

625 Center Street | Oregon City OR 97045 Ph (503) 657-0891 | Fax (503) 657-7892

Members:

Blane Meier, Chair Betty Schaafsma, V.-Chair John K. Anderson Jonathan David Scott Failmezger Steve Johnson Bob La Salle Fred Wallace

AGENDA

TUESDAY, JUNE 19, 2012

6:00 pm City of Oregon City City Hall

625 Center Street, Oregon City Commission Chambers

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES

May 15, 2012

- IV. CHAIR REPORT
- V. AGENDA ANALYSIS

An opportunity to change the order of items up for discussion, add/delete items, or pull a topic from Informational Items up to Discussion Items.

VI. CITIZEN COMMENTS

This section of the agenda allows citizens up to 3 minutes to present information relevant to Oregon City, not related to items on the agenda. Prior to speaking, citizens should fill out a form (available in the back of the Chambers) and hand it to City staff. Begin speaking by stating your name and residing city.

VII. DISCUSSION ITEMS

- **A. Safe Routes to School Program** (Lynne Mutrie, Oregon Safe Routes to School Program)
- B. Holcomb Boulevard Sidewalk Grant Application (Jonathan David)
- C. Transportation System Plan (TSP) Update (John Lewis)
- **D. Update on Downtown Oregon City Parking** (John Lewis)
- E. Trollev Schedule (John Lewis)
- F. City Staffing Changes (John Lewis)

VIII. INFORMATIONAL ITEMS

This section allows the Committee to review routine items that require no discussion. Items may be discussed if pulled up to Discussion Items.

A. Construction Projects

a. CI 08-010, The Jughandle (OR 213 - I-205: Redland Road O'xing)

- b. CI 09-009, Main Street: 5th 10th Street, Phase 1
- c. CI 12-001, 2012-2013 Oregon City Roadway Reconstruction Projects
- d. CI 12-008, 2012 Oregon City Slurry Seal Project

IX. FUTURE AGENDA ITEMS

- A. Policy Development for City/Neighborhood Funding of Traffic Control Measures
- B. Traffic Study at South End Road and Partlow Road

X. ADJOURNMENT

Next Meeting: September 18, 2012

Attachments:

- 1. Minutes of May 15, 2012 (4 pages)
- 2. Safe Routes to School Website Excerpts (2 pages)
- 3. Notice of Intent Application Holcomb Blvd. Bicycle Pedestrian Enhancement (11 pages)
- 4. TSP Update Meeting Agendas (2 pages)
- 5. June 1, 2012 Parking Press Release (1 page)
- 6. 2012 Trolley Schedule and Map (2 pages)
- 7. Resignation Announcement (2 pages)

City Staff:

John Lewis, Public Works Operations Manager Kathy Griffin, Sr. Administrative Assistant Kevin Hanks, Street Division Supervisor

Transportation Advisory Committee Web Site
http://www.orcity.org/cityrecorder/transportation-advisory-committee
Complete Agenda Packets and Minutes available



Transportation Advisory Committee Minutes

May 15, 2012

I. CALL TO ORDER

The Transportation Advisory Committee meeting of **Tuesday, May 15, 2012**, was called to order by Chair Meier at 6:01 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

II. ROLL CALL

Committee members present included Chair Blane Meier, Vice-Chair Betty Schaafsma, John Anderson, Steve Johnson, Scott Failmezger, Bob La Salle and Fred Wallace. Jonathan David was excused.

Staff members present included John Lewis, Operations Manager; Kathy Griffin, Administrative Assistant; and Nancy Ide, City Recorder.

II. APPROVAL OF MINUTES

Steve Johnson moved to approve the minutes of April 17, 2012 and May 1, 2012. Fred Wallace seconded the motion and it carried unanimously.

IV. CHAIR REPORT

A. New member introductions - Bob La Salle and Fred Wallace

Chair Meier introduced the newest TAC members.

V. AGENDA ANALYSIS

No changes were made to the agenda.

VI. CITIZEN COMMENTS

No comments were received.

VII. DISCUSSION ITEMS

A. Training for Volunteer Board and Commission Members

Nancy Ide shared a PowerPoint presentation with the Committee and went over the roles and responsibilities of all City committees and specific responsibilities of the TAC.

B. Transportation System Plan (TSP)

John Lewis reported that the City was continuing its efforts to get the public involved in the TSP update. As part of that effort, a notice was sent out in the utility bills about the TSP update. The TSP will also be discussed at the "Engage" event on May 31 at Providence Willamette Falls Hospital and the project team was continuing to post memos on its website for review.

John Anderson requested an opportunity to have a more in depth conversation with the project team so that he didn't have to waste everyone else's time. John Lewis agreed to check in with Nancy Kraushaar to see how she wants to handle such a meeting and added that he would get back to Mr. Anderson.

C. Traffic Study at South End Road and Partlow Road

Mr. Lewis reported that the City's transportation engineer, Kittelson, submitted a draft report which addressed the issue of pedestrian crossings.

He reviewed the report orally but wasn't yet ready to share the hard copy of it until it was finalized. He felt the report recommended some reasonable solutions that the City could implement. He agreed to have the final report for the TAC at the next meeting.

The TAC reminded staff to keep Tom Scheideman apprised of the situation.

D. Downtown Oregon City Parking

Because of the TAC's desire to be involved in the downtown parking issue, City staff gave them an update explaining that the Code Enforcement Division and Police Department were in the process of working with the City Manager and the City Commission to establish a fair parking policy.

Committee members explained that they were concerned about complaints about the lack of parking downtown, specifically the lack of handicapped parking. It was indicated that the Main Street program was working to attract retailers and in order for trendy retailers to come to Oregon City, the parking situation needed to be improved.

John Lewis indicated that the City has an Economic Development Manager who would also be working on improving the economy in downtown Oregon City.

