



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE AGENDA

City Hall Mt. Hood Room, 625 Center St., Oregon City, OR 97045
Thursday, March 12, 2026 at 6:00 PM

Ways to participate in this public meeting:

- Attend in person, location listed above. Please see the public comment guidelines below.
- Attend the livestream of the meeting on the City's YouTube Channel:

<https://www.youtube.com/user/CityofOregonCity>

- Register to provide electronic testimony (email ameeker@orcity.org or call 971-204-4656 by 3:00 PM on the day of the meeting to register)
 - Email ameeker@orcity.org (deadline to submit written testimony via email is 3:00 PM on the day of the meeting)
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1. CALL TO ORDER AND ROLL CALL

2. PUBLIC COMMENTS

Please see the public comment guidelines below.

3. APPROVAL OF THE MINUTES

- a. Approval of the Meeting Minutes - January 8, 2026

4. GENERAL BUSINESS

a. NEW BUSINESS

1. Presentation on the ADA Transition Plan by Alex Troutman, Assistant City Manager and Josh Wheeler, Assistant City Engineer
2. Presentation on Roles & Authority of a High Functioning Advisory Committee by Jakob Wiley
3. Presentation on Radar Speed Trailer and Covert Box by Jayson Thornberg, Transportation Maintenance Manager
4. Welcome to the Transportation Advisory Committee and an overview of the committee's role by Dayna Webb, Public Works Director
5. Update on the presentation to the City Commission on the Committee's 2024 Annual Report and 2025–2027 Goals by Tim Morgan
6. Review and discuss the goals for the year ahead
7. Transportation Research and Education Center (TREC) – Community Transportation Academy
8. Oregon City Neighborhood Traffic Fact Sheet – Follow up on the questions received

5. COMMUNICATIONS

6. ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the clerk. When the Chair calls your name, proceed to the speaker table, and state your name and city of residence. Each speaker is given 3 minutes to speak. As a general practice, the committee does not engage in discussion with those making comments. Complaints shall be addressed at the department level prior to addressing the committee.

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.



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE MINUTES

Commission Chambers, City Hall, 625 Center Street, Oregon City
Thursday, January 8, 2026

1. CALL TO ORDER AND ROLL CALL

Cedomir Jesic called the meeting to order at 6:13 PM, following interviews for new membership.

PRESENT: 4 - Committee members present included Betty Mumm, Bruce Fries, Cedomir Jesic, and Raymond Rendleman. Cedomir Jesic acted as Chair in the absence of Ben Simmons and Vice Chair, Tim Morgan.

ABSENT: 2 - Chair, Ben Simmons, and Vice Chair, Tim Morgan

STAFFERS: 4 - Dayna Webb, Public Works Director, Vance Walker, Assistant Public Works Director, Jayson Thornberg, Transportation Maintenance Manager, Audrey Meeker, Senior Administrative Assistant

2. APPROVAL OF THE MINUTES

Meeting minutes were provided from July 10, 2025, September 11, 2025, and November 13, 2025. Betty Mumm inquired whether she can vote on approval of the meeting minutes if she wasn't a member at the time of the meeting. According to Roberts Rules, committee members that were not present at the meeting are allowed to vote on minutes, however, they have the option to abstain if uncomfortable doing so. Betty Mumm requested that in the November 13, 2025, meeting minutes, the title be changed from affiliate of the Chamber of Commerce be changed to representative of the Chamber of Commerce.

A motion to approve all three months of meeting minutes was made by Betty Mumm. A second was provided and the motion carried with all members voting in favor. Yea: 4 - Betty Mumm, Bruce Fries, Cedomir Jesic, and Raymond Rendleman. Nay: 0

3. AGENDA ANALYSIS

- There were no changes made to the agenda.

4. PUBLIC COMMENTS

- There were no public comments made.

5. NEW BUSINESS/DISCUSSION ITEM

a. Winter Weather Update by Jayson Thornberg, Transportation Maintenance Manager

- i. Jayson Thornberg provided a comprehensive winter weather operations update. He explained that his street division of seven people monitors weather continuously throughout winter and coordinates de-icing operations that typically begin at 3-4 AM before morning rush hour traffic.
- ii. Jayson highlighted the city's new equipment acquisitions, including two new de-ice tanks that represent significant technological improvements over older equipment. The new tanks can service three lanes simultaneously and maintain consistent application rates regardless of vehicle speed, unlike older tanks that required specific speeds to achieve desired application rates.
- iii. The city maintains winter weather priorities with red routes (Priority 1) receiving first attention, followed by yellow (Priority 2) and green (Priority 3) routes. All police stations, fire stations, and hospitals are located on Priority 1 routes. The city's policy requires three inches of snow accumulation before plowing begins, though Priority hills like Singer Hill receive immediate attention regardless of accumulation.
- iv. For equipment resources, the city operates five plows, three sanders capable of distributing 20 yards of sand, and four de-ice tanks (two new, two older ones being decommissioned). The city maintains 100 yards of sand storage and 5,000 gallons of magnesium chloride storage, with county backup available if needed. This winter season has been mild with no magnesium chloride usage to date.
- v. Tree and debris removal during winter events utilizes a grapple truck, John Deere backhoe, and multiple chainsaws. The grapple truck was acquired through federal Urban Area Security Initiative grant funding and has proven valuable for emergency response, including assisting ODOT with rockfall cleanup on Highway 99E.
- vi. Committee members asked about de-icer effectiveness at various temperatures and application timing. Jayson explained that magnesium chloride works instantly in local temperature conditions for preventing black ice formation, though effectiveness diminishes during active ice-building events when dilution occurs.

b. Highway 213 and Beaver Creek Intersection Project

- i. Dayna Webb presented details about the upcoming Highway 213 and Beaver Creek intersection improvement project. The project will convert the current yield movement from westbound Beaver Creek to northbound 213 into a free-flow movement by adding an acceleration lane on northbound 213.
 - o This project addresses morning peak hour congestion where vehicles queue back sometimes to the college entrance. The improvement will allow continuous flow except when pedestrians use the crossing, eliminating the need for drivers to find gaps in 55 mph northbound traffic.
 - o Dayna announced that an RFP for consultant support will be posted later this month, with consultant contract execution anticipated by May 2026. The project involves complex coordination with ODOT for design approval, including potential design exceptions for lane length requirements due to the adjacent curve. Construction completion is expected by 2028.
 - o Committee members expressed concern about the extended timeline given current traffic problems that continue worsening with ongoing development. Dayna explained that the design process requires multiple reviews including ODOT approval, environmental permitting for the adjacent creek, and city land use reviews for natural resource overlay and geologic hazard considerations.
- ii. The project is budgeted at \$6 million, funded partially by development impact fees and system development charges collected over time. This represents one of the first fully city-funded transportation projects without outside grants in recent years.
- iii. Discussion included questions about why the project wasn't coordinated with recent apartment development approvals. Dayna explained proportionality requirements under land use law (Nollan and Dolan) that prevent requiring developers to fix problems beyond their proportional impact. The apartments did pay appropriate SDCs and additional fees that contribute to project funding.
- iv. Members discussed broader concerns about development approval processes and infrastructure timing, with staff acknowledging the challenge of balancing development needs with infrastructure capacity while operating under legal constraints regarding developer contributions.

c. ODOT Response to Questions - November Meeting

- i. Audrey Meeker reported on three questions submitted to ODOT following the November meeting. Regarding project budget status, ODOT indicated

this is not a simple question they can answer currently due to budget complexity with many moving parts and removed elements making original budget comparisons inaccurate.

