as a mitigation factor or simply required as part of new development?
- Looking back, have these guidelines been helpful for the city, or have they created more problems than they were worth?

City Feedback

The conversation among city staff typically divided into two groups: those who used the guidelines for land use decisions and those who did not. All the cities that adopted local street volumes integrated them into their Transportation System Plans (TSP). McMinnville additionally codified these volumes though they were still seen as guidelines and not a hard standard.

The guidelines are administered by a mix of the engineering and planning departments. Happy Valley did not utilize the guidelines in its land use decision-making process, and West Linn has not adopted local guidelines.

McMinnville generally used the guidelines when reviewing upzoning parcels or as part of large development reviews. In one instance, a desire to add a trip cap to an approved development was expressed, though it was ultimately not included in the City Council decision.

None of the cities used street calming measures as a land use mitigation condition. One city expressed concern that neighboring developments might not want street-calming solutions on their streets. Additionally, there were questions about whether simply adding street calming to the proposed development's streets would sufficiently address issues related to perceived cut-through speeds. It remains unclear if the traffic calming project must be included in the Transportation System Plan (TSP) to qualify as a mitigation tool or if the applicant could pay a fee-in-lieu to allow the city to implement street calming projects nearby. Both of these options would require further investigation for effective implementation.

In many cities, adequate planning is provided for neighborhood collectors, which do not have a volume guideline. This aspect is an integral part of the planning process in the Transportation System Plans (TSP). These collectors assist in managing trips throughout the city, especially in areas that lack easy access to larger minor arterials, allowing local streets to provide a lower traffic volume.

In an effort to avoid overbuilding its street infrastructure, Oregon City chose to downgrade many neighbor collectors throughout the city in its 2013 TSP adoption. Although this approach enhances street calming and improves neighborhood aesthetics, it is important to note that neighborhood collectors are designed with a wider right-of-way, including a larger street width and broader planter strips. Therefore, if Oregon City decides to adopt a local street volume

policy, a fresh analysis of the neighborhood collectors may be necessary. This is particularly relevant since some of the streets that have been demoted to local status may still function as neighborhood collectors.

Finally, one comment frequently heard from many cities that have adopted street volume guidelines, compared to those that have not, is that most projects fall within the established criteria. These guidelines have proven helpful in land use decisions, especially when a project connects to a previously dead-ended street. For many residents, any additional traffic from others on their local street is considered a reduction in livability, which some see as a reason to deny an application. Adopted street volume guidelines can be helpful as they provide metrics to show that the resulting local street still operates as intended.

None of the cities used local street volumes to deny decisions or reduce the size of proposals with a trip cap. Residential development, in particular, would be prone to legal challenges if the resulting trip cap reduced density or precluded an alternative analysis/mitigation approach.

Take Away

Adopting guidelines for local street volumes appears to fall into two main categories:

1. Guidelines provide useful metrics and educational tools for approving developments that connect to the existing street network and remain below the specified threshold.

2. Projects that exceed the guidelines may complicate the city's review process. A clear and objective Type II review of housing projects could result in trip caps or denials, especially if alternative analyses or mitigation options are not included in the review criteria. This could open the door to potential legal challenges from applicants.

Oregon City may also want to analyze volume metrics for local and collector roads in the next TSP update. The city may also want to consider reclassifying roads to collectors to create a network with more classifications that can better manage trips throughout the city.

OREGON CITY

Public Works - Engineering

13895 Fir Street | Oregon City OR 97045
Ph (971) 204-4601

MEMORANDUM

October 29, 2024

To: Mayor and City Commissioners
From: Josh Wheeler, PE, Assistant City Engineer

RE: Traffic Calming Measures - Pros/Cons
In response to City Commission meeting August 21, 2024 concerning Local Street Volume Standards

At the August 21, 2024 City Commission meeting Reah Flisakowski, DKS Transportation Engineer, and Aquilla Hurd-Ravich, Community Development Director presented an evaluation of Local Street Volume Standards. At the conclusion of that presentation the City Commission directed staff to review peer cities' programs and evaluate how traffic calming measures could be strengthen in Oregon City. To begin that discussion staff has a prepared a matrix of the benefits and burdens of traffic calming measures. Some of these have been implemented in the City with mixed results. Finally, staff has offered options for the City Commission to consider as next steps.

The following is a list of traffic calming measures as provided by the Federal Highway Administration with an analysis of their positive and negative features, impacts, etc.

Traffic Calming Measure	**Benefits**	**Burdens**
Street width reduction (i.e. Street Diets)	-Encourages slower speeds -Less expensive to construct	-Eliminates street parking -Tight space for Emergency Services, Busses, and Garbage/Delivery trucks
Increased street spacing (i.e. Shorter Block widths)	-More streets, more options -Encourages pedestrian/bicycling	-More to maintain -Higher cost to construct
Speed feedback signs	-Notifies drivers of speed -Trailers can be moved as needed	-Limited change if no enforcement -Electrical Maintenance often needed
Pavement markings	-Tricks brain that road is narrow	-Temporary, people get used to it, revert to old habit