Fred Wallace wanted to know if there was a fee to park downtown on weekends and he was told no. Bob La Salle asked that City staff look into using the trolley as a shuttle and John Anderson suggested that a commuter shuttle could be used to go between outlying areas such as the End of the Oregon Trail facility and downtown which would then free up parking spaces for visitors and customers.

The TAC requested that they be advised of the next City Commission meeting on the

subject.

E. Safe Routes to School Program

The TAC discussed implementing a program.

F. Development of Policy for City/Neighborhood Funding of Traffic Control Measures

In response to the Committee's suggestion to establish a funding policy for safety concerns, the City included in the packet a copy of the residential traffic management program from Corpus Christi, Texas.

John Lewis explained that he had spoken with his staff about where they think electronic speed radar signs would be most beneficial. He thought it would be best to focus on speed radar signs initially and then maybe pedestrian activated crossings.

He showed a map of potential locations for speed radar signs.

Fred Wallace inquired about the effectiveness of flashing speed signs and Mr. Lewis felt that they lose their effect over time but their purpose was to remind people of the speed and not to enforce speed.

Mr. Lewis agreed to come up with a work plan to keep the issue active.

Scott Failmezger left the meeting at approximately 7:24 PM.

G. Draft Cut and Pave Policy

John Lewis explained that the policy was in the TAC's packet for their review and so that they could make a motion to forward the policy to the City Commission for their approval. The TAC went over the policy and suggested a few minor edits.

John Anderson moved to accept the standards as modified and knowing that City staff had a few technical things to clean up. Steve Johnson seconded the motion and it carried unanimously.

H. Green Street Standards

The draft standard was included in the packet for their information.

John Anderson noted that he's seen a lot of rural road sections with just a shallow ditch which was much less expensive than the green street standards and discussion ensued.

VIII. INFORMATIONAL ITEMS

A. Construction Projects

1. CI 08-010, The Jughandle (OR 213 - I-205: Redland Road O'xing)

- 2. CI 09-009, Main Street: 5th 10th Street, Phase 1 (Under Construction)
- 3. CI 12-001, 2012-2013 Oregon City Roadway Reconstruction Projects
- 4. CI 12-004, Downtown Pedestrian Alleyways
- 5. CI 12-005, Pearl Street Widening and Rehabilitation Project
- 6. CI 12-008, 2012 Oregon City Slurry Seal Project

A construction update was distributed to committee members.

IX. FUTURE AGENDA ITEMS

None provided.

X. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 8:07 p.m.

Respectfully Submitted,

Kathy Griffin Administrative Assistant

PRESS RELEASE



For Immediate Distribution

Parking Improvements in Downtown Oregon City

The City of Oregon City is committed to improving the accessibility of our 166 year-old downtown for pedestrians, and visitors who arrive by car. Community leaders also recognize the challenges in implementing the adopted downtown parking plan in the midst of several downtown construction projects that are revitalizing our downtown marketplace.

"Oregon City's historic downtown is an important part of our community identity," said David Frasher, City Manager. "The City is committed to improving the physical, cultural and commercial environment downtown."

The City is rolling out several new programs to help support a better business climate during the last phase of construction on Main Street. The following changes, programs and incentives will be implemented over the next several months.

- 1. Installation of additional handicapped accessible stalls downtown. (August)
- 2. Installation of additional four-hour parking on 6th Street on the bluff. (July)
- 3. Parking Customer Coupon program. (July)
- 4. Parking permit discount program for parking customers using off street parking. (July)

The City is in the process of installing additional handicapped accessible stalls downtown. These stalls are parallel to the curb, which will provide better wheelchair access in the areas of Main Street that have had new sidewalks installed. This will increase the number of handicap accessible public parking stalls downtown to 11.

As noted in the downtown parking study, utilizing parking outside of the downtown core is vital to the overall success of retail activity downtown. The City will install additional four-hour parking stalls on 6th Street on the bluff, in order to accommodate long-term visitors who need more than 2 hours of parking.

The City's Parking Division has also created two new programs to support downtown businesses and parking customers. The first program is a *Parking Customer Coupon* program, which gives business owners control of their customer's downtown experience. This program, anticipated to roll-out in mid July, includes a coupon attached to the bottom of parking permits issues by the mid-block parking kiosks. These coupons can be used at participating businesses.

A second program for business owners and downtown employees, offers half price parking permits, for up to three months, for new permit holders in the Red and Purple Parking Zones. This program will help encourage day-long parking customers, often business owners and employees, to park off the street and in a parking lot. Downtown parking customers should contact the Parking Division at 503.496.1559 to purchase these discounted parking permits for use beginning July 1, 2012.

Downtown Oregon City has seen a great deal of change over the last three years – a return to two-way traffic on Main Street, the addition of more than 40 new businesses, and a \$2.5 million streetscape improvement project scheduled for completion in August 2012. While these changes have had an impact on parking, there are more than 250 on street parking spots for downtown visitors and customers and more than 241 off street permit parking spots managed by the City of Oregon City.

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Contacts: Nancy Busch, Parking Manager

Phone: 503-496-1559 E-mail: nbusch@orcity.org Phone: 503-496-1615 E-mail: bkler@orcity.org

