

	Category	Comment Body	Location
1	Car or Motorcycle	Traffic congestion on 15th Street at McLoughlin Blvd is becoming a serious problem, especially during rush hour. If the white line for the entrance of I-205 was extended longer to the south, it would be more obvious to people waiting to turn right that traffic was either continuing north on McLoughlin or entering the freeway. If traffic is continuing on McLoughlin, more cars could turn right and thus prevent the backup of traffic all the way to Washington St and beyond. Thank you for your time	5th Street at McLoughlin
2	Car or Motorcycle	Align right-of-way on Central Point and Leland Road.	Central Point Rd and Partlow Rd
3	Pedestrian	There needs to be a continuous sidewalk and bike lane between the Warner-Parrot/Leland/Warner-Milne/Linn intersection and the Gaffney Lane/Meyers intersection.	Meyers and Leland
4	Bicycle	Singer Hill needs to be restriped so that bike lane is on UPHILL side. No need for downhill lane since bikes can go as fast as cars here.	Singer Hill
5	Bicycle	Southend road is very dangerous for peds and bike riders. With the new developments we need to get sidewalks on both sides of the roadway for people. This past summer the wife and I went on many walks and near liked to walk along south end because we had to keep jumping the road to get to a sidewalk or decide to stay along the shoulder and pray to God drivers saw us. Increasing sidewalks will also promote healthier lifestyle for people because they will get out to walk and run. Please consider this project for the summer!	South End and Warner Parrott Rd
6	Bicycle	Bike path please!	Leland Rd and S. Hiefield Ct
7	Bicycle	At the very least a bike path! Lots of ped traffic especially at night.	Leland Rd and S. Hiefield Ct
8	Bicycle	Bike path please	Meyers Rd and Moccasin Way
9	Bicycle	Bike switch back path and bridging.	Water Board Park
10	Bicycle	We get a lot of out of town bikers who get to this point (usually from portland area) and then need to pull out maps to navigate through OC. Let's help them with signage (like clack co signs or big board trailhead type). "Canby via Central Pt. Hilly but tranquil" "Canby via 99. High Traffic, no bike lane, but flat" "Free Elevator to get you part way up hill" (Think of elevator as tourist attraction!) Then we need signs that actually show them how to connect with these routes. Biz owners: bikers bring money for food, supplies, and more food. YOU WANT them to go by your biz.	McLoughlin Blvd. and 15th Street
11	Pedestrian	AV Davis by 4 way stop at holmes- there is a very short curve here that is blind to drivers and peds. I call it "Dead Man's Curve". Sidewalk needed on east side.	Holmes Ln. and McCarver Ave.
12	Pedestrian	Old trolley bridge convert to pedestrian bridge to access both trails on north and south side of river.	Agnes Ave
13	Bus	What bus service can we get to the Amtrak Station?	Amtrak Station
14	Bus	There is no bus going down South End Rd. This road does not have pedestrian access. I have seen people walking on this road and it is very dangerous. There is no way to get to the bottom of the hill. The closest bus is over a mile away from our house and this is a huge problem for anyone living in our neighborhood. My son is disabled, doesn't drive, and has to walk over a mile to catch a bus. We need bus access in our area.	South End Road
15	Car or Motorcycle	Commercial redevelopment to connect to neighborhood.	Holcomb Blvd. and Apperson Blvd.
16	Car or Motorcycle	Need public easement or road connection through Danielson site.	Molalla Ave. and Colton Pl.
17	Car or Motorcycle	There is a need for a connection for lower South End Road to 99E. Rose Road or Forest Ridge vs Beutel Road metro reserves and topographic challenges though.	S Rose Road
18	Pedestrian	I run/walk outside for my workouts. You would not believe how many people DO NOT STOP at crosswalks to let me and my daughter (in a jogging stroller) go. I noticed that there is a crosswalk sign stating "State Law- Stop" or something like that a little ways down where Linn turns into Meyers Rd. I think we need more of these in the city! It would be much appreciated on the corner of Linn and Park near Rivercrest Park. Also Near Mt Pleasant Elementary on Warner Parrot. These are frequently used and are notorious for people not stopping. Thanks for your consideration and time looking into this matter. :-)	Various
19	Other	Deadly curves, need better warning.	Holcomb Blvd. and Leroy
20	Pedestrian	5th street is a very busy street with many people going faster than the posted speed limit. There is a main bus stop on the corner of 5th and Monroe, with school bus stops right there as well. It is dangerous to cross there. A crosswalk with warning lights should be added to make it safe for people to cross at this busy intersection.	5th and Monroe

21		<p>You are certainly correct in your observations, and while crosswalk warning lights may help in the existing situation, perhaps more important is to address the causative factors. The high flow of traffic up and down 5th to Linn Ave is a direct result of the City decreasing traffic flow on 7th/Molalla Ave with the beautification projects. That forced many drivers to alternate routes on either side of 7th/Molalla and Linn Ave/5th changed from a fairly quiet neighborhood street to a busy, noisy thoroughfare. The City's action to increase the speed limit on Linn Ave. from 25 to 35 only made matters worse and encouraged higher speeds.</p> <p>We are left with a 'pretty' main street that can't handle the flow of traffic it had prior to it's beautification and more dangerous neighborhoods. Drivers from Hwy 99 routinely cut over on South End Rd to Linn to avoid back ups on Hwy 99 during commute times. Upper Oregon City drains traffic into Linn Ave and down 5th from a large area of neighborhoods during commute times.</p> <p>Improvements to the bottle neck on Hwy 99 South of, (and through), Oregon City and decreasing the posted speed limit on Linn Ave. will do more for reducing traffic and speeds on 5th than anything else. Speed bumps on Linn Ave may further discourage drivers from using it as a through route, though the Police Dept would miss their late night, high speed runs down that road with no code lights displayed.</p>	5th and Monroe
22	Car or Motorcycle	<p>Cars coming up the hill on South End Road are traveling on average at a speed above the speed limit of 35-MPH. These cars and trucks are accelerating and come blindly on to this intersection with slow moving cars coming out of Canemah on this primary South End Road access route. Cars going down South End Road are traveling at very high speeds and have trouble attempting to slow down or stop when any car is attempting to turn left off of South end Road on to 5th Avenue. There should be a turn lane or a lane that allows cars to get by on the right to prevent serious rear end collisions. Cars coming up Sought End Road should be restricted by reduced speed limits of 25-MPH until they get by this intersection. There should be flashing caution signs warning vehicle traffic of this impending intersection and slow moving vehicles.</p>	5th and South End
23	Car or Motorcycle	<p>At the intersection of Washington as 11th Street, if you are headed uphill on Washington Street, and are going to make a left turn onto 11th Street, it is a one lane street. so while you are waiting for downhill traffic (on Washington St.) to clear...the cars behind you do everything possible to pass you on the right...even if it means almost crashing into you, or hitting the curb...which I seen them do many times..and usually without any, or much, attempt to slow down.</p>	11th and Washington
24	Car or Motorcycle	<p>I have really enjoyed the beautification the city has been doing with the dividers between the lanes of travel. I think it adds safety as well as dressing up our city a bit.</p>	Beavercreek Road
25	Pedestrian	<p>I would like to see some better pedestrian access to/from Canemah. Perhaps with extended walkways/viewpoints of the falls. Currently, Canemah is too seperated from town proper.</p>	McLoughlin Blvd in Canemah
26	Pedestrian	<p>Girder/guard rail to make sidewalk safer.</p>	OC/Gladstone Bridge
27	Pedestrian	<p>There is no pedistrian or bike lane or walk way on this dangerous section of Holcomb between the 213 overpass and Redland Road. It should be added as a project to the City's Bike/Ped update of the TSP.</p>	Holcomb Blvd. and Leroy
28	Car or Motorcycle	<p>Hwy 213 / Glen Oak - Caufield I live on the west side of Hwy 213 and drive daily through the signal at Hwy 213 and Caufield Road. This intersection needs some serious improvements with the traffic signal. There are a few issues that need to be addressed.</p> <p>1. The left hand turn signal from Hwy 213 onto Glen Oak should be a flashing yellow. That lane backs up during peak times (High School start and end, and evening rush hour) and there are so many opportunities to be able to turn left due to no on coming traffic. If it was a blinking yellow, it might help with the congestion that forms at Meyers Rd / Hwy 213. 2. The signal for East/West traffic needs some major changes. Almost daily I have to wait for 2,3 or more traffic light rotations when trying to turn north onto Hwy 213 from Caufield Rd. The oncoming traffic is HEAVY in the morning rush hour and at the release of high school. The oncoming traffic has the right of way and therefor I can't get through. I have to sit and wait again and again. It seems to me that if this intersection (east/west traffic only) had one side with a green at a time it would alleviate this problem. Then travelers on Caufield would be able to turn without having to sit for 10 minutes. So, east bound drivers would have a green light while west bound drivers would have a red light. Then switch. I have been living in Oregon City for only a year and I really love this city. However, I dread having to leave my home and fight that darn light. I would really appreciate if someone could look into this and see if something can be done soon. I know that I have spoke to many people who live in my community and they all share the same feelings about this.</p>	HWY 213 and Glen Oak
29	Car or Motorcycle	<p>Can someone explain why, when the intersection at 213 and Beavercreek road was re-done, the left turn lane on Beavercreek, which turns you onto 213 heading towards 1-205 is so "short." A large island was built in the middle of the road, preventing cars from waiting in the lefthand turn lane. This means at rush hour time, we are all backed up waiting,unable to make the turn at times within the allotted time. This is very frustrating and I just can't imagine why it was done.</p>	Beavercreek Road and HWY 213
30	Car or Motorcycle	<p>To Whom it concerns; Please improve/upgrade the intersection of Molalla and Clairmont Way. Flashing yellow turns, etc. You know, basic things to improve car travel.</p>	Molalla Ave and Clairmont Way
31	Car or Motorcycle	<p>Speed is NOT the issue...there's alot of traffic (peds, bikes, construction, etc). A traffic survey needs to be done from John McLoughlin School all the way to 2nd street. Curbs from school, both sides of roadway to king elementary would be great and get people off the road. No reduced speed needed</p>	Partlow and South End Road

32	Car or Motorcycle	During my commute home I have seen numerous close calls at this intersection. I was initially very excited to see the change in the location of the road and widening of the intersection. However, I have been witness to so many close calls over the past few months that I am concerned someone is going to get seriously injured or worse. It seems like cars are traveling so fast in both directions on Southend that drivers waiting to enter from Partlow are forced to either: 1) wait a very long time to safely turn onto Southend, thus backing up traffic or 2) quickly turn onto Southend forcing the drivers coming either direction to slow down barely avoiding a collision. I'd really appreciate it if you could take a look at this intersection and see if there are some options (four way stop, signal, reduced speed on Southend in that area) to make it more safe. Thank you for your time.	Partlow and South End Road
33	Car or Motorcycle	I can't get out of Lafayette now that Partlow connects to it.	Lafayette Ave. and South End
34	Car or Motorcycle	Left turn into Post Office- cross over double yellow lane to enter. Very confusing.	Molalla Ave. and Garden Meadow Dr
35	Car or Motorcycle	Left turn separator (lane, divider, etc.).	HWY 213 south of Meyers Rd
36	Car or Motorcycle	I am concerned about line of site issues extending from the intersection of Molalla Ave.. and Warner Milne road to the parking lot access road for my office and the adjacent professional building. I have had several close calls with cars speeding from Molalla avenue West on Warner Milne road. In my opinion the line of site issue can be corrected with some judicious pruning of shrubs on the professional building entrance and exit. The speed issue can be controlled by enforcement of the existing speed limit and perhaps lowering the speed limit on this portion of Warner Milne road.	Warner Milne and Molalla Ave
37	Other	Love the new Main Street.	Main and 9th
38	Car or Motorcycle	Too narrow! Dangerous curves (tunnel).	McLoughlin Blvd and Railroad St.
39	Car or Motorcycle	There is a 3-way corner at 4th and Miller Street. 4th Avenue is at a significant crown at intersection. Drivers of cars coming down Miller from 5th Avenue, cannot see on coming traffic from either direction on 4th Avenue. This intersection should have stop signs at Miller from each direction. This is a very dangerous intersection all year around but in the winter time it is terrible.	4th Avenue and Miller Street
40	Bus	Partlow and South End Rd do not have side walks for safe walking or wheel chair use. tri-met no longer services our area transportation reaching pepole are several months to schedule a ride. We have not had ability to go to church for over 2 years or on any outing except Dr apt..	Danee Pl and Magogany Dr
41	Pedestrian	There is no safe way to walk down Holcomb road to reach the intersection at Redland, Abernethy and Holcomb. Nevertheless, I see people all the time walking down to the convenience store. I hate to see people risking their lives, but they have no choice. I pray I never hit anyone.	Holcomb Blvd. and Leroy
42	Car or Motorcycle	When heading South on Hwy 99 traffic should not be allowed to make a left turn onto Railroad,just prior to the tunnel. You cannot see the cars coming out of the tunnel and drivers are taking their chances by turning at this intersection. Plus, it holds up traffic when a driver is trying to turn because of the amount of traffic coming out of the tunnel.	McLoughlin Blvd. and Railroad Ave
43	Bicycle	sign needed to ADVISE bikers to use sidewalk going to wl. Due to slope they won't impede traffic. Most serious bikers do not use sidewalks for legal and safety reasons, so we need to alert them to this local custom. No sign needed wl to oc cause bridge is downhill and bikes keep up w/ cars.	OC/WL Bridge
44	Bicycle	Pave to curbline to improve quality of bike lane.	Warner Parrott at Birchwood Dr
45	Pedestrian	Better ped, bike access on Linn near Oak Street. Blind curve.	Linn Ave. and Oak St.
46	Car or Motorcycle	Thank you for your plans to make the intersection at Redland Road and 213 easier. The dedicated right hand turn lane onto 213 has been a need for many years, making traffic move more slowly than it needed to, especially at morning rush hour times. I look forward to having this change made. Thank you.	HWY 213 and Redland Road
47	Pedestrian	In the most part, the Canemah Neighborhood does not have sidewalks/curbs and has what is in effect "Green Streets" with on average, only 20-to-25-Feet of asphalt surface within 60-foot right-of-ways. It is narrow, winding, hilly and with limited visibility. Because of listed conditions everyone is forced to be on this limited hard surface and it is not safe, with the current vehicle speeds, which often greatly exceed the current 25-MPH. By reducing the speed limit and posting it to 20-MPH this could have a dramatic effect on public safety.	5th and Ganong Street
48	Other	In 2011, the State Legislature passed and with the Governors signature, there is a new ORS regulation that allows for neighborhoods like Canemah to get their neighborhood streets, posted to a new lower speed limit of 20-MPH. From what I have read previously, I did not see anyplace where this new ORS regulation does not fit Canemah! Can you give us any reason why we cannot apply this new ORS, to reduced posted speed limit with selected Canemah Neighborhood Streets.  If there are NO reasons that these new ORS regulations do not apply, then we want to start the process of identification of what streets do apply and proceed with whatever steps must taken to make this opportunity become a reality. Public safety is a big deal! With virtually NO sidewalks or curbs, very narrow paved street areas (3rd, 4th and 5th Avenues and connecting side streets), irregular street surfaces, limited visual abilities, school kids in the streets (no place else for them to go), walkers in the streets, bikers in the streets, dogs in the streets and deer/other wild animals in the streets, the current 25-MPH is just to high of a speed limit, for what we face in this National Registered Historic District of Canemah. Getting this new wonderful Canemah Children's Park rebuilt, will result in making the current safety problems of our street compounded and worse, with more activity/exposure. Please HELP us, please make it a priority!	McLoughlin Blvd. and Jerome

49	Car or Motorcycle	I have never understood why we don't have a road/access to the Canemah Cemetery or why we haven't improved it as a tourist attraction with Oregon City's rich history. This is what Oregon City is known for. Streets, buildings, and parks are being named after these people buried here, but their resting place has been long forgotten and unvisited by anyone. It seems like such a waste and feels like we're choosing to "hide" our past and the history that started this great City.	Canemah Cemetary
50	Pedestrian	Improve sidewalk entire length of Holcomb.	Holcomb Blvd. and Longview Way
51	Pedestrian	Fill in pedestrian gaps between Canemah and S. 2nd.	McLoughlin Blvd. from Caneman and S. 2nd
52	Pedestrian	Sidewalk gap.	Warner Milne Rd east of Leland Rd
53	Pedestrian	Fill in sidewalk. Gaps to schools.	Holmes Ln and Prospect St.
54	Pedestrian	I'm concerned about the lack of sidewalk/pathway continuation from Gaffney Lane school to the sidewalk just to the south of it. There are a lot of children that walk and there is a house with a yard that goes to the edge of the pavement and a mud trail on the other side of the street. Maybe something could be worked out with the homeowner to move their shrubs and flowers closer to their house so at least a gravel pathway could be added. This would make it a lot safer for the kids.	Gaffney Lane and McVey Ln
55	Pedestrian	Improved pedestrian access (sidewalks) on 15th between John Adams Street and Madison Street (on the hill) would allow the public to feel safer walking up and down 15th.	15th and Jefferson
56	Pedestrian	FIX IT	16th and Jefferson
57	Pedestrian	We need sidewalks for kids to get to all schools and parks. My neighborhood has sidewalk gaps that force people onto the street. Some streets have fences and hedges that do not allow you to step off of the road. Holmes from Telford to Linn. Fast cars, no sidewalks, and for some it is the only way to get to Mt Pleasant elem.	Holmes Ln. and McCarver Ave.
58	Pedestrian	Linn past Glenwood ct- sidewalk ends for one house length to get kids to singer creek park. They are forced to walk on street w/ 35 mph.	Linn Ave. and Glenwood Ct.
59		in response to comment above- I'd like to expand on this. I live close by and this also a busy bus route . There is no where to go along this section when a bus goes by. I have seen many close calls here. It's just a matter of time before there is a serious accident along this area !	Linn Ave. and Glenwood Ct.
60	Pedestrian	Complete sidewalk gap on either side. Have pedestrian crossing to connect to sidewalk on other side.	Holcomb Blvd. and Godon Way
61	Pedestrian	Leland Road needs sidewalks and bike paths.	Leland Rd. and S. Hiefield Ct
62	Car or Motorcycle	Sight distance looking south from 15th (fence).	15th and McLoughlin
63	Car or Motorcycle	Holcomb/Oak Tree- check sight distance.	Holcomb Blvd. and Oak Tree Ter.
64	Car or Motorcycle	Improve no outlet signage.	15th and Madison
65	Pedestrian	Pavement marking or sign informing of curb cut leading to sidewalk.	McLoughlin Blvd. and Main Street
66	Car or Motorcycle	Add pavement markings and signage to clarify merge.	Beavercreek Rd east of Red Soils Ct
67	Car or Motorcycle	Sign no left turn sign from Barclay Hills to Molalla (south bound).	Molalla Ave. and Barclay Hills Dr.
68	Car or Motorcycle	Like thousands of others, I drive 213 to Portland in the morning and return in the afternoon. I feel the signal lights at 213 and Glen Oak, Myers and Molalla Ave need to be adjusted to allow for the smooth flow of traffic. It appears these lights are running independent of each other thus causing massive backups. I'm not sure if they are running on timers or trips, but there does not seem to be much coordination of these lights during the morning or afternoon commutes. If they are synchronized, they might need to be adjusted for the heavy flows of traffic that are now occurring.	Molalla Ave and HWY 213
69	Car or Motorcycle	In response to comment 65: In the morning, it seems that the lights allow for traffic leaving the college, which is virtually none, and the traffic on Molalla wanting to turn left to head toward the freeway just sit there for long time stacking up, and when it turns green, only 3 or 4 cars can get through and it's red again. It seems backwards. Coming home at night, same problem, cars are stacked up on Molalla, and I have a hart time turning onto my street because there are so many cars stacked up. I think maybe someone needs to look at the timing on this light again that was recently changed.	Molalla and HWY 213
70	Car or Motorcycle	Speed limit? Visibility on Pearl can be bad.	Pearl St. and Warren St.
71	Car or Motorcycle	Where Hazelwood dead ends into Barker there is a three was stop. Barker is a continuous road with a slight bend right there, but the intersection would work just fine with only a stop sign on Hazelwood and Barker being a through street.	Barker Ave. and Vine St.
72	Car or Motorcycle	Striping could be better on Center Street at 12th left turn lanes. Right lane goes forward.	Center and 12th
73	Car or Motorcycle	Review north bound striping.	McLoughlin Blvd. and 15th
74	Car or Motorcycle	Make sure development addresses intersection impacts.	Molalla Ave. and Colton Pl.