	-Inexpensive initial application	-Costly to maintain, requires annual repair
Traffic Calming Measure	**Benefits**	**Burdens**
Center medians	-Tricks brain that road is narrow -Great option in street diets -No major volume or speed change	-Difficult for larger vehicles -Sweeping and landscape maintenance challenging
Speed bumps (thinner more abrupt)	-Inexpensive -Abrupt, creates slowing -Statistically have reduced crashes and reduced speeds	-Do not place on curve or intersection -Use on local road only -Single bump rarely creates diversion, need multiple -Large truck noise issues
Speed humps (i.e. Speed Cushion) (Wider less abrupt)	-Gradual -Can add bike / wheel cuts -Statistically have reduced crashes and reduced speeds	-Won't slow down everyone - Sweeping/Maint. issue -Do not place on curve or intersection -Better for emgcy. Vehicles -Use on local road only -Single bump rarely creates diversion, need multiple -Large truck noise issues
Speed tables (i.e. raised crosswalk) (provides flat top)	-Great for schools/pedestrians -Statistically have reduced -Can place at intersection	- Ramp for racers -Bus and emgcy. Vehicle concerns
Raised Intersection (similar to speed table)	-Reduces speeds -Improved pedestrian safety	-Little traffic diversion -Slows emgcy. Vehicles - Utility grade issues
Curb extensions/bulb-outs	-Diversion/Speed reduction -Used at intersection only	-Sweeping/Maint. issue -Removes street parking -Conflict for bus or large vehicle turning
Choker (cuts 2 lanes down to one)	-Provides mid block slowing -Great for mid block crosswalk	-Sweeping/Maint. issue -Can cause drainage issues
Chicanes	-Diversion/Speed reduction	-Sweeping/Maint. issue -Removes street parking

(creates a diversion in the driving path)		-Use on local road only -Large truck conflicts -Slows emgcy. Response
Traffic Calming Measure	**Benefits**	**Burdens**
Traffic circles (small landscape islands)	-Diversion/Speed reduction -Improved impact if used in a series of blocks	- Sweeping/Maint. issue -Large truck conflicts -Slows emgcy. Response -Use on local road only
Tree Lined Roadways	-Tricks brain that road is narrow	-Leaf street sweeping
Roundabouts	-Slows traffic, improves flow -Meant for collectors/arterials	-Driver education
Diagonal Diverters (changing 4 leg intersection to only 2)	-Used at intersections -Needs slow speeds -Landscaping opportunity	-Does not work for busses -Does not work for emgcy. vehicles
Road Closure (also bike only roads)	-Reduces traffic flow -Reduces cut thru traffic	-Creates dead end detours -Longer emgcy. response

More detailed information can be found at : **https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer** including effects of traffic calming measures and case studies

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The following is a list of traffic calming measures which the City has implemented within the last five (5) years :

1. Temporary Speed Bumps – Barker Avenue
2. Curb Extension/Bulb-Out at intersection of 5th St and High St
3. Bulb-Outs at intersection of Main St with 12th and 13th
4. Temporary Speed Feedback Trailer – moved around the City as requested
5. Permanent Radar Speed Signs at 9th and Washington
6. Permanent Radar Speed Signs at 5th and Jackson
7. Speed Table at intersection of Gaffney Rd and Glenview Ct
8. Flashing sign at Holcomb curve

We do not have any empirical data to know whether these measures have created traffic calming.

An example of a traffic calming program can be found here :
https://my.spokanecity.org/neighborhoods/programs/traffic-calming/

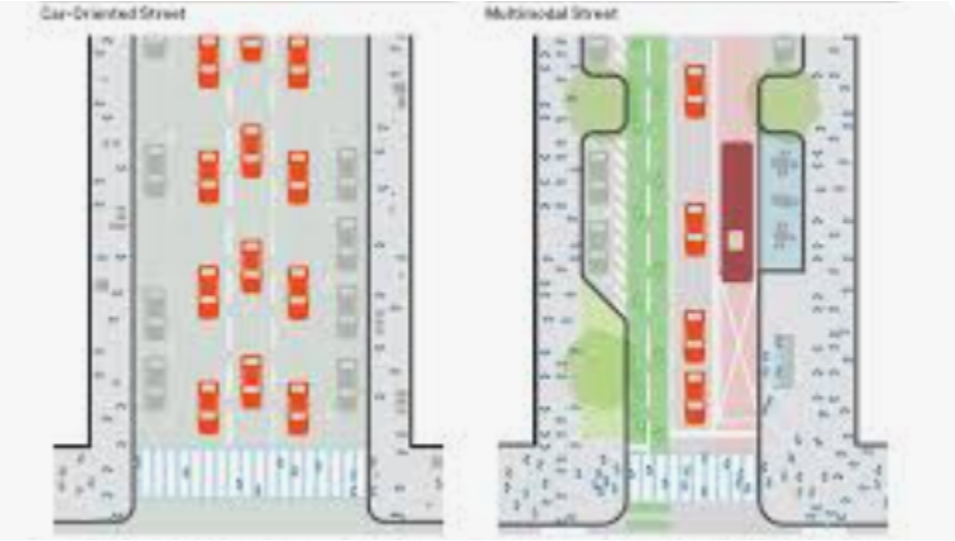
Options for Commission consideration:

1. Should the City require traffic calming in new development as part of the land use approval?
2. Should the City budget for traffic calming solutions in existing neighborhoods?
3. Should the City add analysis of traffic to the next Transportation System Plan update on lower volume roadways in addition to safety, road improvements, etc on higher volume roadways?
4. Should the City could consider a city wide traffic calming program and allocate the necessary resources to funding such a program?