Lt. Bill Kler

NOTICE OF INTENT Section 1: Project Summary

| ADDLICAN | T City of Oregon City | 1 - | | | | |
|--|--|-------------------|----------------------------------|--|--|--|
| APPLICAN | , , , , , | Comtont | Name IT Kraushaar D.E. | | | |
| Agency | City of Oregon City | Contact | Nancy J.T. Kraushaar, P.E. | | | |
| Address | P. O. Box 3040 | Title | City Engineer/Public Works | | | |
| | Oregon City, Oregon 97045 | Telephone | 503.496.1545 | | | |
| | | Email | nkraushaar@orcity.org | | | |
| | CANT (if any) | | | | | |
| Name | | Contact | | | | |
| Address | | Title | | | | |
| | | Telephone | | | | |
| | | Email | | | | |
| PROJECT | NAME | | | | | |
| | Boulevard Bicycle Pedestrian Enh | ancement | | | | |
| ALMARA | (Name of road, street, trail or property; C | | Regin/endpoints) | | | |
| | Boulevard; Oregon City; Winston | | | | | |
| | <u> </u> | | 1 Owall Ave. | | | |
| | STATEMENT— summary (3 lines max | | | | | |
| | ct will provide missing bicycle/ped | | | | | |
| | tion will improve safety and access | | | | | |
| access to | the last transit stop and commerc | ial areas to | residents NE of school. | | | |
| PROPOSE | D SOLUTION— summary (3 lines max. | .) | | | | |
| Construc | t sidewalks, bicycle lanes, crossing | gs and insta | II lighting. | | | |
| | | | | | | |
| | | | | | | |
| TYPE of FI | JNDS REQUESTED (mark one or more) | | | | | |
| State F | unds-must be for bicycle/pedestrian fac | ilitice within nu | iblic road right-of-way | | | |
| | Funds—must be for bicycle/pedestrian lac | | iblic road right-or-way | | | |
| | | | | | | |
| | Will accept State or Federal funds, or a combination | | | | | |
| ESTIMATE | D PROJECT SIZE | | | | | |
| | | | | | | |
| \$500,000 to \$800,000 | | | | | | |
| | | | | | | |
| CERTIFICA | ATION | | | | | |
| I certify that City of Oregon City [applicant agency] supports the proposed project, has the legal | | | | | | |
| | | | | | | |
| authority to pledge matching funds, and has the legal authority to apply for State or Federal funds. I | | | | | | |
| further certify that matching funds are available or will be available for the proposed project. | | | | | | |
| | | | , , | | | |
| Signature | not Kenneham | Date 06 | 106/2012 | | | |
| | My Keanshoan | | • | | | |
| 3 | • | | | | | |
| Printed Na | me Nancy J.T. Kraushaar, P.E. | Title Cit | y Engineer/Public Works Director | | | |
| | | | | | | |
| | | | | | | |

Project Elements (mark all boxes that apply to the <u>major elements</u> of the proposed solution)

| Bicycle and/or Pedestrian | | TE Activity other than Bicycle/Pedestrian | | | |
|---|------------------------------------|--|--|--|--|
| | Bike Lanes Shared-Use Path | ☐ Property Acquisition ☐ Scenic easement ☐ Abandoned RR Corridor ☐ Scenic or Historic Site | | | |
| □ Bicycle/Pedestrian Bridge ☑ Spot Safety Improvement □ Safety/Education Activity (non-construction) ☑ Signing, Lighting, Wayfinding ☑ New Section or Extension ☑ In-fill ☑ Connection to transit or other modes □ Other [describe] | | Scenic or historic highway programs Viewpoint Tourist/Welcome Center Inventory, control and removal of outdoor advertising Landscaping and other scenic beautification Historic Preservation, or Rehabilitation and Operation of historic transportation buildings, structures or facilities Transportation Museum Environmental Mitigation Water Pollution Wildlife Mortality Reduction | | | |
| Relation to Adopted Pla | | | | | |
| Ivno of Dian | Dolation to Dlan | | | | |
| Type of Plan | Relation to Plan | Davida/Cita Conneista | Consend Condon Police | | |
| _ | Relation to Plan Project-Specific | Route/Site Specific | General Goal or Policy | | |
| | | Route/Site Specific | General Goal or Policy | | |
| | | Route/Site Specific | General Goal or Policy | | |
| | | Route/Site Specific | General Goal or Policy | | |
| | | Route/Site Specific | General Goal or Policy | | |
| ☐ Comprehensive Plan ☐ Resource Mgmt. Plan ☐ Trans. System (TSP) ☐ Bicycle/Pedestrian | | Route/Site Specific | General Goal or Policy | | |
| ☑ Comprehensive Plan ☐ Resource Mgmt. Plan ☑ Trans. System (TSP) ☑ Bicycle/Pedestrian or Trails Master Plan | | Route/Site Specific | General Goal or Policy | | |
| Comprehensive Plan Resource Mgmt. Plan Trans. System (TSP) Bicycle/Pedestrian or Trails Master Plan Corridor or Byway Plan | | Route/Site Specific | General Goal or Policy | | |
| Comprehensive Plan Resource Mgmt. Plan Trans. System (TSP) Bicycle/Pedestrian or Trails Master Plan Corridor or Byway Plan [other plan name] | Project-Specific | Route/Site Specific | ervices contributed by | | |
| Comprehensive Plan Resource Mgmt. Plan Trans. System (TSP) Bicycle/Pedestrian or Trails Master Plan Corridor or Byway Plan [other plan name] Coordination Issues Project located in MPO jump | Project-Specific | □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ | ervices contributed by or co-applicant | | |

Applicant and Co-Applicant Information

| | Lead Applicant | | Co-Applicant | | | |
|---|------------------------|--|--------------------------------------|---------------------|--|--|
| Type of Applicant | Certified Local Ag | jency | Certified Local Agency | | | |
| | State, Local or Tri | ibal—non-certified | State, Local or Tribal—non-certified | | | |
| | ☐ Federal Agency | | Federal Agency | | | |
| | _ | | Private Organization | | | |
| Projects in progress with ODOT Funds | Award Year On | time Delayed | Award Year On til | <u>me</u> Delayed □ | | |
| ☐ TE Program☐ Bike-Ped Grant | 2010 | | | | | |
| | | | | | | |
| N/A none | | | | | | |
| Ownership Status of project site or right-of-way | | | | | | |
| Fully owned by applica | ant | Need agreement with ODOT or other public agency | | | | |
| Don't know | | Need to acquire property or easements | | | | |
| Partners and Contributors | | | | | | |
| Agency or Organization Type of Participation | | | | | | |
| City of Oregon City | Financial Contribution | | | | | |
| | Financial Contribution | | | | | |
| Matching Funds | | | | | | |
| Anticipated Source | Type of Match | | | | | |
| City of Oregon City | | | | | | |
| | Cash Availab | ☐ Cash Available Now ☐ Future Cash ☐ Certified Agency Staff Time | | | | |
| | ☐ Donated Prop | ☐ Donated Property ☐ Donated Construction Materials | | | | |

