



OREGON CITY

Transportation Advisory Committee

625 Center Street | Oregon City OR 97045
Ph (503) 657-0891 | Fax (503) 657-7829

Members:

Mary Smith, Chair
Jonathan David
Scott Failmezger
Ronald Haas
Blane Meier
Betty Schaafsma
Don Slack
Nancy Walters
Terry Wright

AGENDA

TUESDAY, NOVEMBER 16, 2010

6:00 pm

City of Oregon City

City Hall

625 Center Street, Oregon City

Commission Chambers

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

October 19, 2010 (*David absent*)

IV. AGENDA ANALYSIS

V. BUSINESS

A. Introduction of New Member Blane Meier (*Information*)

B. 2011 TAC Calendar (*Information*)

C. Downtown Parking Committee (*Rolling Agenda Item*)

D. 99E Tunnel (*Rolling Agenda Item*)

E. South End Road at Gentry Way - City's Accident Response (*Update - Lewis*)

F. Downtown Circulation Study (*Update - Griffin*)

G. Downtown Oregon City Connective Corridor - Grant Applications (*Update - Griffin*)

1. Transportation Enhancement Grant Application

2. Pedestrian or Bicycle Improvement Grant Application

3. Flexible Funds Program Application

H. Jughandle Open House - November 18, 2010 (*Information*)

I. TSP Update (*Information*)

J. Draft 2014-15 STIP Update (*Information*)

K. Metro's Greenhouse Gas Reduction Modeling (*Information*)

L. Membership (*Update - Griffin*)

M. Election of Officers (*Action*)

N. Construction Projects (*Update*)

VI. FUTURE AGENDA ITEMS

VII. ADJOURNMENT

Next Meeting: January 18, 2011

Attachments:

- 1) Minutes of October 19, 2010
- 2) Chamber of Commerce E-mail Appointing Blane Meier to TAC
- 3) City Commission Agenda of November 3, 2010 showing Blane Meyer's Appointment
- 4) 2011 TAC Calendar
- 5) Speed Traffic Survey for South End Road
- 6) Transportation Enhancement Grant Application
- 7) Pedestrian or Bicycle Improvement Grant Application
- 8) Flexible Funds Program Application with TAC Support Letter
- 9) Jughandle Project Open House Flyer
- 10) Draft 2014-15 STIP Update with Map
- 11) Metro's Greenhouse Gas Reduction Modeling
- 12) Application for TAC Appointment
 - a. Mike Mitchell
 - b. Betty Schaafsma

City Staff:

John Lewis, Operations Manager
Kathy Griffin, Administrative Support
Nancy J.T. Kraushaar, City Engineer/Public Works Director

P:\kgriffin\TAC\2010\Agendas\10-19-10\Agenda_111610.docx

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



October 19, 2010

I. CALL TO ORDER

The Transportation Advisory Committee meeting of **Tuesday, October 19, 2010**, was called to order by Chair Smith at approximately 6:00 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

II. ROLL CALL

Committee members present included Chair Mary Smith, Don Slack, Betty Schaafsma, Nancy Walters, Terry Wright, Ron Haas and Betty Mumm. Scott Failmezger arrived at 6:04 p.m. Jonathan David was excused.

Staff members present included John Lewis, Operations Manager, and Kathy Griffin, Administrative Assistant.

III. APPROVAL OF MINUTES

Don Slack moved to approve the minutes of September 21, 2010. Betty Schaafsma seconded the motion.

Mary Smith requested that page 5 of the minutes be changed to reflect that she was going to stop by the Oregon City School District and get a list of their concerns for the safe routes to school rather than get a set of boundary maps.

Don Slack moved and Betty Schaafsma seconded the motion to approve the minutes of September 21, 2010 as modified.

The motion **carried** with Ron Haas, Betty Schaafsma, Mary Smith, Don Slack, Nancy Walters and Terry Walters voting yes. Betty Mumm abstained. Jonathan David and Scott Failmezger were absent.

Ted Thonstad said the School District was in the process of updating the boundary maps but when they were done, he would get four copies of the updated boundary map to John Lewis. City staff will make sure the City's GIS Division receives a copy for a layer on OC Map.

IV. AGENDA ANALYSIS

John Lewis indicated that he wanted to address issues previously raised by Ron Haas. They were sight distance issues at McCord and Pease Roads and the location of the 35 mph signs on Linn Avenue.

The TSP Update was added to the agenda.

David and Marsha Skinner, 18786 South End Road testified that people fly around the corner on South End Road at Gentry Way. Their house had been hit twice in the last thirteen months by people going too fast southbound; the first time their fence was wiped out and the car hit the corner of their house and the second, a stone wall was wiped out. Mr. Skinner also noted that when stopped to turn left on Gentry Way when headed southbound on South End Road, vehicles pass at high speeds on the right and have ruined the curbs on the west side of South End Road.

They notified the chief of police and Lieutenant Band of the problem who indicated that patrol was occurring in the area but Mr. Skinner said he hasn't seen anyone pulled over in the entire ten years he's lived there.

John Lewis suggested that reflective markers delineating the corner might be helpful. He added that the problem appeared to be related to speed and impaired drivers and noted that the City couldn't design roads for those kinds of drivers. He felt, however, that the City could refresh the striping at the corner so that the travel lanes were better delineated.

He suggested that he and the City's Street Division staff get together with the Skinners and see what they could do from a signage and striping perspective. He also agreed to contact the Police Department about increased enforcement in that area.

V. BUSINESS

A. Safe Routes to School

Ted Thonstad, Oregon City School District, indicated that the School District was working on a Safe Routes to School for the high school. He distributed an action plan that he reviewed for the TAC. It was noted that Mary Smith had agreed to serve on the school team as the TAC's representative.

It was noted that Holcomb Elementary had a poor pedestrian circulation system and could use a Safe Routes to School plan but Mr. Thonstad indicated that it wasn't a priority because the school was still bussing the children to that school.

Nancy Walters asked about the School District's criteria for prioritization. Mr. Thonstad indicated that priority schools were those that had a large number of kids walking to school and those schools whose routes included crossing busy streets.

Elementary schools with high priorities for the School District were King Elementary and then Mt. Pleasant Elementary where kids cross major streets.

John Lewis noted that the City has been getting requests for a school speed zone on Holcomb Boulevard now that it was within the city limits of Oregon City. He added that there might be an equal number of people who would be opposed to a school speed zone so he wanted to make sure a thorough analysis of the situation was undertaken before making any changes.

B. Downtown Parking Committee

Don Slack indicated that there wasn't a whole lot of activity taking place and that City staff was working on some of the items that were easier to handle.

C. 99E Tunnel

John Lewis had not yet heard back from the ODOT contact person regarding improvements to the tunnel.

D. Turn Signal at 14th and 99E

John Lewis contacted ODOT on the issue who made some minor adjustments. They said that it was operating as it was supposed to. This information had been forwarded to Donald Belshaw who brought up the initial concern.

E. Downtown Circulation Study

Donald Slack discussed the study which included a proposal to change Main Street traffic from one-way to two-way. The resolution to adopt the study was scheduled to be presented to the City Commission at their next meeting.

F. Beaver Creek Road School Speed Zone

Mr. Lewis felt the issue was probably handled under the Safe Routes to School discussion.

G. Bicycle Safety Treatments/Sharrows

Information received from the City of Portland regarding sharrows was

included in the TAC's packet.

H. McLoughlin Neighborhood Concerns

Mr. Lewis indicated that City crews completed some restriping at two intersections and that Nancy Kraushaar hired a transportation engineering consultant to look at the other issues raised by the McLoughlin Neighborhood.

I. Signal Configuration at S. 2nd and 99E

A citizen's letter to the editor in a local newspaper was included in the TAC's packet for their information along with a response from ODOT.

J. Construction Projects

The slurry seal project was completed.

The paving project on Leland/Meyers has had some problems so City staff was having the work done as half-street improvements.

A lot of underground construction was occurring on Main Street including a waterline project on 8th Street and storm sewer work on Main Street. The waterline project was complete and the storm sewer work would soon be complete.

A County project to install bike lanes on Beavercreek Road was delayed until next construction season.

On the Holcomb Boulevard project, the original project wasn't to take the lights out. Mr. Lewis noted that some people prefer low lighting and others prefer high wattage.

Nancy Walters noted the lights were inconsistently installed. One area was lit even though there were no driveways; on Oak Tree Terrace where there was a driveway, there was no illumination. Nancy Walters requested further discussions with John Lewis outside the meeting.

K. Membership

Three members' terms were expiring including Don Slack, Betty Schaafsma, and Nancy Walters. Don Slack had indicated that he wouldn't be re-applying.

Betty Mumm would be leaving the Committee and the Oregon City Chamber of Commerce selected Blane Meier to replace her on the Committee.

L. TSP Update

A memo from Nancy Kraushaar was distributed to the Committee for their information.

M. McCord Road and Linn and Pearl

John Lewis indicated that a newly paved section of McCord Road (between Leland and Pease Roads) needed to be striped and some shrubs needed pruning to improve sight distance. Mr. Lewis had his staff looking at the situation to see what they could prune to improve the situation.

John Lewis indicated that he and Nancy Kraushaar had a meeting scheduled to go out in the field and review the situation at Pease and McCord Roads. They would get back to Ron Haas on what was decided.

N. Linn Avenue Speed Signs

Even though the 35 mph signs on Linn Avenue going north and southbound were not at the same point along Linn Avenue, John Lewis felt Linn was signed properly because of the hill and sight distance.

O. Future Agenda Items

The Committee requested an update on the Skinners' situation.

VI. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 7:22 p.m.

Respectfully Submitted,

Kathy Griffin
Administrative Assistant

*A video recording of this meeting is available at
<http://www.orcity.org/cityrecorder/meeting-agendas-minutes-and-videos>.*

Kathy Griffin

From: Nancy Ide
Sent: Thursday, October 21, 2010 10:02 AM
To: Blane Meier
Cc: Amber Holveck; Kathy Griffin
Subject: RE: Chamber appointment to TAC

Blane,

At last night's Commission meeting, there was discussion on when the appointments would be made, due to the out-going and in-coming mayor. Please disregard the Nov. 3 date for now, and I will get back with you on the date.

You are welcome to be present, but most people are not. It is a rapid 5-second statement at the meeting at the very end.

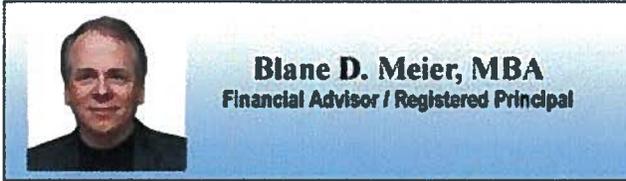
Stay tuned....

Nancy

From: Blane Meier [<mailto:bmeier@crowmail.net>]
Sent: Thursday, October 21, 2010 6:43 AM
To: Nancy Ide
Subject: RE: Chamber appointment to TAC

Thank you, Nancy. I've put Nov 3rd on the calendar. Will I be notified as to the location, time, etc.? Much appreciated.

Blane--



Blane D. Meier, MBA
Financial Advisor / Registered Principal



**MEIER WEALTH
MANAGEMENT, INC.**
A Branch of Crown Capital Securities, LP
Investing with Purpose

421 High Street, Suite 220
Oregon City, OR 97045
Phone: (503) 496-3641
Fax: (503) 496-3649
Email: bmeier@crowmail.net

Securities and advisory services offered through Crown Capital Securities, LP
A Registered Investment Advisor – Member FINRA & SIPC

From: Nancy Ide [<mailto:nide@ci.oregon-city.or.us>]
Sent: Wednesday, October 20, 2010 4:46 PM
To: aholveck@oregoncity.org
Cc: Blane Meier; Mumm, Betty J; mellingson@lewisandclarkbank.com; Kathy Griffin
Subject: RE: Chamber appointment to TAC

The mayor has approved the appointment of Blane Meier to the TAC and he will be added to the Nov. 3 agenda for appointment.



Nancy Ide, CMC
City Recorder
nide@orc.org
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-496-1505 Direct phone
503-657-0891 City phone
503-657-7026 fax

Website: www.orcity.org | [Recorder Page](#)

PUBLIC RECORDS LAW DISCLOSURE: *This e-mail is subject to the State Retention Schedule and may be made available to the public.*

From: Amber Holveck [<mailto:aholveck@oregoncity.org>]
Sent: Tuesday, October 12, 2010 2:30 PM
To: Nancy Ide
Cc: 'Blane Meier'; 'Mumm, Betty J'; mellingson@lewisandclarkbank.com
Subject: Chamber appointment to TAC

Nancy, I wanted to inform you that the Oregon City Chamber has made a new appointment to the City of Oregon City's Transportation Advisory Committee. Blane Meier will replace Betty Mumm, due to her job reassignment with Providence. His contact information is below:

Blane Meier
Meier Wealth Management Inc.
421 High Street Suite 220
Oregon City, OR 97045
503-496-3641
bmeier@crownmail.net

Nancy, please let me know if I need to provide you with meeting minutes (approved or unapproved) of his approval by our Board of Directors.

Thank you, Betty!

Good luck, Blane!

Amber Holveck, Executive Director
Oregon City Chamber of Commerce
P.O. Box 226 / 1201 Washington St.
Oregon City, OR 97045
PH: 503.656.1619
FX: 503.656.2274
chamberinfo@oregoncity.org
www.oregoncity.org

"Oregon City Chamber of Commerce...Pioneering Partnerships for Our Future"

AGENDA
City of Oregon City, Oregon
WEDNESDAY, NOVEMBER 3, 2010

REGULAR MEETING OF THE CITY COMMISSION
7:00 P.M.

<p style="text-align:center"><u>City Commission:</u> Alice Norris, Mayor Doug Neeley, Commission President James Nicita Rocky Smith, Jr. Daphne Wuest</p>	<p style="text-align:center"><u>Meeting held at:</u> City Hall Commission Chambers 625 Center Street Oregon City, OR 97045 503-657-0891</p>
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6:00 p.m. EXECUTIVE SESSION OF THE CITY COMMISSION

a. Pursuant to ORS 190.660(2)(e): To conduct deliberations with persons designated by the governing body to negotiate real property transactions.

7:00 p.m. REGULAR MEETING

1. Convene Regular Meeting of November 3, 2010, and Roll Call
2. Flag Salute
3. Ceremonies, Proclamations, Presentations
4. Citizen Comments
This section of the agenda allows citizens up to 3 minutes to present information relevant to the City, not related to items on the agenda. As a general practice, the City Commission does not engage in discussion with those making comments. Prior to speaking, citizens should fill out a form (available in the back of the Chambers) and hand it to the City Recorder. Begin speaking by stating your name and residing city.
5. Adoption of the Agenda
6. Public Hearings
7. General Business
 - a. Ordinance for Introduction, No. 10-1012, Comprehensive Plan Amendment from Future Urban designation to MUC – Mixed Use Corridor Designation, and a Zone Change from “County – FU-10” to “MUC-1” Mixed Use Corridor District, for a 9.6-acre parcel of land located at 19896 Beaver Creek Road. PZ 10-01 / ZC 10-01.
Staff: Tony Konkol, Community Development Director.
[Commission Report](#)
[Ordinance No. 10-1012](#)
[Adopted Conditions of Approval](#)
[August 30 Planning Commission Staff Report](#)
[Supplemental Findings - Final 10-26-2010](#)
[Hamlet of Beaver Creek Letter of 10-06-10](#)
[Hamlet of Beaver Creek Letter of 10-13-10](#)
[Hamlet of Beaver Creek Letter of 10-20-10](#)
 - b. Second Reading, Ordinance No. 10-1010, Adoption of Solar Installation Code

Staff: Tony Konkol, Community Development Director

[Commission Report](#)

[Ordinance No. 10-1010](#)

- c. Resolution No.10-28 Adopting Fees for Solar Installation Specialty Code

Staff: Tony Konkol, Community Development Director

[Commission Report](#)

[Resolution No. 10-28](#)

[Attachment "A" Fees](#)

- d. Resolution No. 10-29, Committing Local Political and Financial (Local Match) Support for the Downtown Oregon City Connective Corridor - Pedestrian and Bicycle Improvements- Main Street 5th to 15th Streets (Phases 1 and 2), Oregon City, Oregon, and Endorsing the Application for Oregon Department of Transportation Flexible Funds
Staff: Nancy Kraushaar, City Engineer and Public Works Director

[Commission Report](#)

[Resolution No. 10-29](#)

8. **Consent Agenda**

This section allows the City Commission to consider routine items that require no discussion and can be approved in one comprehensive motion. An item may only be discussed if it is pulled from the consent agenda.

- a. Minutes of the October 12, 2010 Joint Work Session

Staff: Nancy Ide, City Recorder

[Minutes of October 12, 2010 Joint Session](#)

- b. Minutes of the October 12, 2010 Work Session

Staff: Nancy Ide, City Recorder

[Minutes of October 12, 2010 Work Session](#)

- c. Public Water Main Easement for the Oregon City Shopping Water Meter Replacement Project - City Public Works File No. Ci10-0010

Staff: Nancy Kraushaar, City Engineer and Public Works Director

[Commission Report](#)

[Public Utility Easement](#)

[Site Map](#)

- d. Public Storm Facilities and Drainage Easement for Lot 11 of Mays Point Subdivision - City Planning File No. TP06-02

Staff: Nancy Kraushaar, City Engineer and Public Works Director

[Commission Report](#)

[Public Utility Easement - Mays Point Lot 11](#)

[Private Storm Release & Acknowledgement](#)

[Site Map](#)

- e. Minutes of the October 20, 2010 Regular Meeting

Staff: Nancy Ide, City Recorder

Minutes of October 20, 20109. Communications

- a. City Manager
- b. Mayor

Mayoral Appointment of Blane Meier to the Transportation Advisory Committee for the term November 3, 2010 to December 31, 2011.

- c. Commissioners

10. Adjournment

ORDER OF THE VOTE NO. 2
Neeley, Wuest, Smith, Nicita, Norris

Citizen Comments: The following guidelines are given for citizens presenting information or raising issues relevant to the City but **not listed on the agenda.**

- Complete a Comment Card **prior to the meeting** and submit it to the City Recorder.
- When the Mayor calls your name, proceed to the speaker table and state your name and city of residence into the microphone.
- Each speaker is given 3 minutes to speak. To assist in tracking your speaking time, refer to the timer at the dais.
- As a general practice, the City Commission does not engage in discussion with those making comments.