Appendix :

- Visual Examples of Traffic Calming Measures

Street Diet :



Speed Feedback Sign :

Rectangular Rapid Flashing Beacons (RRFBs) / School Flashers :

Pavement Markings for Speed Control :

Center Medians :

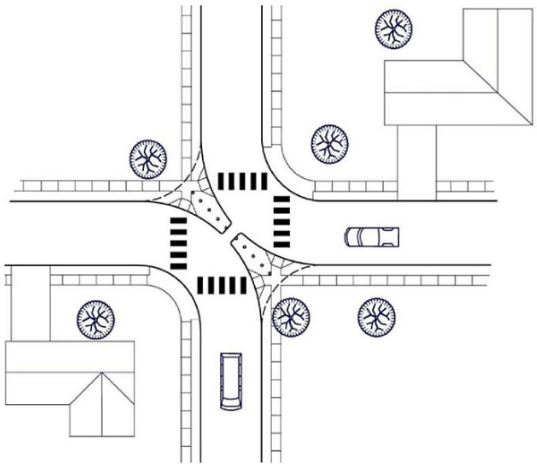
Speed Humps/Bumps/Tables/Cushions :

Curb Extensions/Bulb-Outs/Chicanes :

Traffic Circles :

Tree Lined Roadways :

Diagonal Diverter :



MEMORANDUM

DATE: August 9, 2024

TO: Aquilla Hurd-Ravich, AICP | City of Oregon City
Pete Walter | City of Oregon City

FROM: Reah Flisakowski, PE | DKS Associates
Hallie Turk, EI | DKS Associates

SUBJECT: Oregon City Local Street Volume Standard Evaluation DKS P#25002-000

INTRODUCTION

The city has requested an evaluation of community concerns regarding high traffic volumes on local designated streets due to new development. A potential solution could be to adopt a local street maximum volume standard in the Oregon City Development Code which would apply to new development applications. This memo presents a background of local street standards, a summary of guidelines and standards applied in peer communities, and potential benefits and challenges to implementing a local street volume standard.

BACKGROUND

FUNCTION OF LOCAL STREETS

Street functional classification is an important tool for managing the characteristics of the roadway network. Streets within a network have different functions for mobility and land access that can be organized in a hierarchal classification system. From highest to lowest intended usage, the classifications are freeways, arterials, collectors, and local streets. Streets with lower usage are typically intended to prioritize access over mobility for through traffic. Figure 1 illustrates the relationship between mobility and access for each functional classification.

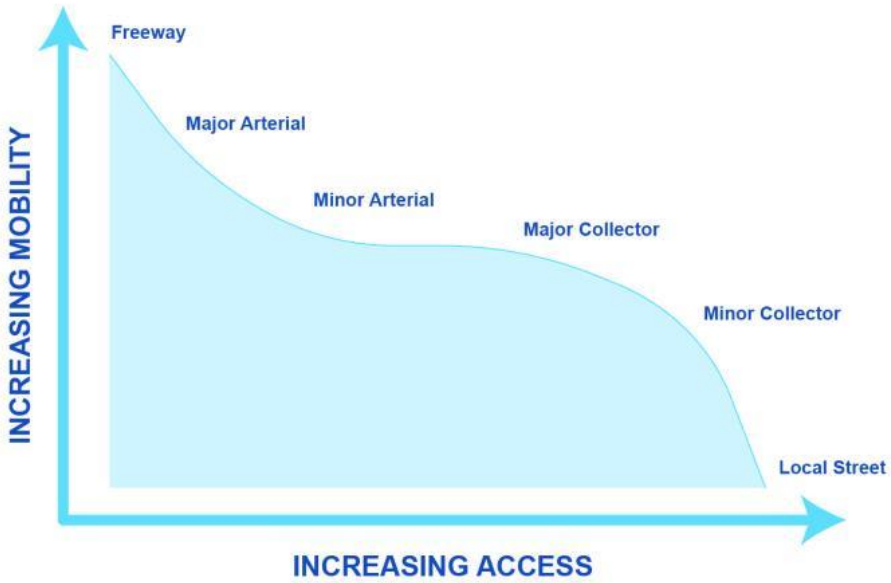


FIGURE 1. STREET FUNCTIONAL CLASSIFICATIONS[1]

The Oregon City Transportation System Plan (TSP) classified the street system into a hierarchy organized by functional classification and street type (shown in Figure 2). These classifications ensure that the streets reflect the neighborhood through which they pass, consisting of a scale and design appropriate to the character of the abutting properties and land uses.

The functional classification system recognizes that individual streets do not act independently of one another but instead form a network that works together to serve travel needs on a local and regional level. From highest to lowest intended usage, the classifications are freeway, expressway, major arterials, minor arterials, collectors and local streets. Roadways with a higher intended usage generally provide more efficient motor vehicle traffic movement through the city, while roadways with lower intended usage provide greater access for shorter trips to local destinations. Functional classifications are based on the character of service they are intended to provide in a street network. Functional classifications are not defined by the level of daily traffic they serve.

The street types strike a balance between street functional classification, adjacent land use, zoning designation and the competing travel needs by prioritizing various design elements. One of the five street types is focused on Residential Streets. These are defined in the TSP as "generally surrounded by residential uses, although various small shops may be embedded within the neighborhood. These streets often connect neighborhoods to local parks, schools and mixed-use areas. They should be designed to emphasize walking, while still accommodating the needs of bicyclists and motor vehicles. A high priority should be given to design elements such as traffic calming, landscaped buffers, walkways/ pathways/ trails, on-street parking and pedestrian safety enhancements."