- ii. For the temporary pedestrian path along Highway 99E under the bridge, ODOT responded directly to the inquirer on November 20, 2025, that the request would be queued for their traffic investigation team review. This is not part of the current project scope and could take several months for response.
- iii. The third question about flexible plastic barriers for the I-205 southbound ramp to Highway 213 received the same response of referral to the investigation team with the potential of a several-month timeline for response.

d. Street Traffic Fact Sheet Review

- i. Audrey Meeker distributed the street traffic fact sheet for committee review, requesting feedback by month's end for discussion at the March meeting. Staff will follow up on updating standards and may email the document for easier review.

e. Traffic Counts Web Map

- i. Dayna Webb, demonstrated the city's traffic counts web map available on the city website, showing interactive locations where traffic counts are conducted. The 2025 counts are complete and available online, with historical data dating back to 2011.
- ii. The city divides into three areas with counts taken in one area per year, providing updated data every third year. This information supports project planning by identifying AM and PM peak periods, helps determine appropriate construction work hours, and assists with neighborhood speeding complaints through volume classification and speed analysis.
- iii. For the recent Molalla Avenue project from Beavercreek to 213, traffic count analysis revealed no significant AM peak with traffic peaking around noon and holding steady until 8 PM, leading to the decision not to restrict construction hours around typical PM peaks.
- iv. Committee members asked about count location methodology, with Dayna explaining that the GIS technician works with traffic counting companies to position equipment appropriately - not too close to stop signs to avoid inaccurate speed readings, but close enough to capture traffic before side street diversions.
- v. These counts support some project design decisions regarding work scheduling but aren't used for determining lane requirements, which rely more on Transportation System Plan analysis and detailed intersection movement studies when needed.

6. COMMUNICATION

- a. Discussion included the January 13, joint meeting with Planning Commission, with Dayna providing meeting information to be shared by staff.
- b. Committee members discussed adding traffic cameras for speeding enforcement as a future agenda item, noting this topic is also being considered by City Commission. The group felt the Transportation Advisory Committee could provide valuable input and recommendations.
- c. Staff noted that when traffic cameras were previously evaluated approximately eight years ago, most violations at qualifying intersections were right turns on red, which the police chief at that time wasn't comfortable ticketing since officers typically wouldn't issue such citations. With 75% of violations being right on red turns, the cameras weren't considered cost-effective.
 - i. Camera systems require officer review of every violation, creating substantial staff time requirements despite assumptions about freeing up officer time. Technology has advanced significantly since the previous evaluation, and there's a new police chief who may have different perspectives.
 - ii. Committee members suggested inviting police department representatives to discuss current enforcement challenges and perspectives on camera technology, including both red light cameras and speed enforcement systems. They also discussed simpler alternatives like strategically placed unoccupied police vehicles, which other jurisdictions use effectively as deterrents.
 - iii. The group agreed that transportation safety enforcement deserves fresh consideration given technological advances, changing violation patterns, and new leadership perspectives since the previous evaluation.

7. FUTURE AGENDA ITEM

- a. Committee members suggested inviting a police department representative to discuss current enforcement challenges and perspectives on camera technology, including both red light cameras and speed enforcement systems.

8. ADJOURNMENT

The meeting adjourned at 7:21 PM.

Respectfully submitted,



Audrey Meeker, Senior Administrative Assistant



PUBLIC WORKS REPORT

March 12, 2026





ADA Transition Plan for the Public Right-of-Way

March 12, 2026

Transportation Advisory Committee

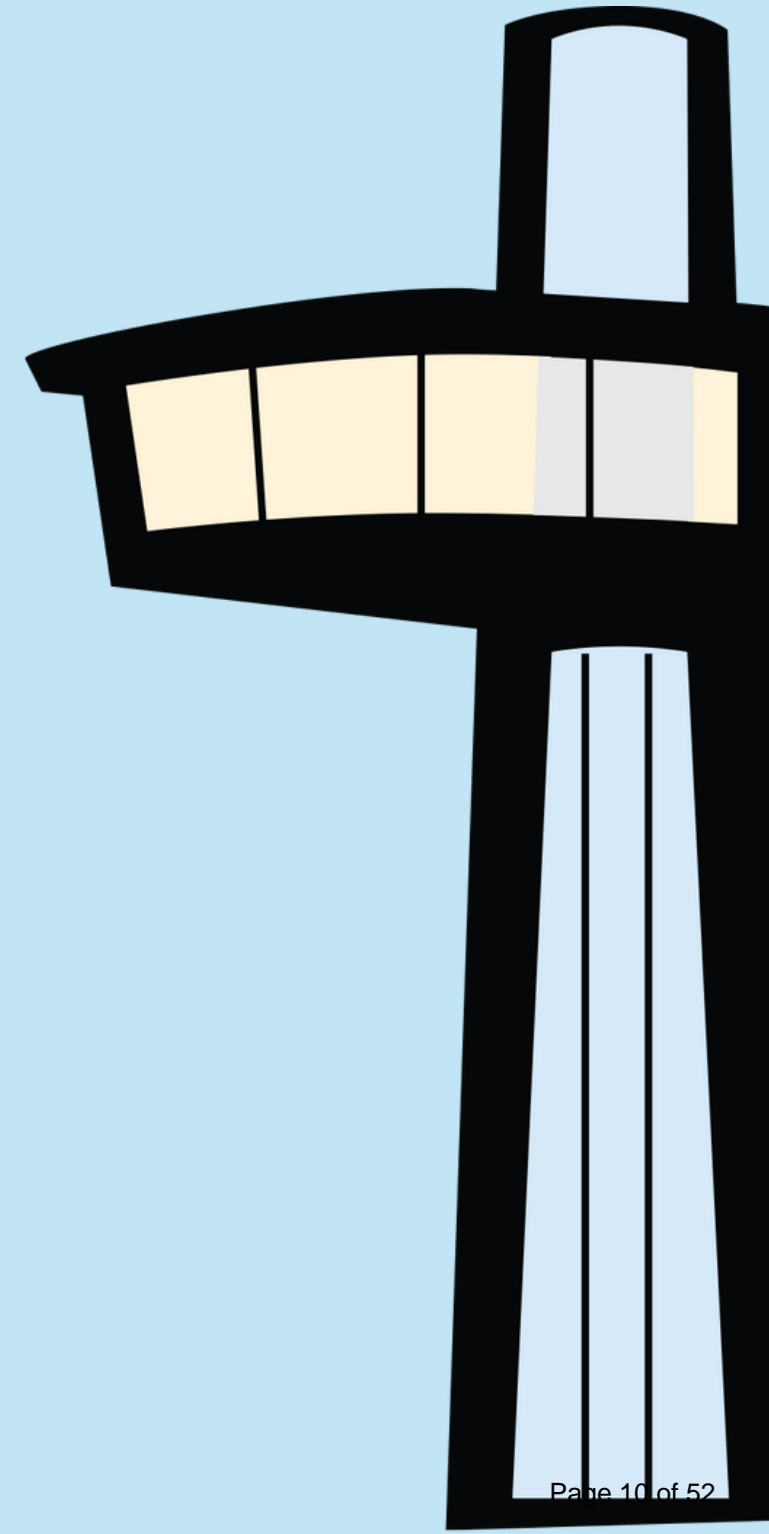
Alexandra Troutman, Assistant City Manager

Josh Wheeler, Assistant City Engineer



Agenda

1. What is an ADA Transition Plan?
2. Why are we here?
3. What is in the Oregon City ADA Transition Plan for the Public R.O.W.?
4. Next Steps
5. Questions?