If you wish to speak to an item **on the agenda**, complete the Comment Card, submit it to the City Recorder, and the Mayor will call your name when the item is addressed on the agenda.

Agenda Posted October 29, 2010 at City Hall, Pioneer Community Center, Library, [City Web site](#).

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

City Hall is wheelchair accessible with entry ramps and handicapped parking located on the east side of the building. Hearing devices may be requested from the City Recorder prior to the meeting. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

2011 Meeting Schedule

The following meeting dates are the 3rd Tuesday of each month at 6:00 p.m. in the Commission Chambers at City Hall, 625 Center Street, Oregon City, Oregon.

January 18, 2011
February 15, 2011
March 15, 2011
April 19, 2011
May 17, 2011
June 21, 2011
July 19, 2011 (if needed)
August 16, 2011 (if needed)
September 20, 2011
October 18, 2011
November 15, 2011
December 20, 2011 (if needed)

City Staff:

Nancy J.T. Kraushaar, P.E., City Engineer/Public Works Director
John Lewis, P.E., Operations Manager
Kathy Griffin, Administrative Assistant

Quality Counts

16285 SW 85th Ave
Tigard, OR 97224
503-620-4242

City of Oregon City 2008
Speed Traffic Survey

Site Code: 10389149
Station ID: Location 148
South End Rd South of Warner Parrott Rd

Latitude: 0' 0.000 Undefined

SB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		
10/28/08	0	1	2	19	11	2	1	0	0	0	0	0	0	0	0	36
01:00	0	1	1	5	6	0	0	0	0	0	0	0	0	0	0	13
02:00	0	1	2	1	5	1	0	0	1	0	0	0	0	0	0	11
03:00	1	0	1	3	2	0	0	0	0	0	0	0	0	0	0	7
04:00	2	1	2	5	6	0	0	0	0	0	0	0	0	0	0	16
05:00	1	1	2	16	12	2	0	0	0	0	0	0	0	0	0	34
06:00	7	2	4	26	28	2	0	0	0	0	0	0	0	0	0	69
07:00	12	0	16	56	41	11	0	0	0	0	0	0	0	0	0	136
08:00	3	1	22	59	49	6	0	0	0	0	0	0	0	0	0	140
09:00	9	3	9	59	30	4	1	0	0	0	0	0	0	0	0	115
10:00	6	3	14	58	54	5	0	0	0	0	0	0	0	0	0	140
11:00	3	5	14	80	55	10	1	0	0	0	0	0	0	0	0	168
12 PM	3	2	18	86	66	9	0	0	0	0	0	0	0	0	0	184
13:00	16	2	16	87	67	11	0	0	0	0	0	0	0	0	0	199
14:00	11	8	35	110	80	8	0	0	0	0	0	0	0	0	0	252
15:00	13	5	21	144	133	15	1	0	0	0	0	0	0	0	0	332
16:00	17	7	21	170	180	19	2	0	0	0	0	0	0	0	0	416
17:00	24	13	27	161	218	33	2	0	0	0	0	0	0	0	0	478
18:00	9	5	12	164	164	17	1	0	0	0	0	0	0	0	0	372
19:00	6	8	15	122	99	12	2	0	0	0	0	0	0	0	0	264
20:00	1	3	8	74	74	10	0	0	0	0	0	0	0	0	0	170
21:00	4	3	5	43	61	8	1	0	0	0	0	0	0	0	0	125
22:00	0	1	5	25	28	9	0	0	0	0	0	0	0	0	0	68
23:00	0	0	2	17	24	2	0	0	0	0	0	0	0	0	0	45
Total	148	76	274	1590	1493	196	12	0	1	0	0	0	0	0	0	3790

Daily

- 15th Percentile : 28 MPH
- 50th Percentile : 30 MPH
- 85th Percentile : 34 MPH
- 95th Percentile : 36 MPH

Mean Speed(Average) : 29 MPH

10 MPH Pace Speed : 26-35 MPH

- Number in Pace : 3083
- Percent in Pace : 81.3%
- Number of Vehicles > 35 MPH : 209
- Percent of Vehicles > 35 MPH : 5.5%

Grand Total	148	76	274	1590	1493	196	12	0	1	0	0	0	0	0	0	3790
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Overall

- 15th Percentile : 26 MPH
- 50th Percentile : 30 MPH
- 85th Percentile : 34 MPH
- 95th Percentile : 36 MPH

Mean Speed(Average) : 29 MPH

10 MPH Pace Speed : 26-35 MPH

- Number in Pace : 3083
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City of Oregon City 2008
Speed Traffic Survey

Quality Counts
16285 SW 85th Ave
Tigard, OR 97224
503-620-4242

Site Code: 10389149
Station ID: Location 148
South End Rd South of Warner Parrott Rd

NB Latitude: 0' 0.000 Undefined

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
10/28/08																
01:00	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	8
02:00	0	0	0	5	5	1	1	0	0	0	0	0	0	0	0	9
03:00	0	0	0	5	9	1	1	0	0	0	0	0	0	0	0	12
04:00	1	1	1	18	29	4	0	0	0	0	0	0	0	0	0	17
05:00	3	2	8	78	79	13	0	0	0	0	0	0	0	0	0	54
06:00	12	17	73	174	102	4	0	0	0	0	0	0	0	0	0	183
07:00	45	52	125	175	39	4	1	0	0	0	0	0	0	0	0	382
08:00	6	6	43	171	80	5	1	0	0	0	0	0	0	0	0	441
09:00	3	6	19	110	80	8	1	0	0	0	0	0	0	0	0	312
10:00	7	6	26	103	61	9	0	0	0	0	0	0	0	0	0	227
11:00	8	8	17	103	66	4	0	0	0	0	0	0	0	0	0	212
12 PM	5	2	21	93	72	11	0	0	0	0	0	0	0	0	0	206
13:00	8	1	21	77	53	9	0	0	0	0	0	0	0	0	0	204
14:00	26	15	36	100	50	5	0	0	0	0	0	0	0	0	0	169
15:00	16	7	26	101	69	11	0	0	0	0	0	0	0	0	0	232
16:00	11	9	36	108	69	10	0	0	0	0	0	0	0	0	0	230
17:00	24	7	30	118	86	9	0	0	0	0	0	0	0	0	0	243
18:00	12	4	14	120	81	3	1	0	0	0	0	0	0	0	0	274
19:00	8	5	10	60	42	7	0	0	0	0	0	0	0	0	0	235
20:00	2	4	6	40	34	6	0	0	0	0	0	0	0	0	0	132
21:00	2	0	8	42	32	5	0	0	0	0	0	0	0	0	0	92
22:00	0	0	3	13	15	1	0	0	0	0	0	0	0	0	0	89
23:00	0	2	0	3	7	1	1	0	0	0	0	0	0	0	0	32
Total	200	154	524	1821	1171	132	7	0	4009							

Daily
 15th Percentile : 23 MPH
 50th Percentile : 28 MPH
 85th Percentile : 34 MPH
 95th Percentile : 35 MPH

 Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 2992
 Percent in Pace : 74.6%
 Number of Vehicles > 35 MPH : 139
 Percent of Vehicles > 35 MPH : 3.5%

Grand Total	200	154	524	1821	1171	132	7	0	4009							
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Overall
 15th Percentile : 23 MPH
 50th Percentile : 29 MPH
 85th Percentile : 34 MPH
 95th Percentile : 35 MPH

 Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 2992
 Percent in Pace : 74.6%
 Number of Vehicles > 35 MPH : 139
 Percent of Vehicles > 35 MPH : 3.5%

City of Oregon City 2008
Speed Traffic Survey

Quality Counts
16285 SW 85th Ave
Tigard, OR 97224
503-620-4242

Site Code: 10389150
Station ID: Location 149
South End Rd NE of Partlow Rd

Latitude: 0' 0.000 Undefined

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/21/08	0	0	0	1	1	5	2	1	0	0	0	0	0	0	10
01:00	0	0	0	0	3	2	2	0	0	0	0	0	0	0	7
02:00	0	0	0	2	3	3	2	0	0	0	0	0	0	0	10
03:00	0	0	0	1	7	7	2	0	0	0	0	0	0	0	17
04:00	0	0	2	8	15	13	10	1	0	0	0	0	0	0	49
05:00	0	0	0	17	50	65	18	2	0	0	0	0	0	0	152
06:00	5	0	1	37	132	140	35	3	0	0	0	0	0	0	353
07:00	14	8	1	46	214	108	12	2	0	0	0	0	0	0	405
08:00	5	0	7	76	158	82	8	1	0	0	0	0	0	0	337
09:00	3	1	7	27	89	52	21	0	0	0	0	0	0	0	200
10:00	3	1	3	33	70	56	14	0	0	0	0	0	0	0	180
11:00	7	0	3	36	86	71	23	0	0	0	0	0	0	0	226
12 PM	0	0	1	15	82	82	19	0	0	0	0	0	0	0	199
13:00	3	0	3	16	70	66	19	2	1	0	0	0	0	0	180
14:00	6	2	8	26	93	64	11	1	0	0	0	0	0	0	211
15:00	6	0	5	25	103	70	11	1	1	0	0	0	0	0	222
16:00	6	0	0	16	84	104	22	0	1	0	0	0	0	0	233
17:00	5	0	5	18	98	100	27	2	0	0	0	0	0	0	255
18:00	8	0	4	27	95	80	14	1	0	0	0	0	0	0	229
19:00	2	0	3	17	55	51	9	0	0	0	0	0	0	0	137
20:00	1	0	0	11	27	26	15	0	0	0	0	0	0	0	80
21:00	0	0	0	6	41	31	4	0	1	0	0	0	0	0	83
22:00	0	0	1	3	6	17	4	1	0	0	0	0	0	0	32
23:00	0	0	0	2	4	5	1	0	1	0	0	0	0	0	13
Total	74	12	54	466	1586	1300	305	18	5	0	0	0	0	0	3820

Daily

15th Percentile : 30 MPH
50th Percentile : 35 MPH
85th Percentile : 40 MPH
95th Percentile : 43 MPH

Mean Speed(Average) : 34 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 2886

Percent in Pace : 75.5%

Number of Vehicles > 40 MPH : 328

Percent of Vehicles > 40 MPH : 8.6%

Grand Total

74	12	54	466	1586	1300	305	18	5	0	0	0	0	0	0	3820
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Overall

15th Percentile : 30 MPH
50th Percentile : 35 MPH
85th Percentile : 40 MPH
95th Percentile : 43 MPH

Mean Speed(Average) : 34 MPH

10 MPH Pace Speed : 31-40 MPH

Number in Pace : 2886

Percent in Pace : 75.5%

Number of Vehicles > 40 MPH : 328

Percent of Vehicles > 40 MPH : 8.6%

City of Oregon City 2008
Speed Traffic Survey

Quality Counts
16285 SW 85th Ave
Tigard, OR 97224
503-620-4242

Site Code: 10389150
Station ID: Location 149
South End Rd NE of Parlrow Rd

Latitude: 0' 0.000 Undefined

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/21/08	0	0	0	1	5	7	4	1	1	0	0	0	0	0	19
01:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6
02:00	0	0	1	0	1	3	1	0	0	1	0	1	0	0	6
03:00	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	6	1	2	0	0	0	0	0	0	0	9
05:00	0	0	0	3	13	8	5	0	1	0	0	0	0	0	30
06:00	3	1	2	5	17	21	8	1	0	0	0	0	0	0	58
07:00	10	2	4	7	77	47	14	2	1	0	0	0	0	0	164
08:00	6	0	2	18	54	40	7	0	0	0	0	0	0	0	127
09:00	4	0	3	18	46	35	15	1	0	0	0	0	0	0	122
10:00	2	1	2	18	41	35	11	2	0	0	0	0	0	0	112
11:00	3	0	5	14	56	65	8	3	0	0	0	0	0	0	154
12 PM	6	0	2	18	43	80	22	1	0	0	0	0	0	0	172
13:00	1	0	1	8	73	83	24	0	0	0	0	0	0	0	190
14:00	5	0	2	15	86	106	29	2	0	0	0	0	0	0	245
15:00	11	3	4	25	104	130	26	4	1	0	0	0	0	0	308
16:00	9	0	0	26	79	155	58	2	0	0	0	0	0	0	329
17:00	16	0	0	15	140	229	64	4	2	0	0	0	0	0	470
18:00	9	0	0	31	135	145	26	3	0	0	0	0	0	0	349
19:00	5	0	4	29	97	101	14	1	0	0	0	0	0	0	251
20:00	4	0	2	14	59	72	17	1	0	0	0	0	0	0	169
21:00	0	0	2	15	54	48	11	3	0	0	0	0	0	0	133
22:00	0	0	0	4	24	32	9	1	0	0	0	0	0	0	70
23:00	0	0	0	2	12	19	1	0	0	0	1	0	0	0	35
Total	94	7	36	286	1229	1467	376	32	6	1	1	1	0	0	3536

Daily
 15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2696
 Percent in Pace : 76.2%
 Number of Vehicles > 40 MPH : 417
 Percent of Vehicles > 40 MPH : 11.8%

Grand Total	94	7	36	286	1229	1467	376	32	6	1	1	1	0	0	3536
-------------	----	---	----	-----	------	------	-----	----	---	---	---	---	---	---	------

Overall
 15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2696
 Percent in Pace : 76.2%
 Number of Vehicles > 40 MPH : 417
 Percent of Vehicles > 40 MPH : 11.8%

PART 1

Section 1: Project Summary

Use this page or a replica. Keep this section on one page.

APPLICANT	
Agency City of Oregon City Address PO Box 3040 Oregon City Or 97045	Contact Nancy Kraushaar, P.E. Title City Engineer/Public Works Dir. Telephone 503.496.1545 Email nkraushaar@orcitey.org
CO-APPLICANT	
Name Main Street Oregon City Address 708 Main Street #206 Oregon City, OR 97045	Contact Lloyd Purdy, MPA/MLA Title Executive Director Telephone 503.522.1564
PROJECT (name, location, and one-line description) Downtown Oregon City Connective Corridor – Pedestrian and Bicycle Improvements – Phase 1 Location: Main Street from 5th to 10th Street (Oregon City, OR) Improve the Main Street pedestrian and bicycle environment through sidewalk replacement and infill, ADA compliance, signage, bicycle parking and pavement markings, and enhancements to streetscape (lighting and landscaping), intersection pedestrian crossings, and alleys. (Note: A future Phase 2 will include 10 th to 15 th Streets.)	
LENGTH / QUANTITY Ten blocks.	
COST SUMMARY	RIGHT-OF-WAY NEEDS
1--Total Project Cost \$2,250,000 2--Non-TE costs in Total \$ 300,000 3--TE total (#1 minus #2) \$1,950,000 4--Matching funds (10.27% min.) \$ 450,000 5--TE Funds Requested \$1,500,000 (#3 minus #4)	Project site owned or controlled by Sponsor? [] yes [] no [X] partly [] N/A Property to be purchased? [] yes [X] no Easements or donated property? [X] yes [] no
CERTIFICATION	
I certify that the City of Oregon City supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.	
Signature 	Date September 30, 2010
Printed Name Nancy J.T. Kraushaar, P.E.	Title City Engineer/Public Works Director

Section 2: Project Funding

MATCHING FUNDS COMMITMENT

Use this form or equivalent. You may add or delete lines, but keep this section on one page.

Type	\$ Value	Source	Date Avail.
Sponsor's Cash on Hand	\$410,000	Local funding	January 2011
Sponsor's Future Cash			
Cash from other sources			
Total CASH	\$410,000		
Donated Materials			
Donated Property			
Donated Agency Staff Time	\$40,000	Local funding	Any time
Volunteer Labor/Services			
Total IN-KIND	\$40,000		
TOTAL MATCH	\$450,000		

If total includes contributions from sources other than the applicant, include signatures below or submit separate letters of commitment (see Supporting Documents—Part 2).

Agency or organization

Agency or organization

Signature Date

Signature Date

PRIOR or RELATED INVESTMENT (not part of this request for TE funds)

Oregon City has made a prior investment of **\$350,000** for project development, public involvement, environmental work, preliminary engineering (design and specifications) work, and acquisition of temporary construction easements (working with ODOT ROW).

Oregon City has also applied for an ODOT Pedestrian and Bicycle Grant to fund the 10th and Main Street pedestrian enhancements (table intersection) with an anticipated cost of approximately \$300,000.

COST ESTIMATE

Use this form or equivalent. You may add and delete lines, or change the headings to reflect relevant items of work for your project.

	Quantity (Q)	Unit Price (UP)	Cost (Q x UP)
PRELIMINARY ENGINEERING(PE)			
<u>Project Administration</u>			
1. Sponsor's administrative costs			
2. ODOT administrative costs			\$10,000
<u>Design and Development</u>			
1. Not Applicable			
2.			
3.			
<u>Environmental Process</u>			
1. Complete			
2.			
<u>Coordination</u>			
1. Not Applicable			
2.			
<u>Information / Interpretive</u>			
1. Not Applicable			
2.			
<u>Other Project Development or PE</u>			
1. Final plan and bid document prep			\$40,000
2.			
		Total PE	\$50,000
RIGHT-OF-WAY (ROW)			
1. Complete			\$0.00
2.			
		Total ROW	\$0.00

COST ESTIMATE (continued)

CONSTRUCTION (CONST)

Quantity (Q) Unit Price (UP) Cost (Q x UP)

Site Preparation

- 1. Mobilization (10%)
- 2. Traffic control, TP&DT (10% min)
- 3.

		\$160,000
		\$160,000

Roadway, Bikeway, Walkway

- 1. All except 10th Street Ped Xing
- 2. 10th Street Ped Xing (if ODOT ped/bike grant awarded)
- 3.

		\$330,000
		\$300,000

Buildings and Other Facilities

- 1. Not Applicable
- 2.
- 3.

Other Construction Activities

- 1. Illumination
- 2. Utility adjustments
- 3. Erosion Control
- 4. Surveying

		\$420,000
		\$200,000
		\$20,000
		\$0.00

Subtotal **\$1,590,000**

Contingency

20-30% of total construction costs above **\$320,000**

Construction Engineering

Approx. 15% of construction with contingency **\$290,000**

Total CONST **\$2,200,000**

Total Cost:
PE + ROW + CONST **\$2,250,000**

Section 3: Narrative

Use this form or equivalent. Expand each box as needed but **do not exceed 3 pages total for this section**. See Project Selection Criteria (page 7) and Instructions for what to discuss in each box.

