

**AGENDA**  
**City of Oregon City**  
**TUESDAY, OCTOBER 12, 2010**

**JOINT WORK SESSION OF THE CITY COMMISSION**  
**AND PLANNING COMMISSION**  
City Hall, Commission Chambers  
625 Center Street, Oregon City, OR 97045  
5:00 P.M.

**City Commission:**

Alice Norris, Mayor  
Doug Neeley, Commission President  
James Nicita  
Rocky Smith, Jr.  
Daphne Wuest

**Planning Commission**

Tim Powell, Chair  
Dan Lajoie  
Charles Kidwell  
Chris Groener  
Carter Stein

1. Convene Joint Work Session of October 12, 2010, and Roll Call
2. Discussion Items
  - a. Oregon City Downtown Circulation Study - Update with Findings and Recommendations  
Staff: Nancy Kraushaar, City Engineer and Public Works Director
3. Adjournment

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**Agenda Posted October 8, 2010** at City Hall, Pioneer Community Center, Library, City Web site.

**Video Streaming:** The meeting is streamed live on Internet on the Oregon City's Web site at [www.orcity.org](http://www.orcity.org) and available on demand following the meeting.

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## COMMISSION REPORT: CITY OF OREGON CITY

TO:	City Commission and Planning Commission
FROM:	Nancy Kraushaar, City Engineer and Public Works Director
PRESENTER:	Nancy Kraushaar, City Engineer and Public Works Director
SUBJECT:	Oregon City Downtown Circulation Study - Update with Findings and Recommendations
Agenda Heading: General Business	
Approved by: David Frasher, City Manager	

### RECOMMENDED ACTION (Motion):

The project team will present an update with findings and recommendations from the Downtown Circulation Study. The purpose of this agenda item is to inform the City Commission and Planning Commission about this important study for traffic circulation on Main Street in preparation for a City Commission public hearing and proposed resolution adopting the study recommendations at their October 20, 2010 regular meeting.

### BACKGROUND:

The Oregon Departments of Transportation (ODOT) and Land Conservation and Development (DLCD) have sponsored a Quick Response Transportation Growth Management grant to study the circulation in downtown Oregon City and determine if reverting to two-way traffic on Main Street between 6th and 9th Streets is beneficial for multi-modal users and businesses.

During the last nine months, the City of Oregon City has been closely working with the Main Street Oregon City, community stakeholders, and agency partners (ODOT, TriMet, and Clackamas County) on the downtown circulation study. ODOT has jurisdiction of Main Street between 5th Street (McLoughlin Blvd.) and about half-way between 7th and 9th Streets. Oregon City has jurisdiction over other Main Street blocks.

The upcoming January 2011, two-year Highway 43/Arch Bridge construction closure has given us an opportunity to raise questions about downtown multi-modal traffic circulation – particularly while the bridge is closed:

- 1 - Are the way visitors and residents traveling through downtown the most conducive to the commercial health of our downtown marketplace?
- 2 - Does the current traffic circulation pattern make it easy for visitors to get to the downtown retailers, restaurants and professional services they're seeking?

The Downtown Circulation Study (led by Crandall Arambula, urban design consultants) has helped us explore this issue and found that a two-way Main Street:

- Increases drive-by exposure to businesses.
- Encourages Downtown to be a "destination" versus a thoroughfare.
- Eliminates out of direction travel and improves access to businesses and parking.
- Provides slow traffic speeds which tend to be slower than on one-way streets.

The study has revealed the following facts and figures:

- The ideal traffic flow for a retail friendly Main Street like ours is between 8,000 and 15,000 cars a day. Currently our one way Main Street underperforms this benchmark.
- The Arch Bridge closure may reduce traffic flow to less than 3,000 cars per day.
- A return to a two-way Main Street on the 600, 700, and 800 blocks of downtown should be strategically

implemented to optimize on-street parking.

The study has reported the following challenges associated with a two-way Main Street on the 600, 700 and 800 Blocks:

- More congestion at 7th and Main Intersection onto and off the Arch Bridge.
- Changes in on-street parking.
- Changes in bus and trolley stop locations.
- Tight turns for trucks and buses.

The goal of this Study is to come to some determination about a return to a two-way Main Street and a two-way 7th Street soon, so that if changes do need to be made, they can be made in coordination with the Arch Bridge restoration project. Changes must be approved by ODOT and the City Commission.

**BUDGET IMPACT:**

FY(s): Estimated costs will be presented for phased circulation modifications and Main Street recommendations

Funding Source: Not applicable at this time.

**ATTACHMENTS:**

Summary Reports from Agency, Stakeholder, and Public Meetings

# Key Stakeholder Meetings Summary

## Transportation and Growth Management Program

### Oregon City Downtown Circulation

November 13, 2009



Three key stakeholder meetings for the TGM Oregon City Downtown Circulation project were held at 900 Main Street, Oregon City at 11:00am, 1:00pm, and 2:15pm on Friday, November 13, 2009. Each meeting lasted approximately one hour. 15 community stakeholders were in attendance.

Consultant team Crandall Arambula delivered a brief PowerPoint presentation which provided an overview of the project goals, study area, and schedule and the consultant's project background

At the end of the presentation, a discussion was opened for general questions and comments. A summary of comments and community questions is listed on the following pages.

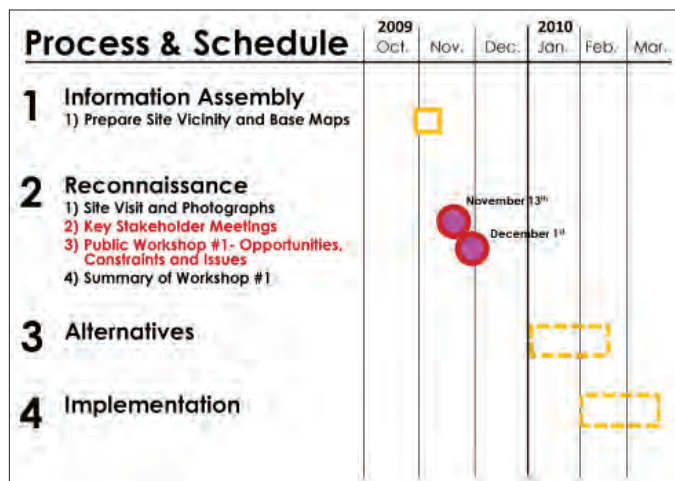
### Project Goals

The following goals have been established for this project:

- Explore the pros and cons of restoring two-way traffic to portions of the downtown area
- Improve access to the area for alternate modes of transportation, including bicycle and transit
- Identify specific recommendations for improving the pedestrian environment of the area
- Identify specific action items for each alternative developed which will further the long term goals of the circulation plan and can be implemented during the bridge restoration period
- Simplify circulation and parking to improve desirability of the downtown as an activity/shopping destination



Project Study Area



Project Process & Schedule



## Stakeholder Comments

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Three primary areas of concern emerged from public comments during meeting discussions and on the response sheets. These areas of concern were parking, circulation, and pedestrian safety in the downtown.

### Parking

- Not enough parking at bus stop 6th and Main
- More parking for customers
- Parking to facilitate liveability, encourage shopping/stopping
- Parking lots are currently designated for specific businesses
- Parking lot south of elevator
- Many lots downtown are dedicated to particular buildings (signage) so people don't feel comfortable parking there after hours
- Preserving parking places shouldn't drive downtown

### Circulation

- One-way streets are an issue
- Main St. to be two way
- Frustration on misdirectional travel
- Two-way Traffic on Main
- Traffic issues-need to flow traffic 2-way on Main
- Concerned that two-way traffic on Main will make Railroad too congested
- Bridge traffic
- Have to pay special attention to intersection of Main and 7th
- Don't want pass-through traffic
- Confusing traffic circulation for visitors, one-ways and lack of signage
- Slow traffic on Railroad Avenue and 7th, speed-through not safe
- Close traffic on Railroad Avenue by tunnel, no trucks
- Block Railroad Avenue at tunnel
- What about closing Railroad at McLoughlin?
- What about closing Railroad Avenue between 5th and 7th to divert traffic heading for the bridge onto Main Street?
- Make I-205 easier to get on to and off of
- Slow traffic down on 99 to 25 mph
- Reduce 'Do Not Enter' signs, give negative impression

- Southbound left-hand turns onto Main are difficult from 99
- Cross-walk style tape on McLoughlin at 8th and 9th
- Need street signs at 99
- Bicycle path below bridge
- Circulation to improve liveability, encourage shopping/stopping
- Alleyways under bridge feel dirty and unsafe

### Pedestrian Safety

- More lighting downtown
- Improve pedestrian safety
- Safety of evening pedestrian traffic-sidewalks/lighting/elevator
- Add lighting to Main Street
- Perception of bad place to be
- Needs to be a safe place for pedestrians after 7pm, so visitors can enjoy night life
- Elevator should be open later in the evening

### Other

- Open up entry by the falls-people miss this
- Move bus stop to 99 and Main Street
- Two years is a long time
- Development should keep historic perspective
- Elevator Ave & Falls area develop for walk/shop/eat
- Would signage be a part of the project?
- Alleyways could be beautified for ped/bike use
- Bridge TPDT

# Key Agency Meeting #1- Summary

## Transportation and Growth Management Program

### Oregon City Downtown Circulation

July 09, 2010



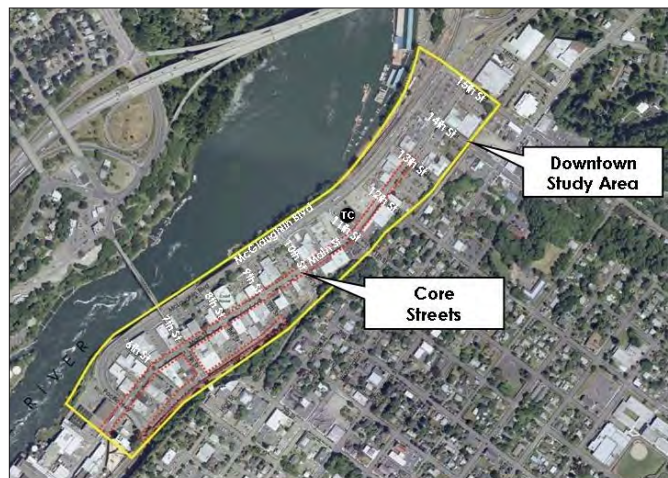
Key Agency Meeting #1 for the TGM Oregon City Downtown Circulation Project was held at 625 Center Street, Oregon City from 10:00 am to 11:30 am, on Friday, July 09, 2010. In attendance were representatives from Oregon City transportation planning, and public works, Clackamas County, Trimet, the Department of Land Conservation and Development, and consultants.

Project manager Nancy Kraushaar from Oregon City opened the meeting with an introduction of the project and background information. Lead consultant Crandall Arambula delivered a brief PowerPoint presentation which provided an overview of the project study area, goals, purpose, and updated schedule. Sub-consultant DKS presented updated traffic counts and level of service for intersections within the study area. At the end of the presentation, a discussion was opened for general questions and comments. A summary of comments and community questions is listed on the following pages.

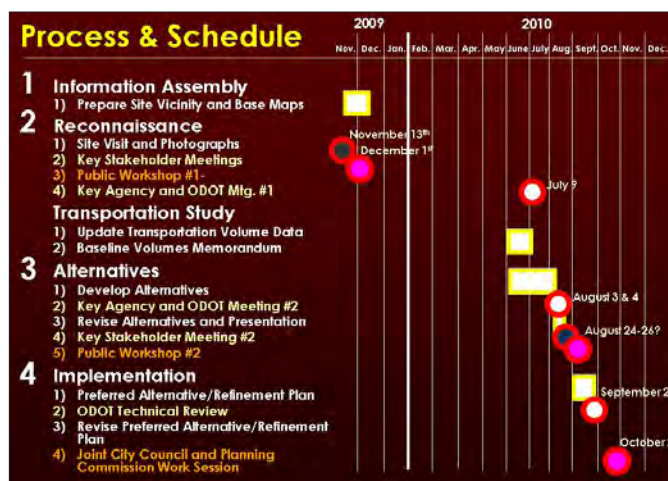
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Project Study Area



Project Process & Schedule

## Key Agency Representatives and Consultant Team Comments

Five major topics were identified and issues and concepts to consider revolved around:

- *Scheduling of the Bridge Closure*
- *Downtown Parking On Main Street and the Downtown Parking Study*
- *Circulation impacts of Two-Way Traffic and Improved Downtown Access from McLoughlin Blvd*
- *Benefits and Issues Associated With Transit*
- *Improving Bicycle Access to Downtown*

### Bridge Closure

Background information on the bridge closure identified January 2011 as the beginning of the closure, extending to 2013. Wildish was hired as the contractor and initial work on scaffolding had begun.

Comments:

- TriMet will continue bus service across bridge after 2013
- HWY 205 is alternate today
- Consider permanently closing access roads on either side of the bridge- maintain access for under bridge parking

### Parking

Discussion revolved around the impacts of transit stops and loading zones along Main Street, and the recommendation from the Parking Study for a parking structure downtown.

Comments:

- Can we remove Main Street stops and pull-outs on Main Street?-TriMet stated that busses currently lay over at the transit center and the walk from the transit center to downtown is within 4 blocks. Most riders do not wait at the layover to access stops along Main Street. It is possible to remove the pull-outs and replace with curb extensions or remove some stops along Main Street. This would free up space for parking.
- Consider allowing parking at the trolley stop when not in service
- Consider freeing up parking in front of the plaza and Clackamas Building for short term retail parking
- Parking has been a hot button
- Discussion of a parking structure will only irritate downtown businesses and interests
- 13th Street and Main is where the parking structure should go
- The discussion of improving on-street parking on Main Street is the right thing
- The commission is revisiting the parking study

- There are available lots that are underutilized
- There is a real need for a central parking manager
- Main Street parking is precious- move loading zones to side streets

### Circulation

The consultant team reaffirmed that the goal of this project is to keep traffic on Main Street and support Downtown as a destination not a pass through. Traffic counts from DKS identified adequate projected capacity over time along Main Street, the HWY 43 bridge is at capacity and will not carry any more auto traffic than it does today, and future projections have McLoughlin Boulevard reaching near capacity.

Comments:

- The bridge should be considered a fixed constraint
- The most difficult challenge will be two-way on Main Street with a 4-way intersection at the bridge- this is the pinch point
- Can Railroad Street go two-way?
- Railroad cannot go two-way because of the tunnel unless southbound traffic is restricted to a right turn-only to HWY 99
- It is essential to get two-way for a portion of streets to minimize shopper frustration- this is fundamental
- 7th Street is a bottleneck for traffic turning from Railroad Street
- If you want to improve the intersection at 7th and Main and alleviate the need for auto capacity on the bridge- eliminate westbound access to the bridge
- Consider adding lights every two blocks along McLoughlin Blvd- it may be possible at 8th Street but would not work as well at 6th Street
- Make alleyways pedestrian only and curb along length, add lighting and active uses
- Alleyways are good pedestrian access for parking to Main Street

### Transit

Discussion revolved around bus routing, bus stop locations, future rail, existing bus headways, and the trolley route.

Comments:

- Bus headways on the pink line-33 are 20 to 30 minutes
- TriMet can get the consultants in touch with rail folks to identify future route into downtown
- The pink line heads south past 2nd Avenue
- Consultant asked to get boarding numbers for routes along Main Street and at the Transit Center

## Key Agency Representatives and Consultant Team Comments cont.,

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### Transit cont.,

- TriMet likes the one-way bus routes due to issues of bus turning and impact on traffic during stops
- TriMet would consider removing layovers from Main Street
- Consider a bus stop at the top of the elevator
- Less stops equal more amenities such as shelters etc..
- Shelters located in the middle of the sidewalk are an issue
- Pullouts take a substantial amount of area versus curb extensions
- The trolley is a seasonal wheeled system that functions primarily for carrying jurors in the morning from parking lots to the Courthouse and for those shopping downtown between 2:00 pm and 4:00 pm
- The trolley runs from Mid June through Labor Day
- This year saw 1400 riders in the first 10 days
- The transit center also serves the CAT- Canby Transit

### Bicycle

The consultant confirmed that improving bike access within a mile of downtown would be considered in this planning effort. A discussion of the bike system included:

- How do we get more people biking?
- The city confirmed they have an adopted bike plan
- A downtown route was recommended along Railroad Street from HWY 99 to 7th Street; 7th Street to Main Street; Main Street from 7th Street to 10th Street; and 10th Street across McLoughlin to the mixed use pathway
- There was a suggestion for a sharrow on Railroad Street
- Add bike parking at the base of the elevator
- We have a great mixed use pathway along the river

### Other

The consultants were asked to review a METRO proposal for two sites downtown as part of their Development Opportunities Fund.



# ODOT Meeting #1- Summary

## Transportation and Growth Management Program

### Oregon City Downtown Circulation

July 09, 2010

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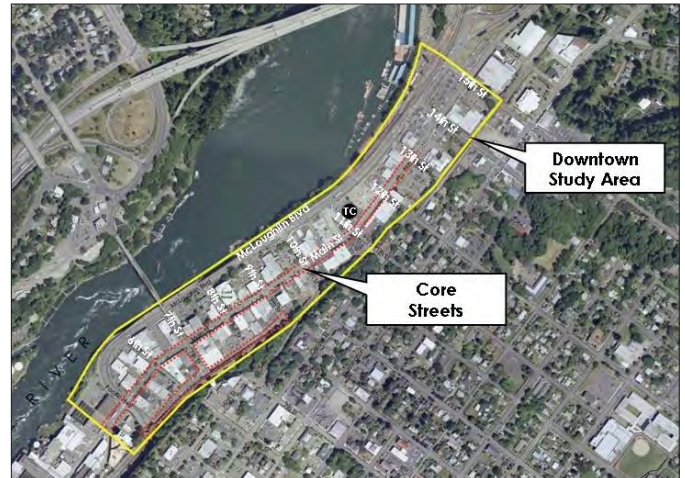
ODOT Meeting #1 for the TGM Oregon City Downtown Circulation Project was held at 123 NW Flanders St, Portland Oregon- Room 244 from 1:30 pm to 2:30 pm, on Friday, July 09, 2010. In attendance were representatives from Oregon Department of Transportation (ODOT), the Department of Land Conservation and Development, Oregon City and consultants.

Project manager Nancy Kraushaar from Oregon City opened the meeting with an introduction of the project and background information. Lead consultant Crandall Arambula provided a handout identifying the project study area, goals, purpose, and updated schedule. Sub-consultant DKS presented updated traffic counts and level of service for intersections within the study area. A summary of comments and questions is listed on the following pages.

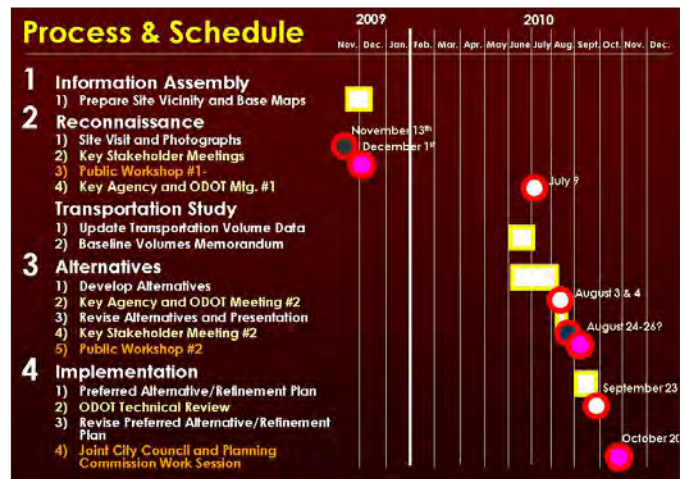
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The following goals have been established for this project:

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Project Study Area



Project Process & Schedule

## Key Agency Representatives and Consultant Team Comments

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Three major topics were identified and issues and concepts to consider revolved around:

- *Scheduling of the Bridge Closure*
- *Bridge Improvements*
- *Downtown Circulation and Access to Main Street*

### Bridge Closure

Background information on the bridge closure process and timeline identified the following:

- January 2011- beginning of the bridge work
- February 2011- begin bridge closure with work completion in 2013
- Wildish was hired as the contractor and initial work on scaffolding had begun

Comments:

- TriMet will continue bus service across bridge after 2013
- ODOT representatives were asked about closure procedures, detour plans and schedule. The consultants were to be directed to those managing the project and to the ODOT website for additional information

### Bridge Improvements

Discussion revolved around the expected type of improvements to the bridge structure and surface.

Comments:

- The bridge isn't changing- travel lanes, arch location, and sidewalks will stay as is. Some improvements to the railing will occur
- The bridge is a metal structure covered with a layer of concrete- that concrete has given way in places to expose the metal structure.
- Discussion of bike access across the bridge being difficult on shallow sidewalks or in the roadway with traffic
- It was stated that the bridge is used for pedestrian and bicycle traffic on a regular basis

### Downtown Circulation and Access to Main Street

The consultant team reaffirmed that the goal of this project is to keep traffic on Main Street and support Downtown as a destination not a pass through. Traffic counts from DKS identified adequate projected capacity over time along Main Street; the HWY 43 bridge is at capacity and will not carry any more auto traffic than it does today; and future projections (2035 Projections) have McLoughlin Boulevard reaching near capacity.

Comments:

- Discussion of ownership and jurisdiction of the access roads on either side of the bridge- ODOT will look into ownership
- Discussion of additional stop lights and possible turn lanes along McLoughlin Boulevard at 8th and 6th Streets. This would place signals every two-blocks from Main Street to 12th Street. 8th Street had possibilities but 6th Street had visibility issues due to the curvature of the roadway.
- Any new signals along McLoughlin would have to be warranted and approved by ODOT
- Nancy shared with the group a variety of grants that have been used for Main Street improvements looking at sidewalk, lighting and curb extensions as well as a bike grant for a tabled intersection at 10th Street and Main
- The transit center also serves the CAT- Canby Transit-
- A two-way Main Street alternative will have to be sensitive to bridge access and exiting

### Other

The consultant request for additional information will be followed up by ODOT representatives and include:

- Identification of ownership of land underneath the HWY 43 Bridge (City or ODOT)
- Bridge plans and sections, including ROW, lane, sidewalk dimensions etc..
- Bridge closure plan and schedule



# ODOT Meeting #2- Summary

## Transportation and Growth Management Program

### Oregon City Downtown Circulation

August 3, 2010

2

ODOT Meeting #2 for the TGM Oregon City Downtown Circulation Project was held at 123 NW Flanders St, Portland Oregon- Room 244, Oregon City from 9:30 am to 11:00 am, on Tuesday, August 3, 2010. In attendance was a representative from the Oregon Department of Transportation (ODOT), the Department of Land Conservation and Development, Oregon City and consultants.

Lead consultant Crandall Arambula presented a brief Power Point presentation which provided an overview of the project schedule, goals, and purpose, along with a review of the project issues, possible solutions and preliminary recommendations to consider. At the end of the presentation, a discussion included general questions and comments regarding consultant identified issues and preliminary recommendations.

### Issues

The following issues were identified:

#### 1. Downtown Retail Success-

- Additional drive-by traffic required on Main Street
- Main Street access and visibility
- Downtown curbside and off-street parking

#### 2. Main Street Bus and Trolley Service-

- Existing bus stops = lost curbside parking

#### 3. Downtown Bicycle Accessibility

- Unsafe existing conditions

#### 4. Bridge Closure "Critical Path" Next Steps-

- Concept approval, design and construction

### Preliminary Recommendations

The following preliminary recommendations included:

#### 1. Downtown Retail Success

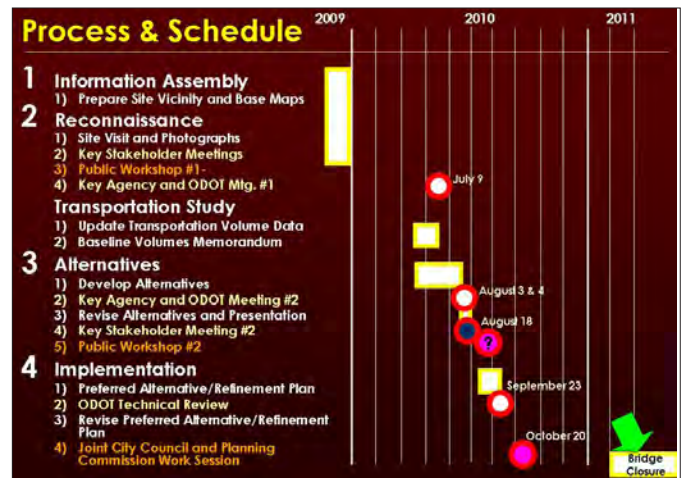
- Two-Way Main Street
- No Right Turn (Bus and Truck) to and from the Bridge at Main Street
- Maximize Curbside & Identify Off-Street Parking Opportunities
- Provide Phased Signal Access from McLoughlin at 8th Street

#### 2. Main Street Bus and Trolley Service

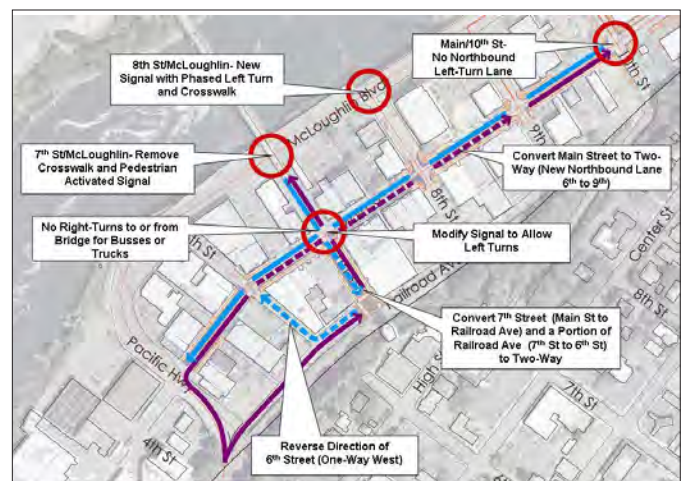
- Maintain Trolley Layover/Stop at Courthouse
- Restore Bus Service on the Bridge- No turns at 7th & Main
- Reroute Buses Off Main Street from 6th St to 9th St

#### 3. Downtown Bicycle Accessibility

- Provide Sharrows on Main Street and Bridge



Project Process & Schedule



Preliminary Recommendations Diagram

#### 4. Bridge Closure "Critical Path" Next Steps

- Establish a Schedule for Approvals, Design, Funding & Const.

A summary of comments and questions are identified on the following pages.

## ODOT Representatives and Consultant Team Comments

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The preliminary recommendations presented by the consultant team elicited a variety of comments from the ODOT representative. The comments have been grouped under the representative preliminary recommendation identified on the previous page and are as follows:

- *Two-Way Main Street*
- *Restricted Right Turns for Buses and Trucks at 7th and Main*
- *Bus Routing on the Bridge and Main Street*
- *A Turn-Signal at 8th Street Signal and McLoughlin*
- *Downtown Bicycle Accessibility*
- *10th and Main Street Intersection*
- *Next Steps*

### **Two-Way Main Street**

Background information was presented on the benefits of two-way streets, and the need for convenient auto access and sufficient drive-by traffic to support retail on Main Street. Traffic analysis finds that two-way traffic is feasible on Main Street today but that over time congestion would occur at the intersection of Main and 7th Street.

Comments:

- The assumption on two-way is just restriping and signage- no added turn lanes
- Nancy suggested that two-way on side streets are also on the table. But asked if we don't change side streets to two-way will we be o.k.? CA replied that two-way side streets would improve access to Main Street
- DKS stated that over time a signal at 9th and Main Street may be needed by 2035

### **Restricted Right Turns for Buses and Trucks at 7th and Main**

The consultant team presented diagrams illustrating bus and truck turning movements from the bridge to a two-way Main Street. The impact was dramatic for bus turning across the sidewalk and through on-street parking. It was recommended to eliminate right turns at a minimum for trucks and buses to preserve on-street parking and sidewalks at the intersection.

Comments:

- What type of truck was used to illustrate the turning movements?- The type of truck used for diagrams were a shorter wheel base- single axle delivery vehicle- no big trucks are on the bridge

- How easy would it be to restrict truck turn movements with signage? It is easier with bus- can we do "no right-turns" for trucks?- ODOT suggested- why not just leave Main Street one-way between 7th and 6th?

### **Bus Routing on the Bridge and Main Street**

Discussion included rerouting buses off a portion of Main Street, bringing service back to the bridge after closure and removing stops and/or utilizing curb extensions for stops versus a pull-out.

Comments:

- Nancy is hopeful that TriMet will stay on I-205 route. The City desires TriMet on the bridge- ODOT prefers bus route on I-205.

### **A Turn Signal at 8th Street and McLoughlin**

In an attempt to improve average daily traffic counts along Main Street the consultants suggested adding a phased left turn at 8th Street and relocating the pedestrian activated signal at 7th Street to this new location.

Comments:

- Avi (ODOT) stated that it is hard to sell the 8th Street signal- Carl (DKS) replied that it isn't a spacing issue. The issue is the widening of the viaduct to accommodate a dedicated left turn
- As a short term solution this 8th Street signal would be helpful for getting traffic on to Main Street. McLoughlin is a STA and maybe we can consider non-traditional alternatives?
- It was suggested that DKS look at the impacts of a signal at 8th Street and McLoughlin

### **Downtown Bicycle Accessibility**

The consultant identified a lack of facilities for bikes through the downtown and across the bridge. The recommendation was to create bike boulevards along Main Street and the bridge.

Comments:

- The sharrow idea along the bridge may not be for all- but as a cyclist I would rather be in the lane with a sharrow than on the sidewalk

## ODOT Representatives and Consultant Team Comments cont.,

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### **10th and Main Street Intersection:**

Initial traffic analysis indicated the need for a signal at 10th Street based on the 2035 future projections. Crandall Arambula preferred to push that traffic further north to the 12 Street intersection so as to preserve on-street parking that would be impacted by a left turn lane.

Comments:

- At 10th and Main Street provide a dedicated left turn at 10th- Left turns downhill on 10th St to Main Street is substantial. Dedicated left turn w/ protected phasing is beneficial
- A dedicated left turn at Main to 10th impacts on-street parking- Maybe we restrict parking during peak periods

### **Next Steps**

The consultant team discussed the need to establish a critical path or schedule for improvements leading up to the bridge closure:

Comments:

- The question to ODOT was- if the City advances two-way on Main Street and 7th who gives the green light at ODOT? Avi stated this would go through him and an internal review with the traffic folks.
- What is the approval process for ODOT? It would include planning coordination with traffic. Gail would be the conduit for providing the recommendations for review, consolidating comments and bringing ODOT recommendations to the city and consultants.
- The critical path next steps discussion led to ODOT's request for a copy of the Power Point presentation to best review the concepts with a broader ODOT review team.
- It was further suggested that we go through Gail to gather additional ODOT review of the recommendations
- ODOT requested that the DKS analysis be provided in a memorandum format

The meeting ended with a decision to provide a copy of the Power Point and traffic analysis in memo format for ODOT review and then establish a follow up conference call to discuss next steps.





## Key Agency Representatives and Consultant Team Comments

The preliminary recommendations presented by the consultant team elicited a variety of comments from key agency participants. The comments have been grouped under the representative preliminary recommendations identified on the previous page and are as follows:

- *Two-Way Main Street*
- *Widen Sidewalks and Reduced Travel Lanes on Main Street*
- *Restricted Right Turns for Bus and Truck at 7th and Main*
- *Bus Routing on the Bridge and Main Street*
- *A Turn-Signal at 8th Street and McLoughlin Blvd*
- *Downtown Bicycle Accessibility*
- *10th and Main Street Intersection*
- *Next Steps*

### Two-Way Main Street

Background information was presented on the benefits of two-way streets, and the need for convenient auto access and sufficient drive-by traffic to support retail on Main Street. Traffic analysis finds that two-way traffic is feasible on Main Street today but that congestion would occur at the intersection of Main and 7th Street.

Comments:

- With two-way traffic city standards are met today at all intersections, however by 2035 the Main and 7th intersection fails
- Congestion on Main Street might be good for retail and reduce pure cut-through traffic
- Could we do one-way east along 7th Street?

### Widen Sidewalks and Reduced Travel Lanes on Main Street

Discussion revolved around the widening of sidewalks 2' on each side of the street and reducing each travel lane to 10'.

Comments:

- Sidewalks are 10' wide- if widened we could improve the pedestrian environment and add more pedestrian amenities
- Can we do wider sidewalks?
- 10' sidewalk is a substandard width
- 10' travel lane may be substandard for a Tri-Met bus route
- NW 23rd Ave has 10' travel lanes- TriMet stated that mirrors on buses conflict with parked vehicles

### Restricted Right Turns for Bus and Truck at 7th and Main

The consultant team presented diagrams illustrating bus and truck turning movements from the bridge to a two-way Main Street. The impact was dramatic for bus turning across the sidewalk and through on-street parking. It was recommended to eliminate right turns at a minimum for trucks and buses to preserve on-street parking and sidewalks at the intersection.

Comments:

- Restricting left turns from the bridge to Main Street- We need to solve this operational issue- Would this be permanent or restricted at peak hour?
- Are the turning movement's illustrated for a SU-30? *The answer was that they represent a standard FED EX truck.*
- With two-way Main Street, truck turns impact the sidewalk and parking- the Bus is more dramatic
- Are there any vehicle restrictions on the bridge today- *Reply- there is a weight restriction.*
- Buses are easier to restrict because they can be rerouted- Trucks will need more adjustments on each corner
- An idea was proposed to restrict bus turn movements but allow cars and trucks to turn off the bridge
- How would you phase the signal at 7th and Main Street- all permissive? There is no split phase anticipated
- We have time to figure out the operations of the signal at Main and 7th during the closure of the bridge

### Bus Routing on the Bridge and Main Street

Discussion revolved rerouting buses off a portion of Main Street, bringing service back to the bridge after closure and removing stops and/or utilizing curb extensions for stops versus a pull-out.

Comments:

- The City wants TriMet on the bridge after closure- ODOT does not-
- What is TriMet's position?- *Dan Marchand replied later via email that TriMet prefers to bring back service on the bridge but are open to continuing the route on I-205 in the future*
- ODOT rejected driver activated signal at 7th and Main for TriMet buses
- Bus routing needs to be the shortest distance. This is a matter for service planning.
- Could we just have a stop at the elevator and eliminate other stops on Main Street?
- Could we run bus routes north along Railroad Street?



## Key Agency Representatives and Consultant Team Comments cont.,

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- Having a recommendation from the consultant team regarding the building on Railroad Street (i.e. acquiring and demolition of a portion of the building to widen the street and add sidewalks)- would be beneficial to this planning process.
- What are the minimum dimensions for TriMet stops at curb extensions? 30' to 28' feet from stop line to back door exit.

### A Turn Signal at 8th Street and McLoughlin

In an attempt to improve average daily traffic counts along Main Street the consultants suggested adding a phased left turn at 8th Street and relocating the pedestrian activated signal at 7th Street to this new location.

Comments:

- A signal at 8th and McLoughlin could work the same as the 2nd Street and McLoughlin intersection- south of the tunnel. This adds the ability to access the riverfront- can we trade the ped activated symbol at 7th Street to 8th Street?
- A signal at 8th Street would improve access to a future municipal parking lot or garage. Do we need Scott Archer involved in the parking discussion?- Council votes on parking tonight.
- ODOT does not support a signal at 8th Street and McLoughlin

### Downtown Bicycle Accessibility

The consultant identified a lack of facilities for bikes through the downtown and across the bridge. The recommendation was to create bike boulevards along Main Street and the bridge.

Comments:

- We should ask ODOT what its plans are for bikes on the bridge.
- The city has identified Railroad and Main Street as the bike route

### 10th and Main Street Intersection:

Initial traffic analysis indicated the need for a future signal at 10th Street based on 2035 projections. Crandall Arambula preferred to push that traffic further north to the 12 Street intersection so as to preserve on-street parking that would be impacted by a left turn lane.

Comments:

- We need to rethink the 10th and Main intersection- we may need a signal in 2035 that is timed with the signal at 10th and McLoughlin
- Today we have 4-way flashes- do we need these signals? They are old- Not sure why they were installed
- Why not eliminate left turning movement at Main to 10th Street and use the left turn at Main and 12th Street to get vehicles to McLoughlin?

### Next Steps

The consultant team discussed the need to establish a critical path or schedule for improvements leading up to the bridge closure:

Comments:

Converting Main Street to two-way during bridge closure would require the following-

- The curb extension at 7th and Main would need to be adjusted (all between 7th and 9th)
- Modify signal for northbound traffic on Main Street
- We need to get the ODOT bridge folks in on this discussion.
- Another challenge is the 8th Street signal- ODOT is not in support of this

### Suggestions for the Key Participant Meeting Presentation August 18

The consultant team asked key agency members to provide suggestions for improving the Power Point to best illustrate the preliminary recommendations during the key participant meeting.

Comments:

- For the public participant meeting consider taking out the discussion of a signal at 10th Street. This is a long term issue.
- Consider simplifying the bus route discussion
- Provide a response sheet for public participants
- Focus on Two-Way Main and 7th Streets
- Remove discussion of long term off-street parking with the public participants





# ODOT Meeting #3- Summary

## Transportation and Growth Management Program

### Oregon City Downtown Circulation

August 16, 2010

3

A special conference call was initiated on August 16 between ODOT, and the consultant team to elicit ODOT response to the preliminary recommendations identified at the ODOT Meeting #2 for the TGM Oregon City Downtown Circulation Project on Tuesday, August 3, 2010. In attendance were representatives from the Oregon Department of Transportation (ODOT), and Crandall Arambula.

ODOT was provided with a copy of the August 4 Power Point and consultant recommendations for the Oregon City Transportation Planning Project along with a DKS memo outlining the impacts of two-way traffic on Main and 7th Street. The discussion was facilitated between Gail Curtis of ODOT and Don Arambula of Crandall Arambula.