Environmental Issues

| | Potential Impact or Mitigation Needs evaluation. May need a report, finding, permit or concurrence | Minor Impact or No-Adverse Effect May need concurrence letter or programmatic approval. | N/A or No Effect Not relevant due to type of work or lack of ground disturbance. | Don't Know | | |
|--|---|---|---|---------------|--|--|
| Wetlands or Floodplain | | | \boxtimes | | | |
| Stream Encroachment | | | \boxtimes | | | |
| Endangered Species | | | | | | |
| Other Fish and Wildlife Issues (Habitat, Migration, Nesting) | | | | | | |
| Cultural & Historic Resources | | | | | | |
| Public Park or Wildlife Refuge | | | | | | |
| Hazardous Materials | | | | | | |
| Noise and Air Quality | | | | | | |
| Project Readiness | | | | | | |
| Project will expand, extend or augment a transportation project already in development. | | | | | | |
| Similar scope of work successfully completed in a previous phase or previous project nearby. | | | | | | |
| [Other Readiness Factor | | | | | | |
| Activity | St | atus | | | | |
| | | Started Co | ompleted Not Neede | b | | |
| Planning and public involve | ment process | | | | | |
| Surveying | | \boxtimes | | | | |
| Environmental Permit or Clearances | | | | | | |
| Project design by ODOT staff, a Certified Local Agency or a pre-qualified consultant? | | Started Co | ompleted Not Neede | d | | |
| | | Started Co | ompleted Not Neede | d | | |
| Coordination with ODOT Region staff | | | | | | |
| Coordination with Railroad | | | | | | |

Section 2: Narrative

Do not exceed the allowed space for each section.

PROBLEM STATEMENT

Describe the problem, need or opportunity that compels this request for funding. Is it access or connectivity, safety? Economic or tourism development? Health promotion? Focus on WHY the project is needed, not a description of WHAT work is proposed.

The focus of this project is to convert trips that are currently made by school buses or autos to pedestrian or bicycle trips. Holcomb Blvd. is part of the historic Barlow Trail. It is designated as a minor arterial and is bordered by a ditch. Safety concerns are too great to allow children to walk or bike to school. There are 275 homes above and across from Holcomb Elementary School and 77 homes below for a total of 352 homes which lack bicycle/pedestrian connectivity. The school is a local destination for education, sporting events, after-school activities and public meetings, but lacks access for many of its students and residents that live within a mile of the facility. Currently, the only safe way to this destination is to take a school bus or drive. Because of the lack of bicycle/pedestrian facilities, the last transit stop on the route is not accessible to residents living in the 275 homes past the transit stop. The lack of facilities also discourages bicycle/pedestrian trips made to the local store. Interpretive signs along the Barlow Trail will be installed this summer. Improvements to the bicycle/pedestrian system will help connect Oregon City to its historic past while promoting local tourist activities.

PROPOSED SOLUTION

Describe the proposed or potential solution. Describe any alternative solutions that will be considered or that have already been considered and rejected. .

Continue to implement the various phases of the Holcomb Boulevard Pedestrian Enhancement Concept Plan and TSP projects by constructing bike lanes, sidewalks, lighting, pedestrian crossings, safety improvement such as rapid flashing beacons, and school zone signs when bicycle/pedestrian warrants are met.

(A) SYSTEM BENEFIT

How does the project support existing bikeway or walkway systems?

Does it serve more than one mode of travel, or provide connection between different modes?

How will this project extend or complete a transportation system, or improve connectivity? Will it improve transportation safety—indirectly or by correcting conditions at a key location?

This project will extend the current bicycle/pedestrian systems and allow access to public transit. In addition, it will provide access to the primary destination for the neighborhood, Holcomb Elementary School. The current roadway is classified as a minor arterial; by installing these improvements safety will be vastly improved. With current volumes and speeds walking or bicycling for school-age children is not an option and many adults choose not to walk or bike because of the safety concerns. In addition, this system inprovement will provide walking and bicycle access to the six Barlow Trail interpretive signs which will be installed this summer. When constructed, this project will connect to an existing system and complete the multi-modal transportation system for this area of Oregon City.

(B) COMMUNITY BENEFIT

How does the project support or promote the following assets in the community or area: Livability. Economic stability/development. Long-term employment. Healthy, active lifestyles.

How does it promote environmental quality, conservation/use of sustainable energy? How does it improve safety for pedestrians, bicyclists, or other system users? What types of land use will be served (commercial, residential, industrial, schools, parks, major employers)?

This project will aid in providing economic stability by providing access to transit and jobs. It will promote healthy activities by eliminating some busing to Holcomb Elementary School and provide walking and bicycle access to the school, playground and sports fields. The primary land uses that will be served by these improvements will be the school, residential homes and historic interpretive signs in the Holcomb Boulevard corridor.

The project will also facilitate public meetings and neighborhood events held at the school. Completing this project will also provide safe access to the commercial district including the neighborhood grocery store.

(C) USER BENEFIT

What is the potential daily use of the project? How was that usage determined? What segments of the population will benefit? Does this include transportation-disadvantaged groups such as minorities, disabled, elderly, and youth? How does the project expand transportation choices? What are the important improvements over current conditions?