[1] "Functional Classifications," Valley Transportation Authority, 2023. Accessed July 9, 2024. https://www.vta.org/cdt/street-design-implementation-home-page/functional-classifications

Vehicle speed and volume on local streets and residential streets often have an effect on neighborhood safety and livability. The city is considering adopting standards that would a set a maximum volume on these streets when a new development application is evaluated. The objective is to prioritize safety and livability in neighborhoods.

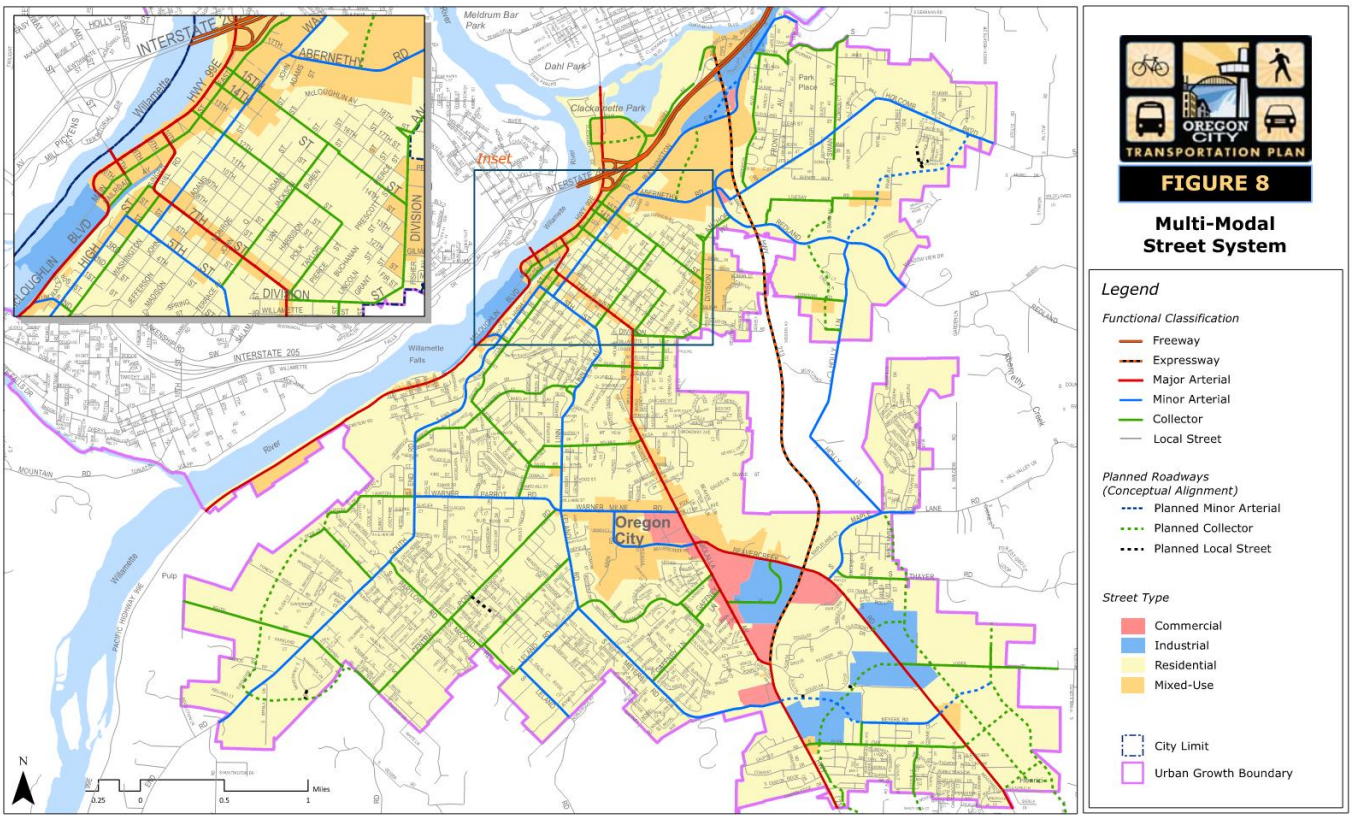


FIGURE 2. OREGON CITY TSP MULT-MODAL STREET SYSTEM

EXISTING STRATEGIES FOR MANAGING VOLUME ON LOCAL STREETS

There are several existing methods that are applied in transportation planning and engineering to manage volume on local streets, such as street pavement width, street and access spacing, and neighborhood traffic calming. Standards or guidelines for these elements are presented in TSPs and development code.

STREET WIDTH

Thoughtful street design is essential to accommodate the various uses of the road network. An important aspect of local street design in a neighborhood is the width of the pavement between curbs. Local streets usually provide two vehicle lanes (one in each direction) and shoulder areas for on-street parking. Narrower street widths are beneficial for several reasons: they encourage slower vehicle speeds, they require less right-of-way, and they are less expensive to build and maintain. A minimum vehicle lane width of 10 feet is accepted in most urban areas to gain the benefits of a narrow street width without impeding vehicle mobility.

STREET SPACING STANDARDS

The spacing of streets is an important consideration for all road users. Maximum local street spacing standards aim to create a grid system in neighborhoods, which ensures proper vehicle circulation by spreading vehicle trips more evenly over the local street network, in turn reducing congestion at intersections and reducing travel times by providing multiple routes to a destination. Pedestrians and bicyclists also benefit from maximum local street spacing standards by limiting long and indirect travel routes. With a denser local street grid, pedestrians and bicyclists are encouraged to take shorter trips to their destinations.