Project Description:

For centuries, downtown Oregon City has been a center for history, culture, and commerce as well as a crossroads for surface transportation in the Pacific Northwest. The Willamette River, McLoughlin Boulevard (Hwy 99E), Hwy 43, Interstate 205, Union Pacific Railroad, Amtrak, Municipal Elevator, and Native American and Pioneer as well as today's regional trails converge in this historic marketplace.

Since 1995, Oregon City has been designated a regional center in the Metro 2040 Growth Concept Plan. In 2008, Oregon City was approved as a performing "Main Street" within the Oregon Main Street program and a certified "Main Street" within the National Main Street program. In 2010, Oregon City was named a "Preserve America Community" by First Lady Michelle Obama - a prestigious designation that has been applied to only five other cities in Oregon.

The Downtown Oregon City Connective Corridor Pedestrian and Bicycle improvements will:

- Enhance street lighting and add new lighting where needed for improved pedestrian safety and access to parking areas and mass transit opportunities.
- Augment pedestrian scale way finding features, street trees, bicycle parking, and street furnishings to improve aesthetics, urban forest, and provide community amenities for commuters, businesses, visitors, and residents.
- Construct enhanced pedestrian crossings on Main Street/10th Street (each carrying between 10,000 and 14,000 vehicles per day) and 7th Street/Railroad Avenue (Municipal Elevator - 700 average daily passengers) for increased bicycle and pedestrian safety.
- Connect Downtown Oregon City's pedestrian focused core to the newly developed Willamette Terrace/99E/Willamette River Regional Trail and the recently restored historic WPA McLoughlin Promenade multi-use path.
- Replace worn out and deficient sidewalks, curbs, ramps and crosswalks (and missing sidewalk segments) consistent with current ADA standards and the historic character of our 160 year-old downtown.
- Install sharrow pavement markings on Main Street for comfortable and safe bicycle navigation.
- Construct post-Arch Bridge Rehabilitation project construction recommendations from Downtown Circulation Study funded through the ODOT Quick Response TGM grant program.

Temporary construction easements (63 files for Phases 1 and 2) have already been secured for the project construction. Oregon City and ODOT staff have worked together on this process and ODOT is prepared to cosign a ROW certification for this project. The 90% design has already been completed using City funds in an effort to have a project "shovel-ready" for construction. Remaining work includes final bid document and plan preparation, contract award, and construction. This TE funding application is for this remaining work.

Purpose and Need:

- Oregon City's aged downtown sidewalk system requires infill where gaps exist today, repair, replacement, and ADA compliance.
- Bicycle travel in downtown Oregon City lacks clarity relative to bicycle/auto interaction. There is a lack of bicycle parking on Main Street. Providing sharrows and bike racks will improve cyclist's experience and attract more cyclists to the downtown.
- Existing street lighting consists of a hodgepodge of outdated, deficient, non-existent, or inadequate fixtures. Lighting is needed for safety and comfort when traveling (by all modes) to downtown

destinations, including businesses, public parking lots, restaurants, jury duty or other Clackamas County court reasons, and the TriMet Transit Center.

- High pedestrian counts occur at the 10th and Main Street and at 7th Street/Railroad Avenue (Municipal Elevator) intersections where no special cues exist for motorists. Constructing “table” intersections will improve safety and the walkable environment for this redeveloping downtown.
- Revitalization is needed where worn-out infrastructure exists and local businesses will be impacted by the upcoming Hwy 43 Arch Bridge two-year construction closure.

The urgency for these improvements became particularly apparent as downtown businesses (through our local Main Street program) joined ODOT to discuss their upcoming OR Highway 43 Arch Bridge rehabilitation project. Significant impacts to downtown businesses, tenants, and property owners are foreseen due to traffic loss during a two-year construction closure of this state highway that carries 14,000 vehicles through downtown daily. The bridge closure will detour thousands of daily pedestrian, vehicle, and bicycle trips on Highway 43 from the activities in downtown Oregon City. While the bridge project funding cannot mitigate closure impacts to Main Street, ODOT Region 1 has committed support to Oregon City in seeking funding for a downtown sidewalk and streetscape project that would improve long-term access and attract and retain the small businesses typical of downtown.

If the project does not receive TE funding, it will not be constructed until another funding source can be identified. Local funding is not available for project construction.

Quality of Experience:

The traveler’s experience will be enhanced by ADA accessibility, pavement markings to clarify bicycle and vehicle expectations, bicycle parking, street lighting for night-time comfort and security, safer more well-defined pedestrian crossings, additional landscaping and street trees, and updated parking management meters.

These enhancements will enhance community pride and livability by improving the pedestrian and bicycle environment in Downtown Oregon City as well as overall aesthetics. Many portions of the existing pedestrian system are dilapidated and fragmented. Cultural and aesthetic values will be enhanced by revitalizing the historic downtown market place and upgrading lighting, landscaping, streetscape, and the sidewalks themselves.

As a performing “Main Street” and Metro 2040 Regional Center our downtown needs improvements to the circulation system for pedestrian, bicycle, and vehicle interaction. The improvements will support existing and future business, commercial, tourism, residential, and mass transit activities. The improved pedestrian and bicycle environment will encourage these modes of travel in the downtown which will contribute to improved environmental quality.

The project represents the following activities that promote the intent of the TE program:

- 1 – Provision of facilities for pedestrians and bicyclists
- 2 – Provision of safety and educational activities for pedestrians and bicycles
- 3 – Landscaping and other scenic beautification

Technical Merit:

The proposed construction project has been carefully developed by the downtown community. A series of meetings with stakeholders and the public have been held to assure the project is based on community goals. The proposed project is designed to address downtown needs.

The project outcome has been confirmed by the recent TGM Quick Response study on downtown circulation and a successful Main Street. The need and timing is urgent to complete the project in coordination with the two-year Arch Bridge construction closure.

Care has been taken to plan improvements for ten blocks (5th to 15th Streets) of the downtown Main

Street corridor as well as the two most significant downtown pedestrian intersections to assure a realistic scope and comprehensive product. The schedule and cost estimates were prepared by an experienced civil engineering consultant with extensive experience working on downtown or corridor improvement projects. Based on this work, we are requesting funding for a Phase 1 project (5th to 10th Streets) to fit within the maximum TE project funding constraint of \$1.5 million.

The City has worked with ODOT Region 1 (via Tom Weatherford) to assure standards are appropriate for the project. The improvements have been carefully prioritized to avoid unnecessary sidewalk replacements. In addition, the City has worked closely with ODOT Region 1 throughout project development, assessment of environmental requirements, temporary construction easement acquisition, and design to assure an adequate level of planning and coordination.

Support:

The need for pedestrian and bicycle circulation improvements in our downtown Main Street corridor has been repeatedly documented in several City planning studies, including the City's Parking Management Study, Economic Revitalization Plan, Downtown Community Plan, Metro Regional Transportation Plan (RTP), and Downtown Circulation Study (DLCD/ODOT Quick Response TGM funded 2010).

To prepare for construction funding opportunities, the City of Oregon City has expended \$350,000 to date for project development, ROW, and 90% design phase with a consulting firm well versed in the unique needs of historic downtowns. The current cost estimate has been reviewed to assure the City can provide the required local match for the TE funds.

Oregon City Public Works and downtown businesses will take ownership of all project improvements for permanent operations and maintenance responsibilities.

Importance:

The project is a documented priority for Oregon City and urgent because of the impacts on downtown Oregon City resulting from the Arch Bridge two-year construction closure. The project meets the intent of the TE funding program and the project is desperately seeking a funding source.

If the project is not completed soon, the opportunity to complete construction in coordination with the disruption the Arch Bridge closure brings to the downtown will be lost. In addition, the environmental and ROW work has been completed and construction should follow before rules change or permits expire. The design is at 90% which makes the project "shovel ready".

Focus Areas:

This project will:

- Benefit the State-owned portion of Main Street and the remainder of the multi-modal Main Street.
- Benefit Clackamas County, identified as an economically distressed county.
- Benefit downtown Oregon City where McLoughlin Boulevard is designated an STA.
- Help invigorate downtown's commercial vitality and mixed use compact development by providing upgraded public infrastructure in the Oregon City 2040 Regional Center which is zoned for Mixed-Use Downtown development.
- Support Oregon City's accredited and highly regarded Main Street Program.
- Provide consistency with the City's Economic Development Plan and will assist Oregon City's tourism activities by improving the infrastructure, pedestrian and bicycle environment, historic culture preservation, and aesthetics in downtown Oregon City.
- Fit the Congressionally identified target activity focusing on the provision of facilities for pedestrian and bicycle circulation.
- Support the City's role as a historically significant community (Oregon City was recently recognized as a Federal Preserve America Community). Streetscape enhancements will be developed within the context of architectural preservation efforts.

PART 2 - Endorsements

Complete all sections relevant to your project, or attach separate letters and documents.

OREGON CITY MAIN ST STREETSLAPE

Metropolitan Planning Organization (required if project is within MPO jurisdiction)	
Name: Ted Leybold	Title:
Signature: See attached letter	Date:
Public Agency or Indian Tribe Approval (to propose a project on land not owned by applicant)	
Name: N/A	Title:
Signature:	Date:
ODOT Region Manager Approval (if non-ODOT applicant proposing project in state highway right-of-way)	
Name: N/A	Title: <i>Region Manager</i>
Signature: <i>[Signature]</i>	Date: <i>9/30/10</i>
City Over 50,000 Population (Department Manager signature in place of City Council resolution)	
I confirm that _____ [city] supports the proposed project. I have the authority to commit all funds and resources needed from my agency to deliver the project.	
Name: N/A	Title:
Signature:	Date:
Railroad Endorsement (aware and willing to accommodate project adjacent to or crossing RR property)	
Name: N/A	Title:
Signature:	Date:
ODOT Rail Division Record of Contact (for project within 500 feet of a railroad crossing)	
Name: <i>GLEN KIRKPATRICK</i>	Title: <i>RAIL CROSSING SAFETY SPECIALIST</i>
Signature: <i>[Signature]</i>	Date: <i>9/20/2010</i>
Maintenance Endorsement (commitment for long-term maintenance by other than applicant agency)	
Name: N/A	Title:
Signature:	Date:



1"=350'



LEGEND



INTERSECTION UPGRADE FOR ADA COMPLIANCE



NEW SIDEWALKS AND LIGHTING



STREET LIGHTING ONLY



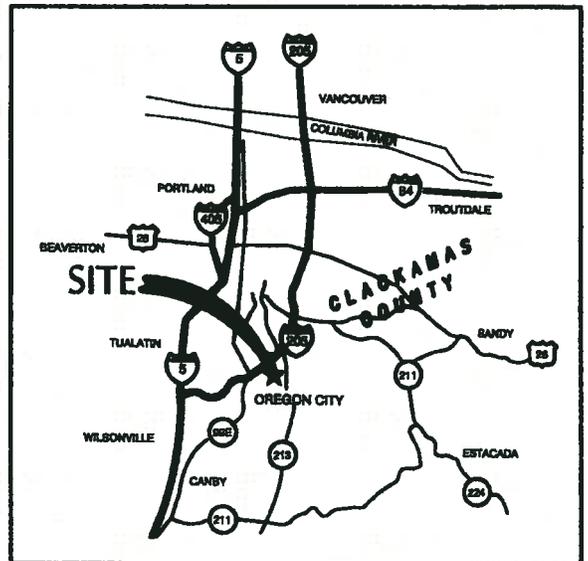
PEDESTRIAN ALLEY ENHANCEMENTS



PEDESTRIAN CROSSING ENHANCEMENT

PHASE 2

PHASE 1



VICINITY MAP

MAIN STREET FROM 5TH TO 15TH STREETS (OREGON CITY)

Downtown Oregon City Sidewalk and
Pedestrian Improvements
Enhanced Pedestrian Crossing

7th Street/Municipal Elevator Intersection



Municipal Elevator – Existing Conditions



Municipal Elevator – Concept Rendering

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

www.oregonmetro.gov



Metro | *People places. Open spaces.*

September 3, 2010

Nancy Kraushaar
City of Oregon City

Dear Ms. Kraushaar:

Metro is participating in the Transportation Enhancements (TE) program by reviewing projects in the Portland metropolitan region and issuing letters to indicate whether projects are consistent with regional goals and policies and whether they are in the Regional Transportation Plan (RTP). This letter should be submitted along with the final TE application for this project.

Metro Staff has completed the review of the project submitted by Oregon City for the Main St: 5th St - 15th St Sidewalk & Streetscape project. This project is consistent with the goals and policies of the RTP. The project corresponds to RTP project number 11185 and is in the financially constrained system of the RTP.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Leybold".

Ted Leybold
MTIP Manager

TL/ar

RESOLUTION NO. 10-25

A RESOLUTION ENDORSING THE FUNDING APPLICATION FOR THE DOWNTOWN OREGON CITY CONNECTIVE CORRIDOR – PEDESTRIAN AND BICYCLE IMPROVEMENTS – MAIN STREET FROM 5th to 10th STREETS (OREGON CITY, OR) THROUGH THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT) TRANSPORTATION ENHANCEMENT PROGRAM

WHEREAS, ODOT administers a competitive Transportation Enhancement funding program; and

WHEREAS, Oregon City has developed project details for pedestrian and bicycle improvements for downtown Main Street between 5th and 15th Streets, including enhanced pedestrian crossings, street lighting, landscaping; ADA compliance; bicycle parking and sharrows to clarify bicycle/auto interaction; sidewalk replacement and infill; and alleyway access modifications; and

WHEREAS, the Oregon City Transportation System Plan Capital Improvement Plan and the Metro 2035 Regional Transportation Plan include the Main Street sidewalk improvements between 5th and 15th Streets project; and

WHEREAS, Oregon City has many distinctions, including being:

- Designated a regional center in the Metro 2040 Growth Concept;
- A performing “Main Street” within the Oregon Main Street program and a certified “Main Street” within the National Main Street program; and
- Named a Preserve America Community by First Lady Michelle Obama - a prestigious designation that has been applied to only five other cities in Oregon.

WHEREAS, the Downtown Oregon City Connective Corridor – Pedestrian and Bicycle Improvements will enhance accessibility, safety, and comfort for pedestrians and bicycles; and

WHEREAS, the improvements will dually serve as traffic calming elements and safety improvements through an improved pedestrian and bicycle friendly environment in downtown Oregon City and raising motorist awareness of pedestrians and bicycles; and

WHEREAS, the project will also 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; and

WHEREAS, the project will improve downtown aesthetics and pedestrian comfort through updated street lighting and landscaping; and

WHEREAS, this is a key project of lasting value to the local, region, and statewide community and economy; and

WHEREAS, this project will greatly contribute to the traveler's experience; and

WHEREAS, this is a high priority project for the community and its connectivity to multiple destinations will benefit whole community; and

WHEREAS, this project is an important link and addition to a major and growing comprehensive local and regional bicycling and walking network; and

WHEREAS, this project will enhance the livability of Oregon City and contribute to economic stability and community development; and

WHEREAS, the project has been divided into Phase 1, Main Street from 5th to 10th Streets and Phase 2, 10th to 15th Streets; and

WHEREAS, the estimated project cost for Phase 1 is \$2,250,000, the proposed funding request is for \$1,500,000 and the proposed local match is \$750,000 (\$40,000 of which is a soft match for Oregon City project management staff time and \$300,000 is a pedestrian/bicycle grant application not yet awarded).

NOW, THEREFORE, OREGON CITY RESOLVES AS FOLLOWS:

Section 1. The City Commission endorses the TE funding application for improvements to the Downtown Oregon City Connective Corridor, Main Street from 5th to 10th Streets as described herein; and

Section 2. The City Commission supports a TE funding request of \$1,500,000 for the Downtown Oregon City Connective Corridor – Pedestrian and Bicycle Improvements, Main Street from 5th to 10th Streets (Oregon City, OR) with a \$750,000 local match.

Approved and adopted at a regular meeting of the City Commission held on the 6th day of October, 2010.

ALICE NORRIS, Mayor

Attested to this _____ day of _____ 2010 Approved as to legal sufficiency:

Nancy Ide, City Recorder

City Attorney



FY 2012-2013
PEDESTRIAN OR BICYCLE IMPROVEMENT
GRANT APPLICATION

Applicant Information

ORGANIZATION NAME City of Oregon City		DATE 6-30-2010	
CITY OR COUNTY OF PROJECT City of Oregon City - Clackamas County		ODOT REGION 1	ODOT DISTRICT 2B
CONTACT PERSON NAME J. Erik Wahrgren, P.E.		TITLE Project Engineer	
ADDRESS 625 Center Street		PHONE (503) 496-1510	FAX (503) 657-7892
CITY, STATE, ZIP Oregon City, Oregon, 97045		E-MAIL ewahrgren@orcity.org	

Project Information

PROJECT NAME 10th and Main Street Pedestrian-Bicycle Improvements Project			
1.	TYPE OF PROJECT (CHECK ALL THAT APPLY. IF INTERSECTION OR PEDESTRIAN CROSSING IMPROVEMENT, OR OTHER, DESCRIBE) <input checked="" type="checkbox"/> Sidewalks <input type="checkbox"/> Bike-lane striping <input type="checkbox"/> Shoulder widening <input checked="" type="checkbox"/> Streetscape <input checked="" type="checkbox"/> Pedestrian crossing improvement <input checked="" type="checkbox"/> Other/describe: Sharrows		
2.	NAME OF STREET, ROAD, OR HIGHWAY ON WHICH PROJECT IS LOCATED 10th Street		CHECK IF APPLICABLE <input type="checkbox"/> State highway
	CROSS STREET OR OTHER REFERENCE POINT (STATE HWY MILEPOST BEGIN/END IF APPLICABLE) Main Street	LENGTH IN FEET 350	SIDE(S) OF ST (BOTH, N, S, E, W, ETC.) sides of ST both
3.	a. Estimated project cost, including engineering and local match		\$ 313,000
	b. State's share (grant amount you are seeking).....		\$ 266,000
	c. Local share (match 10% minimum)		\$ 47,000
	IF SOFT MATCH, DESCRIBE City Staff (\$10,000)		
	d. Other funding source		\$ 0
	DESCRIBE OTHER FUNDING SOURCE		
4.	Can the project be divided into two phases? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe the two sections, costs, and your priority for completing each. This may affect project selection if there is insufficient funding for your project as submitted.		
DESCRIBE			
5.	Briefly describe the problem and the proposed solution. Describe the need, the current conditions, and how the project would improve the situation. Describe how the project would fill gaps or provide connectivity to other facilities. (See instructions for drawing and map requirements.)		
DESCRIBE			
The 10th and Main Street intersection downtown is a major gateway to Oregon City with a daily estimate 15,200 autos, 260 trucks and 515 pedestrians. Our goal is to update the intersection making bicycle and pedestrian travel a priority to encourage a walkable downtown. Pedestrian scale improvements include a raised intersection, landscaping, sidewalks (ADA ramps) and lighting in an effort to improve safety and encourage all modes of travel.			