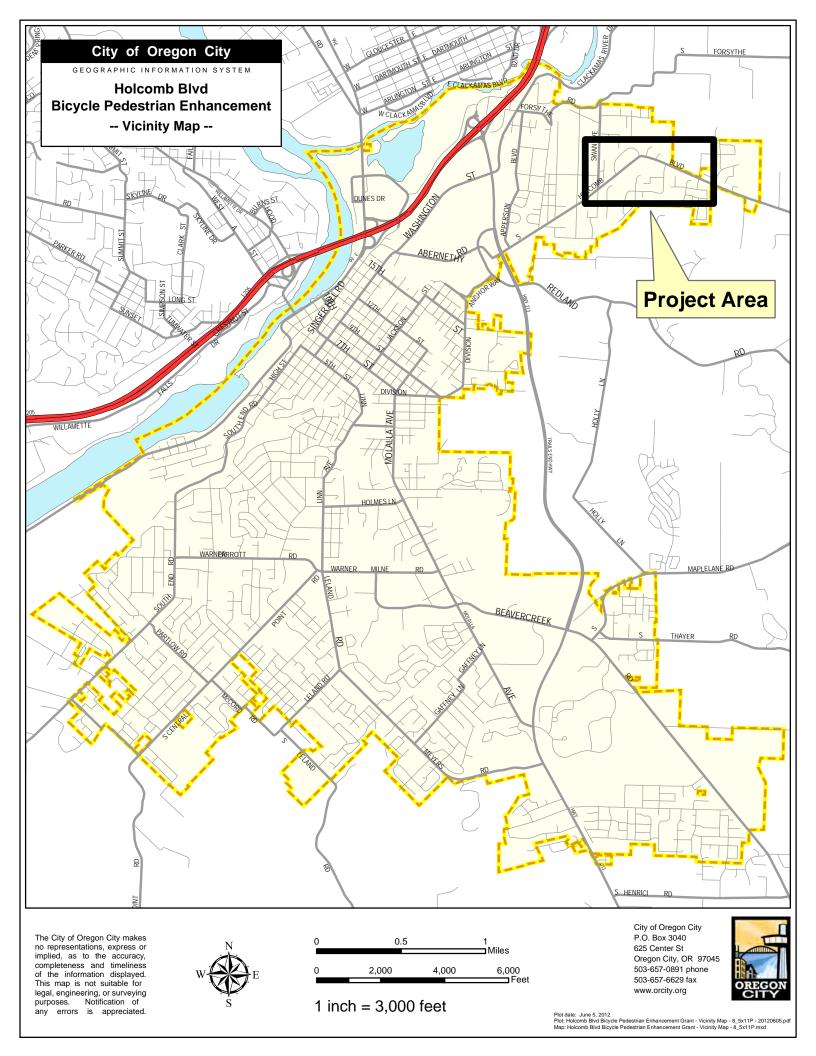
The project would be used daily by students traveling to Holcomb Elementary School because they would no longer require busing. Currently the only transportation choices that most of the residents in the project area utilize is to drive or be bused to Holcomb Elementary School even though students live less than a mile from the school. Residents that are currently cut off from the rest of the neighborhood would no longer have to rely on vehicles to access the Park Place neighborhood. The last transit stop is adjacent to the school and the installation of sidewalks and bicycle lanes would benefit all age groups including transportation disadvantaged groups to access public transit to travel to jobs or shopping. Current conditions do not allow for walking or bicycling in a safe environment. Improvements would provide a safe environment and would increase alternate travel modes other than the automobile.

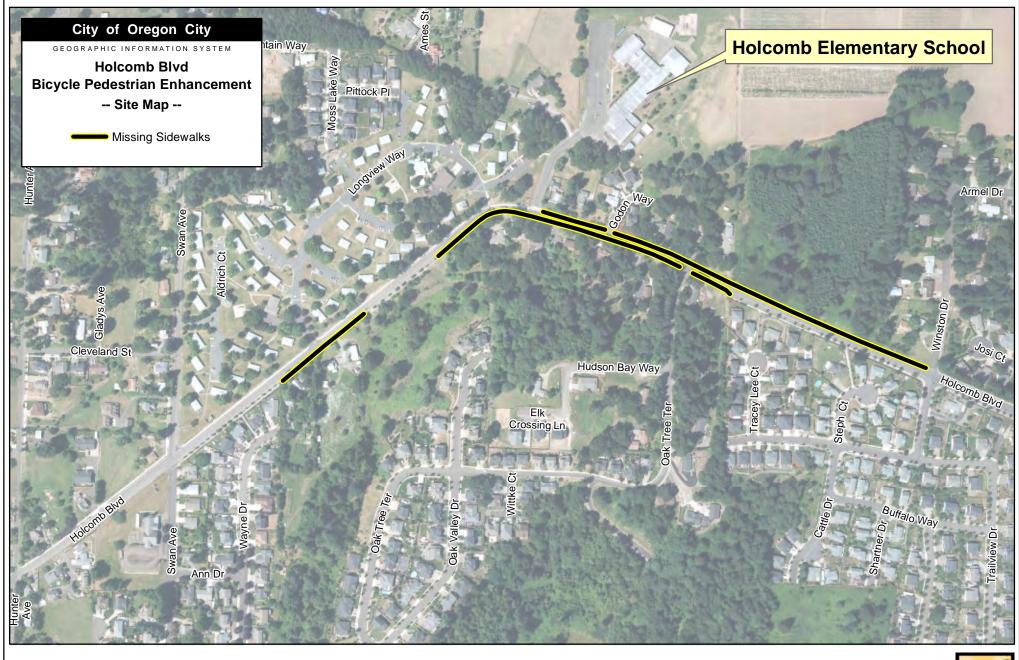
(D) IMPORTANCE and NEED

What is the project's priority within the agency or community, and how is that documented? How is it addressed in adopted plans or policies—consistent, supporting or implementing? Discuss the project's urgency and need in terms of problems or lost opportunities that arise if it is not funded, and how it will be funded if this request is not successful.