Per Oregon Administrative Rule 660-012, every TSP in Oregon is required to address Local Street Connectivity. In addition, the Metro Regional Transportation Functional Plan (RTFP) requires street connections no further than 530 feet apart and pedestrian/bicyclists connections no further than 330 feet apart.

NEIGHBORHOOD TRAFFIC CALMING

Traffic calming applies street design strategies to influence driver behavior resulting in low volume and low speed streets without significantly changing vehicle capacity. Common traffic calming measures in residential areas include speed feedback signs, pavement markings, center medians, or speed humps. Traffic calming treatments can be an effective mitigation when neighborhood streets are found to serve more vehicles than desirable.

LOCAL STREETS IN OREGON CITY

Current guidance for local streets in Oregon City can be found in the Oregon City TSP adopted in 2013, the Neighborhood Traffic Fact Sheet from 2023, and the Speed Hump Installation Policy. Transportation standards are also found in City code.

- Local streets in residential areas require a street width of 32 feet (curb-to-curb) per Section 16.12.016 of the Oregon City Municipal Code (OCMC). The pavement width accommodates two vehicle lanes and shared for parking and bicyclists.
- Oregon City standards[2] allow for 10-foot-wide lanes on local streets that are not designated freight routes or transit routes.
- In accordance with Metro Regional Transportation Plan (RTP) requirements, the TSP requires local street blocks to be a maximum of 530 feet in length.
- Per Section 16.12.025 of the OCMC, the use of cul-de-sacs and permanent dead-end streets is discouraged.
- Oregon City's Neighborhood Traffic Fact Sheet serves as its neighborhood traffic calming (NTC) policy. It describes how traffic management strategies are applied in Oregon City and outlines procedures for citizens to ask for traffic control measures in their neighborhood.

[2] Street Design Standards, City of Oregon City, January 2024.

- Oregon City's Speed Hump Installation Policy provides residents with an application to request speed humps in their neighborhood.
- Traffic calming measures in the TSP include:
    - Narrowing the street by providing curb extensions or bulbouts, or mid-block pedestrian refuge islands
    - Deflecting the vehicle path vertically by installing speed humps, speed tables, or raised intersections
    - Deflecting the vehicle path horizontally with chicanes, roundabouts, and mini-roundabouts
    - Narrowing travel lanes and providing visual cues such as placing buildings, street trees, on-street parking, and landscaping next to the street also create a sense of enclosure that prompts drivers to reduce vehicle speeds.

LOCAL STREETS IN SIMILAR COMMUNITIES

This section provides background on local street standards and guidelines applied in peer communities, including traffic volume ranges, street design standards, and local policy. Standards are requirements that are adopted in the city code and applied in the development approval process. Developments can be denied if they do not meet applicable standards. Guidelines are intended to outline best practices and desirable conditions, they are not mandatory or used as approval criteria for development applications.

PEER COMMUNITIES

Peer communities include cities in Oregon of similar area and population size, such as McMinnville, Grants Pass, Keizer, Happy Valley, and West Linn.

McMinnville is located in Yamhill County, about 30 miles southwest of Oregon City. Relevant transportation documents include McMinnville's most recent TSP, which was adopted in 2010 as part of the McMinnville Comprehensive Plan. Transportation standards are also found in city code.

- Per the McMinnville TSP, the maximum average daily traffic (ADT) recommendation for local streets is 1,200 vehicles or less.
- Section 17.53 of McMinnville Municipal Code lists a street width standard of 28 feet for local streets (parking on both sides) and a maximum block length of 400 feet.
- McMinnville's Comprehensive Plan states that connectivity of local residential streets should be encouraged, and cul-de-sac streets should be discouraged. It also notes that local residential streets should be designed to prevent or discourage their use as shortcuts for through traffic.
- A neighborhood traffic calming (NTC) program was established in 2006.

Grants Pass is a city in southern Oregon. Relevant transportation documents include the Grants Pass TSP adopted in 2020. Transportation standards are also found in city code.

- The Grants Pass TSP states that local streets are designed for less than 1,200 vehicles per day. The TSP also states that if traffic volumes on a local street are forecasted to exceed 1,200 vehicles per day, the street system configuration should be changed to reduce forecasted volumes (in accordance with the city's Neighborhood Traffic Calming Program) or designed to minor collector standards.
- Street design and spacing standards are found in Section 27 of the Grants Pass Development Code. Local street curb-to-curb width must be 26 to 34 feet (depending on expected ADT) with parking on both sides of the street. Block lengths must be 600 feet or less.
- The TSP discourages cul-de-sac streets.
- The TSP states in Policy 1.4.9 that a Neighborhood Traffic Calming (NTC) plan should be developed.

Keizer is located in Marion County just north of the city of Salem. Relevant transportation documents include Keizer's TSP, adopted in 2009. Transportation standards are also found in city code.

- Local streets in Keizer are intended to carry less than 1,600 vehicles per day.
- Table 4.1 in the Keizer TSP lists roadway width standards. Local streets must have a curb-to-curb width of 28 to 34 feet (parking on both sides).
- Section 2.302.09 of City code states that developments should produce complete blocks at a maximum of 600 feet in length.
- Keizer has a Neighborhood Traffic Management Program from 1999.

Happy Valley is a growing city in the Portland metro area less than 10 miles from Oregon City to the northeast. Relevant transportation documents include the Happy Valley TSP from March 2023 and the city's traffic calming policies.