What is an ADA Transition Plan?

- **A plan that provides**
 - Evaluation of ADA Services
 - Evaluation of ADA Policies
 - Evaluation of ADA Practices
 - Prioritization of Evaluation and Implementation
 - Schedule of Implementation
 - Public Participation
 - Grievance Procedures



What is the ADA?

- **American with Disabilities Act of 1990**
- **1991 – Department of Justice (DOJ) issued regulations to implement ADA which included a Transition Plan**
- **2010 – DOJ issued revised regulations adopting the ADA Standards for Accessible Design**



Why do we need an ADA Transition Plan?

- **1991 ADA Regulations required all public entities to start following ADA requirements**
- **Public entities of 50 or more employees were required to develop a Transition Plan**



Why are we here?

- **ADA Transition Plan adoption requires public participation**
- **Public Participation City is providing:**
 - Citizen Involvement Committee (CIC) Meeting
 - Transportation Advisory Committee (TAC) Meeting
 - Parks and Recreation Advisory Committee (PRAC) Meeting
 - Public Website
 - Public Meeting with Ordinance Adoption of ADA Transition Plan



Role of ADA Coordinator

- **Address grievances**
- **Direct concerns to appropriate department**



What is the Oregon City ADA Transition Plan for the Public Right-of-Way?

- **Focuses solely on the right-of-way**
- **Includes:**
 - Self Evaluation
 - Action Plan
 - Public Outreach
 - Grievances



Oregon City ADA Transition Plan for the Public Right-of-Way: Self Evaluation

- **3,368 ADA Ramps in City Limits**
 - 3,026 are located in City Right-of-Way
 - 1,444 ramps have been inspected
 - 58.7% have been found to be non-compliant so far
 - Assumed ultimately 1,778 ramps need reconstruction
- **Inspections are ongoing**
 - Approximately 20 inspections per month occur
 - Assumed 85 months/7 years to complete assessment



Oregon City ADA Transition Plan for the Public Right-of-Way: Self Evaluation

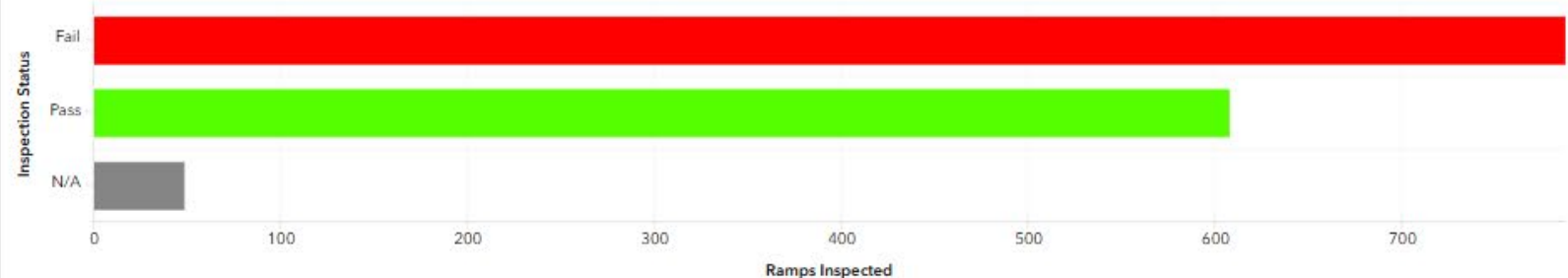
Inspected Ramps

1,444

3,368 Total Ramps

Last update: 8 seconds ago

Pass/Fail Status



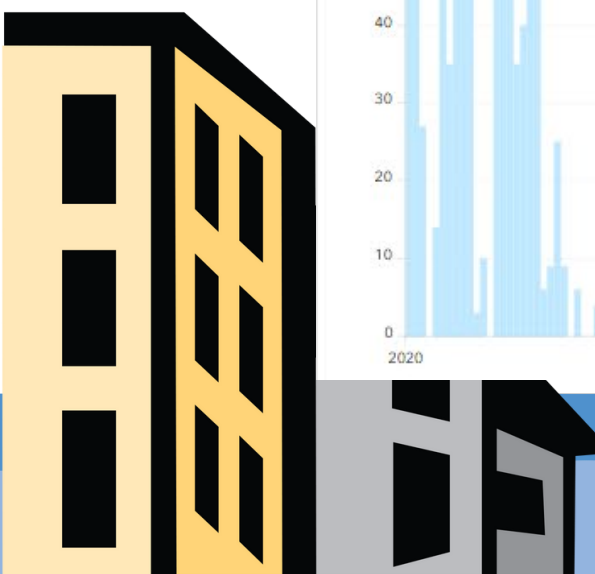
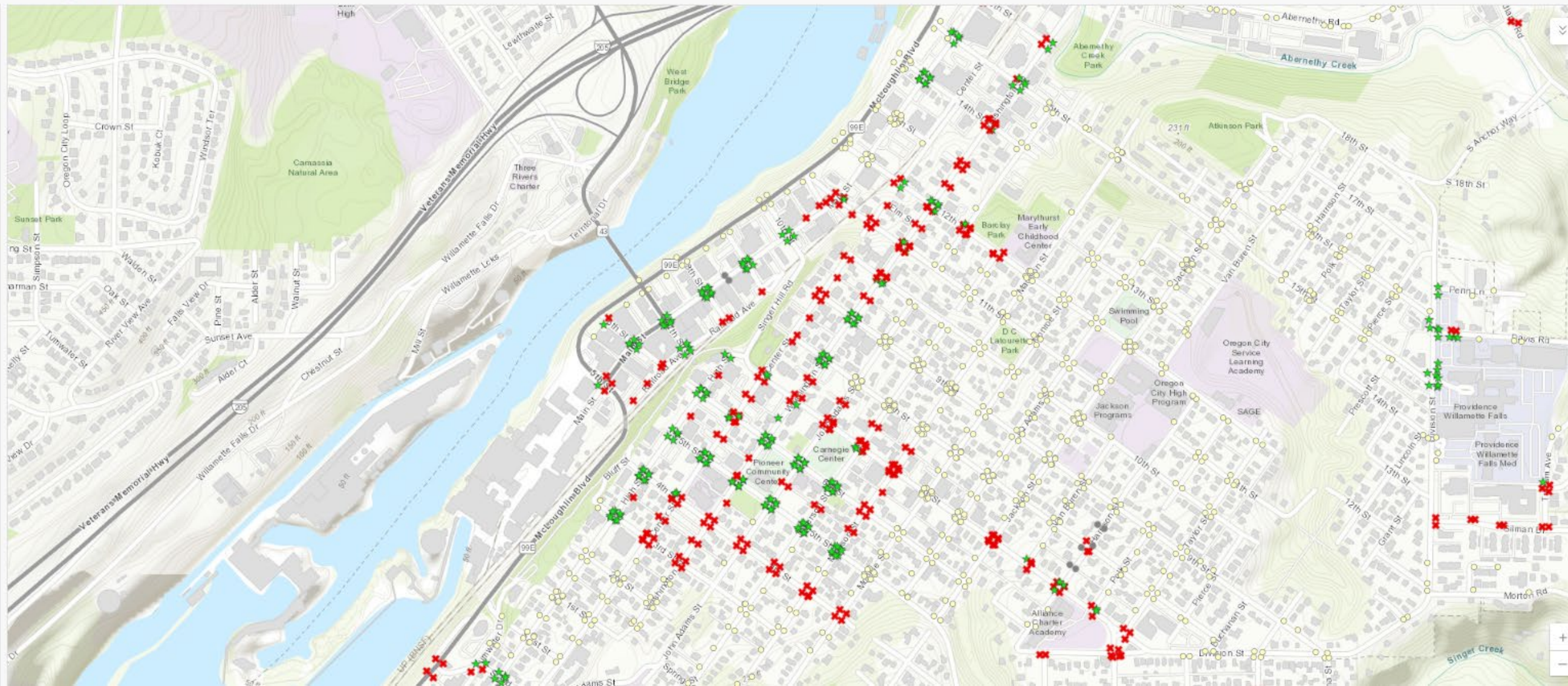
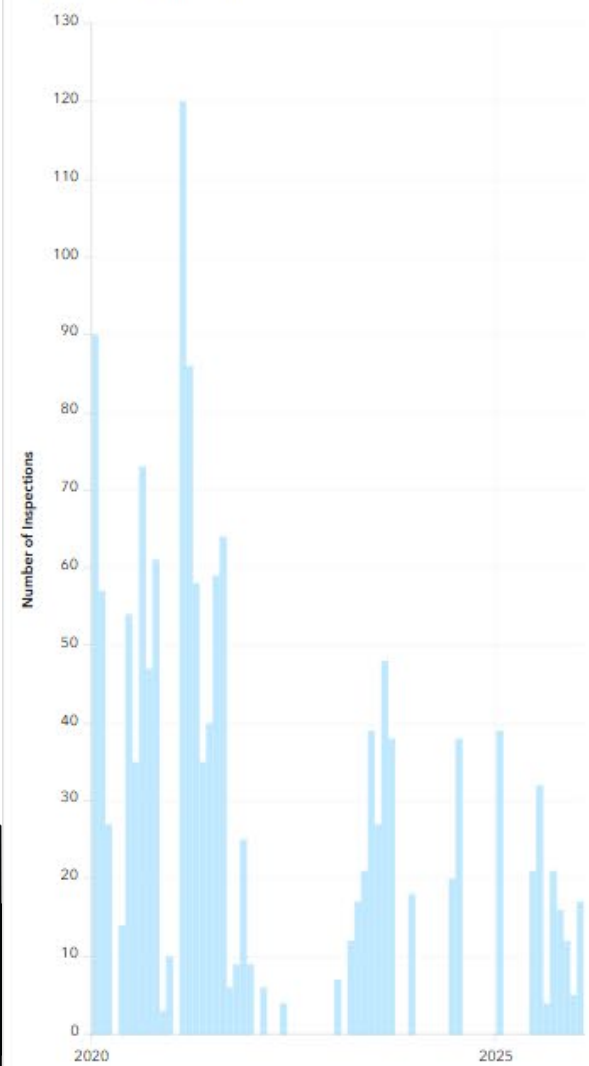
Last update: 19 seconds ago

