COMMISSION REPORT: CITY OF OREGON CITY

TO THE HONORABLE MAYOR AND COMMISSIONERS

320 Warner Milne Road, Oregon City, Oregon----503.657.0891

INCORPORATED 1844	**Agenda Item No.** 6a	**Topic:** Resolution No. 08-13, Amending the Capital Facilities Improvement Plan for Transportation Projects
	Agenda Type: RESOLUTION	Approved 5-0
	Meeting Date: June 18, 2008	**Attachments:** ☒ Yes ☐ No
Prepared By: Bob Cullison	**Reviewed By:** N. Kraushaar, PE	**Approved By:** Larry Patterson

RECOMMENDATION:

Staff recommends the City Commission approve proposed Resolution 08-13 to amend Resolution 98-36 by revising the Transportation portion of the Capital Facilities Improvement Plan.

REASON FOR RECOMMENDATION:

'ne Transportation portion of the Capital Facilities Improvement Plan is outdated.

BACKGROUND:

The Transportation System Plan (TSP), adopted by Ordinance No. 01-1009, presented a list of improvement projects that needs to be formally added into the Capital Facilities Improvement Plan. Some of the projects in the TSP have already been completed and many others are partially completed by street improvement completed by private development since 2001 (Attachment 2). The transportation projects amended to the TSP by the adoption of the Park Place Concept Plan also need to be added to the Transportation CIP. Subsequent CIP Transportation project additions from the Beavercreek Concept Plan will occur when it is adopted. The attached annotated list points out the completed projects, the partially completed projects, and a deleted project based on the attached Kittelson and Associates study and John Replinger letter, the City consultant, concurring with the Kittelson recommendation for deletion.

BUDGET IMPACT: FY(s): N/A Funding Source: N/A

ATTACHMENTS:

1. Proposed Resolution 08-13 with Table 7-1 (Revised June 2008), Transportation Project List
2. Annotated Transportation Projects List
3. Kittelson and Associates Study for Project R-32 w/Owner Request Letter
4. John Replinger Letter

COMMISSION REPORT: CITY OF OREGON CITY

TO THE HONORABLE MAYOR AND COMMISSIONERS

320 Warner Milne Road, Oregon City, Oregon—503.657.0891

	Agenda Item No. 5a	Topic: Resolution No. 08-13, Amending the Capital Facilities Improvement Plan for Transportation Projects
	Agenda Type: RESOLUTION	
Prepared By: Doug Gunkelman	Meeting Date: June 18, 2008 Reviewed By: [illegible]	Attachments: [X] Yes [ ] No Approved By: Andy Parrish

RECOMMENDATION

Staff recommends the City Commission approve proposed Resolution No. 08-13 to amend Resolution 98-18 by revising the Transportation section of the Capital Facilities Improvement Plan.

REASON FOR RECOMMENDATION

The Transportation section contains Capital Facilities Improvement Plan projects.

BACKGROUND

The Transportation System Plan (TSP) adopted by Ordinance No. 1625, presents a list of improvement projects that need to be funded and added to the Capital Facilities Improvement Plan (CFIP) in the future. Some of the projects identified are currently partially funded by state and federal grants and are partially funded by developer contributions. The TSP was adopted by Ordinance 2001 (Attachment 1). The transportation projects included in the TSP are also included in the Transportation CIP (Attachment 2). The TSP includes additional transportation projects that need to be added to the Transportation CIP. Attachment 3 is the TSP projects table, proposed additions to the Capital Facilities Improvement Plan will consist of a table of projects. The table includes a list of projects and the estimated costs, the project completion dates, and the funding sources. The table is based on the Kittelson and Associates study and the Transportation System Plan. Staff is working with the Kittelson consultant to develop the table.

BUDGET IMPACT: [illegible] N/A [illegible] Funding Source: [illegible]

ATTACHMENTS:

1. Proposed Resolution No. 08-13 with Table 3.1 (Transportation Projects List)
2. Adopted Transportation Projects
3. Kittelson and Associates Study of Projects
4. Capital Improvement Plan Resolution

RESOLUTION NO. 08-13

A RESOLUTION AMENDING RESOLUTION 98-36, THE CITY'S CAPITAL FACILITIES IMPROVEMENT PLAN, BY REVISING THE TRANSPORTATION PROJECTS

WHEREAS, the City has adopted Resolution 98-36, a Capital Facilities Improvement Plan (CIP), pursuant to ORS 223.309(1) that lists the capital improvements projects that the City wishes to construct and that may be funded through revenues generated by system development charges; and

WHEREAS, the City's Capital Facilities Improvement Plan may be modified "at any time" pursuant to ORS 223.309(2); and

WHEREAS, subsequent to the CIP resolution, the City Commission adopted the Transportation System Plan (TSP) by Ordinance 01-1009; and

WHEREAS, the current Transportation Projects listed in the City's Capital Facilities Improvement Plan (Resolution 98-36) in Table 7-1 does not reflect the current projects supported by the TSP; and

WHEREAS, some of the TSP projects have already been fully or partially completed by Public Works or development.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of Oregon City as follows:

The City's Capital Facilities Improvement Plan, Table 7-1 for Transportation projects, is amended by deleting the entire list and replacing it with the Table 7-1 (Revised June 2008) at Exhibit A that includes the Park Place Concept Plan projects.

Adopted, signed and approved this 18th day of June 2008.

Mayor	Commissioner
Commissioner	Commissioner
Commissioner	Comprising the City Commission of Oregon City, Oregon

CAPITAL FACILITIES IMPROVEMENT PLAN
TRANSPORTATION PROJECTS
Table 7-1

ROADWAY SYSTEM IMPROVEMENTS

No.	Location	Project Description	Estimated Cost	Priority Class
Near Term Improvements (1–5 years)				
Roadway Capacity and Operational Improvements				
R-2	Washington Street - Abernethy Rd to 12th St (Phase 1 complete 2004; Phase 2 scheduled '05-'07)	Restriping of Washington St to provide a 3-lane cross section with striped bike lanes between 16th and 12th St; intersection and signal modification at Washington St and 15th St, 14th St, and 12th St; traffic signal interconnect along the corridor.	$1,400,000	2
Upgrade Street Segments to City Street Standards				
R-103	McLoughlin Boulevard/99E: Clackamas River bridge to railroad tunnel (Phase 1, '06-'08; Phase 2, future)	Boulevard improvements from Downtown Community Plan.	$3,700,000	A
R-11	Anchor Way: 18th St-Redland Rd	Provide curb, gutter, and sidewalks along both sides.	$350,000	C
R-12	Beavercreek Road: CCC to Glen Oak Rd	Provide curb, gutter, and sidewalk along both sides.	$1,000,000	3
R-13	Boynton Street: Warner Parrot Rd-Buol St	Provide curb, gutter, and sidewalks along both sides.	$450,000	C
R-14	Central Point Road: Shenandoah Dr-UGB	Provide curb, gutter, and sidewalks along both sides.	$1,320,000	C
R-15	Forsythe Rd: Clackamas River Dr-Swan Ave	Provide curb, gutter, and sidewalks along both sides.	$700,000	C
R-16	Gaffney Lane: Molalla Ave-Meyers Rd (Partially complete)	Resurface and widen to provide bike lanes, curb, gutter, and sidewalks on both sides; remove vegetation to improve sight distance; consider traffic calming measures.	$1,108,800	2
R-17	Glen Oak Road: HWY 213-Beavercreek Rd (Partially complete 8/2003)	Provide curb, gutter, and sidewalk along both sides.	$1,200,000	3
R-18	Holcomb Road: Redland Rd-UGB (Partially complete by developers)	Provide curb, gutter, and sidewalks along both sides.	$1,510,000	C
R-19	Holmes Lane-Hilda St: Linn Ave-Alden St	Provide curb, gutter, and sidewalks along both sides.	$800,000	C

No.	Location	Project Description	Estimated Cost	Priority Class
R-20	Leland Rd: Pease Rd-UGB (Partially complete by developers)	Provide curb, gutter, and sidewalks along both sides.	$1,200,000	3
R-21	Maplelane Road: Beavercreek Rd-UGB (Partially complete by developers)	Provide curb, gutter, and sidewalks along both sides.	$628,000	C
R-22	McCord Road: Central Point Rd-Leland Rd (Partially complete by developers)	Provide curb, gutter, and sidewalks along both sides.	$500,000	C
R-23	Partlow Road: South End Rd-Central Point Rd (Partially complete by developers)	Resurface and widen to provide bike lanes, curb, and gutter on both sides; provide sidewalk along south side.	$830,000	2
R-24	Pease Road: Leland Rd-McCord Rd (Partially complete by developers)	Provide curb, gutter, and sidewalks along both sides.	$836,000	C
R-25	Redland Rd: Anchor Way-UGB	Provide curb, gutter, and sidewalks along both sides.	$296,000	C
R-26	South End Road: Partlow Rd-UGB (Partially complete by developers)	Provide curb, gutter, and sidewalks along both sides.	$1,188,000	C
R-27	Swan Avenue: Holcomb Rd-Forsythe Rd (Partially complete by developers)	Provide curb, gutter, and sidewalks along both sides.	$528,000	C
R-28	Thayer Road: Maplelane Rd-UGB (Partially complete by developers)	Provide curb, gutter, and sidewalks along both sides.	$376,000	C
R-29	Washington St/Clackamas River Dr: Abernethy Rd-UGB (Partially complete by developers)	Provide curb, gutter, and sidewalks along both sides.	$1,670,000	C
Upgrade Poorly Aligned/Offset Intersections				
R-30	Holcomb Rd/Front St-Beemer Jacobs Way	Realign offset intersection.	$500,000(1)	A
R-31	Leland Rd/Pease Rd	Realign offset intersection.	$150,000(1)	3
R-104	Molalla Avenue/Taylor/Division	Realign intersection. Evaluate roundabout application here.	$400,000	B
R-34	Warner Milne Rd/Molalla Ave	Realign offset intersection.	$350,000(1)	A
R-35	Warner Milne-Warner Parrott Rd/Leland-Linn/Central Point Rd	Realign offset intersections. Cost assumes a roundabout option.	$600,000(1)	2
Long Term Improvements (6-20 years)				
Roadway Capacity and Operational Improvements				
R-37	HWY 213: I-205 – Redland Rd	Phase 1A improvement from HWY 213 Urban Corridor Design Study	$10,000,000	2
R-38	HWY 213: Molalla Ave-Henrici Rd	Provide dual NB and SB LT lanes at HWY 213/Molalla Ave; signal modification at HWY 213/Molalla Ave; widen to provide 1 additional travel lane in each direction	$2,610,000	3