- Per Table 8-9 in the TSP, the desirable maximum volume on local streets is 1,000 vehicles per day, and the curb-to-curb width standard is 32 feet (parking on both sides).
- In accordance with Metro RTP requirements, local street blocks must be a maximum of 530 feet in length.
- In addition to the published city traffic calming policies, a list of acceptable traffic calming measures by roadway classification is shown in Table 8-3 of the TSP.

West Linn is located northwest of Oregon City across the Willamette River. Relevant transportation documents include the West Linn TSP from March 2016 and the City's Community Development Code.

- Guidelines for street volume by functional classification are not present in the TSP or Community Development Code.
- In accordance with Metro RTP requirements, local street blocks must be a maximum of 530 feet in length.
- The TSP discusses the process for implementing traffic calming measures in neighborhoods. Table 12 lists acceptable traffic calming measures by functional classification.

Overall, Oregon City's local street standards and guidelines are consistent with standards and guidelines of peer communities. None of the peer communities have instated maximum local street volume standards.

Table 1 provides a summary of local street standards and guidelines in peer communities, including local street width, new local street spacing, and whether each city has an adopted Neighborhood Traffic Calming (NTC) Plan or policies. Overall, Oregon City's local street standards and guidelines are consistent with standards and guidelines of peer communities. None of the peer communities have instated maximum local street volume standards.

TABLE 1. LOCAL STREET STANDARDS AND GUIDELINES IN PEER COMMUNITIES

PEER CITY	MAXIMUM VOLUME STANDARD (VEHICLES/DAY)	VOLUME GUIDELINE (VEHICLES/DAY)	CURB-TO-CURB WIDTH*	PARKING AVAILABILITY	NEW STREET SPACING**
MCMINNVILLE	None	<1,200	28 feet	Both sides	400'
GRANTS PASS	None	<1,200	26 to 34 feet (varies by ADT)	Both sides	600'
KEIZER	None	<1,600	28 to 34 feet	Both sides	600'
HAPPY VALLEY	None	<1,000	32 feet	Both sides	530'
WEST LINN	None	None	34 feet	Both sides	530'
OREGON CITY	None	None	32 feet	Both sides	530'

* Assumes a two-lane street with parking on both sides
** Per the Metro RTFP, new local street spacing must be 530' or less in the Portland Metro area, which includes Happy Valley and Oregon City. McMinnville, Grants Pass, and Keizer are outside of the Metro area.

OTHER STATES

Research of local street standards in other states found no maximum volume standards. Neighborhood traffic calming programs are common, as well as standards for maximum local street spacing and local street cross-section design.

CONSIDERATIONS

This section summarizes potential benefits, challenges and unintended consequences of implementing a maximum local street volume standard in Oregon City.

PROCESS

Local street volume standards would be implemented by the Oregon City Commission and enforced by City staff. Developers must submit a Transportation Impact Analysis (TIA) in accordance with

City guidelines that examine operations at key study locations as part of their land use application for a proposed development. If the TIA finds that the future daily volumes on a local street are forecasted to exceed a specific maximum standard, the planning department would deny the application citing the local street volume standard cannot be met.

BENEFITS

A maximum local street volume standard would ensure future developments do not result in daily volumes on local streets higher than the adopted standard. This would promote safety and livability in neighborhoods.

CONSTRAINTS

A maximum local street volume standard is challenging to implement through the application process. Some development applications will be limited on design options for their site plan and local street network. The surrounding built street system and environmental constraints such as steep topography and wetlands may limit the planned local street connectivity and result in daily volumes that exceed the local street standard. Oregon City has several areas with existing environmental constraints that could result in significant undevelopable residential property due to the new standard.

CONSEQUENCES OF A LOCAL STREET VOLUME STANDARD

Local street maximum volume standards are not usually considered for various reasons. Denying applications due to a local street maximum volume standard would likely result in less development, in turn resulting in slower population growth and economic growth for the city. A local street volume standard may also result in legal challenges from potential developers and Metro density requirements.

OPTIONS

To manage traffic on local streets in Oregon City, City staff could:

1. IMPLEMENT A MAXIMUM DAILY VOLUME STANDARD

One option is to implement a conservative maximum daily volume standard for local streets in Oregon City. For example, if a TIA reports that the future volumes on a local street would exceed 2,000 vehicles per day and the site plan cannot be revised to reduce daily volumes to meet the standard, the application would be denied.

2. STRENGTHEN EXISTING TRAFFIC MANAGEMENT STRATEGIES

Currently, local street traffic is managed in Oregon City using existing standards applied to local street spacing, local street width, and neighborhood traffic calming measures. Changes in transportation planning documents and City code to strengthen these methods to mitigate the

potential development impacts may offset the need for a volume standard. Example changes are listed below.

- *Street Width:* Update OCMC Section 16.12.016 to reduce street width standard to 28 feet for a two-lane local street with parking on both sides. This would need to be coordinated with local emergency response providers and utility providers (such as waste management).
- *Street Spacing:* Strictly enforce the 530-foot local street spacing standard in development and neighborhood site plan review. Update OCMC Section 16.12.025 to prohibit cul-de-sac streets in development applications. Design exceptions must be documented and justified with a reasonable constraint (e.g., topography).
- *Neighborhood Traffic Calming:* The site plan review for each proposed development should consider the need to manage traffic volumes and speeds for safety and livability. Update the existing TIA guidelines to require an examination of traffic calming measures in the site plan review and refer to the published Neighborhood Traffic Calming Fact Sheet.