Ramp Ownership



Last update: 19 seconds ago

Ramps Inspected by Month



Oregon City ADA Transition Plan for the Public Right-of-Way: Self Evaluation



Oregon City ADA Transition Plan for the Public Right-of-Way: Self Evaluation

- **Other ADA Regulations in the R.O.W.**
 - Traffic Signals
 - Power Pole Locations
 - Light Pole Locations
 - Pedestrian Signals
 - Rectangular Rapid Flashing Beacon (Crosswalk Signals)
 - Intersection Flashing Signals

*Signals are only evaluated when roadwork is being considered



Oregon City ADA Transition Plan for the Public Right-of-Way: Prioritization

Priority 1: State and Local Government and Public Use

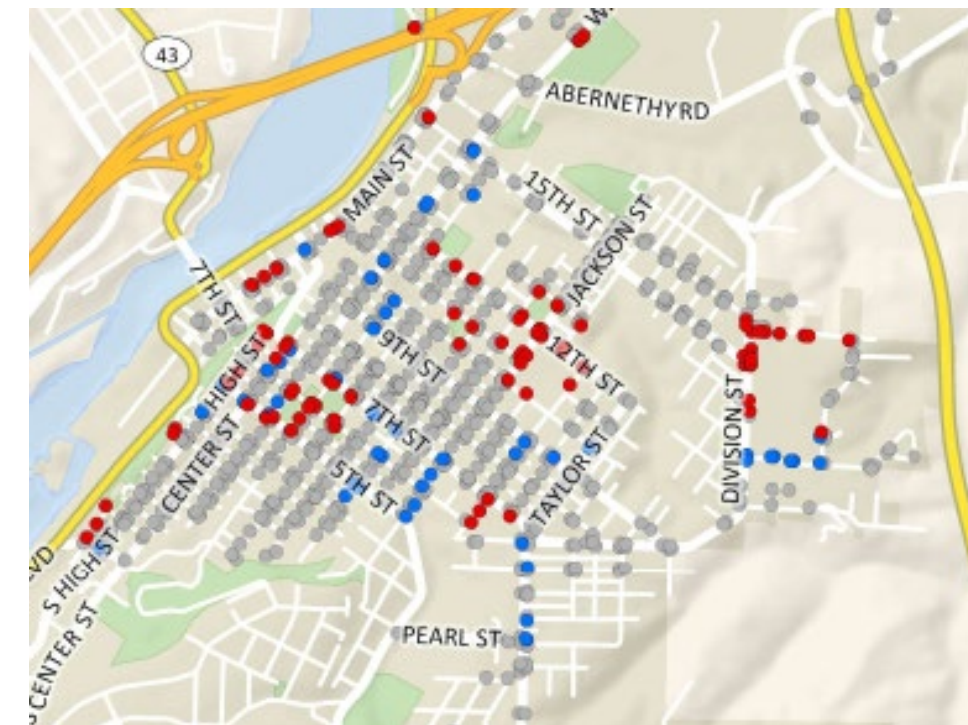
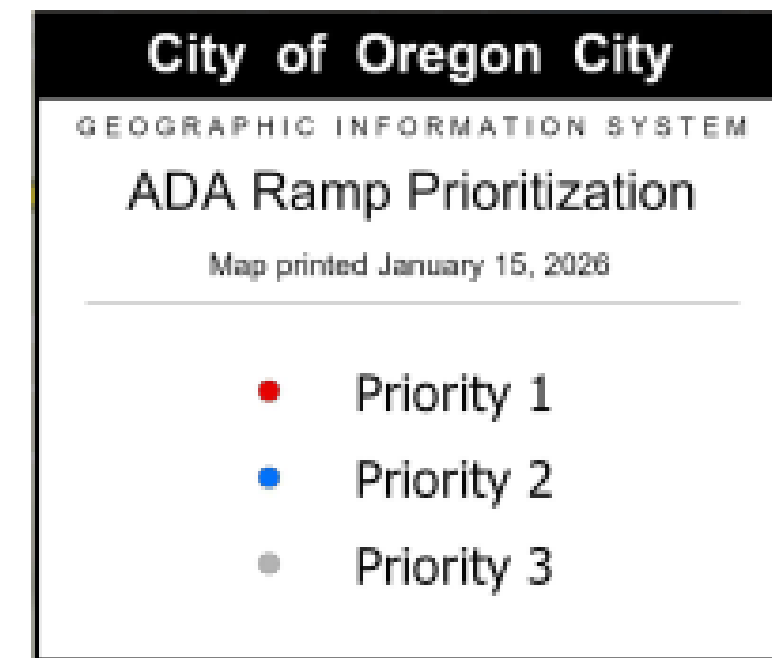
- Gov't Bldgs, Hospitals, Parks, Schools

Priority 2: Essential Community Services and Commerce

- Senior Living, Grocery, Large Apts.