This is an important community project and has its own planning document adopted in 2005 by Ord. 05-1003, the Holcomb Boulevard Pedestrian Enhancement Concept Plan. The project is also identifed in the City's TSP. Much of the area is already developed and the only way that the entire project will be funded is through grant funding. There is a clear need to construct the missing sidewalk/bicycle lanes. This is not just a simple sidewalk infill project as it is located on a minor arterial, part of a historic corridor, provides access to an elementary school, will reduce bus trips while also connecting to public transit and commercial land uses. At this time, 4 adjacent property owners have indicated their willingness to donate up to 10' of ROW for the purpose of installing this pedestrian facility. The Park Place NA is currently talking to the remaining landowners to ask for donations of additional needed ROW. If this request is not successful the only way to construct this project will be to continue to seek grant funding.

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The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



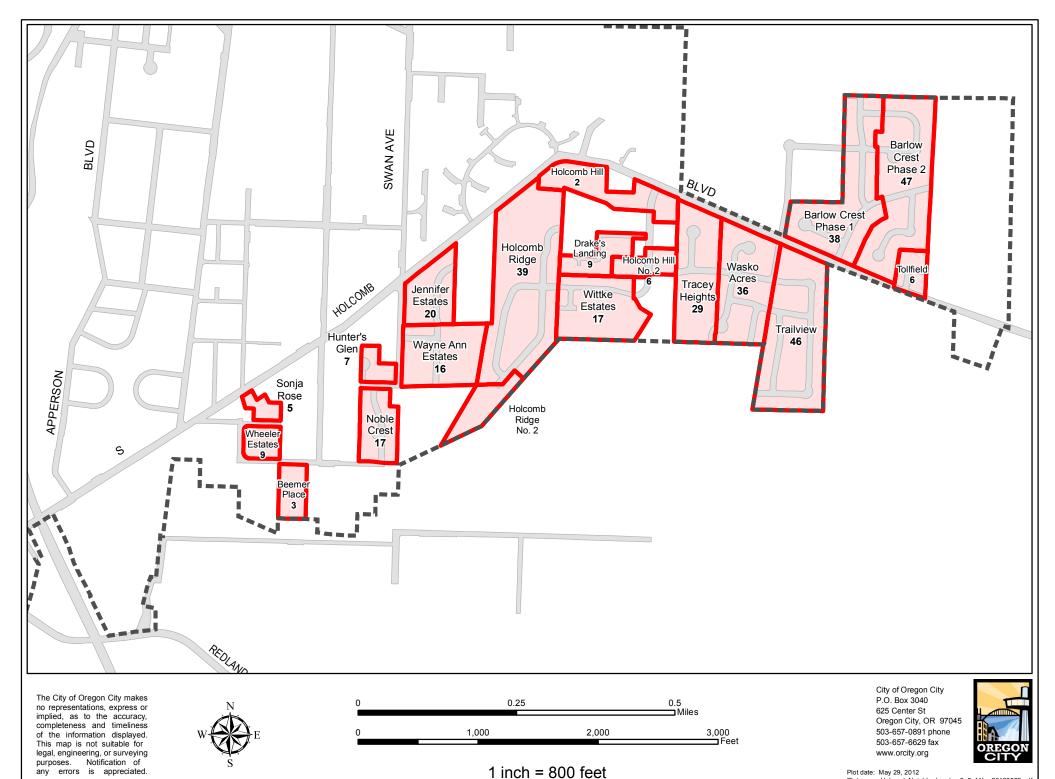
0 500 1,000 1,500

1 inch = 400 feet

City of Oregon City P.O. Box 3040 625 Center St Oregon City, OR 97045 503-657-0891 phone 503-657-6629 fax www.orcity.org



Plot date: June 5, 2012 Plot: Holcomb Blvd Bicycle Pedestrian Enhancement Grant - Site Map - 8_5x11P - 20120605.pdf Map: Holcomb Blvd Bicycle Pedestrian Enhancement Grant - Site Map - 8_5x11P.mxd



Plot date: May 29, 2012 Plot name: Holcomb Neighborhoods - 8_5x11L - 20120529.pdf Map name: Holcomb Neighborhoods - 8_5x11L.mxd Home Discover Sustainability Take Action Topic Resources Our Services Sustainable Ord

Oregon SRTS

SRTS Home

SRTS Resources

Grants

Brochures & Posters

Coming SRTS Events

Oregon Walk+Bike Committee

SRTS Coordinators

Contact SRTS

Webinars and Podcasts

5 E's

Encouragement

Education

Enforcement

Engineering

Evaluation

Home > Sustainable Oregon Schools Initiative > Oregon Safe Routes To School

Oregon Safe Routes To School



A successful Safe Routes to School Program is a partnership between city and county agenc community organizations, neighborhoods and schools that work together to create opportunit walking and biking to school and throughout the community fun, easy, safe and healthy for all their families. Schools and communities have the best chance of success when they combine resources and program elements that consider the "5 E's of Safe Routes to School": Encourage Education, Enforcement, Engineering and Evaluation.



Jacob Wismer Elementary School in the Beaverton School District, paired their Word of the V program with their new Walk on Wednesday program. Each week two students were assign and would prepare an announcement to remind others of the next Walk on Wednesday with t word as the theme. Words were "Determination", "Caring", "Responsibility", etc.

Click here to see the logo and stickers created for their events!

Site Map • Copyright • Privacy Policy • Credits • SSC is a Project of the Zero Waste Alliance

Admin Login

1 of 1 6/14/2012 10:21 AM

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Webinars and Podcasts

5 E's

Encouragement

Education

Enforcement

Engineering

Evaluation

Grant information for funding your Safe Routes to School project. Keep checking back frequently to learn about new grant announcements. Would you like some help applying for grants? Contact Lynne Mutrie and/or check out these basic grant writing tips.

Transportation Enhancements/ Oregon Bike and Pedestrian Grants

\$20 Million Available

ODOT announces opening of a combined application process for bicycle/pedestrian and transportation enhancement projects. This application process does not require a completed SRTS Action Plan, although including a completed updated Action Plan is a very positive addition that shows the community is involved in the proposed project. Please read the announcement, review the application process and consider if you are ready to apply.