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

CITY OF OREGON CITY

Staff Report

To:	City Commission	**Agenda Date:**	November 12, 2024
From:	Shaun Davis, Police Chief		

SUBJECT:
K-9 Retirement Funds Discussion

STAFF RECOMMENDATION:
Provide direction to staff on next steps

EXECUTIVE SUMMARY:
Citizens brought this topic forward during public comment and Commission asked to have a discussion during a work session

BACKGROUND:

The Oregon City Police Department received its first K-9 in December 2003 when Titus joined the Department. The ability to add Titus to the Department was made possible after community members donated over $20,000 for his purchase and training. Veterinarian care, food, a kennel, and other supplies were also donated by local businesses.

Due to the success of the K-9 program, K-9 Jagger was added in April 2008. As with Titus, much of the expense of purchasing, training and caring of Jagger was made possible through the donations and generosity of the Oregon City community.

OCPD's third K-9, Flint, was purchased through budgeted funds and all K-9's and associated costs since K-9 Flint have been budgeted. Currently, we have two K-9's on patrol, one in training to replace K-9 Slate who will be retiring later this year, and one narcotics K-9.

History of OCPD K-9's:

K-9 Titus (2003-2010)
K-9 Jagger (2008-2014)
K-9 Flint (2010-2018)
K-9 Mac (2014-2020)
K-9 Grendel (2017-current)
K-9 Slate (2018-current)
K-9 Ronnie (2020-current)
K-9 Coco (2024-current)

When a K-9 is active, the handler is compensated according to the Collective Bargaining Agreement (CBA). All associated costs including food, equipment, training, veterinarian costs and additional handler pay are paid for by the department.

When a K-9 retires, the handler is offered to receive the K-9 and the K-9 will then become the handler's pet with the understanding they are responsible for all costs.

In 2018, the department began selling K-9 stuffed animals as a fund-raiser to assist with supporting retired K-9's. All proceeds of the sales go into a dedicated fund with the Clackamas County Peace Officer's Benevolent Foundation (CCPOBF). Handlers can submit receipts and be reimbursed for their costs. There is also a donation page for someone to make a monetary donation to the OCPD retired K-9's.

During the August 5, 2024, CIC meeting, the CIC received a presentation from a member of the public, on a recommendation for the City to create a retirement K-9 fund utilizing City funds.

On August 6, 2024, Chief Davis posed a question to the Oregon Association of Chief's of Police (OACP) forum asking whether any agency has a K-9 retirement fund. To this date, there have been no responses.

Chief Davis also reached out directly to the Clackamas County Sheriff's Office and learned they do not have a K-9 retirement program. A non-profit was created, Friends of Clackamas County K-9's, which fund raises and handles all funds for retired K-9's and their associate costs.

On September 12, 2024 Chief Davis met with the member of the public to discuss the program that was presented at the CIC meeting to learn more. We had a good discussion, and I provided information on what I had discovered other jurisdictions were doing.

On September 18, 2025, members of the public provided public comment and requested the Commission allocate funds for a K-9 retirement fund. The Commission asked staff to bring this topic back to a work session for discussion.

OPTIONS:

1. Provide direction to staff on next steps

625 Center Street
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CITY OF OREGON CITY

Staff Report

To:	City Commission	**Agenda Date:**	November 12, 2024
From:	Tony Konkol, City Manager		

SUBJECT:
Update on City Projects

STAFF RECOMMENDATION:
N/A

EXECUTIVE SUMMARY:
N/A

BACKGROUND:
The City Commission has requested that an update on the status of the following projects be provided at a work session monthly. The most current update for each project is in bold.

1. Quiet Zone

Survey crews have been performing field work and surveying the project area. Staff has been meeting with property owners, including Dutch Brothers to try and address the concerns they have about potential driveway closures and access to increase safety near the railroad crossing.

The ODOT consultant team is acquiring right of entry agreements from property owners to complete the survey work and will be preparing 30% plans for the project which will include an updated and more accurate cost estimate to complete the work.

The selection committee identified a preferred consultant for the Quiet Zone project and ODOT is in the process of negotiating the consultant contract.

ODOT received 2 responses to the Quiet Zone request for proposals. The proposals are being reviewed and scored by staff and a team selection meeting is scheduled for March 8, 2024.

ODOT has released the consultant solicitation request for proposals and a date has been set to review the proposals once they have been submitted.

The City has received ODOT's approximately 250 page scope of work and consultant

procurement documents which will be reviewed and commented on. ODOT, which is the project manager for the project, has suggested approximately 6-months for the consultant procurement and up to 2 years for the design work, which will include coordination with the railroad, operation and maintenance agreements and review by the railroad. Staff is pushing to expedite the design work timeline.

On December 6, 2023 the City Commission received an update on the estimated cost of the Oregon City quiet zone project with updated inflationary construction escalations added to the original 2019 cost estimate, which was $2.6 million. The new estimate increases the estimated construction cost by $650,000. Based on the additional information, the City Commission approved an IGA with ODOT to begin the Oregon City quiet zone project.

2. Charter Parks

Staff continues to contact and meet with property owners that have encroachments into the McLoughlin Promenade to review and explain the license agreement. Staff anticipates bringing an update to the Commission for direction in January/February of 2025.

The City Commission is reviewing the draft license agreement at the June 11, 2024 meeting. Staff is working with the City Attorney to finalize draft license agreements to address encroachments that have been identified with the McLoughlin Promenade.

A site tour of the McLoughlin Promenade is scheduled for January 8th. Staff is preparing additional options, such as temporary easements, to address existing structural encroachments onto the Promenade property.