No.	Location	Project Description	Estimated Cost	Priority Class
		from Molalla Ave to Canyon Ridge Dr;+.		
R-40	Washington Street: 12th St-7th St (Partially complete – signal at 7th in 2005)	Restripe to standard 3-lane cross section; provide bike lanes on both sides; signalization and intersection modification, widening to provide an NB-RT lane (on Washington St) at Washington St/7th St, signal modification at Washington St/7th St. Evaluate "no-left turns" at 8th, 10th, and 11th St to encourage use of signalized intersections; use landscaped medians to control access at these intersections. Evaluate operations and turning movements at 7th St intersection. Can be phased.	$750,000	2
R-42	Molalla Avenue: Dewey Street-HWY 213	Phase 2 of 2 – Implement remaining phases (1C through 3C) of the Molalla Avenue Boulevard and Bikeway Improvements Plan.	$7,102,765	1
R-44	Warner Milne Road: Beavercreek Rd-Leland/Linn Ave	1 additional travel lane in each direction (4 lane section)	$1,060,000	B
Intersection Capacity and Operational Improvements				
R-48	HWY 99E/I-205 SB Ramps	Provision of dual SB LT lanes (HWY 99E to I-205 SB), signal modification.	$507,000	B
R-49	HWY 99E/I-205 NB Ramps	Provision of dual SB LT lanes (HWY 99E to I-205 NB), provision of dual WB LT lanes (I-205 to HWY 99E SB), provision of an exclusive NB RT lane (HWY 99E to I-205 NB), signal modification.	$587,000	B
R-50	HWY 99E/Main Street	Provision of exclusive LT lanes on all intersection approaches, signal modification.	$210,000	B
R-51	HWY 213/I-205 Ramps	Phase 1A improvement from Highway 213 Corridor Study.	Included with R-37	2
R-52	HWY 213/Washington Street	Phase 1A improvement from Highway 213 Corridor Study.	Included with R-37	2
R-53	HWY 213/Redland Road	Phase 1A improvement from Highway 213 Corridor Study.	Included with R-37	2
R-105	HWY 213/Beavercreek Road	Single Point Diamond grade separated interchange improvement as described in the Highway 213 Corridor Study.	$20,000,000	B
R-54	HWY 213/Molalla Avenue	Provision of dual NB and SB LT lanes, signal modification.	Included with R-38 ($835,000)	3
R-55	HWY 213/Glen Oak-Caufield Rd	Realign intersection offset; signalization; provision of exclusive EB and WB LT lanes.	Included with R-38 ($550,000)	3
R-56	HWY 213/Henrici Road	Signalization, provision of exclusive WB	Included with	3

No.	Location	Project Description	Estimated Cost	Priority Class
		LT and RT lanes.	R-38 ($300,000)	
R-61	Main Street/14th Street	Signalization, provision of an exclusive WB LT lane (14th to Main).	$220,000	B
R-62	Main Street/10th Street	Signalization, provision of an exclusive SB LT lane (Main to 10th).	$250,000	B
R-63	Molalla Avenue/Barclay Hills Dr	Monitor intersection to determine if and/or when intersection geometry and control improvements are warranted. Provision of a 150-foot SB and 50-foot NB left-run storage lane on the Molalla Ave approaches. * Likely to be further evaluated relative to intersection improvements at Holmes/Hilda with the Molalla Avenue Boulevard and Bikeway Improvements Plan phases.	Included with R-42	B
R-64	Molalla Avenue/Clairmont Way	Traffic signal modification and provision of SB and NB left-turn storage as described in the Molalla Avenue Boulevard and Bikeway Improvements Plan.	Included with R-42 ($200,000)	B
R-65	Molalla Avenue/Gaffney Lane	Traffic signal modification and provision of SB and NB left-turn storage as described in the Molalla Avenue Boulevard and Bikeway Improvements Plan.	Included with R-42 ($200,000)	B
R-66	Beavercreek Rd/Warner Milne Rd	Provision of dual NB LT lanes (Beavercreek Road to WB Warner Milne Road), signal modification.	$250,000	B
R-69	Beavercreek Rd/Glen Oak Rd	Signalization; provision of an exclusive NB LT lane.	$349,000	3
R-70	Warner Parrott Rd/South End Rd	Realign offset intersection, signalization, provide exclusive LT lanes on all intersection approaches.	$656,000	C
R-71	Warner Parrott Rd/Central Point Rd	Improved intersection and traffic control. Evaluate roundabout applications here.	Included with R-35	2
R-72	Warner Milne Rd/Linn-Leland Ave	Improved intersection and traffic control. Evaluate roundabout applications here.	Included with R-35	2
R-73	South End Rd-High Street/S 2nd St	Signalization, provision of an exclusive LT lane and a shared Through-RT lane on all intersection approaches.	$890,000	C
R-75	Linn Ave/Davis Rd-Ethel St	Signalization.	$267,000	C
R-76	Leland Rd/Clairmont Way-Meyers Rd	Signalization (could be development driven).	$552,000	C

No.	Location	Project Description	Estimated Cost	Priority Class
R-77	Redland Rd/Abernethy Rd	Provision of an exclusive LT lane on the EB and WB (Abernethy Rd) approaches, provision of an exclusive RT lane on the NB and WB approaches, signal modification. Will be included as part of the long-term HWY 213 improvements.	Included with R-37	B
R-78	Redland Rd/Anchor Way	Signalization (could be development driven).	$582,000	C
New Roadways based on Growth, Development, Enhanced Connectivity, and Operations				
R-79	Spring Valley Dr from Partlow Rd to Salmonberry Dr	New North-South extension of Spring Valley Drive – *Neighborhood Collector*	N/A	C
R-80	Shenandoah Dr from Central Point Rd to Pease Rd and from Pease Rd to Leland Rd	New East-West extension of Shenandoah Drive - *Collector* (Central Point Road to Pease Road), *Neighborhood Collector* (Pease Road to Leland)	N/A	C
R-82	Haven Rd to Nobel Rd	New East-West extension of Haven Road - *Neighborhood Collector*	N/A	C
R-83	South Douglas Loop (C.C.C.) to Glen Oak Road. (Partially complete)	New North-South connection – *Neighborhood Collector*	N/A	C
R-84	Coquille Drive north to Meyers Road extension and south to Henrici Road. (Partially complete by developers to Meyers Road ext.)	New North-South extension of Coquille Drive north to Meyers Road extension and south to Henrici Road - *Neighborhood Collector*	N/A	C
R-85	Pease Road	New Southern extension to connect with new East-West connection in R-97 – *Collector*	N/A	C
R-86	Meyers Road to Caufield Road	New North-South connection from the end of Caufield Road north to Meyers Road – *Neighborhood Collector.*	N/A	C
R-88	Redland Road extension between Abernethy Road and Washington Street	Frontage connection complementing the Highway 213 Corridor Phase 1A improvements – *Minor Arterial.*	N/A	C
R-91	SE 82nd Drive crossing of Clackamas River	Refurbished SE 82nd Drive crossing of the Clackamas River utilizing the exiting pedestrian bridge to connect Gladstone and the Park Place area – *Minor Arterial.*	N/A	C
R-92	Fir Street from Highway 213 to Beavercreek Road.	East-West extension of Fir Street from Highway 213 (as an overcrossing) to Beavercreek Road – *Minor Arterial*	N/A	B
R-93	Ethel St to May St (south of Holmes Lane)	New East-West connection – *Collector*	N/A	C
R-94	Laurel Lane from May St to Warner Milne Rd	New North-South extension of Laurel Lane, aligning with Beavercreek Road – *Collector*	N/A	B
R-95	Roosevelt St from Molalla Ave to Linn Ave	New East-West extension of Roosevelt Street – *Collector*	N/A	C

No.	Location	Project Description	Estimated Cost	Priority Class
R-96	12th St from Taylor St to Grant St	New East-West extension of 12th Street – *Collector*	N/A	C
R-97	Skellenger Way to Meyers Road and Clairmont Way	New East-West connection along southern edge of Oregon City – *Minor Arterial*	N/A	C
R-98	Meyers Road from Highway 213 to Beavercreek Road. (Partially complete to High School Lane)	East-West extension of Meyers Road – *Collector*	N/A	B
R-99	12th Street (to be completed in 2008 in McLoughlin project)	Extension of 12th Street from Main Street to Highway 99E – Collector	N/A	C
R-102	Parish Road to Central Point Road	Complete extension of Parish Road to connect to Central Point Road – Neighborhood Collector	N/A	C
R-106	Agnes Street – Main Street to Highway 213	Upgrade a new East-West connection – *Collector*	N/A	C

(1) – Costs to be refined with separate concept development and evaluation process.

(2) – Costs do not include right-of-way acquisition or unknown regulatory requirements.

N/A – Alignments are undetermined. Roadways will not be constructed without development.

PEDESTRIAN SYSTEM PLAN SIDEWALK PROJECTS

No.	Facility	Segment		Project Extent (in feet)	Estimated Cost	Priority Class
		From	To			
Arterial and Collector Street System						
P-1	Highway 213	Molalla Avenue	UGB	5,800 (both sides)	$500,800	C
P-2	Highway 99E	Clackamas River Br	Dunes Drive	1,680 (east side)	$80,000	C
P-3	Highway 99E (Complete '06-'08)	I-205 SB Ramps	13th Street	1,920 (east side)	$72,000	C
P-4	Highway 99E	Tumwater Drive	Hedges Street	2,880 (east side)	$150,000	C
P-5	Abernethy-Holcomb Blvd	Washington Street	Winston Drive	10,800 (north)	$450,000	C
P-6	Abernethy-Holcomb Blvd	Redland Road	Winston Drive	8,200 (south side)	$307,500	C
P-10	Beavercreek Road (Partially complete by developers)	Maplelane Road	UGB	10,080 (both)	$756,000	2
P-11	Berta Drive	Clairmont Way	Gaffney Lane	1,440 (north side)	$54,000	2
P-12	Berta Drive	Gaffney Lane	End	960 (south side)	$36,000	2

No.	Facility	Segment		Project Extent (in feet)	Estimated Cost	Priority Class
		From	To			
P-13	Boynton Street	Warner Parrott Road	Buol Street	1,200 (both sides)	$90,000	C
P-14	Center Street	S 2nd Street	Telford Road	2,400 (both sides)	$400,000	C
P-15	Central Point Road	Roundtree Drive	Partlow Road	2,900 (north side)	$110,000	C
P-16	Central Point Road	Skellenger Way	UGB	2,400 (north/ west)	$90,000	C
P-17	Central Point Road	Roundtree Drive	UGB	7,200 (south/east)	$270,000	C
P-18	Clackamas River Drive	Highway 213	UGB	3,850 (both sides)	$450,000	C
P-19	Clairmont Way	Southwood Drive	Leland Road	3,600 (north side)	$200,000	2
P-20	Clairmont Way	Molalla Avenue	Leland Road	4,800 (south side)	$270,000	2
P-21	Division Street	Selma Street	12th Street	720 (south side)	$27,000	C
P-22	Division Street	Gilman Park Drive	Anchor Way	2,400 (west side)	$90,000	C
P-23	Division Street	15th Street	Anchor Way	1,200 (east side)	$45,000	C
P-24	Forsythe Road	Clackamas River Dr	UGB	3,300 (both sides)	$500,000	C
P-25	Front Avenue	Forsythe Road	Holcomb Blvd	Fill in gaps	$500,000	3
P-26	Gaffney Lane	Meyers Road	Lazy Creek Lane	1,920 (both sides)	$144,000	2
P-27	Glen Oak Road (Partially complete)	Highway 213	Beavercreek Road	5,280 (both sides)	$400,000	C
P-28	Holmes Lane	Molalla Avenue	Linn Avenue	2,640 (north side)	$100,000	2
P-29	Holmes Lane	Laurel Lane	Reliance Lane	600 (south side)	$18,000	2
P-30	Leland Road	Warner Milne Road	Whitcomb Drive	1,920 (west side)	$72,000	C
P-31	Leland Road	Haven Road	UGB	5,525 (north/west)	$300,000	C
P-32	Leland Road	Hiefield Court	UGB	7,200 (east side)	$270,000	C
P-33	Linn Avenue	Jackson Street	Oak Street	1,200 (east side)	$90,000	C
P-34	Linn Avenue	Charman Street	Holmes Lane	1,920 (east side)	$150,000	C
P-35	Linn Avenue	Jackson Street	Holmes Lane	4,320 (west side)	$162,000	C
P-36	Maplelane Road	Beavercreek Road	Country Village Dr	4,800 (both sides)	$360,000	C
P-37	McCord Road	Daybreak Court	Leland Road	1,920 (north side)	$72,000	C
P-38	McCord Road	Central Point Road	Leland Road	2,880 (south side)	$108,000	C
P-39	Meyers Road	Leland Road	Highway 213	Fill in gaps	$300,000	3
P-40	Meyers Road	Leland Road	Gaffney Lane	3,600 (north side)	$135,000	3

No.	Facility	Segment		Project Extent (in feet)	Estimated Cost	Priority Class
		From	To			
P-41	Partlow Road	South End Road	Central Point Road	2,700 (both sides)	$100,000	3
P-42	Redland Road	Highway 213	Abernethy Road	960 (both sides)	$69,100	C
P-43	Redland Road	Abernethy Road	UGB	9,600 (both sides)	$685,400	C
P-44	South End Road	Warner Parrott Road	UGB	8,280 (both sides)	$621,000	C
P-45	South End Road	Barker Road	Warner Parrott Rd	1,440 (west side)	$39,600	C
P-46	South End Road	Barker Road	2nd Street	5,280 (both sides)	$1,079,400	C
P-47	Swan Avenue	Forsythe Road	Holcomb Blvd	2,880 (both sides)	$216,000	C
P-48	Telford Road	Center Street	Davis Road	2,880 (both sides)	$220,000	C
P-49	Thayer Road	Maplelane Road'	UGB	1,920 (both sides)	$150,000	C
P-50	Warner Parrott Road	Linn Avenue	South End Road	4,800 (north side)	$180,000	2
P-51	Washington Street	Abernethy Road	Highway 213	4,320 (both sides)	$325,000	C
P-52	S 2nd Street	Tumwater Drive	Center Street	480 (both sides)	$36,000	3
P-53	15th Street	Highway 99E	Taylor Street	3,360 (varies)	$750,000	C
Connections to Pedestrian Generators						
P-55	Gardiner Middle School	Hood Street		720 (both sides)	$54,000	1
P-56	Gardiner Middle School	Ethel Street		1,080 (both sides)	$81,000	1
P-57	Atkinson Park	Jackson Street		960 (west side)	$36,000	2
P-58	Rivercrest Park	Park Drive		1,200 (both sides)	$90,000	2
P-59	Mountain View Cemetery	Hilda Street		1,200 (both sides)	$90,000	C
P-60	St. John's Cemetery	Warner Street		1,200 (both sides)	$90,000	C

BICYCLE SYSTEM IMPROVEMENTS

No.	Location	Recommended Improvement	Estimated Cost	Priority Class
1994 Oregon City Bicycle Plan High Priority Projects				
B-2	Beavercreek Road: Molalla Avenue to UGB (Phase 1 - Molalla to Maple Lane, complete)	- striped bike lanes in both directions	$34,300	2

No.	Location	Recommended Improvement	Estimated Cost	Priority Class
B-3	Molalla Avenue: 7th Street to Highway 213 (Phase 1 and 2, 7th to Beavercreek Road, complete; Beavercreek to Hwy. 213 remaining)	- striped 5-6-foot bike lanes in both directions	$32,480	2
B-5	South End Road: Barker Avenue to UGB	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$1,795,500	3
B-6	Warner Milne Road: Linn Ave to Molalla Ave	- striped 5-6-foot bike lanes in both directions	$10,150	3
B-7	Washington Street: HWY 213 to 5th Street	- provide striped 5-6-foot bike lanes in both directions (will be included with Washington Street roadway improvements)	$30,000	B
B-8	Highway 99E: Main St. to South UGB	- restripe outside lanes to accommodate bicyclists - build ramps to provide access to the sidewalk facilities on the Clackamas River Bridge	$75,000	C
B-9	Highway 213: Main to Molalla Avenue	- redesign pedestrian and bicycle intersection crossings to improve safety, sight distance, separation from traffic, and decrease crossing distance Enhance bicycle use on Hwy 213 between Redland Road and the trail that crosses the old 82nd Avenue bridge connecting Oregon City and Gladstone.	$4,500	2
1994 Oregon City Bicycle Plan Medium Priority Projects				
B-10	5th Street: High Street to Jackson Street	- sign as bike route	$7,000	B
B-11	Anchor Way: Redland Road to Division Street	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$50,000	C
B-12	Central Point Road: Warner Parrott to UGB	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$3,251,250	3
B-13	Division Street: Anchor Way to Molalla Ave	- stripe 5-6-foot bike lanes in both directions	$10,000	B
B-14	Gaffney Lane: Molalla Avenue to Meyers Road	- resurface and widen to accommodate 5-6-foot bike lanes - remove vegetation to improve sight distance - consider traffic calming measures	$1,551,250	3
B-15	Holmes Lane: Telford Road to Molalla Avenue	- *in interim,* ensure 12' travel lanes by restricting on-street parking to one side of the street *and sign as a bike route* - *widen and provide* striped bike lanes	Signs $1,000 Widening $125,000	B
B-16	Leland Road: Warner Milne Road to UGB	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$2,058,750	3

No.	Location	Recommended Improvement	Estimated Cost	Priority Class
B-18	Monroe Street: 12th Street to 5th Street	- *sign as bike route* - consider striped 6-foot bike lanes	$3,000	B
B-19	Partlow Road: South End Road to Central Point Road	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$830,000	3

1994 Oregon City Bicycle Plan Low Priority Projects				
Various	• 12th Street: 99E to Taylor St • 15th Street: Washington St to Division St • Barker Ave: South End Rd to Telford Ave • Beavercreek Road: Warner Milne Rd to Molalla Ave • Center Street: 7th St to Telford Ave • Clackamette Drive: Main St extension to Highway 99E • Front Avenue: Forsythe Rd to Holcomb Rd • Glen Oak Rd: Highway 213 to Beavercreek Rd • High Street: 7th St to S 2nd St • Hilda Street/Alden Street/Barclay Hills Drive - Molalla Ave to Newell Ridge Drive • Holcomb Boulevard: Abernethy Rd to UGB • Jackson Street: 15th St to 12th St • Main Street: Main Extension to Singer Hill • Meyers Road: Highway 213 to Beavercreek Road • Railroad Avenue: Main St to HWY 99E • Swan Avenue: Forsythe Rd to Holcomb Blvd • Telford Road: Center St to Holmes Lane • Taylor Street: 12th St to 7th St • Canemah Road: Telford Road to Warner Parrott Road • Davis Road: Telford Road to Linn Avenue • Cleveland Street: Front Street to Swan Avenue • Clackamas River Drive: Hwy 213 to UGB • Abernethy Road: Washington Street to Redland Road • Fir Street: Molalla Avenue to Beavercreek Road • Melinda Street: Clackamas River Drive to Front Street	- sign as bike route; some require striping.	$100,000	Various: A to C

PARK PLACE CONCEPT PLAN

Table 5-1:

Summary of Estimated Needs for Transportation Improvements (for concept planning purposes only)

Roadway	No Build	Build	Total
HWY 213 Corridor Improvements (I-205 to Oregon City UGB)	75-125,000,000	0	75-125,000,000
Redland Road: Abernethy/Holcomb to Swan Ave		11,500,000	11,500,000
Holly Lane: Redland to Maplelane Road	3,000,000	0	3,000,000
Livesay Road: Swan Ext to Holly Ext		1,800,000	1,800,000
Donovan Road: Holly Lane to Ogden Middle School		1,200,000	1,200,000
Swan Ave Extension: Existing Swan Ave south to Holcomb Blvd		1,100,000	1,100,000
Swan Ave Extension: Livesay canyon to Redland Road		9,300,000	9,300,000
Swan Ave Extension: Redland Rd to Holly Ln		9,300,000	9,300,000
Holly Lane: Redland to Holcomb Blvd		17,400,000	17,400,000
Total	78-128,000,000	51,600,000	130-180,000,000

Intersections	No Build	Build	Total
Anchor Way/Redland	2,900,000		2,900,000
Holly Ln/Redland Rd	2,000,000		2,000,000
Holly Ln/Maplelane Rd	1,600,000		1,600,000
Swan Ave/Holcomb Blvd		300,000	300,000
Total Intersection Improvements	6,500,000	300,000	6,800,000
Grand Totals	85-135,000,000	51,900,000	137-187,000,000

ANNOTATED TRANSPORTATION SYSTEM PLAN
PROJECT LIST

Table 5-5. Roadway System Improvements

No.	Location	Project Description	Estimated Cost	Priority Class
Near Term Improvements (1–5 years)				
Roadway Capacity and Operational Improvements				
R-1	HWY 213 - I-205 NB Ramps to Redland Rd **COMPLETED**	Restriping the existing SB-RT lane between I-205 and Washington as a third travel lane; widening to provide an exclusive SB-RT lane at HWY 213/Washington St; construction of a third SB travel lane on HWY 213 from Washington St terminating as a SB-RT lane at Redland Rd; signal modification at HWY 213/Washington St and HWY 213/Redland Rd.	$1,890,000	1
R-2	Washington Street - Abernethy Rd to 12th St **COMPLETE EXCEPT FOR SIGNAL AT 12TH & WASHINGTON**	Restriping of Washington St to provide a 3-lane cross section with striped bike lanes between 16th and 12th St; intersection and signal modification at Washington St and 15th St, 14th St, and 12th St; traffic signal interconnect along the corridor.	$1,400,000	2
R-42	Molalla Avenue – Division Street to Dewey Street **COMPLETED**	Phase 1 of 2 – Implement Phases 1A and 1B of the Molalla Avenue Boulevard and Bikeway Improvements Plan.	$1,165,675	1
Intersection Capacity and Operational Improvements				
R-3	HWY 213/Washington Street **COMPLETED**	Modification of existing SB-RT lane into an additional SB Through lane, provision of an exclusive SB-RT lane, signal modification.	Included with R-1 ($338,000)	1
R-4	HWY 213/Beavercreek Road **COMPLETED**	Widening and restriping to provide dual LT lanes and two through lanes on all intersection approaches, provision of an exclusive WB RT lane, signal modification, redesign pedestrian and bicycle crossings.	$5,450,000	1
R-5	Washington Street/15th Street **COMPLETED**	Intersection and signal modification to provide exclusive LT lanes with protected phasing on the Washington Street approaches, corridor signal interconnect. *Improvement also serves to mitigate identified safety deficiencies.*	Included with R-2 ($163,000)	2
R-6	Washington Street/14th Street **COMPLETED**	Intersection and signal modification to provide exclusive LT lanes with protected phasing on the Washington Street approaches, corridor signal interconnect.	Included with R-2 ($163,000)	2

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Location	Project Description	Estimated Cost	Priority Class
Intersection Safety and Operational Improvements				
R-8	HWY 99E/Tumwater Drive **COMPLETED**	Taper Highway 99E to one southbound travel lane prior to the Highway 99E/Tumwater Drive intersection; provide an exclusive southbound left-turn pocket at the Highway 99E/Tumwater Drive intersection; convert Tumwater Drive to one-way eastbound at Highway 99E; improvement will be constructed in conjunction with the improvements to HYW 99E/S 2nd Street intersection.	$500,000 (including improvement R-9-per ODOT estimate)	2
R-9	HWY 99E/S 2nd Street **COMPLETED**	Signalize, realign, and provide an exclusive southbound left-turn lane at Highway 99E/S 2nd Street; improvement will be constructed in conjunction with the improvements to HYW 99E/Tumwater Drive	$500,000 (including improvement R-8-per ODOT)	2
R-10	Washington Street/12th Street **COMPLETED EXCEPT FOR SIGNAL**	Signalization, intersection reconstruction and reconfiguration to provide exclusive LT lanes with protected phasing on the Washington Street approaches, corridor signal interconnect.	Included with R-2 ($300,000)	2
Upgrade Street Segments to City Street Standards				
R-103	McLoughlin Boulevard/99E Clackamas River bridge to railroad tunnel **PROJECT UNDERWAY**	Boulevard improvements from Downtown Community Plan.	$3,700,000	A
~~R-87~~	~~17th Street~~ ~~End of the Trail Area (Washington St/Abernethy Rd) to Main Street extension~~ **PROJECT DELETED AS 17TH CLOSED FOR AMTRAK**	~~Improve roadway (wider lanes, sidewalks) to enhance and preserve connection between the End of the Trail area and Clackamette Cove area. *Designate as a Collector facility.*~~	~~$1,300,000~~	~~B~~
R-11	Anchor Way 18th St-Redland Rd	Provide curb, gutter, and sidewalks along both sides.	$350,000	C
R-12	Beavercreek Road CCC to Glen Oak Rd **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalk along both sides.	$1,000,000	3
R-13	Boynton Street Warner Parrot Rd-Buol St	Provide curb, gutter, and sidewalks along both sides.	$450,000	C
R-14	Central Point Road Shenandoah Dr-UGB **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$1,320,000	C

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Location	Project Description	Estimated Cost	Priority Class
R-15	Forsythe Rd Clackamas River Dr-Swan Ave	Provide curb, gutter, and sidewalks along both sides.	$700,000	C
R-16	Gaffney Lane Molalla Ave-Meyers Rd **PARTIALLY COMPLETED BY DEVELOPERS**	Resurface and widen to provide bike lanes, curb, gutter, and sidewalks on both sides; remove vegetation to improve sight distance; consider traffic calming measures.	$1,108,800	2
R-17	Glen Oak Road HWY 213-Beavercreek Rd **PARTIALLY COMPLETED BY DEVELOPERS AND CITY**	Provide curb, gutter, and sidewalk along both sides.	$1,200,000	3
R-18	Holcomb Road Redland Rd-UGB **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$1,510,000	C
R-19	Holmes Lane-Hilda St Linn Ave-Alden St	Provide curb, gutter, and sidewalks along both sides.	$800,000	C
R-20	Leland Rd Pease Rd-UGB **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$1,200000	3
R-21	Maplelane Road Beavercreek Rd-UGB **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$628,000	C
R-22	McCord Road Central Point Rd-Leland Rd **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$500,000	C
R-23	Partlow Road South End Rd-Central Point Rd **PARTIALLY COMPLETED BY DEVELOPERS**	Resurface and widen to provide bike lanes, curb, and gutter on both sides; provide sidewalk along south side.	$830,000	2
R-24	Pease Road Leland Rd-McCord Rd **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$836,000	C
R-25	Redland Rd Anchor Way-UGB	Provide curb, gutter, and sidewalks along	$296,000	C

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Location	Project Description	Estimated Cost	Priority Class
		both sides.		
R-26	South End Road Partlow Rd-UGB **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$1,188,000	C
R-27	Swan Avenue Holcomb Rd-Forsythe Rd **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$528,000	C
R-28	Thayer Road Maplelane Rd-UGB **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$376,000	C
R-29	Washington St/Clackamas River Abernethy Rd-UGB **PARTIALLY COMPLETED BY DEVELOPERS**	Provide curb, gutter, and sidewalks along both sides.	$1,670,000	C
Upgrade Poorly Aligned/Offset Intersections				
R-30	Holcomb Rd/Front St-Beemer Jacobs Way	Realign offset intersection.	$500,000(1)	A
R-31	Leland Rd/Pease Rd	Realign offset intersection.	$150,000(1)	3
~~R-32~~	~~Partlow Rd/McCord Rd~~ **RECOMMENDED FOR DELETION PER KITTELSON STUDY APPROVED BY STAFF**	~~Realign offset intersection.~~	~~$150,000(1)~~	~~A~~
R-104	Molalla Avenue/Taylor/Division	Realign intersection. Evaluate roundabout application here.	$400,000	B
R-33	Partlow Rd/Lafayette Ave-Oaktree Ave **WILL BE COMPLETED BY DEVELOPERS IN 2008**	Realign offset intersection.	$150,000(1)	A
R-34	Warner Milne Rd/Molalla Ave	Realign offset intersection.	$350,000(1)	A
R-35	Warner Milne-Warner Parrott Rd/Leland-Linn/Central Point Rd	Realign offset intersections. Cost assumes a roundabout option.	$600,000(1)	2

(1) – Costs to be refined with separate concept development and evaluation process.

(2) – Costs do not include right-of-way acquisition or unknown regulatory requirements.

N/A – Alignments are undetermined. Roadways will not be constructed without development.

Table 5-5 (continued). Roadway System Improvements

No.	Location	Project Description	Estimated Cost	Priority Class
Long Term Improvements (6-20 years)				
Roadway Capacity and Operational Improvements				
R-37	HWY 213 I-205 – Redland Rd	Phase 1A improvement from HWY 213 Urban Corridor Design Study	$10,000,000	2
R-38	HWY 213 Molalla Ave-Henrici Rd **PARTIALLY COMPLETED BY ODOT**	Provide dual NB and SB LT lanes at HWY 213/Molalla Ave; signal modification at HWY 213/Molalla Ave; widen to provide 1 additional travel lane in each direction from Molalla Ave to Canyon Ridge Dr; widen to provide standard 3-lane cross section from Canyon Ridge Dr to Henrici Rd.	$2,610,000	3
R-40	Washington Street 12th St-7th St **PARTIALLY COMPLETE BY CITY (SIGNAL AT 7TH)**	Restripe to standard 3-lane cross section; provide bike lanes on both sides; signalization and intersection modification, widening to provide an NB-RT lane (on Washington St) at Washington St/7th St, signal modification at Washington St/7th St. Evaluate "no-left turns" at 8th, 10th, and 11th St to encourage use of signalized intersections; use landscaped medians to control access at these intersections. Evaluate operations and turning movements at 7th St intersection. Can be phased.	$750,000	2
R-42	Molalla Avenue Dewey Street-HWY 213 **PARTIALLY COMPLETED BY CITY TO HOLMES/HILDA**	Phase 2 of 2 – Implement remaining phases (1C through 3C) of the Molalla Avenue Boulevard and Bikeway Improvements Plan.	$7,102,765	1
R-43	Beavercreek Road Molalla Ave-Maplelane Rd **COMPLETED BY CITY**	Widen to provide typical 5-lane cross section; planted median; bike lanes, planter strip, curb, and gutter on both sides; modify Fred Meyer access traffic signal	$2,500,000	1
R-44	Warner Milne Road Beavercreek Rd-Leland/Linn Ave	1 additional travel lane in each direction (4 lane section)	$1,060,000	B
Intersection Capacity and Operational Improvements				
R-48	HWY 99E/I-205 SB Ramps	Provision of dual SB LT lanes (HWY 99E to I-205 SB), signal modification.	$507,000	B

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Location	Project Description	Estimated Cost	Priority Class
R-49	HWY 99E/I-205 NB Ramps	Provision of dual SB LT lanes (HWY 99E to I-205 NB), provision of dual WB LT lanes (I-205 to HWY 99E SB), provision of an exclusive NB RT lane (HWY 99E to I-205 NB), signal modification.	$587,000	B
R-50	HWY 99E/Main Street	Provision of exclusive LT lanes on all intersection approaches, signal modification.	$210,000	B
R-51	HWY 213/I-205 Ramps	Phase 1A improvement from Highway 213 Corridor Study.	Included with R-37	2
R-52	HWY 213/Washington Street	Phase 1A improvement from Highway 213 Corridor Study.	Included with R-37	2
R-53	HWY 213/Redland Road	Phase 1A improvement from Highway 213 Corridor Study.	Included with R-37	2
R-105	HWY 213/Beavercreek Road	Single Point Diamond grade separated interchange improvement as described in the Highway 213 Corridor Study.	$20,000,000	B
R-54	HWY 213/Molalla Avenue	Provision of dual NB and SB LT lanes, signal modification.	Included with R-38 ($835,000)	3
R-55	HWY 213/Glen Oak-Caufield Rd	Realign intersection offset; signalization; provision of exclusive EB and WB LT lanes.	Included with R-38 ($550,000)	3
R-56	HWY 213/Henrici Road	Signalization, provision of exclusive WB LT and RT lanes.	Included with R-38 ($300,000)	3
R-57	Washington Street/17th Street **COMPLETED BY CITY**	Intersection improvements as detailed in the Abernethy Creek-Washington Street Bridge draft Environmental Assessment.	$375,000	2
R-58	Washington Street/15th Street **COMPLETED BY CITY**	Provision of exclusive LT lanes on both 15th St approaches, signal modification.	$165,000	2
R-59	Washington Street/14th Street **COMPLETED BY CITY**	Provision of an exclusive RT lane on the SB Washington St approach, provision of exclusive LT lanes on both 14th St approaches, signal modification.	$200,000	2
R-60	Washington Street/7th Street **COMPLETED BY CITY**	Provision of an exclusive LT lane and a shared Through-RT lane on the NB Washington Street approach, provision of exclusive LT, Through, and RT lanes on the SB Washington Street approach, signal modification.	Included with R-40 ($166,000)	2
R-61	Main Street/14th Street	Signalization, provision of an exclusive WB LT lane (14th to Main).	$220,000	B

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Location	Project Description	Estimated Cost	Priority Class
R-62	Main Street/10th Street	Signalization, provision of an exclusive SB LT lane (Main to 10th).	$250,000	B
R-63	Molalla Avenue/Barclay Hills Dr	Monitor intersection to determine if and/or when intersection geometry and control improvements are warranted. Provision of a 150-foot SB and 50-foot NB left-run storage lane on the Molalla Ave approaches. * Likely to be further evaluated relative to intersection improvements at Holmes/Hilda with the Molalla Avenue Boulevard and Bikeway Improvements Plan phases.	Included with R-42	B
R-64	Molalla Avenue/Clairmont Way	Traffic signal modification and provision of SB and NB left-turn storage as described in the Molalla Avenue Boulevard and Bikeway Improvements Plan.	Included with R-42 ($200,000)	B
R-65	Molalla Avenue/Gaffney Lane	Traffic signal modification and provision of SB and NB left-turn storage as described in the Molalla Avenue Boulevard and Bikeway Improvements Plan.	Included with R-42 ($200,000)	B
R-66	Beavercreek Rd/Warner Milne Rd	Provision of dual NB LT lanes (Beavercreek Road to WB Warner Milne Road), signal modification.	$250,000	B
R-67	Beavercreek Rd/Fir Street **COMPLETED BY CITY**	Signalize, provide exclusive LT lanes and protected phasing on all intersection approaches.	$180,000	B
R-68	Beavercreek Rd/Maplelane Rd **COMPLETED BY CITY**	Provision of exclusive RT lanes on the SB (Maplelane Rd) and EB (Beavercreek Rd) approaches, signal modification.	$106,000	B
R-69	Beavercreek Rd/Glen Oak Rd	Signalization; provision of an exclusive NB LT lane.	$349,000	3
R-70	Warner Parrott Rd/South End Rd	Realign offset intersection, signalization, provide exclusive LT lanes on all intersection approaches.	$656,000	C
R-71	Warner Parrott Rd/Central Point Rd	Improved intersection and traffic control. Evaluate roundabout applications here.	Included with R-35	2
R-72	Warner Milne Rd/Linn-Leland Ave	Improved intersection and traffic control. Evaluate roundabout applications here.	Included with R-35	2
R-73	South End Rd-High Street/S 2nd St	Signalization, provision of an exclusive LT lane and a shared Through-RT lane on all intersection approaches.	$890,000	C
R-74	South End Rd/Oaktree-Partlow Rd **WILL BE COMPLETED BY**	Realign intersection, signalization, provision of an exclusive LT lane on all	$446,000	C

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Location	Project Description	Estimated Cost	Priority Class
	DEVELOPER IN 2008	intersection approaches.		
R-75	Linn Ave/Davis Rd-Ethel St	Signalization.	$267,000	C
R-76	Leland Rd/Clairmont Way-Meyers Rd	Signalization (could be development driven).	$552,000	C
R-77	Redland Rd/Abernethy Rd	Provision of an exclusive LT lane on the EB and WB (Abernethy Rd) approaches, provision of an exclusive RT lane on the NB and WB approaches, signal modification. Will be included as part of the long-term HWY 213 improvements.	Included with R-37	B
R-78	Redland Rd/Anchor Way	Signalization (could be development driven).	$582,000	C
New Roadways based on Growth, Development, Enhanced Connectivity, and Operations				
R-79	Spring Valley Dr from Partlow Rd to Salmonberry Dr	New North-South extension of Spring Valley Drive – *Neighborhood Collector*	N/A	C
R-80	Shenandoah Dr from Central Point Rd to Pease Rd and from Pease Rd to Leland Rd	New East-West extension of Shenandoah Drive - *Collector* (Central Point Road to Pease Road), *Neighborhood Collector* (Pease Road to Leland)	N/A	C
R-81	Leland Rd to Meyers Rd near S Jessie Ave **COMPLETED BY DEVELOPERS AS FRONTIER PARKWAY**	New North-South connection – *Neighborhood Collector*	N/A	C
R-82	Haven Rd to Nobel Rd **PARTIALLY COMPLETED BY DEVELOPERS**	New East-West extension of Haven Road - *Neighborhood Collector*	N/A	C
R-83	South Douglas Loop (C.C.C.) to Glen Oak Road.	New North-South connection – *Neighborhood Collector*	N/A	C
R-84	Coquille Drive north to Meyers Road extension and south to Henrici Road. **NORTH TO MEYERS ROAD COMPLETED BY DEVELOPERS**	New North-South extension of Coquille Drive north to Meyers Road extension and south to Henrici Road - *Neighborhood Collector*	N/A	C
R-85	Pease Road **COMPLETED BY DEVELOPERS**	New Southern extension to connect with new East-West connection in R-97 – *Collector*	N/A	C
R-86	Meyers Road to Caufield Road	New North-South connection from the end of Caufield Road north to Meyers Road – *Neighborhood Collector.*	N/A	C
R-88	Redland Road extension between Abernethy Road and Washington Street	Frontage connection complementing the Highway 213 Corridor Phase 1A improvements – *Minor Arterial.*	N/A	C
R-91	SE 82nd Drive crossing of Clackamas River	Refurbished SE 82nd Drive crossing of the Clackamas River utilizing the exiting pedestrian bridge to connect Gladstone	N/A	C

PROJECT LIST

No.	Location	Project Description	Estimated Cost	Priority Class
		and the Park Place area – *Minor Arterial.*		
R-92	Fir Street from Highway 213 to Beavercreek Road.	East-West extension of Fir Street from Highway 213 (as an overcrossing) to Beavercreek Road – *Minor Arterial*	N/A	B
R-93	Ethel St to May St (south of Holmes Lane)	New East-West connection – *Collector*	N/A	C
R-94	Laurel Lane from May St to Warner Milne Rd	New North-South extension of Laurel Lane, aligning with Beavercreek Road – *Collector*	N/A	B
R-95	Roosevelt St from Molalla Ave to Linn Ave	New East-West extension of Roosevelt Street – *Collector*	N/A	C
R-96	12th St from Taylor St to Grant St	New East-West extension of 12th Street – *Collector*	N/A	C
R-97	Skellenger Way to Meyers Road and Clairmont Way	New East-West connection along southern edge of Oregon City – *Minor Arterial*	N/A	C
R-98	Meyers Road from Highway 213 to Beavercreek Road. **PARTIALLY COMPLETE FROM BEAVERCREEK ROAD WEST TO HIGH SCHOOL LANE**	East-West extension of Meyers Road – *Collector*	N/A	B
R-99	12th Street **INCLUDED IN MCLOUGHLIN PHASE 1 PROJECT**	Extension of 12th Street from Main Street to Highway 99E – Collector	N/A	C
R-102	Parrish Road to Central Point Road	Complete extension of Parrish Road to connect to Central Point Road – Neighborhood Collector	N/A	C
R-106	Agnes Street – Main Street to Highway 213	Upgrade a new East-West connection – *Collector*	N/A	C

(1) – Costs to be refined with separate concept development and evaluation process.

(2) – Costs do not include right-of-way acquisition or unknown regulatory requirements.

N/A – Alignments are undetermined. Roadways will not be constructed without development.

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

Table 5-10. Pedestrian System Plan Sidewalk Projects

No.	Facility	Segment		Project Extent (in feet)	Estimated Cost	Priority Class
		From	To			
Arterial and Collector Street System						
P-1	Highway 213	Molalla Avenue	UGB	5,800 (both sides)	$500,800	C
P-2	Highway 99E	Clackamas River Br	Dunes Drive	1,680 (east side)	$80,000	C
P-3	Highway 99E **PART OF MCLOUGHLIN PROJECT**	I-205 SB Ramps	13th Street	1,920 (east side)	$72,000	C
P-4	Highway 99E	Tumwater Drive	Hedges Street	2,880 (east side)	$150,000	C
P-5	Abernethy-Holcomb Blvd **PARTIALLY COMPLETE BY DEVELOPERS**	Washington Street	Winston Drive	10,800 (north)	$450,000	C
P-6	Abernethy-Holcomb Blvd **PARTIALLY COMPLETE BY DEVELOPERS**	Redland Road	Winston Drive	8,200 (south side)	$307,500	C
P-7	Beavercreek Road **COUNTY TO COMPLETE**	Warner Milne Road	Kaen Road	1,200 (both sides)	$90,000	2
P-8	Beavercreek Road **COMPLETE**	Fred Meyer	Highway 213	1,900 (north side)	$71,250	2
P-9	Beavercreek Road **COMPLETE**	Highway 213	Maplelane Road	720 (north side)	$27,000	2
P-10	Beavercreek Road **PARTIALLY COMPLETE BY DEVELOPERS**	Maplelane Road	UGB	10,080 (both)	$756,000	2
P-11	Berta Drive	Clairmont Way	Gaffney Lane	1,440 (north side)	$54,000	2
P-12	Berta Drive	Gaffney Lane	End	960 (south side)	$36,000	2
P-13	Boynton Street	Warner Parrott Road	Buol Street	1,200 (both sides)	$90,000	C
P-14	Center Street	S 2nd Street	Telford Road	2,400 (both sides)	$400,000	C
P-15	Central Point Road **PARTIALLY COMPLETE BY DEVELOPERS**	Roundtree Drive	Partlow Road	2,900 (north side)	$110,000	C

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Facility	Segment		Project Extent (in feet)	Estimated Cost	Priority Class
		From	To			
P-16	Central Point Road **PARTIALLY COMPLETE BY DEVELOPERS**	Skellenger Way	UGB	2,400 (north/ west)	$90,000	C
P-17	Central Point Road **PARTIALLY COMPLETE BY DEVELOPERS**	Roundtree Drive	UGB	7,200 (south/east)	$270,000	C
P-18	Clackamas River Drive **PARTIALLY COMPLETE BY DEVELOPERS**	Highway 213	UGB	3,850 (both sides)	$450,000	C
P-19	Clairmont Way	Southwood Drive	Leland Road	3,600 (north side)	$200,000	2
P-20	Clairmont Way	Molalla Avenue	Leland Road	4,800 (south side)	$270,000	2
P-21	Division Street	Selma Street	12th Street	720 (south side)	$27,000	C
P-22	Division Street	Gilman Park Drive	Anchor Way	2,400 (west side)	$90,000	C
P-23	Division Street **PARTIALLY COMPLETE BY DEVELOPERS**	15th Street	Anchor Way	1,200 (east side)	$45,000	C
P-24	Forsythe Road	Clackamas River Dr	UGB	3,300 (both sides)	$500,000	C
P-25	Front Avenue	Forsythe Road	Holcomb Blvd	Fill in gaps	$500,000	3
P-26	Gaffney Lane	Meyers Road	Lazy Creek Lane	1,920 (both sides)	$144,000	2
P-27	Glen Oak Road **PARTIALLY COMPLETE BY DEVELOPERS**	Highway 213	Beavercreek Road	5,280 (both sides)	$400,000	C
P-28	Holmes Lane	Molalla Avenue	Linn Avenue	2,640 (north side)	$100,000	2
P-29	Holmes Lane	Laurel Lane	Reliance Lane	600 (south side)	$18,000	2
P-30	Leland Road **PARTIALLY COMPLETE BY DEVELOPERS**	Warner Milne Road	Whitcomb Drive	1,920 (west side)	$72,000	C
P-31	Leland Road **PARTIALLY COMPLETE BY DEVELOPERS**	Haven Road	UGB	5,525 (north/west)	$300,000	C

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Facility	Segment		Project Extent (in feet)	Estimated Cost	Priority Class
		From	To			
P-32	Leland Road **PARTIALLY COMPLETE BY DEVELOPERS**	Hiefield Court	UGB	7,200 (east side)	$270,000	C
P-33	Linn Avenue	Jackson Street	Oak Street	1,200 (east side)	$90,000	C
P-34	Linn Avenue	Charman Street	Holmes Lane	1,920 (east side)	$150,000	C
P-35	Linn Avenue	Jackson Street	Holmes Lane	4,320 (west side)	$162,000	C
P-36	Maplelane Road **PARTIALLY COMPLETE BY DEVELOPERS**	Beavercreek Road	Country Village Dr	4,800 (both sides)	$360,000	C
P-37	McCord Road	Daybreak Court	Leland Road	1,920 (north side)	$72,000	C
P-38	McCord Road **PARTIALLY COMPLETE BY DEVELOPERS**	Central Point Road	Leland Road	2,880 (south side)	$108,000	C
P-39	Meyers Road	Leland Road	Highway 213	Fill in gaps	$300,000	3
P-40	Meyers Road	Leland Road	Gaffney Lane	3,600 (north side)	$135,000	3
P-41	Partlow Road **PARTIALLY COMPLETE BY DEVELOPERS**	South End Road	Central Point Road	2,700 (both sides)	$100,000	3
P-42	Redland Road	Highway 213	Abernethy Road	960 (both sides)	$69,100	C
P-43	Redland Road	Abernethy Road	UGB	9,600 (both sides)	$685,400	C
P-44	South End Road **PARTIALLY COMPLETE BY DEVELOPERS**	Warner Parrott Road	UGB	8,280 (both sides)	$621,000	C
P-45	South End Road	Barker Road	Warner Parrott Rd	1,440 (west side)	$39,600	C
P-46	South End Road	Barker Road	2nd Street	5,280 (both sides)	$1,079,400	C
P-47	Swan Avenue **PARTIALLY COMPLETE BY DEVELOPERS**	Forsythe Road	Holcomb Blvd	2,880 (both sides)	$216,000	C

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Facility	Segment		Project Extent (in feet)	Estimated Cost	Priority Class
		From	To			
P-48	Telford Road **PARTIALLY COMPLETE BY DEVELOPERS**	Center Street	Davis Road	2,880 (both sides)	$220,000	C
P-49	Thayer Road **PARTIALLY COMPLETE BY DEVELOPERS**	Maplelane Road	UGB	1,920 (both sides)	$150,000	C
P-50	Warner Parrott Road **PARTIALLY COMPLETE BY DEVELOPERS**	Linn Avenue	South End Road	4,800 (north side)	$180,000	2
P-51	Washington Street **PARTIALLY COMPLETE BY DEVELOPERS**	Abernethy Road	Highway 213	4,320 (both sides)	$325,000	C
P-52	S 2nd Street	Tumwater Drive	Center Street	480 (both sides)	$36,000	3
P-53	15th Street	Highway 99E	Taylor Street	3,360 (varies)	$750,000	C
Connections to Pedestrian Generators						
P-54	Park Place Elem. School **COMPLETE**	La Rae Street		400 (both sides)	$60,000	1
P-55	Gardiner Middle School	Hood Street		720 (both sides)	$54,000	1
P-56	Gardiner Middle School	Ethel Street		1,080 (both sides)	$81,000	1
P-57	Atkinson Park	Jackson Street		960 (west side)	$36,000	2
P-58	Rivercrest Park	Park Drive		1,200 (both sides)	$90,000	2
P-59	Mountain View Cemetery	Hilda Street		1,200 (both sides)	$90,000	C
P-60	St. John's Cemetery	Warner Street		1,200 (both sides)	$90,000	C

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

Table 5-11. Bicycle System Improvements
(based on the 1994 Oregon City Bicycle Plan)

No.	Location	Recommended Improvement	Estimated Cost	Priority Class
1994 Oregon City Bicycle Plan High Priority Projects				
B-1	7th Street: High Street to Taylor Street **COMPLETE**	- striped 5-foot bike lanes in both directions	$30,000	B
B-2	Beavercreek Road: Molalla Avenue to UGB **COMPLETE MOLALLA TO MAPLELANE**	- striped bike lanes in both directions	$34,300	2
B-3	Molalla Avenue: 7th Street to Highway 213 **COMPLETE 7TH TO BEAVERCREEK**	- striped 5-6-foot bike lanes in both directions	$32,480	2
B-4	Singer Hill: HWY 99E to 7th Street	- railroad crossing warning for the northbound traffic - if street is ever widened, 5-foot bike lanes should be striped	$100 for sign	C
B-5	South End Road: Barker Avenue to UGB	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$1,795,500	3
B-6	Warner Milne Road: Linn Ave to Molalla Ave	- striped 5-6-foot bike lanes in both directions	$10,150	3
B-7	Washington Street: HWY 213 to 5th Street **PARTIALLY COMPLETE BY CITY**	- provide striped 5-6-foot bike lanes in both directions (will be included with Washington Street roadway improvements)	$30,000	B
B-8	Highway 99E: I-205 to South UGB	- restripe outside lanes to accommodate bicyclists - build ramps to provide access to the sidewalk facilities on the Clackamas River Bridge	$75,000	C
B-9	Highway 213: I-205 to Molalla Avenue	- redesign pedestrian and bicycle intersection crossings to improve safety, sight distance, separation from traffic, and decrease crossing distance Enhance bicycle use on Hwy 213 between Redland Road and the trail that crosses the old 82nd Avenue bridge connecting Oregon City and Gladstone.	$4,500	2
1994 Oregon City Bicycle Plan Medium Priority Projects				
B-10	5th Street: High Street to Jackson Street	- sign as bike route	$7,000	B
B-11	Anchor Way: Redland Road to Division Street	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$50,000	C
B-12	Central Point Road: Warner Parrott to UGB	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$3,251,250	3

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Location	Recommended Improvement	Estimated Cost	Priority Class
B-13	Division Street: Anchor Way to Molalla Ave	- stripe 5-6-foot bike lanes in both directions	$10,000	B
B-14	Gaffney Lane: Molalla Avenue to Meyers Road	- resurface and widen to accommodate 5-6-foot bike lanes - remove vegetation to improve sight distance - consider traffic calming measures	$1,551,250	3
B-15	Holmes Lane: Telford Road to Molalla Avenue	- *in interim,* ensure 12' travel lanes by restricting on-street parking to one side of the street *and sign as a bike route* - *widen and provide* striped bike lanes	Signs $1,000 Widening $125,000	B
B-16	Leland Road: Warner Milne Road to UGB	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$2,058,750	3
B-17	Main Street Extension	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$800,000	B
B-18	Monroe Street: 12th Street to 5th Street	- *sign as bike route* - consider striped 6-foot bike lanes	$3,000	B
B-19	Partlow Road: South End Road to Central Point Road	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$830,000	3
1994 Oregon City Bicycle Plan Low Priority Projects (improvements are striped bike lanes unless otherwise noted)				
B-20	12th Street: 99E to Taylor St		$3,000	A
B-21	15th Street: Washington St to Division St	- sign as bike route	$4,000	C
B-22	Barker Ave: South End Rd to Telford Ave	- sign as bike route	$3,000	B
B-23	Beavercreek Road: Warner Milne Rd to Molalla Ave		$4,000	2
B-24	Center Street: 7th St to Telford Ave	- sign as a bike route from Telford Avenue to 2nd Street - provide striped bike lanes from 2nd Street to 7th Street	$6,000	B
B-25	Clackamette Drive: Main St extension to Highway 99E	- striped bike lanes	$1,000	C
B-26	Front Avenue: Forsythe Rd to Holcomb Rd		$4,000	A
B-27	Glen Oak Rd: Highway 213 to Beavercreek Rd		$6,000	2
B-28	High Street: 7th St to S 2nd St	- sign as a bike route	$3,000	C

ANNOTATED TRANSPORTATION SYSTEM PLAN

PROJECT LIST

No.	Location	Recommended Improvement	Estimated Cost	Priority Class
B-29	Hilda Street/Alden Street/Barclay Hills Drive - Molalla Ave to Newell Ridge Drive	- sign as a bike route	$4,000	C
B-30	Holcomb Boulevard: Abernethy Rd to UGB		$15,000	B
B-31	Jackson Street: 15th St to 12th St		$1,000	A
B-32	Main Street: Main Extension to Singer Hill	- sign as a bike route	$3,000	C
B-33	Meyers Road: Highway 213 to Beavercreek Road		$8,000	2
B-34	Railroad Avenue: Main St to HWY 99E	- sign as a bike route	$2,000	C
B-35	Swan Avenue: Forsythe Rd to Holcomb Blvd	- sign as a bike route	$3,000	C
B-36	Telford Road: Center St to Holmes Lane	- sign as a bike route	$2,000	B
B-37	Taylor Street: 12th St to 7th St		$2,000	B
B-38	Canemah Road: Telford Road to Warner Parrott Road	- sign as a bike route	$3,000	B
B-39	Davis Road: Telford Road to Linn Avenue		$2,000	B
B-40	Cleveland Street: Front Street to Swan Avenue		$2,000	C
B-41	Clackamas River Drive: Hwy 213 to UGB		$10,000	C
B-42	Abernethy Road: Washington Street to Redland Road		$5,000	B
B-43	Fir Street: Molalla Avenue to Beavercreek Road	- sign as bike route/provide striped bike lanes	$2,000	C
B-44	Melinda Street: Clackamas River Drive to Front Street	- sign as bike route	$2,000	C

Wolfgang Deppenmeier
19376 Central Point Road
Oregon City, OR 97045

3/12/07

07 MAR 12 PM 4:02
RECEIVED
CITY OF OREGON CITY

Dear Ms. Kraushaar,

This is a formal request to amend the City's Transportation System Plan (TSP), Project R-32, Realign McCord Road and Partlow Road at Central Point.

My property is at the corner of McCord Road and Central Point Road on the southeast corner, Tax Map 3-2E-7BC Tax Lot 2600 and 2700. My property was included in the McCord Heights subdivision, TP 97-07 as Lot 24. Condition of Approval 5E required "No further development or land use action shall occur on Lot 24 until the City acquires the dedication of right-of-way for the realignment of McCord Road as depicted by the conceptual drawing in Exhibit 3A".

In our previous conversations, you indicated the possibility of amending the TSP to eliminate the future project R-32 to realign McCord Road with Partlow Road at Central Point Road. This realignment requirement severely affects the development and use of my property. If the realignment can be deleted from the TSP and still meet safe driving conditions for the two intersections, it would greatly benefit my property and its value for resale or development. In addition, it can save the City quite a bit of money due to the likely requirement of moving or demolishing my home (minimum market comparisons range at least $250,000-$280,000) on Tax Lot 2600 to allow the realignment.

I have had at least one interested party that would be most interested if the realignment goes away. This condition has hampered me since 1997 when the condition was issued.

You indicated in an email that I needed to request to amend the TSP and once that was approved, I would need to go through a Planning Modification to delete condition 5E as noted above.

Please keep me informed of your actions and let me know when this action may occur before the various committees and the City Commission, so that I may attend these meetings where possible. You can reach me on my cell phone at 503-819-2450. My email address is: wolfgang.deppenmeier@portofportland.com at work. The home email address is oregonwoof@hotmail.com.

Sincerely,

Wolfgang Deppenmeier

Wolfgang Deppenmeier

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

REGISTERED PROFESSIONAL ENGINEER 75006PE OREGON June 14, 2007 SELMAN ZAFER ALTUN
EXPIRES: 12/31/09

Date: March 13, 2008 Project #: 9003

To: Nancy Kraushaar
City of Oregon City - Public Works
P.O. Box 3040
Oregon City, OR 97045

From: Selman Z Altun, P.E., Phillip S. D. Worth

Project: McCord/Partlow Realignment Evaluation

Subject: Updated Transportation Impact Review of the McCord/Partlow Road Realignment Project – Response to the City's Comments

Kittelson & Associates, Inc. (KAI) provided a traffic impact review letter dated November 30th, 2007 to the City of Oregon City regarding the McCord/Partlow Road realignment project. The City reviewed the letter, provided comments that included additional land development assumptions along South Central Point Road that will contribute to more traffic at the study intersections, and requested further recommendations. This memorandum summarizes the additional traffic analysis based on the City's comments and our recommendations.

BACKGROUND

The Oregon City Transportation System Plan (TSP), which was adopted in 2001, recommended realigning the offset approaches of McCord and Partlow Roads to provide (1) better route continuity; (2) more traditional intersection operations; and, (3) an intersection geometry that would support signalization, if warranted, in the future. The TSP has a planning horizon year of 2020.

Our transportation impact letter dated November 30th, 2007 indicated that the study intersections operate acceptably under existing conditions. *Appendix A shows the November 30th, 2007 transportation impact letter.*

There were no reported crashes in the vicinity of this intersection during the most recent five-year period of available data. Therefore, no crash patterns could be identified. We are left to conclude that motorists, bicyclists, and pedestrians using this intersection are doing so with sufficient care to avoid crashes. Therefore, although the McCord and Partlow Road approaches are offset, this is not creating a condition that has resulted in documented crashes.

McCord and Partlow Roads have posted speeds of 25 mph, while the speed limit along Central Point Road is 35 mph north of McCord Road and changes to 45 mph just to the south of Partlow Road. The *AASHTO Green Book* identifies the required intersection sight distance as 390 feet and

500 feet for 35 mph and 45 mph design speeds, respectively. Our field observations verified that adequate intersection sight distances (>500 feet) exist for these two approaches, based on these considerations.

Unsignalized intersection operations analysis was conducted in accordance with the methodologies described in the Highway Capacity Manual (HCM), 2000 edition. The results showed that when analyzed as separate tee intersections, both operate acceptably with a level of service (LOS) "B". It should also be noted that the existing offset between the two intersections avoids the major street left-turns from conflicting with each other and results in improved operations over a traditional four-legged intersection. Consequently, the realignment is only feasible and necessary if and when there is a need for a signal at this intersection.

FUTURE CONDITIONS

The future conditions analysis includes an operational assessment of the study intersection in a 20-year timeframe. This analysis assumes further land development along South Central Point Road as indicated by the City, which was not included in the original transportation impact review letter. The analysis shows that when analyzed as separate tee intersections, both operate acceptably through the year 2027.

Background Traffic Growth

Our original traffic impact study found that the traffic volumes grew at an annual rate of 2.5-percent from 1997 to 2007 at the study intersections. This rate of growth was used to escalate existing volumes to an estimate of the year 2027 traffic volumes.

The City indicated that there is significant developable land along South Central Point Road that could generate traffic growth beyond what the 2.5-percent annual traffic growth represents. Therefore, the background volume projections were updated using 1) the annual 2.5-percent traffic growth rate to account for regional traffic increase, and 2) the trip generation estimates for vacant developable parcels along South Central Point Road south of McCord Road.

We estimate approximately 91 acres of vacant land along both sides of South Central Point Road to the south of McCord Road. Of the 91 acres, approximately 30-percent will be reserved for streets and public right-of-way, which results in approximately 64 acres of developable land. It was assumed that these 64 acres will be developed with a similar density as to the existing residential developments along South Central Point Road, which indicate approximately five units per acre after the 30-percent reduction. Therefore, the total single family homes that could be developed on these parcels were estimated to be 320 units, generating approximately 325 trips during the weekday p.m. peak hour, according to the ITE Trip Generation Manual, 7th Edition.

Finally, these trips were distributed on the transportation network. Approximately five-percent were distributed to and from the south along South Central Point Road, eight-percent to and from the west along Skellenger Way and Salmonberry Drive, 16-percent to and from the west along Partlow Road, and 71-percent to and from the north along South Central Point Road.

2027 Traffic Operations

The results of the year 2027 traffic operations analysis show that the McCord Road/Central Point Road and Partlow Road/Central Point Road tee intersections continue to operate acceptably with LOS "C" and "E", respectively during the weekday p.m. peak hour. The study analyzed the intersection as two separate standard tee intersections, while conservatively assuming the minor-street left-turn movements from McCord and Partlow Roads will always yield to the opposing minor street left-turn movements. In reality, it is likely that these left-turn movements will function as a first-come-first-served basis, and have better operations than what is shown in this study. Furthermore, the intersections have wide approaches that could provide storage space for a single right-turning vehicle, and could also be analyzed as having a flared right-turn lane. This configuration provides better operational results than the standard operations. Finally, adding exclusive turn lanes will provide the best operations with the current alignment. The results of the operational assessment are summarized in Table 1. Please note that the HCM methodology reports the critical movement by lane; therefore, the flared right-turn lane scenario shows the results for a single lane that includes both right- and left-turn movements for the minor-street approaches. *Appendix B shows the year 2027 weekday p.m. peak hour traffic operations analysis results.*

Table 1
2027 Weekday P.M. Peak Hour Operations Analysis Summary

Intersection Configuration	McCord Road/Central Point Road	Partlow Road/Central Point Road
Base Operations		
critical movement	WB	EB
v/c	0.42	0.62
LOS	C	E
Minor Street Flared Right-Turns		
critical movement	WB	EB
v/c	0.42	0.62
LOS	B	C
Exclusive Minor Street Left- and Right-Turn Lanes		
critical movement	WBLT	EBLT
v/c	0.42	0.62
LOS	C	D
Exclusive Minor Street Left- and Right-Turn Lanes & Major Street Left-Turn Lanes		
critical movement	WBLT	EBLT
v/c	0.42	0.62
LOS	C	D

Signal warrant analyses were performed using the current alignment, lane configurations, and the projected 2027 traffic volumes. The analyses show that a signal would not be warranted at the McCord Road/Central Point Road intersection with the 2027 estimated volumes. The analyses also show only the four-hour and peak-hour warrants would be met at the Partlow Road/Central

Point Road intersection; while, the eight-hour warrant would not be met. *Appendix C shows the signal warrant analysis results.*

Based on the operations and signal warrant analysis, a signal is likely not needed at the Partlow Road/Central Point Road intersection by 2027. The intersections will have better operations as separate tee intersections with stop control, and, therefore, realigning the approaches is not deemed to be feasible.

FINDINGS

Based on our assessment of the existing and future year conditions, we found the following results:

- There were no reported crashes at the study intersections within the last five years. Adequate intersection sight distances exist, as verified by field measurements. No safety deficiencies are identified at the study intersections as a result of the crash history analysis or the field measurement of intersection sight distances.
- The study intersection currently operates acceptably with a LOS "B" during the weekday p.m. peak hour, when analyzed as a single intersection.
- The study intersection will continue to operate acceptably with a LOS "E" during the year 2027 weekday p.m. peak hour without any improvements.
- Peak hour and four-hour signal warrants are met, using the 2027 projected volumes.
- The eight-hour signal warrant is not met using the 2027 projected volumes.
- The study intersection will operate acceptably with a LOS "D" during the 2027 weekday p.m. peak hour by adding exclusive right- and left-turn lanes at the eastbound and westbound approaches. Both approaches appear to have enough curb-to-curb width to provide an exclusive left-turn lane, if on-street parking is prohibited and substandard lane widths are accepted (lanes less than 12 feet wide). The traffic forecast suggests that this treatment would extend the functional life of the stop-controlled, off-set intersection to well-beyond the 20-year future.

RECOMMENDATIONS

Because this intersection is forecast to operate at minimum acceptable standards in the year 2027, based on conservatively high assumptions for growth in the area, and there is no crash history to indicate an inherent safety deficiency, and there is adequate stopping sight distance for both stop-controlled approaches, we recommend the following:

- remove the requirement to realign this intersection from the current Oregon City Transportation System Plan;

- monitor the performance of this intersection, through traffic studies and periodic updates of the City's Transportation System Plan, to identify an appropriate time to restripe the stop-controlled approaches to provide separate left- and right-turn lanes (this may result in the removal of on-street parking near each intersection);

- ensure that adequate sight distance is maintained at the intersection; and,

- remove and relocate the existing 45 mph speed limit sign along Central Point Road to at least 500 feet south of Partlow Road to maintain a more prudent speed of vehicles on Central Point Road, within the influence area of this intersection.

We trust this memorandum provides adequate documentation regarding the evaluation of the McCord Road/Partlow Road realignment project. If you have any questions, please give us a call at (520) 544-4067, Ext. 704.

Appendix A
November 30th 2007
Transportation Impact
Letter

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: November 30, 2007 Project #: 9003

To: Nancy Kraushaar
City of Oregon City - Public Works
P.O. Box 3040
Oregon City, OR 97045

From: Selman Z Altun, P.E., Phillip S. D. Worth

Project: McCord/Partlow Realignment Evaluation

Subject: Transportation Impact Review of the McCord/Partlow Road Realignment Project

This memorandum summarizes our review and findings regarding the McCord Road/Partlow Road realignment project that was identified in the City of Oregon City's Transportation System Plan (TSP), which was adopted in April 2001. Upon a referral by the City of Oregon City and a request from Wolfgang Deppenmeier, an Oregon City resident, we were asked to evaluate whether or not the City could consider eliminating this realignment project from the TSP. This study includes safety and operations analyses for existing and year 2027 traffic conditions, as well as alternative options for the City to consider.

BACKGROUND

McCord and Partlow Roads provide a southeast-northwest connection from Leland Road to South End Road. This connection is the most southerly east-west collector facility in this area of the City. The Leland Road area primarily comprises residential uses and has vacant developable land zoned for additional residential development. South End Road is a minor arterial that traverses residential areas and eventually connects to ORE 99E to the south and downtown Oregon City to the north.

McCord and Partlow Roads meet at an off-set intersection with Central Point Road; a minor arterial. The TSP recommends realigning the offset approaches of McCord and Partlow Roads to provide (1) better route continuity; (2) more traditional intersection operations; and, (3) an intersection geometry that would support signalization, if warranted, in the future.

EXISTING CONDITIONS

The crash history, sight distance conditions, and traffic operations were evaluated at this offset intersection. No safety deficiencies or operational issues were identified.

Safety and Sight Distance Evaluation

There were no reported crashes in the vicinity of this intersection during the most recent five-year period of available data. Therefore, no crash patterns could be identified. Although a lack of crash data cannot be assumed to indicate an intersection is inherently safe, it does suggest a few conclusions. Motorists, bicyclists, and pedestrians using this intersection are doing so with sufficient care to avoid crashes. Although the McCord and Partlow Road approaches are offset, this is not creating a condition that has resulted in documented crashes.

McCord and Partlow Roads have posted speeds of 25 mph, while the speed limit along Central Point Road is 35 mph north of McCord Road and changes to 45 mph just to the south of Partlow Road. The *AASHTO Green Book* identifies the required intersection sight distance as 390 feet and 500 feet for 35 mph and 45 mph design speeds, respectively. Our field observations verified that adequate intersection sight distances (>500 feet) exist for these two approaches, based on these considerations.

Existing Traffic Operations

Manual turning movement counts were collected in November 2007 at the study intersection during the weekday p.m. peak hour. The data showed that the total entering volume (TEV) is approximately 590 vehicles during the weekday p.m. peak hour. *Appendix A shows the existing traffic counts.*

Unsignalized intersection operations analysis was conducted in accordance with the methodologies described in the Highway Capacity Manual, 2000 edition. An adjustment to the default assumptions of the methodology was made to account for the unique offset feature of this intersection. Specifically, the minor street left-turn critical gap, for left-turn movements from McCord and Partlow Roads, was conservatively increased by 20% from the default value of 6.4 seconds to 7.6 seconds, in order to account for the offset geometry. The results show that when analyzed as separate tee intersections, both operate acceptably with a level of service (LOS) "B". *Appendix B shows the weekday p.m. peak hour traffic operations analysis results.*

FUTURE CONDITIONS

The future conditions analysis includes an operational assessment of the study intersection in a 20-year timeframe. The analysis showed that the intersection is estimated to operate acceptably through 2027.

Background Traffic Growth

Existing traffic volumes were compared to the 1997 weekday p.m. peak hour traffic volumes obtained from the City's TSP. The current volumes represent an annual 2.5% traffic growth over ten years, when compared to the 1997 volumes. The year 2027 traffic volumes are estimated by applying a 2.5% annual growth rate to the existing traffic volumes.

2027 Traffic Operations

The results of the year 2027 traffic operations analysis show that the study intersection continues to operate acceptably with a LOS "C" during the weekday p.m. peak hour. Furthermore, signal warrant analysis shows that a signal would not be warranted with the 2027 estimated volumes. *Appendix C shows the year 2027 weekday p.m. peak hour traffic operations analysis results.*

ADDITIONAL CONSIDERATIONS AND OPTIONS

Several options have been considered, with some being feasible and others deemed infeasible. It would not be feasible to install all-way stop control or a roundabout at this intersection without realigning the side-street approaches, nor would it be feasible or appropriate to signalize the intersection, as warrants are not met and the crash history does not support such an installment. Listed below are the options deemed feasible, at the conceptual level:

1. Make no improvement and monitor for any change in crash or operational performance, as the City would normally do at any intersection of collector-level-and-above roadways. Forecasting and analysis suggest this treatment could work for 20 years or more.

2. Add exclusive eastbound and westbound left-turn lanes on the Partlow and McCord Road approaches to provide additional capacity at the intersection. Both approaches appear to have enough curb-to-curb width to provide an exclusive left-turn lane, if on-street parking is prohibited and substandard lane widths are accepted (lanes less than 12 feet wide). The traffic forecast suggests that this treatment would extend the functional life of the stop-controlled, off-set intersection to well-beyond the 20-year future.

3. Realign the intersection to create a standard four-legged intersection and maintain stop controls on the Partlow and McCord Road approaches. Ensuring that the approaches are wide enough to provide left-turn pockets allows for future signalization of this intersection, if warranted.

4. Realign the intersection and construct a roundabout to control traffic

FINDINGS AND RECOMMENDATIONS

Based on our assessment of the existing and future year conditions, we found the following results:

- There were no reported crashes at the study intersections within the last five years. Adequate intersection sight distances exist, as verified by field measurements. No safety deficiencies are identified at the study intersections as a result of the crash history analysis or the field measurement of intersection sight distances.

- The study intersection currently operates acceptably with a LOS "B" during the weekday p.m. peak hour.

- The traffic has grown 2.5% annually over the last ten years. Year 2027 traffic volumes were estimated using this growth rate.
- If intersection traffic volumes grow at a rate of 2.5% per year, the study intersection will continue to operate acceptably with a LOS "C" during the year 2027 weekday p.m. peak hour without any improvements.

Recommendations

In light of these findings, we recommend the following:

- There are several options the City of Oregon City could consider ranging from removing the McCord Road/Partlow Road realignment project from the TSP to realigning the intersection and modifying its traffic control. The current growth patterns indicate that this off-set intersection will operate acceptably within the 20-year horizon without any improvements.
- A review of the City's tax lot maps suggests that there is adequate right-of-way to add exclusive eastbound and westbound left-turn lanes to provide additional capacity without realigning these approaches. The City of Oregon City could consider this improvement if more capacity is needed in the future.
- In the event that additional capacity is needed due to a much higher growth than what is anticipated, the City may consider options that include intersection configurations with two-way stop (with or without the realignment), signal or roundabout control (with the realignment).
- Place future utilities, maintain and trim landscaping along McCord Road, Partlow Road, and Central Point Road to ensure adequate sight distance is maintained at the study intersection.
- Remove and relocate the existing 45 mph speed limit sign along Central Point Road to at least 500 feet south of Partlow Road. This action is intended to maintain a more prudent speed of vehicles on Central Point Road, within the influence area of this intersection.

We trust this memorandum provides adequate documentation regarding the evaluation of the McCord Road/Partlow Road realignment project. If you have any questions, please give us a call at (520) 544-4067, Ext. 704.

DAVID EVANS
AND ASSOCIATES INC.

April 18, 2008

Ms. Nancy Kraushaar, PE
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TSP AMENDMENT PROPOSAL – MCCORD/PARTLOW REALIGNMENT PROPOSAL

Dear Ms. Kraushaar:

In response to your request, I have reviewed the proposal submitted by Selman Altun, PE and Phillip Worth of Kittelson & Associates on behalf of Wolfgang Deppenmeier, a resident of Oregon City. The materials submitted seek to justify modification of the Transportation System Plan (TSP).

Background

One of the projects included in the TSP specifies realignment the offset approaches where McCord and Partlow Roads intersect with Central Point Road. The rationale for realigning these intersections was to improve connectivity, provide a more conventional intersection, and support signalization if warranted in the future.

The applicant is seeking to remove the realignment project from the TSP, presumably because realigning the minor street to form a single intersection reduces his ability to develop his property.

Overall

I find the materials submitted provide an adequate basis to evaluate long-term transportation impacts and justification for the proposal to amend the TSP relative to this project. The materials provide an analysis of safety, sight distance, and existing and future traffic operations.

Comments

1. ***Safety.*** The study states there were no reported crashes at the intersection during the most recent five-year period.

2. ***Sight Distance.*** The study states that the intersection sight distance applicable for 45 mph is 500 feet. The engineer reports from field observations that the available sight distance in both directions exceeds 500 feet.

3. ***Future Traffic Volumes.*** The engineer calculated traffic volumes for year 2027 accounting for traffic growth from outlying areas plus development at appropriate residential densities of vacant parcels along South Central Point Road within the urban growth boundary. The calculated volumes represent reasonable projections for a twenty-year planning horizon and were used to assess future traffic operations.

4. ***Traffic Operations.*** The existing offset intersections were analyzed using future year traffic volumes. Using the existing configuration, the engineer calculated the performance of both intersections. With year 2027 traffic volumes and a single-lane approach shared by motorists making left and right turns, the intersection of McCord and Central Point Roads was calculated to operate acceptably and meet the city's level-of-service (LOS) standard. The intersection of Partlow and Central Point Roads was calculated to fall to LOS E. However, by providing either a flared right turn or separate lanes for left and right turns, the performance is calculate to be LOS D, which meets city standards. The engineer reports there is sufficient width to provide separate turn lanes on the minor street approaches, which makes it easy to provide exclusive turn lanes. The analysis suggests that with minor changes, the offset intersections will operate acceptably for a twenty-year period.

5. ***Traffic Signal Warrant Analysis.*** The study also assesses the need for installation of traffic signals based on the calculated future year volumes. The engineer calculated that the peak hour volume warrant and the four-hour volume warrant would be met, but that the eight-hour volume warrant would not be met. Since the eight-hour volume warrant is the most applicable in this situation, I conclude that the need for installation of a traffic signal is highly unlikely during the twenty-year planning horizon.

6. ***Recommendations.*** The engineer makes four recommendations:

   - Remove the intersection realignment project from the TSP;
   - Monitor performance of the intersections to assess the appropriate time to mark separate left- and right-turn lanes on the minor street approaches;
   - Ensure that adequate sight distance is maintained; and
   - Relocate the change in the posted speed on Central Point Road to a point further south from Partlow Road.

   I concur with all four recommendations, though I would point out that changing the posted speed will require a speed study. This will be a logical step as the area urbanizes with additional development.

Conclusion and Recommendations

I find the applicant has performed sufficient analysis to show that the offset intersections of McCord Road and Partlow Road with Central Point Road are likely to operate acceptably for a period of twenty years and that the realignment project shown in the TSP is not necessary for the long-term operations of the transportation system in the south part of the city. Based on the analysis presented, I think removal of the project from the TSP is justified.

If you have any questions or need any further information concerning this review, please call me at 503-499-0310.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

John Replinger

John Replinger, PE
Senior Transportation Engineer

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