Continued...

6.	Is the proposed project included in an adopted local transportation system or capital-improvement plan?..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, IDENTIFY Capital Improvement Plan
	If no, has the need been identified elsewhere? <input type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, WHERE?
	Is this a Scenic Bikeway/Oregon Coast Bike Route or Historic Columbia Gorge Highway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
7.	Have local elected officials formally expressed support for this project? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, HOW? City Commission Resolution 10-16
8.	Are there currently accesses, driveways or on-street parking within project limits? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	a. If yes, have local elected officials expressed support to any proposed changes? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
9.	Are you prepared to hold public hearings if required? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
10.	Does the proposed facility lie within road or street rights-of-way? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Projects in parks or abandoned railway lines are not eligible.)
	a. Will extra right-of-way need to be purchased?..... <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
11.	Does an agency other than the applicant have jurisdiction over the right-of-way? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	IF YES, WHO?
	a. Does the right-of-way holder concur with your project request? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	b. Who will maintain the improvements, including landscaping? *
	NAME OF AGENCY City of Oregon City
12.	Is the proposed project to be included in a larger project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Projects that add sidewalks or bikeways as part of new road construction or reconstruction are not eligible. Projects that tie into other work such as repaving, utility, or drainage work, are eligible and encouraged.)
	IF YES, LARGER PROJECT DESCRIPTION, TIMELINE AND OTHER FUNDING SOURCES Downtown Sidewalks and Pedestrian Improvements (Main St.: 5th to 15th St.). Schedule dependent on obtaining funding (applications submitted for FY 2011 Federal Appropriations and FY 2013/14 ODOT (TE) funding)
13.	Does the proposed facility provide a link to transit or park-and-ride facilities? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, DESCRIBE Oregon City Transit Center (TriMet)
14.	Does the project include a railroad crossing, or is it within 500 feet of one? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	a. If yes, do the railroad company and the ODOT Rail Crossing Safety Unit concur with the project request? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
15.	The project accommodates:..... <input checked="" type="checkbox"/> Both pedestrians and bicyclists <input type="checkbox"/> Pedestrians only <input type="checkbox"/> Bicyclists only

Continued...

* Please fill in appropriate box on signature page.

16.	Are any bridges, tunnels, retaining walls, or other structures required? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	IF YES, DESCRIBE
17.	Describe project elements and design that enhance the bicycling and/or walking experience, or that create a sense of place. (See Question 7 of grant criteria for elements to consider.)
	DESCRIBE <p>Element 1) Raised Concrete Intersection: A traffic calming element and a safety improvement slows vehicles and increases pedestrian visibility. This improvement helps reduce the uncertainty a pedestrian or bicyclist faces when they cross this intersection because it forces drivers to notice the activity around them. The raised intersection indicates to drivers that they crossing a major pedestrian and bicycle area and they will proceed with a higher level of caution. This enhancement reinforces the intersection's link between HWY 99E, downtown, our waterfront and the entry to "uptown" Oregon City.</p> <p>Element 2) Landscaping and storm drainage features: Landscaping along sidewalks approaching the intersection will separate vehicles and pedestrians. The landscape will also be used to collect storm runoff from streets creating a green environment and reducing runoff. Landscaping will enhance the intersection's role as a gateway and project an image that this intersection is an integral part of our historic downtown, more than just a vehicle route.</p> <p>Element 3) Sharrows: This element will be used to encourage bicyclists to ride away from the door zone of parked vehicles and improve safety. These markings will also encourage drivers to pass with a greater distance from bicyclists. Sharrows should increase awareness of bicycle activity at the intersection and encourage a higher number of confident riders through downtown. An added benefit-this mode of travel, alleviates pressure on the limited parking supply downtown.</p> <p>Element 4) Sidewalk / ADA improvements: The existing sidewalks and curb are cracked, deteriorated, outdated and in some cases non-existent in this intersection. As a safer and more navigable component of downtown's pedestrian circulation system this should encourage more pedestrian activity.</p> <p>Element 5) Street Lighting: Improving the street lighting at this intersection would improve safety for all modes of traffic in this intersection. Enhancing safety and the perception of a safe pedestrian corridor will encourage pedestrian access between downtown and our TRIMET Transit Center, City parking facilities and our waterfront.</p>
18.	What else should we know about your project and grant application?
	DESCRIBE <p>In 2008, Oregon City was approved as a "Performing Main Street" within the Oregon Main Street program and certified as a Main Street community within the National Main Street program. Historic Main Street at the heart of Oregon City, however, access for both pedestrians and vehicles is very limited due to the local topography and poor circulation. Vehicular access occurs on two auto-oriented streets with minimal pedestrian infrastructure. Currently, the 10th Street and Main Street intersection is a deterrent for pedestrians because of the high volume of traffic using the intersection and limited visibility and awareness of pedestrians and bicyclists. This project targets an essential link for pedestrians and bicyclists and will contribute to downtown future economic development potential by connecting residents and visitors to downtown.</p> <p>The City has spent a considerable amount of time with their consultant to develop project documents up to 60% complete. We have performed site surveys and gathered preliminary background information for this project. The time we have spent developing the design has allowed us to understand the project feasibility and extreme importance for the community.</p> <p>The project in-fills a missing link in a recently updated system of trails that include the Willamette waterfront trails and the McLoughlin Promenade trail. This project utilizes historic downtown Oregon City's Main Street as a connective corridor that links two separate bicycle and pedestrian trail systems.</p> <p>We have obtained construction easements from all adjacent property owners with the exception of one on the northeast corner. In the event we are unable to obtain this easement we have prepared our design to accommodate this small corner of the project.</p>



FY 2012-2013
PEDESTRIAN OR BICYCLE IMPROVEMENT
GRANT APPLICATION
SIGNATURE PAGE

PROJECT NAME 10th and Main Street Pedestrian-Bicycle Improvements Project	
ORGANIZATION NAME City of Oregon City	CONTACT PERSON NAME Erik Wahgren, P.E.

Signatures

Applicant — This section must be completed by all applicants.

NAME Nancy J.T. Kraushaar, P.E.	TITLE City Engineer/Public Works Director
APPLICANT SIGNATURE X <i>Nancy J.T. Kraushaar</i>	DATE 07/09/2010

Lines 7 and 8: Elected official support — This section to be completed by applicants checking Yes on Line 7 or Line 8.

NAME Alice Norris	TITLE Mayor
SIGNATURE X <i>Alice Norris</i>	DATE 7/9/2010

Lines 11 and 11a: Support of right-of-way owner — This section to be completed by applicants checking Yes on Lines 11 and 11a.

NAME	TITLE
SIGNATURE X	DATE

Line 11b: Agreement from agency to maintain facility — This section to be completed by all applicants.

NAME Nancy J.T. Kraushaar, P.E.	TITLE City Engineer/Pub.WksDirector
SIGNATURE X <i>Nancy J.T. Kraushaar</i>	DATE 07/09/2010

Line 14: Support from railroad company and ODOT Rail Crossing Safety Unit — This section to be completed by applicants checking Yes on Line 14.

Railroad company

NAME Terrel A. Anderson	REPRESENTATIVE TITLE AND NAME OF COMPANY Manager Industry & Public Projects
SIGNATURE X <i>Terrel A. Anderson</i>	DATE 6/29/2010

ODOT Rail Crossing Safety Unit

NAME Glen Kirkpatrick	TITLE RAIL CROSSING SAFETY SPECIALIST
SIGNATURE X <i>Glen Kirkpatrick</i>	DATE 7/1/2010



FLEXIBLE FUNDS PROGRAM

APPLICATION FOR PROJECT FUNDING

Please read directions before completing this application.

<p>Part 1: Basic Requirements for Project Consideration</p> <p>Applications will be screened for further consideration based on the requirements below.</p> <ol style="list-style-type: none"> 1. Project meets FHWA requirements for eligibility and funding requirements for the STP Program. 2. Project is sufficiently developed to be ready for construction or for implementation if a program, service, or planning project and can be obligated by 9/30/11. (Construction projects should be "shovel ready.") 3. Applicant is a governmental entity eligible to receive STP funds. 4. The funding level requested is within the range identified for this program. Minimum project size is \$50,000 (federal share excluding match) maximum size is \$2.1 million (federal share excluding match). 5. Applicant has identified the required minimum 10.27% match for FHWA funding. 6. Project demonstrates local political and financial support. 7. Project clearly and effectively plans for and/or addresses a critical system need or gap. 8. Expected results are achievable and, where appropriate, quantifiable. 	<p>OFFICE USE ONLY</p> <p>Eligible? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Part 2: Applicant Information</p> <p>AGENCY NAME City of Oregon City</p> <p>CONTACT PERSON NAME Nancy J.T. Kraushaar, P.E., City Engineer/Public Works Director</p> <p>PHONE 503.496.1545</p> <p>MAILING ADDRESS 625 Center Street/P.O. Box 3040</p> <p>FAX 503.657.7892</p> <p>CITY, STATE, ZIP Oregon City, Oregon 97045</p> <p>E-MAIL nkraushaar@orcity.org</p>	
<p>Part 3: Project Information</p> <p>The request for funding will be evaluated and scored based on answers in this section; 100 possible points.</p> <p>PROJECT NAME Downtown Oregon City Connective Corridor</p> <p>1. Project description</p> <p style="margin-left: 20px;">a. Indicate the type of work envisioned (i.e., Transit, TDM, Bicycle and Pedestrian) and briefly describe the project. Explain how the project is consistent with the Program Goals and Project Eligibility described in Part E of the Directions. <i>Please limit your response to 500 words or less:</i> (10 points)</p> <p style="margin-left: 20px;">Oregon City has always been a crossroads for history, culture, travel and commerce. Today, the Willamette River, Hwy99E, Hwy43, I-205, regional trails, the Municipal Elevator, freight and passenger rail, and mass transit converge in Oregon City's historic downtown, but pedestrian and bicycle system gaps and deficiencies exist that constrain overall modal interconnectivity.</p> <p style="margin-left: 20px;">Downtown Oregon City, a Metro 2040 Regional Center, is an ideal location to invest in a non-highway project that positively impacts modal connectivity, the environment, mobility and access, livability, energy use, and overall transportation system operation.</p> <p style="margin-left: 20px;">The requested ODOT Flexible Funds will construct five blocks of the Downtown Connective Corridor on Main Street in Oregon City. Connective Corridor details include:</p> <ul style="list-style-type: none"> • Fill gaps and/or replace ADA deficient and crumbling sidewalks, curbs, and ramps. • Install bicycle parking, street furnishings, and additional urban tree canopy. • Construct enhanced (table) pedestrian crossings. 	<p>SCORE</p>

- Add new energy-efficient parking meters and lighting for improved pedestrian comfort, safety, and access throughout the commercial district.
- Install sharrow pavement markings on Main Street for safe bicycle navigation.
- Implement post-Arch Bridge Rehabilitation recommendations from the Downtown Circulation Study completed through the ODOT Quick Response TGM program.

Interconnected/multifaceted: The Connective Corridor will construct pedestrian and bicycle facilities to interconnect multi-faceted modal options, including mass transit (TriMet, Trolley, CAT), McLoughlin Boulevard (designated an STA), regional bike routes, regional trails, the Willamette River, the Elevator, and the historic WPA McLoughlin Promenade. These connecting facilities set the stage for regional high-capacity transit.

Environmentally Sensitive: The Connective Corridor cultivates a pedestrian-friendly place from the current auto-centric environment and returns the downtown to a walkable mixed-use neighborhood where the pedestrian takes priority. This will reduce vehicle trips. Complete pedestrian and bike access downtown will make connections to existing multi-modal options that complete a system for long-term non-highway travel.

Sustainable: The Connective Corridor positions this mixed use historic downtown for success as a 2040 Metro Regional Center. Leveraging existing built form, downtown culture, and urban character is a sustainable foundation for higher density infill and redevelopment. A live/work/play downtown will reduce vehicle miles traveled and emissions. Add energy efficient LED street lighting, solar powered electronic parking meters, more urban canopy, and completing downtown walking and biking connections to multiple existing modal options results in triple bottom line sustainability (economic, social, and environmental).

Fosters Livability and Access to Transportation Choices: The Connective Corridor advances the ability to achieve higher density mixed land uses and promote local small businesses that are the heart of Main Street. Completing the pedestrian and bike systems will foster a livable downtown environment where people feel comfortable getting around and will desire living in a downtown with access to transportation choices. The Connective Corridor will also meet the urgent need to address safety, gaps, and ADA. A safer, more pedestrian-oriented connection to the elevator will promote tourism, walking, and health by providing a unique way to see the area and travel to the Bluff.

b. Amount of request:.....\$2,000,000.00

2. Explain how the project meets each of the program criterion categories in Part G of the directions:

- a. Connectivity, integration and overall benefit to the transportation system. (20 points)
Please limit your response to 500 words or less:

The following examples illustrate the importance of completing the pedestrian and bicycle systems in downtown Oregon City:

- Today, a transit rider arriving at the downtown TriMet Transit Center is faced with crumbling sidewalks, lack of wayfinding, and street lighting gaps that impair their ability to comfortably and efficiently navigate the downtown marketplace, make a connection to the waterfront trail, or the rest of Oregon City.
- A boater arriving at the waterfront continues to the Willamette Terrace and then finds a confusing and congested auto-centric intersection at 10th and Main before negotiating the rest of their non-auto trip into downtown.

- A bicyclist riding through downtown is competing with cars and on-street parking. Few bicycle racks exist. The lack of bicycle accommodations discourages bicycle use into and throughout the downtown.
- A juror summoned for court, pays to park at the City's managed lot and is then faced with auto-centric intersections, non-ADA compliant worn out sidewalks and street lighting gaps along the 4-block route to the courthouse.

1. The Connective Corridor creates a seamless multi-modal transportation system by replacing worn out and substandard sidewalks and clarifying bicycle navigation. The new infrastructure will complete connections to existing regional trails, bike routes, regional and local transit, the elevator, and other important attractions in Oregon City.

2. The Connective Corridor connects multiple modes so they reinforce each other as effective, attractive, and visible range of options. Enhancing the connectivity to mass transit (TriMet and CAT Transit Center), regional waterfront trails (Interweave) and the walkability of the mixed-use downtown places a higher priority on multi-modal transportation solutions and leads to decreased VMT.

3. Improving the pedestrian infrastructure and bicycle navigation will complete these critical system links to Main Street and interconnection to other modes.

4. The Connective Corridor Downtown reduces the need for highway expansion by supporting further redevelopment of the historic downtown (a nationally and state recognized "Main Street"). High quality pedestrian and bicycle access is key to high density residential development downtown and a vibrant commercial scene. Completing the "last mile" and making a safe and comfortable pedestrian and bicycle corridor in downtown Oregon City that connects to the many nearby alternative modal facilities and community attractions creates an environment that will reduce auto reliance on Hwy43, Hwy99E, and I-205. Success as a 2040 Regional Center (with redevelopment and infill) will reduce regional sprawl and pressure on the regional highway system (Hwy213, Hwy99E, and I-205).

5. The Connective Corridor completes/reconstructs a crumbled sidewalk system that serves Oregon City. The project restores the character of the downtown as a vibrant pedestrian-oriented marketplace. This is a Main Street that is finding renewed life – its past service to the community and region is being preserved.

6. The Connective Corridor enhances user experience with safe and comfortable pedestrian and bicycle-focused systems with improved street lighting, landscaping, bike racks, and ADA access. These amenities will draw mixed land uses and multi-modal travel to Main Street that connects to local attractions.

- b. Sustainability. *Please limit your response to 500 words or less:* (20 points)

The Connective Corridor upgrades aged and substandard infrastructure to create a walkable and bikable downtown and attract pedestrian and transit oriented infill development (zoning requires Mixed Use Downtown), building rehab, and restoration.

These are prime examples of sustainable land use and building practices that support continued reinvestment in downtown's existing urban footprint instead of exurban greenfield development. The project places a higher priority on pedestrian and bike activity throughout the downtown, decreasing the carbon footprint and reliance upon automobile use, while encouraging park and ride options as well as mass transit.

1. A more walkable and bikable downtown with a stronger connection to the Transit Center, waterfront trails and dockage, regional bike routes, and uptown Oregon City attractions improves environmental quality by encouraging non-auto travel to and through the community. Rather than sprawling, the Oregon City 2040 Regional Center allows for compact growth, increased use of alternative travel modes, and reduced greenhouse gases. This type of development sets the stage for future high capacity transit (such as light rail) coming to Oregon City which will take more automobiles off the road.

2. Today there are downtown areas where street lighting is inadequate and pedestrians do not feel safe at night. The Connective Corridor project includes energy efficient and safe street light infill and replacement. The new street lighting is produced with sustainable technologies that have as small an impact on the environment as possible. The fixtures allow the City to upgrade the emitter deck as technology advances. The fixtures will be dark sky friendly to maximize the lighting capabilities of each fixture with no waste. The current "daytime sidewalk system" will be transformed into a "daytime and evening system" that is used by a greater mix of tenants and customers.

In addition, existing battery-powered coin-fed parking meters will be replaced with solar powered meters that take bank cards resulting in far more efficient operations and maintenance.

3. The Connective Corridor creates an environment that offers commuters and visitors more safe, appealing, and complete transportation options. These connections will reduce congestion on thoroughfares like Hwy99E through strong links to mass transit and bicycle routes. Plans for extending high capacity transit to Oregon City will be advanced by the pedestrian and transit-oriented land uses and densities that will develop downtown.

4. The Connective Corridor sets the stage for more pedestrian and transit-oriented development (like mixed use infill and building rehab) that is serviced by downtown commerce and infrastructure. Pedestrian-scale system completion is a critical step in creating a truly mixed use downtown that supports a full range of vibrant residential, commerce, and community activities.

5. The Connective Corridor supports the downtown marketplace that hosts more than 170 business with more than 1,100 employees. When viewed as a "campus", the importance of quality pedestrian infrastructure strongly supports the growing commercial activities and new businesses downtown.

6. The Connective Corridor links bicycle, mass transit, and trail infrastructure to the downtown marketplace. This creates opportunities for downtown visitors to access downtown without vehicles thereby reducing VMTs.

c. Mobility, access and health. *Please limit your response to 500 words or less:* (20 points)

The Oregon City Connective Corridor completes a walkable and bikable network with better mobility and healthy travel choices for residents, workers, commuters, and visitors seeking access to the waterfront, "bluff" and McLoughlin Promenade, regional bike routes, downtown marketplace, and regional mass transit options.

A recent TGM-funded downtown circulation study illustrates that the current auto-centric circulation facilities are ill equipped to meet the needs of the evolving downtown mixed-use marketplace. Improvements to bicycle and pedestrian infrastructure will better position downtown Oregon City to perform as a 2040 Metro Regional Center.

1. The Connective Corridor will align a range of transportation choices so they reinforce each other as more effective options. Enhancing connectivity to mass transit, waterfront trails (Interweave), and walkability of the mixed-use downtown sets higher priority on multi-modal transportation solutions that reduces automobile reliance.

2. The Connective Corridor improves mobility for public transportation dependent users by focusing on the pedestrian system, installing safer lighting, and building stronger connections between the Transit Center and public and human services offered downtown.

3. Improved pedestrian oriented infrastructure improves access to goods and services offered in the downtown marketplace. Linking uptown trails, waterfront access, and mass transit downtown through stronger, safer, and ADA accessible pedestrian and bicycle connections makes access easier for residents and visitors to downtown businesses.

4. The Connective Corridor supports Oregon City's downtown marketplace that hosts more than 170 businesses and more than 1,100 employees. Thirty-two new downtown businesses have opened in the last 20 months. This shows that downtown Oregon City is attracting small businesses and new jobs – remarkable in today's economy. The project provides a quality walkable and bikable environment that supports downtown's growing commercial and business activities. Outcomes include additional interest in living and working downtown as transportation costs continue to rise.

5. The Connective Corridor is about laying the groundwork and "making the place" for healthy and active lifestyles. Improving the pedestrian-scale infrastructure that connects the "last mile" (between trails, transit, the Elevator, and regional bike routes) and makes getting around easy. This interconnected system is handy for accessing commercial and business destinations by using a range of healthy modal options, and it also provides easy access to the Willamette River, trails, and bike routes for exercise and recreation.

6. A Connective Corridor links bicycle, mass transit, safe sidewalks, and trail infrastructure to and within the downtown. This creates opportunities for many of downtown's visitors to travel around downtown and leave their vehicle at home or in the public parking lot and walk to their destination.

Existing trees will be left in place and additional trees will be planted for continuous trees throughout downtown. The resulting urban canopy will help filter air pollutants and air quality through carbon sequestration.

Succeeding as a 2040 Regional Center allows for regional land use patterns and growth that reduces sprawl and long vehicle trips to take care of business. The compact growth in downtown Oregon City will reduce trips on the highway system and interchanges where air pollutants collect and impair air quality.

3. Identify and quantify project benefits and costs: (10 points)

1. Pedestrians: The primary benefit of the Connective Corridor is the emphasis that the project places on pedestrian activity. The mixed-use downtown should be a residential, commercial and social environment in which the pedestrian takes priority. The ODOT Flexible Funds Program will help Oregon City take the next step toward this goal. Today's downtown pedestrians that will benefit from the project are illustrated below:

- 1,000 full-time employees downtown who walk to their office or place of business where large sections of the sidewalks, crosswalks and street lighting are substandard and inadequate for their safety.
- TriMet brings over 8,280 visitors through downtown every week via their transfer station at 12th and Main. Yet this facility is isolated from the historic core by inadequate signage, crosswalks, and lighting.
- Clackamas County Courthouse at 8th and Main Streets brings 5,000 visitors downtown each week who park in offsite public parking lots at 13th and Main. Their walk to the courthouse includes auto-centric and confusing intersections and sidewalks, crosswalks and street lighting that is inadequate for their safety.
- The City Trolley delivers more than 9,000 visitors downtown every summer. Yet downtown has no visual connectivity to waterfront trails, the recently restored McLoughlin Promenade, nor safe crosswalks, sidewalks, signage and lighting to encourage visitors to walk around downtown.
- The Historic Municipal Elevator in Downtown Oregon City delivered 177,321 visitors between downtown and the McLoughlin Promenade in the last 12 months. Average ridership is 14,776 people per month. Yet the sidewalks, crosswalks and street lighting are inadequate for their safety.

2. **Businesses and Property Owners:** The downtown marketplace benefits from the Connective Corridor by providing more attractive exposure through pedestrian friendly infrastructure and a range of interconnected modal choices are illustrated below:

- According to the 2009 Downtown Retail Market Analysis, the regional center has a potential trade area population (ten mile radius) of 411,257 visitors that could shop downtown for services and products. Updated pedestrian-scale infrastructure that better accommodates pedestrians and bicyclists opens up the downtown marketplace to more Oregonians.
- The downtown marketplace has more than 178 businesses in 175 commercial buildings. The vibrancy of the commercial marketplace depends upon a quality, safe and connected pedestrian environment. The equivalent of a half-dozen blocks of land downtown is available for infill or redevelopment. These sites are more likely to see private investment when connected to the rest of downtown.
- In order to encourage the addition of residential development downtown and support sustainable infill and building rehabilitation, a more connected non-highway transportation system must be brought to current standards. Downtown Oregon City currently has 6 residential units. A more connected, safe and welcoming pedestrian environment will help Oregon City return to a neighborhood concept downtown. At least 100 future units are possible according to the 2010 Downtown Development Opportunities Study.
- The City of Oregon City, working with the non-profit Main Street Oregon City program, have gathered temporary construction easements and authorization to proceed with this project from the 63 property owners who will benefit from this non-highway transportation project. They have shown their support for the project by donating these easements.

3. **Tourism/Education:** The Connective Corridor will improve navigation of tourists to the many historical sites and museums throughout the area. Many tourists come to Oregon City and receive the benefits of tourism attractions. Improved access to these sites through transportation improvements must be provided. This will create a complete and fulfilling experience for visitors and encourage repeat visits.

4. **Land Use (2040 Regional Center):** Downtown Oregon City has been recognized as a 2040 Regional Center. In order to achieve regional center potential, the pedestrian, bicycle, and transit focused infrastructure must support a more livable and sustainable model of development that connects the historic core to the development potentials in the "near north" end of downtown. There are currently two shovel-ready development sites within downtown that lack the pedestrian, bicycle and mass transit connectivity needed to encourage private development.

<p>5. Alternative Energy: The Connective Corridor will install sustainable dark sky friendly LED lighting. According to the manufacturer, the proposed LED fixtures will provide considerable energy savings over the life of the fixture. The energy savings per fixture per year of the LED when compared with a 100-watt high pressure sodium (HPS) fixture is \$26.28 for a 12 hour night at \$.10 per Kwh. (Note: 5th to 15th Streets - 55 fixtures - 55 x \$26.28 = \$1,445.40 in annual savings.) Future City costs for maintenance and materials are also greatly reduced due to longer-life fixtures.</p>	
<p>4. Provide a timeline for project construction/implementation; can be in phases: <i>(5 points)</i></p> <p>The Connective Corridor project includes:</p> <ul style="list-style-type: none"> • 10 blocks of improvements on Main Street • 1 block of improvements on 10th Street • 1 block of improvements on 7th Street, and • 2 enhanced pedestrian crossings for intersections located at 10th and Main Streets and 7th Street and Railroad Avenue(the Municipal Elevator). <p>The entire project can constructed in two phases for which the requested flexible funds would be used for one of the phases:</p> <p>Phase A – 5 blocks on Main Street between 5th and 10th Streets, 1 block of improvements on 7th Street, and the enhanced pedestrian crossing at 7th Street and Railroad Avenue (the Municipal Elevator).</p> <p>Phase B – 5 blocks on Main Street between 10th and 15th Streets, 1 block of improvements on 10th Street, and the enhanced pedestrian crossing at 10th and Main Streets.</p> <p>The project is “shovel ready”. Right-of-way is complete and 90% design drawings and specifications (contract documents) are complete. The required perspectus, intergovernmental agreement with ODOT, final construction contract documents will be completed and approved to obligate the project before September 30, 2011 (preferably during the summer 2011 depending on the funding selection schedule and ODOT availability).</p> <p>The City proposes bidding the project during the summer of 2011. Please note that the bid date will depend on ODOT requirements for bidding responsibility, availability for plan reviews, etc. A 6 to 9-month construction period is expected. Construction would be complete during the summer of 2012.</p>	
<p>5. Identify the amount, source of, and availability of the minimum required 10.27% match: <i>(5 points)</i></p> <p>The City Commission of Oregon City has passed Resolution No. 10-29 that approves the minimum required 10.27% match for the requested flexible funds. Local funds will be used for this match.</p>	
<p>6. Describe the local support for the project and efforts to enhance that support: <i>(5 points)</i></p> <p>The need for downtown pedestrian and bicycle circulation improvements and multi-modal connectivity has been documented in many City planning studies, including the City's Transportation System Plan, Comprehensive Plan, Parking Management Study, Economic Revitalization Plan, Downtown Community (Regional Center) Plan, and the Metro Regional Transportation Plan (RTP). These were all documents that were developed with public involvement and citizen support.</p>	

Working with Oregon's Economic Revitalization Team (ERT) in the governor's office, DLCD staff, and ODOT on a recently completed Downtown Circulation Study (DLCD/ODOT Quick Response TGM funded 2010), the City has also documented, scoped, planned and prioritized improvements identified in the study.

To prepare for construction funding opportunities, the City of Oregon City has expended \$350,000 to date for project development, ROW acquisition, and 90% design phase with a consulting firm well versed in the unique needs of historic downtowns. The project is a documented priority for Oregon City and considered urgent as a short-term benefit for downtown businesses during the two-year Hwy 43 Arch Bridge rehabilitation construction closure. Downtown businesses also greatly recognize the long term benefits of the Connective Corridor for their success.

Local support for this project especially resonates from the downtown business community represented by the non-profit Main Street Oregon City. Working in collaboration with the nationally and state recognized downtown development program, the City has gained support of every property owner affected by this project. Sixty-three property owners have granted a construction easement to the City, which clearly demonstrates their support for this shovel-ready project.

<p>7. Identify the Transportation System Plan (TSP) or other planning document in which the project is included: (5 points)</p> <p>The need for pedestrian and bicycle infrastructure and circulation improvements and interconnectivity of a range of transportation modes in downtown Oregon City and on Main Street has been repeatedly documented in multiple City planning studies, including Oregon City's Transportation System Plan (TSP), Parking Management Study, Downtown Community Plan, and the Metro Regional Transportation Plan (RTP).</p>	
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Points total: 0

Part 4: Attachments

Check to indicate if the following support documents are attached:

- 1. Letters of Support Yes No NA
- 2. Letter from the Applicant agency Financial Officer identifying match amount/availability..... Yes No NA
- 3. Map(s)..... Yes No NA
- 4. Project Cost Estimate Yes No NA
- 5. Project Conceptual Design Yes No NA
- 6. Copy of the TSP or other planning document (Project applicable page(s) only) Yes No NA
- 7. Calculations, graphs or tables demonstrating project benefits..... Yes No NA
- 8. Other supporting material Yes No NA

DESCRIBE OTHER



OREGON CITY

Transportation Advisory Committee

625 Center Street | PO Box 3040 | Oregon City OR 97045
Ph: (503) 657-0891 | Fax (503) 657-7892

November 10, 2010

ODOT Flexible Funds Program
555 13th St. NE, Suite 2
Salem, OR 97301

ODOT Flexible Funds Committee,

Oregon City's Transportation Advisory Committee (TAC) fully supports the ODOT Flexible Funds funding request by the City of Oregon City for the Oregon City Downtown Connective Corridor project, which enhances the connectivity and quality of place in our regional center and downtown. This project will significantly improve the pedestrian and bicycle connectivity and access to mass transit in Oregon City's historic downtown marketplace and neighborhood. It creates a pedestrian-friendly environment for this TriMet designated "frequent bus corridor" (and future "high-capacity transit corridor"), and provides friendlier multi-modal access to the City's trails, parks and waterfronts straddling this gateway.

On the westerly side of this connective corridor lies Clackamette Park, a regional park located at the confluence of the Clackamas and Willamette Rivers. Contiguous to this park is Jon Storm Park and the recently opened commercial and recreational transient tie-up dock. The regional Willamette River Trail passes through this area and provides multi-use public access from these two parks and adjacent public facilities southerly along the Willamette River to Downtown Oregon City and West Linn, northeasterly to Gladstone and the I-205 Corridor Trail, and from the Clackamas River southerly along Main Street to the historic Abernethy Green, the end of the Oregon Trail. The Abernethy Green was the destination point of the early pioneers who set off from Missouri to Oregon City, the capital of the Oregon Territory, where they filed their land claims to begin a new life.

To the east of this connective corridor lies Clackamette Cove, a former gravel pit and concrete and asphalt plant that left blighted conditions. This property was purchased by the City's Urban Renewal Agency in 1997 with local funding and great hopes for redevelopment potential. A mixed-use development for housing, office space, and restaurants surrounding the Cove has been designed and is proposed for this area. If approved, the Oregon City Downtown Connective Corridor project will be a significant catalyst for the long-term success of downtown redevelopment.

Thank you in advance for your consideration of this request. I can be reached via City staff at 503.496.1555 if you have any questions.

Sincerely,

Mary Smith, Chair
Transportation Advisory Committee

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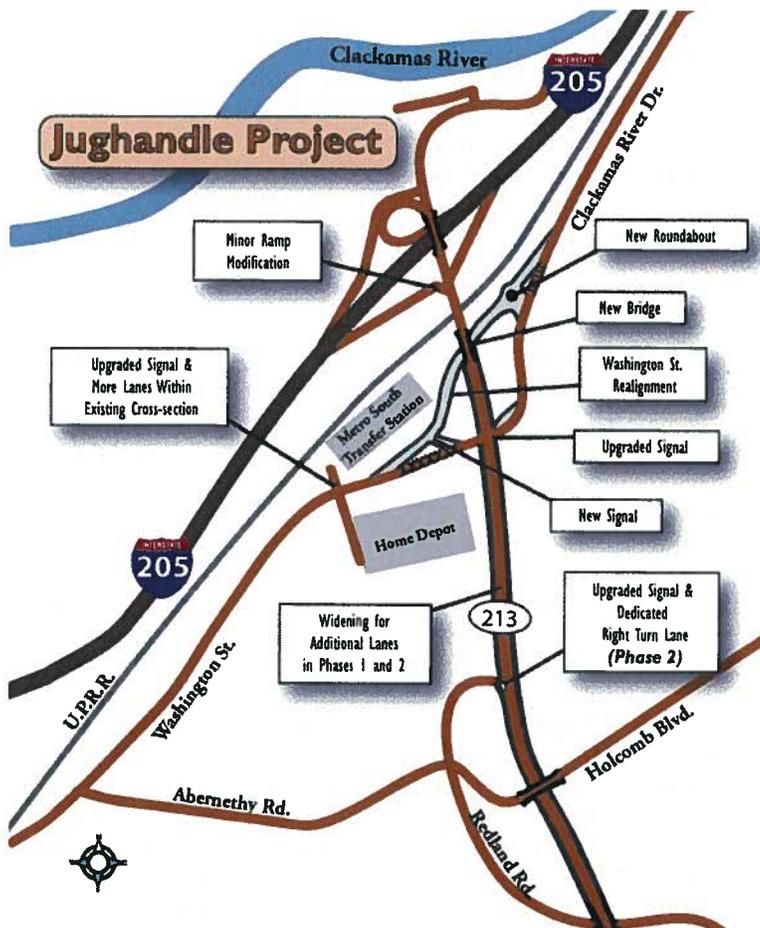
Jughandle Project

Improvements to Highway 213 at Washington Street and Clackamas River Drive

The City of Oregon City, in partnership with the Oregon Department of Transportation (ODOT), has finalized designs for the first phase of improvements to Highway 213 between Washington Street and Redland Road.

To learn more, attend the project open house
or visit the project website at:

www.jughandleproject.com



Project Open House

Join us for a drop-in style open house to learn about the planned improvements.

Thursday, November 18, 2010

4:00 p.m. - 7:00 p.m.

**City Hall - 625 Center Street
Oregon City, OR 97045**

For more information about this project or the open house, please contact
Kathy Griffin, City of Oregon City
at (503) 496-1555.



Nancy Ide

From: dknoll@orcite.org
Sent: Wednesday, October 13, 2010 8:51 PM
To: Nancy Ide
Subject: Application for Appointment

Submitted on 10/13/2010 - 8:51pm
Submitted by anonymous user: [59.37.216.89]

Submitted values are:

Board or Commission Applying For: Transportation Advisory Committee

Personal Information:

Name: Mike Mitchell
Address: 14582 Walnut Grove Way
Home Phone: 503-656-5071
Cell Phone: 503-209-4721
Email Address: mike.k.mitchell@gmail.com
How long have you lived in Oregon City?: 5 years

Employment:

Current Employer Name/Address:

Dolan Designs
2730 NW Front Avenue
Portland, OR 97210

Position: General Manager

How long?: 7 years

Work Phone: 503-220-0799

Work Experience: previously Store Manager Globe Lighting Lake Oswego--8 yrs.

Education:

Colleges: Linfield College

Years Completed: 4

Degrees: BA--Economics and Business

Certifications:

Describe volunteer activity within this or other communities:

current member of O.C. Parks and Recreation Advisory Committee Previously in West Linn:
--member of community pool board
--coordinator of girls softball league

The results of this submission may be viewed
at:<http://www.orcite.org/node/1834/submission/1152>

Nancy Ide

From: dknoll@orccity.org
Sent: Thursday, November 04, 2010 10:22 AM
To: Nancy Ide
Subject: Application for Appointment

Submitted on 11/04/2010 - 10:21am
Submitted by anonymous user: [67.166.92.105]

Submitted values are:

Board or Commission Applying For: **Transportation Advisory Committee**
Personal Information:

Name: **Betty Schaafsma**
Address: 19331 Vincent Drive - Oregon City, Oregon 97045
Home Phone: (503) 656-8293
Cell Phone: (503)314-9442
Email Address: bettydz@comcast.net
How long have you lived in Oregon City?: 16 years

Employment:

Current Employer Name/Address:
Portland Public Schools
501 N. Dixon
Portland, Oregon

Position: Retired Teacher / Subbing for PPS
How long?: Worked 32 years / Subbing 8 years
Work Phone: (503) 916-2000

Work Experience: Special Education Teacher / Portland Habilitation Center / Multnomah
Education District / Portland Public Schools

Education:

Colleges: San Francisco State / Oregon State University / Portland State University
Years Completed: 5 years.

Degrees: Bachelor of Science / Master of Science

Certifications: Teaching Certificate /Licence

Describe volunteer activity within this or other communities:

Volunteer with Special Olympics in Portland when I lived in Portland.
Was a member of Oregon City Budget Committee many years ago.
Present member of Oregon City Transportation Advisory Committee

The results of this submission may be viewed
at:<http://www.orccity.org/node/1834/submission/1204>

TAC

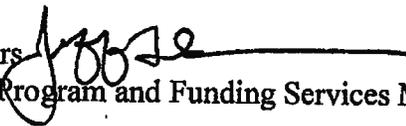


Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8531

Date: October 21, 2010
To: Region 1 STIP Stakeholders
From: Jeff Flowers 
Region 1, Program and Funding Services Manager
Subject: 2014-15 Draft STIP Update

This memo is to follow up and provide additional information on the process for developing the 2014-2015 STIP update. A few months ago, Region 1 presented the 150%-200% draft project for scoping for Preservation, Safety and Operations. I am attaching the following documents for your review:

1. **Draft 100% project list:** the list of projects is Region's suggested projects for your consideration to meet the following funding levels for the 2014-2015 STIP update.
 - a. Preservation - \$21.6 million
 - b. Safety - \$18.5 million
 - c. Operations - \$9.5 million
2. **Timelines:** an updated timeline with more information on the upcoming action items for developing the 2014-2015 Draft STIP until adoption of the STIP, which is currently estimated in spring of 2012.
3. **Program Descriptions:** these documents will help illustrate how projects are determined for the Preservation, Safety and Operations programs.
4. **Project map:** illustrates the locations for the draft 100% project list and will be distributed at the meeting.

The Draft STIP is slated to be printed and available in March of 2011, with public outreach starting in April 2011.

If you have any questions, you can contact me at Jeffrey.A.FLOWERS@odot.state.or.us, or via phone at (503) 731.8235.

Thank you

Updated 2014-2015 Draft STIP scoping and project selection process timeline

October 2010

- Region proposes draft 100% list to TPAC – October 29
- Final *Draft* project selection occurs

November 2010

- Region proposes draft 100% list to JPACT – November 4
- Region proposes draft 100% list to NWACTION – November 4
- Region proposes draft 100% list to other stakeholders
- Draft 100% list approval at TPAC – November

December 2010

- Draft 100% list approval at JPACT – December
- Region 1 to complete the Draft STIP project and programming information

January - February 2011

- Region 1 to review final Draft STIP with stakeholders

March 2011

- Draft STIP provided to Oregon Transportation Commission (OTC)
- Draft STIP provided to local stakeholders for review

April - May 2011

- Public meetings for the Draft STIP

June 2011

- Public comments reviewed by OTC and local stakeholders

July 2011

- If needed, adjustments to the draft STIP will be completed based on OTC direction and funding allocations

August – November 2011

- Air Quality conformity determinations and modeling

December 2011

- MTIP information for draft STIP to be finalized

January 2011

- Final STIP review with local stakeholders

February 2012

- Approval of the 2012-2015 STIP by the OTC
- Submit STIP and MTIP to Federal Highways

March 2012

- Federal approval of the 2012-2015 STIP

DRAFT 2014-2015 STIP PRESERVATION PROJECTS

What is the Preservation Program?

The Preservation Program funds paving projects – projects that extend the service life of existing highways without increasing capacity. The Preservation Program typically focuses on high volume roads of statewide significance, maximizing pavement condition on the most critical routes while providing serviceable condition on lower volume roads of regional significance. Highways that average less than 5,000 vehicles per day are maintained under a separate program and are typically not prioritized for receiving preservation funds.

How do projects become eligible for preservation funds?

Preservation projects are identified through ODOT's Pavement Management System (PMS), which consists of two components:

- 1) A database containing current and historical information on pavement condition, pavement structure, and traffic, and
- 2) A set of tools that allows us to determine existing and future pavement conditions (which is used to determine the level of work needed, i.e. rebuild, inlay, overlay, etc), predict financial estimates, and identify and prioritize preservation projects.

For each STIP cycle, Region 1 receives a report of potential preservation projects, which is based on pavement conditions and estimated costs. This report represents approximately 200-300% of available funding, which means that it must be condensed to a prioritized list of projects.

How does ODOT prioritize preservation projects for funding?

In ODOT Region 1, a team of staff reviews the PMS report and assesses which projects should be considered for scoping. The scoping process includes developing the extent of work, refining cost estimates, identifying other elements that could be included with the project, and identifying potential issues (environmental, access management, land use, safety, bicycle/pedestrian enhancements, etc.) that will be addressed as part of the normal project development process. Projects are also prioritized based on lane miles. Each STIP cycle, the Region is provided lane mile targets for paving.

In addition, during the project scoping process, each preservation project is evaluated and analyzed for opportunities to leverage funds from local jurisdictions or other STIP Programs (Safety, Operations, Bicycle/Pedestrian, and Bridge). Public comments also provide Region 1 with information to better coordinate timing and funding of the proposed preservation projects.

Prioritization is also based on projects that support three Oregon Highway Plan policies. This includes:

- Projects that support freight mobility
- Projects that include features and elements that improve safety
- Projects located in urban areas coupled with improved pedestrian features

The scoping effort, combined with a review of projects that support OHP policies, and local stakeholder input, provides Region 1 management with the information needed to select, prioritize and recommend projects. All projects are expected to begin construction within the timeframe of their programmed year.

DRAFT 2014-2015 STIP OPERATIONS PROJECTS

What is the Operations Program?

The Operations Program provides highway management improvements that lead to more efficient and safe travel, and greater system reliability. Program areas include:

- **Intelligent Transportation Systems (ITS)** – ITS is the application of advanced communication and computer technology to address transportation problems. ITS projects include:
 - Ramp metering (signals at entrance ramps that help control the flow of vehicles entering a freeway)
 - Emergency response/traffic management operations centers
 - Mountain pass/urban traffic cameras
 - Variable Message Signs (VMS), which are used to provide information to motorists en-route regarding delays, work zones, travel time estimates, alternative routes, amber alerts, etc.
 - Weather data collection.
- **Rock-fall and slide repair** – Includes repairing the most hazardous rock-fall and slide areas (not emergency repairs).
- **Signals, illumination, signs, vehicle turnouts, and other operational improvements** that are used to maintain operational effectiveness.

How does ODOT prioritize operation projects for funding?

Projects are prioritized using the following criteria:

- **ITS** – Projects are prioritized based on the ODOT Region 1 ITS plan, which is developed with the Regional TRANSPORT committee.
- **Rock-fall/slide repair** – Projects are prioritized based on a statewide ranking list of potential injury hazards.
- **Signals, illumination, signs, etc.** – Projects are prioritized based on input from ODOT maintenance crews and our partner agencies.

DRAFT 2014-2015 STIP SAFETY PROJECTS

What is the Safety Program?

The Safety Program funds projects that are designed to reduce the number of fatal and severe injury crashes in particular locations with identified safety problems. Examples of safety projects include: installing guardrail or median barrier, realigning abrupt highway curves, installing lighting, turn lanes, passing lanes and constructing bicycle lanes to address safety issues. All safety projects follow the ODOT Highway Safety Program Guide. This document can be found at:

www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/highway_safety_program.shtml.

How do projects become eligible for safety funds?

Projects are eligible for safety funding if they meet one of the following criteria:

- Top 5% Safety Priority Index System (SPIS) – SPIS is a method developed by ODOT to help identify safety concerns on state highways. The system rates one-tenth mile segments of highways based on the frequency, severity and rates of crashes.
- Benefit Cost (B/C) Ratio of 1.0 or Greater – The B/C analysis provides the ratio of economic value of the long-term reduction of crashes to the estimated cost of the improvement. Projects with a high B/C ratio would provide the maximum value for our investment.
- Risk Narrative Justification – A Risk Narrative is a way to justify a project when crash trends may not be evident and/or when crash data is not available. Safety improvements justified by a Risk Narrative may not necessarily have a significant crash history, but have the potential for fatal or severe injury crashes.
- Funding eligibility – projects must be on the State Highway System to be eligible for safety funding.

How does ODOT prioritize safety projects for funding?

Safety projects are prioritized based on the following criteria:

- Economic feasibility
- Ability to reduce fatal and serious injury crashes
- High benefit to cost ratio
- Information provided by ODOT maintenance staff and our community partners to support the need for a safety project
- Information provided by local jurisdictions
- Leveraged funding opportunities

Region 1 Proposed Projects for 2014-2016 Draft STIP

PRG	PROJECT NAME	DESCRIPTION	Estimate
M00	No 2014-2016 Mod Allocation		
PRES	US30: Cornelius Pass Rd - NW St. Helens Rd (MP 13.12 - 17.90)		
PRES	OR89W: Tualatin River Bt - Sherwood (MP 12.2 - 16.67)	1R - 2" grind and inlay of travel lanes with 5% subgrade stabilization	\$ 6,600,000
PRES	OR213 (82nd Ave): King Rd - Lake Rd (MP 8.2 - 9.9)	1R - 2" grind and inlay of travel lanes	\$ 5,000,000
PRES	US26: MP 22.5 to SE Luzon Lane	1R - 2" grind and inlay of travel lanes	\$ 3,500,000
SAFE	OR98W: SW Fletcher Road	Improve intersection at Fletcher Rd to allow SB U-turns. Close median opening to north. Add sidewalk on NB side of 98W.	\$ 1,230,000
SAFE	US30: Old Portland Road to Millard	Intersection Improvements at Old Portland Rd, Bennett Rd, and Millard.	\$ 3,338,000
SAFE	OR210: OR217 to Cascade Ave	Intersection Improvements at Hwy 217 and Cascade Ave; adding programmed signal heads on OR210 and protected left turns at Cascade. Add sidewalks.	\$ 1,375,700
SAFE	OR8: SW 165th Ave	Install Traffic separators to West and East of 165th. WB OR8 add right turn lane and advance signal head.	\$ 2,228,500
SAFE	OR8: SW 192nd Ave	Install traffic separator; west and east of 192nd.	\$ 344,500
SAFE	OR10: SW 103rd/SW Western Ave	Install traffic separators west of Western, pad improvements, reduce crossing distance across Western by squaring up right turn slip lanes.	\$ 482,500
SAFE	OR 213 (82nd Ave): Sandy Blvd	Intersection Improvements including advance signal head NB, countdown Pad signals, improved signing	\$ 810,500
SAFE	OR 213 (82nd Ave): SE Duke Street	Intersection improvements, signal upgrade, pedestrian and sidewalk improvements, install far side bus pull out.	\$ 881,000
SAFE	OR 213 (82nd Ave): King Rd	Install traffic separator; south of King Rd. Intersection improvements on King, removing bus lane, improving the bike lane and right turn lanes and adding protected left turns.	\$ 303,500
SAFE	OR 213 (82nd Ave): Cautay Ave	Install traffic separator; provide alternative left turns	\$ 176,000
SAFE	OR 213 (82nd Ave): Sunnyside Rd	Install traffic separator; north of Sunnyside allow U-turns	\$ 178,000
SAFE	OR 99E: Vineyard Rd	Intersection and pedestrian improvements	\$ 884,000
SAFE	OR 212: 135th Ave	Intersection improvements including protected left turns on 135th.	\$ 649,300
SAFE	US26 (Mt Hood Hwy): Jani Rd	Improve signal visibility and warning, add right turn lane WB	\$ 431,000
SAFE	US26 (Mt Hood Hwy): Ruben Lane	Improve signal visibility and warning, add right turn lane WB	\$ 101,200
SAFE	2014 Priority Safety Improvements Reserve	Safety Reserve for priority safety improvements	\$ 505,500
SAFE	OR224 (Clackamas Hwy): 197th Avenue	Flatten curve, widen shoulders and add guardrail	\$ 1,646,200
SAFE	OR224 (Clackamas Hwy): SE 232nd Dr	Add left and right turn lanes to 232nd	\$ 2,734,300
OPS	Illumination - OR217: Hall and Scheller/Progress Interchanges	New poles and new service	\$ 500,000
OPS	ITS - I-84: Frontage Rd (MP 17) EB	VMS	\$ 200,000
OPS	ITS - OR89E: MP 2.14 - 12.68	CCTV & Communications -- Camera	\$ 500,000
OPS	ITS - OR89E: 2nd Street	CCTV	\$ 75,000
OPS	ITS - OR89E: South End Road	CCTV	\$ 75,000
OPS	ITS - OR213: Spangler Hill	RWIS -- Weather Information Station	\$ 150,000
OPS	ITS - OR89E: Ivy St (Canby)	CCTV	\$ 75,000
OPS	ITS - I-84: MP 62	CCTV	\$ 100,000
OPS	ITS - I-84: MP 35	CCTV	\$ 100,000
OPS	ITS - I-84: MP 23	CCTV	\$ 100,000
OPS	ITS - I-84: MP 18 EB	VMS	\$ 300,000
OPS	ITS - OR173: MP 0 NB	CCTV, Temperature	\$ 100,000
OPS	ITS - OR173: MP 0 SB	VMS	\$ 300,000
OPS	ITS - OR35: MP 63.8	VMS	\$ 100,000
OPS	ITS - OR35: MP 63.8	CCTV	\$ 200,000
OPS	ITS - US26: MP 61.76	CCTV	\$ 100,000
OPS	ITS - OR35: MP 80 SB	VMS	\$ 200,000
OPS	Signals - OR89E: Barlow	Signal Upgrades	\$ 100,000
OPS	Signals - OR89E: Concord, Oak Grove, Neef, Roelhe, Jennings, Glen Echo	Signal Upgrades	\$ 200,000
OPS	Signals - US30: Oak @ 9th	Signal Upgrades	\$ 23,000
OPS	Signals - US26: (Proctor WB) @ Meiring	Signal Upgrades	\$ 808,000
OPS	Signals - OR8: Carnot Court - Walker Road	Signal Upgrades	\$ 91,000
OPS	Signals - Hwy 224 @ Hwy 211	Signal Upgrades	\$ 633,000
OPS	OR217 Operational Improvements	Improvements being based on OR217 Study	\$ 105,000
OPS	Interstate Operations Improvements	Identification and design of interstate operational improvements	\$ 1,000,000
OPS	Slides/Rockfalls - Rockfall Investigations	Investigate Rockfall issues	\$ 400,000

Project details

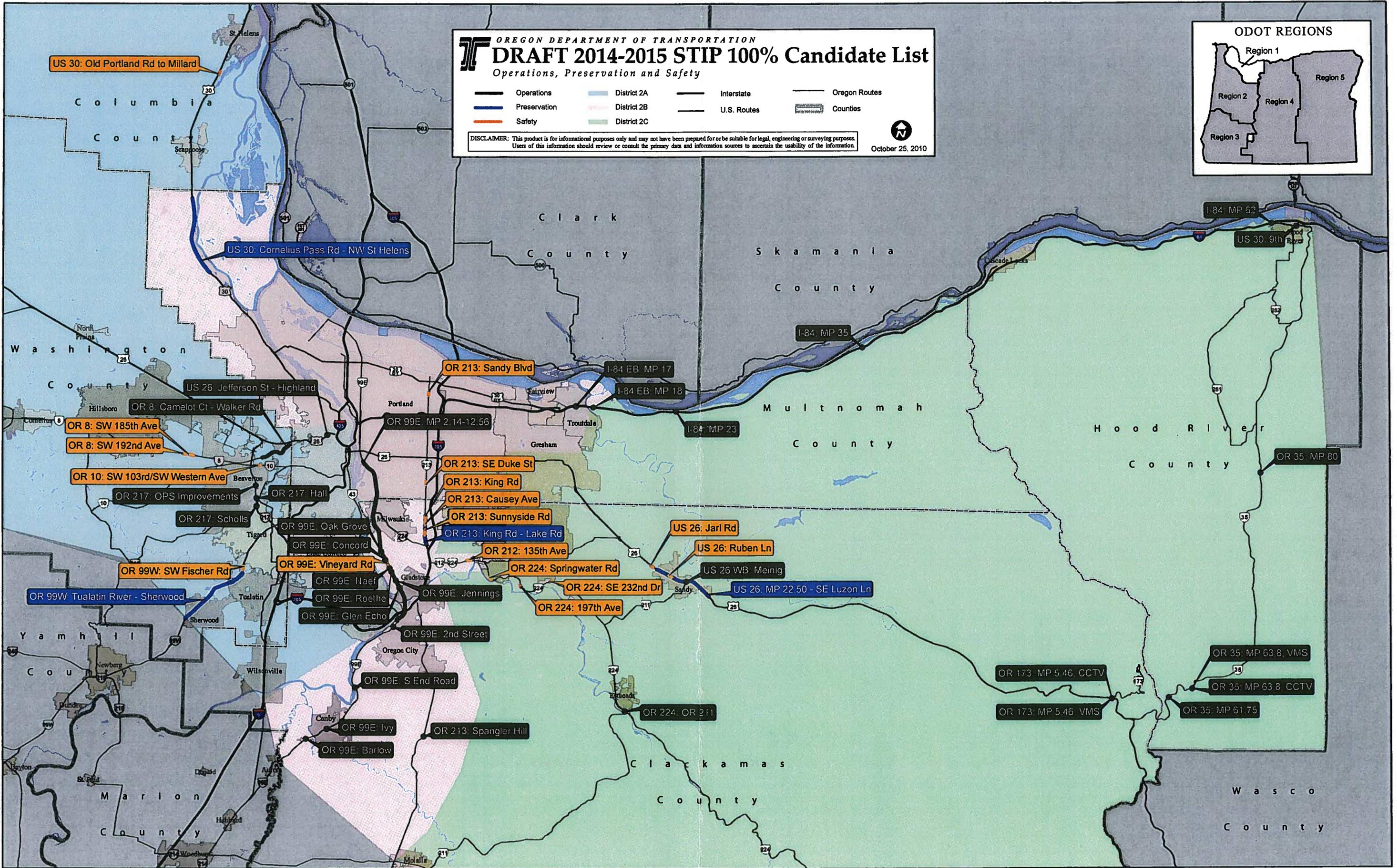
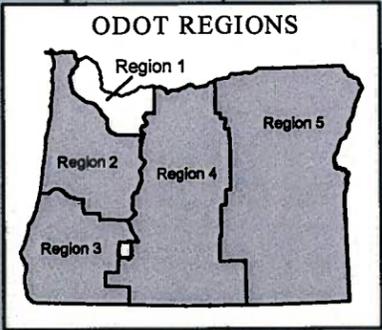
*Outreach
concerns
Few dollars*

OREGON DEPARTMENT OF TRANSPORTATION
DRAFT 2014-2015 STIP 100% Candidate List
Operations, Preservation and Safety

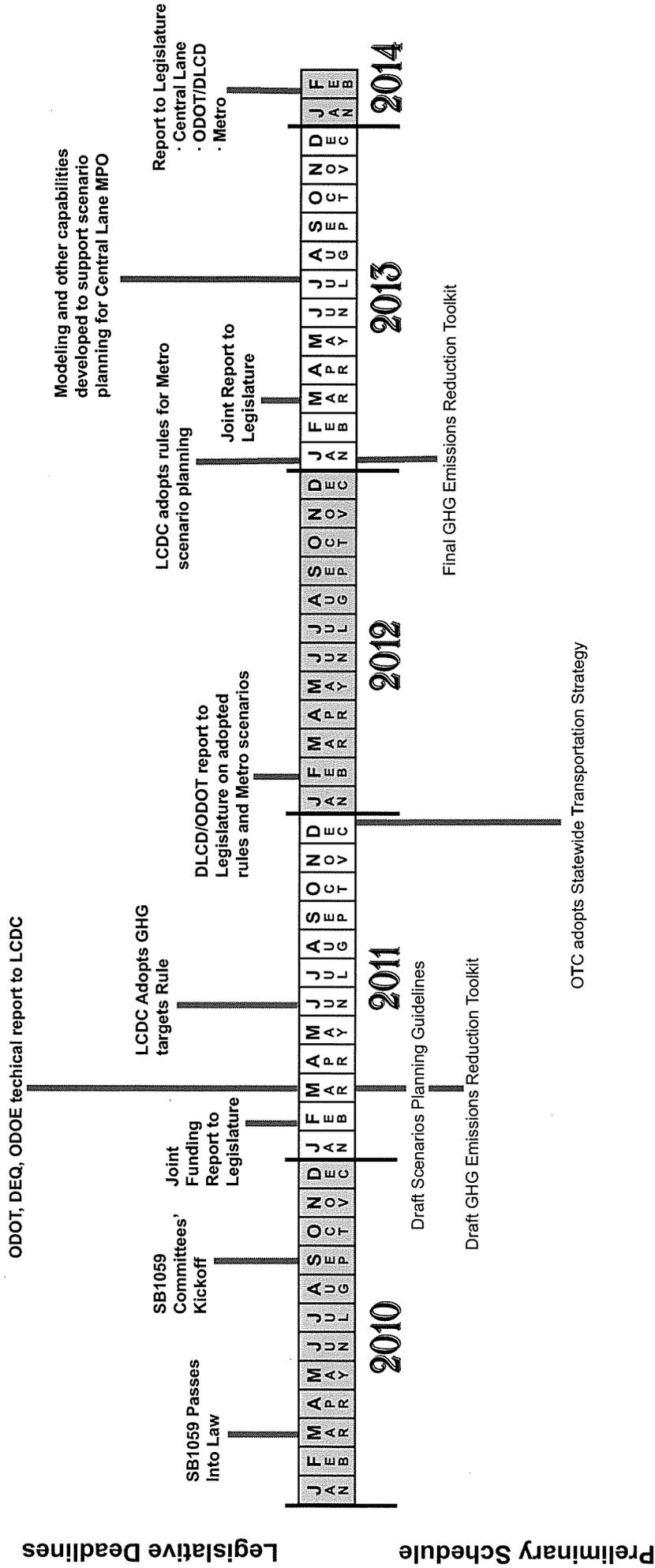
Operations	District 2A	Interstate	Oregon Routes
Preservation	District 2B	U.S. Routes	Counties
Safety	District 2C		

DISCLAIMER: This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

October 25, 2010



OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING

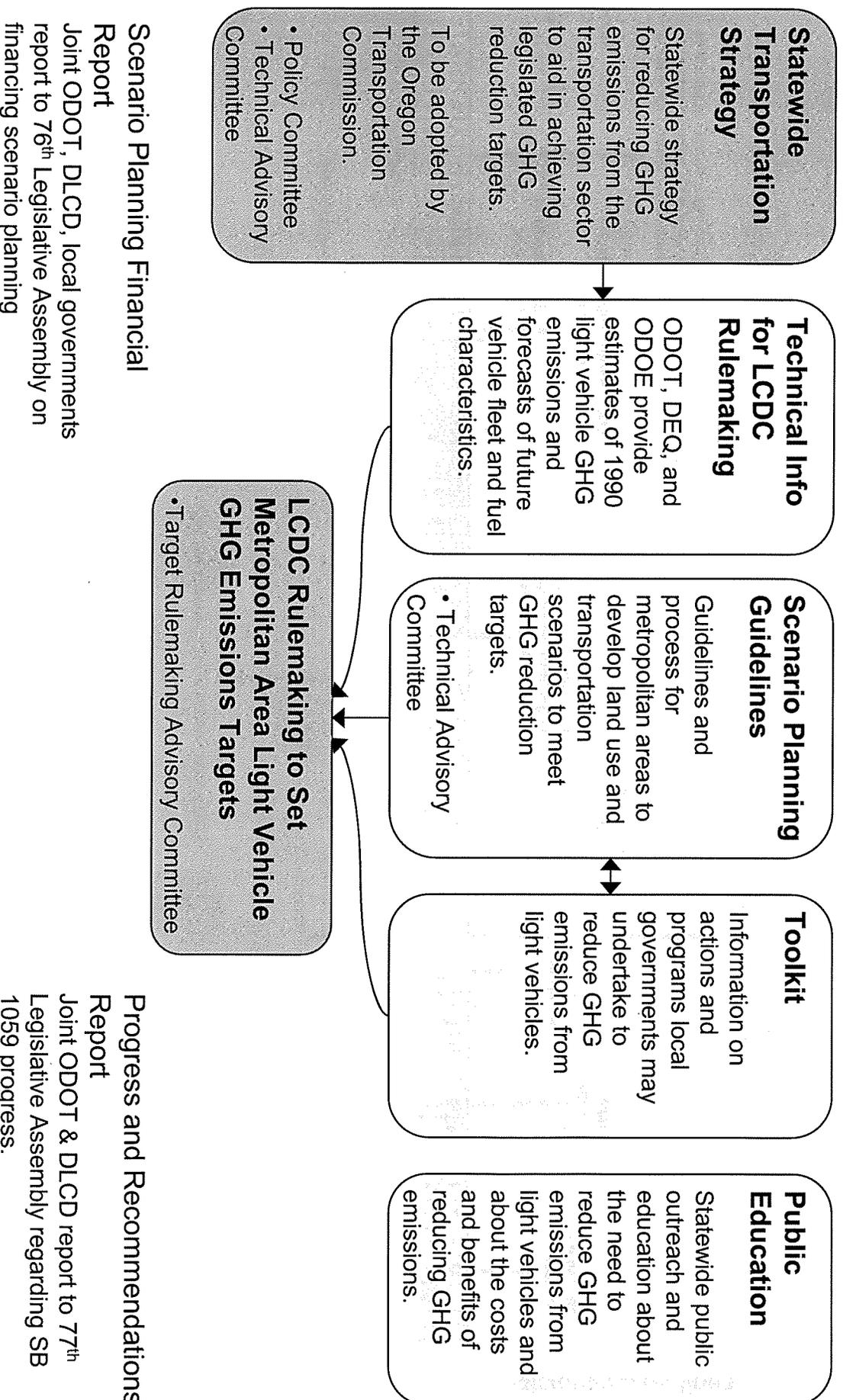


Acronyms:

LCDC	Land Conservation and Development Commission	ODOE	Oregon Department of Energy	GHG	Greenhouse Gas
ODOT	Oregon Department of Transportation	MPO	Metropolitan Planning Organization	Metro	Portland Area Regional Government
OTC	Oregon Transportation Commission	DLCD	Department of Land Conservation Development	DEQ	Department of Environmental Quality

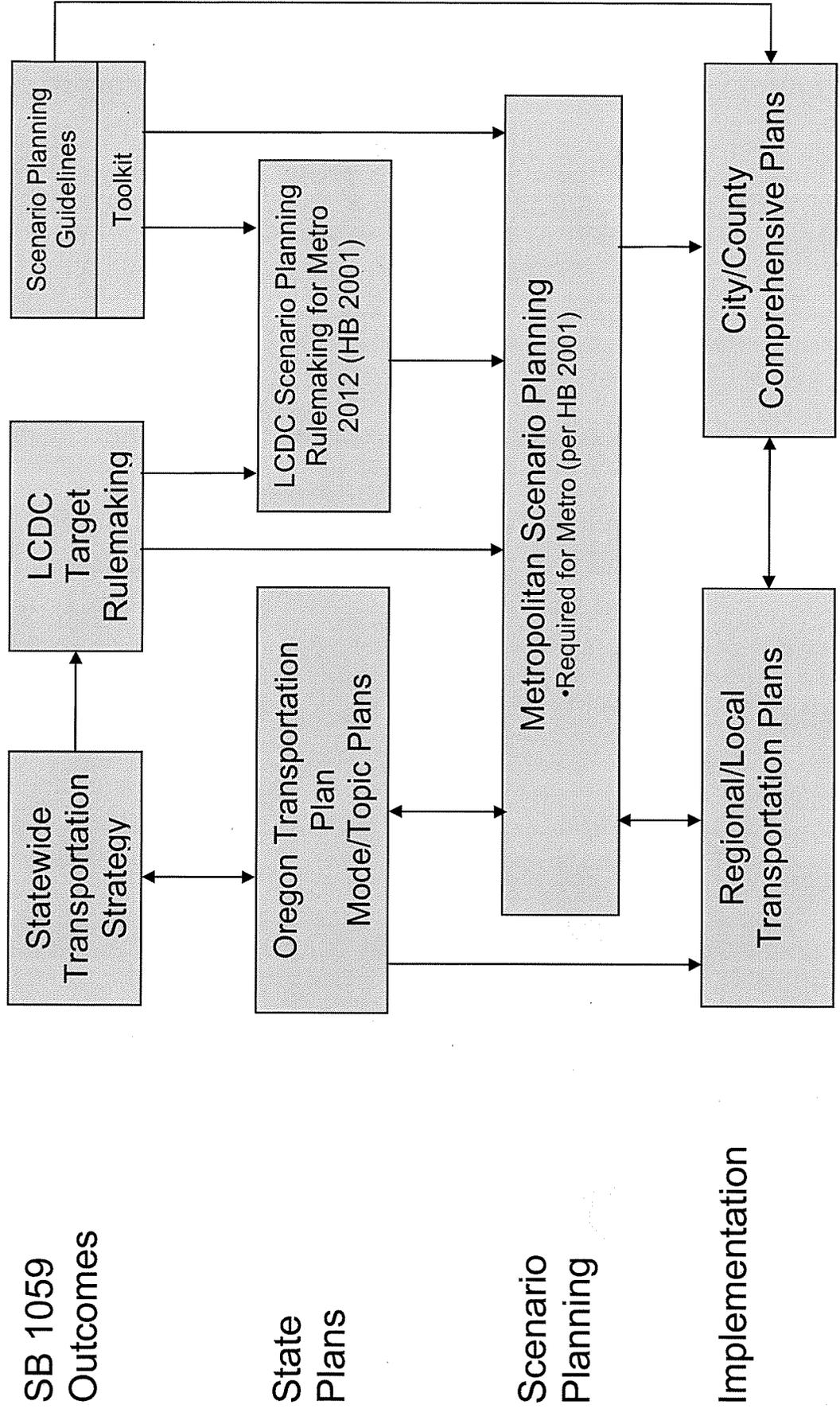


OREGON TRANSFORMATION GHG EMISSION REDUCTION PLANNING



www.oregon.gov/ODOT/TD/TP/SB1059.shtml

Integrated Transportation Planning Reflecting GHG Considerations



SB 1059

Outcomes

State

Plans

Scenario

Planning

Implementation

STATEWIDE TRANSPORTATION STRATEGY DESCRIPTION

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Oregon SB 1059 Statewide Transportation Strategy To Reduce Greenhouse Gas Emissions in the Transportation Sector (Draft)

Rationale

- Section 2 of SB 1059 requires the Oregon Transportation Commission to “adopt a statewide transportation strategy on greenhouse gas emissions to aid in achieving the greenhouse gas emissions reduction goals set forth in ORS 468A.205”.
- A statewide strategy is needed to identify the general course needed to achieve the state’s greenhouse gas emission reduction goals.
- A statewide strategy is also needed to provide the context for developing metropolitan area targets for reducing greenhouse gas emissions from light vehicles (also required by SB 1059).
- The strategy will provide a factual basis to inform the development of future policies and laws aimed at reducing greenhouse gas emissions from the transportation sector.

Description

- The Statewide Transportation Strategy will include a long-range vision (to 2050) for substantially reducing GHG emissions from the transportation sector to aid in achieving the GHG emission reduction goals set forth in ORS 468A.205.
- The strategy will describe the general characteristics of transportation systems, vehicle and fuel technologies and land use patterns (to the extent that land use patterns significantly affect transportation sector greenhouse gas emissions) anticipated to be necessary to achieve the reductions in transportation sector greenhouse gas emissions.
- The strategy will make recommendations regarding new policies or significant changes to existing policies that are anticipated to be necessary to carry out the vision.
- The strategy is not a deterministic plan, rather it plots out a general course for achieving goals based on current knowledge, analysis, and reflection. It is one step in an iterative management process that also includes the monitoring of transportation and land use system changes that affect greenhouse gas emissions, the evaluation of the relative success of policies and actions put into place to reduce emissions, and the improvement of methods and tools for evaluating prospective actions to reduce emissions.

Scope

- The strategy will address greenhouse gas emissions from the travel of Oregonians and movement of freight to support Oregon’s economy by all modes of transportation.
- The strategy will identify approaches to achieve the state’s greenhouse gas emission reduction goals, including measures that reduce emissions per mile and measures that reduce vehicle miles traveled.
- The strategy will consider the effects of characteristics of vehicle technologies, vehicle energy sources, travel demand and factors affecting travel demand, and transportation system operation on greenhouse gas emissions from the transportation sector.
- The strategy will consider the effects of actions that are being taken or that might be taken at the federal level, state level, and local level, as well as by the private sector.
- In evaluating prospective actions to reduce transportation sector greenhouse gas emissions, the strategy will also consider economic, social, environmental, and energy consequences.
- The strategy will consider uncertainties about future conditions and the efficacy of potential actions and the risks posed by the uncertainties and the potential consequences if more or less favorable outcomes occur.



STATEWIDE TRANSPORTATION STRATEGY
POLICY COMMITTEE

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member Affiliation

Gail Achterman	Oregon Transportation Commission
Craig Campbell	AAA of Oregon/Idaho
Mark Capell Bend	City Council
Kelly Clifton	Portland State University
Carlotta Collette	Metro Council
Angus Duncan	Oregon Global Warming Commission
Diana Enright	Oregon Department of Energy
Chris Hagerbaumer	Oregon Environmental Council
Marla Harrison	Port of Portland
Onno Husing	Oregon Coastal Zone Management Association
John Ledger	Associated Oregon Industries
Steve McClure	Union County
John Oberst	City of Monmouth
Bob Russell Oregon	Trucking Associations
John VanLandingham	Land Conservation and Development Commission
John Vial Jackson	County
Ken Williamson	Environmental Quality Commission



STATEWIDE TRANSPORTATION STRATEGY
TECHNICAL ADVISORY COMMITTEE

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

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Bob Cortright	Department of Land Conservation and Development
Bill Drumheller	Oregon Department of Energy
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Brett Estes	City of Astoria
Nick Fortey	Federal Highway Administration
Andy Ginsburg	Oregon Department of Environmental Quality
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Vicki Guarino	Rogue Valley Council of Governments
Eric Hesse	TriMet
Mike Hoglund	Metro
Mike Jaffe	Mid-Willamette Valley Council of Governments
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OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member	Affiliation
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Terry Beyer Oregon	House of Representatives, District 12
Craig Campbell	AAA of Oregon/Idaho
Mark Capell Bend	City Council
Dan Clem Salem	City Council
Kelly Clifton Portland	State University
Carlotta Collette Metro	Council
Al Densmore	Medford City Council
Angus Duncan	Oregon Global Warming Commission
John Fregonese Fregonese	Associates
Don Greene LCDC	Citizen Involvement Advisory Committee
Tony Hyde Columbia	County Board of Commissioners
Mary Kyle McCurdy	1000 Friends of Oregon
Linda Modrell Benton	County Board of Commissioners
John Oberst	Mayor, City of Monmouth
Andrea Riner	Lane Council of Governments
Martha Schrader	Oregon Senate, District 20
Tom Schwetz	Lane Transit District
John VanLandingham	Land Conservation and Development Commission
Rick Williams Lloyd	Transportation Management Association
Ken Williamson	Environmental Quality Commission
Alan Zelenka	Eugene City Council



OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Metropolitan Area Scenario Planning for GHG Emissions Reduction

Metropolitan area scenario planning for GHG emissions reduction is a strategic planning process to establish a transportation and land use vision, goals and approaches for reducing greenhouse gas emissions from light vehicles. Scenario planning has a broad (comprehensive) scope and incorporates the recognition of uncertainty and the consideration of risks if outcomes are more or less favorable than anticipated. A scenario plan describes a general course for achieving the goal of reducing greenhouse gas emissions, rather than a specific set of actions that will be undertaken.

At a minimum, the scope of scenario planning must address the following:

- The planning horizon date for the initial scenario plans is 2035. LCDC will be adopting rules establishing the planning horizon dates for subsequent periodic reviews and updates of scenario plans.
- Scenarios will address land use patterns and transportation systems in metropolitan areas. At least two scenarios will be developed and evaluated.
- Scenarios must be based on the accommodation of planned population and employment growth.
- Scenarios must reduce greenhouse gas emissions of light vehicles (weighing less than 10,000 pounds) to meet targets adopted by LCDC.
- Scenario plans will be adopted through a cooperative process of the local governments within a metropolitan area.

The outcomes of scenario planning for GHG emission reduction will be:

- A vision for how the transportation system and land use patterns would be organized so as to achieve the goal for reducing greenhouse gas emissions from light vehicles.
- A schematic (conceptual) map that represents the geographic relationships of elements of the vision.
- Scenario plan goals and objectives that are described in terms that are useful for judging subsequent land use and transportation plan amendment actions. (For example, more than 40% of households will be located within 1/2 mile of a high frequency transit route.)
- Potential future changes in circumstances to be aware of that could affect the likelihood that the vision can be achieved. Likewise, potential opportunities which if seized upon would increase the likelihood that the vision can be achieved.
- Identification of key local planning policies that are most needed to be adopted in order to establish the course for achieving the adopted scenario.

SCENARIO PLANNING GUIDELINES DESCRIPTION

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Oregon Scenario Planning Guidelines

Background

SB 1059 requires that ODOT and DLCD prepare guidelines to assist metropolitan areas in conducting scenario planning to meet GHG emission reduction targets.

Description

The scenario planning guidelines will provide recommendations and instructions explaining how local governments in the state's six metropolitan areas should conduct scenario planning to meet GHG reduction targets. The guidelines will help define:

- Processes for scenario planning (e.g. who is involved, and key steps), which will include a process for cooperative selection of a preferred scenario.
- Guidance for preparing scenarios (i.e. number and type of scenarios to be developed, and scope of actions and programs to be considered).
- Assumptions to be used in evaluating alternatives, which will include assumptions about baseline conditions that reflect the statewide transportation strategy.
- Methods for evaluating GHG reductions, and other costs and benefits.
- Steps for integrating scenario planning with other land use and transportation planning work (including regional transportation system planning and comprehensive planning).
- Processes for public participation in developing and evaluating alternatives.
- Coordination with cities that are near but outside the metropolitan area.

In addition, SB 1059 directs that the guidelines must:

- Take into account the full range of actions local governments may take concerning land use and transportation planning.
- Provide for coordination between state agencies and local governments.
- Encourage local innovation to reduce GHG emissions.
- Provide examples of alternative land use and transportation scenarios.

Guidelines Process

A scenario planning technical advisory committee – made up of local governments and other stakeholders – and a consultant will assist ODOT and DLCD in developing the guidelines. The agencies will also provide the public an opportunity to review and comment on the guidelines.

Guidelines will be developed in coordination with and reflect other SB 1059 work, including:

- Baseline assumptions by ODOT, DEQ, ODOE about future vehicles, fuels, and vehicular travel.
- OTC Statewide Transportation Strategy to reduce GHG emissions from the transportation sector.
- Toolkit of best practices for actions and measures to reduce transportation GHG emissions.

Draft guidelines should be completed by April 2011, to help inform target rulemaking, with final guidelines completed by the end of 2011.

Key Issues and Considerations

The guidelines must address several major issues:

- Define scenario planning (i.e. level of detail of scenario plans).
- Identify who is responsible for conducting scenario planning and the process for cooperative selection of a preferred alternative.
- Define how scenario plans relate to and should be integrated with other required land use and transportation plans.

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member Affiliation

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TOOLKIT DESCRIPTION

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Oregon Transportation GHG Emission Reduction Toolkit

Rationale

The toolkit called for in Senate Bill 1059 (SB1059), Section 4 is a database with query capabilities that provides a comprehensive listing of actions and programs that the local governments within Oregon's metropolitan areas can implement on the local and regional level to reduce transportation-related greenhouse gas (GHG) emissions from light vehicle transportation.

Description

The database will consist of descriptions of GHG reducing tools, important characteristics, and interactions. Based on existing literature the database will provide the following:

- Full descriptions of each action and program.
- Effectiveness of each action or program at reducing GHG emissions (range of GHG reduction percentages).
- Cost-effectiveness of each action or program.
- Time required to implement each action or program.
- Time required for each action or program to become effective.
- Degree to which certain strategies require authority to implement beyond the authority available at the local government level.
- Information about the types of actions or programs that compliment each other and can yield synergistic or enhanced effects, for which the range of values can be reliably estimated within the allotted time of this project.

The toolkit will include a procedures manual for implementing actions and programs from the database. The procedures manual will take the form of a set of best practices for implementation. These best practices will establish procedures and methods for implementing actions and programs.

The toolkit will also include documentation of modeling tools (existing and enhanced) that local governments can use to determine the GHG emissions outcomes to be expected when actions or programs are applied under specific local conditions.

Finally, the toolkit will include a set of educational tools that regional and local governments may use to inform the public about the actions and programs needed for GHG reduction and the need for targeted GHG reduction.

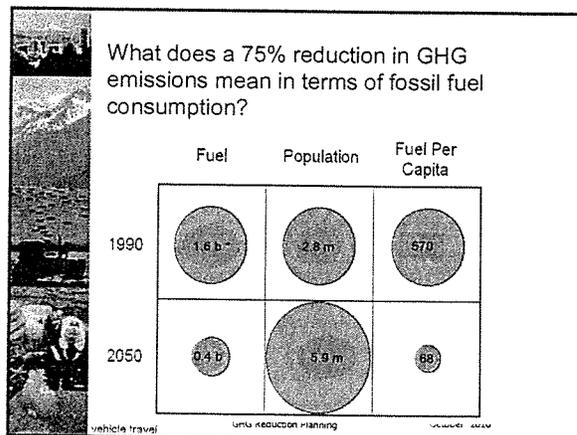
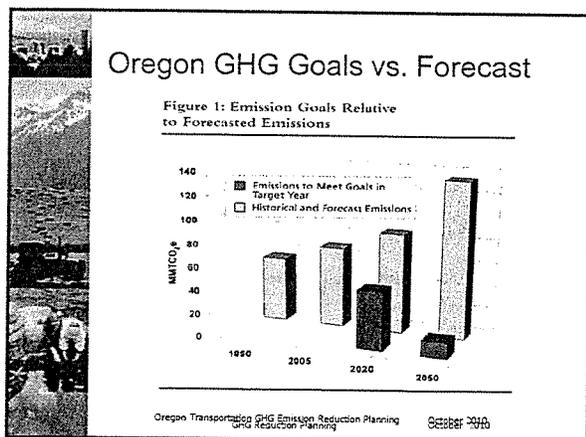
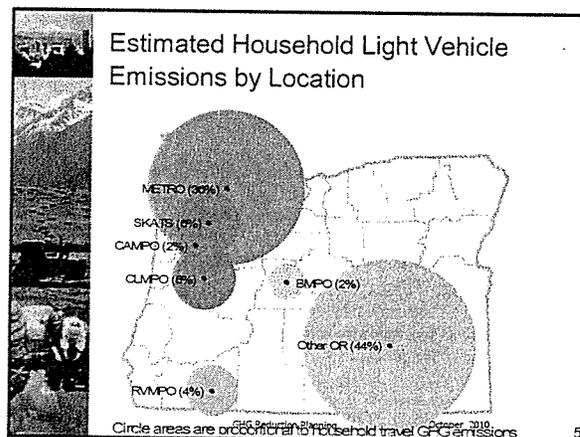
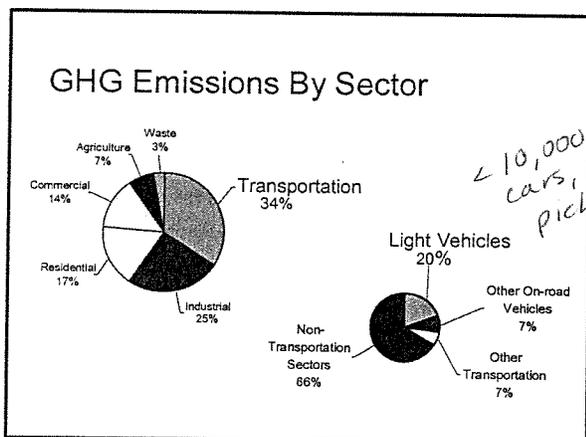
HB 2001 & SB 1059 State and Metropolitan Planning for Reducing GHG Emissions

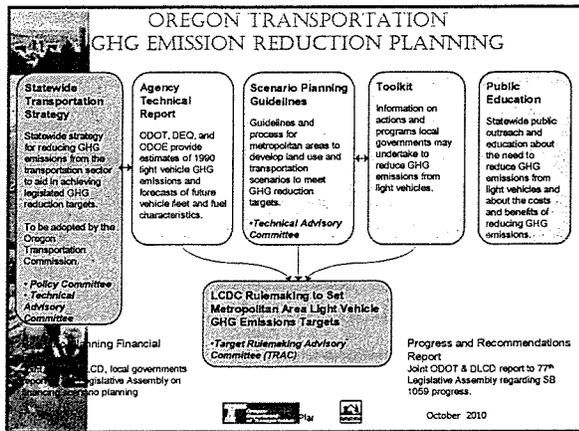
Bob Cortright
Oregon Department of Land
Conservation and Development

Background

- 2007
 - HB 3543 sets state goals for GHG reduction
 - By 2010 stop growth
 - By 2020 - 10% below 1990
 - By 2050 - 75% below 1990
- 2009
 - HB 2001 Jobs & Transportation Act (JTA)
 - HB 2186 MPOGHG Task Force
- 2010
 - SB 1059

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Target Rulemaking

- Due June 2011
- By LCDC
- Must consider different population growth rates in setting reduction targets
 - Likely per capita targets
 - Possibly VMT reduction

Key Points:

- Informed by agency technical report and statewide strategy

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Statewide Strategy

- By ODOT/OTC for transportation sector; statewide
- State programs, funding and incentives to reduce GHG through 2035
 - Assumptions about federal policies
 - Gas tax, congestion pricing, paid insurance, funding for transit, incentives, high speed rail
- **Key Points:**
 - Sets state role in reducing transportation GHG
 - Sets foundation/framework for metropolitan scenario plans

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Agency Technical Report

- By March 1, 2011
- Technical Assessment of Vehicles, Fuels, VMT
- By ODOT, DEQ, DOE
- 1990 and 2035 baseline estimates of:
 - Vehicle fleet
 - Fuels
 - VMT

Key points:

- Informs target setting and state strategy
- Likely based on national information & California work
- Underway now – ODOT GreenSTEP model

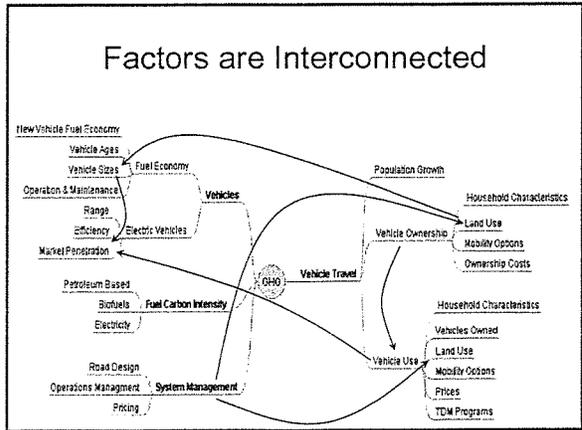
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Agency Technical Report details

For each metropolitan area:

- ODOT estimates:
 - 1990 light vehicle VMT
 - Light vehicle fleet replacement through 2035
- DEQ & DOE estimate:
 - 1990 GHG emissions from light vehicles
 - Average GHG of light vehicle fleet in 2035
 - Percentage reduction in light vehicle emissions to the year 2035 needed to achieve 2050 GHG goals
 - VMT that meets 2035 GHG emissions goal

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The GreenSTEP Model

- GreenSTEP = Greenhouse gas State Transportation Emissions Planning model
- Work started (2008) at the request of the Oregon Global Warming Commission (OGWC) for a model to evaluate a broad range of GHG policies
- GreenSTEP will be used to support the development of the statewide strategy for reducing GHG emissions from the transportation sector

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Scenario Planning Guidelines

- By ODOT & DLCD
- Advisory
- Process for scenario planning
 - Steps/ who does it
 - Assumptions
 - Evaluation methods
- Allow for a range of actions for reducing transportation GHG
- Integrate with existing planning processes
- Build in flexibility/state local coordination

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Toolkit

- ODOT and DLCD
- Best Practices for GHG reduction
- Local & regional programs and actions
 - Provide examples
 - Document GHG reduction effects
 - Focus on most effective
 - Identify benefits/ co-benefits
- Recommend Analysis and Modeling Tools

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Implementation

- HB 2001 – Portland Metro Only
 - LCDC Adopts Scenario Planning Rule (2013)
 - Guides "cooperative selection" of preferred scenario
 - Sets minimum planning standards & assumptions
 - Cycle for local plan adoption and updates
- SB 1059 – Other metropolitan areas
 - No specific timeline or requirements
 - To be addressed by 2011 Legislature
 - Expectation: Preferred scenario will guide plan updates

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Issues/Observations

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Target Setting Factors

- Need to estimate:
 - 2035 statewide GHG reduction goal
 - Transportation sector share
 - Light vehicle share
 - Metropolitan share
- Consider population growth differences
 - Between 1990-2035:
 - Deschutes +300% (+170,000)
 - Benton +40% (+27,000)

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Initial thoughts

- 2035 GHG reduction target is likely 30-50% below 1990 levels
- **Technology**
 - Vehicles will get much better
 - But fleet turnover affects adoption of new technology— median vehicle is 9 years old
- **VMT**
 - Recent per capita trend is encouraging – flat to down slightly over last 5 years
 - But population will grow by 35-40%

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Role of Scenario Planning

- Objective: Figure out what it will take to meet GHG goals
 - Combination of actions that is most effective, most beneficial, least painful
 - At vision/concept level
 - Like Metro 2040 Concept Plan
- Informs:
 - Legislative dialogue about targets, state actions, next steps
 - Plan updates, local actions

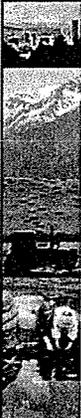
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What will scenarios look like?

- **Land Use:** *maximize Low VMT development*
 - More infill/redevelopment in centers
 - More mixed use, transit oriented development
 - Higher densities for new development
 - Little or no UGB expansion
- **Transportation:** *expand low GHG options*
 - Expanded transit
 - Complete bike / ped networks
 - Incentives for alternative modes
 - Parking management
- **Integrated packages** – LU & Transportation
 - Example: TODs + BRT + cash out etc.

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California is on a Similar Path

- SB 375
 - MPOs must develop "Sustainable Communities Strategy" - SCS
 - CARB to set targets for 18 MPOs by September 30
 - Draft GHG reduction targets
 - 13-16% reduction *per capita* (large MPOs)
 - 10% reduction (mid-sized MPOs)

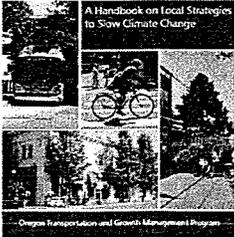
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Resources

- SB 1059 Website
www.oregon.gov/ODOT/TD/TP/SB1059.shtml
- Oregon Global Warming Commission
www.keeporegoncool.org
- TGM Carbon Footprint Webpage
www.oregon.gov/LCD/TGM/carbonfootprint/index.shtml

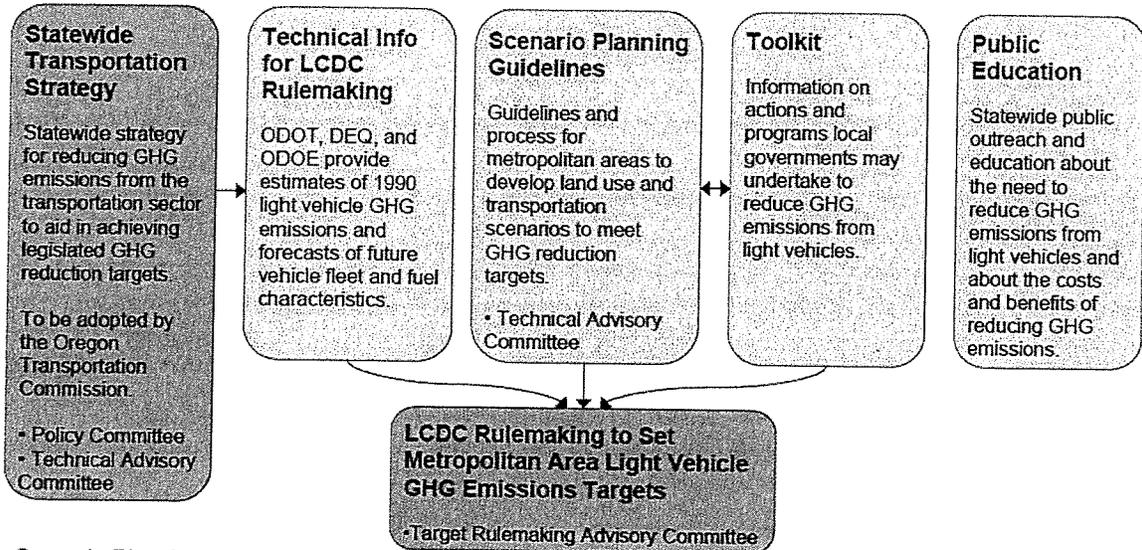
Cool Planning:
A Handbook on Local Strategies to Slow Climate Change



— Oregon Transportation and Growth Management Program

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Scenario Planning Financial Report
Joint ODOT, DLCD, local governments report to 76th Legislative Assembly on financing scenario planning

Progress and Recommendations Report
Joint ODOT & DLCD report to 77th Legislative Assembly regarding SB 1059 progress.



www.oregon.gov/ODOT/TD/TP/SB1059.shtml

Integrated Transportation Planning Reflecting GHG Considerations