Priority 3: Low Density Residential and Other Uses

- Single Family Neighborhoods, Industrial



Oregon City ADA Transition Plan for the Public Right-of-Way: Action Plan

- Plan and Complete Self Evaluation of ADA ramps/corners
- Continue requiring ADA improvements on private development
- Continue constructing ADA improvements with capital improvement projects (w/PMUF in most cases)
- Start evaluation of Non-Ramp items once initial Self Evaluation is complete
- Regularly update ADA Maps



Oregon City ADA Transition Plan for the Public Right-of-Way: Funding

- State Highway Fund (City's share of Gas Tax)
- Clackamas County Vehicle Registration Fees
- Pavement Maintenance Utility Fund (PMUF)
- Transportation System Development Charges (SDCs)
- Federal and State infrastructure grants
- Private development contribution (Land Use)
- Public-private partnerships



Oregon City ADA Transition Plan for the Public Right-of-Way: Cost

- 2026: One Ramp = approx. \$10,000
- PMUF completes 10-20 ramps per year
- 1,778 ramps = \$17.78 million (not including design)
- 89 years to make City compliant



Next Steps

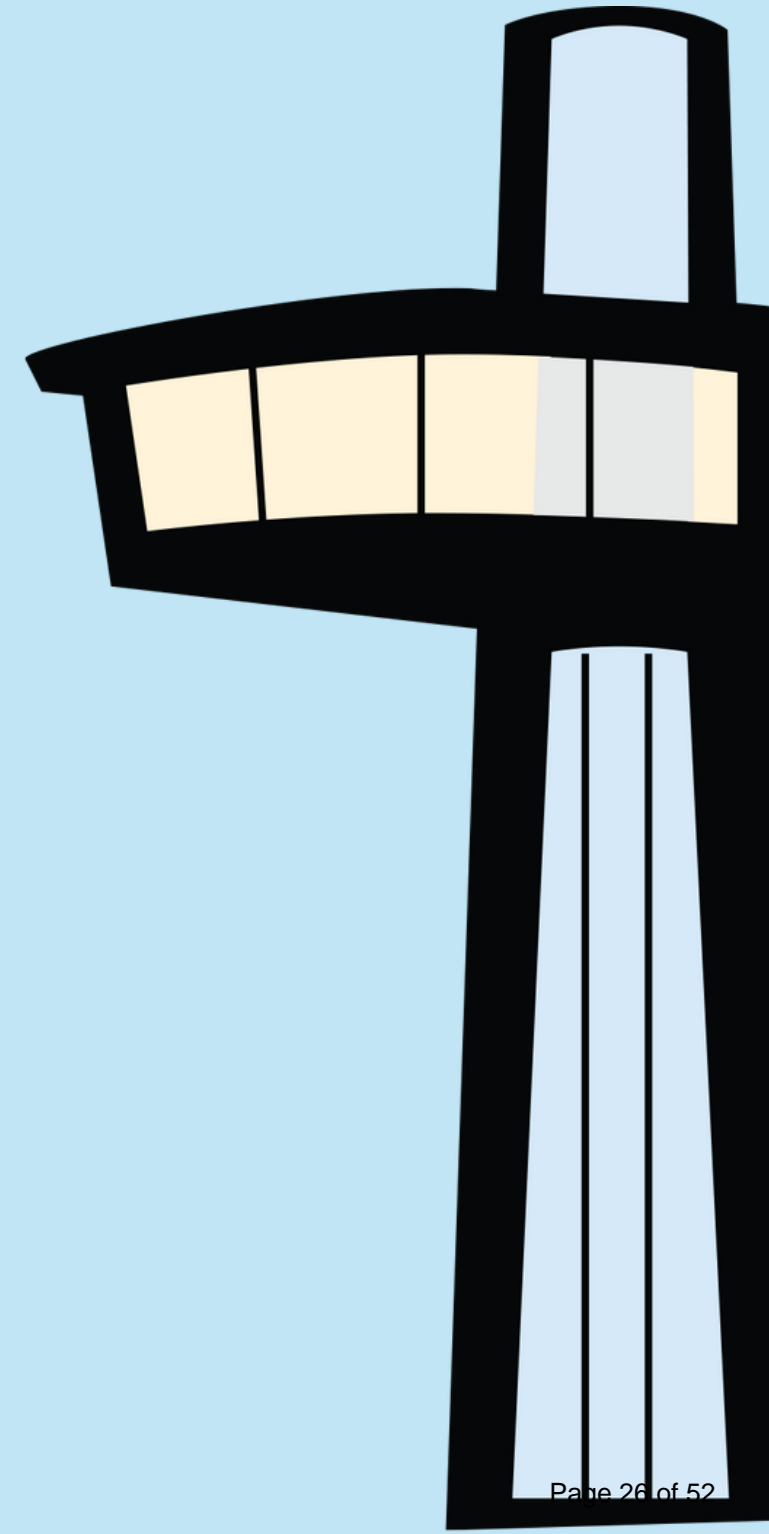
- **PRAC – March 26, 2026**
- **Possible Adoption:**
 - Spring or Summer 2026



Questions?

**Alexandra Troutman,
Assistant City Manager
atrouman@orccity.org**

**Josh Wheeler,
Assistant City Engineer
jwheeler@orccity.org**





Roles and Authority of a High Functioning Advisory Committee

Jakob Wiley, City Recorder





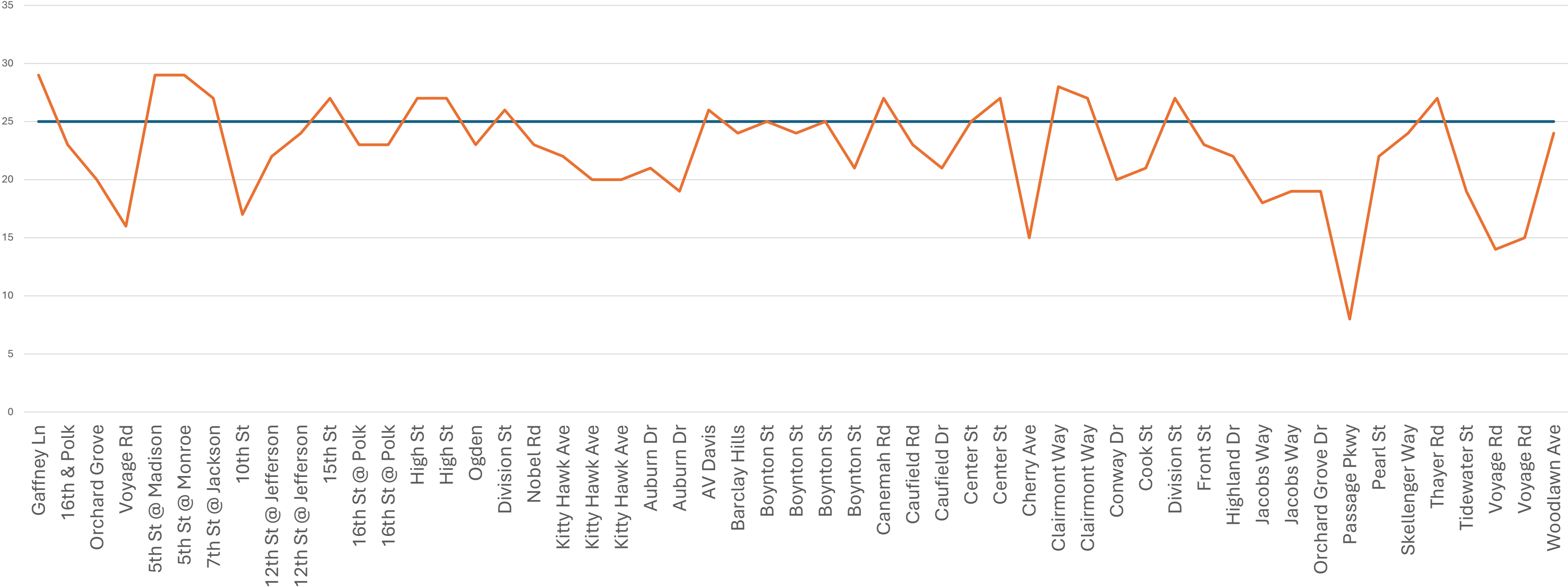
Radar Speed Trailer & Covert Box

Jayson Thornberg, Transportation Maintenance Manager



RADAR SPEED TRAILER

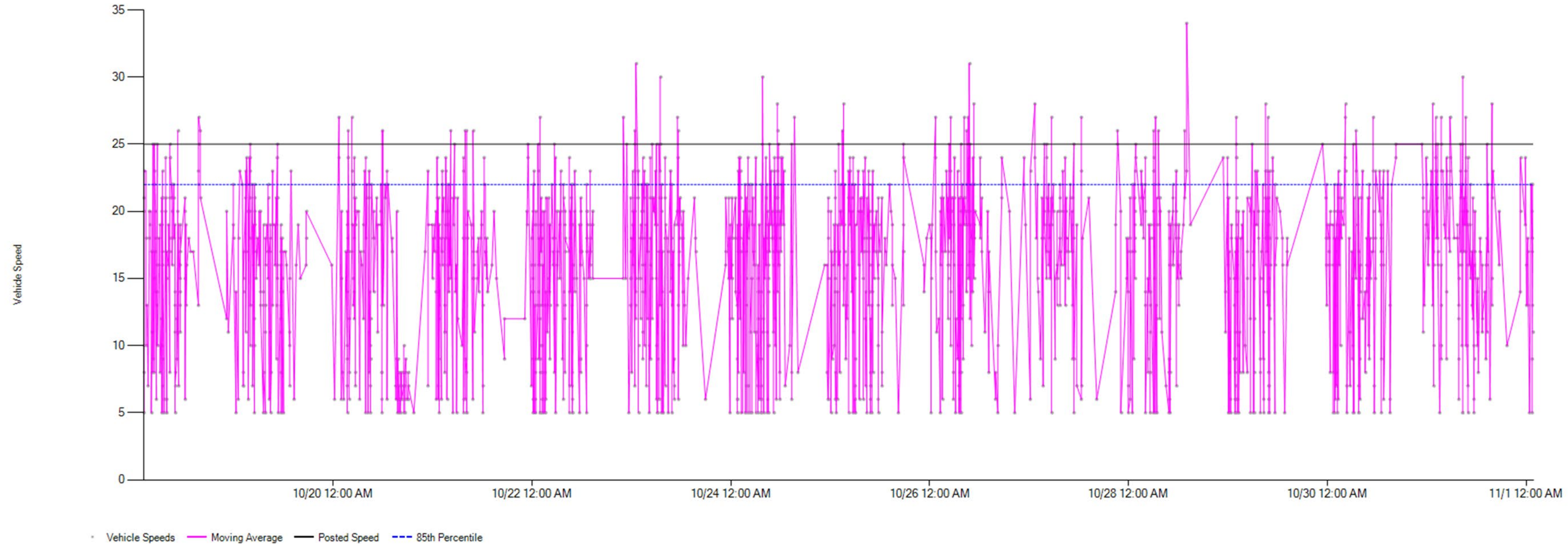
Speed Limit vs 85th Percentile



RADAR SPEED TRAILER - KITTY HAWK

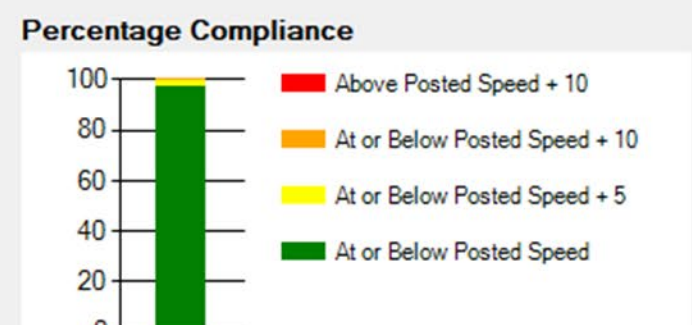
View Charts
 View Data

Vehicle Speed Report 10/18/24 2:19 AM to 11/1/24 1:43 AM



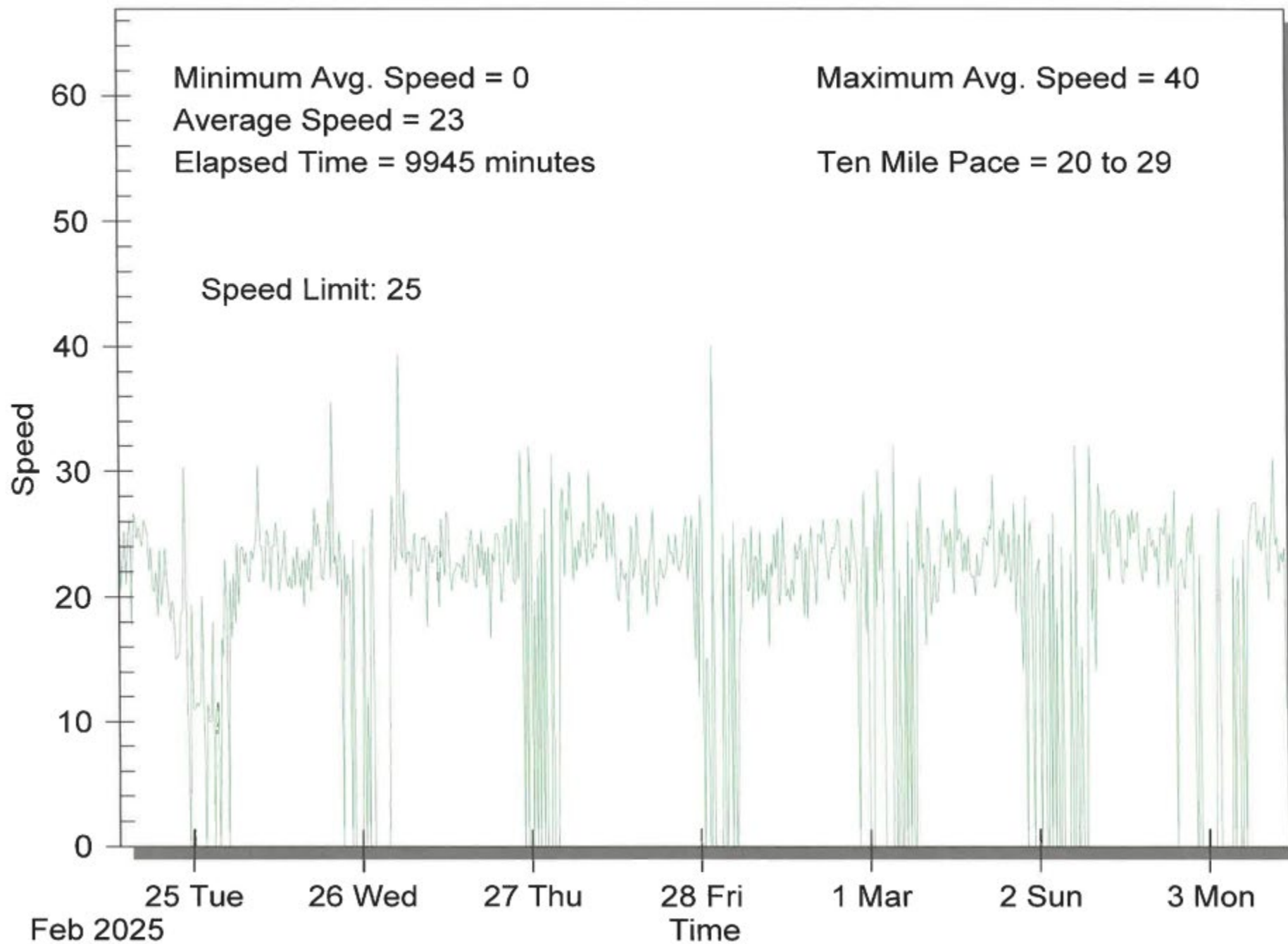
Change percentile selections by clicking the "Edit Settings" button

Number of data points:	2320
Posted speed:	25
Average speed:	15.7
Percentiles:	
--- 85th	22



COVERT BOX – GAFFNEY LANE

Speed vs. Time
FILENAME: <1B00134.DAT>



STEALTH SURVEY INFO

◇
◇

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2025/02/24 13:21>

FILENAME: 1B00134.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <100>

TOTAL VEHICLES = 3802

MINIMUM SPEED = 10

MAXIMUM SPEED = 47

AVERAGE SPEED = 23.03

50th PERCENTILE = 24

85th PERCENTILE = 29

TEN MILE PACE = 20 to 29

END OF REPORT



TAC Role and Responsibility Overview

Dayna Webb, Public Works Director



City Commission Annual Report and Goals Update

Tim Morgan



Review and Discuss TAC Goals

**Transportation Advisory
Committee**





**CITY OF OREGON CITY
TRANSPORTATION ADVISORY COMMITTEE
2025-2027 GOALS**

TAC Goals		City Commission Goals						
		Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7
1	Review and provide feedback on the Oregon City Neighborhood Traffic Fact Sheet.				X			
2	Engagement with the community, and education: <ul style="list-style-type: none"> • Listen to resident requests regarding transportation concerns. • Attend Neighborhood Association Meetings to share transportation related topics such as the OC Shuttle being a free transportation option, reporting issues through the City such as potholes in the MyOC!-Requests portal and Neighborhood Traffic Fact Sheet to promote and improve traffic safety within the community. • October national walk/bike school event • Present to the OC Youth Advisory Commission • 20 is Plenty • Chief Advisory Group meetings • Campaign: Distracted Driving and drunk driving awareness. 				X	X		
3	Remain informed and provide input and support for projects and developments that may impact Oregon City transportation and grant opportunities, such as the I-205 Abernethy Bridge and Tolls, Local Street Standards and the October national walk/bike school event.			X				
4	Advise on, and provide support of, transportation grant opportunities including McLoughlin Enhancement Project and similar to Safe Routes to Schools.	X				X		
5	Review Transportation System Plan every five years, per bylaws, and receive annual updates from staff on progress.	X		X		X		
6	Review the Roadway Improvement Program, including the Preventative Maintenance Annual Report annually.			X				

City Commission 2025-2027 Goals

GOAL 1: Invest in the City Facilities and Infrastructure

GOAL 2: Improve the City's Park Lands and Natural Resources

GOAL 3: Support Economic Development and Tourism Throughout Oregon City

GOAL 4: Increase Community Engagement Opportunities

GOAL 5: Create a Diverse, Equitable, Inclusive, and Safe Community and Workplace

GOAL 6: Increase Housing Opportunities

GOAL 7: Reduce Homelessness in Oregon City

Oregon City Neighborhood Traffic Fact Sheet

**Transportation Advisory
Committee**



QUESTIONS AND FEEDBACK

- The sidewalk infill program: Are there areas the City has connected lately, and where the highest priorities are for future construction?
- With the high "demand for increased connectivity of bike lanes," where are our top priorities for these types of improvements?
Shared-use paths are now considered to be the gold standard for urban design, not bike lanes, so maybe there are opportunities for creating new shared-use paths as well, such as along Molalla Avenue, where we have some construction planned in the coming years.
- 20 is Plenty: When is staff planning to present on this topic again?

- What changes did the city make to its speed zones in response to the state approving 50th percentile speed as the new standard, as opposed to 85th percentile, in urban areas?
- It is noted that radar speed trailers are not suitable for permanent action, nor do they provide enforcement action to prevent continued speeding. Could we note here that the city is currently exploring options for speed/red light cameras, which could provide these permanent benefits?
- Do we have an example of a chicane in OC? It would be helpful to note where there is one, or perhaps where one is called for in the TSP.



January 2026

City of Oregon City

NEIGHBORHOOD

TRAFFIC FACT SHEET

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

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

City of Oregon City, 625 Center Street, Oregon City, OR 97045

971-204-4600



Transportation Advisory Committee Members

Ben Simmons, Chair
Betty Mumm
Bruce Fries
Cedomir Jasic

Emma Lugo
Gregory Stoll
Raymond Rendleman
Timothy Morgan, Vice Chair

Transportation Advisory Committee meetings are held every other second Thursday of the month at 6:00pm in the Mt. Hood conference room at City of Oregon City, City Hall, 625 Center Street, Oregon City, OR 97045.

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

Abbreviations and Acronyms Used Throughout This Document

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

PURPOSE

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

INTRODUCTION

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

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

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

MODES OF TRANSPORTATION



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

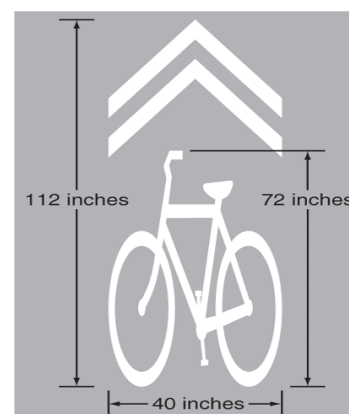
vehicle class. Volume of vehicles refers to the number of vehicles present at a location, at a fixed period of time. Volume can fluctuate at the same location throughout the day.

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

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

<https://www.orcity.org/DocumentCenter/View/2917/Transportation-System-Plan----Volume-I-PDF>

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



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

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

<https://www.orcity.org/1284/Transportation>

STREET CLASSIFICATIONS

Major and Minor Arterial

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

Collector

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

Residential

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

SPEED ZONES

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

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

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

Statutory Speed Zones

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

<https://www.oregon.gov/odot/engineering/pages/speed-zones.aspx>

20 mph Speed Limit

In June 2011, HB 3150 was approved, and road authorities were authorized to lower the statutory speed limit to 20 mph when the following criteria is met, as noted in ORS 810.180(10).

1. The road is located in a residential district.
2. There are fewer than 2,000 vehicles per day and the 85th percentile of these vehicles speed is less than 30 mph.
3. There are traffic control devices that indicate the presence of pedestrians and/or bicycles.

Designated Speed Zones

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

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

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

Resetting Speed Limits Upon Annexation

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

Speed Zone Evaluation

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

SIGNAGE AND SIGNALS

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

Passive

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

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

Oregon City has a [Stop Sign Policy Brochure](#) available in the [Public Works Street Division](#) section of the official [Oregon City website](#) and is included as Appendix A of this document. This brochure discusses and explains the City's position on using and placing stop signs. Information can be found on the City's website here: <https://www.orcity.org/1249/Stop-Sign-Brochure>

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

Active

Automated Speed Signs

Oregon City has several stationary automated speed limit signs and two trailer mounted mobile automated speed limit signs. These signs show the posted limit and the speed of approaching cars as measured by a radar gun. The Radar Trailer Program is managed jointly by the Public Works Operations Department and the Police Department. A call to either department will place them on the waitlist for the next available radar trailer to be placed on their street, in a reasonable location.

Street Markings

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

Crosswalks

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

TRAFFIC CALMING

Traffic Calming refers to street design techniques that recreate safe, slow, residential, and mixed-use streets without significantly changing vehicle capacity. There are many different techniques available, but all have positive and negative aspects to their construction and use. Most require a reasonable level of forethought before installation,

and some require complete engineering studies and construction plans. The following information will outline several of these traffic calming measures:

- Applicability
- Speed
- Cost
- Volume

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

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

Drive Safe Oregon City Campaign

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

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

Positive aspects are:

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

Negative aspects are:

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

Radar Speed Trailers

Applicability: Residential, Collector, and Minor Arterial	Complexity: 
Cost: 	Goal: Target speed

Mobile radar speed trailers visually display a driver's real-time speed. Radar trailers can be effective reminders of the posted speed limit in that neighborhood, especially the mounted electronic sign flashes that a driver is moving too fast. Again, more information can be found by calling Public Works Operations Department or the Police Department.

Positive aspects are:

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

Negative aspects are:

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

Traffic Circles

Applicability: Collector, and Arterials	Complexity: 
Cost: 	Goal: Target speed

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

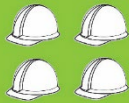

Positive aspects are:

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

Negative aspects are:

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

Roundabouts

Applicability: Collector, and Arterials	Complexity: 
Cost: 	Goal: Target speed and volume

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

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

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

Positive aspects are:

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

Negative aspects are:

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

Sidewalk Extensions or Bumpouts

Applicability: Residential, and Collector	Complexity: 
Cost: 	Goal: Target speed

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

Positive aspects are:

1. The intersection is visually narrowed which tends to slow vehicle speeds through the intersection and areas near the intersection.

2. Pedestrians crossing the street are more visible to vehicle drivers prior to crossing streets and can cross streets quicker due to the shorter distance to be traveled.
3. Fire hydrants located on corners are easier to access due to vehicles forced to park away from the hydrant.

Negative aspects are:

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

Diverters

Applicability: Residential, and Collector	Complexity: 
Cost: 	Goal: Target speed and volume

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

Positive aspects are:

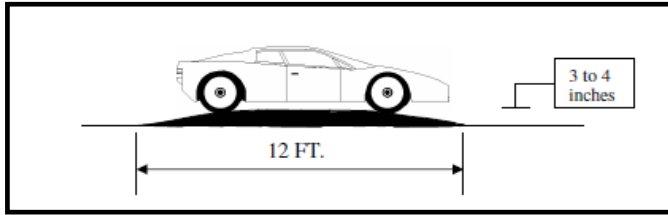
1. Traffic volumes and speeds are reduced as vehicles use alternative routes.
2. Existing street drainage patterns can generally be maintained.
3. Decrease in crashes due to removing certain movements from the intersection.

Negative aspects are:

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

Speed Humps

A speed hump is a raised pavement feature constructed across the width of the street. It is usually 3 inches high and at least 12 feet in length from the leading edge to the trailing edge. This feature discourages motorists from speeding and encourages them to obey the posted speed limit. When speed humps are constructed, advisory signs are also installed to notify motorists of the speed hump and an appropriate advisory travel speed. Oregon City has a Speed Hump Policy available in the [Street Division Public Works website](#) and is also attached to the document as Appendix B. This brochure discusses and explains the City's position on using and placing Speed Humps.



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

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

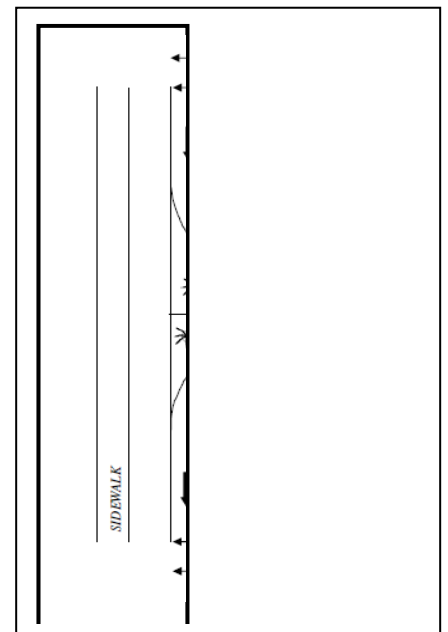
1. The humps affect vehicles differently. Some vehicles, notably Sport Utility Vehicle types, are designed to absorb and soften road shocks at speed to provide a smoother ride to the occupants.
2. The installation requires maintenance to remain visible.
3. Increased speed in most vehicles can negate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

Positive aspects are:

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

Negative aspects are:

1. Vehicle speeds may not be reduced. In some locations where multiple humps are installed, drivers have adopted the strategy of slowing leading up to cross the humps and speeding up between humps.
2. Storm drainage may be adversely affected.
3. Street maintenance operations such as street sweeping is affected by the humps.
4. Vehicles other than the target vehicles may be more severely affected. Some studies have shown that emergency vehicles response times can be affected.
5. Traffic volumes and speeds may be increased on neighboring streets as the traffic establish new routes that do not include speed humps.
6. Properties directly adjacent to speed humps often notice an increase in noise due to vehicles such as landscaping trailers, or larger vehicles going over the speed humps.



Chicanes

Applicability: Collector	Complexity: 
Cost: 	Goal: Target speed

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

Positive aspects are:

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

Negative aspects are:

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

Safe Routes to School

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

Useful Website Links:

[AASHTO](#)

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

[Drive Safe Oregon City Campaign](#)

[Oregon Impact](#)

[Oregon Safe Routes to School](#)

[TriMet](#)



Questions? Comments?