### Preliminary Recommendations

The following preliminary recommendations included:

#### 1. Downtown Retail Success

- Two-Way Main Street
- No Right Turn (Bus and Truck) to and from the Bridge at Main Street
- Maximize Curbside & Identify Off-Street Parking Opportunities
- Provide Phased Signal Access from McLoughlin at 8th Street

#### 2. Main Street Bus and Trolley Service

- Maintain Trolley Layover/Stop at Courthouse
- Restore Bus Service on the Bridge- No turns at 7th & Main
- Reroute Buses Off Main Street from 6th St to 9th St

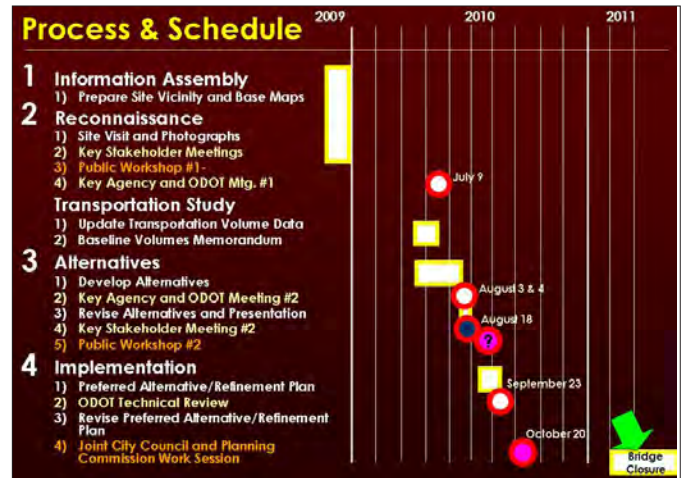
#### 3. Downtown Bicycle Accessibility

- Provide Sharrows on Main Street and Bridge

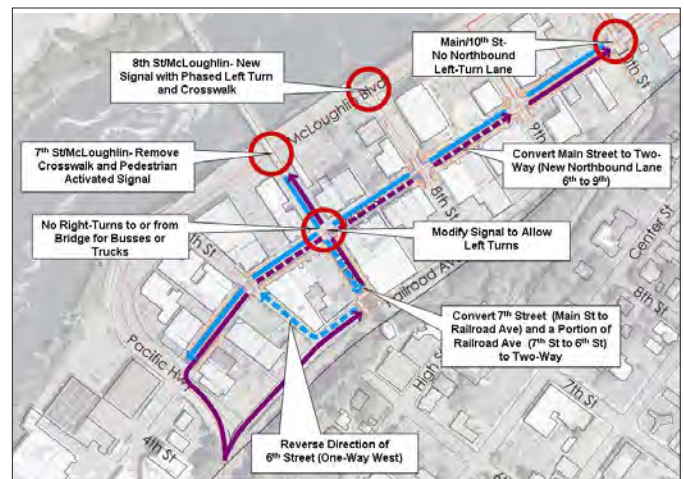
#### 4. Bridge Closure "Critical Path" Next Steps

- Establish a schedule for approvals, design, funding & const.

A summary of comments and questions are identified on the following page.



Project Process & Schedule



Preliminary Recommendations Diagram

## ODOT Representatives and Consultant Team Comments

ODOT began the discussion with an outline of their preferences for adjusting the Power Point and talking points at the upcoming Key Participant meeting on August 18, as well as concerns regarding preliminary recommendations and suggestions for additional traffic analysis.

### Key Participant Meeting Suggestions

In preparation for the Key Participant meeting on August 18 ODOT suggested the following:

- To be consistent with the process do not include McLoughlin in the study area
- No surprise to CA, ODOT can't support a proposal for a signal at 8th Street and McLoughlin- HWY 99 numbers are too high and a signal affects operations
- The problem at 8th is the need to widen the viaduct- there is limited space- Without widening we lose a through lane at the intersection- a signal is not warranted here and widening is very expensive
- ODOT prefers that the presentation focus on recommendations for Main Street
- Eliminate discussion of a left turn at Main and Tenth Street
- The message to deliver is that there is a short term benefit with a two-way Main Street but no funding mechanism has been identified

CA Response:

- Nancy and the City wanted to bring the 8th Street signal concept forward- this was part of an adopted plan by the City
- We didn't question the design of the 8th Street signal- our issue is that without the signal how can we get traffic on Main Street?
- We sent traffic counts prior to this meeting to folks at ODOT. What we found is that volumes for Main Street are critically low during the bridge closure
- What other ideas does ODOT have to increase traffic volumes on Main Street during bridge closure?- *ODOT Response- eliminate northbound travel on Railroad Street between HWY 99 and 7th Street- If you want two-way on Main you have to limit options.*

### ODOT Concerns Regarding Preliminary Recommendations

The following concerns were identified by ODOT and included the following:

- If all turns are allowed at 7th and Main this degrades operation of the intersection from .66 (V/C) to .92 (V/C)- this is a significant impact. By 2035 it is anticipated to be

1.3 (V/C) this is not acceptable. Is this not a concern for the City?

- Consider signage to prevent truck and bus turning movements
- A signal at 10th Street and Main would need more analysis- *DKS reply- why would we need to do this?- Gail responded- "consider doing this analysis as part of the Transportation System Plan (TSP) update"*
- How do these projects get paid for? The city? Who does the design specs?
- Any scenario that is identified for the short term (during bridge closure) has to work after the bridge is open
- Rick Keene in charge of the bridge closure project stated that he has been attending the meetings between ODOT and the business community- the big concern is not long term operations- the issues is maintaining some level of drive-by traffic along Main Street. A two-way concept came up during these meetings. How would we implement a short term change? *CA Response- Remove bulb-outs, transition to parallel parking and restripe the roadway*
- Can we restripe before January?- CA responded that we may need to restripe by the end of November so as not to disrupt the shopping season following Thanksgiving day.
- ODOT does not have money for two-way improvements. There will need to be some form of consensus on the two-way concept. This could work if we are confident that we can explain the concept and identify who pays for it.

### ODOT Suggestions for Additional Traffic Analysis

The following additional analysis was identified by ODOT and included the following.

- ODOT needs to see additional truck turning movements at Railroad Street and 6th Street
- ODOT proposes no left-turns on the bridge approach- get rid of left turns and you eliminate traffic back-up
- Do additional analysis at 7th and Main to identify the impacts on congestion and operations for each of the scenarios that include both AM and PM peak
- Get truck turning movements figured out for intersections at 7th and Railroad and 6th and Main Street

CA Response:

- If we lose the left turn movement for cars off the bridge we may lose a significant amount of traffic on that portion of Main Street- *ODOT response- this is a matter of an acceptable V/C ratio at this intersection- .66 to .92 is a big shift. We do expect there to be a public discussion of this intersection.*

ODOT Representatives and Consultant Team Comments cont.,

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# Key Participant Meeting #2- Summary

## Transportation and Growth Management Program Oregon City Downtown Circulation August 18, 2010



Key Participant Meeting #2 for the TGM Oregon City Downtown Circulation Project was held at 900 Main Street, Oregon City from 9:30 am to 10:30 am, on Wednesday, August 18, 2010. In attendance were representatives from the business community, ODOT, Oregon City transportation planning, the Department of Land Conservation and Development, and consultants.

Lead consultant Crandall Arambula delivered a brief Power Point presentation which provided an overview of the project schedule, goals, and purpose, along with a review of the project issues, possible solutions and preliminary recommendations to consider. At the end of the presentation, a discussion included general questions and comments regarding consultant identified issues and preliminary recommendations. Participants were asked to fill out Response Sheets identifying their preference for proposed alternatives to Main Street. The summary of response sheets can be found on page 3.

### Issues

The following issues were identified:

1. **Downtown Retail Success-**
  - Provide adequate Main Street drive-by traffic
  - Improve Main Street access and visibility
  - Maintain curbside and provide for off-street parking
2. **Main Street Bus and Trolley Service-**
  - Existing bus stops = lost curbside parking
  - Bridge turn movements impact sidewalks and parking
  - Wide travel lanes = substandard sidewalks
3. **Downtown Bicycle Accessibility**
  - Improve unsafe existing conditions
4. **Bridge Closure "Critical Path" Next Steps-**
  - Schedule concept approval, design, funding & construction

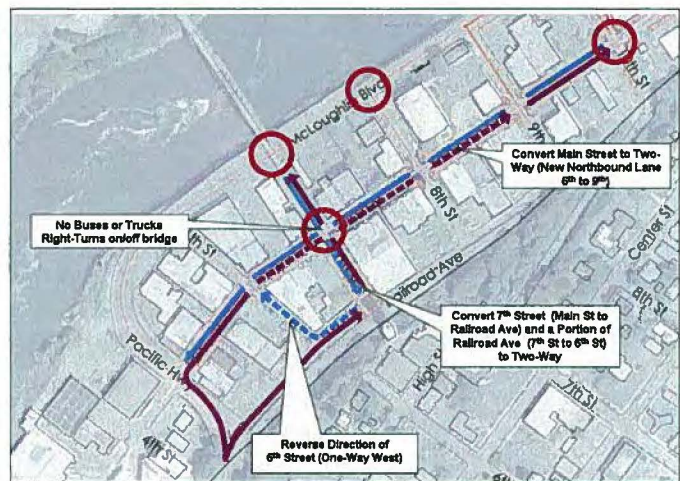
### Preliminary Recommendations

The following preliminary recommendations included:

1. **Downtown Retail Success**
  - Two-Way Main Street
  - Widen sidewalks and narrow travel lanes
  - No Right Turn (Bus and Truck) to and from the Bridge at Main Street
  - Restrict left turn movements on/off bridge (2035)
  - Maximize curbside & identify off-street parking opportunities



Project Process & Schedule



Preliminary Recommendations Diagram

2. **Main Street Bus and Trolley Service**
  - Maintain trolley layover/stop at Courthouse
  - Restore bus service on the Bridge- No turns at 7th & Main
  - Reroute buses off Main Street from 6th St to 9th St
3. **Downtown Bicycle Accessibility**
  - Provide sharrows on Main Street and Bridge
4. **Bridge Closure "Critical Path" Next Steps**
  - Establish a schedule for approvals, design, funding & const.

A summary of comments and questions are identified on the following pages.



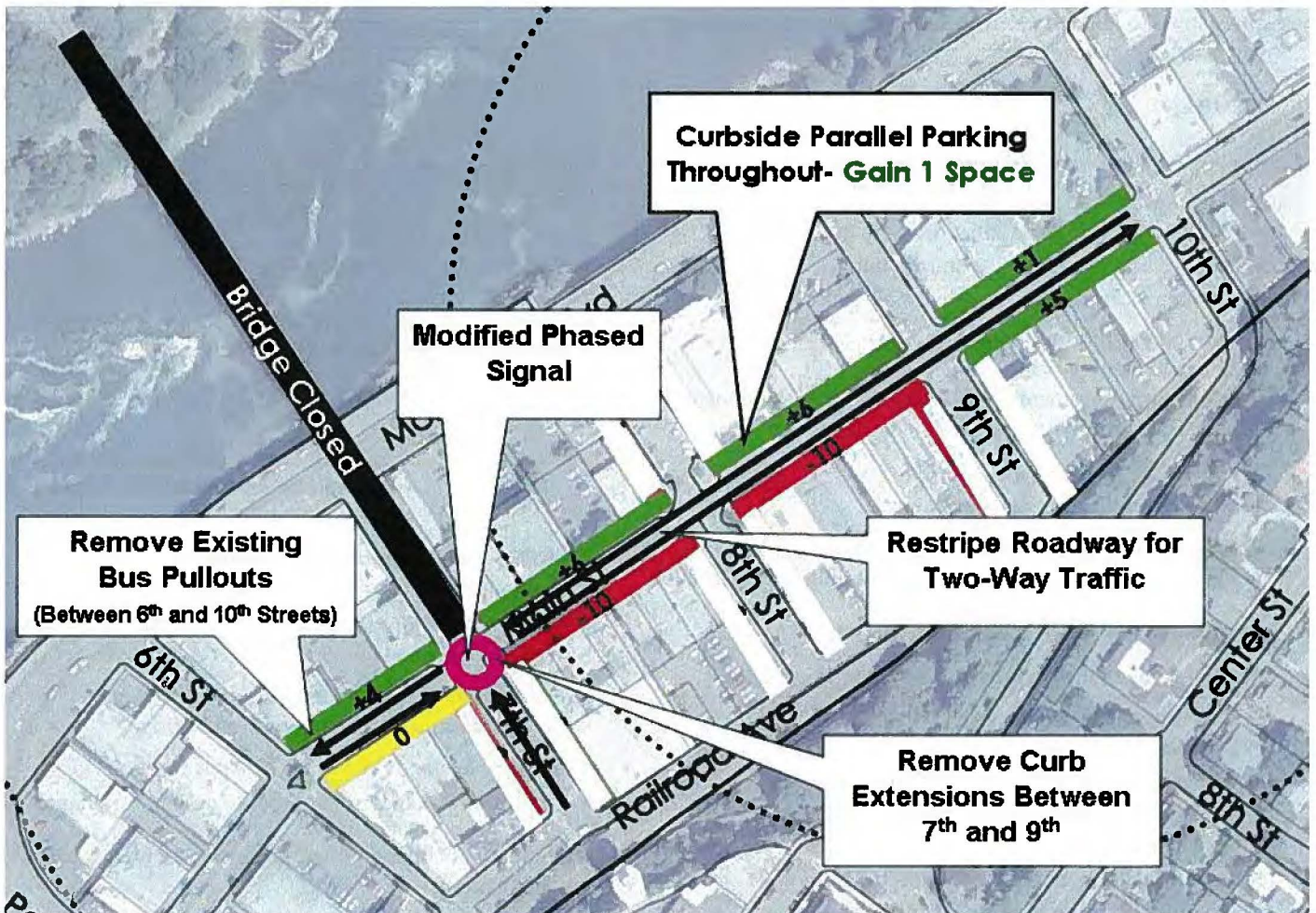
## Main Street Concept During Bridge Closure

In addition to the preliminary recommendations the consultant team presented a Main Street Concept to be implemented during bridge closure. This concept identifies recommended short term improvements to Main Street that ensure a minimum number of average daily trips needed to support Main Street businesses during bridge closure.

### Main Street- Bridge Closure

- Restripe Roadway for Two-Way Traffic
- Modify Signal at 7<sup>th</sup> and Main Street
- Remove Angled Parking Curb Extensions- 7<sup>th</sup> to 9<sup>th</sup> Streets
- Remove Main Street Bus Pullouts- 6<sup>th</sup> to 10<sup>th</sup> Streets
- Parallel Parking- 6<sup>th</sup> to 10<sup>th</sup> Streets

Main Street Concept During Bridge Closure



Main Street Concept Diagram



## Key Participant Meeting Response Sheet Summary

The following is a tally of the public response sheet and a summary of written comments:

Comments:

- Have all traffic coming off bridge continue onto 7th. No turns allowed off the bridge at any time of the day. Reroute traffic along 7th Street to turn right or left on to Railroad Street and circle around to Main Street. Railroad should be two-way
- Sidewalks are adequate width now (10'). I walk them. Autos avoid traveling narrow streets- thus we may lose needed traffic
- Why isn't the vacant lot on 13th Street used for public parking
- A left hand turn signal at 8th Street is a good idea
- I would like to see two-way on 8th by the courthouse- seems there is space
- I am an Oregon City native (Class of 83') and am fortunate to have also lived in Soho, Manhattan- Whitefish, MT, Amsterdam and Bigfork, MT- I would like to share insights with this project from my observations of these unique and admired cities
- Retail recipe is missing one component- Mixed-Use- nobody lives downtown
- Yes on two 10' travel lanes
- 23rd Ave has lousy parking but look at all the retail!
- Eliminate permit parking
- 3 parking garages every three to four blocks, 4th Street, courthouse and Singer Hill
- Without a guarantee on a left turn off the bridge two-way Main Street does not seem to be worth the lost parking spots and construction impacts on businesses
- Buses don't need to stop running on Main Street if they don't stop
- It would have been very helpful to have this meeting several months ago to avoid the stress and the tight time frame with the bridge closure
- Love the thought of two-way "entire Main Street"
- I also feel that long term public parking needs to be addressed ASAP- Consider utilizing Oregon Trail parking lot w/ trolley assist to downtown
- Consider a design that allows possible future use of Railroad Street in both directions at 8th Street for Saturday Farmer's Market
- How important are the alleyways on each side of the bridge? Can we close them?

## Key Participant Meeting Response Sheet

Transportation and Growth Management Program  
Oregon City Downtown Circulation  
August 18, 2010

2

Downtown Retail Success	Yes	No	Other
Two-Way Main Street	8	2	0
Widen Sidewalks on Main Street and Narrow Travel Lanes	6	3	1
Main Street Bus and Trolley Service	Yes	No	Other
Reroute Buses Off Main Street from 7th to 9th Streets	7	2	1
Downtown Bicycle Accessibility	Yes	No	Other
Provide Sharrows on Main Street and Bridge	7	1	0

## Key Participant and Consultant Team Comments

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The following are public comments by key participants.

### Two-Way Main Street

Background information was presented on the benefits of two-way streets, and the need for convenient auto access and sufficient drive-by traffic to support retail on Main Street. Two-way traffic analysis finds that two-way traffic is feasible on Main Street today but that congestion would occur at the intersection of Main and 7th Street.

Comments:

- I am for two-way Main Street, with trolley, trucks and two-way- this worked in the past
- Compare the cost of two-way to purchasing a separate parking facility

### Widen Sidewalks and Reduced Travel Lanes on Main Street

Discussion revolved around the widening of sidewalks 2' on each side of the street and reducing each travel lane to 10'.

Comments:

- Downtown should consider narrowing travel lanes to 10'
- Consider how widened sidewalks will impact signal locations

### Restricted Right Turns for Bus and Truck at 7th and Main

The consultant team presented diagrams illustrating bus and truck turning movements from the bridge to a two-way Main Street. The impact was dramatic for bus turning across the sidewalk and through on-street parking. It was recommended to eliminate right turns at a minimum for trucks and buses to preserve on-street parking and sidewalks at the intersection.

Comments:

- Back-up on the West Linn bridge- can we restrict left turns during peak periods only?
- Provide a bus controlled signal at this intersection
- Eliminate commercial truck traffic across bridge

### A Turn Signal at 8th Street and McLoughlin

In an attempt to improve average daily traffic counts along Main Street the consultants suggested adding a phased left turn at 8th Street and relocating the pedestrian activated signal at 7th Street to this new location.

Comments:

- Do more analysis and configure similar to the 2nd Street and McLoughlin intersection

### Other:

Comments:

- Don't forget to provide good pedestrian access from the elevator to the river
- Can we close the alleyways on either side of the bridge?
- Railroad today is a source of traffic how can we move this over to Main Street?
- 8th Street Farmer's Market could expand if railroad were closed to through traffic during the event
- The city is looking at a design for a tabled intersection in front of the elevator
- Remove the landscaped island at 6th Street
- How will this plan address train traffic on Main Street?

# Public Workshop Summary

## Transportation and Growth Management Program

### Oregon City Downtown Circulation

Public Workshop—City Hall, 625 Center Street  
September 08, 2010



Public Meeting #2 for the TGM Oregon City Downtown Circulation Project was held at City Hall, 625 Center Street, Oregon City from 6:00 pm to 8:00 pm on Wednesday, September 08, 2010. In attendance were approximately 15 representatives from the community, ODOT, Oregon City transportation planning, and consultants.

Lead consultant Crandall Arambula delivered a brief Power Point presentation which provided an overview of the project schedule, goals, and purpose, along with a review of the project issues, possible solutions and recommendations for Bridge Closure and Bridge Opening Projects. At the end of the presentation, a discussion included general questions and comments regarding consultant identified issues and recommendations. Participants were asked to fill out Response Sheets identifying their preference for proposed alternatives to Main Street. The summary of response sheets can be found on page 4.

### Downtown Circulation Issues to Address

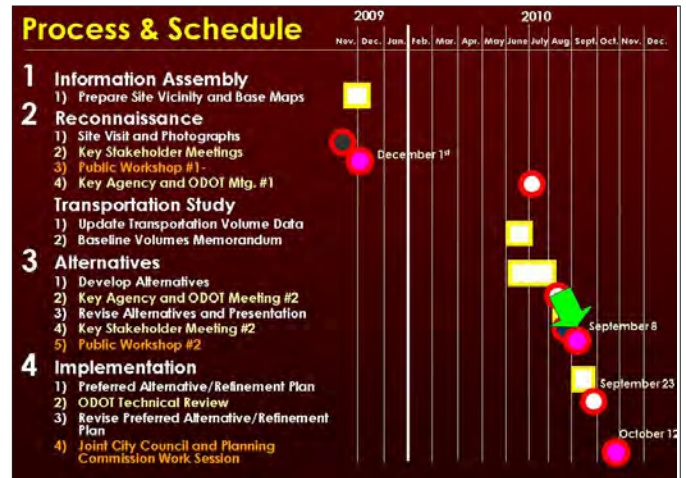
The following issues were identified:

1. **Downtown Retail Success-**
  - Improve Main Street drive-by traffic and visibility
  - Provide adequate sidewalks and safe crossing
  - Maintain curbside & provide off-street parking
2. **Main Street Bus and Trolley Service-**
  - Existing bus pullouts = lost curbside parking
  - Bridge turn movements impact sidewalks & parking
3. **Downtown Bicycle Accessibility**
  - Improve unsafe existing conditions
4. **Bridge Closure “Critical Path” Next Steps-**
  - Schedule approvals, design, funding & construction

### Downtown Circulation Solutions

The following recommended solutions included:

1. **Two-Way Main Street**
2. **Preserve and Enhance Curbside and Off-Street Parking**
3. **Enhance the Pedestrian Environment at Intersections**
4. **Modify or Restrict Turn Movements at the Bridge and 7th Street**
5. **Reroute Buses and Trucks**
6. **Incorporate Sharrows on the Roadway Along Main Street and the Bridge**



Project Process & Schedule

### Public Meeting Response Sheet

Transportation and Growth Management Program  
Oregon City Downtown Circulation  
September 8, 2010



Downtown Retail Success	Yes	No	Other
Two-Way Main Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enhance Intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maximize Parallel Parking on Main Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Downtown Bicycle Accessibility	Yes	No	Other
Provide Sharrows on Main Street and Bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

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Name (optional): \_\_\_\_\_

If you need additional time to respond, please return your comments to:  
Crandall Arambula  
520 SW Yamhill, Roof Suite 4 Portland, Oregon 97204 (503) 437-7878 fax (503) 437-7604  
jara@tgc-city.com



## Bridge Closure Projects

The public was presented recommendations for key projects to be implemented during bridge closure and those minimum projects that would need to be constructed prior to opening day. The following pages identify the key projects and a schedule for bridge closure and opening day projects.



## Bridge Closure Projects

### 1. Downtown Retail Success

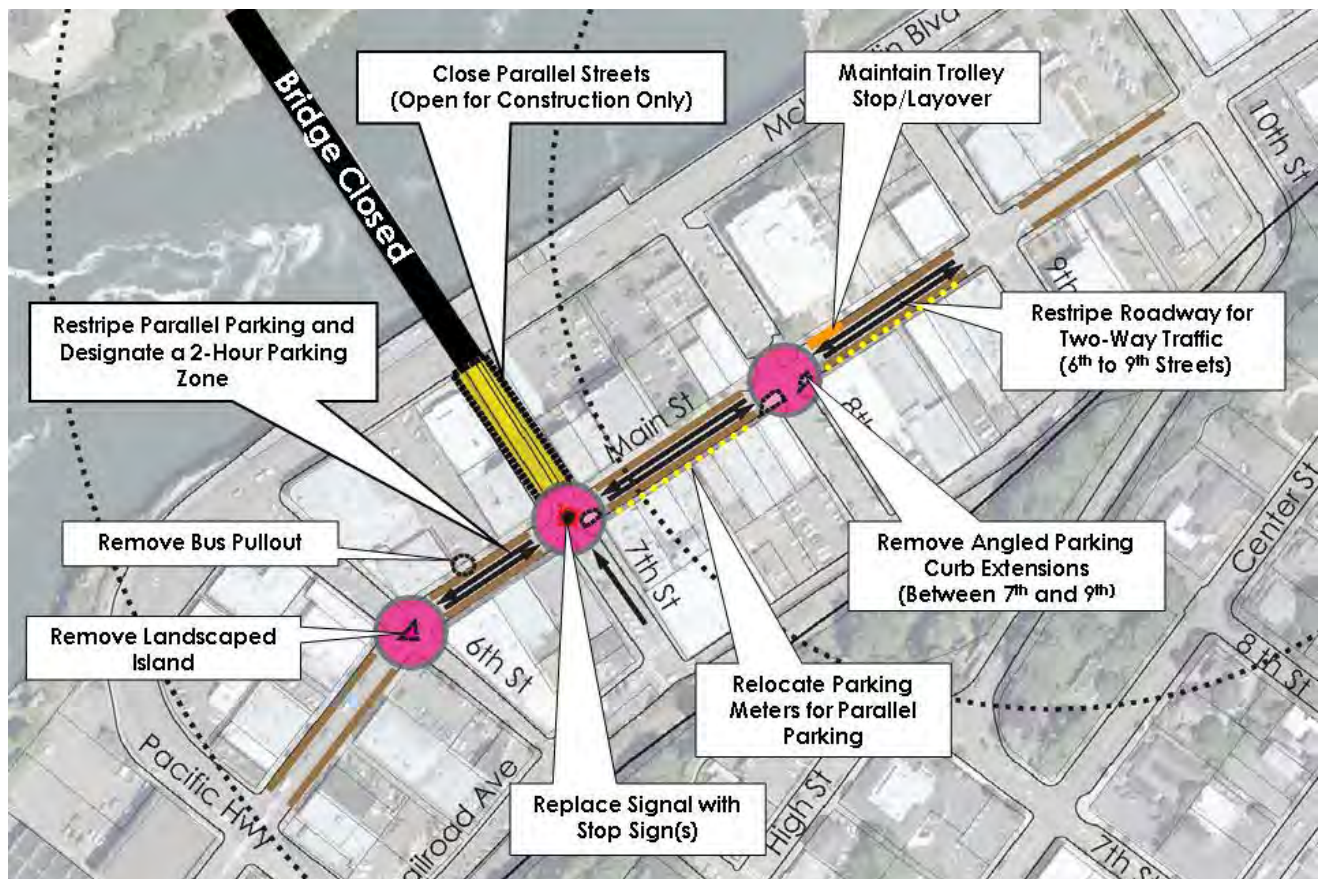
- Remove Angled Parking Curb Extensions (7<sup>th</sup> to 9<sup>th</sup> Streets)
- Remove Landscaped Island at 6<sup>th</sup> Street
- Restripe Roadway for Two-Way Traffic (6<sup>th</sup> to 9<sup>th</sup>)
- Replace Signal with Stop Signs at Main & 7th St.
- Restripe Parallel Parking & Designate 2-Hour Parking (6<sup>th</sup> to 10<sup>th</sup> Streets)
- Relocate Parking Meters for Parallel Parking (7<sup>th</sup> to 9<sup>th</sup>)

### 2. Main Street Bus and Trolley Service

- Maintain Trolley Layover/Stop at Courthouse
- Remove Main Street Bus Pullout

### 3. Bridge Closure "Critical Path" Next Steps-

- Schedule approvals, design, funding & construction



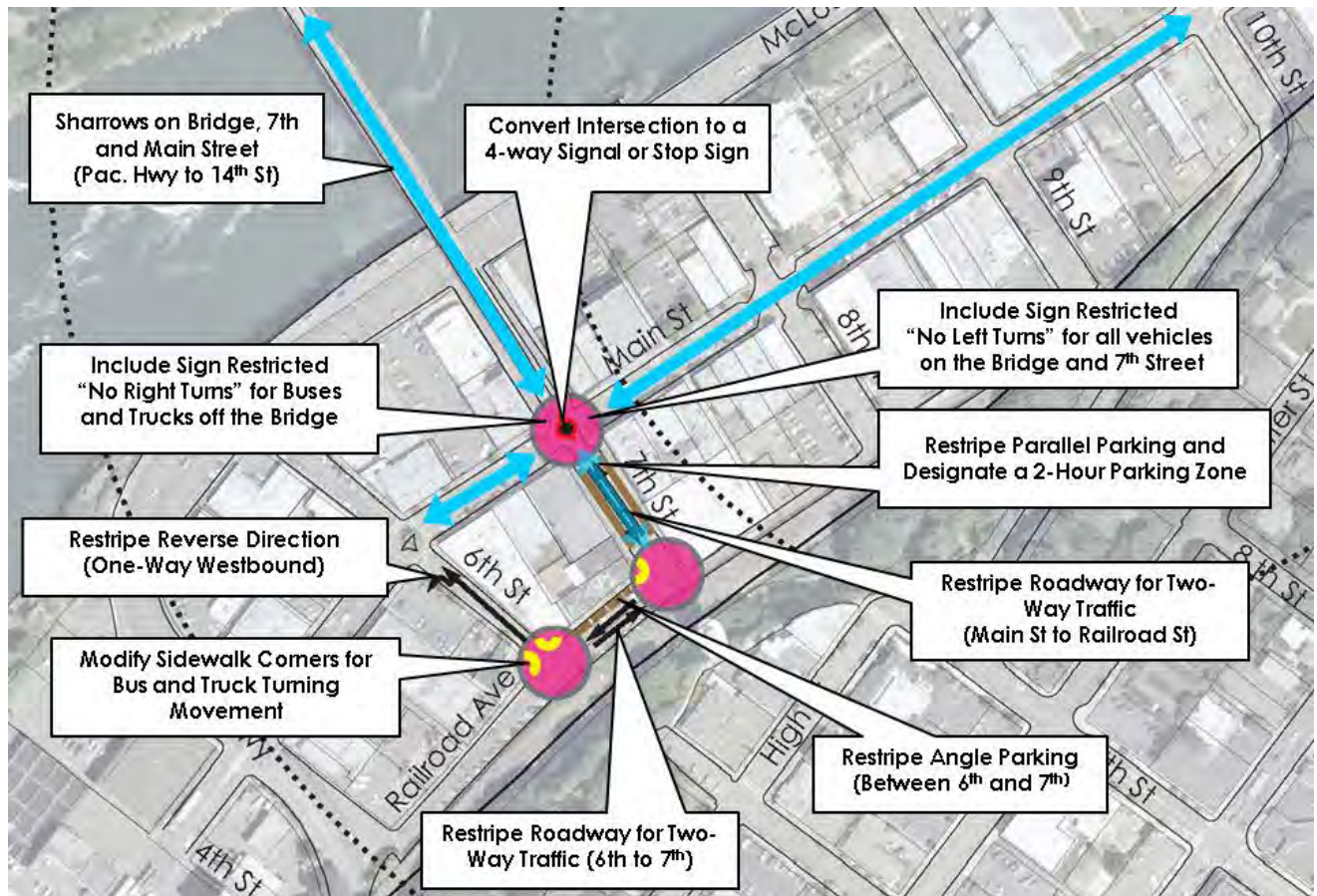
Bridge Closure Projects Diagram



# Bridge Opening Projects



- ## Minimum Bridge Opening Projects
- Downtown Retail Success**
    - Convert Three-Way Stop to Four-Way Stop at 7<sup>th</sup> St.
  - Vehicle Turning Movements at Main and 7<sup>th</sup>**
    - No Right Turn (Bus and Truck) On/Off the Bridge at Main St.
    - Consider restricting left turns off bridge and 7<sup>th</sup> Street
  - Rerouting Trucks**
    - Two-Way 7<sup>th</sup> Street (Main to Railroad)
    - Two-Way Railroad (6<sup>th</sup> to 7<sup>th</sup>)
    - Reverse 6<sup>th</sup> Direction
    - Restripe Angled Parking on Railroad St from 6<sup>th</sup> to 7<sup>th</sup>
    - Restripe Curbside Parallel Parking On 7<sup>th</sup> Street
    - Modify Sidewalk Corners for Truck Turning Movement



Bridge Opening Projects Diagram

## Public Meeting #2 Response Sheet Summary

The following is a tally of the public response sheet and a summary of written comments:

Downtown Retail Success	Yes	No	Other
Two-Way Main Street	5	0	0
Enhance Intersections	4	0	0
Maximize Parallel Parking on Main Street	4	0	0

Downtown Bicycle Accessibility	Yes	No	Other
Provide Sharrows on Main Street and Bridge	5	0	0

Response Sheet Summary

### Comments:

- I appreciate your presentation
- Add all you can- (Parking)- Look at parking study
- Be careful about street closure on Railroad St
- Leave Railroad Street as it is
- Get parking adjacent to courthouse
- Limit vehicle width on bridge when opened
- No bus on bridge
- No bus or truck traffic on the bridge
- Consider four-way stops at 8th and 9th along Main Street
- Have the city purchase one or both of the parking lots on Railroad Street between 7th and 8th Streets for public parking
- Incorporate a light at 8th and 99E



## Public Meeting #2 Comments

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The following is a brief summary of the consultant notes from the public and others comments immediately following the presentation. Comments are grouped according to the following key topics:

- ***Closing Railroad Street Access from HWY 99E During Bridge Closure***
- ***Maximizing On-Street Parking***
- ***Access to Main Street***
- ***The Public Outreach Process***
- ***Additional Elements to Include in the Joint Work Session Presentation***

### ***Closing Railroad Street access from 99E during bridge closure***

In an effort to increase drive-by traffic along Main Street during the bridge closure the consultants suggested, as a consideration, closing Railroad Street at HWY 99E (northbound traffic from 99E to Railroad St) during the bridge closure.

Comments:

- A temporary closure should be considered as a way to increase traffic on Main Street
- This will have an impact on accessing businesses and parking
- Be very careful about doing this- if the street is closed it may be difficult to get it reopened because ODOT may prefer to keep it closed
- How will parking be accessed

### ***Maximizing on-street parking and off-street opportunities***

The consultant team identified a no net loss of parking on Main Street through restriping for two-way traffic from 7th to 9th Streets, The concept would require restriping all block faces from HWY 99E to 10th Street and designating the spaces for two-hour parking. The concept does not include closing access to the alleys. Sites for off-street parking were also discussed.

Comments:

- Does the concept include closing access to all the alleys off Main Street?
- In the slideshow provide the potential number of parking spaces assuming the alleys are closed

- Consider gaining more spaces on 8th Street next to the courthouse
- Make sure to site recommendations for additional parking identified in the parking study
- We need to have a long term strategy for parking cars off-street. Without a public commitment to off-street parking we have a very limited opportunity for growth in the downtown. The need to provide parking--this is the limiting factor to new development
- The consultants have identified the right sites
- The city should begin to identify how to work with property owners to obtain key sites

### ***Access to Main Street***

In previous meetings the consultants suggested adding a phased left turn at 8th Street and relocating the pedestrian activated signal at 7th Street to this new location in an attempt to improve average daily traffic counts along Main Street.

Comments:

- Locating a light at 8th and McLoughlin should be shared with the city and planning commission
- The activated signal at 7th Street is important for getting pedestrians from the elevator to the river

### ***The Public Outreach Process***

There was discussion of the process for public outreach as a part of the joint commissions work session, adopting resolution meeting, and general comments on the outreach process to date.

Comments:

- The City engineer stated that the plan can be adopted by resolution on October 20
- There was a suggestion to include and encourage public testimony during the commissions work session and resolution meeting
- ODOT is inclined to hear more from a majority of businesses affected by the bridge closure before weighing in on the downtown circulation recommendations

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### **The Public Outreach Process, cont.**

- The executive director of Main Street Oregon City stated that a broad cross section of downtown businesses have been informed about the circulation planning effort from the beginning and while they are not at the meeting this evening there is strong consensus in support of two-way on Main Street
- The consultant stated that there has been numerous meetings that are representative of the community that included city and county staff, ODOT, Main Street businesses, and the general public. The recommendations have evolved through that process to where we are today. From the consultants experience additional meetings and workshops will most likely confirm support for the recommendations in principle as outlined in the presentation

### ***Additional Elements to Include in the Joint Work Session Presentation***

There were general comments about the presentation and suggestions for additional elements or modifications in preparation for the Joint Commissions Work Session

Comments:

- Include the concept of closing access for through traffic in the alleys and converting them to “pedestrian alleyways”, while allowing access for service vehicles from Railroad Street
- Clearly identify the impact on on-street parking through the re-routing of truck traffic on 7th, Railroad and 6th
- Include the concept of closing the parallel streets on either side of the bridge to vehicular traffic

# ODOT Technical Review Summary

## Transportation and Growth Management Program

### Oregon City Downtown Circulation

ODOT Region 1 Headquarters, Portland

September 22, 2010

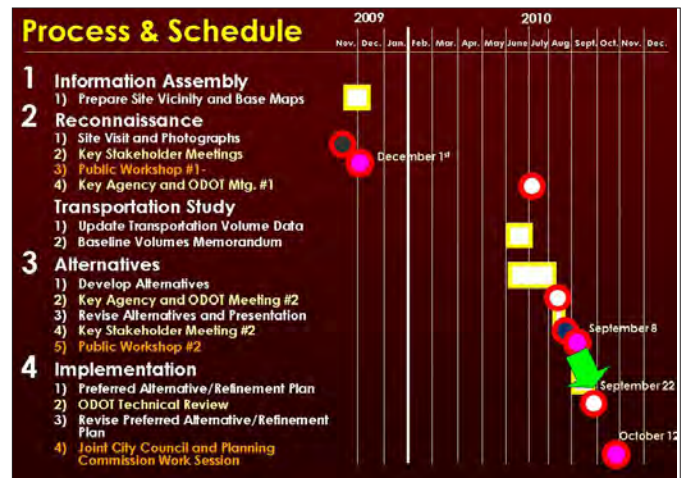
ODOT technical review of the TGM Oregon City Downtown Circulation Project was held at the ODOT-Region 1 Headquarters, 123 NW Flanders, Portland from 12:30 PM to 1:30 PM on Wednesday, September 22, 2010. In attendance were representatives from the ODOT traffic, planning, bridge project leader, the Department of Land Conservation and Development, Oregon City transportation planning, and the consultants.

The purpose of the meeting was to discuss the preferred alternative with ODOT representatives and gather their feedback on technical aspects. The consultant team lead the discussion with:

- A review of the recommendations for the Bridge Closure and Bridge Opening Projects- (see diagrams on page 2),
- A summary of findings from the additional technical analysis requested by ODOT (see Findings below right)
- A review of estimated costs for the Bridge Closure and Bridge Opening Projects

The following pages provide:

- 1) Diagrams illustrating the Bridge Closure and Bridge Opening Projects and schedule
- 2) Draft cost estimates
- 3) A summary of the technical review discussion and schedule for next steps



Project Process & Schedule

#### FINDINGS

Based on the foregoing supplemental analysis, we have the following findings as they relate to implementing 2-way vehicle circulation on Main Street in Downtown Oregon City:

- The expected major vehicle queues on the bridge approach to Main Street and 7<sup>th</sup> Street indicate that left-turns should be restricted for that approach during peak hours. This would dramatically reduce expected queues to a level similar to current conditions with one-way Main Street circulation.
- However, left-turn movements from the bridge could be allowed during non-peak hours of the day, and have similar queues and delays as are experienced during peak hour conditions with one-way traffic circulation on this section of Main Street. The type of changeable traffic signal operations could be implemented with variable signal heads and signage.
- Although restrictions to pedestrian movements at Main Street and 7<sup>th</sup> Street were evaluated, we found that there was only a minor reduction in vehicle delays by limiting these movements, and therefore we recommend that full pedestrian crossings be retained at this location.
- The previous Technical Memo #2 demonstrated that bus routing across the bridge should not allow for turns at the Main Street / 7<sup>th</sup> Street intersection because of major impacts on on-street parking there. We found that if a bus proceeds from the bridge, travels through to Railroad Avenue, it is best to route them to make a right-turn onto Railroad Avenue, then right again onto 6<sup>th</sup> Street. This maneuver would require modification to on-street parking along Railroad Avenue in that one block segment, and is expected to require some minor modification in the northwest corner of Railroad Avenue / 6<sup>th</sup> Street to fully serve this type of vehicle (see Figure 1 for an illustration).
- The geometric analyses for buses also demonstrated that the left-turn from 7<sup>th</sup> Street onto Railroad Avenue is too narrow to safely expect buses to make this movement. Therefore, the bus route should not be permitted in this direction.

#### Additional Traffic Analysis Findings



## Bridge Closure Projects

The following pages include diagrams that illustrate key projects to be implemented during bridge closure and those minimum projects that would need to be constructed prior to opening day.



## Bridge Closure Projects

### 1. Downtown Retail Success

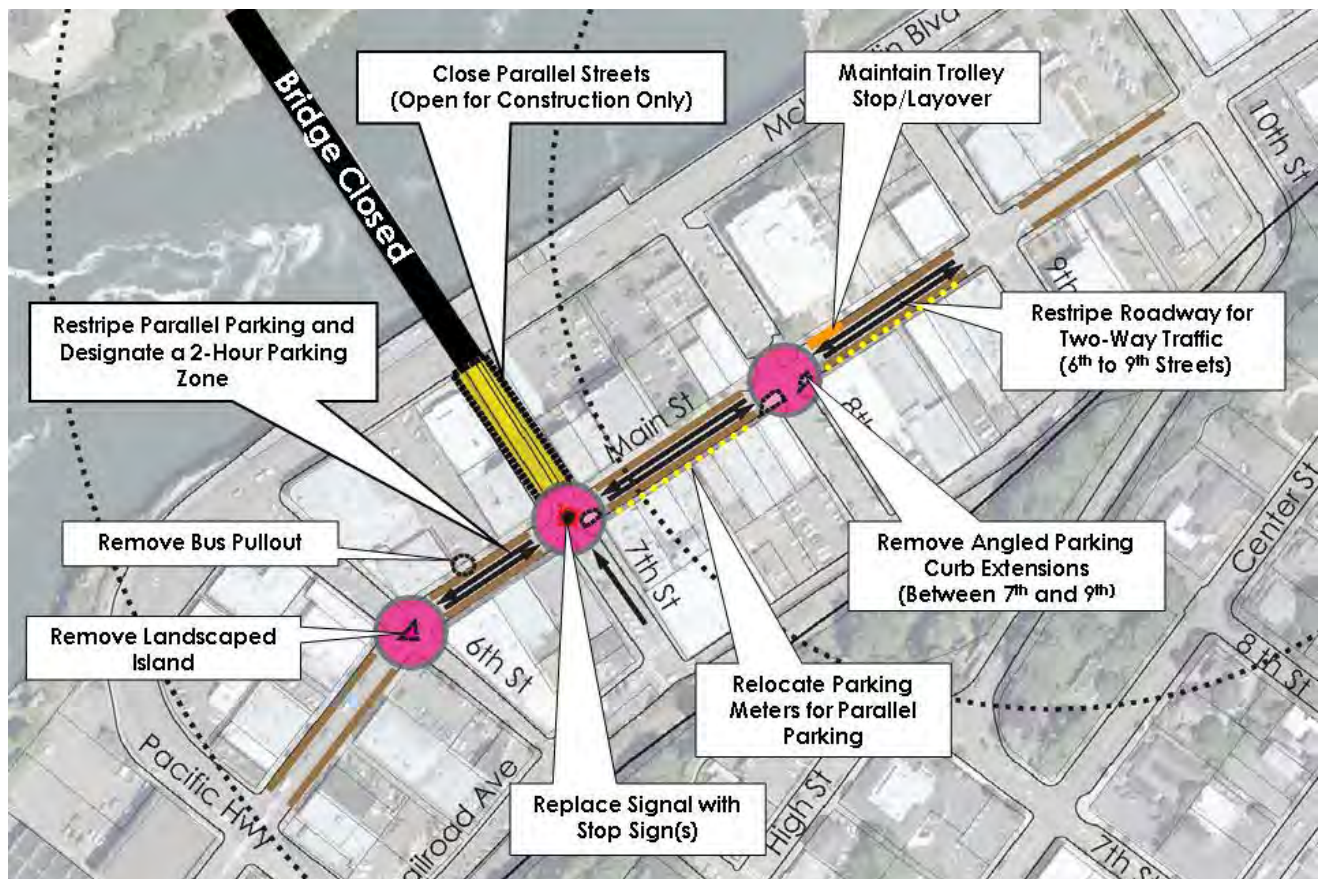
- Remove Angled Parking Curb Extensions (7<sup>th</sup> to 9<sup>th</sup> Streets)
- Remove Landscaped Island at 6<sup>th</sup> Street
- Restripe Roadway for Two-Way Traffic (6<sup>th</sup> to 9<sup>th</sup>)
- Replace Signal with Stop Signs at Main & 7<sup>th</sup> St.
- Restripe Parallel Parking & Designate 2-Hour Parking (6<sup>th</sup> to 10<sup>th</sup> Streets)
- Relocate Parking Meters for Parallel Parking (7<sup>th</sup> to 9<sup>th</sup>)

### 2. Main Street Bus and Trolley Service

- Maintain Trolley Layover/Stop at Courthouse
- Remove Main Street Bus Pullout

### 3. Bridge Closure "Critical Path" Next Steps-

- Schedule approvals, design, funding & construction



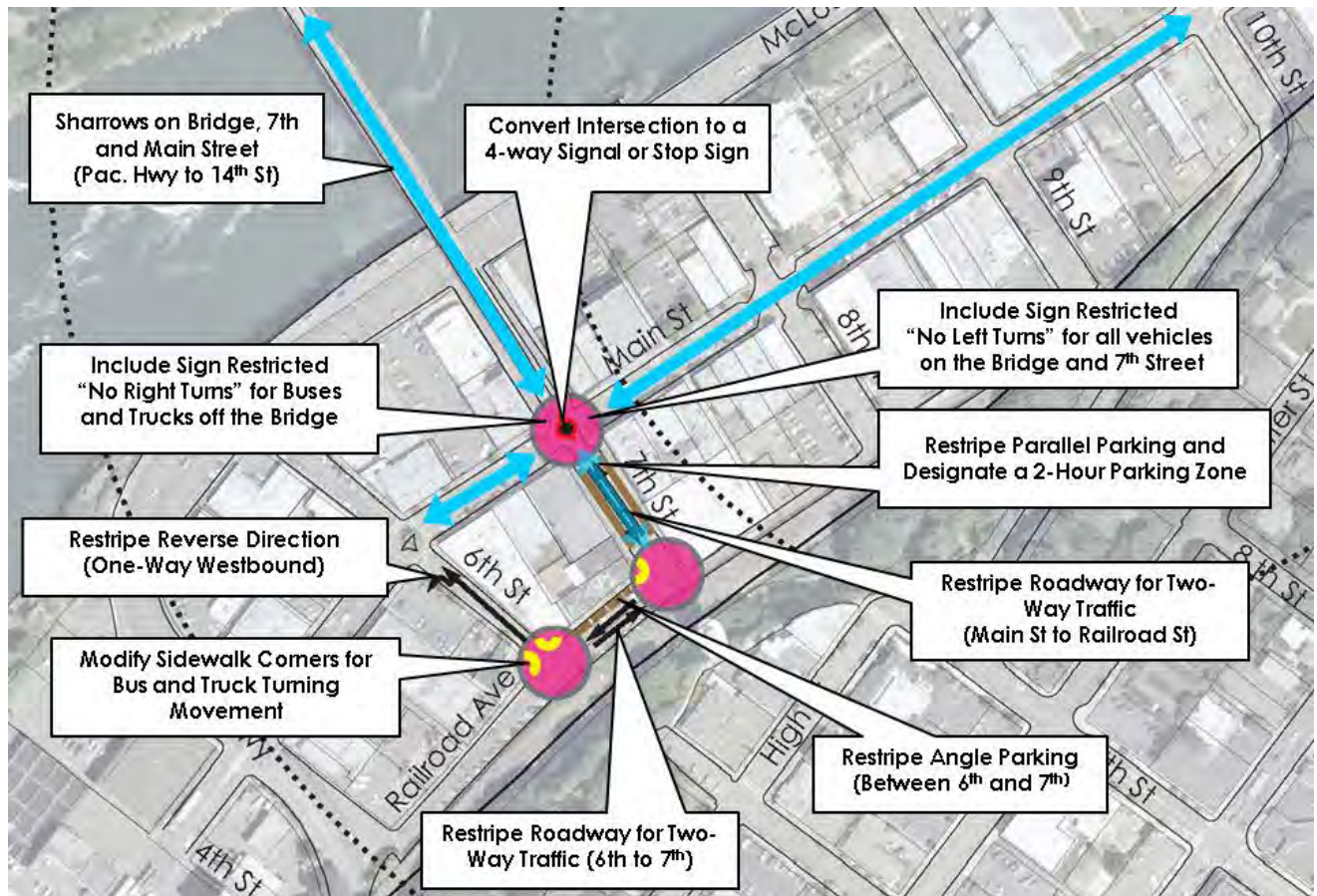
Bridge Closure Projects Diagram



# Bridge Opening Projects



- ## Minimum Bridge Opening Projects
- Downtown Retail Success**
    - Convert Three-Way Stop to Four-Way Stop at 7<sup>th</sup> St.
  - Vehicle Turning Movements at Main and 7<sup>th</sup>**
    - No Right Turn (Bus and Truck) On/Off the Bridge at Main St.
    - Consider restricting left turns off bridge and 7<sup>th</sup> Street
  - Rerouting Trucks**
    - Two-Way 7<sup>th</sup> Street (Main to Railroad)
    - Two-Way Railroad (6<sup>th</sup> to 7<sup>th</sup>)
    - Reverse 6<sup>th</sup> Direction
    - Restripe Angled Parking on Railroad St from 6<sup>th</sup> to 7<sup>th</sup>
    - Restripe Curbside Parallel Parking On 7<sup>th</sup> Street
    - Modify Sidewalk Corners for Truck Turning Movement



Bridge Opening Projects Diagram

## Draft Cost Estimates

The following cost estimates were developed specifically for the Bridge Closure and Bridge Opening Projects as follows:

PHASES	Quantity	Unit	Cost / Unit	Cost	Sub-totals	Comments
<b>Bridge Closure Projects</b>						
Direct Construction Cost						
traffic control \ barricades	1	sum	\$10,000.00	\$10,000		
remove angled parking curb extension and replace w/temp asphalt	3	ea	2,500.00	7,500		
turn-off & cover signals	1	sum	1,000.00	1,000		
relocate stop signs	3	ea	350.00	1,050		
remove bus stop & shelter	1	sum	1,200.00	1,200		
remove landscape island @ 6th & Main & patch with asphalt paving	300	sf	12.00	3,600		
remove angled striping	30	ea	25.00	750		verify quantity
restripe for parallel parking	45	ea	10.00	450		
center striping @ Main Street	700	lf	2.00	1,400		paint
relocate parking meters	16	ea	350.00	5,600		
miscellaneous signing	1	sum	5,000.00	5,000		verify quantity
Sub-total					\$37,550	
<b>SUB-TOTAL BRIDGE CLOSURE PROJECTS</b>				37,550	<b>\$37,550</b>	
Estimating Contingency			10.00%	3,755		
Index To Construction Start	Spring 2011		2.00%	826		
General Conditions			10.00%	4,213		
General Contractor OH & Profit			4.00%	1,854	10,648	28.36%
<b>TOTAL DIRECT CONSTRUCTION COST BRIDGE CLOSURE PROJECTS</b>					<b>\$48,198</b>	
<b>Bridge Opening Projects</b>						
Direct Construction Cost						
traffic control \ barricades	1	sum	\$10,000.00	\$10,000		
remove and replace curbs w/large radius @ 6th & Railroad Avenue	2	ea	5,000.00	10,000		
remove angled striping	20	ea	25.00	500		
restripe for parallel parking @ 7th	18	ea	10.00	180		
restripe for angle parking @ Railroad Ave.	7	ea	15.00	105		
restripe 6th for one-way traffic						
add two arrows	2	ea	300.00	600		thermoplastic
sharrow markings	50	ea	750.00	37,500		thermoplastic
add stop sign @ 6th & Main	1	ea	500.00	500		
miscellaneous signing	1	sum	5,000.00	5,000		verify quantity
Sub-total					\$64,385	
<b>SUB-TOTAL MINIMUM BRIDGE OPENING PROJECTS</b>				64,385	<b>\$64,385</b>	
Estimating Contingency			10.00%	6,439		
Index To Construction Start	spring 2013		9.00%	6,374		
General Conditions			10.00%	7,720		
General Contractor OH & Profit			4.00%	3,397	23,929	37.17%
<b>TOTAL DIRECT CONSTRUCTION COST MINIMUM BRIDGE OPENING PROJECTS</b>					<b>\$88,314</b>	

## Summary of Discussion and Comments

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The following is a brief summary of the consultant notes from the technical review discussion. Comments are grouped according to the following key topics:

- **Queueing at 7th and Main Street**
- **Turning Movements at 7th and Main Street**
- **Cost Estimates**
- **Funding the Projects**
- **TSP Compliance**
- **Refinement to Bridge Closure/Opening Projects**
- **Next Steps**

### **Queueing at 7th and Main Street**

Mat at DKS outlined the findings and assumptions for the additional traffic analysis. The findings confirmed that PM peak is the greatest determinant on intersection performance at Main Street and 7th. Delays would occur more frequently under a two-way Main Street scenario. Furthermore, significant queueing would occur along the bridge and into the intersection and roadway to West Linn.

Comments:

- There will be an increase in the length of queueing along the bridge from the One-Way Main Street versus the Two-Way Main Street
- During PM peak, eastbound traffic along the bridge would see queue length in excess of the available storage
- Was there a comparison of today under one-way versus a two-way scenario? The answer was yes and was indicated on Table 3 of the *Supplemental Traffic Analysis*

### **Turning Movements at 7th and Main Streets**

The issue of queueing during the peak PM period led to discussion of ways to reduce queueing lengths. The suggestion was that limiting or restricting turning movements may reduce the length of queueing. In addition the concept of restricting right turn movements for trucks off of the bridge and rerouting that traffic east along 7th to Railroad, and west along 6th Street back to Main Street was also discussed.

Comments:

- If we restrict left turn movements off the bridge we would see queueing lengths similar to today
- There would be some additional queueing for southbound traffic on Main Street between 7th and 8th Street
- The DKS recommendation calls for part time left turn

restrictions during peak hours and ODOT does not have much precedent for this type of signalization

- There were suggestions of adding a no left turn signal on the eastbound approach off the bridge that could be activated during peak hours but turned off during non-peak hours-- the ODOT response was that this is not a common solution and will need further review by the folks in Salem
- In terms of restricting right turns for trucks off of the bridge again this is a complex issue that the Salem office will need to way in on. ODOT is not going to second guess what they might decide to do (in Salem) but ODOT has limited experience with controlling this type of movement except where they restricted truck traffic access to a particular stretch of roadway (Example-Allen Blvd @ 217). You have to tie the restriction to the movement-- in this case (on Main Street) we only care about a one block southbound movement (between 7th and 6th)
- Crandall Arambula responded that a design solution might be appropriate here whereby a tight curb radius is installed with bollards to clearly signal to large trucks that this intersection is not viable for a right turn. This type of design could be supplemented with signage on the eastbound approach along the bridge to the intersection
- Several comments suggested that the use of signage restricting the right turn, strategically placed along the bridge could provide ample opportunity for drivers to prepare for the alternative route along 7th, Railroad and 6th
- ODOT asked for clarification on the alternate truck/bus route as to the issue with the intersection at 6th Street- It was stated that the curb to curb is very tight at the entry off Railroad and would likely need to be widened to allow for free movement of the wheel base through the intersection of Railroad and 6th Street
- ODOT asked for clarification of turning movements for busses northbound from 7th to railroad. It was stated that an existing building on the northwest corner does not provide enough clearance for buses to make the turn. Trucks would likely be able to make it.
- ODOT suggested that DKS include the truck turning movements as well as the bus turning movements in their memo



## Summary of Discussion and Comments

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### **Cost Estimates**

The cost estimates were reviewed with a majority of comments from Oregon City on recommended adjustments that reflect a typical engineering estimate versus an architectural estimate.

Comments:

- The City public works director stated that the Bridge Closure cost estimate should assume a higher level of improvements, not temporary, but full build out for the curb extensions between 7th, 8th, and 9th Streets. The city has done most of the design work
- Re striping and relocating meters would likely cost more than identified in the cost estimate-- Beef up contingencies
- Overall the cost estimates lack consideration of plans preparation, design adjustments, contract documentation, administration and inspection
- The consultants will work with the City to update the cost estimate in preparation for the joint council/planning commission meeting
- Consider a more sophisticated signal at the intersection of 7th and Main and include LED lighting in a potential cost scenario

### **Funding the Projects**

Review of the cost estimates led to discussion of how to fund the Bridge Closure/Opening Projects.

Comments:

- Oregon City stated that nothing is identified today in terms of funding for these projects
- Oregon City is pursuing TE Grant funds, some of which could possibly be used for the projects identified in this planning process. May also pursue ODOT Flexible funding
- DLCD suggested that it may be too late for ODOT Flexible funds
- Oregon City has done much of the streetscape design- but will need to do some modifications
- The consultants suggested that we need to identify a funding source prior to meeting with the Council and Planning Commission
- Oregon City stated that a resolution by Council could occur without identified funding-- if we can get support from ODOT for two-way on Main Street the Council will likely adopt the plan

- The ODOT bridge project leader stated that pursuing additional avenues for funding the project through some ODOT funds will not be pursued until Council and public support has been identified

### **TSP Compliance**

The DLCD Quick Response manager suggested that the City may need to update there TSP to be in compliance with shifting traffic from one-way to two-way

Comments:

- Oregon City stated that the City attorney suggested they not initiate a TSP update. The recommendation is to update the CIP- Within a year the City will be formally updating the TSP
- In the past the City has adopted Access Management Plans for specific project areas

### **Refinement to Bridge Closure/Opening Projects**

ODOT suggested an update to the Bridge Closure and Bridge Opening Projects.

Comments:

- Include permanently closing the bridge parallel streets to through traffic in the recommendation for the Bridge Opening projects
- Adjust the Bridge Closure Project recommendation from a stop sign to stop sign or possible signal
- Adjust the bridge Opening Projects to convert the intersection to a four-way signalized intersection

### **Next Steps**

The following next steps were identified:

- ODOT will provide comments to the consultant team after internal review within two weeks and prior to the Joint Council/Planning Commission meeting on October 12
- The consultant team will adjust the cost estimates based on comments and have them available for discussion during the Joint Council/Planning Commission meeting on October 12
- The consultant team will present the plan and recommendations to Council/Planning Commission on October 12
- The City will present to council for adoption on October 20
- ODOT will consider potential funding support if the city illustrates council and public support for the recommended

An aerial photograph of a city street, likely in Oregon City, Oregon. The street is lined with multi-story buildings, some with flat roofs and others with gabled roofs. Several cars are visible on the street, and there are utility poles and wires overhead. The overall scene is a typical urban street view.

Transportation & Growth Management  
**Oregon City Downtown Circulation  
Refinement Plan**

Oregon City, OR

**Joint Council and Planning Commission  
Work Session**

October 12, 2010

CRANDALL ARAMBULA  
DKS

# TGM Program

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The Transportation Growth Management (TGM) Program is a partnership between ODOT and the Oregon Dept. of Land Conservation & Development.

TGM supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create economically viable, vibrant, livable places in which people can walk, bike, take transit or drive where they want to go





Downtown Study Area

Core Streets

Study Area

1/4 mile radius

1/8 mile radius

McLaughlin Blvd

Main St  
8th St  
9th St

10th St

11th St

12th St

13th St

14th St

15th St

TC

Willamette River

# Agenda

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- 1) Review Project Goals and Process
- 2) Present Downtown Circulation Refinement Plan
- 3) Discussion

# Project Goals

- Explore the pros and cons of restoring two-way traffic to portions of the downtown area



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# Project Goals

- Explore the pros and cons of restoring two-way traffic to portions of the downtown area
- Simplify circulation and parking to improve desirability of the downtown as an activity/shopping destination
- Identify specific recommendations for improving the pedestrian environment of the area
- Improve access to the area for alternate modes of transportation, including bicycle and transit



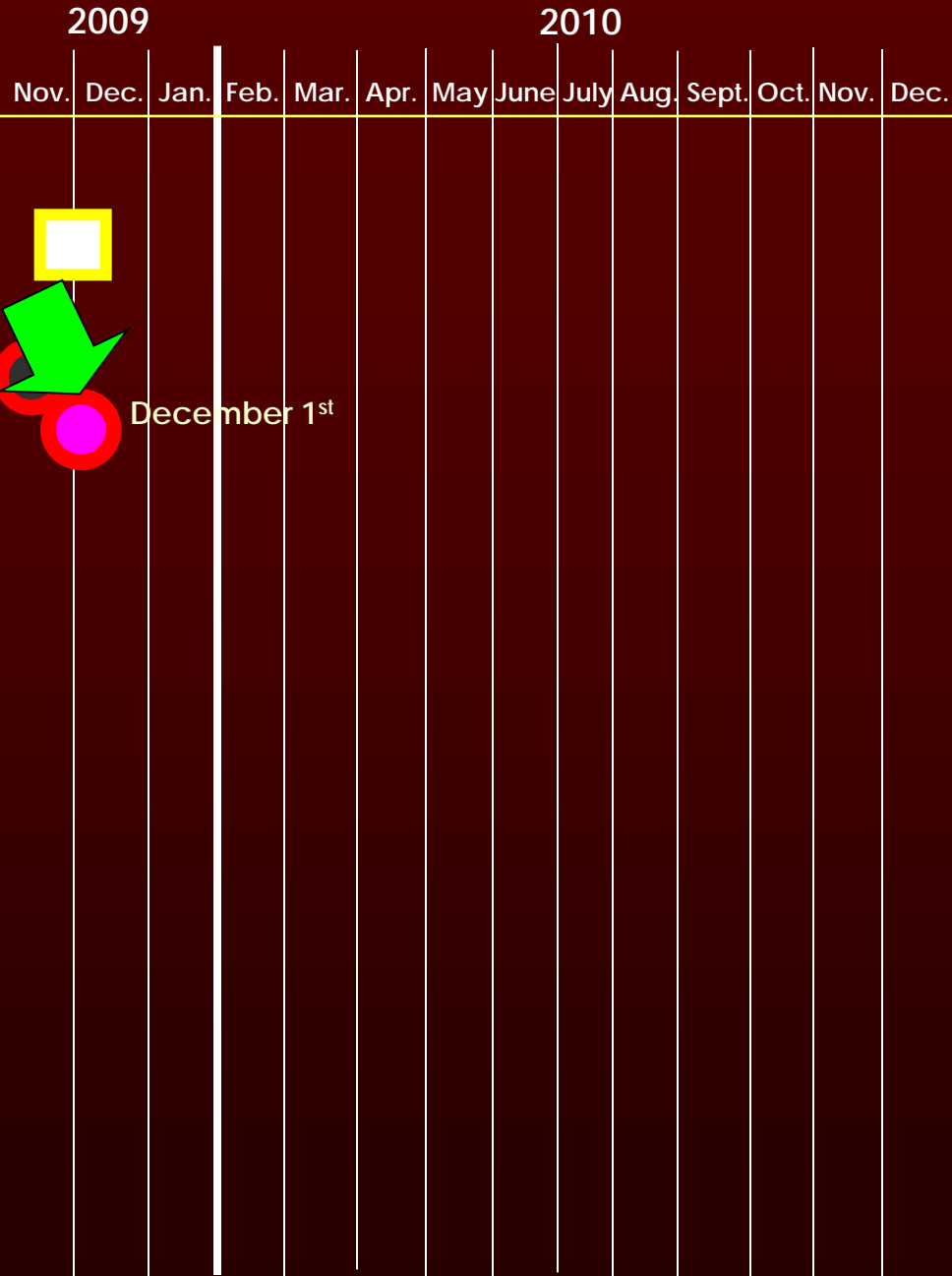
# Project Goals

- Explore the pros and cons of restoring two-way traffic to portions of the downtown area
- Simplify circulation and parking to improve desirability of the downtown as an activity/shopping destination
- Identify specific recommendations for improving the pedestrian environment of the area
- Improve access to the area for alternate modes of transportation, including bicycle and transit
- Identify specific action items which will further the long term goals of the circulation plan and can be implemented during the bridge restoration period



# Process & Schedule

- 1 **Information Assembly**
  - 1) Prepare Site Vicinity and Base Maps
- 2 **Reconnaissance**
  - 1) Site Visit and Photographs
  - 2) Key Participant Meetings
  - 3) **Public Workshop #1-**
  - 4) **Key Agency and ODOT Mtg. #1**
- Transportation Study**
  - 1) Update Transportation Volume Data
  - 2) Baseline Volumes Memorandum
- 3 **Alternatives**
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  - 4) **Joint City Council and Planning Commission Work Session**





## Community Comments

Three primary areas of concern emerged from public discussion during the workshop. These areas of concern were:

- Provision of adequate visitor parking
- Facilitation of easy local circulation
- Support for strong businesses in the downtown

The following details specific comments received in each area of concern:

### Parking

- Provide parking through public use of surface lots
- Parking study needs to be implemented
- Railroad could be closed to northbound traffic at Hwy 99, possibly allowing for additional parking on Railroad between Hwy 99 and 6th Street
- The parking study said that we don't have a parking problem, that we have a parking management problem; with proper management we can actually increase the number of spaces
- Nervous about thinking about a parking structure; this is a long-term solution and could be a boondoggle if the Court House moves or downtown retail shifts north; we need to deal with circulation first
- We need to identify a parking structure location now so that when the time comes we are ready
- Railroad location is probably best (for a parking structure), but site on McLoughlin is good because it is already partly a parking lot
- We need to have a strategy for acquiring land for a parking structure
- Until we figure out HCT (High Capacity Transit) the parking structure location can't be decided
- Decision about seeking anchor tenant(s) is tied to dealing with parking structure location
- Maybe look at not reserving parking along the Courthouse at night
- Open up blue permit spaces to public use after hours and on weekends
- Coordinate with private lot owners to make lots available during evenings and weekends

### Circulation

- Is there a reason you aren't looking at side streets?
- Side streets are critical to creating easy circulation and getting people into town.
- Look at 7th and 9th Streets between Main and Railroad
- Alleys are an opportunity for pedestrian circulation and another level of retail frontages
- How is two-way traffic going to fix things?

- Seems reasonable to just do two-way, why not just go ahead?
- One-way circulation was implemented in 1983 to get more parking
- Downtown is easy to get through, but it's hard to stop here
- Should our city be designed for commuters or shoppers? We should be making things easy for the people who actually stop here.
- What is the time frame for improvements to circulation?
- Really like the idea of closing Railroad at Hwy 99!
- Concerned about left turns off of the bridge on to Main Street
- The intersection of 7th and Main is critical
- Can a great Main Street accommodate regional traffic? Should it?
- Bridge laterals should be available to deliveries in the early morning and pedestrian only the rest of the time
- 6th at McLoughlin is ok to stay one-way.
- Need to make for safer left turns from McLoughlin into downtown; define routes into downtown from McLoughlin
- What about making 6th Street a parking lot/driveway between McLoughlin and Main Street?
- Getting out from 6th to go north on McLoughlin is currently pretty easy except for conflict with cars coming in
- The Court House will be there for awhile, traffic around it should flow well

### Downtown Businesses

- What percentage of downtown has to be retail?
- Two-way infrastructure would address many of the retail concerns
- Critical factor in bridge closure marketing campaign is addressing the perception of a loss of parking
- Marketing strategy for retaining businesses is going to be critical—street improvements would also be a problem for local businesses

### Other

- How do you prioritize what to do first? Two-way streets? Anchor tenant?
- Did you look at the potential for closure of the Mill?
- ODOT pays for the study, but who pays for implementation of the solutions?
- What about expanding Farmer's Market to Railroad between Hwy 99 and 6th Street?

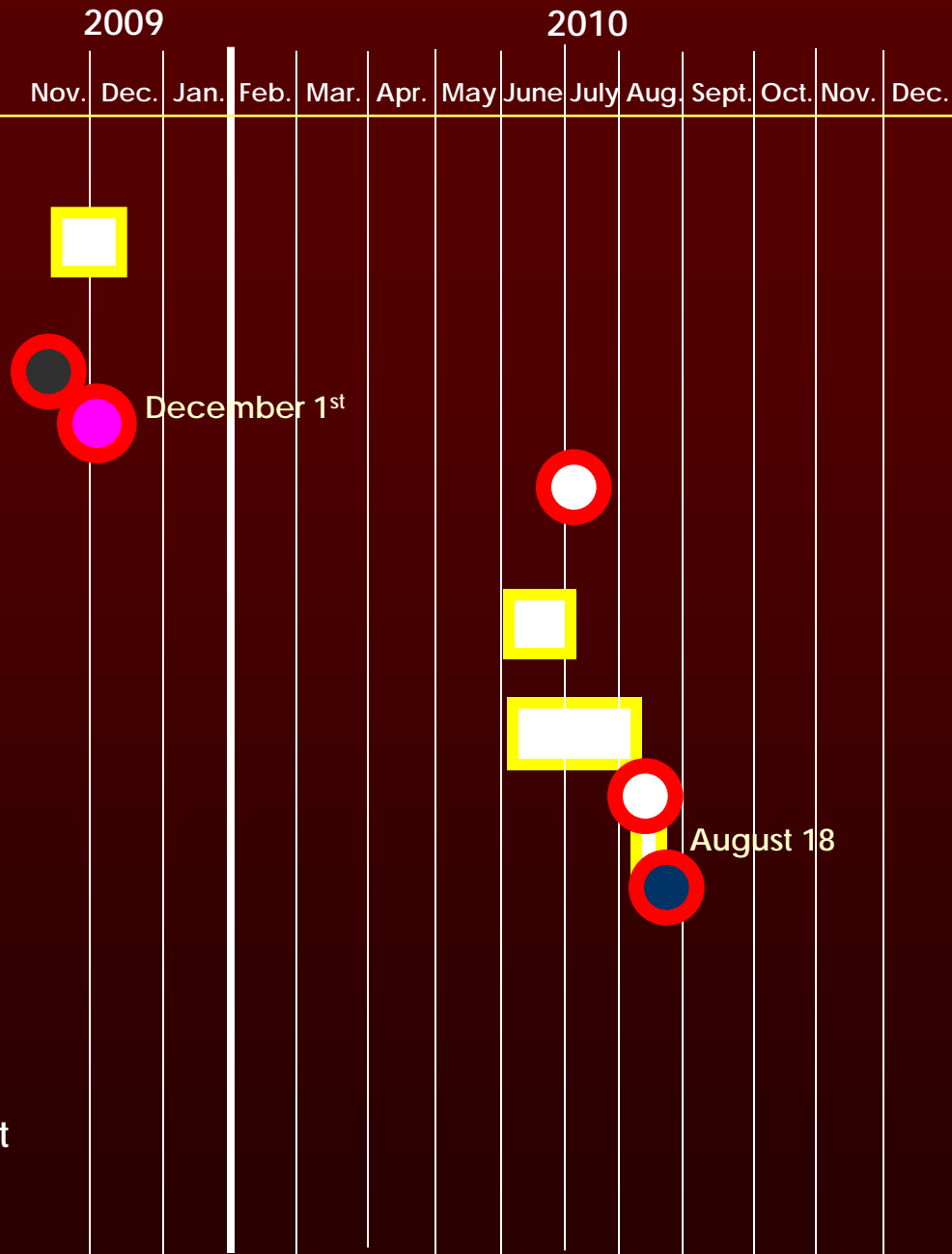
# Top Three Comments

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1. Develop a strategy for curbside and off-street parking
2. Facilitate easy local circulation and access to Main Street
3. Strengthen health of downtown businesses

# Process & Schedule

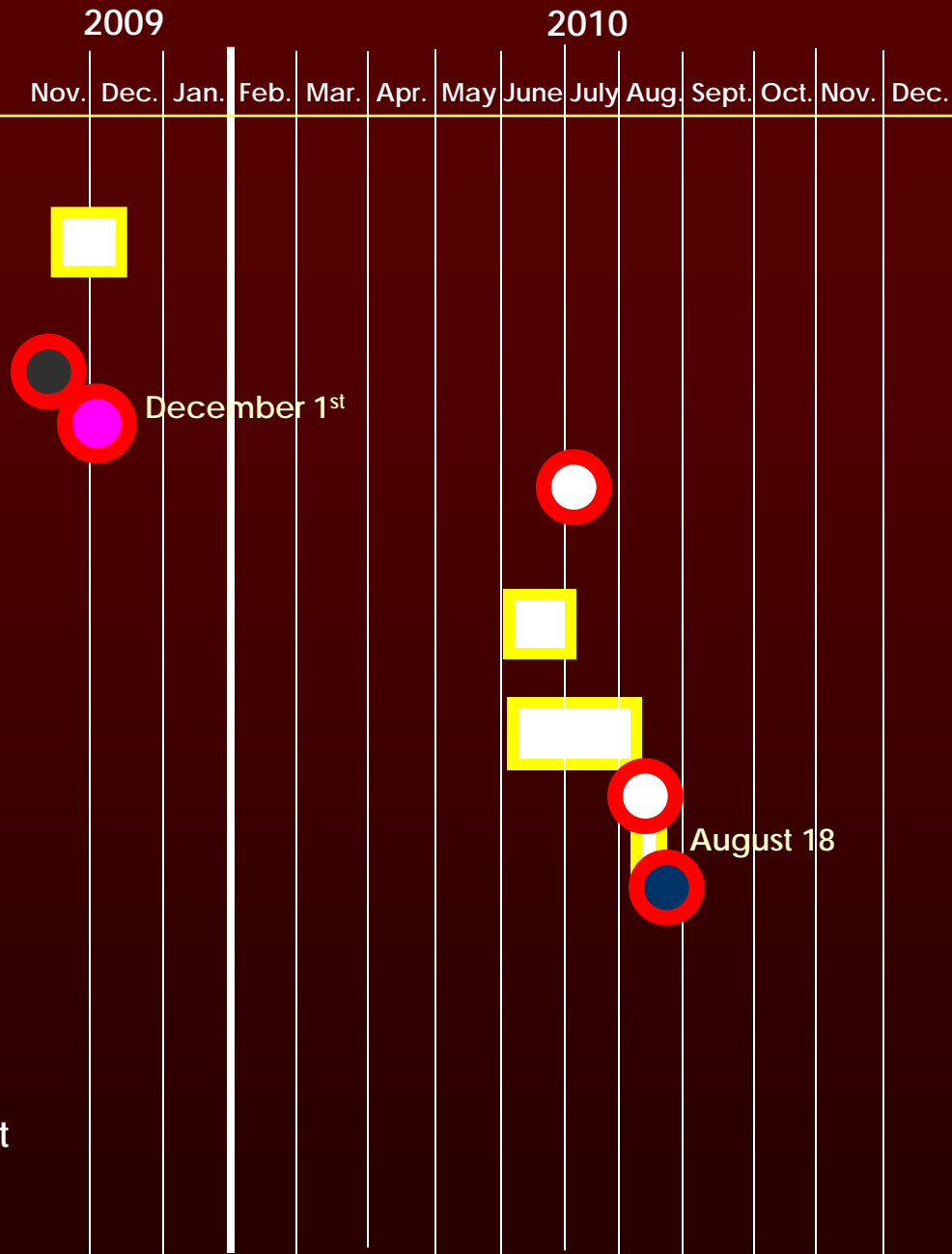
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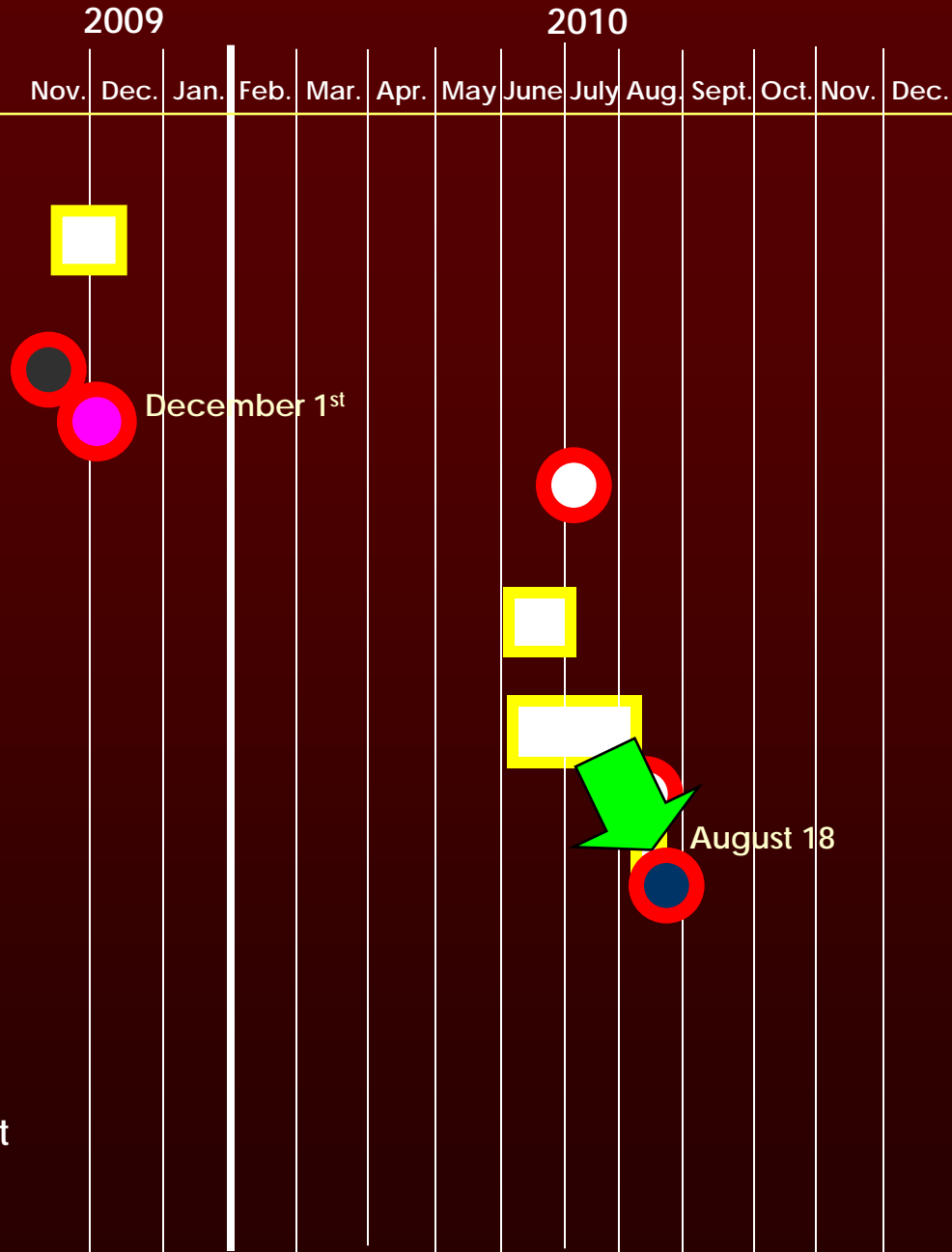
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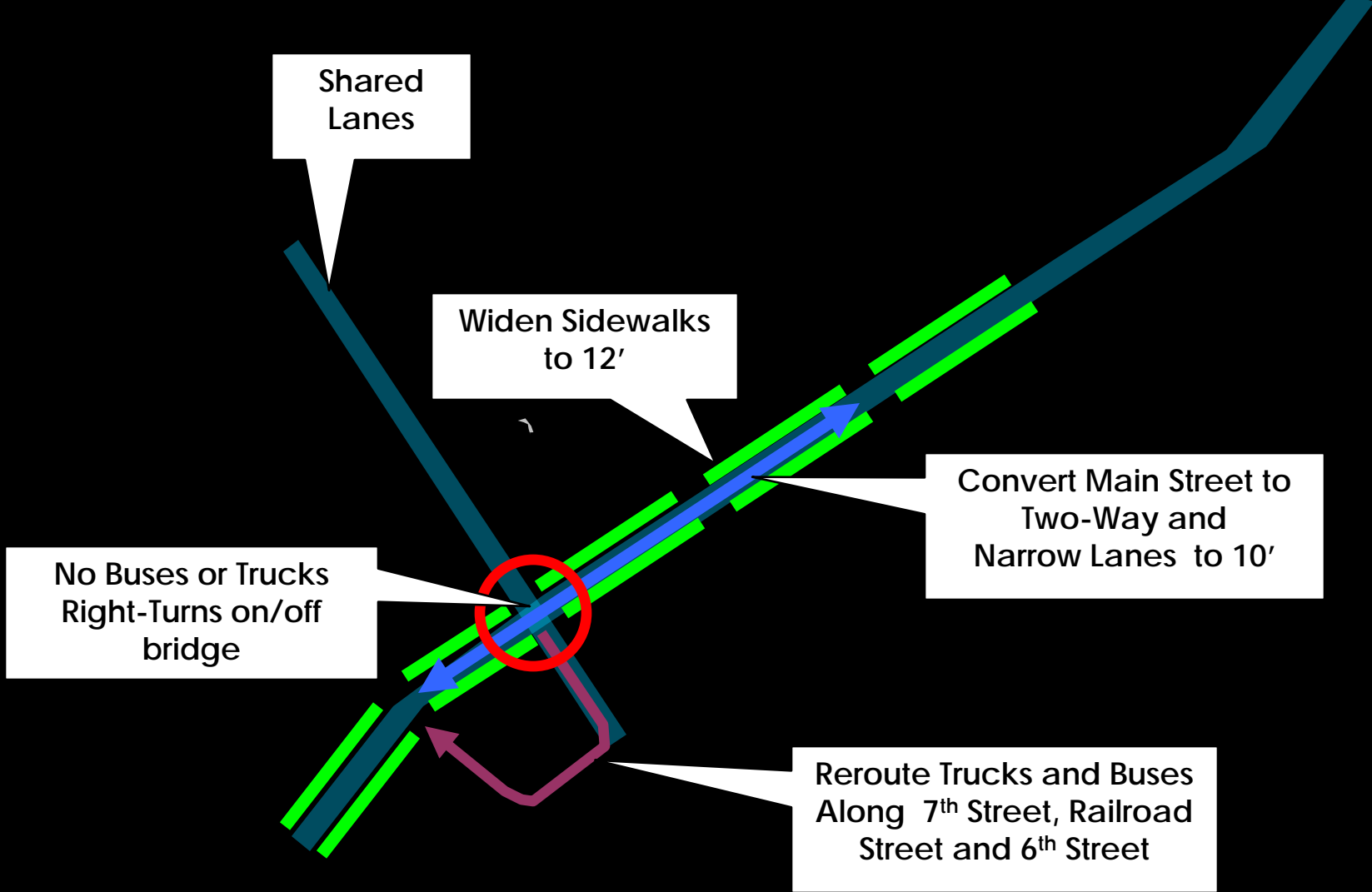
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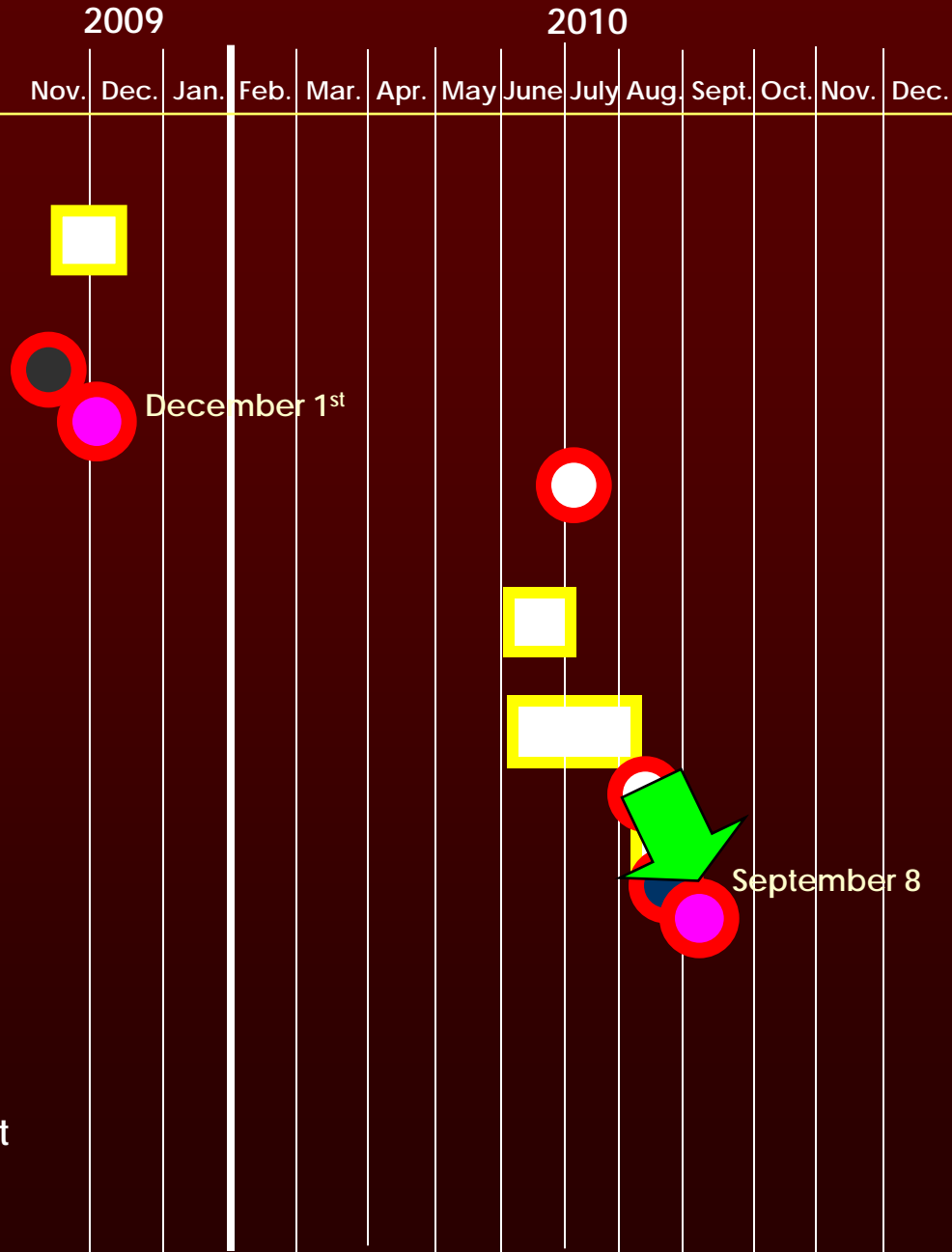
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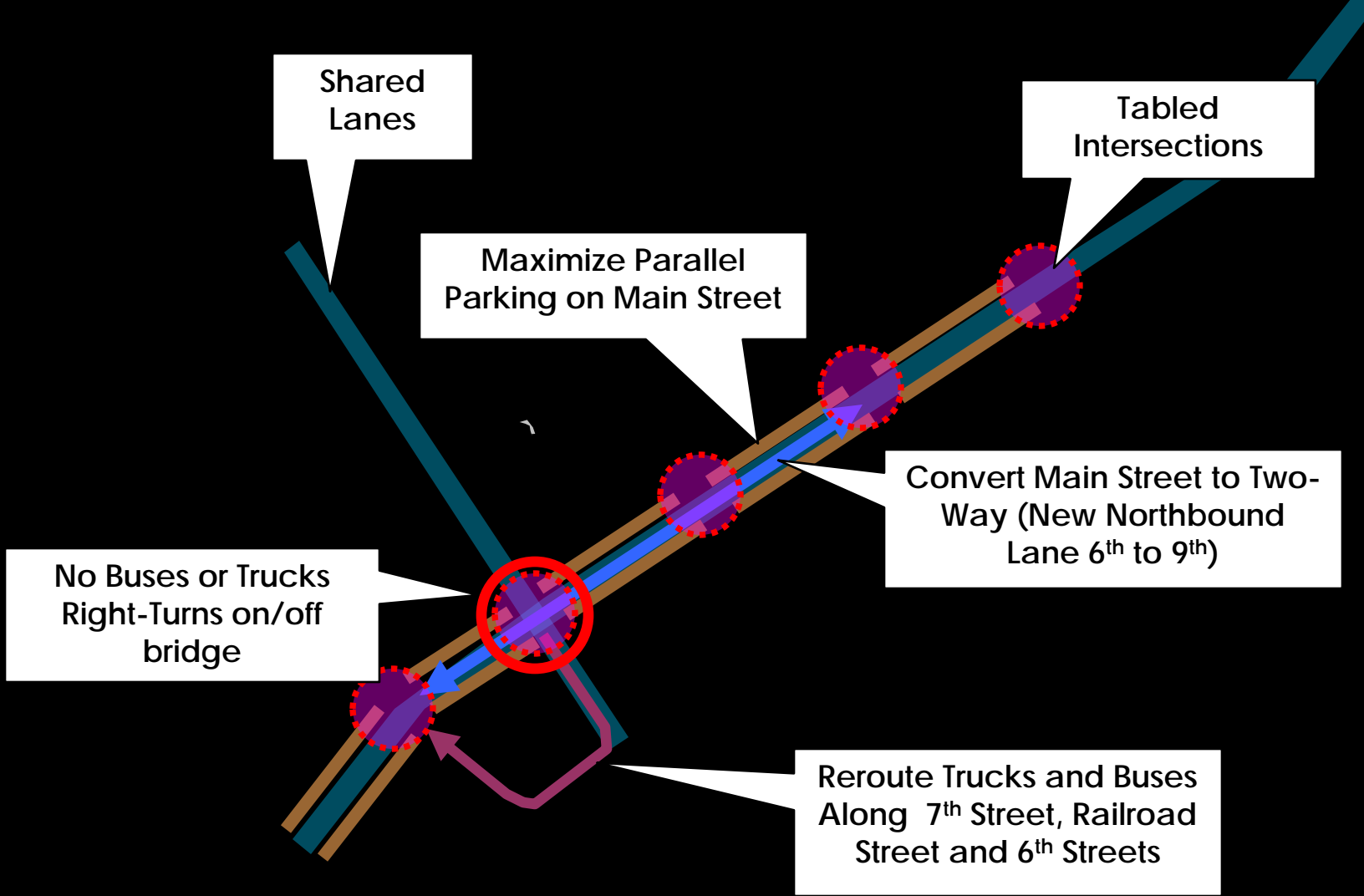


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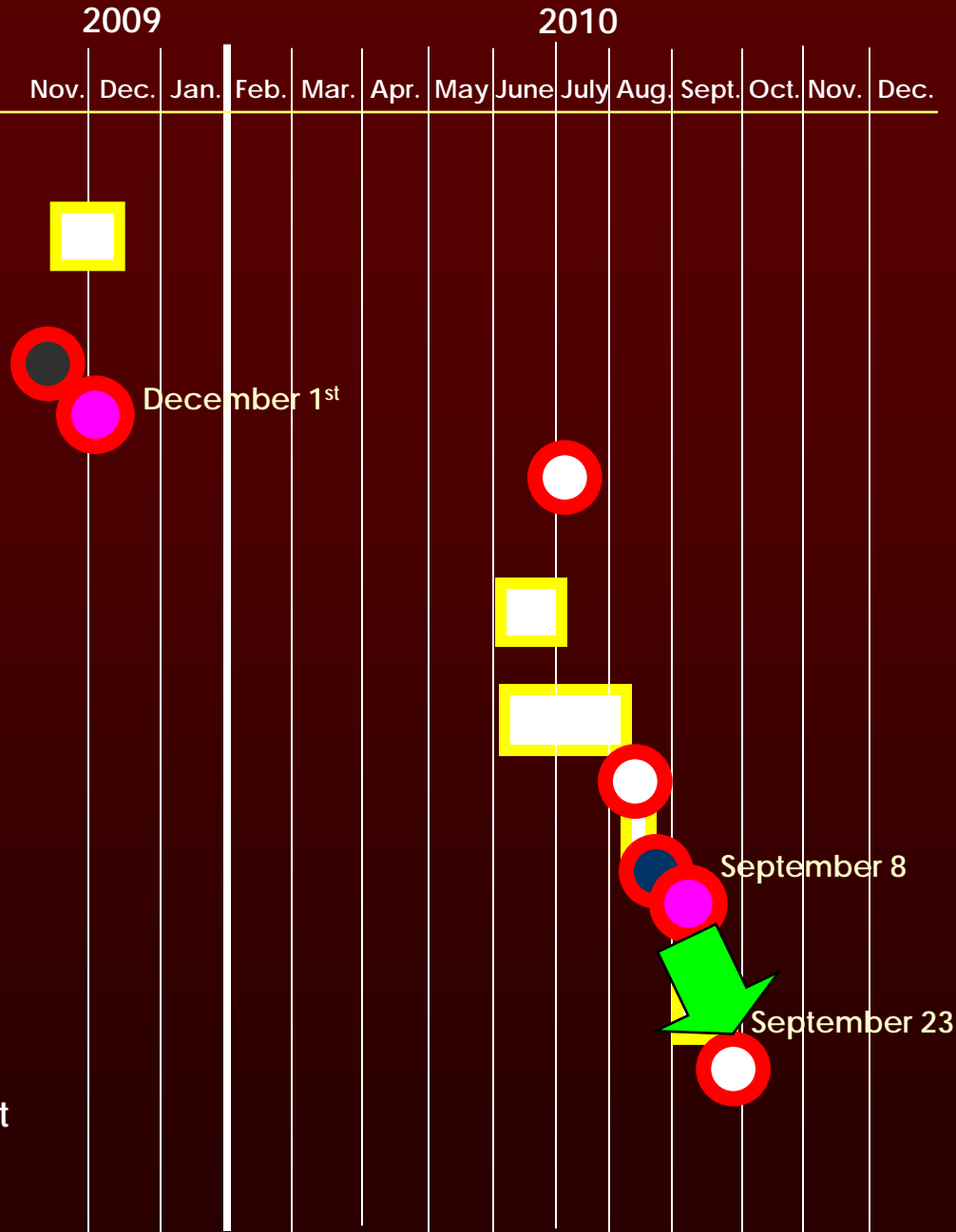




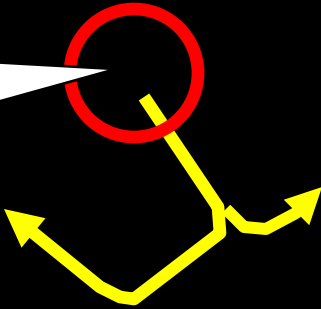
# Essential Plan Elements- September 18 Meeting

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Identify Impacts of Left Turns on Traffic Delay and Test Traffic Control Strategies



Identify Viability of Rerouting Trucks

# Additional Technical Analysis- September

# Findings

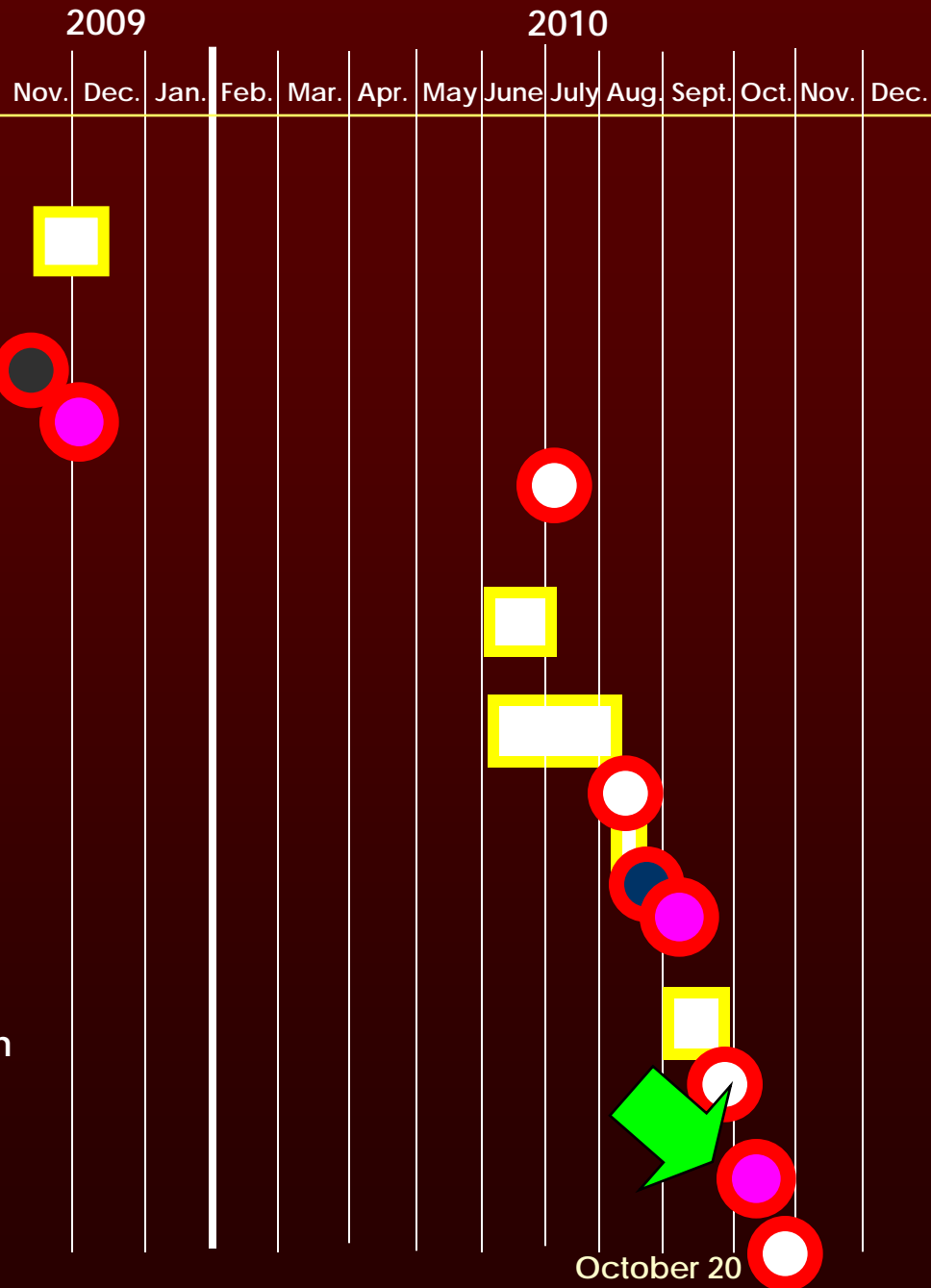
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1. Restrict left-turns from bridge at peak hours
2. Allow left-turn movements during non-peak hours using a variable signal head
3. Large vehicles re-routed on 7<sup>th</sup>, Railroad and 6<sup>th</sup> requires minor modification of existing curblines and curbside parking stalls
4. Left turns from 7<sup>th</sup> Street to Railroad should not be permitted for large vehicles because of constricted geometry



# Process & Schedule

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  - 4) **Joint City and Planning Commission Work Session**
  - 5) **City Commission Hearing**





# Circulation Refinement Plan

# Downtown Circulation Issues

1. Downtown Retail Success-
2. Main Street Bus and Trolley Service-
3. Vehicle Turning Movements at Main and 7th
4. Downtown Bicycle Accessibility-
5. Other Considerations-
6. Bridge Restoration Period "Critical Path" Next Steps-

# Downtown Circulation Issues

## 1. Downtown Retail Success-

- Improve Main Street drive-by traffic and visibility



# Retail Recipe for Success



CRANDALL ARAMBULA PC



# Retail Recipe for Success



CRANDALL ARAMBULA PC



# Retail Recipe for Success

CRANDALL ARAMBULA PC



**Required Main Street Retail Traffic**



**1,000 Average  
Daily Trips**

**Main Street**

**Teufel Village- Average Daily Traffic**





**5,000 Average  
Daily Trips**



**N Mississippi Ave- Average Daily Traffic**



10,000 Average  
Daily Trips

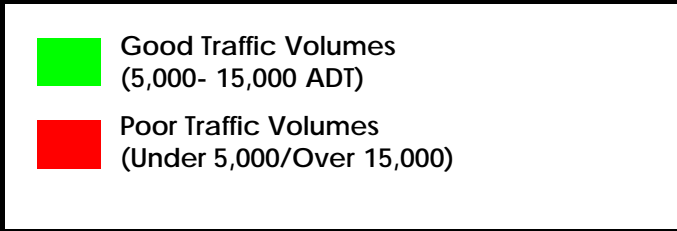
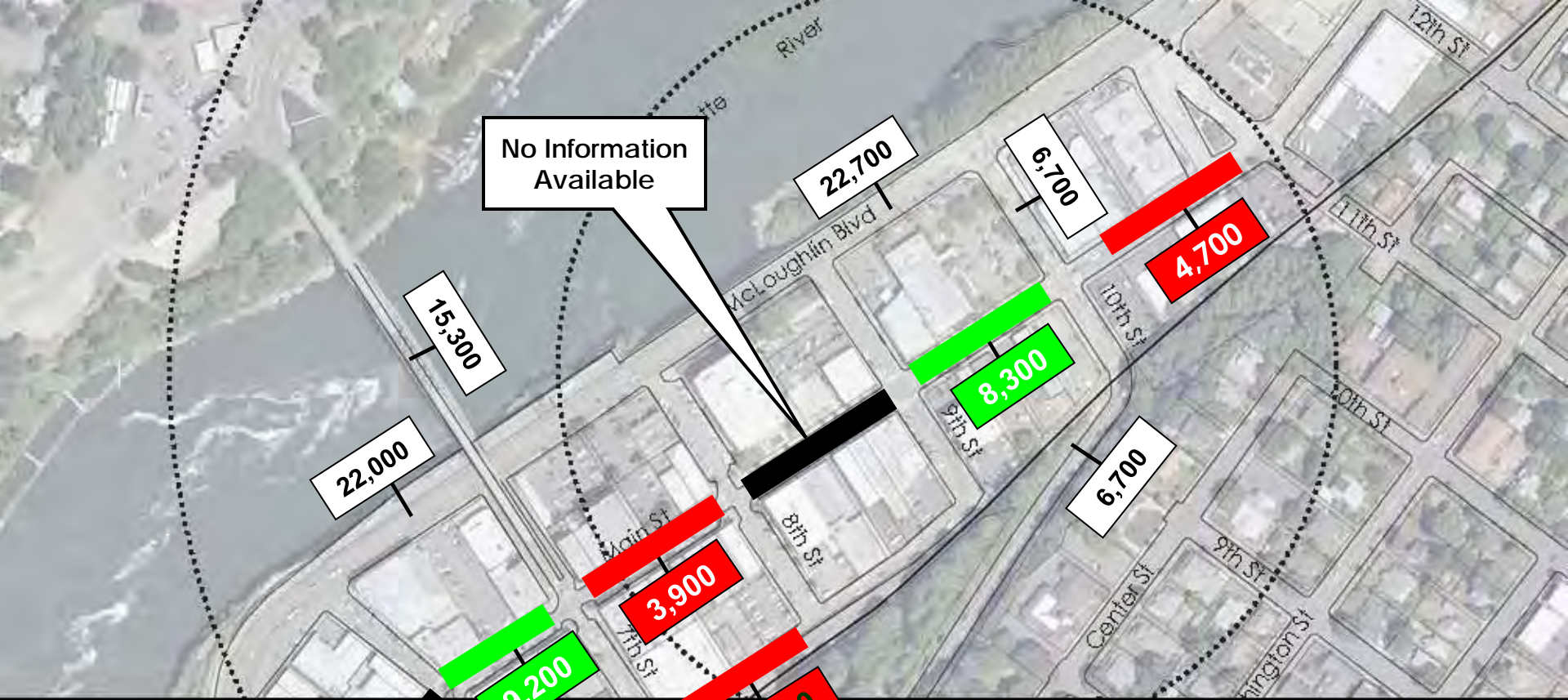


SE Belmont St- Average Daily Traffic

NW Twenty-Third Ave- Average Daily Traffic



SE Hawthorne Blvd- Average Daily Traffic

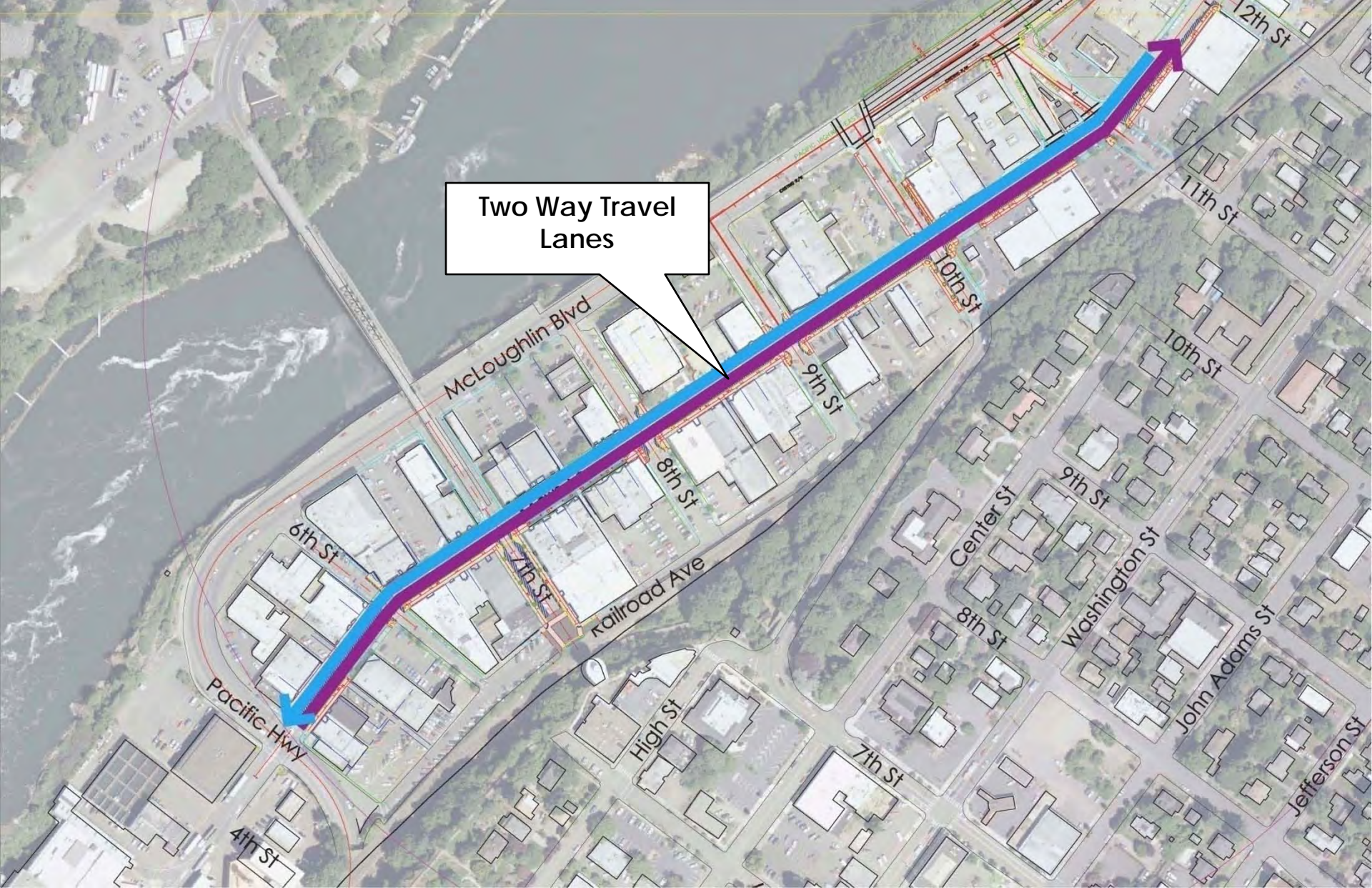


One-Way Main Street- Average Daily Traffic (2010)

# Solutions

## 1. Two-Way Main Street





Two Way Travel Lanes

Two-Way Main Street Throughout

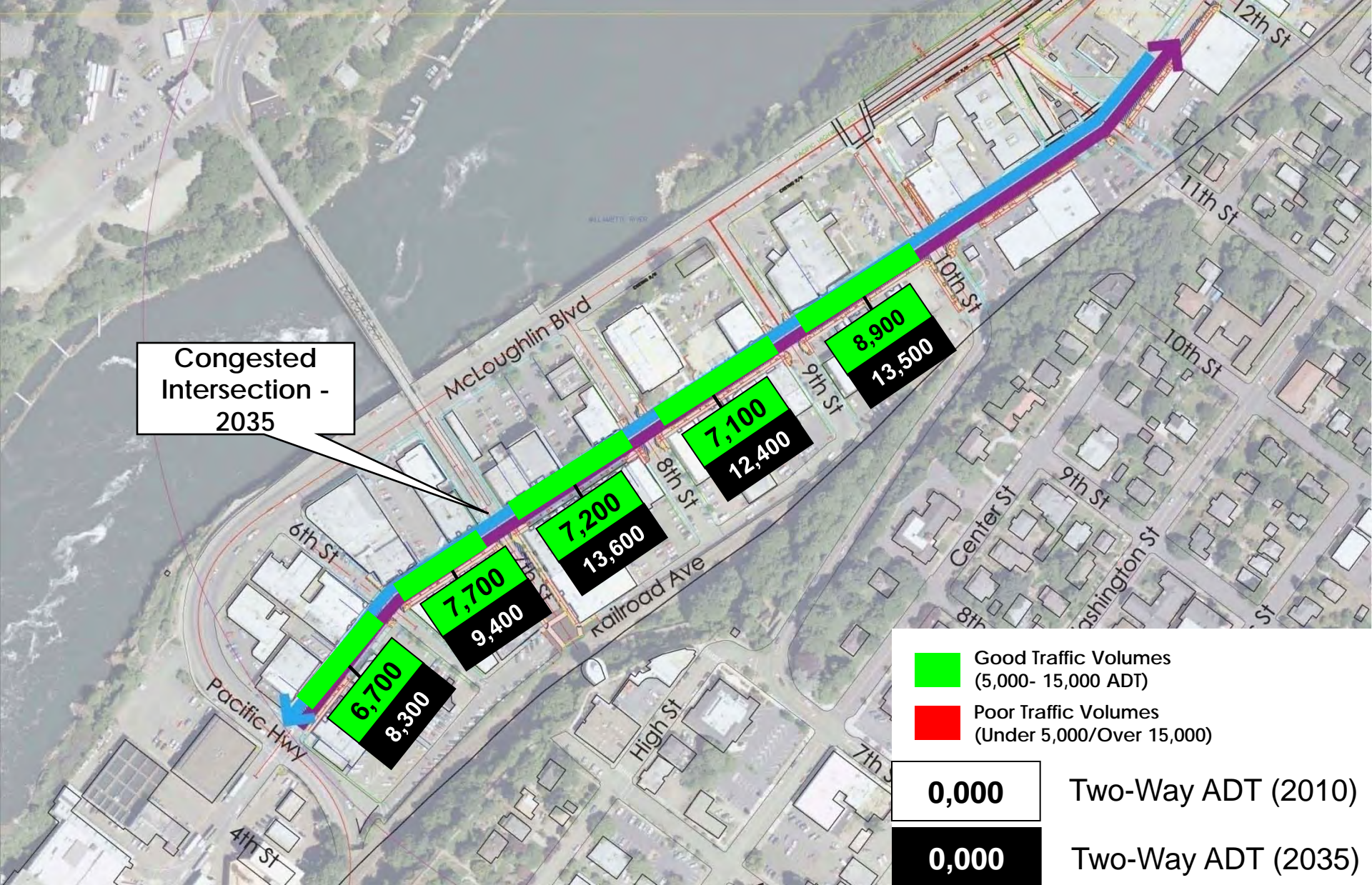


# Benefits of Two-Way Streets

- Increases drive-by exposure to businesses
- Encourages Downtown to be a “destination” versus a thoroughfare
- Eliminates out of direction travel and improves access to businesses and parking
- Traffic speeds tend to be slower than on one-way streets

# Two Way Analysis

1. Two-Way Traffic is Feasible on Main Street Today
  - Expect Congestion at Main Street and 7<sup>th</sup> Street
  - All other intersections would work well
2. Two-Way Traffic in 2035 Meets Standards
  - Except at Main and 7<sup>th</sup> Street



# Two-Way Main Street- Average Daily Traffic

# Downtown Circulation Issues

## 1. Downtown Retail Success-

- Improve Main Street drive-by traffic and visibility
- Provide adequate sidewalks and safe crossing



# Retail Recipe for Success



CRANDALL ARAMBULA PC



# Street Design Priorities

---

## Method One

---

- 1) Cars & Trucks
- 2) Bicycles
- 3) Pedestrians

# Street Design Priorities

---

## Method One

- 1) Cars & Trucks
- 2) Bicycles
- 3) Pedestrians

## Method Two

- 1) Pedestrians
- 2) Bicycles
- 3) Cars & Trucks

# Street Design Priorities

---

## Method One

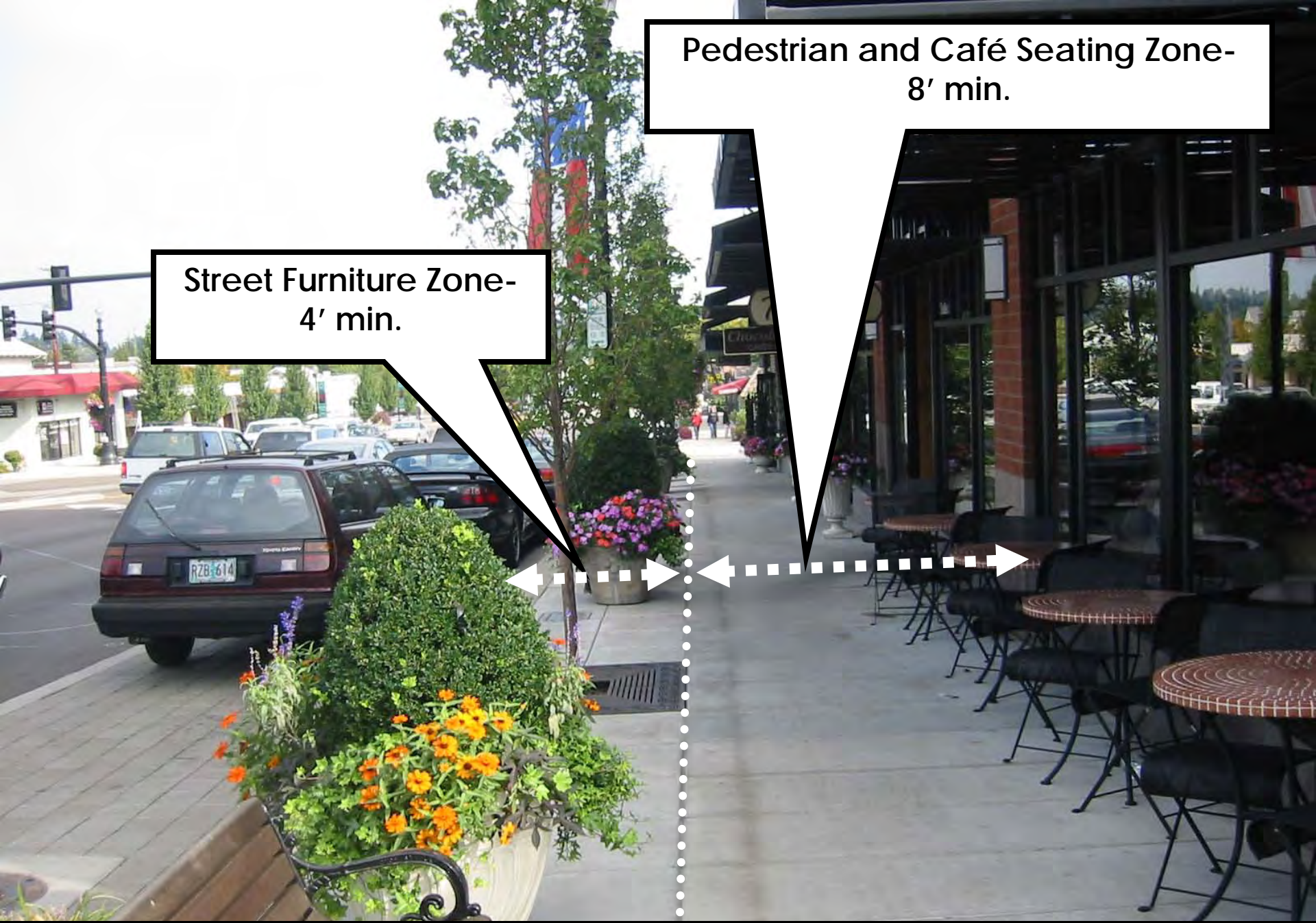
- 1) Cars & Trucks
- 2) Bicycles
- 3) Pedestrians

## Method Two

- 1) Pedestrians
- 2) Bicycles
- 3) Cars & Trucks

*Investors are attracted to pedestrian friendly streets.*





Street Furniture Zone-  
4' min.

Pedestrian and Café Seating Zone-  
8' min.

Ideal Main Street- 12' Wide Sidewalks

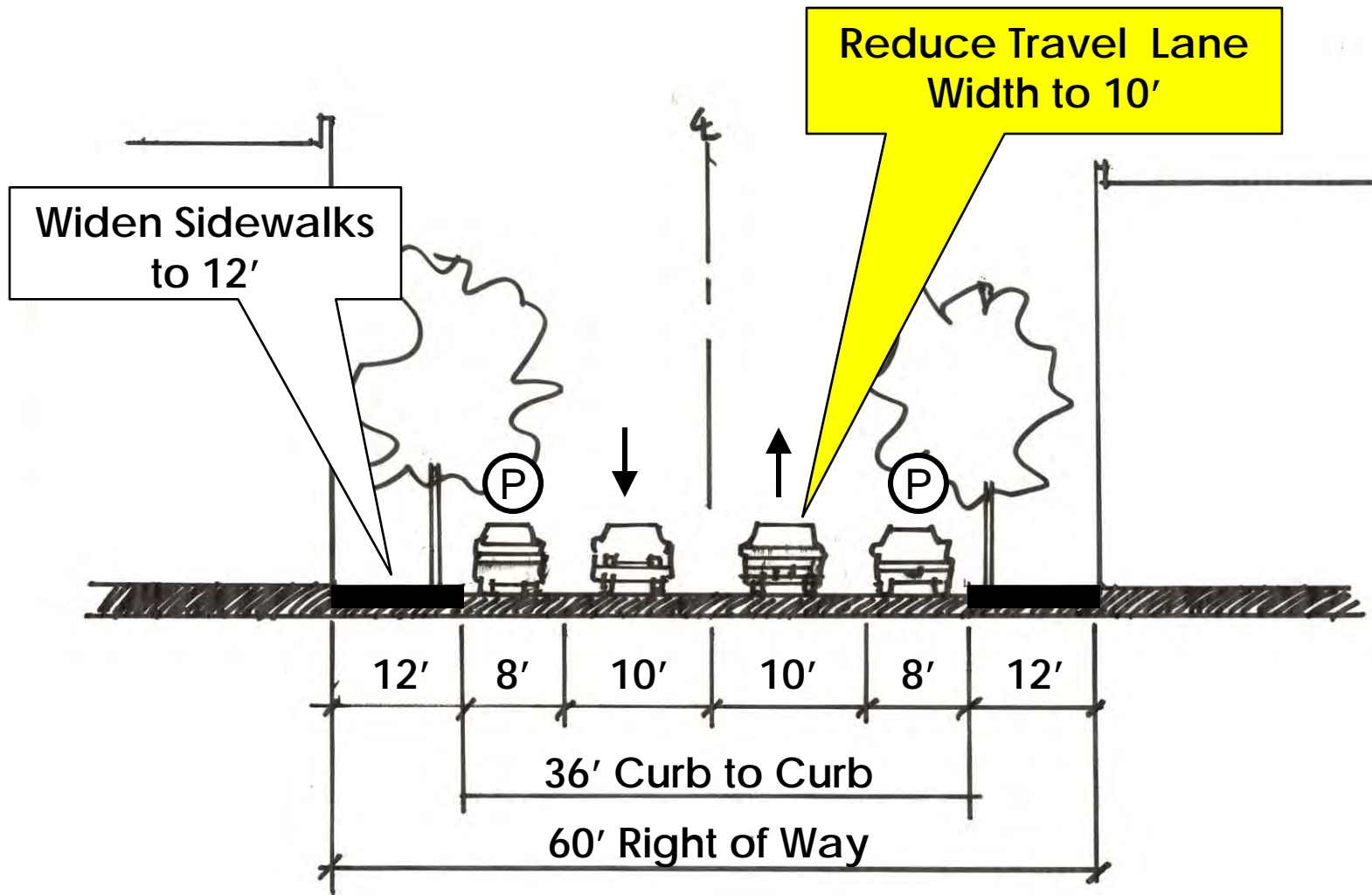


**Pedestrian Zone- 6'**  
**(No Café Seating)**

**Furniture Zone- 4'**



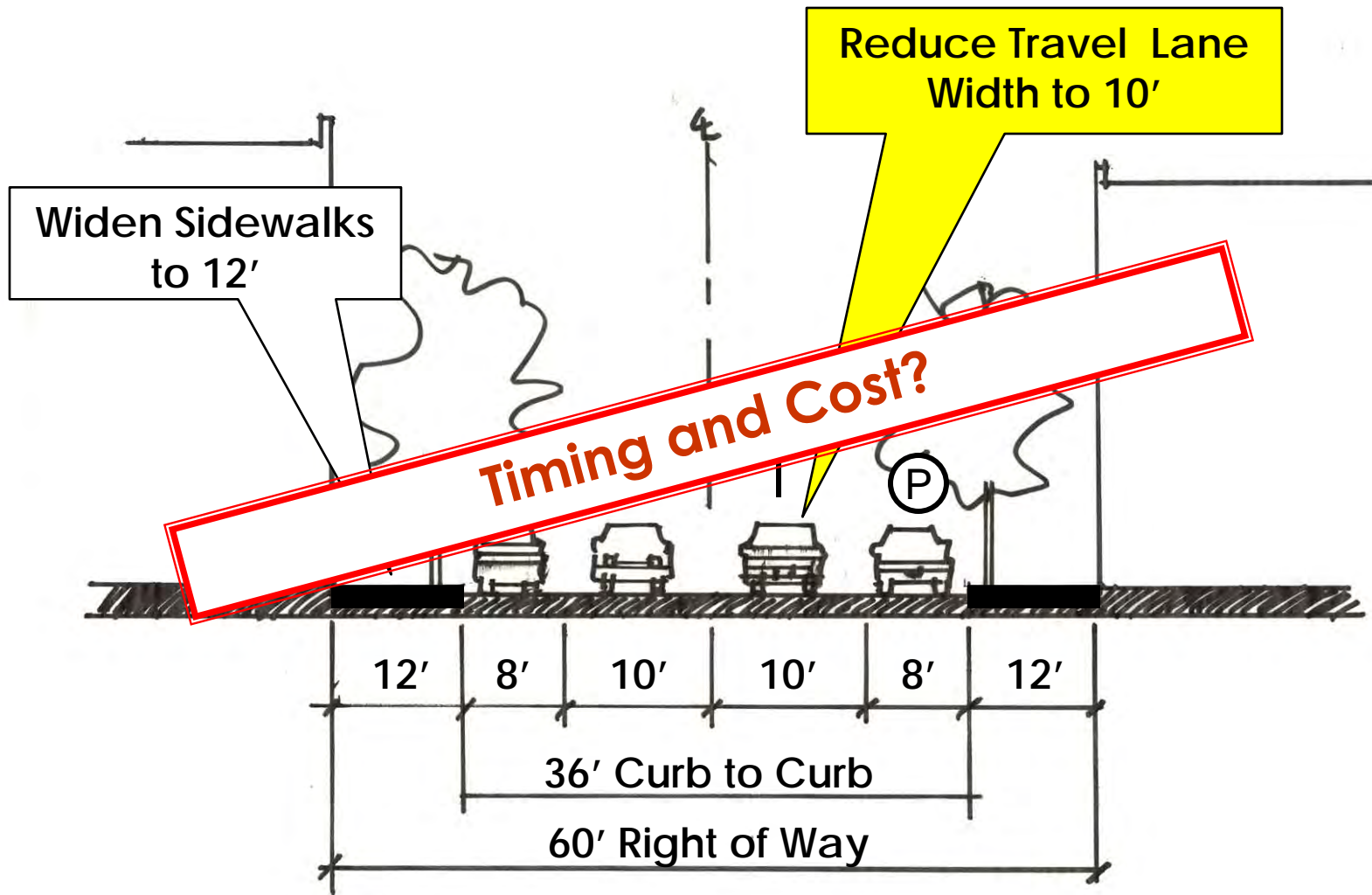
**Main Street- Existing 10' Wide Sidewalks**



Two-Way Main Street

# Main Street- Widened Sidewalks





Two-Way Main Street

# Main Street- Widened Sidewalks



# Solutions

1. Two-Way Main Street

2. Enhance Pedestrian Environment at Intersections

# Enhanced Intersections

- “Table” intersections
- Curb extensions
- Minimize corner radius to reduce pedestrian crossing distance



Enhanced Intersection

Continuous Sidewalk  
Through Intersection



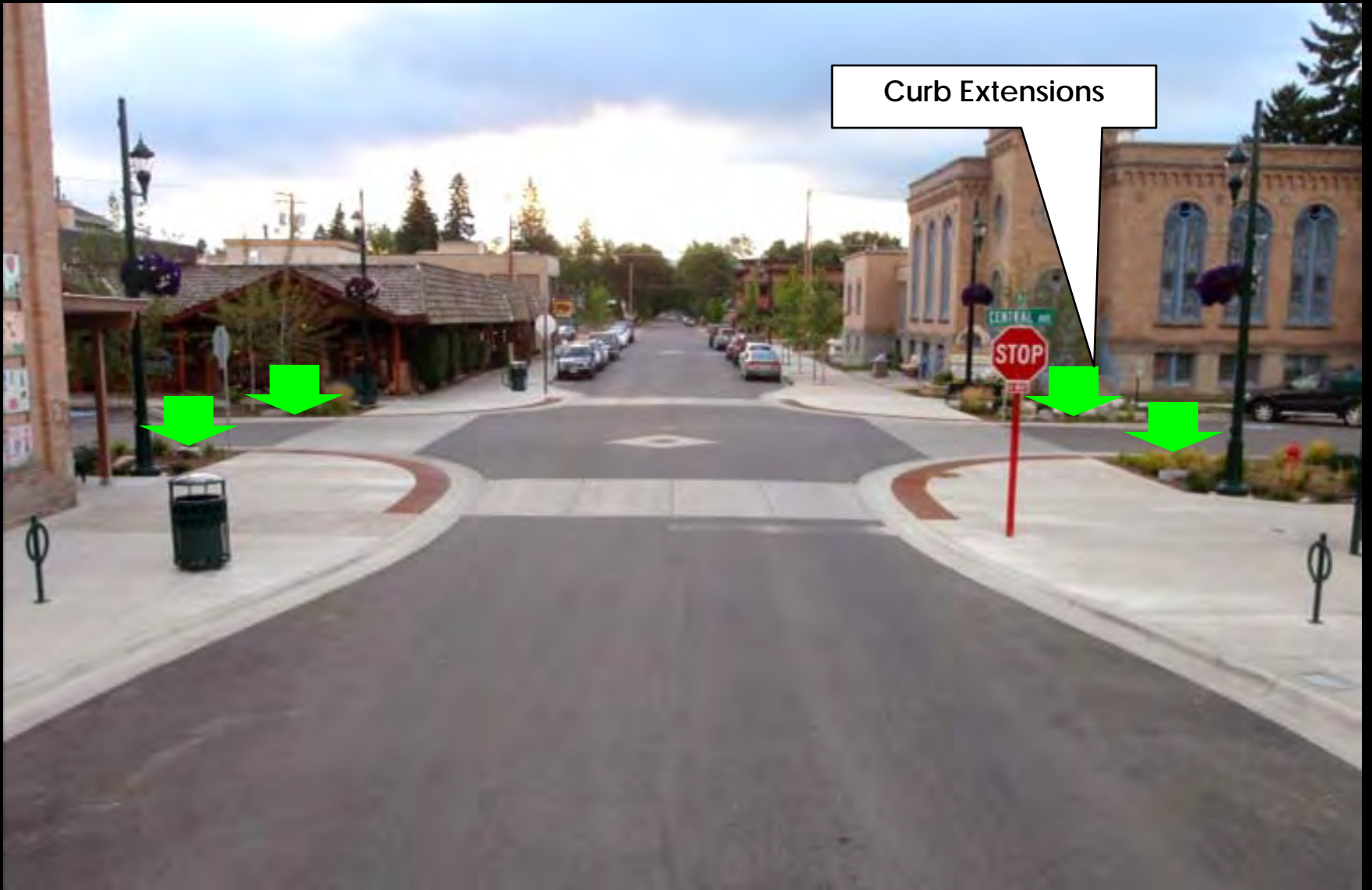
Tabled Intersection





No Curb

Tabled Intersection



Enhanced Intersection



Curb Extensions





Minimize Corner  
Radius

Enhanced Intersection



Minimize Corner  
Turning Radius to Reduce  
Crossing Distance

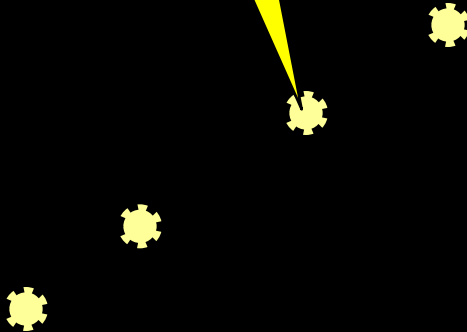


Corner Turning Radius

Proposed Tabled  
Intersections

Existing Planned  
Tabled Intersections

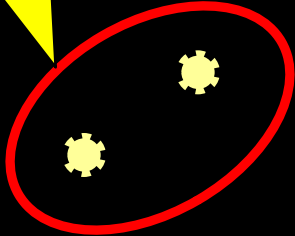
Enhanced Intersections



Proposed Tabled  
Intersections

Existing Planned  
Tabled Intersections

Requires ODOT  
Approval



Enhanced Intersections

Eliminate Vehicle Access to and From Main Street

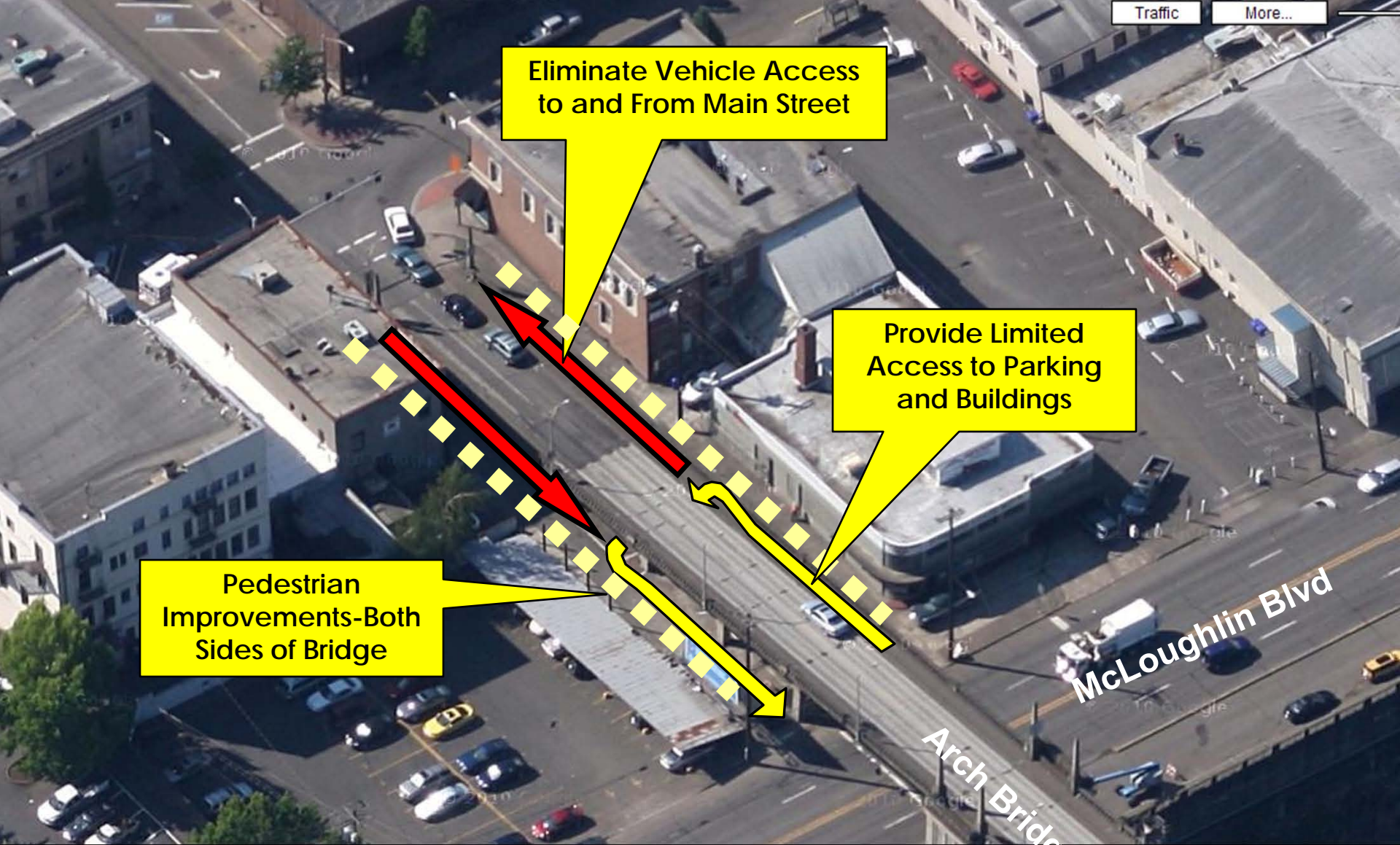
Provide Limited Access to Parking and Buildings

Pedestrian Improvements-Both Sides of Bridge

McLoughlin Blvd

Arch Bridge

# Bridge Alleys







**Bridge Alleys**

# Downtown Circulation Issues

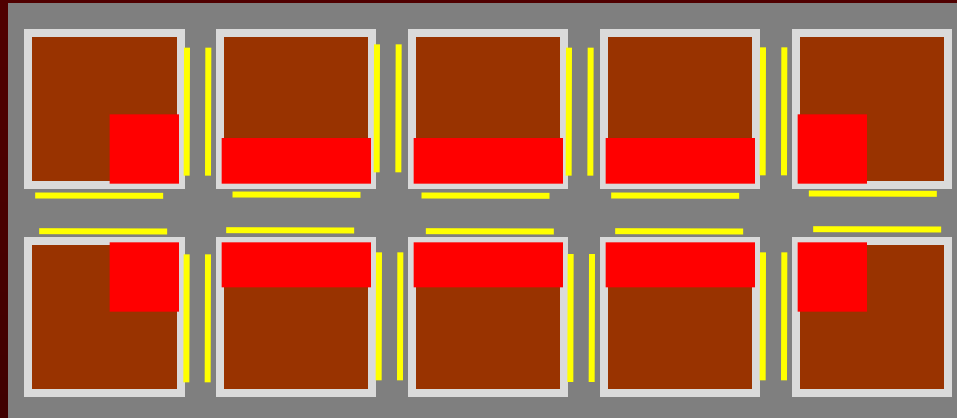
## 1. Downtown Retail Success-

- Improve Main Street drive-by traffic and visibility
- Provide adequate sidewalks and safe crossing
- **Maintain curbside & provide off-street parking**

# Retail Recipe for Success

CRANDALL ARAMBULA PC





## 60' Deep Retail

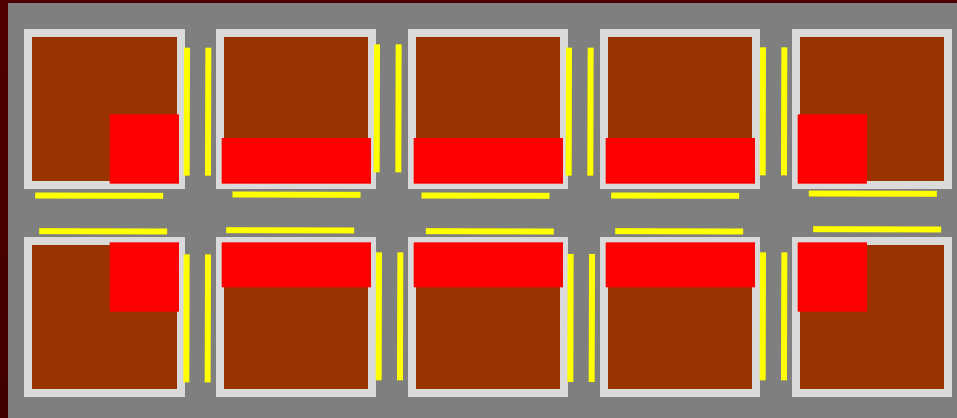
Retail Area

96,000 SF

Convenient Parking

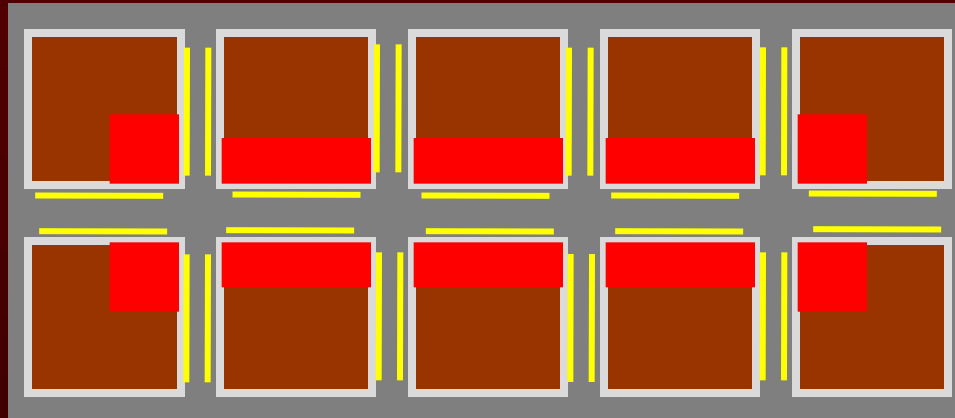
180 Spaces





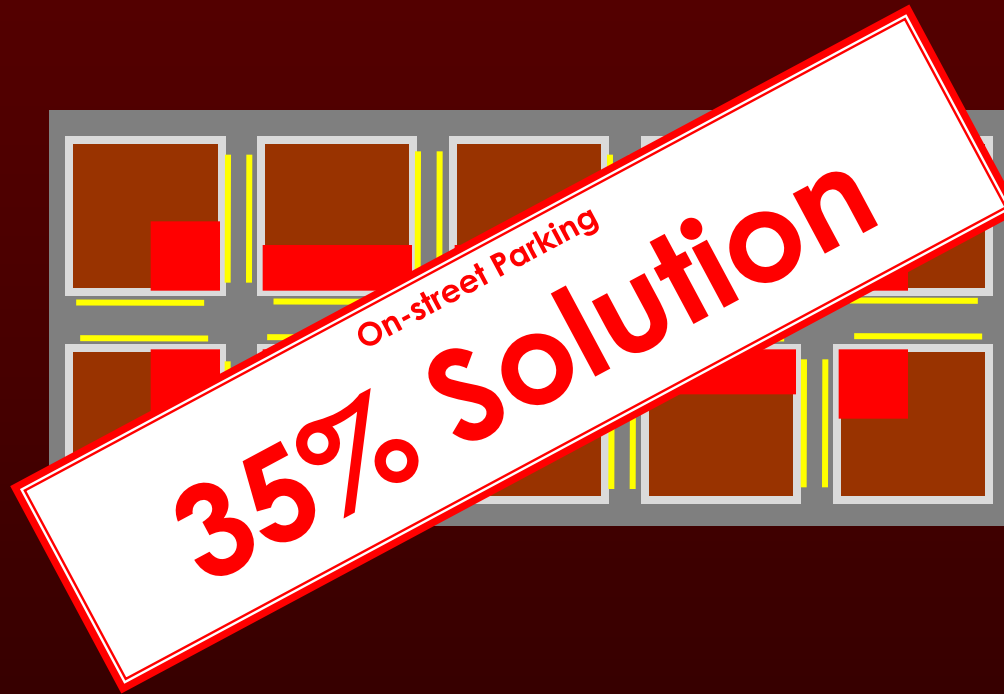
## 60' Deep Retail

<b>Retail Area</b>	<b>96,000 SF</b>
<b>Convenient Parking</b>	<b>180 Spaces</b>
<b>Parking Demand</b>	<b>480 Spaces</b>



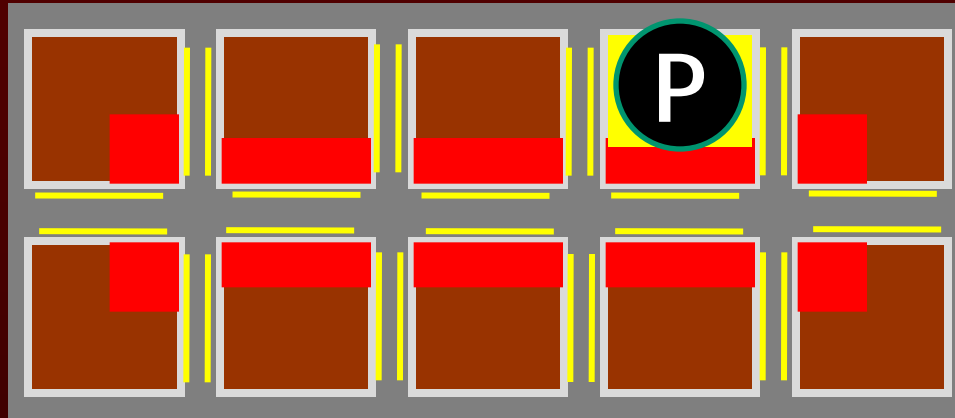
## 60' Deep Retail

Retail Area	96,000 SF
Convenient Parking	180 Spaces
Parking Demand	480 Spaces
<b>Parking Shortage</b>	<b>300 Spaces</b>



## 60' Deep Retail

Retail Area	96,000 SF
Convenient Parking	180 Spaces
Parking Demand	480 Spaces
<b>Parking Shortage</b>	<b>300 Spaces</b>



## 60' Deep Retail

Retail Area	96,000 SF
Convenient Parking	180 Spaces
Parking Demand	480 Spaces
<b>Parking Shortage</b>	<b>0 Spaces</b>
Parking Structure	300 Spaces



# Solutions

1. Two-Way Main Street
2. Enhance Pedestrian Environment at Intersections
3. **Preserve and Enhance Curbside and Off-Street Parking**

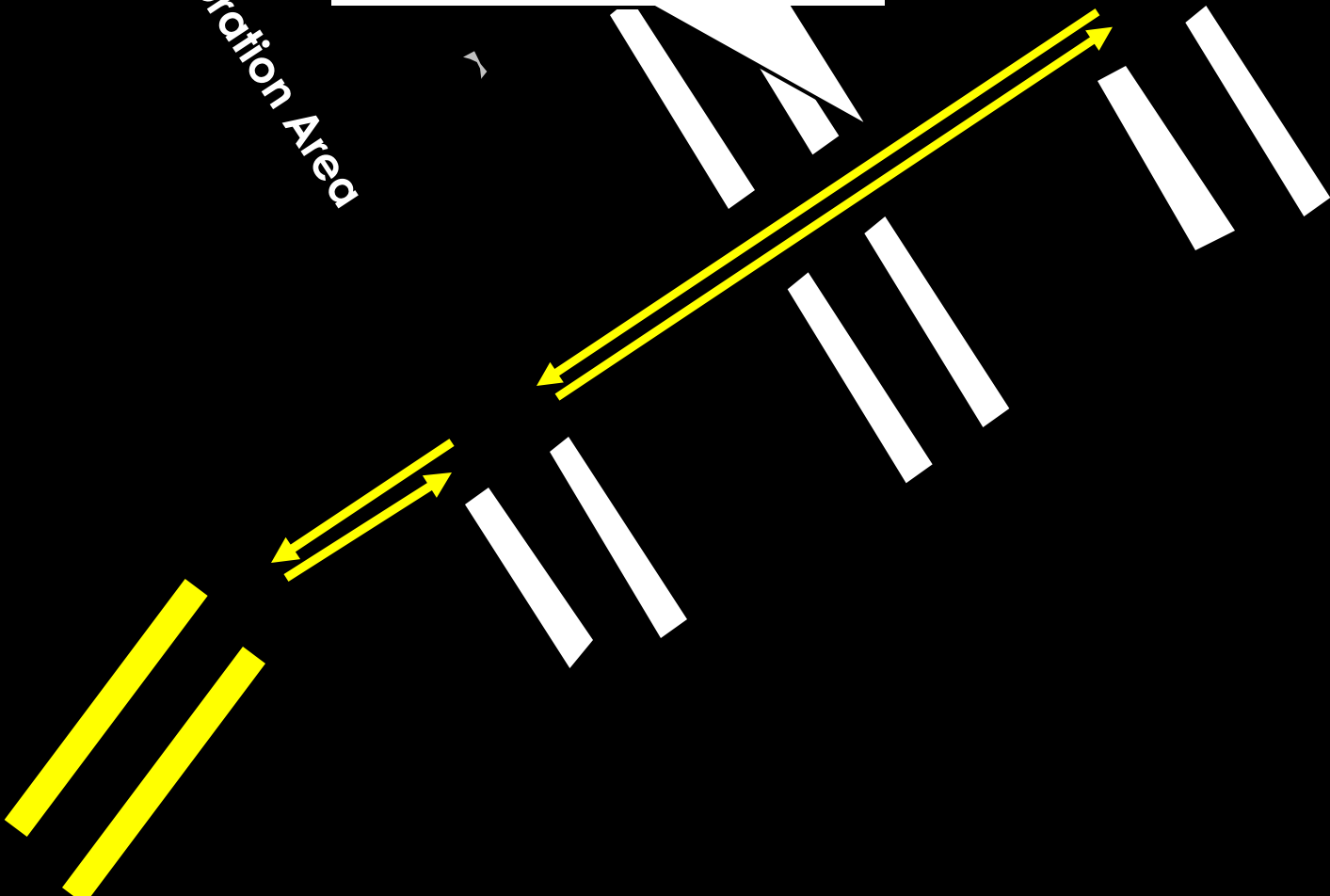
# Curbside Parking Options

## “No Net Loss” Main Street Curbside Parking

- Parking loss from 7th Street to 9th Street
- Maximize curbside parking on other block faces

Bridge Restoration Area

Curbside Parallel Parking  
Throughout- Gain 2 Space



Main Street Curbside Parking

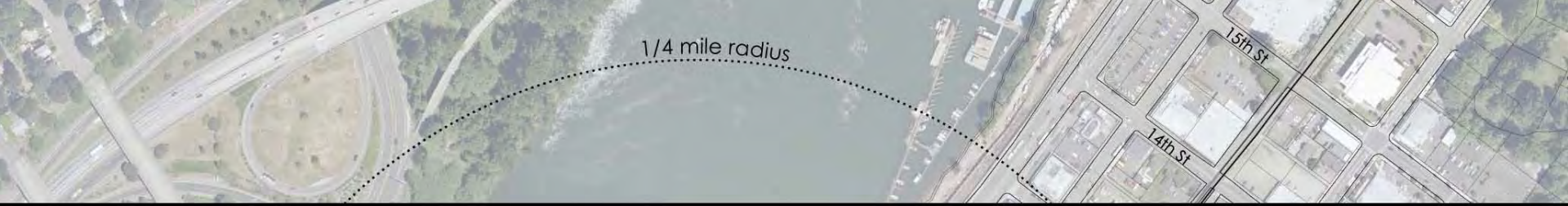
# Curbside Parking Options

“No Net Loss” Main Street Curbside Parking

- Parking loss from 7th Street to 9th Street
- Maximize curbside parking on other block faces

**Maximize off-street public/private parking facilities**

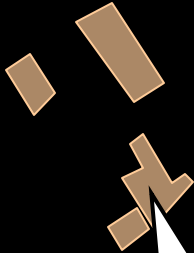




Potential Public  
Parking Sites



Potential Private  
Shared Parking



Maximize Public and Private Parking Facilities

# Downtown Circulation Issues

## 1. Downtown Retail Success-

- Improve Main Street drive-by traffic and visibility
- Maintain curbside & provide off-street parking
- Provide adequate sidewalks and safe crossing

## 2. Main Street Bus and Trolley Service-

- Existing bus pullouts = lost curbside parking

**Bridge Restoration Area**

**Trolley Pullout/Layover  
During Operating Hours-  
(Parking Allowed After  
Hours)**

**Remove Bus Pullout**

**Main Street Bus and Trolley Service**

# Downtown Circulation Issues

## 1. Downtown Retail Success-

- Improve Main Street drive-by traffic and visibility
- Maintain curbside & provide off-street parking
- Provide adequate sidewalks and safe crossing

## 2. Main Street Bus and Trolley Service-

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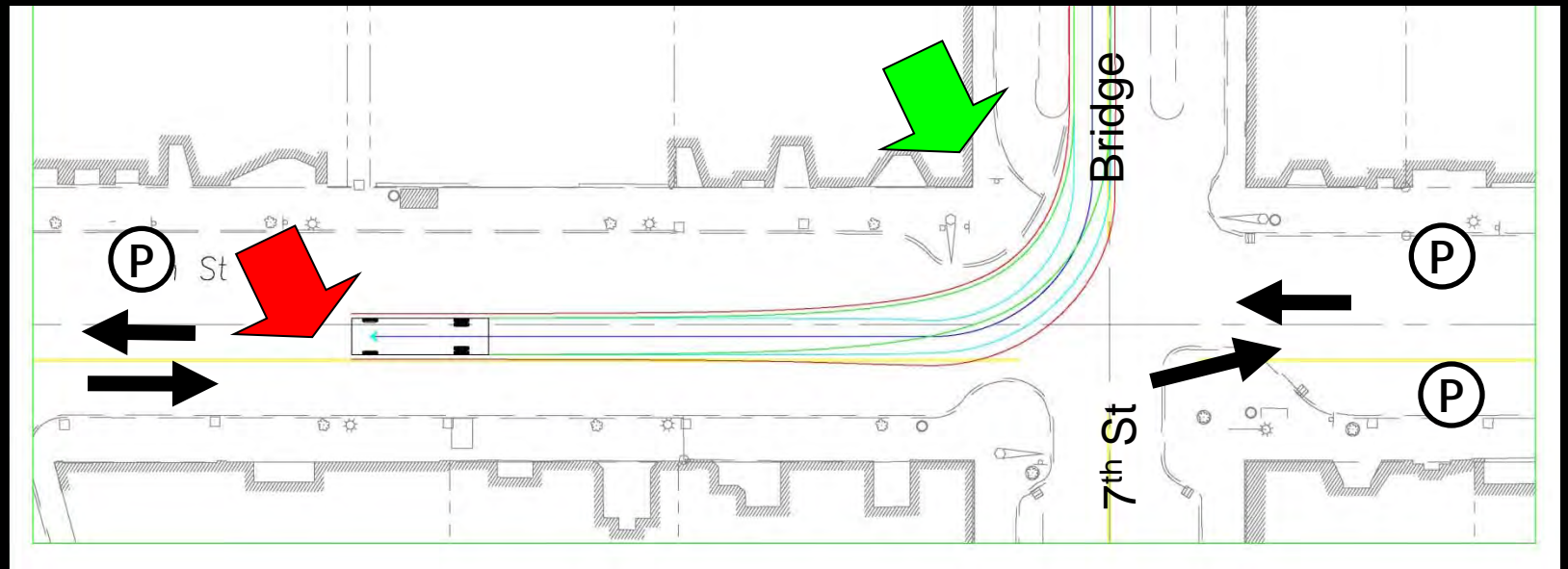
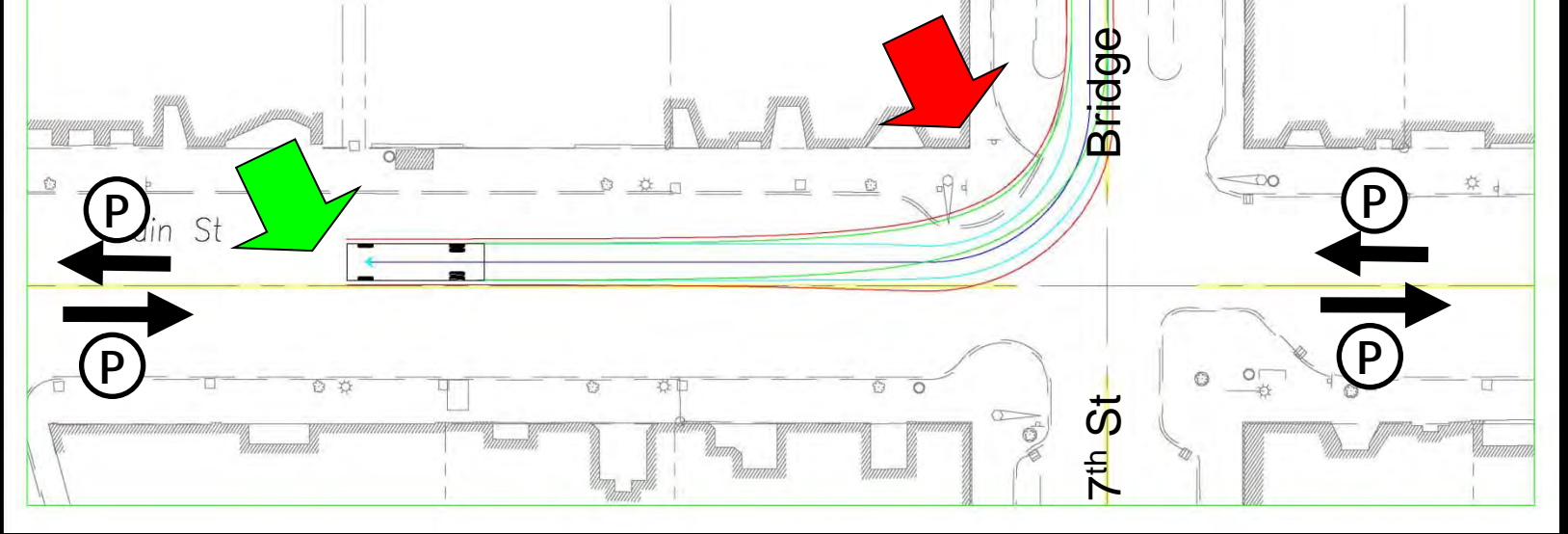
## 3. Vehicle Turning Movements at Main and 7th

- Large vehicle turn movements impact parking
- Left turns from the bridge cause delays

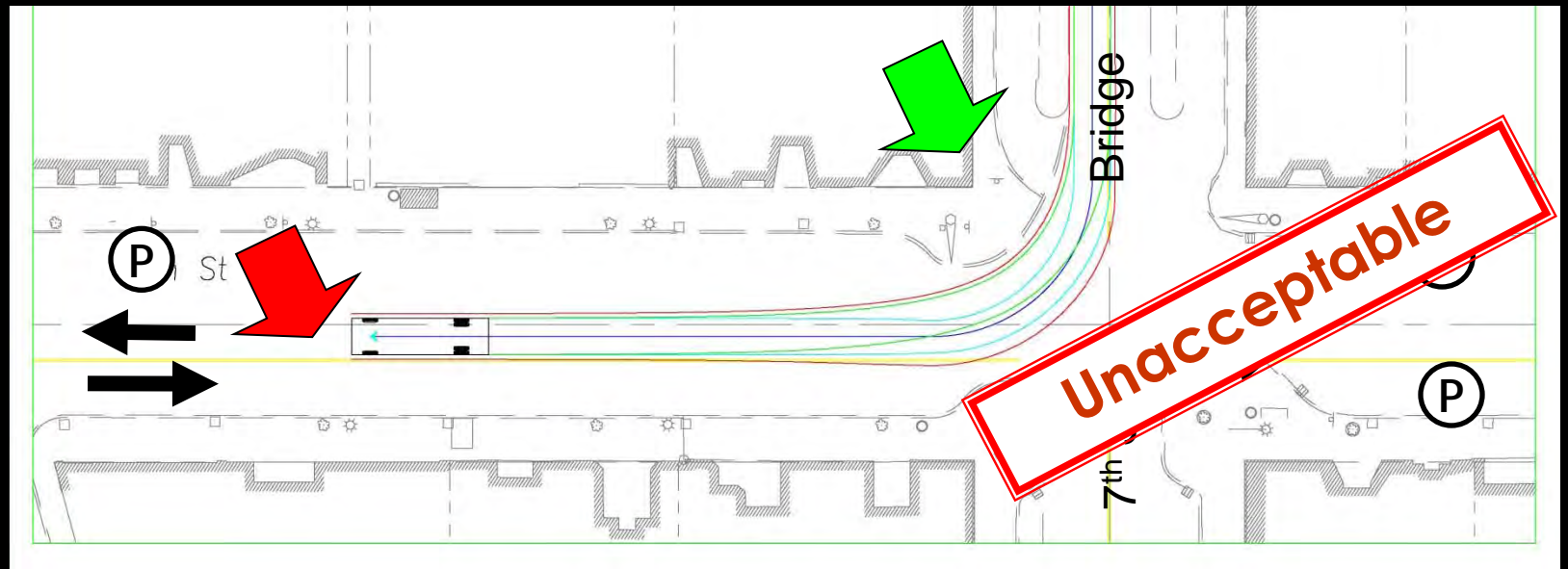
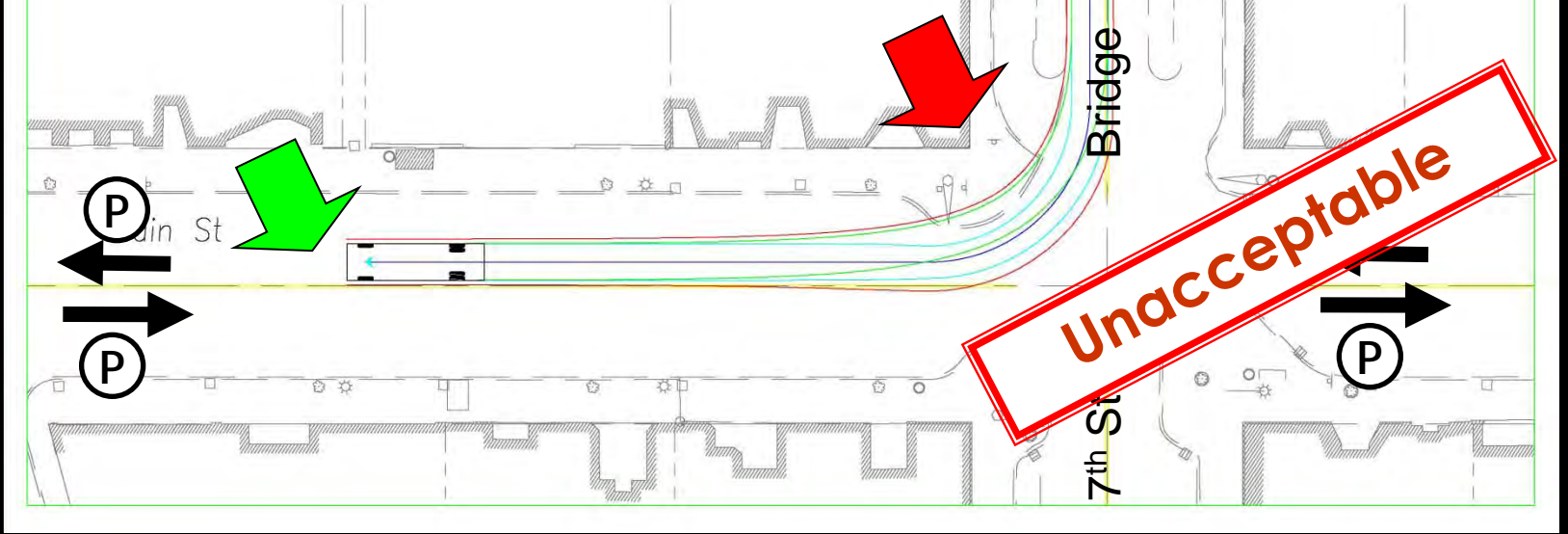


HWY 43/West Linn Bridge- Looking West

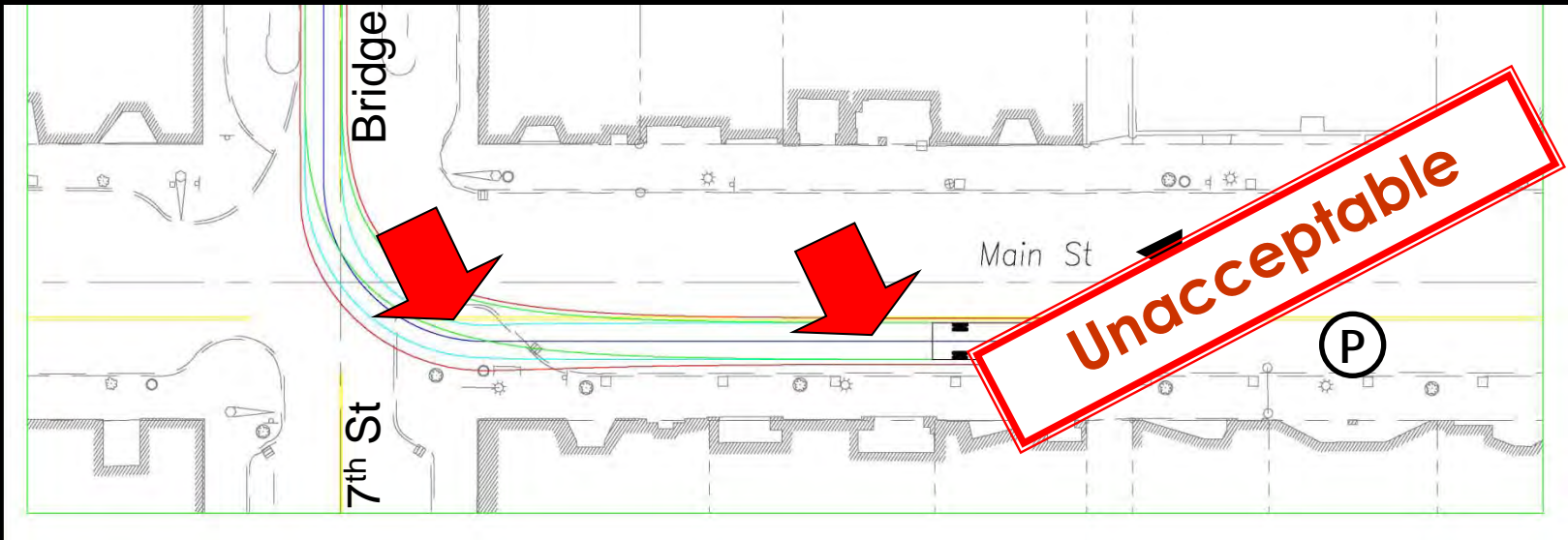
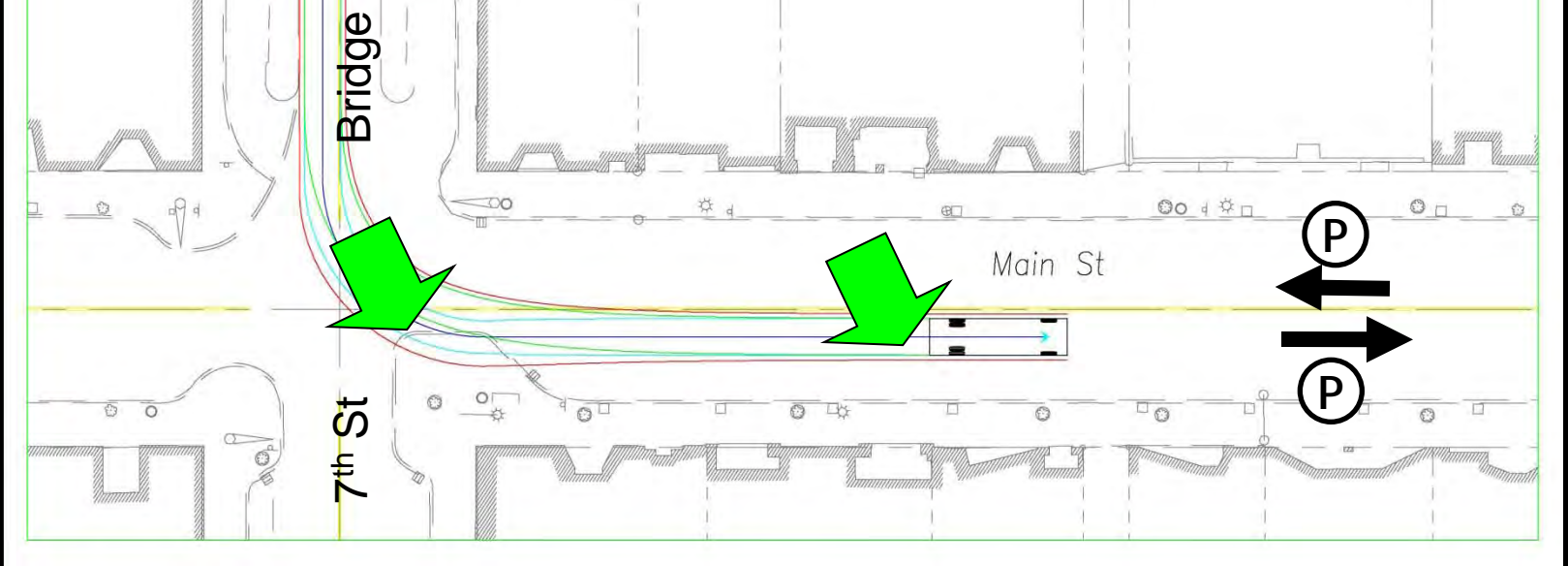
Main Street at Bridge- Looking South



Truck- Southbound Turning Movements



Truck- Southbound Turning Movements



Truck- Northbound Turning Movements

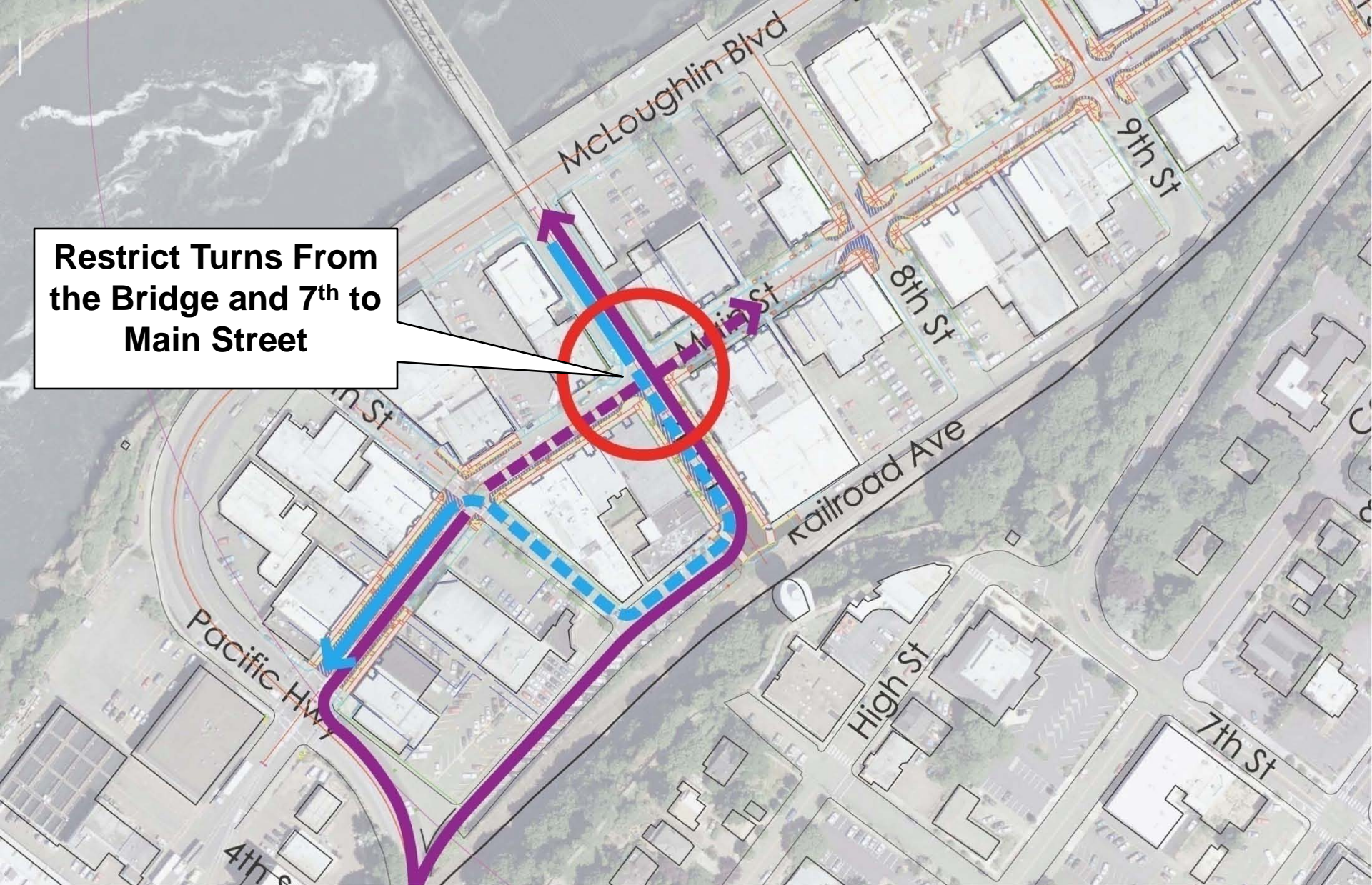


# Solutions

1. Two-Way Main Street
2. Preserve and Enhance Curbside and Off-Street Parking
3. Enhance Pedestrian Environment at Intersections
4. **Modify or Restrict Turn Movements at the Bridge and 7<sup>th</sup> Street**

# Main and 7<sup>th</sup>/Bridge Analysis

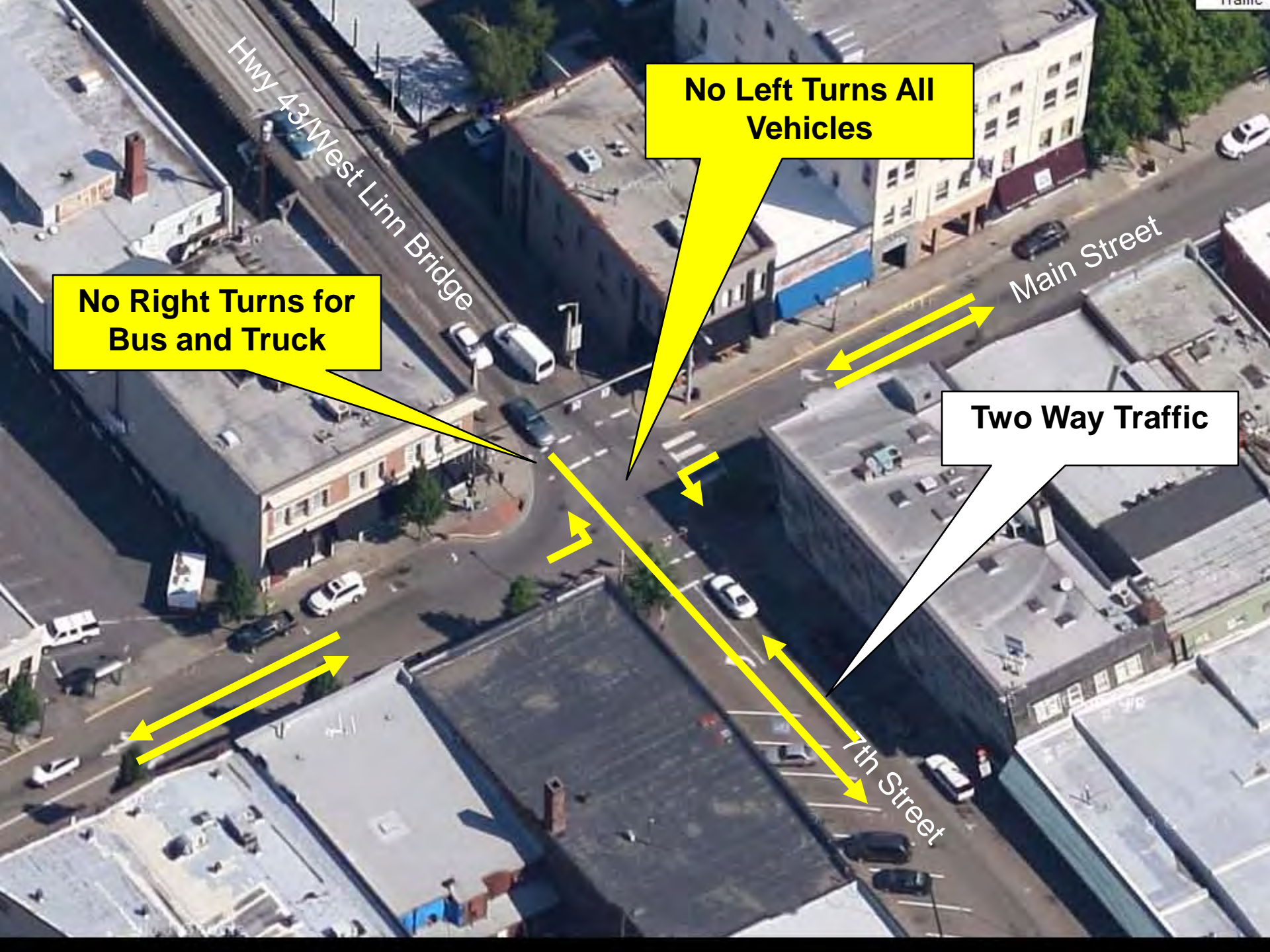
- Large Vehicle Turn Movements Impact on-Street Parking and Sidewalks
  - Restrict right turns for trucks and buses
  - Reroute trucks and buses
- Expect Major Vehicle Queues on the Bridge Approach
  - Restrict left turns during peak hours
  - Allow left turn movements during non-peak hours
  - Install variable signal heads and signage



**Restrict Turns From  
the Bridge and 7<sup>th</sup> to  
Main Street**

**Restricted Existing Mobility Route**





**No Left Turns All Vehicles**

**No Right Turns for Bus and Truck**

**Two Way Traffic**

Hwy 43/West Linn Bridge

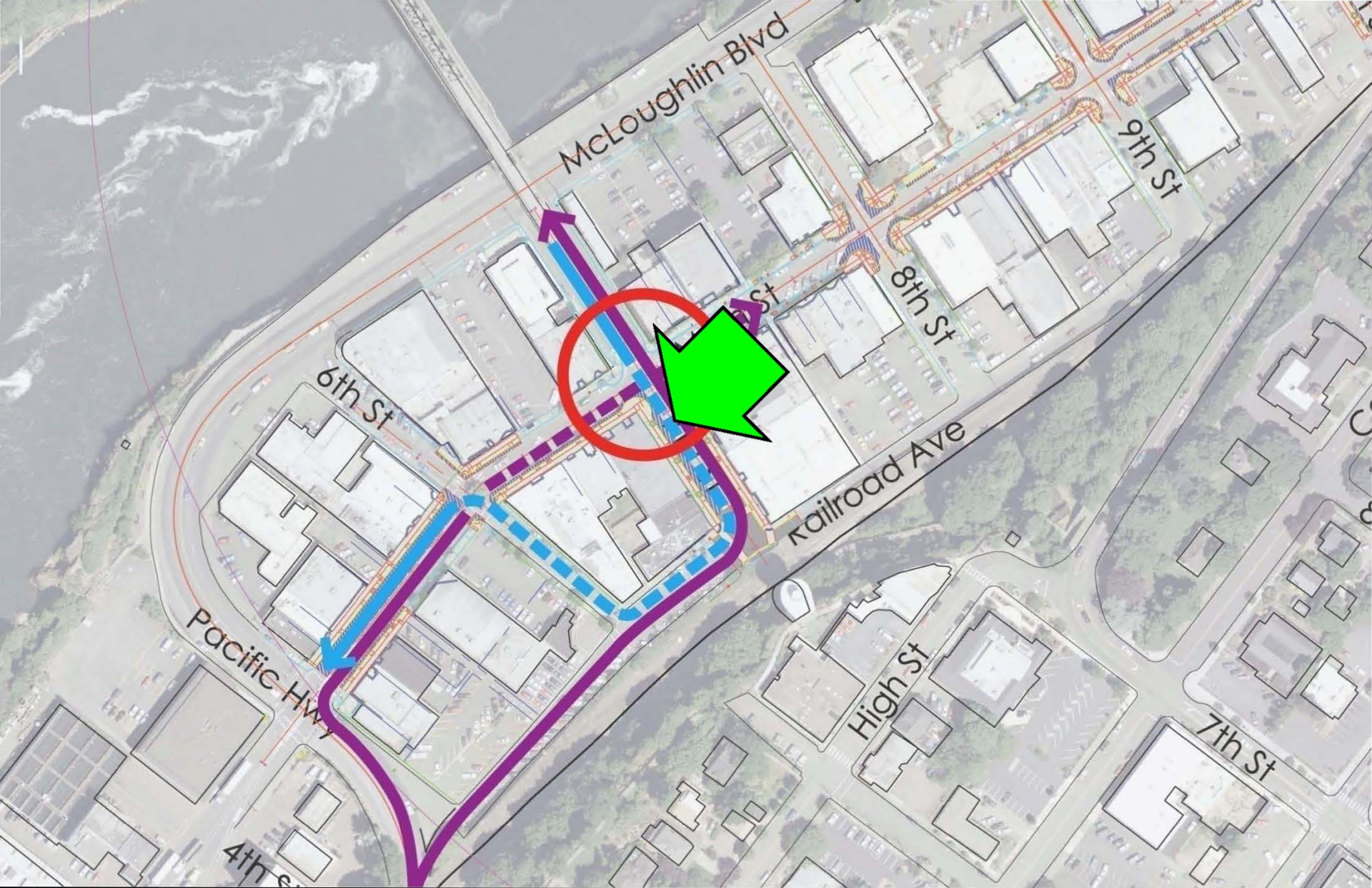
Main Street

7th Street

# Solutions

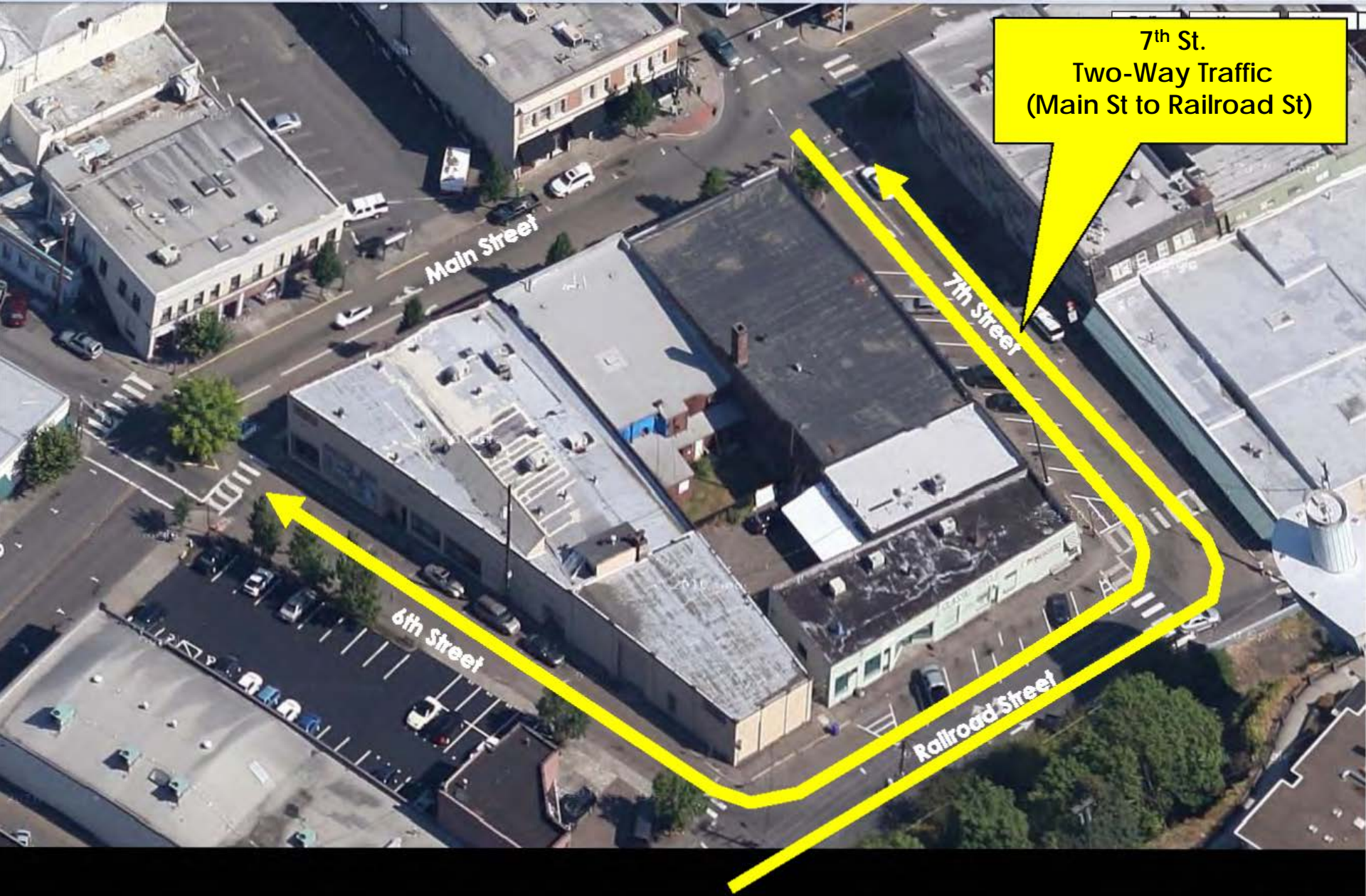
1. Two-Way Main Street
2. Preserve and Enhance Curbside and Off-Street Parking
3. Enhance Pedestrian Environment at Intersections
4. Modify or Restrict Turn Movements at the Bridge and 7<sup>th</sup> Street
5. Reroute Trucks





Reroute Trucks

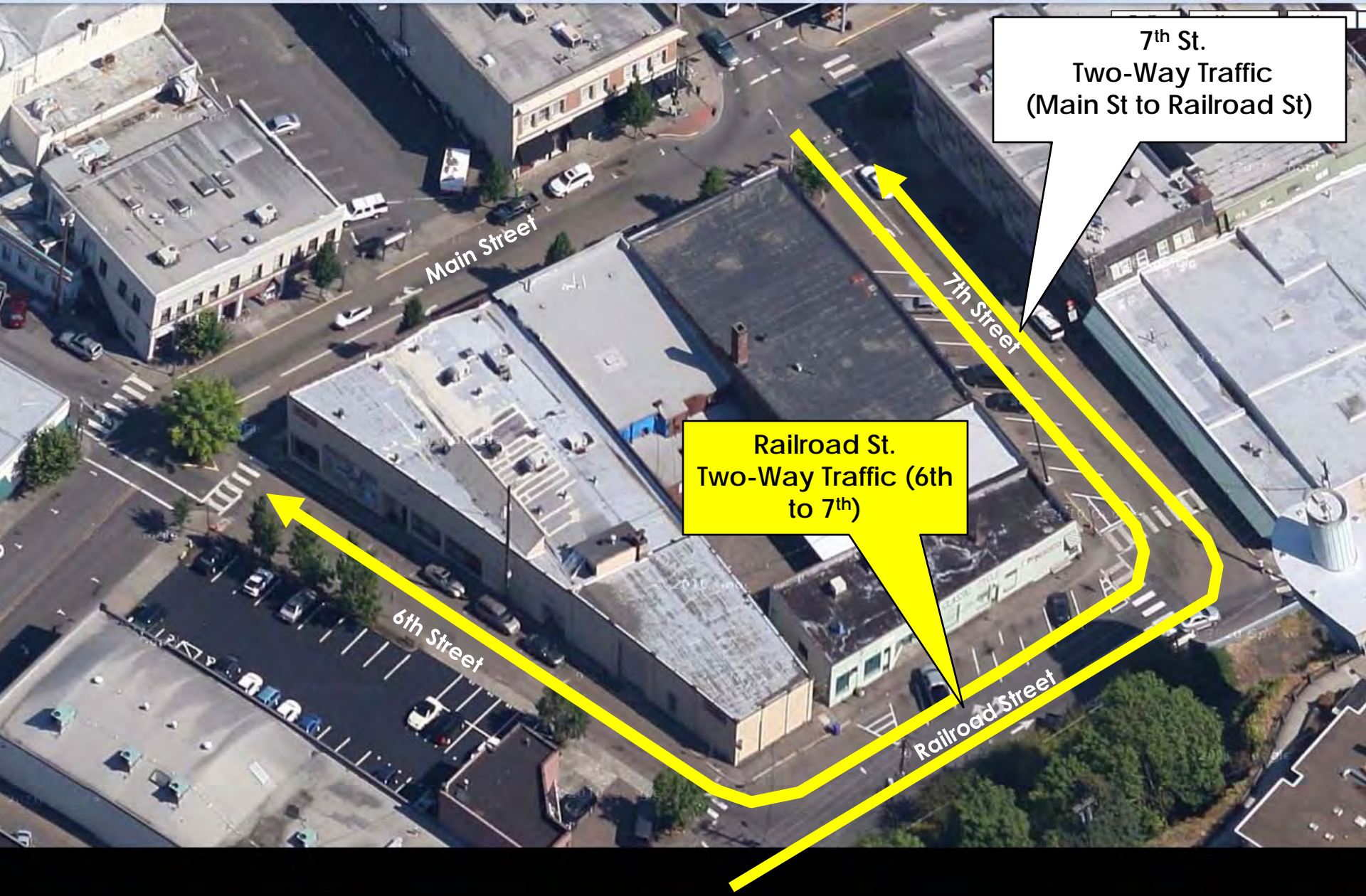




7<sup>th</sup> St.  
Two-Way Traffic  
(Main St to Railroad St)

Reroute Trucks





7<sup>th</sup> St.  
Two-Way Traffic  
(Main St to Railroad St)

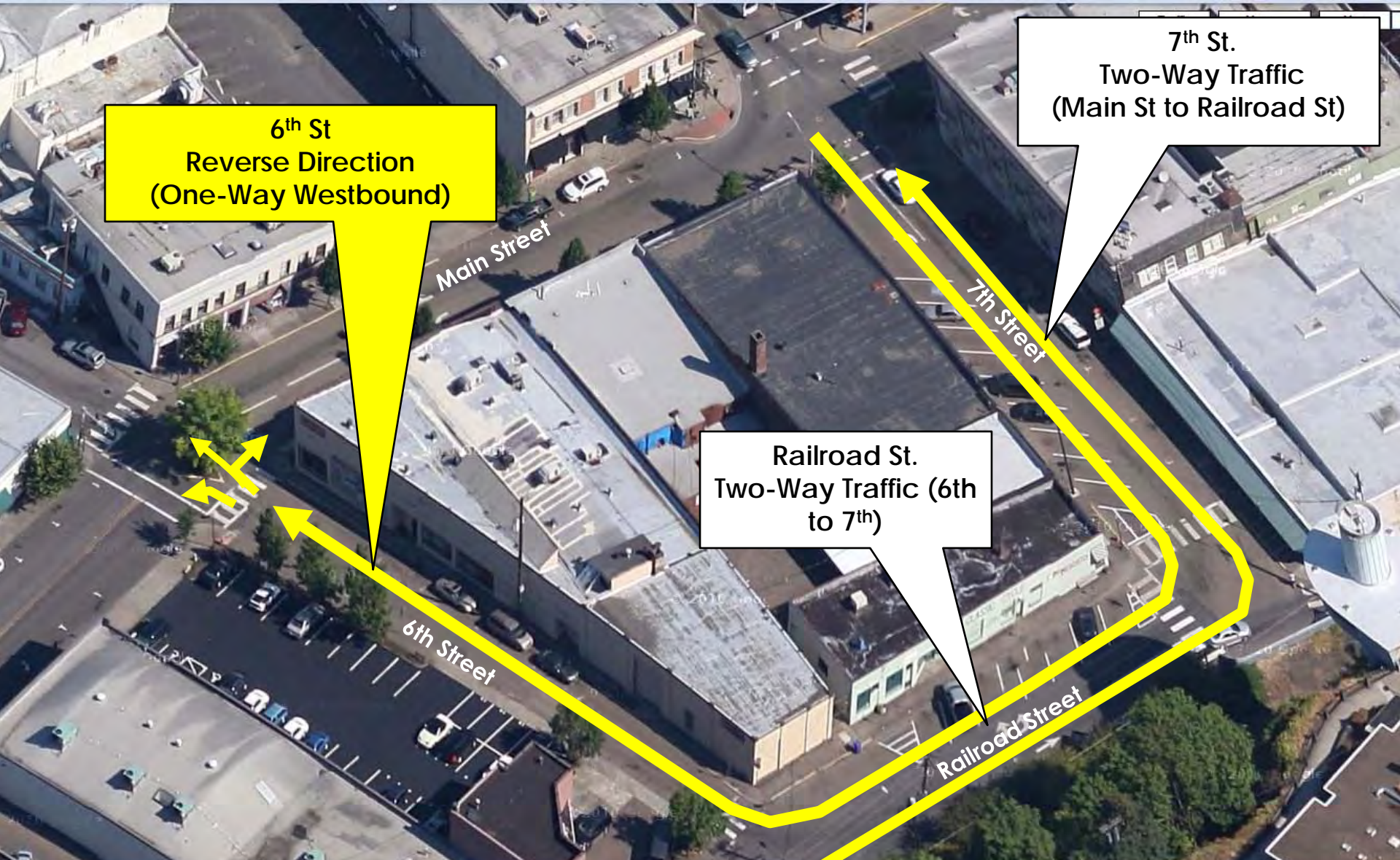
Railroad St.  
Two-Way Traffic (6<sup>th</sup>  
to 7<sup>th</sup>)

6<sup>th</sup> Street

Railroad Street

Reroute Trucks





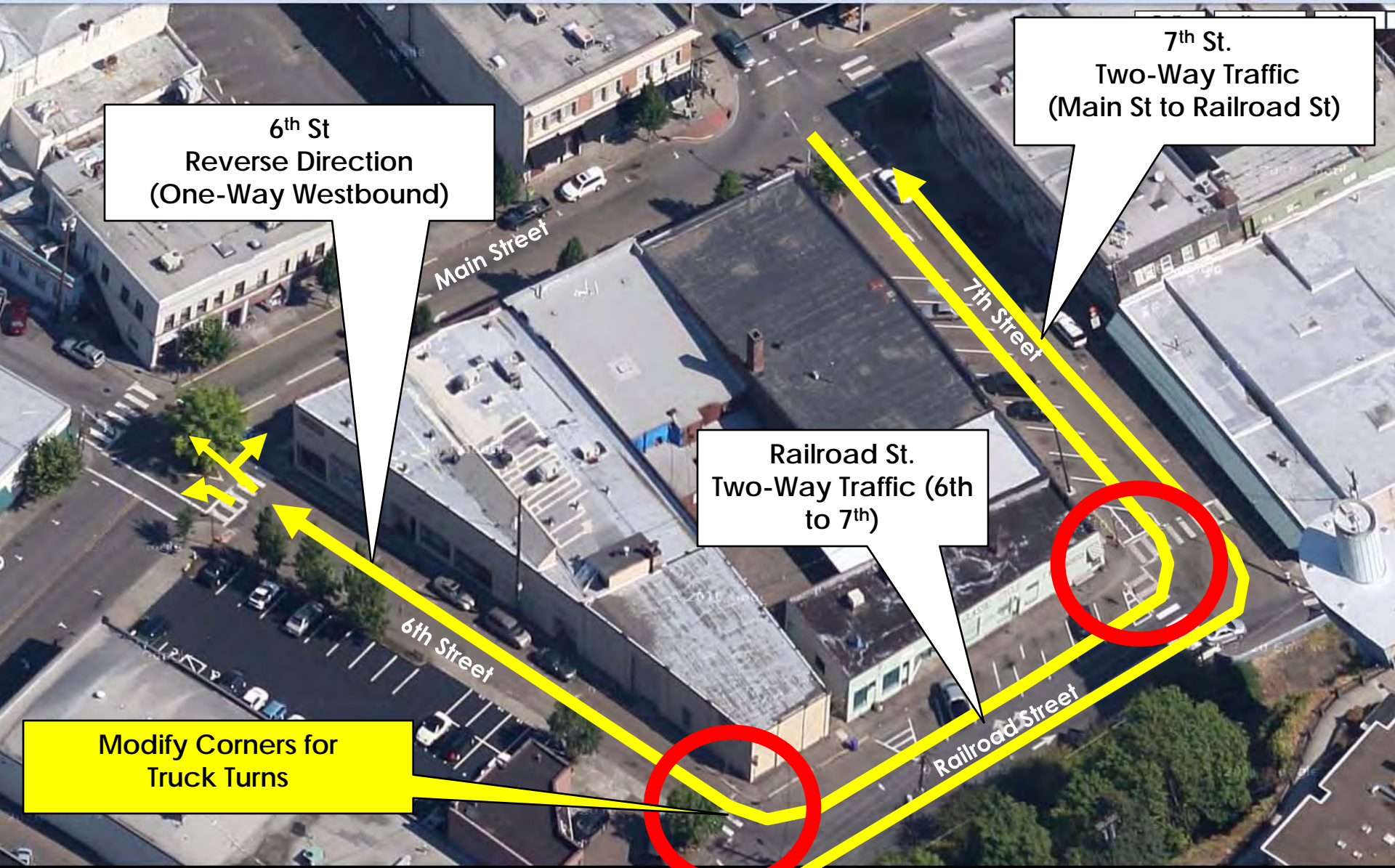
**6<sup>th</sup> St**  
Reverse Direction  
(One-Way Westbound)

**7<sup>th</sup> St.**  
Two-Way Traffic  
(Main St to Railroad St)

**Railroad St.**  
Two-Way Traffic (6<sup>th</sup>  
to 7<sup>th</sup>)

**Reroute Trucks**





6<sup>th</sup> St  
Reverse Direction  
(One-Way Westbound)

7<sup>th</sup> St.  
Two-Way Traffic  
(Main St to Railroad St)

Railroad St.  
Two-Way Traffic (6<sup>th</sup>  
to 7<sup>th</sup>)

Modify Corners for  
Truck Turns

# Reroute Trucks



# Downtown Circulation Issues

## 1. Downtown Retail Success-

- Improve Main Street drive-by traffic and visibility
- Provide adequate sidewalks and safe crossing
- Maintain curbside & provide off-street parking

## 2. Main Street Bus and Trolley Service-

- Existing bus pullouts = lost curbside parking

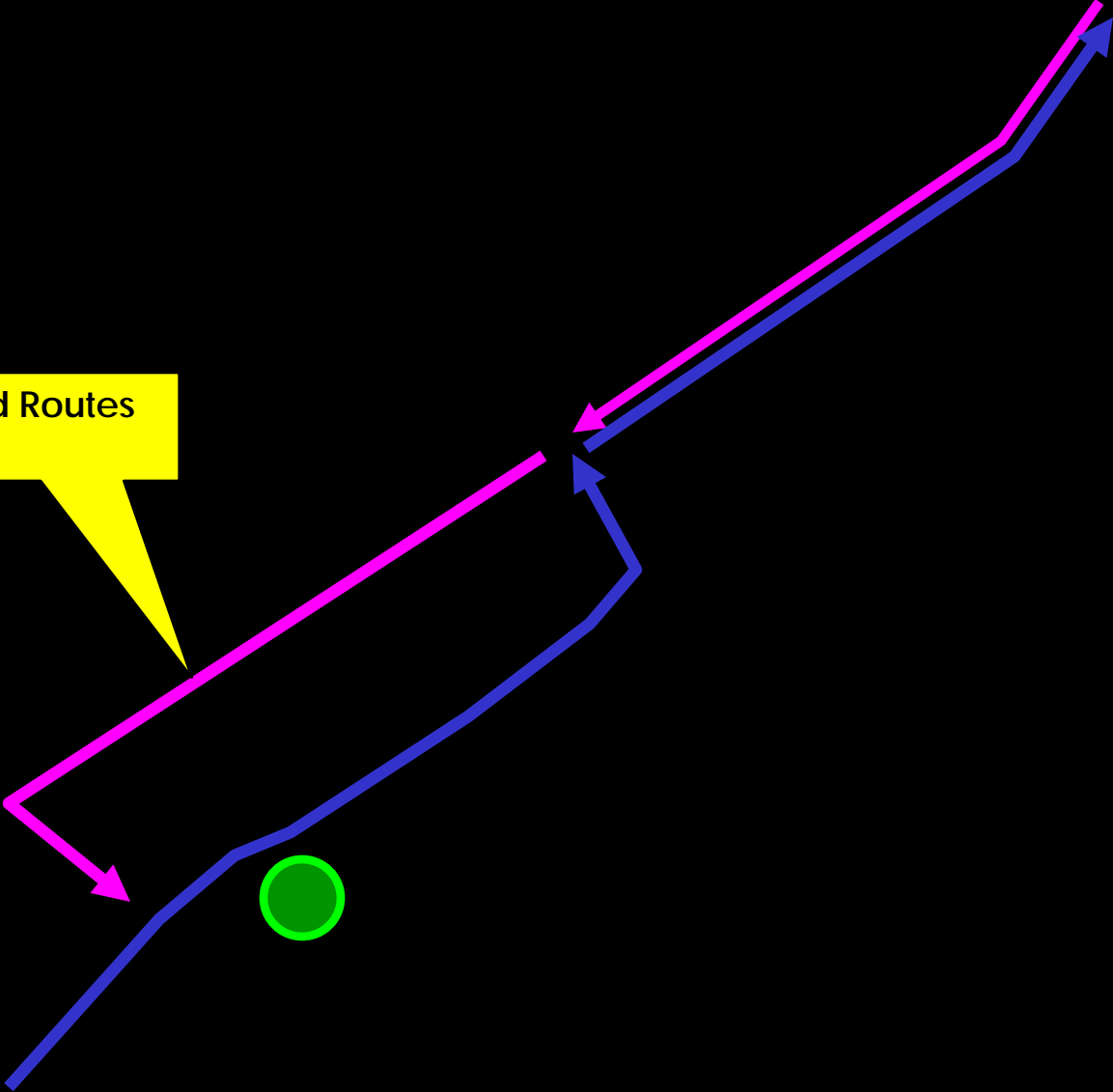
## 3. Vehicle Turning Movements at Main and 7th

- No Right Turn (Bus and Truck) Off the Bridge
- Consider restricting left turns off bridge

## 4. Downtown Bicycle Accessibility-

- Improve unsafe existing conditions

Signed Routes

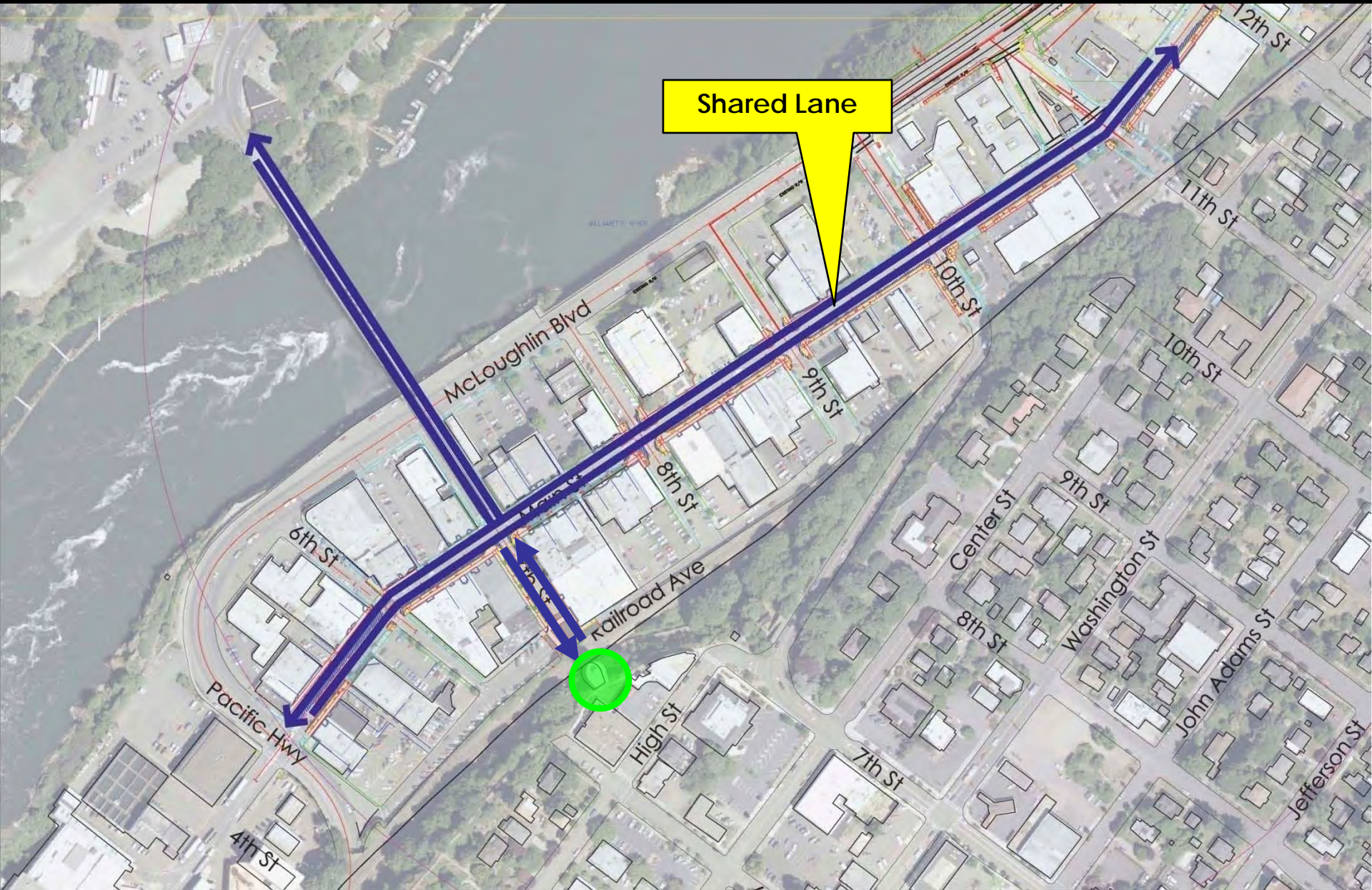


Existing Bike Plan

# Solutions

1. Two-Way Main Street
2. Preserve and Enhance Curbside and Off-Street Parking
3. Enhance Pedestrian Environment at Intersections
4. Modify or Restrict Turn Movements at the Bridge and 7<sup>th</sup> Street
5. Reroute Buses and Trucks
6. Incorporate Sharrows on the Roadway Along Main Street and the Bridge





Shared Lane

# Proposed Bike Plan

# Shared Lane

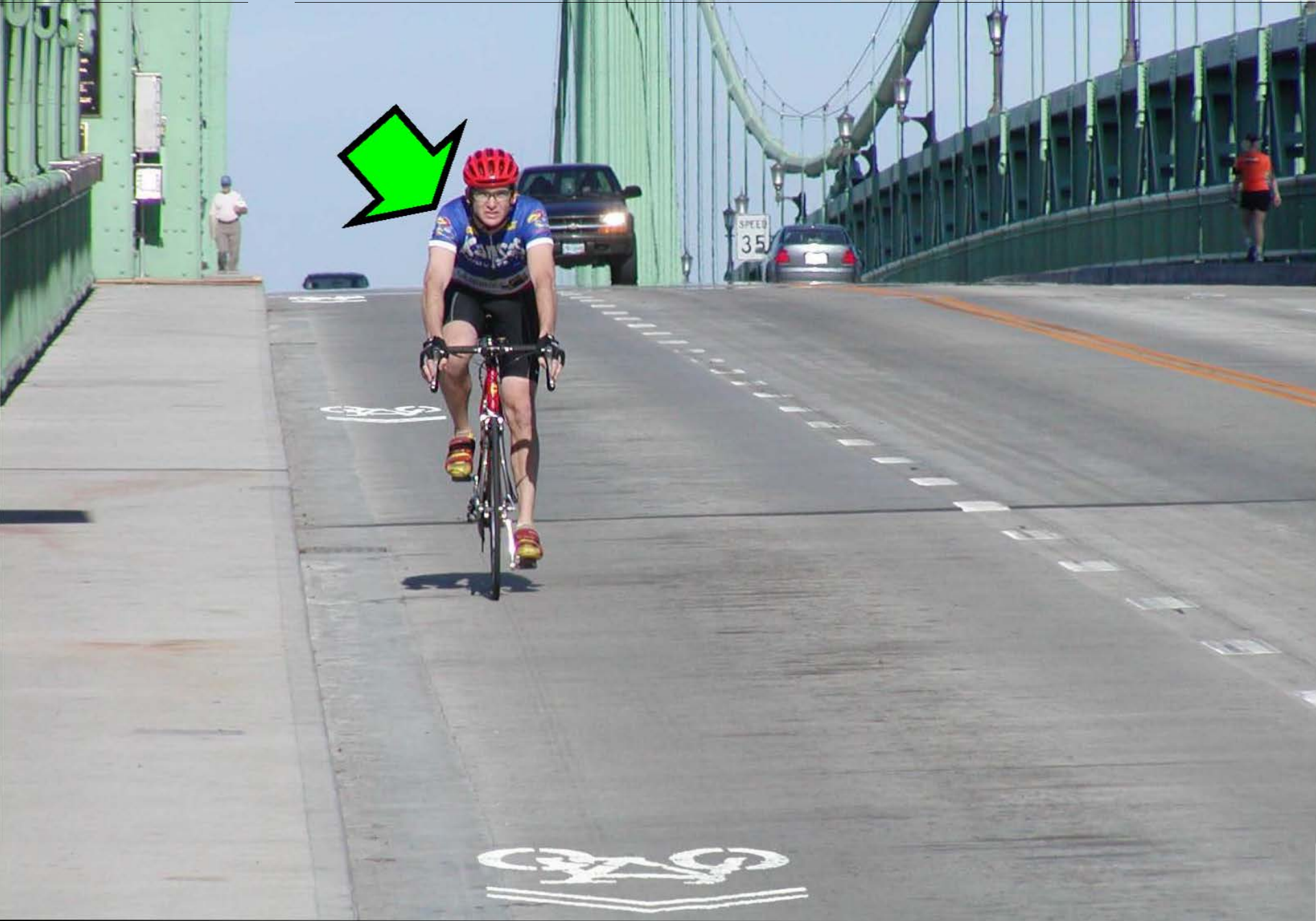
## Design Requirements

- Roadways with a speed limit of 35 mph or less
- Bicycles share the travel lane with cars





Bicycles Share Travel Lane



Bicycles Share Travel Lane

# Bike Boulevard

## Design Requirements

- Roadways with a speed limit of 35 mph or less
- Bicycles share the travel lane with cars
- **Sharrow symbols placed in roadway**





**Sharrow Symbol in Roadway**



# Bike Boulevard

## Design Requirements

- Roadways with a speed limit of 35 mph or less
- Bicycles share the travel lane with cars
- Sharrow symbols placed in roadway
- **Provide bicycle boxes at intersections**



**Bicycle Boxes at Intersections**

# Bike Boulevard

## Design Requirements

- Placed on roadways that have a speed limit of 35 mph or below
- Bicycles share the travel lane with cars
- Sharrow symbols placed in roadway
- Provide bicycle boxes at intersections
- **Incorporate signage to alert drivers**



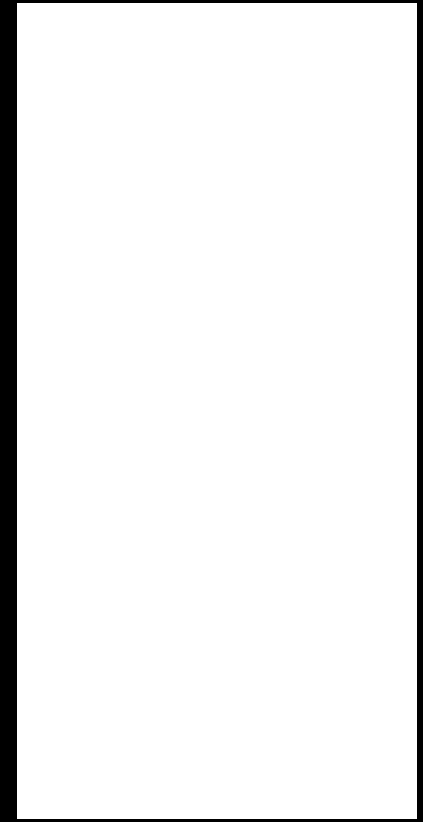
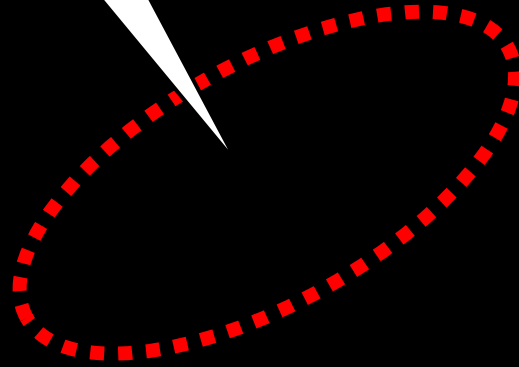
Bicycle Signage



# Other Considerations

- Improve Access from HWY 99E/McLoughlin Blvd

Access improvements



Adopted McLoughlin Blvd Enhancement Plan (2005)

# Other Considerations

- Improve Access from HWY 99E/McLoughlin Blvd
- Additional Two-Way Streets



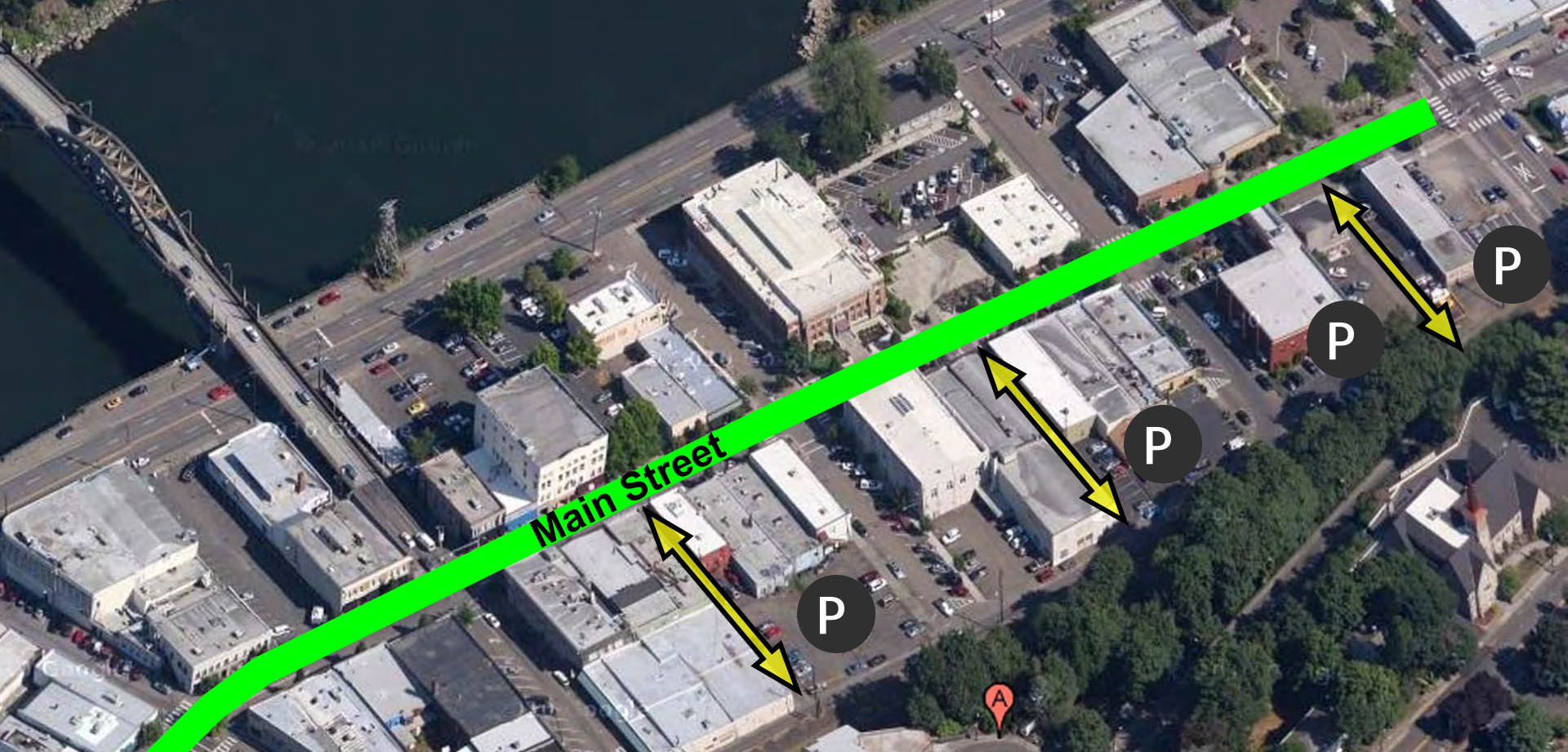
Two-Way

Downtown Circulation Refinement Plan



# Other Considerations

- Improve Access from HWY 99E/McLoughlin Blvd
- Additional Two-Way Streets
- Pedestrian Alleyways



Main Street

P

P

P

P

P

A

Existing Alleys

# Pedestrian Alleyways

## Design Requirements

- Keep well lit at night





**Pedestrian Alleyways**



# Pedestrian Alleyways

## Design Requirements

- Keep well lit at night
- Activate sides of buildings with entries & windows



**Pedestrian Alleyways**

# Pedestrian Alleyways

## Design Requirements

- Keep well lit at night
- Activate sides of buildings with entries & windows
- Provide clear sightlines from Parking to Main Street





**Pedestrian Alleyways**



# Pedestrian Alleyways

## Design Requirements

- Keep well lit at night
- Activate sides of buildings with entries & windows
- Provide clear sightlines from parking to Main Street
- Restrict vehicle access- limit to deliveries/ service

# Downtown Circulation Issues

1. Downtown Retail Success
2. Main Street Bus and Trolley Service
3. Vehicle Turning Movements at Main and 7<sup>th</sup>
4. Downtown Bicycle Accessibility
5. Other Considerations
6. Bridge Restoration "Critical Path" Next Steps



Near Term Projects

**Bridge Restoration Area**

**Close Bridge & Parallel Streets  
(Open for Construction Only)**

**Closed to Traffic  
January 15, 2011 to 2013**

**Bridge Restoration**



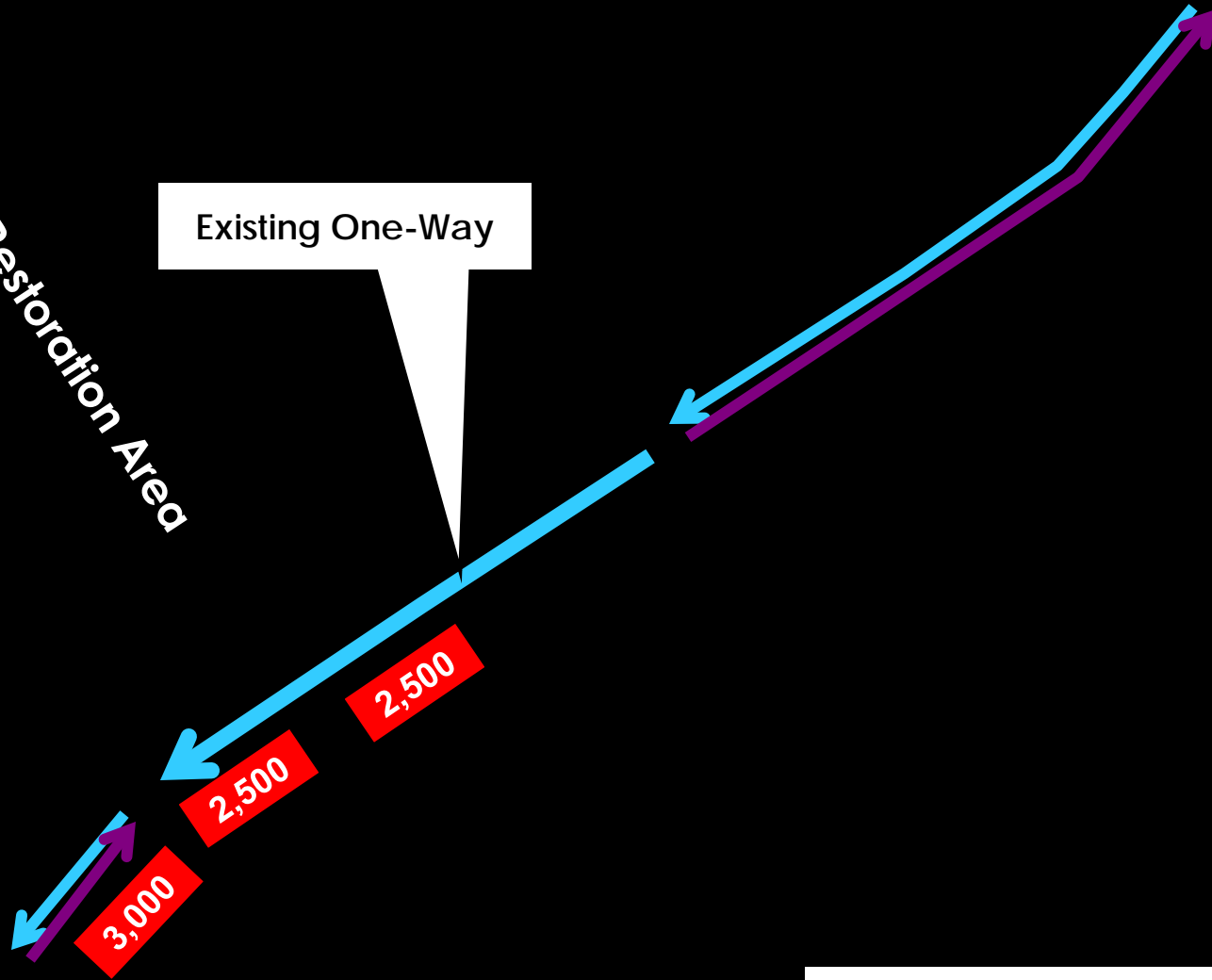
# Issues to Address- Near Term

## 1. Downtown Retail Success-

- Improve Main Street drive-by traffic and visibility
- Maintain curbside parking

Bridge Restoration Area

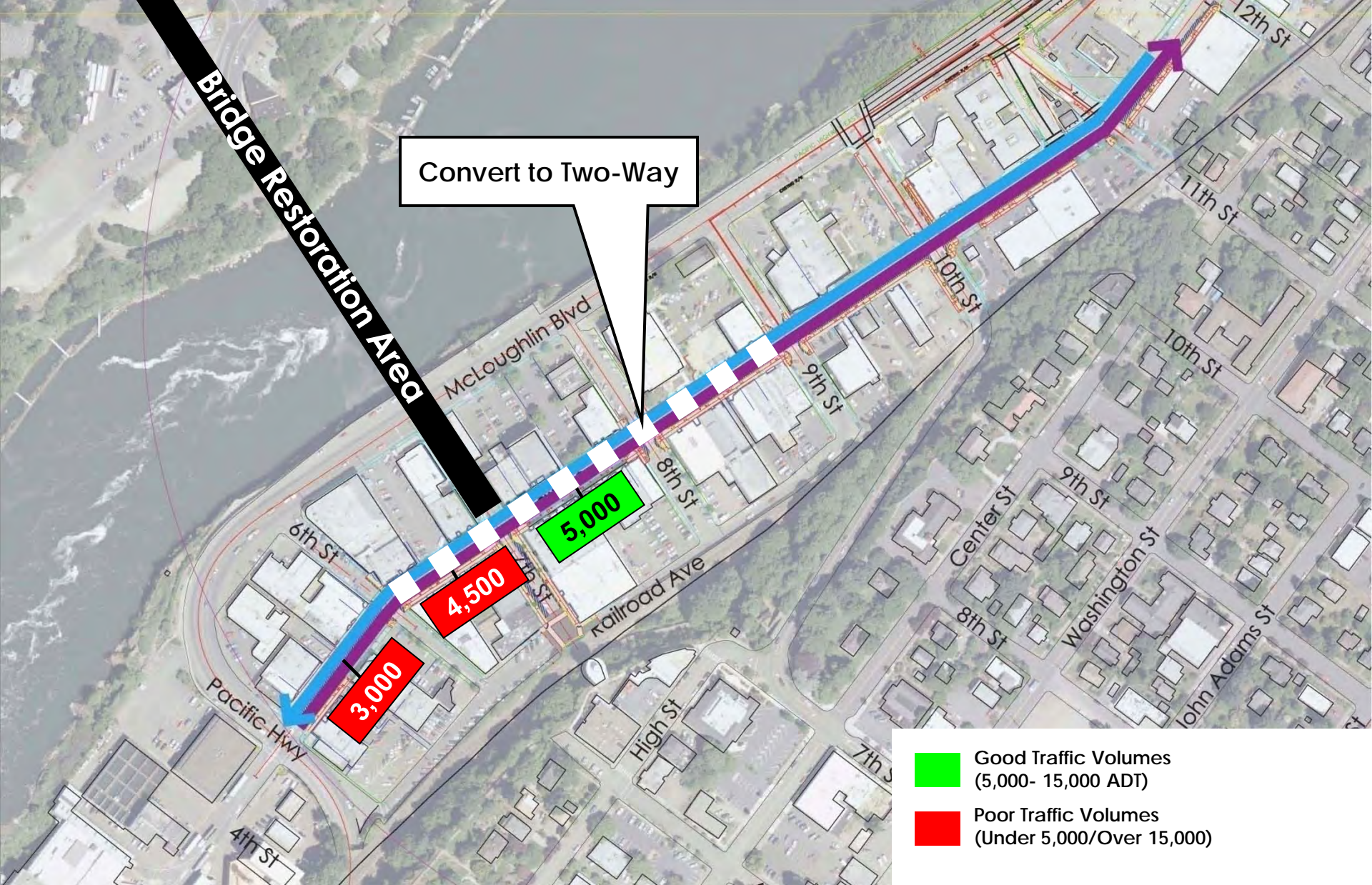
Existing One-Way



Good Traffic Volumes  
(5,000- 15,000 ADT)

Poor Traffic Volumes  
(Under 5,000/Over 15,000)

One-Way Main Street (Bridge Closed)- Average Daily Traffic



**Two-Way Main Street (Bridge Closed)- Average Daily Traffic**

# Near Term Projects

## 1. Downtown Retail Success

- Remove Angled Parking Curb Extensions (7<sup>th</sup> to 9<sup>th</sup> Streets)
- Remove Landscaped Island at 6<sup>th</sup> Street



**Bridge Restoration Area**



**Remove Landscaped  
Island**

**Remove Angled Parking  
Curb Extensions  
(Between 7<sup>th</sup> and 8<sup>th</sup>)**

**Near Term Projects**

# Near Term Projects

## 1. Downtown Retail Success

- Remove Angled Parking Curb Extensions (7<sup>th</sup> to 9<sup>th</sup> Streets)
- Remove Landscaped Island at 6<sup>th</sup> Street
- Restripe Roadway for Two-Way Traffic (6<sup>th</sup> to 9<sup>th</sup>)

Bridge Restoration Area



Restripe Roadway for  
Two-Way Traffic  
(6<sup>th</sup> to 9<sup>th</sup> Streets)

Near Term Projects

# Near Term Projects

## 1. Downtown Retail Success

- Remove Angled Parking Curb Extensions (7<sup>th</sup> to 9<sup>th</sup> Streets)
- Remove Landscaped Island at 6<sup>th</sup> Street
- Restripe Roadway for Two-Way Traffic (6<sup>th</sup> to 9<sup>th</sup>)
- **Replace Signal with Stop Signs at Main & 7th St.**



Bridge Restoration Area

Modify Signal for  
Two-Way Traffic

Near Term Projects

# Near Term Projects

## 1. Downtown Retail Success

- Remove Angled Parking Curb Extensions (7<sup>th</sup> to 9<sup>th</sup> Streets)
- Remove Landscaped Island at 6<sup>th</sup> Street
- Restripe Roadway for Two-Way Traffic (6<sup>th</sup> to 9<sup>th</sup>)
- Replace Signal with Stop Signs at Main & 7th St.
- Restripe Parallel Parking & Designate 2-Hour Parking (6<sup>th</sup> to 10<sup>th</sup> Streets)
- Relocate Parking Meters for Parallel Parking (7<sup>th</sup> to 9<sup>th</sup>)

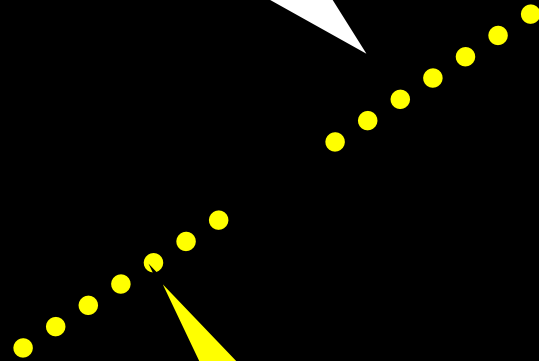
Bridge Restoration Area

Curbside Parallel Parking  
Throughout- Gain 2 Space

Restripe Parallel Parking  
and Designate a 2-Hour  
Parking Zone

Relocate Parking Meters

Near Term Projects



# Near Term

## 1. Downtown Retail Success

- Remove Angled Parking Curb Extensions (7<sup>th</sup> to 9<sup>th</sup> Streets)
- Remove Landscaped Island at 6<sup>th</sup> Street
- Restripe Roadway for Two-Way Traffic (6<sup>th</sup> to 9<sup>th</sup>)
- Replace Signal with Stop Signs at Main & 7th St.
- Restripe Parallel Parking & Designate 2-Hour Parking (6<sup>th</sup> to 10<sup>th</sup> Streets)
- Relocate Parking Meters for Parallel Parking (7<sup>th</sup> to 9<sup>th</sup>)

## 2. Main Street Bus and Trolley Service

- **Maintain Trolley Layover/Stop at Courthouse**
- **Remove Main Street Bus Pullout**



**Bridge Restoration Area**

**Trolley Pullout/Layover During  
Operating Hours-  
(Parking Allowed After Hours)**

**Remove Bus Pullout**

**Near Term Projects**

# Near Term Projects

## Cost Estimate

Direct Construction Cost					
traffic control \ barricades	1	sum	\$10,000.00	\$10,000	
remove angled parking curb extension and replace new curb extensions	3	ea	9,000.00	27,000	
relocate storm catch basins along Main	3	ea	1,000.00	3,000	
turn-off & cover signals	1	sum	1,000.00	1,000	
relocate stop signs	3	ea	350.00	1,050	
remove bus stop & shelter	1	sum	1,200.00	1,200	
remove landscape island @ 6th & Main & patch with asphalt paving	300	sf	12.00	3,600	
remove angled striping	30	ea	35.00	1,050	verify quantity
restripe for parallel parking	45	ea	20.00	900	
center striping @ Main Street	700	lf	3.00	2,100	paint
relocate parking meters	7	ea	8,000.00	56,000	
miscellaneous signing	1	sum	5,000.00	5,000	verify quantity
Sub-total				\$111,900	
<b>SUB-TOTAL BRIDGE CLOSURE PROJECTS</b>				111,900	<b>\$111,900</b>
Estimating Contingency			10.00%	11,190	
Index To Construction Start	Spring 2011		2.00%	2,462	
General Conditions			10.00%	12,555	
General Contractor OH & Profit			4.00%	5,524	31,731
					28.36%
<b>TOTAL DIRECT CONSTRUCTION COST BRIDGE CLOSURE PROJECTS</b>					<b>\$143,631</b>
<b>PHASES</b>					
<b>BRIDGE CLOSURE PROJECTS</b>					\$208,265
Direct Construction Cost	Spring 2011			\$143,631	
Construction Engineering & Inspection		15%		21,545	
Final Plans & Specs & Bid Assistance		10%		14,363	
Design Contingency		20%		28,726	

# Near Term Projects

## Cost Estimate

Direct Construction Cost						
traffic control \ barricades	1	sum	\$10,000.00	\$10,000		
remove angled parking curb extension and replace new curb extensions	3	ea	9,000.00	27,000		
relocate storm catch basins along Main	3	ea	1,000.00	3,000		
turn-off & cover signals	1	sum	1,000.00	1,000		
relocate stop signs	3	ea	350.00			
remove bus stop & shelter	1	sum	1,200.00			
remove landscape island @ 6th & Main & patch with asphalt paving	1	sum	1,200.00			
remove angled striping				1,050	verify quantity	
restripe for parallel parking				900		
center striping @ Main				3.00	2,100	paint
relocate stop signs	7	ea	8,000.00	56,000		
miscellaneous	1	sum	5,000.00	5,000	verify quantity	
Sub-total				\$111,900		
<b>SUB-TOTAL BRIDGE CLOSURE PROJECTS</b>				111,900	<b>\$111,900</b>	
Estimating Contingency			10.00%	11,190		
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<b>TOTAL DIRECT CONSTRUCTION COST BRIDGE CLOSURE PROJECTS</b>					<b>\$143,631</b>	
<b>PHASES</b>						
<b>BRIDGE CLOSURE PROJECTS</b>					\$208,265	
Direct Construction Cost	Spring 2011			\$143,631		
Construction Engineering & Inspection		15%		21,545		
Final Plans & Specs & Bid Assistance		10%		14,363		
Design Contingency		20%		28,726		

**Cost = \$208,265**

# Issues to Address- Near Term

## 1. Downtown Retail Success-

- Provide adequate Main Street drive-by traffic
- Improve Main Street access and visibility
- Maintain curbside & provide off-street parking

## 2. Main Street Bus and Trolley Service-

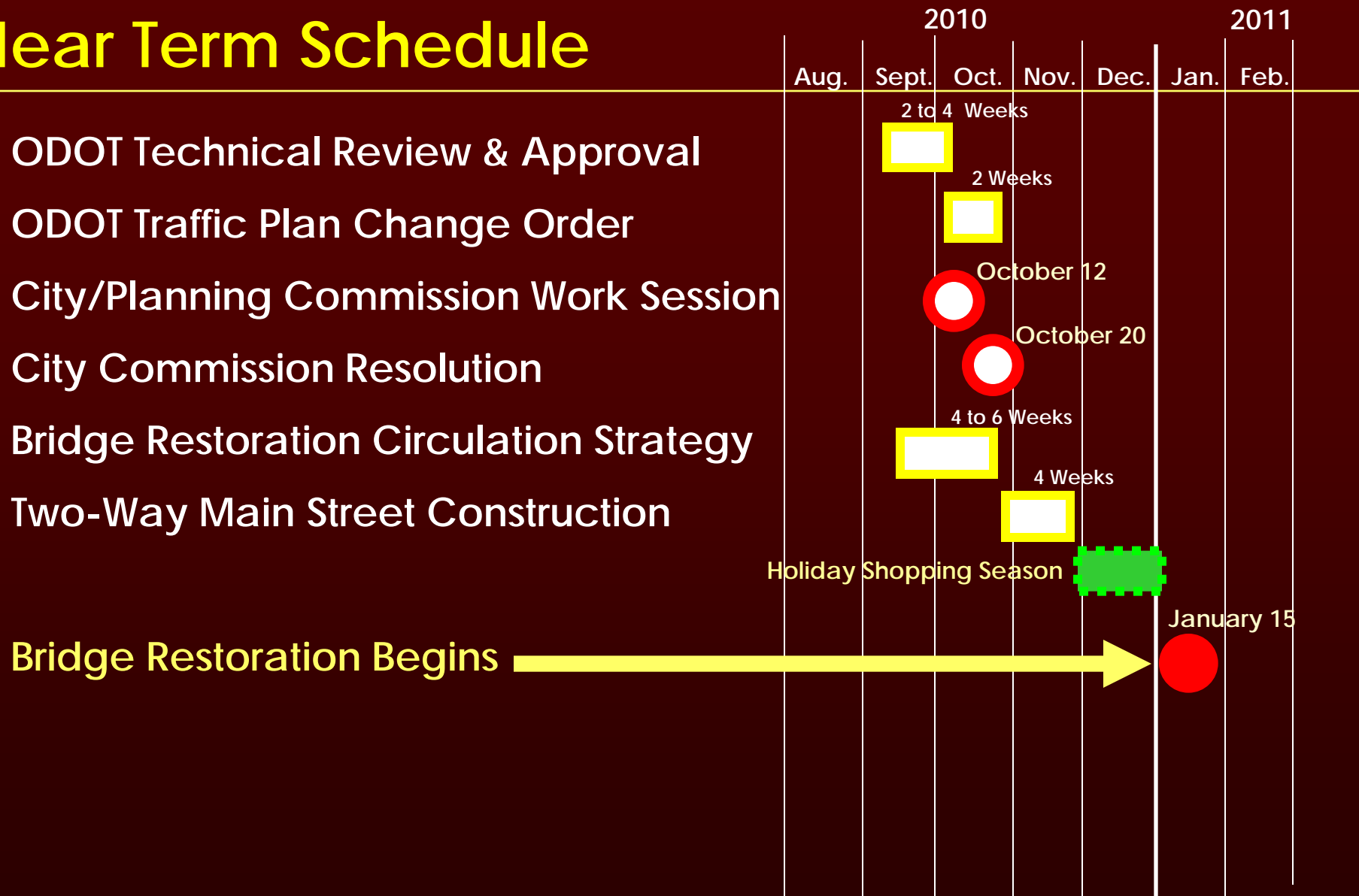
- Existing bus pullouts = lost curbside parking

## 3. Bridge Restoration "Critical Path" Next Steps-

- Schedule approvals, design, funding & construction



# Near Term Schedule





2013 Projects



15,300

Bridge Opening - 2013

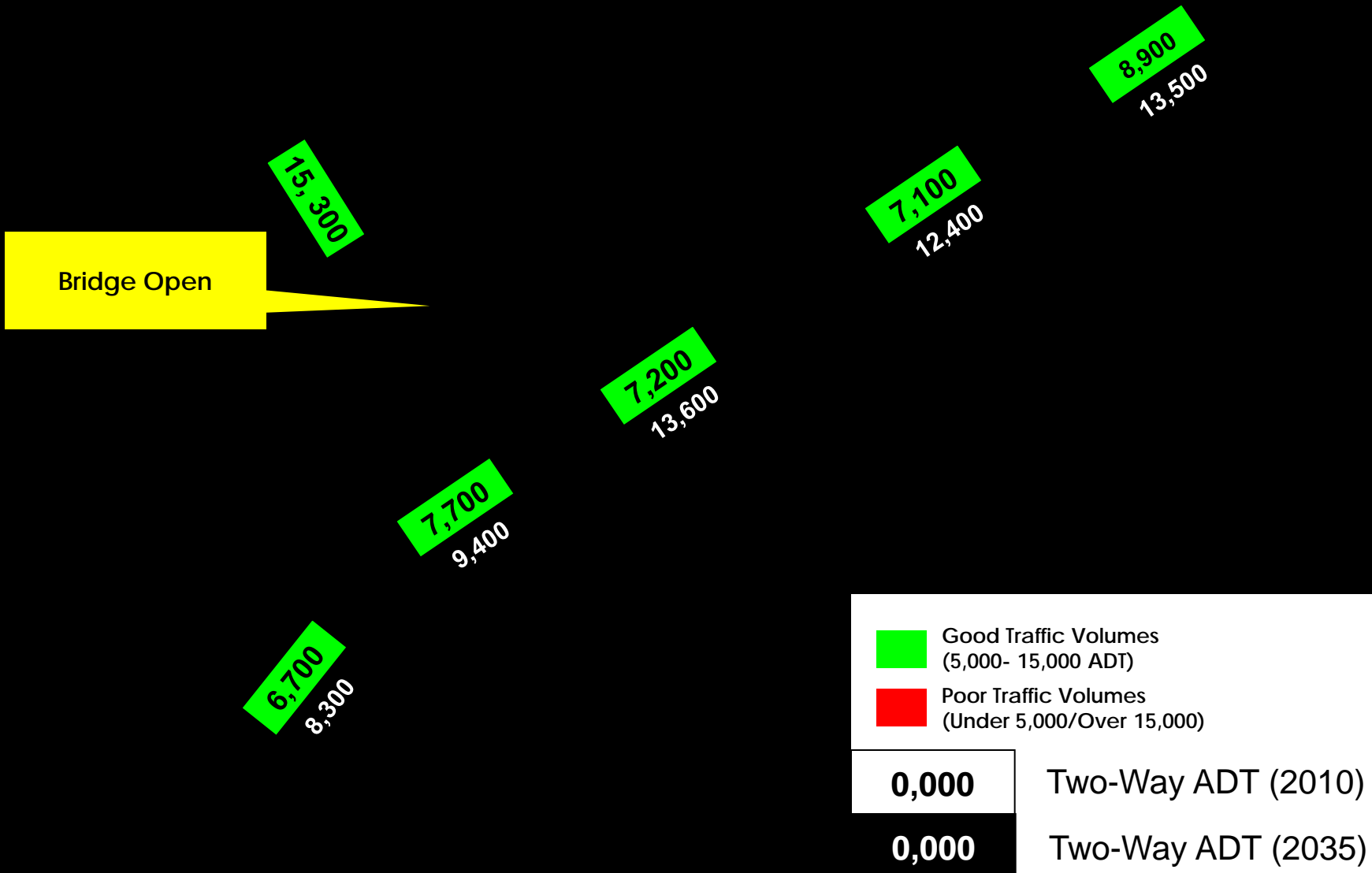
Bridge Restoration

# Issues to Address- 2013

## 1. Downtown Retail Success-

- Provide adequate Main Street drive-by traffic





Two-Way Main Street-2013 (Average Daily Traffic)

# Minimum 2013 Projects

## 1. Downtown Retail Success

- Convert Three-Way Stop to Four-Way Signal at 7<sup>th</sup> St.



Convert Intersection to a  
4-way Signal

Minimum 2013 Projects

# Issues to Address- 2013

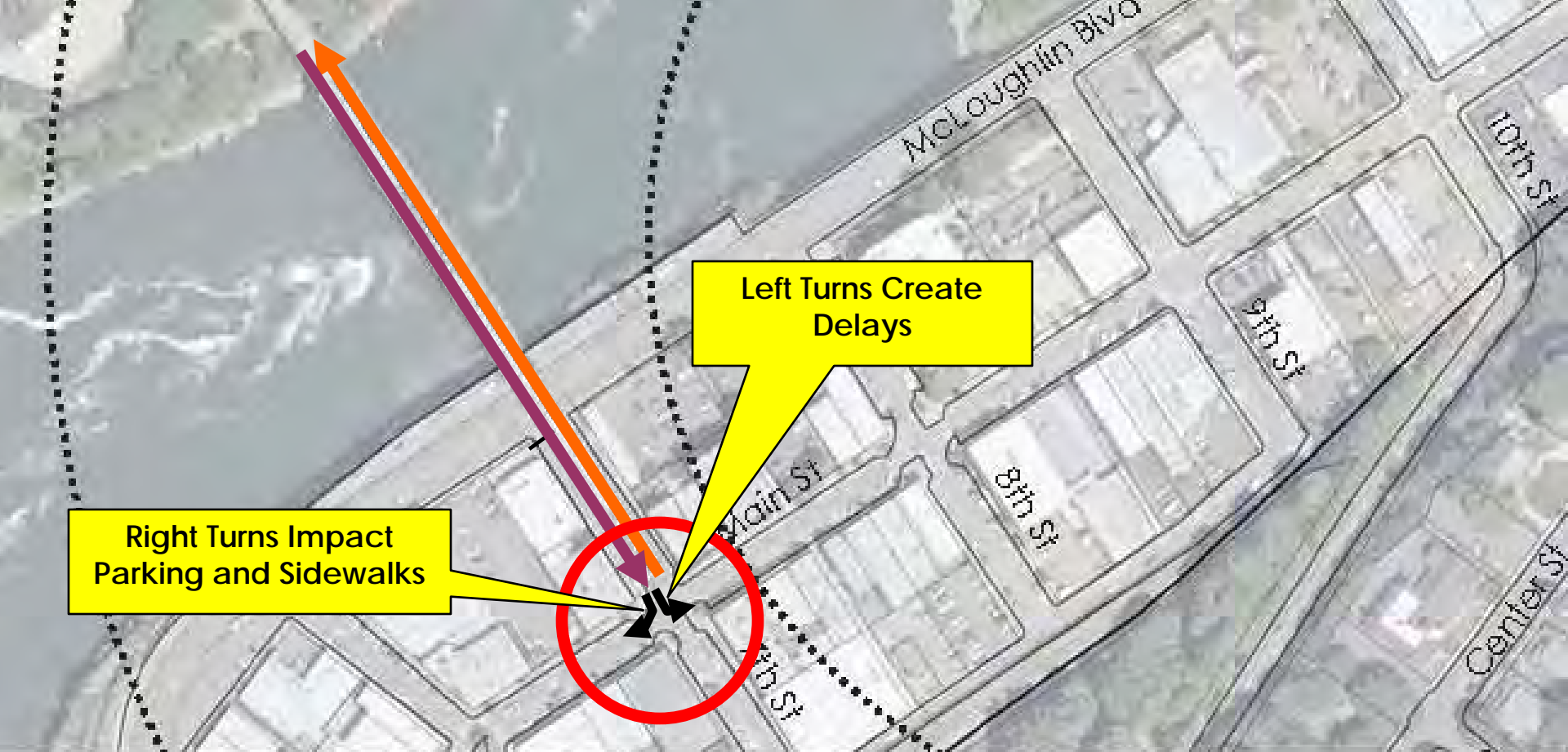
## 1. Downtown Retail Success-

- Provide adequate Main Street drive-by traffic

## 2. Vehicle Turning Movements at Main and 7th

- Bridge turn movements impact sidewalks & parking
- Vehicle left turns from the bridge & 7<sup>th</sup> St cause significant delays





Left Turns Create Delays

Right Turns Impact Parking and Sidewalks

# Vehicle Turn Movements

# Minimum 2013 Projects

## 1. Downtown Retail Success

- Convert Three-Way Stop to Four-Way Stop at 7<sup>th</sup> St.

## 2. Vehicle Turning Movements at Main and 7th

- No Right Turn (Bus and Truck) Off the Bridge at Main St.
- Consider restricting left turns off bridge and 7<sup>th</sup> Street

Include Sign or  
Signal Restricted "No Left Turns"  
for all vehicles

Include Sign or  
Signal Restricted  
"No Right Turns" for Trucks off  
the Bridge

Minimum 2013 Projects



Trucks- "No Right"



All Vehicles- "No Left"

## Restricted Vehicle Turn Movements



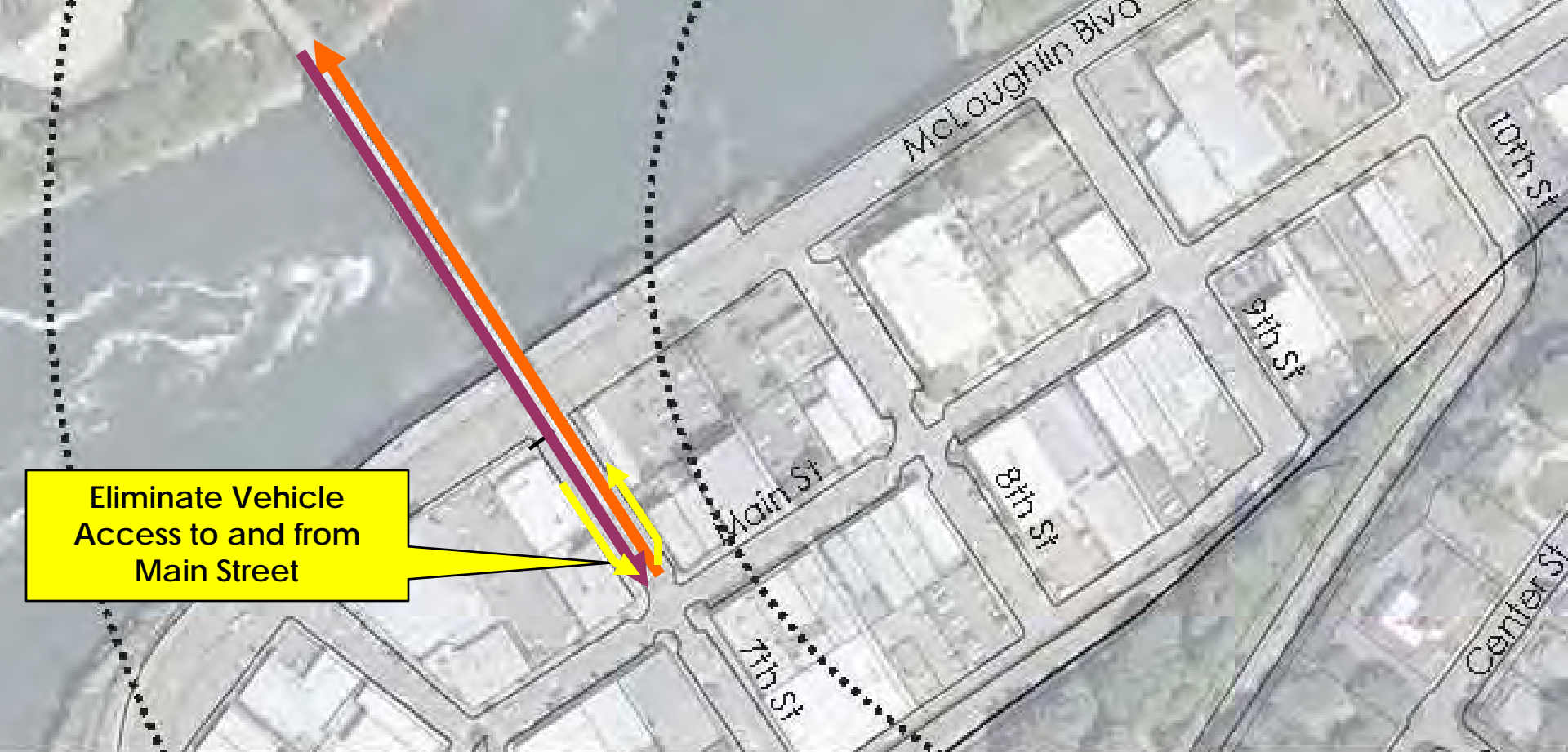
# Minimum 2013 Projects

## 1. Downtown Retail Success

- Convert Three-Way Stop to Four-Way Stop at 7<sup>th</sup> St.

## 2. Vehicle Turning Movements at Main and 7th

- No Right Turn (Bus and Truck) Off the Bridge at Main St.
- Consider restricting left turns off bridge and 7<sup>th</sup> Street
- Eliminate vehicle access along parallel bridge streets to Main



Eliminate Vehicle Access to and from Main Street

Minimum 2013 Projects

# Minimum 2013 Projects

## 1. Downtown Retail Success

- Convert Three-Way Stop to Four-Way Stop at 7<sup>th</sup> St.

## 2. Vehicle Turning Movements at Main and 7th

- No Right Turn (Bus and Truck) On/Off the Bridge at Main St.
- Consider restricting left turns off bridge and 7<sup>th</sup> Street

## 3. Rerouting Trucks

- Two-Way 7<sup>th</sup> Street (Main to Railroad)
- Two-Way Railroad (6<sup>th</sup> to 7<sup>th</sup>)
- Reverse 6<sup>th</sup> Direction

**Restripe Reverse Direction  
(One-Way Westbound)**

**Restripe Roadway for  
Two-Way Traffic  
(Main St to Railroad St)**

**Restripe Roadway  
for Two-Way Traffic  
(6th to 7<sup>th</sup>)**

**Minimum 2013 Projects**



# Minimum 2013 Projects

## 1. Downtown Retail Success

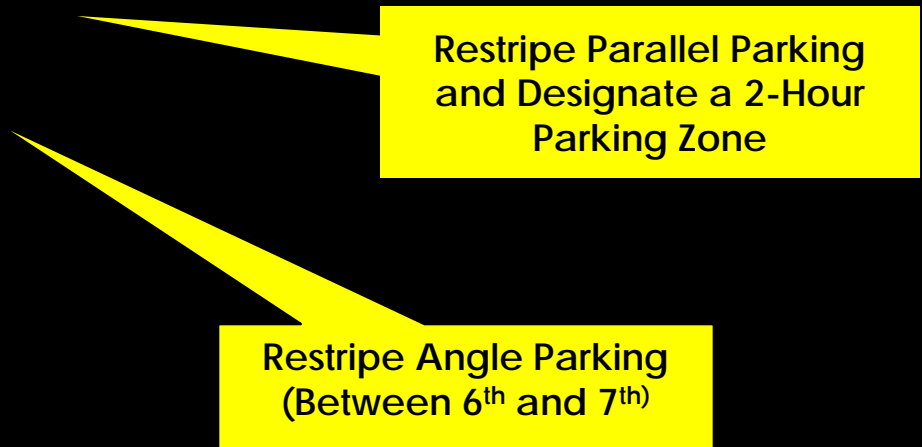
- Convert Three-Way Stop to Four-Way Stop at 7<sup>th</sup> St.

## 2. Vehicle Turning Movements at Main and 7th

- No Right Turn (Bus and Truck) On/Off the Bridge at Main St.
- Consider restricting left turns off bridge and 7<sup>th</sup> Street

## 3. Rerouting Trucks

- Two-Way 7<sup>th</sup> Street (Main to Railroad)
- Two-Way Railroad (6<sup>th</sup> to 7<sup>th</sup>)
- Reverse 6<sup>th</sup> Direction
- Restripe Angled Parking on Railroad St from 6th to 7th
- Restripe Curbside Parallel Parking On 7th Street



Restripe Parallel Parking  
and Designate a 2-Hour  
Parking Zone

Restripe Angle Parking  
(Between 6<sup>th</sup> and 7<sup>th</sup>)

Minimum 2013 Projects

# Minimum 2013 Projects

## 1. Downtown Retail Success

- Convert Three-Way Stop to Four-Way Stop at 7<sup>th</sup> St.

## 2. Vehicle Turning Movements at Main and 7th

- No Right Turn (Bus and Truck) On/Off the Bridge at Main St.
- Consider restricting left turns off bridge and 7<sup>th</sup> Street

## 3. Rerouting Trucks

- Two-Way 7<sup>th</sup> Street (Main to Railroad)
- Two-Way Railroad (6<sup>th</sup> to 7<sup>th</sup>)
- Reverse 6<sup>th</sup> Direction
- Restripe Angled Parking on Railroad St from 6th to 7th
- Restripe Curbside Parallel Parking On 7th Street
- **Modify Sidewalk Corners for Truck Turning Movement**

Modify Sidewalk Corners  
for Truck Turning  
Movement

Minimum 2013 Projects

# Issues to Address- 2013

## 1. Downtown Retail Success-

- Provide adequate Main Street drive-by traffic
- Improve Main Street access and visibility

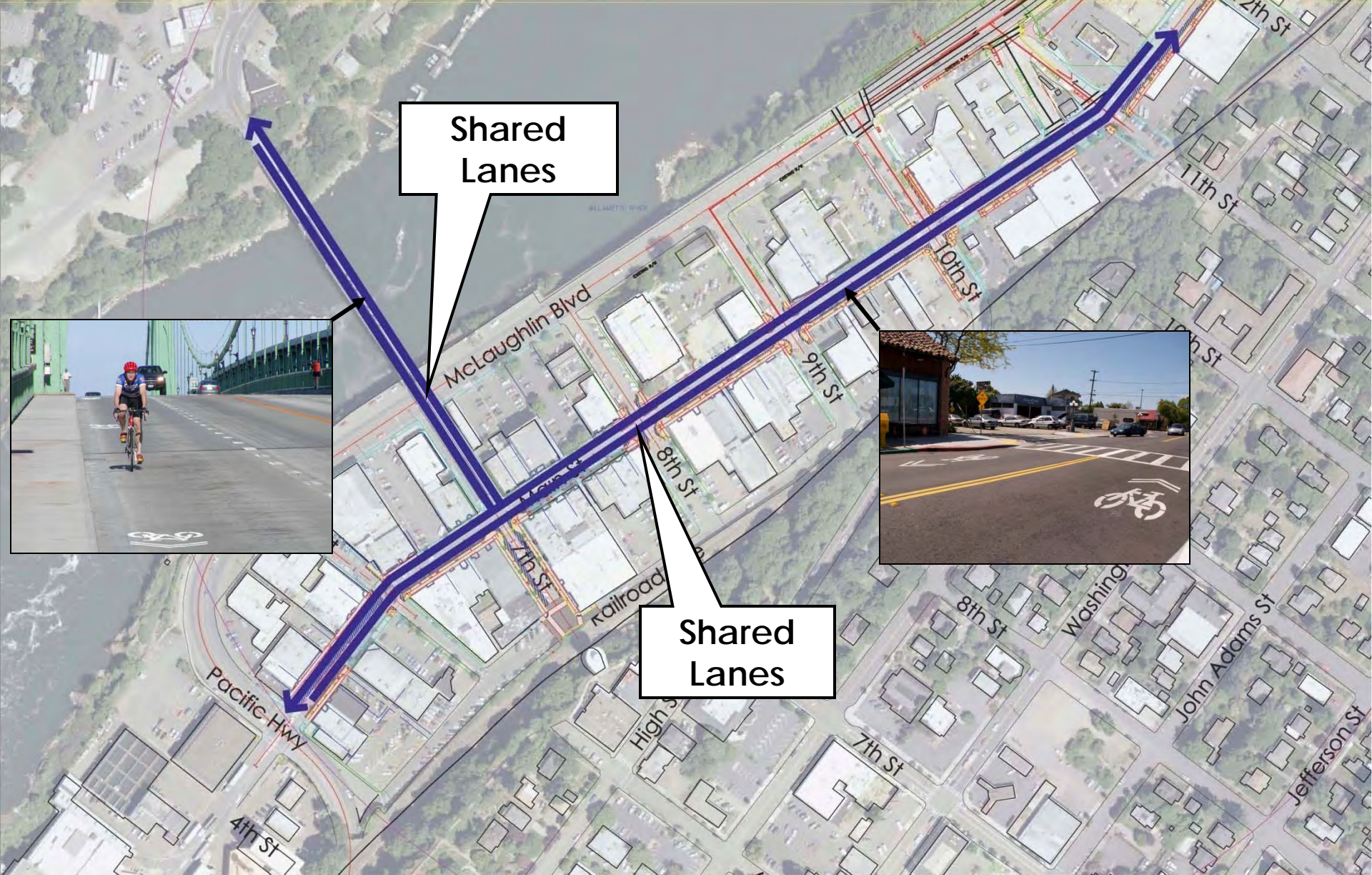
## 2. Auto, Bus, & Truck Turning Movements at Main and 7th

- Bridge turn movements impact sidewalks & parking
- Vehicle left turns cause significant delays

## 3. Downtown Bicycle Accessibility-

- Improve unsafe existing conditions





Minimum 2013 Projects

# Minimum 2013 Projects

## Cost Estimate

Direct Construction Cost					
traffic control \ barricades	1	sum	\$10,000.00	\$10,000	
remove and replace curbs w/large radius @ 6th & Railroad Avenue	2	ea	5,000.00	10,000	
remove angled striping	20	ea	35.00	700	
restripe for parallel parking @ 7th	18	ea	20.00	360	
restripe for angle parking @ Railroad Ave.	7	ea	25.00	175	
restripe 6th for one-way traffic					
add two arrows	2	ea	300.00	600	thermoplastic
sharrow markings	28	ea	750.00	21,000	thermoplastic
add stop sign @ 6th & Main	1	ea	500.00	500	
new LED signals @ 7th & Main	12	ea	350.00	4,200	repl. light balls in exist. housing
miscellaneous signing	1	sum	5,000.00	5,000	verify quantity
Sub-total				\$52,535	
<b>SUB-TOTAL MINIMUM BRIDGE OPENING PROJECTS</b>				<b>52,535</b>	<b>\$52,535</b>
Estimating Contingency			10.00%	5,254	
Index To Construction Start	spring 2013		9.00%	5,201	
General Conditions			10.00%	6,299	
General Contractor OH & Profit			4.00%	2,772	19,525
					37.17%
<b>TOTAL DIRECT CONSTRUCTION COST MINIMUM BRIDGE OPENING PROJECTS</b>					<b>\$72,060</b>
<b>MINIMUM BRIDGE OPENING PROJECTS</b>					<b>104,487</b>
Direct Construction Cost	spring 2013			72,060	
Construction Engineering & Inspection		15%		10,809	
Final Plans & Specs & Bid Assistance		10%		7,206	
Design Contingency		20%		14,412	

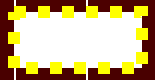
# Bridge Opening Projects



# 2013 Projects Schedule

2010 2011 2012 2013

- Modify Planned Main Street Design
- Public Review of Main Street Design
- Prepare Construction/Bid Documents
- Construct Min. Bridge Opening Projects



**Bridge Restored**



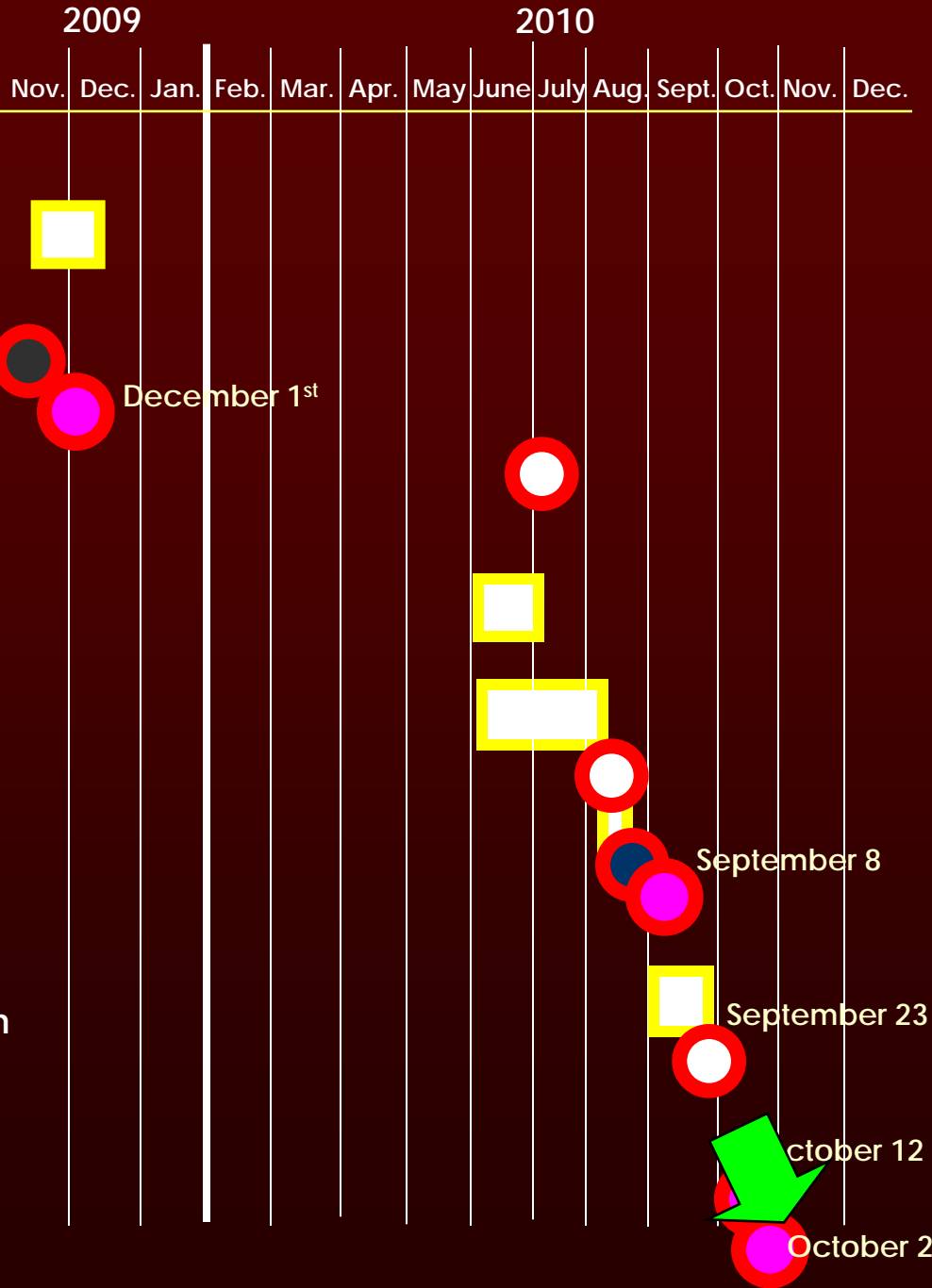
# Joint Work Session

- Comments
- Questions



# Process & Schedule

- 1 Information Assembly**
  - 1) Prepare Site Vicinity and Base Maps
- 2 Reconnaissance**
  - 1) Site Visit and Photographs
  - 2) Key Stakeholder Meetings
  - 3) **Public Workshop #1-**
  - 4) Key Agency and ODOT Mtg. #1
- Transportation Study**
  - 1) Update Transportation Volume Data
  - 2) Baseline Volumes Memorandum
- 3 Alternatives**
  - 1) Develop Alternatives
  - 2) Key Agency and ODOT Meeting #2
  - 3) Revise Alternatives and Presentation
  - 4) Key Stakeholder Meeting #2
  - 5) **Public Workshop #2**
- 4 Recommendations**
  - 1) Preferred Alternative/Refinement Plan
  - 2) ODOT Technical Review
  - 3) Revise Preferred Alternative/Refinement Plan
  - 4) **Joint City Council and Planning Commission Work Session**
  - 5) **City Commission Hearing**



An aerial photograph of a city street, likely in Oregon City, Oregon. The street is lined with multi-story buildings, some with flat roofs and others with gabled roofs. Several cars are visible on the street, and there are utility poles and wires overhead. The overall scene is a typical urban street view.

Transportation & Growth Management  
**Oregon City Downtown Circulation  
Refinement Plan**

Oregon City, OR

**Joint Council and Planning Commission  
Work Session**

October 12, 2010

CRANDALL ARAMBULA  
DKS

# COMMENT FORM



\*\*\*PLEASE PRINT CLEARLY\*\*\*

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND ADDRESS
- Limit Comments to 3 MINUTES.
- Give to the City Recorder in Chambers prior to the meeting.

Date of Meeting 10.12.10 Joint WS

Item Number From Agenda 2a

NAME:

Don Arambola

ADDRESS:

Street: 520 SW YAMHILL RF SUITE 4

City, State, Zip: PDX, OR 97204

PHONE NUMBER:

503.417.7079

SIGNATURE:

# COMMENT FORM



\*\*\*PLEASE PRINT CLEARLY\*\*\*

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND ADDRESS
- Limit Comments to 3 MINUTES.
- Give to the City Recorder in Chambers prior to the meeting.

Date of Meeting 10.12.10 Joint WS

Item Number From Agenda 2a

NAME:

Jason N. Graf

ADDRESS:

Street: 2047 N. SUMNER ST

City, State, Zip: PDX, OR 97217

PHONE NUMBER:

503 417 7079

SIGNATURE:

**September, 2011  
Directors report**

**Statistics:**

1. We have 95% circulation of this month last year. 6.5% of our circulation comes from our one self-check.
2. Door counter: We have added a door counter. You can see that figure of over 14K for September. August had over 16K. For September we averaged 468 people per day
3. Cultural passes: I have also added a column for the cultural passes usage. The total for July – September is 149: September 36, August 56, July 57
4. State report: a hard copy is available for you to take home
5. I have passed out the LDAC report which comes right after the state library annual report. Their interest is primarily our progress on OLA standards.

**Programs:** Cello Bop (42 on 9/15), Wii MarioKart (13 kids), Library2Go training (5), Job seeking skills series starting 10/13; Oregon Guitar Quartet (10/20)

**Robocalypse** planning: we are planning some other events to have with the main author event. We are contacting the Robotics clubs, thinking about a Lego robots night, will encourage children to read the author's other title "A boy and his 'bot", and are considering a philosophical discussion on the nature of being human.

**Library visits:** October 21 is a potential date for at least two MCL libraries. We can go to Estacada anytime so I am working on the harder date to plan 1<sup>st</sup>. The MCL libraries so far are Hillsdale and Kenton (after 10:30)

**Mission/strat plan work:** We will be starting to 'plan to plan' and work on reviewing our mission and strategic plan. Even though we know that building a building is the primary goal

**Grant from ALA:** <http://www.ala.org/commonground>

**Staffing:** lost one, and a new on call is going fulltime at Hood River in December; will review some former on calls and be filling hours

**IMPACT survey:** until 10/17 to ask about technology usage in the library



## FRIENDS OF THE OREGON CITY PUBLIC LIBRARY

Meeting of the Board of Directors, September 14, 2011

City Hall Meeting Room, Oregon City

The meeting was called to order by President Linda VanHaverbeke at 2:38 pm. Those attending the meeting were: President Linda, Vice President Lynda Orzen, Treasurer Jan Salisbury, Karin Morey, Beth Miles, Carl Clapp and Library Director Maureen Cole. Absent were: Harryette Shuell, Ingrid Aubry.

1. Minutes of the meeting of July 14 were discussed and accepted as presented via email.
2. The Library Director, Mo Cole, expounded on the points of the printed report that she gave to the Friends and will be given to the Library Board later. Important points included:
  - a. circulation up from a year ago
  - b. a new counter of customers is in place at the library doors
  - c. working on the annual stat report for the state
  - d. mentioned reading programs with participation above last year
  - e. announced programs upcoming at library, CelloBop, Oregon Guitar Quartet, and the Pearson Sisters
  - f. Daniel Wilson, author of *Robopocalypse*, will present program in February
  - g. Maureen has been elected to be secretary for the Oregon Library Association will begin her term on September 16, 2011 – Congratulations!
3. **Jan is Back**, so the treasurer will be compiling a thorough report for the next meeting.
4. Carl reported that all is good at the Farmers Market Booth. We are down in sales this year due to weather – either rain or too darn hot – but that we are averaging about \$125.00 per week. The personnel who work at the market are so dependable and work with the Market people with cooperative and positive attitudes. Jackie loves for us to be present.
5. Beth reported that she is working on a letter to be mailed to all current members regarding a number of items, such as the Annual Meeting, renewing memberships, and to ask for members to encourage others to join the Friends. The letter will be mailed prior to the annual meeting.
6. There was no Volunteer report for this meeting.
7. It was m/s/p that the Friends donate \$985.00 to purchase “Cultural Passes” for this next season. The passes will include entrance fees for these events/locations:
  - a. Portland Art Museum
  - b. Portland Childrens Museum
  - c. Lan Su Classical Chinese Garden
  - d. Portland Japanese Gardens
  - e. Pittock Mansion
  - f. Crystal Springs Rhododendron Gardens
8. The Annual Meeting of the Friends is set for Thursday, December 1, from 11:30 to 1:30 p.m. Lynda Orzen will be chairing this event and will ask Mayor Doug to speak, will get menu/cost estimates from at least four businesses for the luncheon, and she will organize a Raffle with possible items from the Three River Art League and other donations from Friends members.



9. The President will be appointing an "elections committee" soon and they will be preparing the slate of officers for next year.

10. Karin reported that the Bookstore income for last month (August) was \$4753.40 with income to the store of \$3327.43 and art sales were \$1901.30. The "new books" by local authors are selling slowly, but selling. Karin said she will not be buying any further new author books until December for Holiday sales. The Blue Box people have delivered four boxes of Children's books to us and we have sent to them about 10 boxes with more being prepared.

11. The Library Foundation action is going slowly and has had numerous meetings lately to plan future actions. Karin stated that the original establishment of the Foundation was to handle "large" donations to the Library (endowments, large gifts, etc.) and that the Friends organization was to handle the smaller items (donations of books, selling of books and merchandise) and to make small donations to the Library when they are needed for various projects.

12. Library and Friends personnel staffed a table at the Park Concerts to answer questions regarding the Library and to give information to the public, also to sell some books and charms.

The next meeting of the Friends Board will be held on Wednesday, October 12, 2:30 at City Hall. Minutes submitted by Carl Clapp

Name	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Total
Wendi Chrisman		6											6
Carl Clapp	15	24	21.5	23.5	23	23	32.5	48.5	23	16.5	15.75		266.25
Joanie Gibson	30	29.25	37.5	29.5	36	37	28.5	22	22	42	36.75		350.5
Fred Hahn								4.5					4.5
Howard Henkin								27	16	13	18		74
Sheryl Hoover				6.5	9								15.5
David Hulegaard								12.5	11	9			32.5
MaryAnne Lindstrom	2												2
Fran Mertz	4.5						2.5	20.5	8.5	11	31		78
Carolyn Misterek	37.5	15	22.5	34	30	42.5	19.5	22.5	41	30.5	33.5		328.5
Deborah Moenck	11	15.75	9	11	11	10.5	10	11	11	12	16.5		128.75
Karin Morey	42	64.75	55	38	45	54	53	74.5	73	50.75	45		595
Bradley Rambo					3	8	2.5	7					20.5
Phil Rigby									8.5				8.5
Donna Sanders	3		9	10.75	12.25	9.25	9.75	7	7.5				68.5
Harryette Shuell	44.5	64.75	40	50	51.5	33.5	30	62.5	73.25	31.5	57.25		538.75
Charles Smith											19		19
Terry Solini					12.5	8	9		8				37.5
Donna Strahan	37.25	39	43.25	29.25	42.5	38	44.5			40.5	27.5		341.75
Joyce Sturdevant											5.25		5.25
Wayne van der Naald	10	10	10	5	10	5	0						50
Mona Wickline	5	6	6										17
Brandon Wood		6	12	9	9	12	6	9	15	15	6		99
Norma Woods	7.5	8.25	6.5	9.5	4	5	7.5	18.75	9	7.25	5.25		88.5
Angela Wright											3		3
<b>TEENS</b>													
Zach Davis	24.75	20	4	22	32.5	35.5	23.5	9	0				171.25
Alexi Jones											15		15
Sage Keikkala						8	12	3	1	3	7		34
Stephanie Winner											6		6
	274	308.75	276.25	278	331.3	329.3	290.8	359.3	327.75	282	347.8		3405

## Profit &amp; Loss Prev Year Comparison

November 2010 through August 2011

	Nov '10 - Aug 11	Nov '09 - Aug 10	\$ Change	% Change
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
Book Cart	0.00	1,406.31	-1,406.31	-100.0%
Book Store				
Farmer's Market	1,842.28	2,510.45	-668.17	-26.6%
Book Store - Other	46,900.84	49,897.06	-2,996.22	-6.0%
<b>Total Book Store</b>	48,743.12	52,407.51	-3,664.39	-7.0%
<b>Contributions Income</b>				
<b>Restricted</b>				
Capital Building Fund	2,150.00	0.00	2,150.00	100.0%
Restricted - Other	35.00	160.00	-125.00	-78.1%
<b>Total Restricted</b>	2,185.00	160.00	2,025.00	1,265.6%
<b>Unrestricted</b>	199.44	151.00	48.44	32.1%
<b>Total Contributions Income</b>	2,384.44	311.00	2,073.44	666.7%
Membership Dues	1,257.00	2,200.00	-943.00	-42.9%
Miscellaneous Income	135.00	0.00	135.00	100.0%
<b>Special Events</b>				
Raffle	112.00	267.00	-155.00	-58.1%
Special Events - Other	555.00	2,903.13	-2,348.13	-80.9%
<b>Total Special Events</b>	667.00	3,170.13	-2,503.13	-79.0%
<b>Total Income</b>	53,186.56	59,494.95	-6,308.39	-10.6%
<b>Cost of Goods Sold</b>				
Purchases	1,178.67	1,186.67	-8.00	-0.7%
TRAG Commission	10,785.27	7,451.86	3,333.41	44.7%
<b>Total COGS</b>	11,963.94	8,638.53	3,325.41	38.5%
<b>Gross Profit</b>	41,222.62	50,856.42	-9,633.80	-18.9%
<b>Expense</b>				
Advertising	1,075.95	1,004.80	71.15	7.1%
Annual meeting	520.00	480.00	40.00	8.3%
Bank Service Charges	799.53	698.16	101.37	14.5%
Contributions	336.85	400.00	-63.15	-15.8%
Dues and Subscriptions	120.00	120.00	0.00	0.0%
Insurance	250.00	250.00	0.00	0.0%
Licenses and Fees	105.00	50.00	55.00	110.0%
Maintenance	408.00	537.00	-129.00	-24.0%
Office Supplies	109.96	56.62	53.34	94.2%
Postage and Delivery	8.80	35.20	-26.40	-75.0%
Professional Fees				
Accounting	65.00	0.00	65.00	100.0%
<b>Total Professional Fees</b>	65.00	0.00	65.00	100.0%
<b>Program Expense</b>				
Library Requests	901.66	0.00	901.66	100.0%
Program Expense - Other	0.00	241.90	-241.90	-100.0%
<b>Total Program Expense</b>	901.66	241.90	659.76	272.7%
Rent	29,437.40	29,904.88	-467.48	-1.6%
Repairs	0.00	266.29	-266.29	-100.0%
Supplies	1,232.48	1,172.56	59.92	5.1%
Telephone and Internet	894.59	1,356.89	-462.30	-34.1%
Utilities	0.00	123.94	-123.94	-100.0%
<b>Total Expense</b>	36,265.22	36,698.24	-433.02	-1.2%
<b>Net Ordinary Income</b>	4,957.40	14,158.18	-9,200.78	-65.0%
<b>Other Income/Expense</b>				
<b>Other Income</b>				
Interest Income	293.61	610.12	-316.51	-51.9%
Other Income	0.00	24.00	-24.00	-100.0%
<b>Total Other Income</b>	293.61	634.12	-340.51	-53.7%
<b>Net Other Income</b>	293.61	634.12	-340.51	-53.7%
<b>Net Income</b>	<b>5,251.01</b>	<b>14,792.30</b>	<b>-9,541.29</b>	<b>-64.5%</b>



# COMMENT FORM



\*\*\*PLEASE PRINT CLEARLY\*\*\*

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND ADDRESS
- Limit Comments to 3 MINUTES.
- Give to the City Recorder in Chambers prior to the meeting.

Date of Meeting 10-12-10 Joint WS.

Item Number From Agenda 2a

NAME: Lloyd Purdy, Main Street Manager

ADDRESS: Street: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

# COMMENT FORM



\*\*\*PLEASE PRINT CLEARLY\*\*\*

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND ADDRESS
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Date of Meeting 10-12-10 Joint WS

Item Number From Agenda 2a

NAME: Gail Curtis ODOT

ADDRESS: Street: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_