Walk Friendly Communities Application Process Now Open Program looks to add to the list of noted communities in fourth round.

The Pedestrian and Bicycle Information Center (PBIC) announces the opening of the fourth round of Walk Friendly Communities' application process. You can learn more about the probram by visiting Walk Friendly Communities, or by viewing the press release sent by PBIC (Pedestrian and Bicycle Information Center). Applications are due on June 15, 2012.

Nike Employee Grant Fund of The Oregon Community Foundation

To be eligible, grants must be for projects that:

- Use sport or physical activity to leverage other community benefits, or
- Have long-term impact on our environment, health and/or the well-being of children and families

Nominations for the Summer 2012 funding cycle are due by June 1, 2012.

The full set of guidelines and the application are available online at www.oregoncf.org/nike.

The Nike Employee Grant Fund of The Oregon Community Foundation was established in 2010 and seeks to benefit communities where Nike employees live, work, and play in the greater Portland area (Multnomah, Clackamas, Washington, Yamhill, and Columbia counties in Oregon and Clark County in southwest Washington).

Administered in partnership with The Oregon Community Foundation, it awards up to \$550,000 per year to local nonprofit organizations or schools that wish to join Nike in creating positive social and/or sustainable environmental change.

Action Plans

The Oregon SRTS Program recommends completing an Action Plan. The Plan initiates evaluation and community involvement activities that prepare the school to seek SRTS project funds through the state program. It is also a valuable tool to strategically plan for and apply for grants from other funding sources.

Recommendations developed from the Action Plan will range from infrastructure (engineering) improvements to programmatic actions (education and encouragement, and enforcement). The SRTS Program highly encourages all schools to consider non-infrastructure (education, enforcement, evaluation) components first. Most non-infrastructure programs can begin quickly and start raising community awareness about how everyone can work together to ensure the opportunity to safely walk and bike to school.

Student Hand Tally and Parent Survey forms

Part of the data collection required comes from the Student Hand Tally and the Parent Survey forms. These, in addition to observational counts, give you a good picture of where you are starting from for your SRTS program. These counts should be done annually to measure your successes or determine if a modification is required.

The National Center for Safe Routes to School clearinghouse is the source for the forms. If you cannot download the forms from this webpage, the hand tally, parent survey, form instructions and data tools descriptions are also available at www.saferoutesinfo.org or under the NCSRTS Resources (Evaluation) topic. The returned tally forms and survey forms may be input directly online at www.saferoutesdata.org or you may opt to mail in your surveys to the national SRTS clearinghouse. For more information, visit the NCSRTS Resources (Evaluation) topic.

Last Updated on Wednesday, 16 May 2012 16:52

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Oregon SRTS Community

Participating Cities and Districts







Sustainable Schools-Sustainable Solutions Conference

June 19 Register here

Oregon Walk+Bike Retreat June 21- 23, 2012 Bend, OR

1 of 2 6/14/2012 10:23 AM

From: Nancy Ide
To: ORCITY

Subject: FW: Announcement Email

Date: Thursday, May 31, 2012 11:56:12 AM

FYI

From: David Frasher

Sent: Thursday, May 31, 2012 11:40 AM

To: Betty Mumm; Carol Pauli; Doug Neeley; Kathy Roth; Rocky Smith, Jr.

Cc: Ed Sullivan; Bill Kabeiseman; David Wimmer; Jim Loeffler; Kattie Riggs; Maureen Cole; Mike Conrad;

Nancy Ide; Nancy Kraushaar; Scott Archer; Tony Konkol

Subject: FW: Announcement Email

Commissioners: Nancy Kraushaar has informed me that she has accepted a new position as Community Development Director with the City of Wilsonville, beginning approximately four weeks from now. Nancy met with me late yesterday to share her decision. While I am disappointed to lose Nancy, I am not surprised that she was aggressively recruited by another City. Nancy emphasized to me that her decision was based upon a desire to try something new and different rather than on any negative experiences in OC. Nancy has been a delight to work with and she will be missed a great deal.

I have asked OCPW Operations Manager, John Lewis, to serve as the Interim Public Works Director until a permanent replacement can be appointed. I believe that Nancy and John will work very well together to ensure a smooth transition. That said, there will be a significant reduction in capacity within the department for several months and we should adjust our expectations accordingly. Nancy has built a strong department, with many talented staff, and I believe they are ready for the challenges that lie ahead.

Please join me in thanking Nancy for her incredible service to Oregon City, to wishing her well in her new endeavor, and to supporting John Lewis and our entire Public Works Department in the days and weeks ahead.

David

From: Nancy Kraushaar

Sent: Thursday, May 31, 2012 10:38 AM

To: David Frasher **Cc:** Kattie Riggs

Subject: Announcement Email

I have some news to share with you. I have accepted a position in Wilsonville as their Community Development Director who oversees Engineering (both capital projects and development review), Planning, Building, Urban Renewal, and Natural Resources.

I was not looking for another position, so this was a bit of a surprise and a difficult decision for me.

I am so fortunate to have worked for 16 years in Oregon City. This has been such a great place to

spend a significant portion of my career. It was wonderful to be a part of this community and it will be so hard to leave. Together we have experienced and accomplished so much!

The time is never right for someone like me to make a big change. However, I make this change knowing that the Public Works department is in good shape with a strong and infinitely talented team that is well supported by technological advances.

I believe that this move is an excellent opportunity for me. While it is incredibly difficult to move on, I am also looking forward to new and different challenges.

Thank you. -Nancy



Nancy J.T. Kraushaar, PE
City Engineer/Public Works Director
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503.496.1545 phone
503.657.7892 fax
nkraushaar@orcity.org
www.orcity.org

Oregon City is the oldest incorporated city west of the Rockies. It became the capital of the Oregon Territory in 1849. The mighty Willamette Falls provide a breathtaking backdrop for urban and recreational activities. The Dr. John McLoughlin, Barclay, and Ermatinger houses represent a rich inventory of historic treasures found in the McLoughlin historic district. The End of the Oregon Trail Center commemorates the official Western Terminus of the historic Oregon Trail. Between trolley stops, take a stroll along the promenade and view the falls, visit local shops and restaurants, ride the Municipal Elevator to downtown and return via the WPA-era stonework staircase alongside Singer Falls.