Staff has categorized encroachments by type, with associated pictures of the encroachment, and is working to determine options to address the encroachments for the Commission to consider. The McLoughlin Promenade survey has been completed. The survey identified several potential existing encroachments into the Promenade property which will be discussed during a work session. Ermatinger House was approved as a Charter Park by the City Commission. The City Commission voted to not designate Dement Park as a Charter Park.

3. Cayuse 5 Memorial

Staff met with representatives from the Confederated Tribes of the Umatilla Indian Reservation and have continues discussions of phase 2 of the Cayuse 5 memorial. Additional discussions between CTUIR and the Confederated Tribes of Grand Ronde will be occurring to discuss the project.

There are no new updates on this project. A meeting is scheduled for the week of October 7th with representatives from the Confederated Tribes of the Umatilla Indian Reservation to discuss potential next steps.

The dedication of the Cayuse 5 Memorial took place on June 3, 2024. The first phase of this project is complete. A second phase has been discussed but there are no specifics related

to the design at this time.

Construction of the Cayuse 5 Memorial has begun and hand dug ground disturbing work is scheduled to begin the week of May 6th. This work will be completed in coordination with the Confederated Tribes of the Umatilla Indian Reservation and the Confederated Tribes of the Grand Ronde.

The Cayuse 5 Memorial construction contract has been approved by the City Commission and was awarded to Pioneer Waterproofing Company. Staff has scheduled a pre-construction meeting with Pioneer Waterproofing.

Staff is working with a potential contractor to review the scope of work and estimated costs to perform the work as identified in the bid notice. The City completed the bid advertisement for the project and did not receive any responses. Staff is currently contacting contractors to determine the concerns with the bid advertisement and/or project.

The final construction bid documents for the Cayuse Five Tribute have been completed. Below is the schedule for bidding, awarding, and (weather permitting) construction. The Confederated Tribes of the Umatilla Indian Reservation staff will be invited to the pre-construction meeting to coordinate all activities once the project has been awarded.

The land use application for the proposed memorial has been approved. There are no additional land use approvals necessary to move forward with the project. The memorial bid documents are being reviewed internally and staff is working with Confederated Tribes of the Umatilla Indian Reservation staff on the creation of an inadvertent discovery plan that will be included in the bid/contract information. The proposed memorial has been approved by the Historic Review Board and the information was presented to the Parks and Recreation Advisory Committee.

4. Courthouse

The Courthouse committee has met multiple times to discuss the disposition of the Courthouse. The Mayor will provide an update on the committee meetings and next steps.

A Courthouse committee has been created by the County and a site visit of the Courthouse has occurred. The first meeting of the committee is scheduled for October 15th.

The Mayor and City Manager met with the Assistant County Administrator to discuss the creation of a joint working group. It is anticipated that the working group will be comprised of 6 to 8 members, including the Mayor and County Chair, with the City and County selecting an equal number of members.

The Mayor and the City Manager met with the County Administrator to discuss the planning and future disposition of the County Courthouse and other buildings associated with the Courthouse on Main Street. The County Administrator proposed a working group led by County Chair Tootie Smith and Mayor McGriff, which would include a small group of interested parties to discuss the Courthouse and make a recommendation to the County

Board of Commissioners for their consideration on how to proceed. City and County staff will be meeting to discuss the details of the working group as proposed.

City staff worked to support efforts by the Downtown Oregon City Association to apply for a Main Street grant to focus on the Courthouse located in downtown Oregon City. The grant required the property owner, which is Clackamas County, to sign the grant application, which unfortunately they did not agree to do. At this time there is no specific work being performed related to the future of the existing courthouse.

5. tumwata village

The Confederated Tribes of Grand Ronde have submitted a land use application to amend the adopted framework plan for the property. The Planning Commission hearing of the application is scheduled for January 27, 2025.

The Confederated Tribes of Grand Ronde provided the City Commission an update at the May 7th work session and the demolition of the office building is nearly complete.

A permit has been issued for the demolition of the office building located at the corner of 99E and Main Street. The Confederated Tribes of the Grand Ronde are scheduled to provide an update to the City Commission at the May 7th work session.

Staff continue to meet regularly with Staff from the Confederated Tribes of the Grand Ronde to discuss building demolition, site improvements, and land use planning requirements. The Confederated Tribes of the Grand Ronde are working on site remediation and the demolition of additional buildings on the property.

Willamette Falls Trust and Portland General Electric have signed a Feasibility and Cooperation Agreement enabling the Trust to assess a portion of PGE property on the island on the west side of the Willamette Falls for a project intended to return public access to the area.

In May staff completed a 4-hour site visit with the CTGR staff and consultant team to discuss the demolition that is occurring on the site and begin to discuss the proposed amendments proposed to implement the Tumwata Village Plan for the property. The site visit and discussion focused on infrastructure, design details, development phasing, and an introduction to the goals and objectives of CTGR for the redevelopment of the property. CTGR staff and their consultants have been meeting with City staff to understand specific technical infrastructure issues.

Staff have been meeting monthly with representatives from the Confederated Tribes of Grand Ronde (CTGR) to discuss on-going site work as well as future land use and development plans for the Tumwata Village Plan. CTGR staff has been working with the CTGR Tribal Council and Tribal members to finalize the Tumwata Village Plan. Once approved, the Tumwata Village Plan will be presented to the city and the public.

6. Canemah ROW issues

There has been no change in the project since the May 2023 update. The Canemah ROW issues will be brought before the City Commission at a future work session to discuss how to move forward with this project.

OPTIONS: