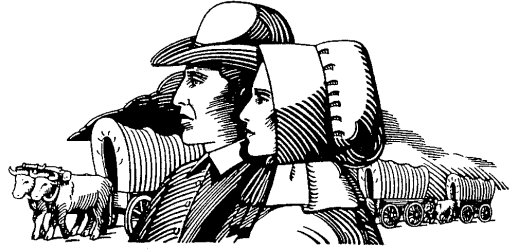


CITY OF OREGON CITY

PLANNING COMMISSION

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OREGON CITY, OREGON 97045
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WORK SESSION AGENDA

City Commission Chambers - City Hall

May 14, 2003 at 7:00 P.M.

JOINT PLANNING COMMISSION / CITY COMMISSION WORK SESSION

- 7:00 p.m. 1. **CALL TO ORDER**
- 7:01 p.m. 2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**
- WORKSESSION:**
- 7:05 p.m. 3. **7th Street Corridor Plan**
Jason Abell – Wallis Engineering
- 8:00 p.m. 4. **McLoughlin Boulevard Enhancement Plan**
Jerry Mitchell – Herrera Environmental Consultants
- 8:55 p.m. 5. **NEW BUSINESS:**
- 9:00 p.m. 6. **ADJOURN**

NOTE: HEARING TIME AS NOTED ABOVE IS TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, 657-0891, 48 HOURS PRIOR TO MEETING DATE.

Forecasted Traffic Demand

Overall, the corridor can serve peak-period traffic demands through the year 2020 horizon with the limited improvements identified in the City's TSP and Metro's RTP. The Oregon City – West Linn Bridge operates at capacity during the PM peak period today and will continue to do so in 2020 since no bridge improvements are expected. This will restrict demand. Although the peak queue length and the duration of heavy congestion will increase, the bridge's operation will not directly impact the study corridor.

Alternative Design Evaluation and Refinement

A preferred design concept has emerged for much of the McLoughlin corridor. However, several important design issues remain and the preferred design must be finalized. Since the development of alternative designs was substantially complete by April 17, ongoing design issues will be addressed as mitigation options during refinement of the preferred design.

Speed Reduction

High speeds and limited sight distance are detrimental to pedestrian and motor vehicle operations at the intersections of McLoughlin with Railroad Avenue, Main Street and Sixth Street. The project team is recommending that design treatments to induce lower speeds in Segment 1 and 2 to be part of the first phase of construction, regardless of where else the first phase of investment might be concentrated.

Southbound McLoughlin Access to Downtown and Northbound Access to Blue Heron

There are unresolved issues related to southbound McLoughlin access to downtown and northbound McLoughlin access to the Blue Heron site. Different approaches to these issues are proposed in Alternative B and C. However, both alternatives have disadvantages. Potential solutions have been identified in working meetings and will be carried forward as mitigation options.

Viaduct

Alternative B included no changes or improvements to the existing viaduct located between Eighth and Tenth streets. Alternative C.1, assuming that the viaduct would be replaced in approximately 15 years, proposed that it be wide enough for a median, a ten-foot sidewalk on the east side and a 15-foot sidewalk on the west side.

After the alternative designs were assembled, ODOT determined that the viaduct would be replaced between 2006 and 2009, significantly sooner than had been anticipated. This change makes Alternative C a more significant factor in the near-term future of Segment 2 and the downtown district. It also emphasizes the need to develop a strategy for replacing the viaduct that accommodates the requirements of ODOT and Oregon City.

Dual Left-Turn Lanes

Alternative B includes dual left-turn lanes from southbound McLoughlin to the northbound and southbound I-205 on-ramps, as proposed in the TSP. Using current transportation models, the traffic engineer has found that the second left-turn lanes are not needed to serve peak period demand as long as current on-ramp metering controls are maintained. However, the additional left-turn capacity would provide needed queue storage during peak hours.