Oregon City is yours to explore.

Oregon City Events to Remember

8th Street Farmers' Market

June 6 – September 26 Wednesdays 3:00 pm – 7:00 pm Downtown at 8th and Main

Cars and Coffee

Every Saturday June - August 8:00am - 10:00am Downtown at 8th and Main

First City Celebration

Saturday July 28 in Downtown 11:00 am – 9:00 pm

Open Air Antique Fair

Sunday August 26 in Downtown 8:00 am – 4:00 pm

Car Show

Saturday September 15 in Downtown 10:00 am - 4:00 pm

Trick or Treat Main Street

Wednesday October 31 in Downtown 4:30 pm - 6:30 pm

Tree Lighting Event

Saturday December 1 4:30 pm - 6:00 pm Liberty Plaza in Downtown

More information on events and activities can be found at www.downtownoregoncity.org

The Oregon City Trolley operates 7-days a week beginning June 25th and runs through Labor Day. All departure times are approximate and subject to traffic conditions.

| Main Street Liberty Plaza Between 8 th and 9 th | Willamette Falls Overlook S. 2nd and Tumwater | Ermatinger House 6 th and John Adams | McLoughlin House 7 th and Center | End of Oregon Trail Center | 14 th Street Between Washington & John Adams | Jon Storm Park and Transient Dock | Clackamette Park |
|--|--|--|--|----------------------------|--|--------------------------------------|------------------|
| | - | - | - | 10:30 | 10:33 | 10:41 | 10:43 |
| 10:50 | 10:59 | 11:05 | 11:08 | 10:52 | 10:55 | 11:03 | 11:05 |
| 11:12 | 11:21 | 11:27 | 11:30 | 11:14 | 11:17 | 11:25 | 11:27 |
| 11:34 | 11:43 | *12:00 | 12:03 | 11:36 | 11:39 | 11:47 | 11:49 |
| *12:07 | 12:16 | 12:22 | 12:25 | 12:09 | 12:12 | 12:20 | 12:22 |
| 12:29 | 12:38 | 12:44 | 12:47 | 12:31 | 12:34 | 12:42 | 12:44 |
| 12:51 | 1:00 | 1:06 | 1:09 | 12:53 | 12:56 | 1:04 | 1:06 |
| **1:44 | 1:44 | 1:50 | 1:53 | 1:15 | 1:18 | 1:26 | 1:28 |
| **2:50 | 1:53 | 1:59 | 2:02 | 1:59 | 2:02 | 2:10 | 2:12 |
| 3:12 | 2:37 | 2:43 | 2:46 | 2:08 | 2:11 | 2:19 | 2:21 |
| 3:34 | 2:59 | 3:05 | 3:08 | 2:53 | 2:56 | 3:04 | 3:06 |
| • | 3:21 | 3:27 | 3:30 | 3:14 | 3:17 | 3:25 | 3:27 |
| | 3:43 | 3:49 | 3:52 | 3:36 | - | *: | |
| • | - | - | | 3:58 | | | *: |

BOLD print departure times indicate PM

- * = 10 Minute Layover
- ** = 30 Minute Layover







PLANNING COMMISSION AGENDA City Commission Chambers - City Hall

625 Center Street, Oregon City, Oregon 97045

June 11, 2012 at 7:00 p.m.

The Planning Commission agendas, including staff reports, memorandums, and minutes are available from the Oregon City Web site home page under meetings.(www.orcity.org)

- 1. CALL TO ORDER
- PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA
- 3. ADOPTION OF PLANNING COMMISSION MINUTES
 - a. Draft December 12, 2011 Minutes

Draft December 12, 2011 Minutes

- b. Draft November 14, 2011 Minutes
 Draft November 14, 2011 Minutes
- Draft October 24, 2011 Minutes
 Draft October 24, 2011 Minutes
- PLANNING COMMISSION HEARING
 - a. TP 12-01 / VR 12-02: Request for Continuance.

Commission Report

Applicant's Request for Continuance

- 5. PRESENTATIONS
 - a. Transportation System Plan Update Presentation
- ADJOURN

Video Streaming & Broadcasts: The meeting is streamed live on Internet on the Oregon City's Web site at www.orcity.org and available on demand following the meeting. The meeting can be viewed live on Willamette Falls Television on Channels 23 and 28 for Oregon City and Gladstone residents; Channel 18 for Redland residents; and Channel 30 for West Linn residents. The meetings are also rebroadcast on WFTV. Please contact WFTV at 503-650-0275 for a programming schedule.

City Hall is wheelchair accessible with entry ramps and handicapped parking located on the east side of the building. Hearing devices may be requested from the City Recorder prior to the Commission meeting. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the Planning Dept. at 503-722-3789.

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AGENDA City of Oregon City TUESDAY, JUNE 12, 2012

WORK SESSION OF THE CITY COMMISSION 5:30 P.M.

City Commission:

Doug Neeley, Mayor Rocky Smith, Jr., Commission President Betty Mumm Kathy Roth Carol Pauli

Meeting held at:

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

- 1. Convene Work Session of June 12, 2012, and Roll Call
- 2. Future Agenda Items
- 3. Discussion Items
 - a. Transportation System Plan Update
- 4. City Manager's Report

5.Adjournment

Agenda Posted June 8, 2012 at City Hall, Pioneer Community Center, Library, City Web site.

<u>Video Streaming & Broadcasts:</u> The meeting is streamed live on Internet on the Oregon City's Web site at <u>www.orcity.org</u> and available on demand following the meeting.

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1 of 1 6/14/2012 10:17 AM