

## RESOLUTION NO. 10-26

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### **A RESOLUTION APPROVING THE OCTOBER 2010 OREGON CITY DOWNTOWN CIRCULATION REFINEMENT PLAN RECOMMENDATIONS AND ADDING PROJECTS TO THE OREGON CITY TRANSPORTATION SYSTEM PLAN CAPITAL FACILITIES IMPROVEMENT PLAN**

**WHEREAS**, the Oregon Department 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 two-way traffic on Main Street between 6<sup>th</sup> and 9<sup>th</sup> Streets is beneficial for multi-modal users and businesses; and

**WHEREAS**, the Oregon City Downtown Circulation Study (Study) focused on the area located in downtown Oregon City bounded by McLoughlin Boulevard, Railroad Avenue, 5<sup>th</sup> Street, and 10<sup>th</sup> Street.

**WHEREAS**, the Study goals were to:

- 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.

**WHEREAS**, the Study included regular meetings, information exchange, and public outreach with Main Street Oregon City, downtown stakeholders, the community at-large, and agency partners (ODOT, TriMet, and Clackamas County); and

**WHEREAS**, ODOT has jurisdiction of Main Street between 5<sup>th</sup> Street (McLoughlin Boulevard) and about half-way between 7<sup>th</sup> and 8<sup>th</sup> Streets, and Oregon City has jurisdiction over other Main Street blocks; and

**WHEREAS**, the Study considered circulation issues relating to downtown retail success, Main Street bus and trolley service, vehicle turning movements at the Main/7<sup>th</sup> Street intersection, and downtown bicycle accessibility; and

**WHEREAS**, traffic engineering analysis was completed for traffic volumes and intersection operations on Main Street in the study area for existing conditions, Hwy 43/Arch Bridge construction closure conditions, and two-way Main Street conditions (during bridge construction closure, post bridge construction, and 2035 projected conditions); and

**WHEREAS**, the Study recommends Near-Term Projects and Minimum 2013 Projects that would correlate with the period when the bridge is closed for construction and when the bridge re-opens; and

**WHEREAS**, the Oregon City Transportation System Plan Capital Facilities Improvement Plan and the Metro 2035 Regional Transportation Plan already include the Main Street Sidewalk Improvements between 5<sup>th</sup> and 15<sup>th</sup> Streets Project which is intended to serve as traffic calming elements and safety improvements through an improved pedestrian and bicycle friendly environment in downtown Oregon City; improve safe, pedestrian and bike-friendly connectivity to the TriMet Oregon City Transit Center, the 13th Street public parking lot, the Courthouse, the newly constructed Willamette Terrace and McLoughlin Boulevard improvements, the Willamette River Trail, the Municipal Elevator, the recently completed Amtrak station, and the many downtown businesses; improve downtown aesthetics and pedestrian comfort through updated street lighting and landscaping; and contribute to economic stability and enhance the livability of Oregon City and; and

**WHEREAS**, the Study Near-Term Projects include categories for Downtown Retail Success and Main Street Bus and Trolley Service:

1. Downtown Retail Success
  - Remove angled parking curb extensions (7<sup>th</sup> to 9<sup>th</sup> Streets) and replace with parallel parking curb extensions
  - Remove landscaped island at 6<sup>th</sup> Street
  - Restripe roadway for two-way traffic (6<sup>th</sup> to 9<sup>th</sup> Streets)
  - Replace signal with stop signs at Main and 7<sup>th</sup> Street
  - Restripe parallel parking and designate 2-hour parking (6<sup>th</sup> to 10<sup>th</sup> Streets)
  - Relocate or replace parking meters for parallel parking (7<sup>th</sup> to 9<sup>th</sup> Streets)
  - Determine feasibility of curbing Main Street alley accesses (7<sup>th</sup> to 9<sup>th</sup> Streets)
2. Main Street Bus and Trolley Service
  - Maintain trolley layover/stop at courthouse only during trolley service; allow for two-hour public parking during non-operating hours
  - Remove Main Street bus pullout and shelter and coordinate alternative curb-side bus stop with TriMet; and

**WHEREAS**, the Study Minimum 2013 Projects include categories for Downtown Retail Success, Vehicle Turning Movements at Main and 7<sup>th</sup>, and Rerouting Trucks:

1. Downtown Retail Success
  - Convert three-way stop to 4-way traffic control (evaluate need for new signal) at 7<sup>th</sup> Street
  - Complete analysis of converting auto service alleyways into pedestrian alleyways
  - Complete further circulation analysis of converting one-way portions of 8<sup>th</sup> and 9<sup>th</sup> Streets into two-way
  - Install bicycle sharrows and associated signage on Main Street between 5<sup>th</sup> and 15<sup>th</sup> Streets
2. Vehicle Turning Movements at Main and 7<sup>th</sup> Street
  - No right-turn (buses and trucks) on/off bridge and 7<sup>th</sup> Street
  - Consider restricting left turns off bridge and 7<sup>th</sup> Street
  - Eliminate vehicle access to Main Street along each of bridge alleys and provide pedestrian amenities
3. Rerouting Trucks
  - Two-way 7<sup>th</sup> Street (Main Street to Railroad Avenue)
  - Two-way Railroad (6<sup>th</sup> to 7<sup>th</sup> Streets)
  - Reverse 6<sup>th</sup> Street direction

- Restripe angled parking on Railroad Avenue from 6<sup>th</sup> to 7<sup>th</sup> Streets
- Restripe curbside parallel parking on 7<sup>th</sup> Street
- Modify sidewalk corners for truck turning movement; and

**WHEREAS**, the Oregon City Transportation System Plan (TSP) Capital Facilities Improvement Plan (CFIP) includes transportation projects that the City wishes to construct and that may be funded through revenues generated by system development charges and have been publicly considered for other local, state, and federal funding resources and inclusion in the Metro Regional Transportation Plan (RTP); and

**WHEREAS**, the City's TSP CFIP may be modified "at any time" pursuant to ORS 223.309(2) and was most recently updated through Resolution 09-30; and

**WHEREAS**, the Study projects would be consistent with the Oregon City TSP goals that address multi-modal transportation options, safety, capacity, and implementation; and

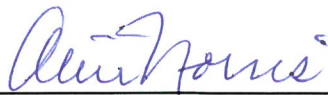
**WHEREAS**, the Study projects would assist in Oregon City downtown economic development and retail success.

**NOW, THEREFORE, OREGON CITY RESOLVES AS FOLLOWS:**

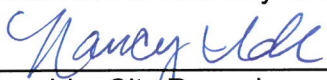
The City Commission approves:

1. The October 2010 Downtown Circulation Refinement Plan; and
2. Adding the Near-Term and Minimum 2013 projects recommended by the Downtown Circulation Refinement Plan to the Oregon City Transportation System Plan Capital Facilities Improvement Plan.

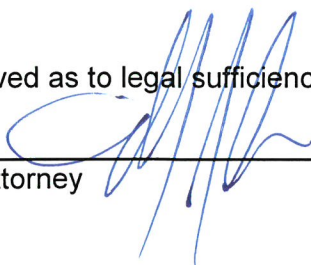
Approved and adopted at a regular meeting of the City Commission held on the 20th day of October 2010.

  
ALICE NORRIS, Mayor

Attested to this 20th day of October 2010

  
Nancy Ide, City Recorder

Approved as to legal sufficiency:

  
City Attorney