75	Car or Motorcycle	I wrote over a year ago about installing a traffic light at Fir Street and Molalla Ave and have not heard back from planning. Also, I have tried to get someone from the city to paint a left turn arrow at the same location as you exit Fir on Molalla Ave.	Molalla Ave and Fir Street
76	Bus	I have 5 people who live in my home who are in wheelchairs and rely on a lift bus for their transportation. When Trimet stopped the South end run we are now outside the Trimet service area , not outside the tax boundaries). The help I hire cannot ride the bus to work The nearest buss rout in over a mile away and unsafe to walk (no sidewalks and high speed traffic). Can You PLEASE HELP US. These people have no way to go out. Transportation reaching people have had only been able to transport once due to heave needs and being down a bus.	Danee Pl and Magogany Dr
77	Car or Motorcycle	Left turn lane at 99E turning onto 10th and bus lane conflict.	McLoughlin Blvd. and 10th St.
78	Car or Motorcycle	Left turn lane pockets too short.	Beavercreek Rd and HWY 213
79	Pedestrian	A citizen expressed concern about unsafe conditions while walking on 15th Street and suggested sidewalks on one or both sides of the street to increase safety.	15th and Madison St
80	Other	Clean up vegetation along sidewalk.	McLoughlin Blvd. at Old Canemah Park
81	Pedestrian	I live in the hilltop area of Oregon City. I would like a way to get "down the hill" to do things like go to the library or other "downtown" things without risking life and limb going down South End Rd. There are really not any other "better" ways nearby.	South End Road
82	Other	Wooden walkway needs work!	McLoughlin Blvd. at Old Canemah Park
83	Car or Motorcycle	I really like the way Warner Milne Road lines up now. It makes driving through the intersection of Molalla Avenue so much easier and far less dangerous. Thank you!	Warner Milne and Molalla Ave
84	Car or Motorcycle	<p>The intersection at the corner of Washington Street and 12th Street NEEDS to be either a traffic light...or, at the very least, a four way stop!!!! (I know that the city said, (when they fixed up Washington Street), that they didn't want to do that "because it is a main through street".</p> <p>Well...it is an incredibly DANGEROUS intersection!!! In the mornings...the traffic going downhill turns it into a race track! They go way over the speed limit! (all day too...not just in the mornings)...and they go too fast uphill too. It is also a poor visibility intersection, (for the drivers on 12th Street), the visibility looking downhill (toward Tony's Fish Market) is very limited...and there may not be a car coming as you start to cross the street...but then it comes zooming into view over the "crest" of the hill into view...and, usually going too fast. Also. ..for pedestrians, ..I have waited 10 minutes! (NOT exaggerating here!) to cross Washington Street! NO ONE stops for pedestrians!...even two O. C. police cars went right on by while we were waiting to cross!, (this was in the same 10 minute time span...no, they were not together, nor did they have their emergency lights on)...when we watched them drive on by...we could see that they didn't even know we were there. I don't know what kind of "records" anyone keeps of the crashes at that intersection...but the unrecorded "near misses" is astronomical in numbers!</p> <p>From my house, I am within view of the intersection of 12th Street and Madison Street, (at the corner by the Barclay School).</p> <p>While working in my yard...I have counted 117 cars just go flying by the stop signs on 12th Street...without even trying to slow down at all. (I don't make a habit of counting them all the time, but the day I did...it was 117 cars..and I wasn't even looking all the time...because I was working my yard...not on "traffic patrol").</p> <p>I wanted to point these issues out to you....especially the 12th Street and Washington situation..it is TERRIBLE!!! One of the "craziest" intersections I have ever seen!</p>	12th and Washington
85	Car or Motorcycle	<p>Comment in discussion of previous comment: This intersection at 12th &amp; Washington is terribly dangerous. A very inexpensive fix would simply be to make it a 4 way stop. Visibility is poor, rarely will a car stop for the pedestrian cross walk, turning from 12th onto Washington is dangerous at best and crossing Washington on 12th is taking your life into your own hands.</p> <p>Accidents happen and near accidents are about every 15 minutes. Horns honking, tires squealing and speeding cars are the norm.</p> <p>Ever since 99E made 12th Avenue an intersection, the traffic has increased a LOT on 12th Street.</p> <p>I can so NO reason why 12th &amp; Washington isn't a 4 way stop. It would reduce speeds on the hill, improve safety for cars and pedestrians and help the traffic flow through Oregon City.</p> <p>Please make this change ASAP!</p>	12th and Washington
86	Car or Motorcycle	<p>Intersection of Partlow and Southend Road During my commute home I have seen numerous close calls at this intersection. I was initially very excited to see the change in the location of the road and widening of the intersection. However, I have been witness to so many close calls over the past few months that I am concerned someone is going to get seriously injured or worse.</p> <p>It seems like cars are traveling so fast in both directions on Southend that drivers waiting to enter from Partlow are forced to either:</p> <ul style="list-style-type: none"> <li>wait a very long time to safely turn onto Southend, thus backing up traffic or</li> <li>quickly turn onto Southend forcing the drivers coming either direction to slow down barely avoiding a collision. I'd really appreciate it if you could take a look at this intersection and see if there are some options (four way stop, signal, reduced speed on Southend in that area) to make it more safe. Thank you for your time.</li> </ul>	

87	Parking	Friday 1/13/12 was my first time visiting the downtown area since main street was changed to 2 ways. I planned to meet friends for dinner but finding a place to park was extremely frustrating! Not that there wasn't any physical places but several lots sat essentially empty but had signs saying you'd be towed if you parked there without a permit, 24 hrs/day. It was dark outside so even finding those signs was a difficult task & I found no signs saying where I COULD park, other than the very limited street spots that were occupied. I see in the transportation summary there are plans to remedy the parking situation but I encourage you to give people SOMEWHERE to safely park immediately or many people, like myself, will avoid going downtown to avoid the frustration. If there is such a place I would like to know where it is and suggest better signage directing people to that place.	8th and Main
88	Parking	In discussion of previous comment: Oregon City downtown parking is the worst. I've heard conflicting stories about the Permit Parking lots being available to the public after 6pm but I can find no verification of this anywhere. I am disgusted at the price increase of parking meters in so called "prime areas" where the fees and fines have doubled. OC is worse than downtown Portland when it comes to parking. At least in portland you can find a lot to park in whether it charges or not, it's at least clearly stated. And OC has the worst reputation for over zealous code enforcement officers. Businesses are struggling to survive but parking issues are scaring people away!	8th and Main
89	Parking	In discussion of previous comment: How long has there been a charge at the municipal lot? I have parked there in the past without paying. Charge is reasonable \$5 for the day, but lot is mostly empty. Maybe a couple signs in town to direct people.	8th and Main
90	Bus	I would very much like a way to get to the O.C. Transit center from my house at 130 Glacier St. (Oregon City) without walking 1 mile.	South End and Warner Parrott Rd
91	Bus	In discussion of previous comment: There is no bus going down South End Rd. This road does not have pedestrian access. I have seen people walking on this road and it is very dangerous. There is no way to get to the bottom of the hill. The closest bus is over a mile away from our house and this is a huge problem for anyone living in our neighborhood. My son is disabled, doesn't drive, and has to walk over a mile to catch a bus. We need bus access in our area.	South End and Warner Parrott Rd
92	Pedestrian	Pedestrians who can't see can safely cross Molalla to Fred Meyers by virtue of a chirping noise letting them know the light has changed. We need more of these around town, especially at the large intersection at Beaver creek and Molalla, please.	Beaver creek and Molalla
93	Pedestrian	My blind husband depends on the chirping light on Molalla near Fred Meyer to cross safely, but risks his life attempting to cross Beaver creek and Molalla because he can't be sure when the light has changed. Installing more chirpers would be much appreciated!	Beaver creek and Molalla
94	Car or Motorcycle	I agree with Justin that the lights need to be adjusted. It would seem that if someone goes straight through the Glen Oak light on 213 they would have no issues, but if you're like me and need to turn left onto Glen Oak from 213 at any time of the day you're in for a long wait for the light to change. I could sit at the light at watch an oncoming group of cars just come into view from a ways down 213 and the light will still not change.</p> <p>Not sure how they set the timing for that light, but it needs to be changed. Maybe it should be vehicle sensing after a certain time of the day?	Glen Oak and Highway 213
95	Other	Use the train depot to house a cycle café (coffee shop). This location can become a destination point and will provide a staging area for bike rides. We would also be able to store bicycles in the area below the depot (with improved security) to facilitate a park and pedal program.	Amtrack Station - Washington St
96	Bus	There is no public transportation (lift service) at 11835 Danee Plance, Oregon City, OR 97045. We used to have lift service. I'm charged with TriMet tax without TriMet services. TriMet lift is seen driving 1 block away on Partlow.	Danee Place
97	Other	Planned Family Friendly Street could be Planned Family Friendly Route	General
98	Pedestrian	Difficult for pedestrian to cross 2-lane on ramp to I-205 north.	213 and 205
99	Pedestrian	The connection across the Clackamas River on the east side of the Cove should be for pedestrians only.	Clackamas River/Main Street
100	Pedestrian	Culverts from Agnes to Washington as a pedestrian connection?	Agnes Ave and Washington
101	Pedestrian	Trail connection from Main Street Extention to Interpretative Center?	Main St Ex and Washington
102	Pedestrian	Easement along park on John Adams and footbridge to connect both sides of John Adams.	John Adams and 16th
103	Pedestrian	New connection to school for pedestrians.	Road
104	Car or Motorcycle	Collector along Parrish Road connecting South End and Central Point.	PARRISH RD FROM SOUTH END TO CENTRAL POINT
105	Car or Motorcycle	Do not make Hazelnut from South End to Central Point a collector.	Point
106	Car or Motorcycle	Project RC7 - I don't think this is possible.	Center Street
107	Car or Motorcycle	Elevations issues along Agnes	Agnes Ave, Main St to Washington
108	Car or Motorcycle	Is the potential connection over the landfill an easement?	Washington St and HWY 213

109	Car or Motorcycle	Project S30 - Check grades	Division and Anchor Way
110	Car or Motorcycle	ODOT 2012 Paving Project, share plans with ODOT	HWY 99E S. 2nd towards Canby
111	Car or Motorcycle	Project S45 - Low priority	Canemah
112	Car or Motorcycle	Project S46- Low priority	Canemah
113	Car or Motorcycle	Needs capacity until Meyers Road is extended.	Glen Oak and Highway 213
114	Car or Motorcycle	Stop light on Henrici at 213?	Henrici and Highway 213
115	Car or Motorcycle	Hood St and Linn Ave - speeding cars and cars going the wrong way down Hood.	Hood St and Linn Ave
116	Pedestrian	Hood St and Linn Ave - Difficult for people walking along the street	Hood St and Linn Ave
117	Car or Motorcycle	The grade of Highway 99E where the street project was complete pulls cars toward the sidewalk side of the street where there are culverts. This is primarily on the southbound (river) side.	McLoughlin Blvd at 14th
118	Pedestrian	The pedestrian path approach to Atkinson park could be improved for pedestrian travel.	Atkinson Park
119	Pedestrian	Safety concerns when walking around Old Canemah Park, as it is dark and isolated with a lot of tree canopy. The park could be better utilized and maintained.	Old Canemah park
120	Pedestrian	Wayfinding downtown should be clearly identified for those coming from the elevator.	7th and Railroad Ave
121	Car or Motorcycle	The pavement condition along Central Point is poor.	Central Point Rd
122	Car or Motorcycle	A submissive left would be helpful when traveling south on HWY 213 and turning left to Glen Oak.	HWY 213 and Glen Oak
123	Car or Motorcycle	The pedestrian refuge at the corner of Molalla Avenue and Barclay Hills Dr makes it difficult to turn left (going south on Molalla) from Barclay Hills. Is there a project in place to fix this?	Molalla Avenue and Barclay Hills Dr
124	Pedestrian	There should be continuous sidewalks along Meyers Road from HWY 213 to Linn Ave	Meyers Rd: HWY 213 to Linn
125		In response to comment below. Meyers Road in the NW direction has no bike lane from Autumn Lane to the intersection with Leland Road and Clairmont Way. Continuing on Leland Road in the northerly direction, there is no bike lane until one reaches the crosswalk at Hiefield Road. The posted speed limit on this section of road is 35 mph, but automobile traffic often exceeds that limit by 10 mph or more. This section is mostly uphill in the both NW or northerly directions, so cyclists in the road will impede automobile traffic. This is unsafe as impatient drivers must wait to pass and often "buzz" cyclists by passing too close.	Meyers Rd: HWY 213 to Linn
126	Bicycle	There should be a safe place for bikers along Meyers Road from HWY 213 to Linn Ave	Meyers Rd: HWY 213 to Linn
127	Pedestrian	There should be continuous sidewalks along Warner Milne from Molalla to Linn Ave	Warner Milne: Mollala Ave to Linn
128	Car or Motorcycle	Why is the street closed on the north part of the intersection of Abernethy and Washington	Abernethy and Washington
129	Car or Motorcycle	Holly Lane has dangerous curves, gravel commonly in the road and deep ditches along the side.	Holly Lane
130	Bus	I've had a few conversations with TriMet about the comparison with Seattle, and been persuaded that Seattle's transit use exceeds Portland's by only one important measure: commuting. This, the TriMet folks argue, reflects the fact that the Seattle area spends a ton of money on suburban express lines and commuter rail while TriMet focuses its (smaller, because we're a much smaller, much less wealthy city) budget on good all-day bus and rail service inside the city where people actually make transit part of their lives. I'm not sure we're getting the bang we could be for our buck, but I think it's a solid point by TriMet. And one thing is certain: TriMet's overall boardings per capita, unlike its journey-to-work ratio, are top-of-the-charts good a good deal better than Seattle's.	Various
131	Bicycle	There is a large pothole along the edge of Central Point Road just North of Roundtree Drive. There is no shoulder for a bike to skirt the hole to the right, so the rider is forced into the traffic lane	Central Point and Roundtree
132	Bicycle	Concerning safe bike and ped routes. The Hazelgrove neighborhood and other neighborhoods along Central Point Rd do not have a good connection to the City bike paths at Linn Ave and Warner Parrott Rd. The shoulders along Central point are non-existent in many areas, speeds of vehicle traffic can reach 45-50 MPH, bikes and peds must ride or walk in this fast traffic creating hazards for bikes, motorists and pedestrians. It would not take much to widen the paved shoulder a few feet to create a wider shoulder for bikes and pedestrians.	Partlow and Mccord
133	Pedestrian	Please add a street light at the corner of 99E and Hedges Street. During the dark, it's difficult to see pedestrians crossing Hedges Street when turning a car onto Hedges Street from 99E. Also, it will improve the viability of pedestrians standing at the bus stop on the corner of 99E and Hedges Street.	99E and Hedges
134	Bus	Please do not allow buses to use the NARROW Arch Bridge once the restoration project is completed. Because the bridge is NARROW, opposing lanes of traffic must stop to allow the buses to cross the bridge. There are obviously alternate routes that buses can take to get from West Linn to Oregon City.	Arch Bridge/Main Street.

135	Car or Motorcycle	<p>There is an apartment complex directly off Hwy 213 that has its only entrance/exit onto the highway. Over the years, I have had hair-raising experiences with drivers seeking to turn left from the apartment complex on to the highway. I have seen drivers use the left turn lane (there for drivers turning off 213 onto Meyers Rd) as a means of merging with traffic continuing north on Hwy 213 (1), either by speeding up and actually merging in the middle of the intersection or by idling in the lane until there is a gap in the north-bound traffic. This is dangerous for north-bound and - to a much smaller extent - south-bound highway traffic. The only reason all my near-misses have indeed been near-misses is due to my keen awareness of the situation and defensively driving - I would have been T-boned two years ago, otherwise. To my knowledge, there are land issues that prevent the creation of an exit from the apartment complex onto Meyers Rd, so the only suggestion I can offer up is to put in place a physical barrier (of some type) so left-turning drivers from the apartment complex cannot enter the left-turn lane (which allows turns on to South Meyers Road) of Highway 213; or even, perhaps, turn north onto the highway at all, forcing right turns. I realize that such a measure is not a solution - it is a inelegant, inconvenient bandage for the symptom, not the cause. However, the poor judgement of a few drivers really can ruin it for the responsible majority. I will not feel sorry for advocating for my safety, my family's safety, and my friends' safety. (1) This is a problem when there are cars already in the left-turn lane waiting for their green arrow - this is why I worry a lot about being rear-ended. Also, when cars are moving into the left-turn lane in order to get to Meyers Rd - this is how I was nearly T-boned.</p>	HWY 213 south of Meyers Rd above Caufield Creek
136	Car or Motorcycle	<p>In response to comment above I had this exact thing happen to me tonight (10/12/12) around 7:12pm. I was 5 feet away from turning into a statistic because a driver turned left from the apartment complex to use the LEFT TURN lane to MERGE RIGHT.</p> <p>It was hard enough with the darkness and significant amount of rain coming down, along with lights from oncoming traffic, to drive. Even so, I had dutifully checked in front &amp; behind first for any other cars. I was trying to drive slower than normal due to the rain.</p> <p>However, there was no way for me to see the van turning left from the complex out of my periphery vision. Remember, it was dark and raining!</p> <p>When the van suddenly "appeared", I slammed hard on my brakes and ended 5 FEET away from having been T-boned. Unfortunately, I wasn't able to get the license plate.</p> <p>Please, please, PLEASE forbid left turns! Convenience isn't worth the DANGER.</p>	HWY 213 south of Meyers Rd above Caufield Creek
137	Car or Motorcycle	<p>In response to comment above I believe I forgot to add in my previous comment that I had been moving into the left turn lane to use it for its intended function. I still had no way of seeing the van.</p>	HWY 213 south of Meyers Rd above Caufield Creek
138	Car or Motorcycle	<p>There is no access because it used to be vandalized. It was a place for people to get drunk and party. The place is too important not to be protected.</p>	Canemah Cemetary
139	Bicycle/Pedestrian	<p>I also have this concern. I currently live on center st right next to Sunset St. I love to go bicking and walking with my kids but there is no good route to get to downtown O.C.. I know there isn't alot that can be done being on a hill but it would be nice to have some sort of sidewalk for pedestrians to get up or down to make it safer. Thank you.</p>	South End Road
140	Car or Motorcycle	<p>configuration of the southbound left-turn lane at 10th St on OR99E</p> <p>That left turn lane truly needs a dedicated "left turn arrow" light, however.... 10th will only hold 4 or 5 cars. It's a major road and turning left on a flashing yellow arrow is really "iffy" to safely turn left onto 10th. Traffic coming from the Canby direction has increased so much in the last 3 years. How can this problem be solved?</p>	McLoughlin Blvd. and 10th St.
141	Car or Motorcycle	<p>15th is very very dangerous all the way up to Harrison. Especially when people walk against the rock wall. Cars coming downhill at Harrison can't see the people in the street, the road is narrow and the people on the street have no where to jump to safety.</p>	15th and Jefferson
142	Car or Motorcycle	<p>there are several blocks that have no sidewalks. If we want to promote tours of our historic homes, then we should at least provide sidewalks for neighbors and visitors.</p>	15th and Jefferson
143	Car or Motorcycle	<p>Seconded. I walk up and down 15th every day from my home to the Amtrak station. The section is particularly dangerous. It's very steep, and that creates a serious blind spot for drivers coming down the hill who only see pedestrians at the last second. It's also narrow, and busy during rush hour, with cars going both directions simultaneously.</p> <p>Having a complete sidewalk on such a dangerous section would make the Amtrak station-- an important alternative transportation mode choice-- more accessible to pedestrians throughout the McLoughlin district.</p>	15th and Jefferson
144	Car or Motorcycle	<p>Passing on the right isn't legal. Maybe the drivers need a reminder of some sort - more citations? A sign?</p>	11th and Washington
145	Car or Motorcycle	<p>Moving the speed reduction to John Mcloughlin School would help.</p> <p>Traffic is speeding up or not yet slowed down becaause this intersection is where the 40/35 mph change is at.</p>	Partlow and South End Road
146	Bus	<p>If people have to walk a mile to ride a bus, they will drive.</p>	South End and Warner Parrott Rd
147	Other	<p>The Interpretive Center would also be a good option.</p>	Amtrack Station - Washington St
148	Bicycle	<p>Use Washington or the elevator.</p>	Singer Hill
149	Other	<p>As a business owner, I was considering moving to downtown O.C.. The main street project is very exciting, however, with the lack of available parking for our customers....WE'VE CHOSEN TO STAY OUT OF DOWNTOWN O.C.!</p> <p>Hope that situation is fixed by the time we move again.</p>	8th and Main
150	Car or Motorcycle	<p>Agreed. This will help those traveling from Canby avoid the morning gridlock in front of the school.</p>	S Rose Road
151	Car or Motorcycle	<p>Washington Street is a residential street posted at 25 mph. The speed of traffic on Washington Street and at this specific intersection is a hazard to the liveability of the McLoughlin Neighborhood Association. I agree with this comment.</p>	Washington Street

152	Car or Motorcycle	I live on the SE corner of 12th & Washington (1114) I have seen dozens of accidents at this intersection in the past 18 months. While you used to watch the scenes unfold, now we barely check to make sure everyone is ok, and that they have a cell phone handy. So far, all these accidents have been car damage only... but it is only a matter of time before an accident is fatal. A 4 way light would cause a lot of congestion on Washington St. Traffic I myself don't want to deal with, but, I think it will save a life, so I will deal with it.	Washington Street
153	Car or Motorcycle	It would also be helpful if the homeowner who lives at the house on the crown would refrain from parking his garbage/recycling bins on the crown of the road. Cars must swerve into the blind oncoming lane of traffic to avoid the bins.	4th Avenue and Miller Street
154	Car or Motorcycle	I believe this to be the most dangerous sidewalks in all of Oregon City. This is the sidewalk along 502 Main St from Main St to the customer parking lot behind Advantage Optical. Parking lot serving spaces for three retail businesses. Customers negotiating this path walk along this perilous sidewalk within two steps of vehicles zooming out of the curving and narrow tunnel on 99E. There is no curb or any type of barrier for even minimal protection to pedestrians. The businesses need access to the parking lot. As owner of this property, I am asking for assistance in a more safe pedestrian walkway without destroying a vital downtown parking lot.	main Street
155	Car or Motorcycle	Are there locations in the city you avoid during rush hour?: Molalla Ave. at mid level and hilltop;l- 213 at Redland	Various
156	Car or Motorcycle	Am I understanding that you want the lights changed so that Freddie's gets to go in all directions at once while everyone else has a red light and then Gaffney Lane gets to go at once while everyone else stops and then Molalla Ave gets to go - Left turn only then straight? Gaffney Lane--L turns and straight (and rights)from this side, then Left turns and straight (and rights) from Freddy's side. Then Molalla as is, i.e. they already have good control of the left and right and straight aheads. It's just the Gaffney Lane traffic controls that are awful.	Molalla and Gaffney Lane
157	Other	Develop waterfront promenade from 10th Street to Blue Heron Site along 99E.	Blue Heron
158	Other	its an amazing resource, irreplaceable for tourists and locals alike with its view of the falls and river. Anything related to getting visitors on the river and visiting the falls should be your number one priority for revitalizing the city.	Blue Heron
159	Car or Motorcycle	I received a phone call from a concerned citizen regarding the safety of the Gaffney Lane and Molalla Avenue intersection.	Gaffney Lane and Molalla
160	Car or Motorcycle	As a resident on Barker Avenue . . the stop sign is the only piece that attempts to slow traffic down as it comes down Barker toward Telford and I would not support removing it. Visibility is difficult up the hill because of the curve . . we have many walkers and bikers on our street, the slight pause, even though it may seem insignificant is important!	Barker Ave. and Vine St.
161	Car or Motorcycle	We would like to see Barkley Hills Dr marked at its intersection with Molalla Av. with lanes and arrows indicating a lane on the left side to enter Barkley Hills from Molalla Av" The Barclay line separation request was fulfilled last summer. Good Work OC! Molalla Av still needs its own left turn lane onto Barclay Hills Dr.</p></p>	Barkley Hills Dr
162	Car or Motorcycle	Summer of 2012, Barclay Hills road was improved/modified with a left/right turn lane separation. Before this was done, right turning vehicles would have to wait for left turn vehicles in one line. This is no longer the case as they each have well marked turn lanes. While I wouldn't advise a left turn during high traffic times of the day, I do believe that left turns are otherwise acceptable during normal traffic flow times of the day.</p></p>	Molalla and Barclay Hills
163	Pedestrian	I agree with Mr Liegel's comment entirely. Pedestrian safety should be put ahead of island beautification. I would also add that all crosswalks on Molalla Ave could use a flashing indicator when the crosswalks are in use.  Pedestrians are very hard to spot when traveling both North and Southbound on Molalla Ave during dusk/dawn/night-time hours. The thought of my family using these crosswalks in their current state is quite unnerving	Molalla and Mountain View
164	Car or Motorcycle	Table 2, page 28 in Draft TSP Plan #11, dated August 2012, shows LOW priority for the potential project. This designation is unfortunate for several reasons: ---unusually high pedestrian traffic that uses the crosswalk because of 1) a nearby bus stop to the north that receives/discharges passengers from city Metro and school buses plus handy-vans for the disabled and 2) frequent daily shopper visits to the adjacent Grocery Outlet store ---frequent "close calls" for both pedestrians and vehicle drivers as reported by residents at quarterly meetings of the Barclay Hills Neighborhood Association; local residents say that most fender benders from sudden vehicle stops are not reported to avoid local police and insurance carrier notification ---existing sign posts and tree trunks/branches in the center island of the crosswalk block vehicle drivers from clearly seeing pedestrians the full time that they are in the crosswalk---traffic island beautification and vehicle/pedestrian safety concerns are incompatible at this crosswalk ---solar panels installed along with any flasher will reduce long-term maintenance costs	Molalla and Mountain View
165	Car or Motorcycle	NOT make Parrish Road a connector from South End to Central Point.  1. The intersection at Parrish and South End Road is too narrow for the increase traffic this connector would allow.  2. There is a very fragile wetlands that this connector would have to cross.  3. Currently Parrish Road from South End Road is the main access to the Finnegan's Way Housing development from the north.	Parrish Rd

166		<p>You are certainly correct in your observations, and while crosswalk warning lights may help in the existing situation, perhaps more important is to address the causative factors. The high flow of traffic up and down 5th to Linn Ave is a direct result of the City decreasing traffic flow on 7th/Molalla Ave with the beautification projects. That forced many drivers to alternate routes on either side of 7th/Molalla and Linn Ave/5th changed from a fairly quiet neighborhood street to a busy, noisy thoroughfare. The City's action to increase the speed limit on Linn Ave. from 25 to 35 only made matters worse and encouraged higher speeds.</p> <p>We are left with a 'pretty' main street that can't handle the flow of traffic it had prior to it's beautification and more dangerous neighborhoods. Drivers from Hwy 99 routinely cut over on South End Rd to Linn to avoid back ups on Hwy 99 during commute times. Upper Oregon City drains traffic into Linn Ave and down 5th from a large area of neighborhoods during commute times.</p> <p>Improvements to the bottle neck on Hwy 99 South of, (and through), Oregon City and decreasing the posted speed limit on Linn Ave. will do more for reducing traffic and speeds on 5th than anything else. Speed bumps on Linn Ave may further discourage drivers from using it as a through route, though the Police Dept would miss their late night, high speed runs down that road with no code lights displayed.</p>	Various
167	Bus	<p>Thank you for providing this information through Kattie.</p> <p>I appreciate your recognizing that transporation issues are a hot topic in some of our neighborhoods. And for good reason. People are being short-changed in some locations and over-burdened in others. Be that as it may, I recognize that the City of OC is NOT Tri-Met.</p> <p>I often feel bad for city employees who meet with us with the goal of sharing information and then are subjected to a heated discussion of hot-button issues that may or may not be under the City's purview. John Lewis, bless his heart, is very even-tempered and handles our passionate displays very well.</p> <p>Your forwarding this information shows that you are responsive to our concerns.</p> <p>That is a wonderful thing.</p>	Various
168	Car or Motorcycle	<p>Thank you for your time and info the other evening as well as your email with attachment. I'm familiar with roundabouts from England and agree that they are a good option.</p>	Linn and Leland
169	Car or Motorcycle	<p>Is it possible to get a diagram of how the traffic circle would work on Linn,Leland, Warrner-Parrot? I didn't see it on the list of projects that was distributed last night. Specifically, would the roundabout include Central Point road? I am asking because a portion of the current traffic makes that jog from Warner-Milne to Central Point. It would be important that a roundabout include Central point at that location. I would hope too that any project would use the opportunity to add some more greenspace to the nearby school.</p> <p>I'm not really a big fan of roundabouts, but that intersection does seem to be a perfect candidate.</p> <p>Has there been any study that compares accident rates of intersections before and after roundabout installations? Just curious if they are statistically safer or not.</p> <p>I'll make use of the other avenues for comment as you have outlined.</p>	Linn/Leland/Central Point
170	Car or Motorcycle	<p>Just curious why you would not move the circle to the north and include Central point as one of the spokes? That would seem to be a cleaner design than to have a 4-way circle and then the appendage to central point.</p> <p>I would think that would also take up less real-estate and require less pavement.</p> <p>I realize that this is just an option – but this does not address the flow from central point to warner-milne very well. The central point road does not look well integrated in this design. Just my opinion.</p>	Linn/Leland/Central Point
171	Car or Motorcycle	<p>Parents taking or picking up their kids at John McLoughlin elementary traverse this intersection, going from S McCord Rd to Partlow road or vice versa. It is a dangerous intersection which will be made more hazardous as more traffic starts using S Central Point Rd. Also Partlow and South End road will be a bad intersection as people try to turn left from Partlow to Southend, with increased traffic down south end as that area is developed.</p>	Partlow and Central Point
172	Car or Motorcycle	<p>Despite being a major road that is used by commuters and school buses, this road is devoid of any lane striping.</p>	McCord near Sunset Springs
173	Car or Motorcycle	<p>The transportation plan documents show over 1,000 homes growth in this area and no impact on the collector roads. I think this needs to be reviewed because we are already seeing a major increase in traffic along Pease road. In addition, Pease road is a great example of piecemeal planning, if you go along it's length, you will find every style of roadway marking, parking, and lane configurations. It does not have a contiguous, planned design. Not a good idea for a designated collector road.</p>	Pease near Friars
174	Car or Motorcycle	<p>This intersection should be realigned so it is at right angles. Currently it is at an odd angle and has poor lines of sight to the south along Leland. With all the growth in this area, it is going to be a hazardous intersection. It is also poorly lighted with the light to the north of the actual intersection</p>	Pease and Leland
175	Freight	<p>I reviewed most of the Vol 1 of the TSP and see plans for developing a freight route extension of Meyers Rd. between the OCHS and CCC. There is a lot of foot traffic in this area with students and local residents walking to the college and also between the college and high school and the neighborhoods S. Of Glen Oak. there is also bike and ped. traffic from the neighborhoods over to the Haggen center. I hope with a plan for heavy truck use that PED. traffic will be considered for safety. Also there is a LOT of students walking along the edge of Beavercreek toward Albertson's which would also be crossing the freight road. I was impressed with the production of the Vol. 1 plan; it was easy to follow and read.</p>	Meyers and High School Ave

176	Car or Motorcycle	I have witnessed 5 near-accidents at this intersection, two of them where I was nearly hit head-on. People are turning right from Molalla onto Warner Milne, crossing the double yellow line into the oncoming lane, intending to turn into the first Safeway/Walgreens entrance. I was coming up Warner Milne, wanting to turn left onto Molalla. I moved into the turn lane just as a car came around into the same lane so fast I had to swerve to the right to avoid a head-on collision. As I said, I've seen five different incidents over this last year. One factor could be that there are only two arrows painted in the Warner Milne turn lane, one at the far front (that may be covered by a car) and one at the far end, which is too far away to see as you enter the intersection from Molalla. Maybe the signage at the light could be more detailed? I don't know. If the double line didn't stop them, maybe an arrow pointing at them won't either. It's a little scary that people don't pay more attention. While I'm at it - in the same area, a lot of people ignore the one-way "exit" at the back of Walgreens and use it as an entrance. This isn't so dangerous as it is funny when people get into stand-offs because there isn't room for them to come and go at the same time.	Molalla and Warner Milne
177	Parking	I just need information on parking - meter hours, limits, placement etc. Basic info so I know if I need to get change.	8th and Main
178	Other	This was very helpful. I'm very appreciative of what the City Staff is doing on behalf of our City. Please let your colleagues know.	N/A
179	Car or Motorcycle	I was looking over plan on the city website and am wondering if self driving vehicles have been discussed. I have to admit I skimmed the document so maybe there's something in there. I don't know if anyone grasps the extent of what this will mean but let me share some of what's going to happen. If they are networked together (or can talk to each other) and they probably will be at some point, roadways will be able to handle a much larger volume of traffic. No accidents. No need for traffic lights. No need for Insurance. No need for patrolling traffic. Less wear and tear on roads. And More..... All of that is a ways out but it's certainly going to happen long before 2035. Self driving vehicles exist today and California, Nevada and Florida already have laws that allow them to operate on their roads. Several other states are working on similar laws. Here are a few links for your reference. <a href="http://www.texastribune.org/2013/02/21/googles-self-driving-car-too-advanced-texas-laws/">http://www.texastribune.org/2013/02/21/googles-self-driving-car-too-advanced-texas-laws/</a> <a href="http://www.mlive.com/politics/index.ssf/2013/02/michigan_panel_mulls_self-driv.html">http://www.mlive.com/politics/index.ssf/2013/02/michigan_panel_mulls_self-driv.html</a> <a href="http://www.itworld.com/cloud-computing/343561/who-really-wants-self-driving-car">http://www.itworld.com/cloud-computing/343561/who-really-wants-self-driving-car</a> Of course being a technical kind of guy and sick of driving I can hardly wait to own one.	N/A
180	Car or Motorcycle	I have been a resident of Oregon City sense 1974. The street that I have traveled the most during this time is Meyers road. When I moved to this city my wife and I chose to attend the church at the Intersection of Meyers road and Gaffney Lane driving from near the old high school. Then my wife and I moved to our house on Meyers road about 1980. When we first traveled it, Meyers road went from Leland Rd to Gaffney Ln. the road is less then 24 feet wide (in most areas) with ditches to accommodate water run off, (that means there is no shoulder for pedestrians , no bike lanes), The speed limit was 25 mph, septic systems took care of sewage and there is no lighting (street lights). The houses were made with short narrow driveways that make the normal access from them to be backing onto the street then proceeding. Lets look at Meyers Rd. today. EVERY THING ABOVE IS STILL THE WAY IT WAS ON A 1300 ft SECTION PLUS THE FOLLOWING; Meyers Rd has been extended to highway 213 The speed limit has been increased to 35 mph ( backing into the street wasn't that much of a problem before the traffic went through to highway 213 and the speed limit increased from 25 mph to 35. Now it is getting dangerous). Plus take a few minutes and watch what happens when cars, bikes and pedestrians meet. Meyers road has been designated a minor arterial (Not legally when you read the minimum requirements of a minor arterial in the Oregon City transportation plan) What can be done The speed limit should go back to 25 mph (until upgrading), the road should be improved to the transportation plan specs, sewer should be installed and maybe a rezone to R8, street lighting (if not covered by minor arterial specs) This could all be done under an urban development project where a proper road with sewer and lighting would allow division of the (20,000 sq. ft plus) lots would increase value in the tax base to pay back the bonds. A real value added project. The stretch of road that needs improvement is only about 1300 ft and the return on investment would be high considering that most of the lots on the North side of the street could be divided into 2 lots and those on the South side could be 3 or more (depending on R10 or R8).	Meyers Rd
181	Car or Motorcycle	I would also be a good idea to upgrade the section of Leland road from Clairmont way to Warner Milne Rd.	Leland

182	Car or Motorcycle	<p>I was looking over plan on the city website and am wondering if self driving vehicles have been discussed. I have to admit I skimmed the document so maybe there's something in there. I don't know if anyone grasps the extent of what this will mean but let me share some of what's going to happen.</p> <p>If they are networked together (or can talk to each other) and they probably will be at some point, roadways will be able to handle a much larger volume of traffic.</p> <p>No accidents.</p> <p>No need for traffic lights.</p> <p>No need for Insurance.</p> <p>No need for patrolling traffic.</p> <p>Less wear and tear on roads.</p> <p>And More.....</p> <p>All of that is a ways out but it's certainly going to happen long before 2035.</p> <p>Self driving vehicles exist today and California, Nevada and Florida already have laws that allow them to operate on their roads. Several other states are working on similar laws.</p> <p>Here are a few links for your reference.</p> <p><a href="http://www.texastribune.org/2013/02/21/googles-self-driving-car-too-advanced-texas-laws/">http://www.texastribune.org/2013/02/21/googles-self-driving-car-too-advanced-texas-laws/</a></p> <p><a href="http://www.mlive.com/politics/index.ssf/2013/02/michigan_panel_mulls_self-driv.html">http://www.mlive.com/politics/index.ssf/2013/02/michigan_panel_mulls_self-driv.html</a></p> <p><a href="http://www.itworld.com/cloud-computing/343561/who-really-wants-self-driving-car">http://www.itworld.com/cloud-computing/343561/who-really-wants-self-driving-car</a></p> <p>Of course being a technical kind of guy and sick of driving I can hardly wait to own one.</p>	Various
183	Car or Motorcycle	<p>Traffic speed on Linn Ave. is too fast. the speed on 5th is 25 mph and 20 mph on the other end due to the grade school. However, between these two areas is Linn and the speed was changed a while ago from 25 to 35 mph. I am constantly pacing cars in my comings and goings and most everyone drives 40 mph. This is way too fast for this residential area. I signal a block ahead when I am turning into my driveway and have come close many times to being rear ended. I get honked at and flipped off regularly. When exiting my driveway it takes a few moments to get up to speed the traffic is going, again causing these speeders to tailgate me. Since the speed on Molalla is only 25 and has multiple lights, more and more people are using Linn Ave. OCPD doesn't seem to monitor speed here either. I would like to see the speed dropped back to 25 mph or another traffic light installed. There is so much more traffic on this road since the county buildings have consolidated off Warner Milne and I/m sure there will eventually be more construction on Red Soils. Please take this request under advisement. Thank you</p>	Linn Ave
184	Car or Motorcycle	<p>Please email me details of the Warner Milne/Leland roundabout, specifically the pedestrian route.</p>	Warner Milne/Leland
185	Car or Motorcycle	<p>It will be a regional disaster if more and more traffic is planned for Hwy 213 (and Beaver creek Rd.) without the ability of ODOT (and the city/county) to increase the capacity.</p>	213 and Beaver creek
186	Bus	<p>There are no public transportation options available for commuters in Oregon City to get to Tualatin. Bus service from Oregon City to the Wes stop at Boones Ferry would greatly reduce traffic on 205 as well as provide an option for thousands of people who work on the west side to use public transportation. If TriMet is not going to be able to provide this public transportation option available then Oregon City should step up and provide it.</p>	Various
187	Pedestrian and Bicycles	<p>South End Rd. is not designed to be safe for cyclists and pedestrians and yet this road is a major connector in Oregon City.</p>	South End
188	Car or Motorcycle	<p>Night lighting of this intersection is poor at night for traffic going down Leland and planning to turn onto Pease road. Line of sight for people on Pease road southbound on Leland is insufficient.</p>	Leland and Pease
189	Pedestrian	<p>The traffic dynamics, limited sight distance, and other factors make the crosswalk on Molalla Ave. by 7th St. a dangerous place for pedestrians, and I have thought for a long time that a pedestrian bridge should replace the dedicated crosswalk signal at that location. The crosswalk signal a few yards away on 7th St. is also problematic, but not as bad as the Molalla Avenue one. The problem here is that drivers coming up the hill are making a 90 degree right turn, which limits their sight distance to pedestrians in the crosswalk. Simultaneously, drivers may be distracted by traffic merging from the left off of Division St. A third factor for drivers here is the north-south orientation of this section of road, which at certain times of the day and season puts the sun in the eyes of drivers going uphill, making it difficult to see the light of the signal. If the cost of a pedestrian overpass cannot be justified at this location from the amount of use it would receive, then the crosswalk and signal should also be removed, because it is poorly placed, and gives pedestrians a false sense of security.</p>	Molalla and Division
190	Car or Motorcycle	<p>Traffic is often blocked in both directions up and down 10th Street by several vehicles turning into the coffee shop drive through window. With all the recent work to make Main Street a major through Street and with the railroad crossing on 10th this is very hazardous. Yes, I know the coffee shop does virtually all its business with drive through orders, but that should have been addressed before the business was approved.</p>	10th and Main
191	Car or Motorcycle	<p>This intersection is very dangerous and children use this area while being let off school buses. My children safety is a big concern. Needed marked walk ways and lights for slowing down. Very dangerous. People fly through this intersection without stopping.</p>	S. 2nd and S. High



John A. Kitzhaber, MD., Governor

**Department of Transportation**

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

April 1, 2013

Planning Commission  
City of Oregon City  
625 SE Center Street  
Oregon City, OR 97045

**Subject:** Recommended Oregon City Transportation System Plan - requested modification

Dear Chair Kidwell and Planning Commission Members:

The Oregon Department of Transportation supports the adoption of the updated Oregon City transportation system plan before the Planning Commission with one modification. ODOT requests that Oregon City identify in the TSP the highway locations that do not meet the OHP Mobility Targets and identify the need for developing alternative targets at those locations through a future planning process. This modification will allow the Planning Commission and City Council to make the required finding of consistency with state Goal 12, Transportation; and specifically, Oregon Highway Plan (OHP), Policy 1F, Highway Mobility Standards. State facilities that do not meet the highway mobility targets / standards include portions of OR99E, I-205 and OR213.

ODOT will work with Oregon City on developing alternative targets consistent with OHP Action 1F3 through a future refinement planning process to be jointly agreed upon between ODOT and the City of Oregon City. I will be present at the April 8<sup>th</sup> Planning Commission meeting along with the consultant team to answer any questions the commission may have relating to the state facilities or grant.

**Background**

Oregon Highway Plan

The Oregon Highway Plan, Policy 1F provides that ODOT mobility targets shall be used for identifying state highway mobility expectations for planning and plan implementation. Mobility targets measure the level of congestion, or how effectively vehicles are able to move during the peak travel hours. Within the state and the region there is a growing understanding that vehicle mobility objectives must be balanced with local and regional land use and economic objectives. Lower cost investments such as investing in the local street system, managing vehicle trip demand, and improving operations can yield higher net benefits than improvements that add vehicle capacity.

Action 1F3 under OHP Policy 1F provides that in the development of Transportation System Plans, where it is infeasible or impractical to meet the mobility targets in Table 7, ODOT and local jurisdictions may explore different target levels, methodologies, and measures for assessing mobility and consider adopting alternative mobility targets for the facility. Action 1F3 further provides that *"If alternative targets are needed but cannot be established through the system planning process prior to adoption of a TSP, they should be identified as necessary and committed to as a future refinement plan work item with an associated timeframe for completion and adoption"*.

Timing Factor

Alternative targets were not developed during the TSP update because the amended Policy 1F was not in effect when the TGM grant contract was not scoped. The outlined approach provides a solution.

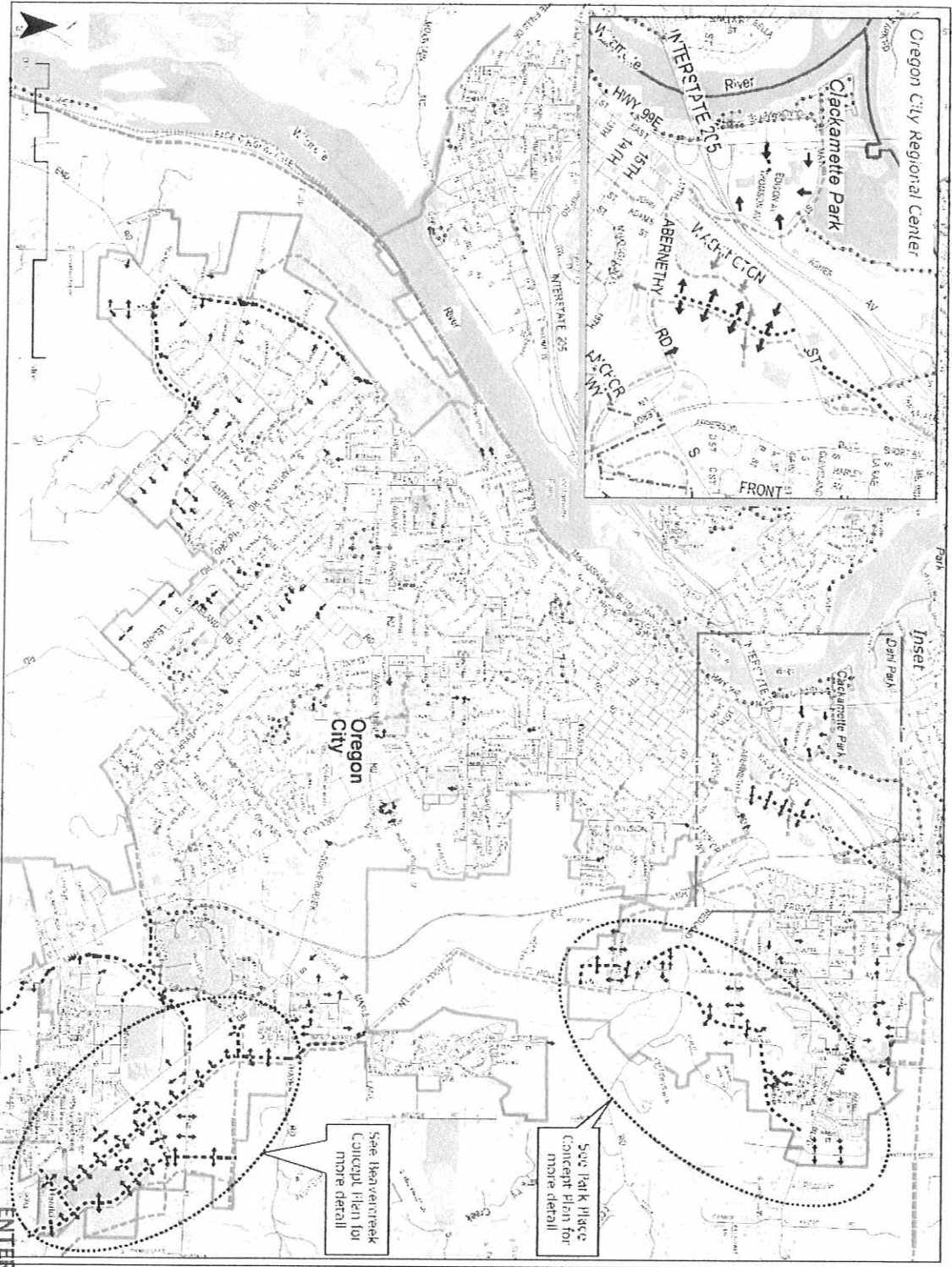
In closing, as you know, the Oregon Department of Transportation has helped fund the Oregon City Transportation System Plan update with Transportation and Growth Management grant funds. As the grant manager and ODOT representative, I have worked closely with staff and the DKS consultant team throughout the project and recommend the adoption of the TSP as presented with the requested modification. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Gail Curtis". The first letter "G" is significantly larger and more stylized than the rest of the name.

Gail Curtis, Senior Land Use and Transportation Planner  
ODOT, Region 1

c: Kirsten Pennington, Region 1 Planning Manager  
Kim Ellis, Metro liaison to Oregon City TSP  
Avi Tayar, PE, ODOT Region 1  
Lainie Smith, ODOT Region 1  
Carl Springer, DKS consulting project manager



**Multi-Modal Connectivity Plan**

**Legend**

- Street Connectivity**
  - Existing Street
  - Planned Roadway Extension (Conceptual Alignment)
  - Potential Street Transition
- Trail Connectivity**
  - Existing Shared-Use Path
  - Planned Shared Use Path (Conceptual Alignment)
  - Potential Trail Connection
- Other Features**
  - Steep Slope
  - Building
  - Stream
  - River
  - Park/Public Property
  - Urban Growth Boundary
  - Railroad

DATE RECEIVED: 3-25-13  
 SUBMITTED BY: T. OBRIEN  
 SUBJECT: C13-01

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Area around Filbert Run Park



Map of the Natural Resource Overlay District with Stream



of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” The environmental justice effort within the TSP was to identify concentrations of underserved and vulnerable populations so that transportation services can be improved in this areas while avoiding or at least distributing impacts of planned projects more equitably across the city.

Goal 4 of the TSP commits the City to: “(p)rovide an equitable, balanced and connected multimodal transportation system” (Section 2, TSP Volume 1, Exhibit 1). Objectives and evaluation criteria for TSP projects under the goal include ensuring that the transportation system provides equitable access to underserved and vulnerable populations and reduces total housing and transportation costs for residents. As found through the Census, Figure A5 in Section D identifies concentrations of low-income residents in the Park Place neighborhood, minority populations around Molalla Avenue between Beaver Creek Road and Division Street, and the elderly around the 15<sup>th</sup> Street/Division Street intersection. Significant populations of non-English speakers and people with disabilities were not found in the city. Proposed Financially Constrained and Planned Transportation System improvements (TSP Volume 1, Table 5 and TSP Volume 2, Section I, Table 2, Exhibit 1) identify walking, biking, shared-use path, family friendly route, transit, and crossing improvements in these areas of underserved and vulnerable populations as well as throughout the city (Figures 17-19, TSP Volume 1, Exhibit 1). Roadway extension and expansion projects, and their potential associated impacts, are also distributed throughout the city (Figures 14-16, TSP Volume 1, Exhibit 1). The proposed TSP is consistent with Policies 7.3 and 7.4.

### **Oregon Highway Plan**

The 1999 Oregon Highway Plan (OHP) establishes policies an highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the St. Helens TSP are addressed below.

**Policy 1A (Highway Classification) defines the function of state highways to serve different types of traffic that should be incorporated into and specified through IAMPs.**

**Policy 1C (State Highway Freight System) states the need to balance the movement of goods and services with other uses.**

**Finding:** As identified in Section A (Plans and Policies Framework) of TSP Volume 2 (Exhibit 1), there are four sets of State roadways in Oregon City, including I-205 (an Interstate highway) and OR 99E, OR 213, and OR 43 (all District highways). The TSP defers to access management regulations of the State. The proposed improvements in the Financially Constrained and Planned Transportation System plans (TSP Volume 1, Table 5 and TSP Volume 2, Section I, Table 2, Exhibit 1) serve safety and mobility on state roadways in the city. In terms of safety, as described earlier in the OTP findings, safety concerns exist at sites along state facilities OR 99E and OR 213 (TSP Volume 2, Section D, Figure 7, Exhibit 1). Although there is not a reliable tool for forecasting future collisions, safety is expected to improve given implementation of the recommended investments in street crossings, walking and biking facilities, and improvements to high collision locations and congested intersections in the 2013 TSP.

In terms of mobility, investing in the Planned Transportation System improvements is expected to accommodate the forecasted travel demand through 2035. Operations under implementation of the recommended solutions are projected to meet performance targets throughout the city, with the exception of the intersections of OR 99E and the I-205 ramps and OR 213/Beaver Creek Road. The recommended solutions move these intersections toward compliance with targets (Section 8 (Outcomes), TSP Volume 1, Exhibit 1). Also as described earlier in OTP findings, high general traffic demand on regional transportation and freight routes including I-205, OR 213, OR 99E, and OR 43 pose a challenge to meeting performance measures related to freight. Truck delay in the city during the evening peak period (after assuming the planned system investments) is expected to increase slightly through 2035. However, the City is moving in the direction of

## Laura Terway

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**From:** Paul Edgar [pauloedgar@q.com]  
**Sent:** Monday, March 11, 2013 5:24 PM  
**To:** Laura Terway  
**Subject:** The TSP & The Planning Commission, please make these comments available for tonight's meeting

- > Opportunities present themselves with a new Oregon City TSP when
- > combined with a South End Road Concept Plan. Because of that I want
- > to talk about the possibility of extending a road/connection to
- > Highway-99. In combination with Beutel Road and S. Forest Ridge Lane,
- > there is an ability to engineer a connecting link through canyons with
- > an acceptable grade, that can create a game changer to all development
- > options and opportunities.
- >
- > I have been in discussions with David Frasher about this vision. I had
- > a meeting last Friday with David Frasher, Doug Neeley, Tony Konkol and
- > Eric Underwood.
- >
- > I explained that at the intersections of South End Road and Warner
- > Parrot and the intersection of High Street and 2nd Street and South
- > End Road in between these tow intersection we have this limited
- > capacity road that is within critical slid zone, that is owned by the
- > county and that is weight restricted. There is NO-Ability to expand
- > or rebuild this section of South End Road. The intersection at South
- > End Road and Warner Parrot can be signalized but in doing it, it does
- > not solve the capacity problems.
- >
- > The South End Road Concept Plan requires (staying within the Metro's
- > Density requirements) approximately 2,000 new Dwelling Units and this
- > would be on the remaining lands within the concept plan after all
- > set-a-sides for environmental - wetlands. The problem is that with
- > South End Road already experiencing approximately 10,000 trips per day
- > (incidents of travel) and it is at capacity creating Level of Service
- > (LOS) conditions of "D" which could easily become LOS "F" or failing.
- >
- > Compounding this problem/opportunity is that any new development in
- > this South End Road Concept Plan area, would if history follows, have
- > approximately 80% of the new residents of these Dwelling finding
- > employment outside of Oregon City. Most of these people would be
- > heading north to where the jobs are and that leads them into this
- > South End Road transportation corridor. Because of South End Road's
- > weight restrictions, it effects concept plan area by limiting its
- > ability for retail or commercial development opportunities. This also
- > means that each Dwelling Unit will have to go greater distances and
- > create greater then average daily trip generation. Therefore these
- > Dwelling Units should generate on the plus side of 11-trips per day.
- > These new Dwelling Units and residents should also create on average
- > close to 4-commuter type trips within the AM and PM Peak Period Rush
- > Hours. With the cost of housing, on averaging it should be estimated
- > that approximately 50% Dwelling Units should have a predominance of
- > two income requirement and if that is not the case they have the
- > children requirements, that can even create worse numbers in trip generation.
- > There is a close grade school -and that helps, but everything else is

> a long - long way, away.  
>  
> Secondly there are problems of people heading south on South End Road,  
> effectively heading south towards New Era and Canby. It goes into  
> some "S-Type" curves and an area that also has slid problems. To me,  
> I was guess that 90% of these new residents would never plan on  
> heading direction with stores, schools, park and activities in Oregon  
> City. So any development in this South End Road Concept Plan Area is  
> problematic with existing conditions, when we examine Transportation  
> Infrastructure impacts.  
>  
> Most all of the neighbors out in this area, all know the problems of  
> South End Road. It should then not surprise anyone that as a direct  
> result it appear that virtually all do not want additional  
> development, just low density residential, basically on basically  
> large lots. They (the immediate neighbors) know the reality of the  
> transportation infrastructure, however there is that appearance that  
> bureaucracy does not have a good handle on the problem/opportunity.  
> The bureaucracy tends to stick its head in the sand and not tell  
> people even in the Public Open Houses about limitations, my opinion.  
> These capacity restraints within the roads are compounded by a failing  
> TriMet entity, as they have eliminate bus routes and where we learn of  
> the long term picture where TriMet's financial problems are even  
> getting worse. They have already acknowledge that they will probably  
> have to reduce bus routes an additional 45% over current levels.  
> That means to me, that we have this South End Road Concept area with  
> major transportation deficiencies and no-way to solve these Real  
> Limitations.  
>  
> So on to the solution at hand. We need to create new transportation  
> capacity for this South End Road Concept Plan Area. The option at  
> hand is to create a long needed new connection from this Hillside area  
> to the west and that create this opportunity to identify road down to  
> Highway-99. This road should be identified the TSP. In doing so, it  
> also usher in a new opportunities a whole new world of options and  
> opportunity that present themselves. If you were to follow the  
> bouncing ball of what a new 4-lane road would do, if connected with  
> this combination of Beutel Road and S. Forest Ridge Ln. down to the  
> UGB area on Highway-99, it blows the top off of most everything that  
> people have been talking about. The whole hillside along the Canemah  
> Ridge would then have the ability to be developed in manners not yet  
> considered.  
> I approached the leadership team in a conversation about the critical  
> need to bring new commercial - industrial - Employment land into the  
> picture. I have also taken this discussion to County Commissioners  
> and the County Economic Development Department. There are hundreds  
> upon hundreds of areas of lands along the Canemah Bluff inside and out  
> side of the UGB or in Urban Reserves that could be used for JOB  
> Creation. We have to reverse the problems of having 80% of our  
> citizenry being forced to leave our area to find employment/jobs.  
> Beaver Creek Road Industrial Area has been on the market for  
> approximately 12-years and there has been virtually NO-lookers and  
> totally NO-Takers. The marketplace has been telling us that we have  
> to find and create new options and opportunities, my opinion.  
>  
> So we are at this point where a South End Road Concept Plan and a TSP  
> are coming together. We bring in some common sense to where we

> understand current conditions and long term needs and to me, it tells  
> us that we should put into the TSP this new corridor improvement that  
> opens the door to future development opportunities. We are also at a  
> point where we have to identify new employment - jobs lands and we do  
> not have many options.  
>  
> So I would like to take you to the area examine this thinking and  
> attempt engage in positive conversations to quantify opportunities.  
> Where I am heading is that I would like to talk this out tonight  
> before the Planning Commission. I want to get this thinking on record.  
>  
> Paul



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February 7, 2007

4584 PRELIM GEOTECH EVALUATION

SERA Architects  
338 NW 5th Avenue  
Portland, OR 97209

**DRAFT**

Attention: David Berniker

**SUBJECT: Preliminary Geologic and Geotechnical Evaluation  
Park Place Concept Plan  
Oregon City, Oregon**

At your request, GRI has completed a preliminary geologic and geotechnical evaluation for the proposed Park Place Concept Plan project in Oregon City, Oregon. This evaluation addressed the Park Place study area, which is shown on the Vicinity Map, Figure 1. The Park Place Concept Plan is being developed to identify the preferred long-term land use of the study area. The Concept Plan was developed by the design team and local community during a design charrette and series of community meetings.

The purpose of the evaluation was to identify, on a preliminary basis, the potential geologic hazards within the study area and provide geotechnical considerations for future development, to be included in the Concept Plan document for the City of Oregon City (City). This includes recommendations for site-specific geotechnical evaluations prior to development and general slope hazard management. The conclusions and recommendations provided in this report are based on a review of the previous work completed in the study area by others and other sources of information described herein.

The evaluation consisted of limited field reconnaissance; review of published geologic reports and maps, readily available geotechnical reports and subsurface information, and water well records on file with the Oregon Water Resources Department (OWRD); and examination of aerial photographs. The intent of this document is to serve as a practical guide to assist the City in their understanding and management of the short- and long-term geologic risks associated with future development in the Park Place Concept Plan study area.

#### **PROJECT DESCRIPTION**

The study area is located in Clackamas County, Oregon, east of Highway 213 and south of Redland and Holcomb roads. The total study area is approximately 470 acres; 180 acres of the study area are located immediately adjacent to Oregon City limits in the vicinity of Livesay Road, but have not been annexed as part of the City, and 300 acres were brought into the Urban Growth Boundary in 2002. The study area is composed of 138 individual property owners. The largest property under one ownership is approximately 48 acres, and nearly half the parcels in the study area are 1 acre or less.

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DATE RECEIVED: 3-25-13  
SUBMITTED BY: KOSINSKI  
SUBJECT: L13-01  
L13-02

The Park Place Concept Plan was developed to identify the preferred long-term land use of the study area. The Concept Plan identifies the general areas of different housing densities, commercial and industrial land uses, parks, open spaces, and schools.

The study area includes existing residential developments and a public middle school, but is generally rural and distinguished by steep slopes, several creeks, marsh areas, and wooded areas. The general topography of the study area is shown on the Slope Map, Figure 2, and the Landslide Geomorphology Map, Figure 3. The long-term development outlined in the proposed Concept Plan includes new mixed-use and residential development, new roads between Holly Lane and Highway 213 and Redland and Holcomb roads, and improvements to existing roadways. We understand the proposed Concept Plan has identified open space areas located in conjunction with environmentally constrained and natural areas, which will serve as undeveloped parks and natural resource areas for the study area. These open spaces include all areas with slopes of 25% or steeper within the Concept Plan study area.

### **GEOLOGIC SETTING**

The study area is located in the Abernathy Creek drainage of the Willamette Valley. The Abernathy Creek drainage consists of a narrow meandering creek, fed by Newell and Holcomb creeks, which flows directly into the Willamette River immediately northwest of the study area. The drainage is characterized by steep canyons subject to ongoing slope processes. The local geology is dominated by the fine-grained facies of the Missoula Flood deposits (Madin, in press) primarily comprised of silt, sand, and gravel of late Pleistocene age, as shown on the Geologic Map, Figure 4. These deposits generally form terraces at the lower extent of the local creeks and mantle slopes up to about elevation 200 to 250 ft. In the low-lying areas within the floodplain of Abernathy Creek is alluvium and Pleistocene-age Willamette Silt, which consists of fine-grained sands, silt and clay with scattered lenses of fine- to medium-grained sand. At the north edge of the study area (along Holcomb Road, at the south end along Holly Lane and at the southwest edge, adjacent to Newell Creek Canyon), mudstone, claystone, and sandstone of the Troutdale Formation are present, typically in steep canyons and ridges. Geomorphic and geologic evidence indicates these tributary canyons of Abernathy Creek have been modified by ongoing, large-scale landslides. The Oregon Department of Geology and Mineral Industries' (DOGAMI) preliminary geologic map of the area indicates an inferred trace of the Oatfield Fault may extend into the northwest portion of the study area; however there is no direct evidence that the fault exists in this area (Madin, in press).

### **PREVIOUS WORK**

Due to the presence of landslides in the Oregon City area, a number of geologic maps and geotechnical studies have been completed in the vicinity of the Concept Plan study area. DOGAMI Bulletin 99, "Geology and Geologic Hazards of Northwestern Clackamas County, Oregon," documents the initial study focusing on the geology and geologic hazards of the area (Schlicker & Finlayson, 1979). This report identified slopes of 10 to more than 50% within the study area. The report also identified hazards associated with flooding along Abernathy Creek and the potential for a high water table near Ogden Middle School, west of Holly Lane. Bulletin 99 did not identify landslide-specific hazards within the Concept Plan study area, but

identified landslide topography, local slumping, earthflow, mudflow, and debris flow in Newell Creek Canyon, immediately west of the study area, and in canyons on both sides of Holly Lane, south and east of the study area. Most of the landslide topography identified on the Bulletin 99 "Geologic Hazards Map of the Canby and Oregon City Quadrangles, Oregon" occurs on slopes of 10 to 20%.

Subsequent to Bulletin 99, Portland State University (PSU) evaluated geologic constraints for future development of Newell Creek Canyon (Burns and others, 1993). The study area included in this report is immediately adjacent to the Concept Plan study area, to the west. The report included evaluation of geologic, soil, and groundwater conditions within the canyon and included a landslide susceptibility map for the canyon, which identified existing landslides as high risk, and exposures of Troutdale Formation with slopes of 8° or more as having a moderate risk of landslides. The report identified over 50 existing landslides in Newell Creek Canyon and noted that 73% of the project area was at moderate risk for landslides. Several other site-specific geologic and geotechnical investigations have been conducted within Newell Creek Canyon to assess landslide hazards associated with residential development. In addition, two studies have been published following storm-induced landslides in 1996 and 1997, documenting landslides immediately adjacent to the study area (Burns and others, 1998; Hofmeister, 2000).

In 2006, DOGAMI developed a map identifying landslide geomorphology in the vicinity of Oregon City, including the Concept Plan study area, using light detection and ranging (LIDAR) surveys and air photos (Madin and Burns, 2006). This map identifies over 35 existing landslides and debris fans within the Concept Plan study area, as shown in Figure 3. DOGAMI is currently completing a geologic map of the Oregon City vicinity (Madin, in press). A draft version of this map is shown on Figure 4. At this time, the 2006 map is the most up-to-date source of information concerning landslides in the study area.

## **SITE RECONNAISSANCE**

### **Methodology**

A certified engineering geologist (CEG) and registered geologist (RG) from GRI conducted a general reconnaissance of the study area on November 29, 2006. The ground-level reconnaissance consisted of viewing the majority of the study area from roadway rights-of-way. Visual reconnaissance was limited to areas and facilities that were readily observable from streets or other public areas.

### **Study Area Observations**

The study area lies on both sides of Redland Road, extending north toward Holcomb Road and south toward Maple Lane, primarily along adjacent creek canyons. Redland Road bisects the study area from east to west, and Holly Lane extends from Redland to the south end of the study area. There are no north-south connecting roads from Redland Road to Holcomb Boulevard. Between Redland Road and Holcomb Boulevard there are a number of separate residential developments with discontinuous streets. Significant portions of the study area include steep, wooded creek canyons and generally rural property.

Redland Road is a two-lane, minor arterial linking Highway 213 to residential areas to the east of Oregon City. Redland Road transects the Abernathy Creek valley and crosses Abernathy Creek four times within the study area. As shown on Figure 2, the slopes at creek crossings are typically steeper than 25%. We observed localized slumping and raveling along these stream banks. In addition, slopes greater than 25% were observed along much of Redland Road, as road cuts on the north side of the road and sloping toward the creek on the south side of the road. Several small roads intersect Redland Road and extend northward into residential developments. These residential developments are generally low density and established on slopes of 5 to 15%. Readily apparent and obvious indications of recent large-scale, deep seated slope instability were not observed in these developments.

Holly Lane is a local street that runs south from Redland Road to Maplelane Road and has steep grades and very narrow shoulders. There is a steep canyon to the east of Holly Lane and steep slopes (greater than 25%) along Holly Lane between Redland Road and Donovan Lane. Based on personal communication with property owners, GRI understands that localized slope failures have occurred at residential properties on the south east side of Holly Lane, just outside the Concept Plan study area (Moxley, personal communication, 2006).

There are no connecting roads between Redland Road and Holcomb Boulevard in the north portion of the study area. Development in this area is composed of isolated residential developments that have been constructed over the past 50 years. Swan Avenue and Livesay Road are residential streets that extend east-west through this portion of the study area. These residential developments occur on the relatively flat plateau above Redland Road. We did not observe any development adjacent to the canyon at the north edge of the study area; however, development has occurred immediately outside the study area, in the Oak Valley area. Evidence of soil creep observed during the reconnaissance includes tilted and bowed trees around the perimeter slopes of the development.

### **SUBSURFACE CONDITIONS**

To provide a preliminary characterization of subsurface materials and conditions within the study area, GRI reviewed water well logs available through OWRD and available boring logs for sites adjacent to the project area. There are limited well logs available for the study area, as shown on Figures 2 through 4. Review of well logs indicates the study area is generally mantled with silt, which is underlain by weathered sedimentary rocks. This characterization is consistent with the conditions described in boring logs included in the study by PSU (1993) and in the preliminary mapping by Madin (in press).

### **Groundwater**

It is anticipated that the groundwater level in low-lying areas of the study area, in the Abernathy Creek drainage, will fluctuate according to seasonal rainfall and may occur near the ground surface during wet, winter and spring months and during periods of prolonged or intense rainfall, and within several feet of the ground surface during drier months.

It is anticipated the regional water table occurs at depth in areas of higher elevation; however, shallow perched water can occur in and over the weathered sedimentary rock and fine-grained soil, particularly following intense and/or prolonged precipitation.

## **CONCLUSIONS AND RECOMMENDATIONS**

Landslides have occurred within the study area and in adjacent areas with similar topography, geology, and groundwater conditions. With regard to slope instability, most of the known slope instability has occurred on the steeper slopes on ravines along streams and drainages. We understand the recommended Concept Plan developed by the design team identifies areas with slopes of 25% or more as open space that will remain undeveloped. Limiting development in these areas is an appropriate measure to limit the risk of slope instability and landslides impacting future development. In addition, for the purpose of this Concept Plan, GRI recommends further site-specific study be conducted for future developments, in accordance with the City's municipal code Chapter 17.44, for managing geologic hazards and in accordance with following recommendations.

It would be prudent for the City to expand the definitions included in the City of Oregon City Municipal Code, Chapter 17.44.020, to include the Portland State University study, "Landslides in the Portland, Oregon, Metropolitan Area Resulting from the Storm of February 1996: Inventory Map, Database and Evaluation" (Burns and others, 1998); the DOGAMI Open File Report O-06-27, "Map of Landslide Geomorphology of Oregon City, Oregon, and Vicinity Interpreted from LIDAR Imagery and Aerial Photographs" (Madin and Burns, 2006); and the upcoming "Preliminary Geologic Map of the Oregon City Quadrangle, Clackamas County, Oregon" (Madin, in press), as references for identifying "landslide areas," "unstable slopes," "unstable soils," and debris fans. We also recommend that the City require a geotechnical evaluation/investigation as part of any future development in areas with slopes of 15% or steeper. This would include all new construction, including additions to existing homes such as swimming pools and retaining walls, installation of underground utilities, new access driveways and/or roadways, and similar types of projects that require significant earthwork. The geotechnical evaluation/investigation should address the slope hazards in the development and specifically address how the proposed development will limit the risk of future slope instability, prior to issuing a building permit. The geotechnical evaluation/investigation should also address setbacks from existing slopes and recommendations for cut and fill and on-site stormwater management, as described in more detail below. In addition, the City should require special inspection by the geotechnical engineer during construction of soil- and foundation-related elements and a summary letter of compliance upon completion of the work.

The actual scope of the geotechnical evaluation/investigation will depend somewhat on the location within the study area and the proposed development. For example, for development in areas that will likely require little if any earthwork, a reconnaissance-level site evaluation may be adequate prior to issuing a building permit. However, if the new development requires cuts deeper than about 5 ft into the existing hillsides, the geotechnical engineer may need to consider performing subsurface explorations, such as test pit excavations and/or shallow borings, as part of their evaluation/investigation. For any

development within or adjacent to mapped landslide areas or debris fans, or any development that requires excavations deeper than about 10 ft into the existing hillside, it would be prudent to perform a more-detailed, comprehensive geotechnical investigation prior to issuing a building permit. An engineering geologist should provide site-specific geologic input for any development with proposed cuts deeper than about 10 ft and all evaluations within the limits of mapped landslide areas and debris fans.

To assist the City, GRI has prepared the following geotechnical-related considerations for future development in the Park Place Concept Plan area.

- 1) Require a development- and/or lot-specific evaluation/investigation and report by a Professional Engineer, registered in the State of Oregon, who by training, education, and experience is qualified in the practice of geotechnical engineering. The engineer should be assisted in the evaluation of mapped landslide areas and debris fans by a Certified Engineering Geologist (CEG) certified in the State of Oregon. The evaluation/investigation and report should include, but not be limited to, the following type of considerations, as appropriate for the type of proposed development:

General earthwork considerations, including recommendations for temporary and permanent cut and fill slopes and placement of structural fill,

Location of residence on lot,

Building setbacks from slopes,

Subdrainage and/or management of groundwater seepage,

Foundations,

Embedded/retaining walls,

Management of surface water and irrigation water, and

Impact of the development on the slope stability of the lot and the adjacent properties

- 2) The geotechnical engineer of record should review final grading, drainage, and foundation plans and specifications and confirm in writing that they are in conformance with the recommendations provided in their report.
- 3) For large complex developments on sites with challenging conditions, at the City's discretion, it may be appropriate to obtain a peer review of the geotechnical evaluation/investigation report for the development and/or

lot plans. Based on the finding of the peer review, the applicant's geotechnical engineer will need to respond to written comments provided by the City's peer review prior to issuance of building permit.

- 4 The applicant's geotechnical engineer should provide special inspection during construction to confirm that the subsurface conditions/assumptions made as part of their geotechnical evaluation/investigation are appropriate. This will allow for timely design changes if site conditions are encountered that are different from those anticipated. In addition, prior to issuing an occupancy permit, the City should require the geotechnical engineer to prepare a summary letter stating that the soils- and foundation-related project elements were accomplished in substantial conformance with their recommendations.

### **Concluding Remarks and Limitations**

This report has been prepared to identify geologic hazards and geotechnical considerations associated with future development in the Park Place Concept Plan study area.

The opinions and recommendations stated in this report are based on a review of the previous work completed in the study area by others and other sources of information described herein. With respect to the work performed by others, GRI did not participate in the implementation of the work and did not independently verify the accuracy or completeness of the information provided. GRI makes no representations or warranty regarding instruments of service completed by others. The information presented in this report was developed by GRI in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other warranty, expressed or implied, is made.

It is important to note that GRI's work evaluated the study area as a whole and did not address individual properties. For this reason, property owners/developers should retain qualified engineers and geologists to assist in the evaluation of specific properties and to prepare associated development plans and designs.

This evaluation has been prepared to aid SERA Architects in the completion of the Park Place Concept Plan. The scope is limited by the fact that the actual plans for the study area are indefinite; hence, only preliminary opinions are presented.

Submitted for GRI,

Dwight J. Hardin, PE  
Principal

George A. Freitag, RG, CEG  
Associate

Tova R. Peltz, PE, RG  
Project Engineer/Geologist

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### References

- Burns, S., 1993, Environmental assessment of Newell Creek Canyon, Oregon City, Oregon presented to City of Oregon City, Clackamas County: Portland State University.
- Burns, S., Grownney, L., Brodersen, B., Yeats, R., and Popowski, T., 1998, Map showing faults, bedrock geology and sediment thickness of west half of Oregon City 1:100,000 quadrangle, Washington, Multnomah, Clackamas, and Marion Counties, Oregon: Oregon Department of Geology and Mineral Industries, Interpretive Map Series IMS-4.
- Burns, S., Burns, W., James, D., and Hinkle, J., 1998, Landslides in the Portland, Oregon metropolitan area resulting from the storm of February 1996: inventory map, database and evaluation: Portland State University, report prepared as fulfillment of METRO contract 905828.
- Hofmeister, R., 2000, Slope failures in Oregon, GIS inventory for three 1996/97 storm events: Oregon Department of Geology and Mineral Industries Special Paper 34.
- Hofmeister, R., Hasenberg, C., Madin, I., and Wang, Y., 2003, Earthquake and landslide hazard maps in Clackamas County, Oregon: Oregon Department of Geology and Mineral Industries Open-File Report O-03-09.
- Madin, I., and Burns, W., 2006, Map of landslide geomorphology of Oregon City, Oregon, and vicinity interpreted from LIDAR imagery and aerial photographs: Oregon Department of Geology and Mineral Industries Open-File Report O-06-27.
- Madin, I., in press, Preliminary geologic map of the Oregon City quadrangle, Clackamas County, Oregon: Oregon Department of Geology and Mineral Industries.
- Moxley, R., personal communication, 2006.
- Oregon City Municipal Code, 2006.
- Schlicker, H., and Finlayson, C., 1979, Geology and geologic hazards of Northwestern Clackamas County, Oregon: Oregon Department of Geology and Mineral Industries Bulletin 99.

Oregon City Planning Commission  
March 25<sup>th</sup>, 2013

RE: PC 13-018 Transportation System Plan Update (Ordinance 13-1002 & 13-1003)

Testimony of: Christine Kosinski, Unincorporated Clackamas County

Part of my testimony from last week stated “ In 1996-97, six homes on Holly Ln were either totally or partially destroyed as soils liquefied and hillsides slid. It isn't any wonder then, that in 2005, when the Oregon City proposed the Park Place Concept Plan, the first question Holly Ln had was **how stable are the hillsides** in this development and what regulations does the City have over development in these challenging areas? We campaigned for a full Geological Assessment, however due to budget constraints, the City only ordered a Preliminary Report.”

Tonight I am providing each of you with the Preliminary and Geotechnical Evaluation for the Park Place Concept Plan, which is to include extending Holly Ln up to Holcomb Blvd and building the Swan Rd Extension. It is an important study to understand if you are to evaluate whether the Holly Lane and Swan Rd Extensions can be safely built.

At the bottom of Page 1, under **Project Description**, the study area is described.

On Page 2 under **Geologic Setting**, the Abernethy Creek drainage is explained stating this area is subject to ongoing slope processes and large-scale landslides.

Page 2 – **Previous Work**, speaks of Bulletin 99 from DOGAMI and explains studies performed in the vicinity of the Concept Plan study area. DOGAMI's report identified slopes of **10 to more than 50%** within the study area and further identified flooding along Abernethy Creek and the potential **high water table near Ogden Middle School** (City proposes Swan Rd here). On Page 3, the study identified landslide topography, local slumping, earthflow, mudflow, and debris flow in Newell Creek Canyon and in canyons on both sides of Holly Lane. The study goes on to state that most of the landslides occur on slopes of only **10-20%**.

Page 3 – **Study Area Observations**, last sentence “Significant portions of the study area include steep, wooded creek canyons and generally rural property”. Turn to Pg 4

Page 4, first paragraph – As shown on Figure 2, the slopes at creek crossings are typically **steeper than 25%** (extending Holly Ln means navigating these). The study goes on to state “We observed localized slumping and ravelling along these stream banks. In addition, slopes **greater than 25%** were observed along much of Redland Road.

Holly Ln is explained as having steep grades with very narrow shoulders. A steep canyon to the east and steep slopes (**greater than 25%**) along Holly between Redland and Donovan.

Page 4, third paragraph – Development has occurred immediately outside the study area, in the Oak Valley area. Evidence of soil creep is observed including tilted and bowed trees around the perimeter slopes of the development.

ENTERED INTO THE RECORD  
DATE RECEIVED: 3-25-13  
SUBMITTED BY: KOSINSKI  
SUBJECT: L13-01  
L13-02

**NOTE:** A home at 16376 Oak Valley Drive has already suffered serious Landslide damages. This subdivision was built on the edge of a steep canyon and a huge landslide, only a short distance away from where the City proposes to extend Holly up to Livesay.

Page 5 – **Conclusions and Recommendations**, first paragraph - GRI recommends further site-specific study be conducted for future developments, in accordance with the City's municipal code, for managing geologic hazards and in accordance with the following recommendations. In Paragraph 2, GRI recommends that the City require a geotechnical evaluation/investigation as part of **ANY FUTURE DEVELOPMENT IN AREAS WITH SLOPES OF 15% OR STEEPER..** The study goes on to say this includes new roadways. The geotechnical evaluation/investigation should also address setbacks from existing slopes and recommendations for cut and fill and on-site stormwater management. In addition, the City should require special inspection by the geotechnical engineer during construction.

Page 5 - 4<sup>th</sup> and last paragraph, “However, if the new development requires cuts deeper than about 5 ft into the existing hillsides, the geotechnical engineer may need to consider performing subsurface explorations.

Page 6 - 1<sup>st</sup> paragraph – Speaks to any development that requires excavations deeper than about 10 ft in to the existing hillside.

Oregon City's regulations over Steep Slopes and Landslides are found in Municipal Code 17.44. I question why Oregon City only regulates Steep Slopes of 25% or greater when the recommendations in the Preliminary study are for slopes of 15% or steeper. Landslides on Holly have been documented on as little as 10% slope, and additionally, the City of Salem, the City of Portland, Marion and Douglas Counties, all require stricter regulations with some as little as slopes of 5-10%.

Please Note: The devastating Landslides in “The Street of Dreams”, (off Redland Rd) occurred on **ALMOST FLAT LAND to gentle 5% slope!**

Because of the Recommendations above to regulate slopes of 15% or greater, because of RISK, because Holly Landslides are documented on only 10% slope, because slopes from Holly to Holcomb are documented at 25% or greater, and because NO decisions can be based on a Preliminary Geotechnical Report, I ask for a full and complete Geologic and Geotechnical Evaluation of the entire study area, and to include all areas for roadways even if they are outside of the study area, and to include Thayer Road. I ask that this be done BEFORE any approvals are made as you cannot possibly base your decisions only on a Preliminary Report.

I am enclosing an e-mail from 7/17/2007 to the GRI Geotechnical Engineer regarding whether they studied the areas for new Roadways, ie, extend Holly to Livesay to Holcomb and to build the Swan Rd Extension. You can see her answer that NO site-specific studies were done.

Subj: **RE: Park Place Concept Plan**  
Date: 7/17/2007 4:34:24 P.M. Pacific Daylight Time  
From: TPeltz@GRI.com  
To: Britenshin@aol.com

Christine, I just looked back over your questions with regard to our report.

1. Our preliminary, ground-surface site reconnaissance included the area just north of the Concept Plan area around Beemer. This area is actually outside of the current Concept Plan area.
2. The new roads referred to on page 2 include the Swan Extension and any other associated roads/streets. As our study was preliminary and intended to support Oregon City in outlining areas of future, detailed evaluation, we have not conducted any site-specific studies in this area.
3. "Previous Work" on page 3 of our report identifies the existing study by Portland State University on Newell Creek Canyon, which is located between the project area and Highway 213.

I hope this helps. As I mentioned before, our report was a preliminary evaluation of the whole Concept Plan area and was not intended to provide any site-specific evaluation.

Thanks,  
Tova

**Tova R. Peltz, PE, RG**  
Project Engineer/Geologist  
GRI, Geotechnical & Environmental  
503-641-3478, ext 113 / office  
503-720-9103 / mobile

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**From:** Britenshin@aol.com [mailto:Britenshin@aol.com]  
**Sent:** Thursday, July 12, 2007 4:05 PM  
**To:** Tova Peltz; kat2kami@yahoo.com; rodmoxley@comcast.net; bigcozz@comcast.net; bobn2b@msn.com; gardengifts@juno.com  
**Cc:** Britenshin@aol.com  
**Subject:** Park Place Concept Plan

Tova: Can you clarify some issues regarding your report of this year for the Park Place Concept Plan area. Did your studies incorporate the area where the "Swan Road Extension" is being planned?

This would be an area South of Holcomb. The Road begins at "Beemer", goes South over the creek to Livesay Rd, continues South over steep bluffs down to Redland Rd. It crosses Redland Rd and extends over to the Southwest side of Ogden Jr. High and continues to run Southeast beyond Donovan Rd.

On Page 2 of your February 7, 2007 report, you reference new roads between

ENTERED INTO THE RECORD  
DATE RECEIVED: 3-25-13  
SUBMITTED BY: KOSINSKI  
SUBJECT: L13-01  
L13-02

Monday, August 13, 2007 AOL: Britenshin

Holly Lane and Hwy 213 and Redland and Holcomb roads, we wonder if the Swan Extension is one of these referenced roads and what type of studies would have been performed. The topography south of Beemer, over the creek and the area where Swan goes over the bluffs and into floodplain are of particular concern to residents in this part of the Concept Plan.

On Page 3 of your report, first paragraph, second line, you reference a study area immediately adjacent to the Concept Plan study area, to the west. Can you better identify this area. Would this be South of Front and Holcomb? or on the other side of Hwy 213?

If it would be helpful to you, I could mail you a copy of the Concept Plan Map and put a marker at these areas of concern.

Thank you for your assistance  
Christine Kosinski  
Holly Lane  
e-mail:britenshin@aol.com  
(503) 656-1029

Get a sneak peak of the all-new AOL.com.

TSP Open House #4

# Oregon City TSP COMMENT FORM

Name: \_\_\_\_\_

Date: \_\_\_\_\_



please email details of Warner Milne / Leland  
roundabout - specifically pedestrian  
route.

Annelouise 808@yahoo.com

Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

TSP  
Open House #4

# Oregon City TSP COMMENT FORM

Name: \_\_\_\_\_

Date: 3/7/13



Have the lists of Fiscally  
constrained projects and  
Planned projects changed the  
in order of projects since the  
TAC saw the last draft?

Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

# Oregon City TSP COMMENT FORM

Open House #4

Name: \_\_\_\_\_

Date: 3/7/13



City Code Draft Amendments —

① Has City Staff or the consultant made an evaluation of the potential increase in cost ~~to~~ from the proposed change e.g. R.O.W + Pavement Width?

Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

over →

- ② Where do the new street standards in the draft amendments come from? Is it State best practices, modified by city staff, based upon local experience? Its helpful to say where the proposed standards come from in the report.
- ③ Let begin signing stub street now v.s. wait for the draft amends to be approved.

Oregon City TSP TSP Open House #4  
**COMMENT FORM**

Name: \_\_\_\_\_

Date: \_\_\_\_\_

3-7-13



We live @ 1st & Center (101 Center St)  
I wondered if there's going to be a STOP  
sign betw 5th & <sup>South</sup> 2nd St or a marked  
crosswalk. Cars drive much faster than  
the posted 25 MPH. Or maybe an electronic  
speed sign. Or maybe police presence in

Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

the area, who could write tickets & slow people  
down!

# Oregon City TSP COMMENT FORM

1st Open House  
#1



Name: \_\_\_\_\_

Date: \_\_\_\_\_

3/7/13

RE: Traffic Speed on Linn Ave. is too fast. The speed on 5<sup>th</sup> is 25mph + 20mph on the other end due to the grade school. However, between these two areas is Linn + the speed was changed a while ago from 25 to 35mph. I am constantly pacing cars in my comings + goings + most everyone drives 40mph. This is way too fast for this residential area. I signal a block ahead.

Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).



When I am turning into my driveway + have come close many times to being rear-ended. I get honked at + flipped off regularly. When exiting my driveway it takes a few moments to get up to the speed the traffic is going, again causing these speeders to tailgate me. Since the speed on Molalla is only 25 + has multiple lights, more + more people are using Linn Ave. OCPD doesn't seem to monitor speed here either. I would like to see the speed dropped back to 25mph or another traffic light installed. There is so much more traffic on this road since the county buildings have consolidated off Warner Milne + I'm sure there will eventually be more construction on Red Soils. Please take this request under advisement. Thank you

## Laura Terway

---

**From:** Buehrig, Karen [KarenB@co.clackamas.or.us]  
**Sent:** Saturday, April 06, 2013 1:04 PM  
**To:** Laura Terway; John M. Lewis  
**Cc:** Marek, Joe; Nys, Richard; Conrad, Larry  
**Subject:** FW: Holly Lane & OC Transportation System Plan  
**Attachments:** OC Transportation Update.JPG; TSP Flyer.JPG

Laura-

It was good to sit down with you and other representatives from Oregon City, ODOT and DLCD the other day to discuss the various issues related to our TSP updates.

Holly Lane is obviously a hot button for many residents of Clackamas County. Attached is a flyer one of our engineers received from a local resident.

As we spoke about, Holly Lane is a challenge because it is currently located in the unincorporated area and only the northern end is within the UGB, and planned for urban as a part of the Park Place Concept Plan. The length of Holly Lane south of the Park Place concept plan to its intersection with Maple Lane is outside of the UGB, but is a part of Urban Reserves area 3C. Urban Reserves area 3C does not have a Concept Plan prepared for it yet because it has not been brought into the UGB.

Both of our plans identify Holly Lane as a minor arterial. The difference however is that the City is planning for it as an Urban Minor Arterial, while the County is planning for the road as a rural Minor Arterial.

While I don't see an immediate conflict since as long as Holly Lane is in the unincorporated rural area, it will develop out as a rural arterial. The improvements identified in the Clackamas County TSP are for paved shoulders. As the area urbanizes, the road would transition to an urban standard. When the area is brought into the Urban Growth Boundary, a Concept Plan would need to be completed furthering the discussion of the appropriate improvements in the area.

Of course, the people who live there now are very concerned about the future plans for the road. On Monday we will be touching base with our development review engineers to fully understand which plans and documents that will be referred to as development occurs, to see if property owners will be required to set aside land for the future Oregon City cross section while the area remains outside the urban growth boundary. We will also check in to clarify the development requirements for the area that is currently in the UGB, but outside the city.

We will let you know what we hear.

Karen

**From:** Nys, Richard  
**Sent:** Friday, April 05, 2013 7:49 AM  
**To:** Marek, Joe; Buehrig, Karen  
**Subject:** FW: Holly Lane & OC Transportation System Plan

And here are the attachments.

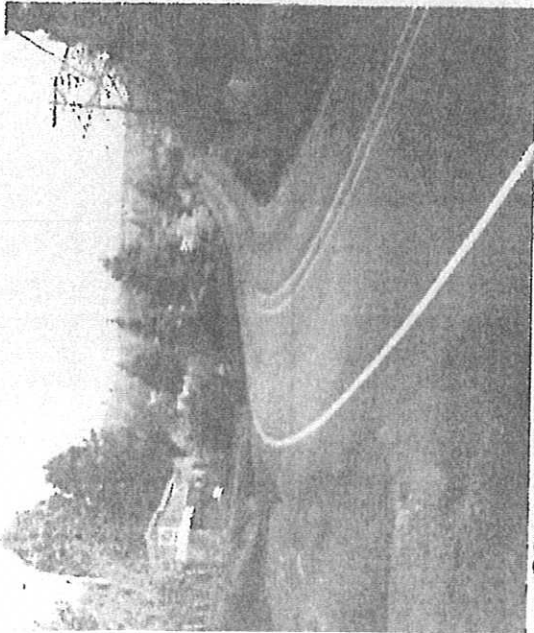
**From:** L W FISH [mailto:[lfishfamily12@msn.com](mailto:lfishfamily12@msn.com)]  
**Sent:** Thursday, April 04, 2013 10:36 PM  
**To:** Nys, Richard  
**Cc:** [britenshin@aol.com](mailto:britenshin@aol.com); [bigcozz@comcast.net](mailto:bigcozz@comcast.net)  
**Subject:** Holly Lane & OC Transportation System Plan

Richard:

We received the attached Transportation System Plan Update document and are very concerned. We've heard nothing from you about this. We've been told that Oregon City doesn't have authority to impact Holly Lane, but appears to be making big plans that involve serious changes to our street. Are you aware of these upcoming hearings and are you or someone from the County who has authority over possible major changes to Holly Lane planning to attend. We hope to see you at City Hall on Monday!

Les & Sherry Fish

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# SAVE HOLLY LANE

**URGENT MEETING:** There will be FINAL Hearing in front of the Oregon City Planning Commission April 8th at 7PM at City Hall located at 625 Center Street (top of Singer Hill). Major changes for Holly Lane are being proposed that greatly affect everyone on our street. See explanation below

on City is updating its Transportation System Plan to the year 2035. They are proposing to extend Holly Lane from Holcomb Blvd on the North. The City will widen Holly, add travel lanes, a bicycle and walkway as well as sidewalks. In other words, many homes presently located near the street could lose their entire front yard.

If you received a flyer from the City, but it did not specify what the city was planning to do which ultimately will affect the safety and livability of Holly Lane, and which could cause tremendous costs to homeowners as your property may suffer loss of value. At a minimum, we are looking at volumes of heavy traffic that will be even worse than today on Redland Road. PLEASE plan to attend. PLEASE leave a few copies of this mailer with your neighbors, then write down your comments, verbally present them and turn them in to be included into the City Resolution of Holly Lane residents have been speaking up on your behalf, but with just a few of us, our voices are small but considered representative of the 500 Holly Lane residents. **WE NEED YOU....NO ONE CAN TELL YOUR**

**RY. BUT YOU!** Please call or e-mail if you have questions, need a ride or assistance writing your comments. We proposed changes for Holly Ln go to [www.OCtransportationplan.org](http://www.OCtransportationplan.org), scroll down and click on first Green Line Draft Document, scroll down and click on first Green Line - Draft Transportation System Plan, Vol. 1

SE, we must be unified and stand together if we are to save our STREET and our HOMES.

Ln Residents Chris Kosinski 503-656-1029 [www.britenshin@aol.com](mailto:www.britenshin@aol.com)  
Kristi Beyer 503-348-4441 [www.bigcozz@comcast.net](mailto:www.bigcozz@comcast.net)



# OREGON CITY

# TRANSPORTATION SYSTEM PLAN UPDATE

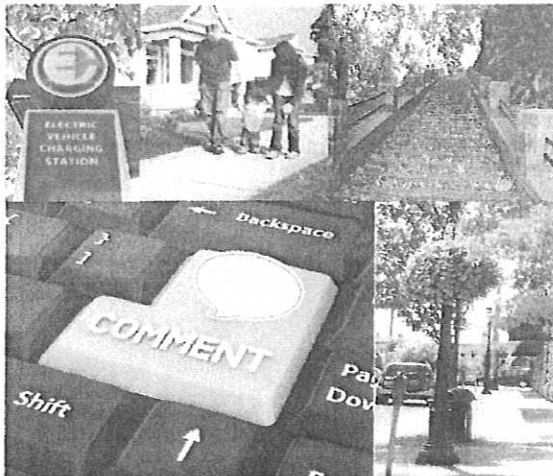
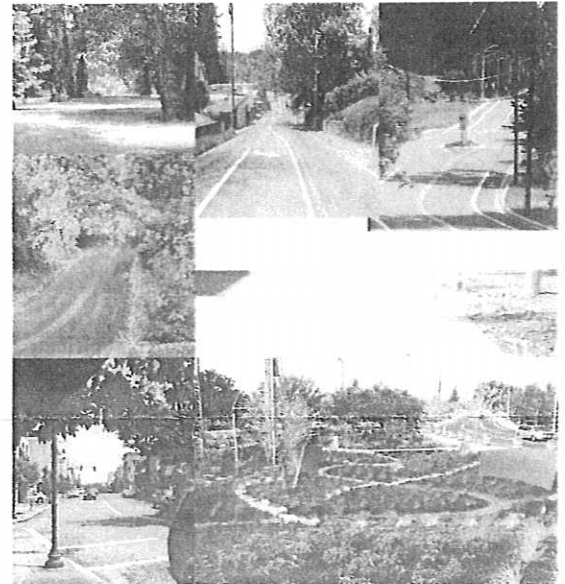
## What is a Transportation System Plan (TSP)?

The TSP studies how we get around in Oregon City and then identifies both deficiencies and opportunities for improvement. The TSP identifies and ranks transportation investments for:

**Autos    Bicycles    Pedestrians    Freight    Buses**

Examples include:

- Adding new bike paths or sidewalks
- Reducing congestion
- Reconfiguring intersections
- Improving safety
- Redesigning what our streets look like



## Your Comments Matter!

Please log onto the project website to learn about and provide guidance on potential solutions to improve the transportation system in Oregon City.

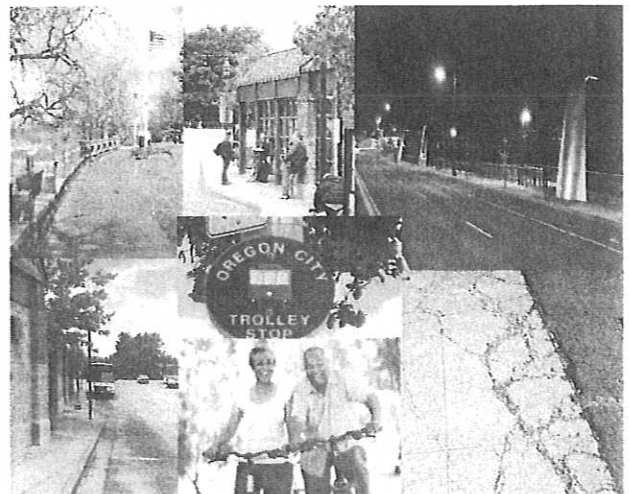
## Future Meeting Dates!

Planning Commission Hearing	March 25, 2013
Planning Commission Hearing	April 8, 2013
City Commission Work Session	April 9, 2013
City Commission Work Session	May 7, 2013
City Commission Hearing	May 15, 2013
City Commission Hearing	June 5, 2013
City Commission Hearing	June 19, 2013

## We Want to Hear From You!

All comments are helpful! Examples include:

- What you feel is important in our transportation system
- A route where you have difficulty walking or biking
- A place where you would like a road or path
- Examples of street designs you like, such as green streets
- A recent street improvement you found helpful
- An intersection you have experienced to be unsafe
- A location where you would like a bus stop
- A congested location



**For More Information go to  
OCTransportationPlan.org or call 503.722.3789**



**RICK WILLIAMS CONSULTING**

Parking & Transportation

610 SW Alder, Suite 1221

Portland, OR 97205

Phone: (503) 236-6441 Fax: (503) 236-6164

Email: rick.williams@bpmdev.com

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April 1, 2013

Oregon City Planning Commission

Oregon City City Commission

625 Center Street

Oregon City, Oregon 97045

**RE: Comments on Proposed Changes to Current Parking Requirements**

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Dear Commissioners:

I am writing with regard to your work on proposed code amendments to lower current minimum parking requirements in specific areas of Oregon City, including the downtown and McLoughlin. At the outset, I would urge you to adopt the proposed changes as they will greatly contribute to the City's (and the development community's) ability to "right size" parking in a manner that is efficient, development friendly and supportive of the overall development and transportation goals of the City. Parking codes in most cities require parking that far exceeds actual demand, setting minimum requirements that are neither market based nor supportive of efficient land use. This leads to poor planning, unnecessary costs to development, inefficient land use and continued reliance on auto trips rather than a balanced and synergistic transportation system that is truly multi-modal.

With that said, our firm conducted a parking study for the City of Oregon City in 2009. That study documented parking utilization in the downtown and on the Bluff and quantified actual parking demand for the downtown. What we found in the downtown was that actual peak hour demand for parking (for over 630,000 square feet of combined commercial, retail and institutional uses) was 1.43 stalls per 1,000 square feet of occupied building area. When this finding is contrasted with existing code minimum requirements (that range from 2.70 to 4.10 stalls per 1,000 square feet) it is clear that current standards are significantly out of sync with the market and, if continued, raise a barrier to developers from both a planning and cost perspective.

We have conducted demand analyses for numerous cities throughout Oregon and the western United States. Table 1 below provides a glimpse at the economic impact of parking that is not right sized and/or is driven by less than efficient code standards. As the Table suggests, Oregon City's downtown

standards (just based on actual built parking supply) has led to a 40% overbuild of parking. If that trend were to continue, the potential added financial burden to new development moving forward will range from \$200,000 (surface parking) to \$912,000 (structured parking) for every 50,000 square feet of new development. If development were to continue at minimums already in the code (2.70 – 4.10) the economic consequences will be greatly exacerbated and adversely impact Oregon City as an attractive market within which to develop. The Table further confirms that this trend is not specific to Oregon City. Overbuild in other cities within the region and state range from 29% to 124%.

**Table 1: Summary of Built Supply to Actual Mixed-Use Demand – Sample Cities**

City	Actual Built Supply/1000 SF	Actual Demand/1,000 SF <sup>1</sup>	Gap between parking built and actual parking demand (for every 1,000 gsf)	Percentage of overbuild to actual demand	Avg. Additional Cost per 50,000 gsf (surface parking) <sup>2</sup>	Avg. Additional Cost per 50,000 gsf (garage parking) <sup>3</sup>
Beaverton, OR	4.15	1.85	2.30	124%	\$805K	\$3.68 mil.
Bend, OR	3.0	1.90	1.10	58%	\$385K	\$1.8 mil.
Corvallis, OR	2.0	1.50	0.50	33%	\$175K	\$800K
Lake Oswego, OR	2.65	1.87	0.78	29%	\$273K	\$1.25 mil.
Milwaukie, OR	3.00	2.14	0.86	40%	\$301K	\$1.38 mil.
Oregon City, OR	2.00	1.43	0.57	40%	\$200K	\$912K
Redmond, OR	2.62	1.54	1.08	70%	\$378K	\$1.73 mil.
Salem, OR	3.15	2.04	1.11	54%	\$385K	\$1.77 mil.
Springfield, OR	1.88	1.11	0.78	70%	\$273K	\$1.25 mil.

This phenomenon is not just confined to downtown Oregon City or to commercial, retail and institutional property developments. Our firm has recently completed work on a Right Sized Parking project with King County Metro in Washington. The project is focused on *multi-family residential* development. The study examined over 220 multi-family development sites in numerous King County cities (e.g., Tukwila, Kent, Redmond, Kirkland, Shoreline, Burien, etc.). Projects were in suburban, urban and Central Business District (CBD) settings. The basic finding was that regardless of setting (suburb, urban, CBD), parking was overbuilt by approximately 36%. The driving force behind the overbuild were minimum parking requirements in place in the affected cities for residential development. Figure A summarizes the King County findings. As with parking minimums for commercial, retail and institutional

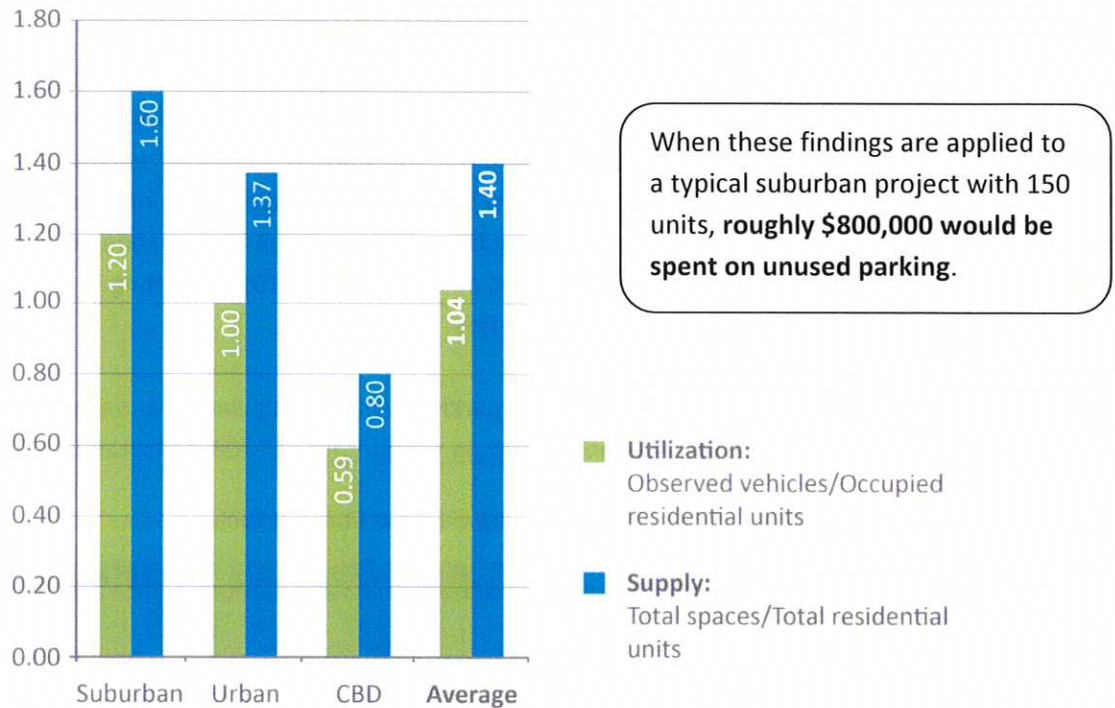
<sup>1</sup> Actual demand is the relationship of documented number of vehicles parked in the peak hour to actual occupied building area.

<sup>2</sup> Surface parking assumed at \$7,000 per stall (which can vary by area depending on land costs).

<sup>3</sup> Structure parking assumed at \$32,000 per stall (which can vary by area depending on land costs and how land is distributed/financed within a project).

land uses, the impact on the economics of projects is significant, adding about \$800,000 for every 150 units built (providing surface parking lots).

**Figure A: Right Sized Parking – King County Multi-Family Projects**



Graphic courtesy of King County Metro – Seattle, WA

Historically, parking policy and code development in most cities focused extensively on the uniform provision of parking in order to avoid conflicts between land owners or to remain consistent with “peer cities.” Communities relied heavily on general guidance documents such as the *Trip Generation Manual* produced by the Institute of Transportation Engineers (ITE). The *Trip Generation Manual* observes peak parking occupancies at different sites to produce a parking generation rate for that type of land use. Unfortunately, ITE parking generation rates are based on limited samples and, most often, from locations that are not representative of development in a city like Oregon City.

This approach typically assumes that all trips will be made by motor vehicle and that demand is consistent throughout the year. This over-emphasizes parking demand in mixed-use developments and gives little consideration to the local context or a site’s accessibility by other modes. As discussed and illustrated above, studies routinely find that where minimum parking requirements are in place, they require more parking than actual demand warrants.

Even more importantly, parking standards in many cities (like Oregon City) look at demand specific to individual land uses rather than the collective mixed uses of the development (or district). However, examining the different land uses collectively (and with low minimums) allows managers to size their parking by accounting for factors such as:

- Different peak hours of use by type of business.
- Fluctuations in the number of employees absent from work due to illness, vacations, and business travel. This averages about 15% of the workforce.
- Use of local data to identify peak hours versus national standards.
- The percentage of trips using transportation modes other than a motor vehicle.

Table 2 and Figure B, representing the parking requirements of an actual mid-sized, suburban Oregon city, illustrates this concept. As Table 2 shows, the redevelopment of a park-and-ride lot included a mix of land uses ranging from retail to residential (Column A). The amount of area for each use is listed in Column B. The goal of the project was to provide parking to meet the uses of the new development as well as replace the lost park-and-ride capacity. Using ITE guidance, demand for parking was calculated for each land use (Column C) and translated into stall demand (Column D). According to ITE, a total of 631 stalls would be needed to replace the park-and-ride.

Based on the development code of the sample city, parking was also calculated for each use within the project (Column E), resulting in a total parking minimum requirement of 708 stalls (Column F).

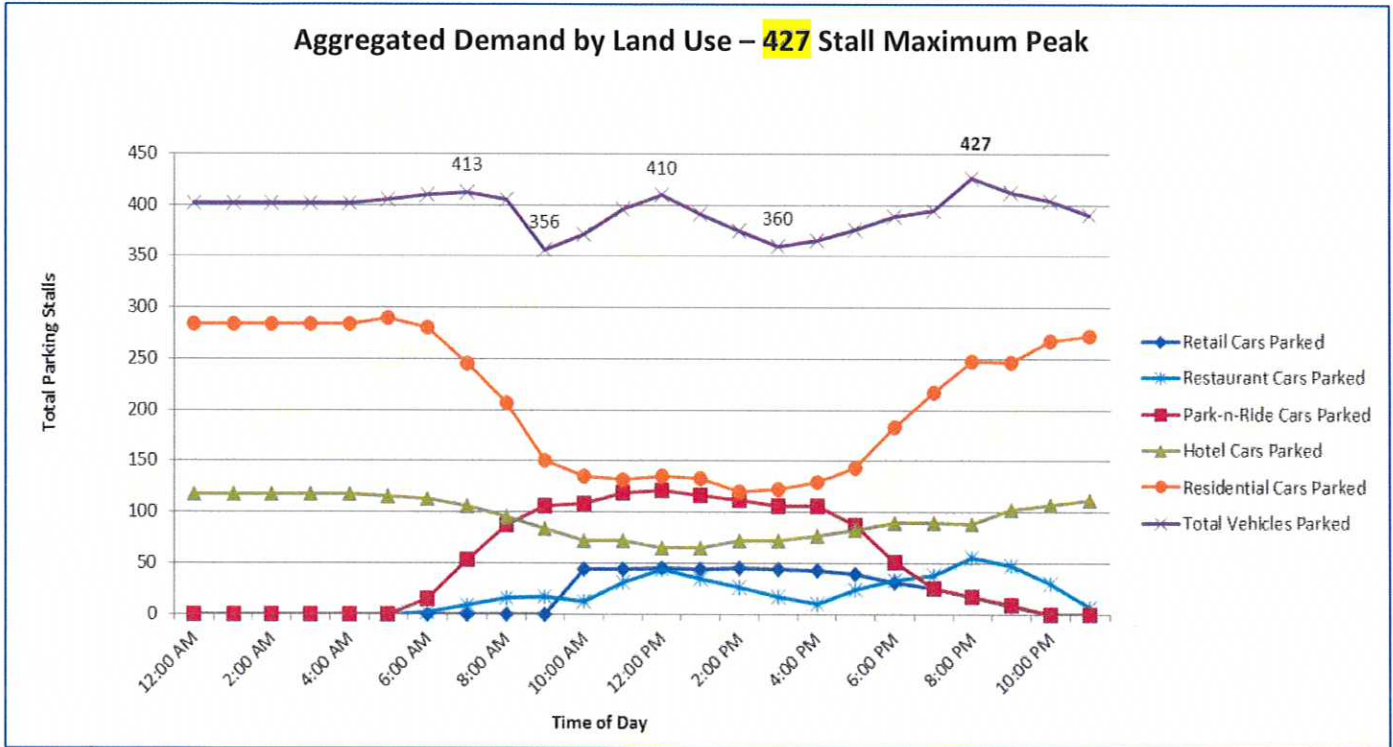
Table 2: Right Sized Parking Sample Parking Project<sup>4</sup>

A	B	C	D	E	F
Development Components	Square Footage Number of Units	ITE Modeled Parking Demand Ratio	Number of Stalls as Stand-Alone Uses	Code Minimum	Stall Total per Code Minimum
Retail	15,000 SF	3.0/1,000 SF	45	2.55/1,000 SF	38
Restaurant	7,000 SF	8.0/1,000 SF	56	5.00/ 1,000 SF	40
Hotel	150 rooms	0.8/room	120	0.5/room	75
Residential	290 units	1.0/unit	290	1.5/ unit	435
Park-and-Ride			120		120
TOTAL "PEAK DEMAND" – Individual Uses			631		708

As figure B demonstrates, *actual occupancy counts* taken for similar land uses near the development site and at the park-and-ride show that demand fluctuates during a typical day for each of the land uses within the project. If local demand factors are put into play, the sample project’s actual peak-hour demand for parking is 427 stalls at 8:00 PM. The difference between actual parking demand and ITE rates or current code standards will result in an excess of 204 - 281 stalls required for this project. Not surprisingly, the cost of providing the required level of parking threatened the feasibility of the project. This is not an isolated example.

<sup>4</sup> The project sample presented here is based on an actual mixed-use project that was in planning and proforma development in 2012. Rick Williams Consulting helped establish a right-sizing model for use by the developer during negotiations with the city to reduce parking requirements for the project.

Figure B: Actual Parking Demand by Land Use



Based on the findings above, Oregon City should ensure that its parking minimums are conducive to efficient planning and development. Lower parking minimums demonstrate that the city is willing to allow market conditions to establish demand for parking. Also, lowering a minimum does not mean that parking above the minimum cannot or will not be built. Rather developers are given leeway to adapt parking needs to the area without restrictive code processes. Parking minimums that exceed demonstrated demand can make your City less competitive with peer cities or adjacent development areas.

Though Oregon City does not have data specific to areas outside of the downtown at this time (between 5<sup>th</sup> and 10<sup>th</sup>), it is apparent from within the parking industry literature and studies in other northwest cities that Oregon City’s minimum requirements are too high. One could argue that if downtown’s demonstrated peak demand is significantly below current requirements then that trend would replicate itself in areas like McLoughlin and elsewhere where existing urban form and use is built to, and trending even more toward, the type of environment where right sizing parking (and the code) is essential. We state this because over-building leads to inefficient land uses, where parking can dominate the environment and inhibit alternative transportation. It can also negatively affect efforts to revitalize Main Streets and create affordable, livable, and economically viable communities.

As Oregon City grows, policies and codes that do not allow for local market characteristics and demographics to guide development will have adverse impacts on urban form, vitality, efficiency, and cost. *The concept of right-sized parking is not to force a standard that would under-supply parking or unduly limit market-based factors that influence need. Rather, right-sizing is an excellent opportunity to*

*account for these factors and match land use development to local travel patterns and transportation alternatives.* If you require more parking than is necessary out of the gate, you preclude the conversation and planning necessary to an efficient, well designed and cost effective property development. You also place Oregon City at a competitive disadvantage to jurisdictions that are right sized.

Finally, it is important to note that the 2009 Oregon City Parking Study placed the City in the position to embrace more strategic and active parking management. Parking management is not code based; it involves active management of parking resources on and off-street. For the City, this will require a higher level of management of its publicly owned parking resources. Implementing time stay limits on-street along commercial streets, enforcement where appropriate, and working with neighborhoods to mitigate potential spill over impacts through residential permit programs will be necessary complements to reduced minimums. If public parking is strategically managed, development will account for that in determining parking need. The City embraced this concept in the 2009 Plan and the City, through its City Commissions, should broaden that commitment to parking management in all areas where more efficient, compact and vital development is envisioned and desired.

In summary, as Daniel Rowe (a Senior Planner for King County Metro) put it, “the status quo has been to overbuild parking and walk away; rather than to advocate for less parking and not plan your city as if it were a Walmart parking lot.” To this end, the City of Oregon City is taking a very constructive approach to parking by moving to reduce parking minimums. The consequences of overbuilding parking are inefficient, costly and will deaden the vitality of areas the City wants to thrive. The outcome of reduced minimums is a planning environment that provides developers with an attractive palette to begin with, greater flexibility to enhance a project’s density and vibrancy, and market compatibility.

Our firm strongly urges you to move forward with the reductions in parking requirements currently under consideration. The Commissions should continue to look at right sizing parking standards throughout your code. The staff recommendations before you are a first step to even more comprehensive recalibration. We believe this will put Oregon City in the forefront of Oregon cities moving to improve their parking codes, development process and land use vision. To move forward will certainly attract better development and elevate Oregon City to a place where development – particularly in the area of planning for access – is easier and more market based.

Your time and consideration in reviewing our input is much appreciated.

Respectfully,



Rick Williams  
Principal

M c L O U G H L I N



N E I G H B O R H O O D  
A S S O C I A T I O N

April 8, 2013

Oregon City Planning Commission  
City of Oregon City  
625 Center Street  
Oregon City, Oregon 97045

RE: Transportation Systems Plan

Dear Planning Commissioners,

The Steering Committee has had an opportunity to review the proposed Transportation Systems Plan and the proposed changes to the parking requirements.

We support the planned and managed growth that is appropriate to the 7<sup>th</sup> Street Corridor and the surrounding historic residential neighborhood. However, we do not support the proposed reductions to the parking requirement as proposed in the McLoughlin Commercial Parking Overlay District. Additionally, we believe not reducing the parking standards in the McLoughlin District will facilitate development and redevelopment in downtown Oregon City.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rae Gordon'. The signature is fluid and cursive, with a large loop at the top.

Rae Gordon  
MNA Chair

## Christina Robertson-Gardiner

---

**From:** Laura Terway  
**Sent:** Monday, April 08, 2013 5:30 PM  
**To:** Christina Robertson-Gardiner  
**Subject:** Fwd: Holly Lane & OC Transportation System Plan

-Laura Terway

Begin forwarded message:

**From:** "Buehrig, Karen" <[KarenB@co.clackamas.or.us](mailto:KarenB@co.clackamas.or.us)>  
**Date:** April 8, 2013, 5:29:46 PM PDT  
**To:** 'L W FISH' <[lfishfamily12@msn.com](mailto:lfishfamily12@msn.com)>, "Nys, Richard" <[RichardNys@co.clackamas.or.us](mailto:RichardNys@co.clackamas.or.us)>  
**Cc:** "[britenshin@aol.com](mailto:britenshin@aol.com)" <[britenshin@aol.com](mailto:britenshin@aol.com)>, "[bigcozz@comcast.net](mailto:bigcozz@comcast.net)" <[bigcozz@comcast.net](mailto:bigcozz@comcast.net)>, "Marek, Joe" <[joem@co.clackamas.or.us](mailto:joem@co.clackamas.or.us)>, Laura Terway <[lterway@ci.oregon-city.or.us](mailto:lterway@ci.oregon-city.or.us)>, "Conrad, Larry" <[LarryC@co.clackamas.or.us](mailto:LarryC@co.clackamas.or.us)>  
**Subject:** RE: Holly Lane & OC Transportation System Plan

Les-

I will not be attending tonight's Oregon City TSP meeting. Both Oregon City and Clackamas County identify Holly Lane as a Minor Arterial, with Clackamas County designation and cross sections being for a "rural" minor arterial and the City's designation as an urban minor arterial. The Oregon City designation would apply when the area comes into the city.

In some cases, review of development proposals consider a City designation if it is an area that is in an Urban Growth Boundary (UGB) and covered by an Urban Growth Management Agreement (UGMA). The current UGMA agreement between the County and the City was signed in 1990, and ALL of Holly Lane is outside of the UGMA area, therefore the City standard would not be considered in the review of development when it occurs in the unincorporated areas.

To build to the proposed City project, the area would need to be brought within the Urban Growth Boundary, a Concept Plan would need to be completed, and the Urban Growth Management Agreement would need to be updated. In addition, a full "urban road" project would be led by the City, which would mean that it wouldn't happen until the area is brought within the City limits.

On the Clackamas County TSP, Holly Lane is a rural minor arterial and the proposed project would be to provide for paved shoulders.

Transportation Plans look at a 20 year time frame. It is understandable that Oregon City, with the Park Place area to the north and the city limits to the south may see Holly Lane as an important connection in the 20 year timeframe. The area is within the Urban Reserves which is a designation of areas appropriate for urban use over the 50 year time frame.

During the time that Holly Lane is within County ownership, running through rural areas, outside of the UGB, we anticipate Holly Road to continue its function as a rural minor arterial and do not anticipate significant improvements to the road.

Karen Buehrig  
Transportation Planning Supervisor  
Clackamas County  
(503) 742-4683

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**From:** L W FISH [<mailto:lfishfamily12@msn.com>]  
**Sent:** Monday, April 08, 2013 1:36 PM  
**To:** Nys, Richard  
**Cc:** [britenshin@aol.com](mailto:britenshin@aol.com); [bigcozz@comcast.net](mailto:bigcozz@comcast.net); Buehrig, Karen; Marek, Joe  
**Subject:** RE: Holly Lane & OC Transportation System Plan

Thanks Rick;

As a concerned resident that lives on Holly Lane I'm hoping that Karen, Joe or both will be there to represent us and our concerns.

Thanks everyone, Les

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**From:** [RichardNys@co.clackamas.or.us](mailto:RichardNys@co.clackamas.or.us)  
**To:** [lfishfamily12@msn.com](mailto:lfishfamily12@msn.com)  
**CC:** [britenshin@aol.com](mailto:britenshin@aol.com); [bigcozz@comcast.net](mailto:bigcozz@comcast.net); [KarenB@co.clackamas.or.us](mailto:KarenB@co.clackamas.or.us);  
[joem@co.clackamas.or.us](mailto:joem@co.clackamas.or.us)  
**Date:** Fri, 5 Apr 2013 07:48:38 -0700  
**Subject:** RE: Holly Lane & OC Transportation System Plan

Hi Les,

The City does have a project in the current TSP for Holly Lane. The road is still ours however. If development were to occur along Holly Lane, we would look to the City's TSP in determining what the property's frontage improvements look like. I think it is possible that you will see Holly Lane change at some point in the future, but it's hard to predict when it will happen. As you may recall, I presented what the City had in their TSP at a couple of our neighborhood meetings that I set up.

I haven't been assigned to follow the Oregon City TSP process, but certainly, this is the time to affect change to the plan. I've copied Karen Buehrig and Joe Marek on this email, who are the County staff working on the OC TSP. They may not get your message until Monday.

Thanks,

Rick

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**From:** L W FISH [<mailto:lfishfamily12@msn.com>]  
**Sent:** Thursday, April 04, 2013 10:36 PM

**To:** Nys, Richard

**Cc:** [britenshin@aol.com](mailto:britenshin@aol.com); [bigcozz@comcast.net](mailto:bigcozz@comcast.net)

**Subject:** Holly Lane & OC Transportation System Plan

Richard:

We received the attached Transportation System Plan Update document and are very concerned. We've heard nothing from you about this. We've been told that Oregon City doesn't have authority to impact Holly Lane, but appears to be making big plans that involve serious changes to our street. Are you aware of these upcoming hearings and are you or someone from the County who has authority over possible major changes to Holly Lane planning to attend. We hope to see you at City Hall on Monday!

Les & Sherry Fish

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4/8/2013

Testimony by Wendy Nelson

18090 S. Holly Lane, Oregon City, OR 97045

To: Oregon City Planning Commission

Re: 2013 OREGON CITY TRANSPORTATION SYSTEM PLAN

- 1) Holly Lane south of Donavon Road is not within the Oregon City limits or the Urban Growth boundaries. You can't plan for roads that are not yours.
  
- 2) Development on Holly Lane will affect historical and documented landslides. Pages 29 and 37 of the Transportation System Plan states: "If the street is located in steep, environmentally sensitive, rural, historic, or development limited areas of the City (these areas are to be determined by the City), constrained design elements can be considered in coordination with the City." Increased construction and traffic will aggravate these known landslides. And again... you can't plan for roads that aren't yours.
  
- 3) The traffic on Holly Lane is already too much, too fast. Add to that increased "connector" traffic from Henrici Road to Holcomb Boulevard, and traffic accidents will increase. Also, considering that Holly Lane is now a major route for school buses, have you taken into account the safe transportation of school children on a road that is already overloaded with unsafe traffic?
  
- 4) If Holly Lane is indeed brought into the UGB, and developed as a minor arterial as described on page 34 of the Plan (with road widening, sidewalk, and shared use path), the edge of development would be 24 inches of our home. Would you like a busy road and multi-use pathway 24 inches from your home?

ENTERED INTO THE RECORD

DATE RECEIVED: \_\_\_\_\_

SUBMITTED BY: Wendy Nelson

SUBJECT: TSP 413-01

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Testimony submitted by Bob Nelson to the Oregon City Planning Commission about the updated Oregon City Transportation System Plan, meeting on 4/8/13  
Current resident of Holly Lane, living outside of the UGB line  
Former member of the Beavercreek Concept Plan committee

I have 3 questions, 3 probable results, 3 requests, and a plea for you to consider about the current update of the Oregon City Transportation System Plan. Please note that my comments are focused on the portions of the plan that are outside of the UGB lines on Holly Lane.

The questions:

1. What gives you the right to plan on destroying an existing county neighborhood?
2. What gives you the right to plan for county lands outside the UGB line?
3. What gives you the right to plan on dumping your trash (traffic) onto county roads;
  - degrading the lifestyle of current residents,
  - increasing the potential for traffic injury or death of current residents
  - increasing the potential of triggering landslides destroying more homes, as well as Holly Lane itself?

Results to be expected if the current plan were to be implemented on Holly Lane:

1. Destruction of more than 50 current homes due to road widening.
2. Development of a very narrow strip of land constrained by known existing landslides located on both sides of Holly Lane.
3. Development activities, increased truck and car traffic, and concentration of water infiltration, all or any of which could reactivate existing slides, cause the top edge of existing slides to move uphill or begin new slides.

Requests for the Oregon City Planning Commission:

1. Take Holly Lane outside of the UGB off of your Transportation System Plan.
2. Quit directing (dumping) traffic onto Holly Lane.
3. Work within the Oregon City limits to improve current arterial roads and improve traffic moving up or downhill.

Finally a plea:

Please starting working with (not dictating to) the county to develop and fund a new viable route between the top of the hill and I-205 that does not destroy existing neighborhoods. And please take care of your own trash instead of dumping it onto others.

ENTERED INTO THE RECORD  
DATE RECEIVED: 4/8/13  
SUBMITTED BY: Bob Nelson  
SUBJECT: TSP 413-01

## Testimony regarding Oregon City TSP

From: Kristi Beyer, Holly Lane Resident

Oregon City Planning Commission Meeting: April 8, 2013

*(Thank you, Commissioners, for letting me share my concerns with you)*

### Planned Street Extensions

The Oregon TSP plans for a road extension from Holcomb to Holly down through the new Maple Lane development, across Thayer and connecting to Henrici. Provided the Park Place Concept Plan build-out occurs (1459 new homes and more than 16,000 added vehicle trips per day), and the Beaver Creek Concept Plan build-out occurs (1000 new homes and various mixed-use employment campuses, 46,000 vehicle trips per day), the obvious plan is to connect those in the Holcomb area with the services and schools on Holly and Beaver Creek road, completely bypassing Hwy 213 and vice versa, connect those in the Beaver Creek area with a cut-through alternative to gain access to I-205 (see map pg 39). The area between Holcomb and Redland Road encompasses steep slopes with historical landslides. The areas on Holly and Thayer are also roads with historical landslides. It just doesn't make sense to #1 build on unstable soil and #2 shuffle high volumes of traffic down this same soil.

### Traffic

Holly Lane is not able to safely carry the cars which the City is sending down it. Holly Lane is a narrow, 2 lane road, with no shoulder and deep ditches. It has severely limited sight distance due to rolling hills and windy curves. There have been numerous accidents on Holly Lane due to speed and traffic flow. Drivers have been clocked as high at 70 mph on this little rural road. The road sees both joggers and bicyclists on a weekly basis. It borders a school (Ogden Middle School, 910 students) which in Fall 2012 added 300 more students, some of whom walk to school and many of whom are driven to school in personal vehicles. Since the development of Maple Lane's Crabtree Terrace, the number of average daily trips (ADTs) has visibly increased during peak usage. I would request that Holly again be checked to make sure the amount of traffic isn't surpassing that originally predicted by the development and the school. Holly is 40 feet wide and many homes on Holly are very close to the road. According to page 53 of the TSP and Figures 16-19, the City intends to bring up Holly to a minor arterial, which would have bike paths, left turn lanes, and a 4-6 foot median. I don't think Holly can support this.

ENTERED INTO THE RECORD  
DATE RECEIVED: 4/8/13  
SUBMITTED BY: Kristi Beyer  
SUBJECT: TSP

We are concerned about the additional amount of traffic and the high rates of speed we are seeing on Holly. We have asked the County to improve the safety of Holly and have gotten the speed reduced to 40 MPH and the sharp curve improved. Yet the City has done nothing to improve conditions from their boundaries. Oregon City knows drivers will use Holly Lane as their most convenient North-South connection, yet they have done nothing to lower traffic speeds, improve safety for both drivers and homeowners, or provide an alternate route. In sum, Oregon City is using current county property so that they don't have to provide the traffic infrastructure needed to adequately support the amount of development they are allowing.

I assume the Commission is aware that the Newell Creek Canyon is a protected wetlands. Has the OR City TSP looked at the protected wetlands that Metro purchased from homeowners on the eastside of Hwy 213 and the impact that the proposed Holly Lane changes would have on those wetlands? Based on our evaluation of the TSP, it is lacking in very important data and I would strongly request that the commission answer the questions we have presented before moving forward with a project that may have devastating consequences.

*(Thank you again for your time)*

Pg 53 OC TSP "extend Holly Lane from Redland road to Holcomb Blvd as a Residential Minor Arterial. In residential needs: 3-6 ft frontage, 11.5 feet walking, 7 ft biking, two 11-12 foot driving lanes, 4-6 ft median, 11-12 ft left turn lanes. Equals 60 feet. Currently Holly lane total measures 40 feet across. And this is with only adding bike lanes and waking lanes to one side. Most mailboxes are on one side of the street – how will residents cross the street to access their mail and newspaper boxes?

Pg 58 OC TSP "add shared use path on east side of Holly Lane between Thayer and Loder" but on the map (fig 19) you see shared path goes all along Holly Lane.

## Testimony regarding Oregon City TSP

From: Kristi Beyer, Holly Lane Resident

Oregon City Planning Commission Meeting: April 8, 2013

*(Thank you, Commissioners, for letting me share my concerns with you)*

### Planned Street Extensions

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ENTERED INTO THE RECORD  
DATE RECEIVED: 4/8/13  
SUBMITTED BY: Kristi Beyer  
SUBJECT: TSP

We are concerned about the additional amount of traffic and the high rates of speed we are seeing on Holly. We have asked the County to improve the safety of Holly and have gotten the speed reduced to 40 MPH and the sharp curve improved. Yet the City has done nothing to improve conditions from their boundaries. Oregon City knows drivers will use Holly Lane as their most convenient North-South connection, yet they have done nothing to lower traffic speeds, improve safety for both drivers and homeowners, or provide an alternate route. In sum, Oregon City is using current county property so that they don't have to provide the traffic infrastructure needed to adequately support the amount of development they are allowing.

I assume the Commission is aware that the Newell Creek Canyon is a protected wetlands. Has the OR City TSP looked at the protected wetlands that Metro purchased from homeowners on the eastside of Hwy 213 and the impact that the proposed Holly Lane changes would have on those wetlands? Based on our evaluation of the TSP, it is lacking in very important data and I would strongly request that the commission answer the questions we have presented before moving forward with a project that may have devastating consequences.

*(Thank you again for your time)*

Pg 53 OC TSP "extend Holly Lane from Redland road to Holcomb Blvd as a Residential Minor Arterial. In residential needs: 3-6 ft frontage, 11.5 feet walking, 7 ft biking, two 11-12 foot driving lanes, 4-6 ft median, 11-12 ft left turn lanes. Equals 60 feet. Currently Holly lane total measures 40 feet across. And this is with only adding bike lanes and waking lanes to one side. Most mailboxes are on one side of the street – how will residents cross the street to access their mail and newspaper boxes?

Pg 58 OC TSP "add shared use path on east side of Holly Lane between Thayer and Loder" but on the map (fig 19) you see shared path goes all along Holly Lane.

## Testimony regarding Oregon City TSP

From: Kristi Beyer, Holly Lane Resident

Oregon City Planning Commission Meeting: April 8, 2013

*(Thank you, Commissioners, for letting me share my concerns with you)*

### Planned Street Extensions

The Oregon TSP plans for a road extension from Holcomb to Holly down through the new Maple Lane development, across Thayer and connecting to Henrici. Provided the Park Place Concept Plan build-out occurs (1459 new homes and more than 16,000 added vehicle trips per day), and the Beaver Creek Concept Plan build-out occurs (1000 new homes and various mixed-use employment campuses, 46,000 vehicle trips per day), the obvious plan is to connect those in the Holcomb area with the services and schools on Holly and Beaver Creek road, completely bypassing Hwy 213 and vice versa, connect those in the Beaver Creek area with a cut-through alternative to gain access to I-205 (see map pg 39). The area between Holcomb and Redland Road encompasses steep slopes with historical landslides. The areas on Holly and Thayer are also roads with historical landslides. It just doesn't make sense to #1 build on unstable soil and #2 shuffle high volumes of traffic down this same soil.

### Traffic

Holly Lane is not able to safely carry the cars which the City is sending down it. Holly Lane is a narrow, 2 lane road, with no shoulder and deep ditches. It has severely limited sight distance due to rolling hills and windy curves. There have been numerous accidents on Holly Lane due to speed and traffic flow. Drivers have been clocked as high at 70 mph on this little rural road. The road sees both joggers and bicyclists on a weekly basis. It borders a school (Ogden Middle School, 910 students) which in Fall 2012 added 300 more students, some of whom walk to school and many of whom are driven to school in personal vehicles. Since the development of Maple Lane's Crabtree Terrace, the number of average daily trips (ADTs) has visibly increased during peak usage. I would request that Holly again be checked to make sure the amount of traffic isn't surpassing that originally predicted by the development and the school. Holly is 40 feet wide and many homes on Holly are very close to the road. According to page 53 of the TSP and Figures 16-19, the City intends to bring up Holly to a minor arterial, which would have bike paths, left turn lanes, and a 4-6 foot median. I don't think Holly can support this.

ENTERED INTO THE RECORD  
DATE RECEIVED: 4/8/13  
SUBMITTED BY: Kristi Beyer  
SUBJECT: TSP

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*(Thank you again for your time)*

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Pg 58 OC TSP "add shared use path on east side of Holly Lane between Thayer and Loder" but on the map (fig 19) you see shared path goes all along Holly Lane.

I feel that it is highly inconsiderate of Oregon City to plan changes to Holly Lane without consideration of the impact those changes will have on the majority of residents of Holly Lane, who live on the Clackamas County portion of the street.

Jackie Colwell  
17641 Holly Ln  
Oregon City, OR 97045

ENTERED INTO THE RECORD  
DATE RECEIVED: 4/8/13  
SUBMITTED BY: Jackie Colwell  
SUBJECT: TSP.



*The Hamlet of*  
**BEAVERCREEK**  
PO BOX 587 · BEAVERCREEK · OREGON · 97004

City of Oregon City  
Planning Commission  
625 Center Street  
Oregon City, OR 97045

April 4, 2013

RE: L 13-01 Oregon City Transportation System Plan Update  
City Commission meeting of April 8<sup>th</sup>, 2013

At the March 27<sup>th</sup>, 2013, Community meeting of The Hamlet of Beavercreek, the update of the Oregon City Transportation System Plan was brought before the Members and Board.

Most of Holly Lane lies within the boundaries of the Hamlet, therefore the proposed changes in the City's TSP will have great impacts upon Hamlet residents residing here.

After thorough discussion by both the Members and Board of the Hamlet, a motion was made to send a letter from the Hamlet to Oregon City voicing our discontent over the vast amount of changes proposed for the Northern part of the Hamlet. The following concerns were brought forward;

1. The City is proposing the largest percentage of changes for both Holly Lane and for The Hamlet of Beavercreek, and yet, there is no member from either Holly Lane or the Hamlet on the City's Transportation Committee to represent the concerns of more than 6500 people.
2. The Landslides and Steep Slopes that dominate the Holly Lane neighborhood are of huge concern, and yet they have not been addressed in the update for the TSP.
3. A complete and thorough Geotechnical Review and Report has not been completed for Holly Lane nor the areas where the City is proposing to extend Holly Lane.
4. Oregon City is placing the people of Holly Lane in harm's way. The City is developing without the need for the necessary Infrastructure to support it's large amount of development. The City has not addressed the speeding nor the large amount of ADT's per day that development from the City is placing upon Holly Lane.
5. The City has proposed no measures to insure the safety for the people of Holly Lane which is a Goal 7 requirement.
6. There is an inability to provide the financing required to meet the proposed changes.
7. The City has not discussed the dramatic impacts which their proposed changes will have upon the Hamlet of Beavercreek, where many of their residents must rely almost solely upon Beavercreek Road for access into and out of Beavercreek.
8. The extension of Holly to Henrici is based on a Concept Plan that has not been approved and has been appealed to LUBA and failed and now appealed again.



Both the Membership and Board of the Hamlet of Beaver creek voted overwhelmingly for Denial of the proposed changes by Oregon City to it's TSP based upon the lack of safety and all of the above concerns that were brought forward by the membership.

For the Members and Board of  
The Hamlet of Beaver creek

A handwritten signature in black ink that reads "Christine Kosinski". The signature is written in a cursive, flowing style.

Christine Kosinski,  
Corresponding Secretary  
Corr.Sec@HamletofBeaver creek.org

cc: Oregon City Commissioners



*The Hamlet of*  
**BEAVERCREEK**  
PO BOX 587 · BEAVERCREEK · OREGON · 97004

City of Oregon City  
Planning Commission  
625 Center Street  
Oregon City, OR 97045

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For the Members and Board of  
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A handwritten signature in black ink that reads "Christine Kosinski". The signature is written in a cursive style.

Christine Kosinski,  
Corresponding Secretary  
Corr.Sec@HamletofBeaver creek.org

✓ cc: Oregon City Commissioners

## Why Holly Lane should be excluded from future Oregon City TSP

Submitted to the Oregon City Planning Commission and city planners on 4/22/13 by Bob Nelson

ENTERED INTO THE RECORD

DATE RECEIVED: 4-22-13

SUBMITTED BY: \_\_\_\_\_

SUBJECT: L13-01

L13-02

### Landslide Issues

- ✓ Holly Lane is flanked on both sides by identified landslides
- ✓ Only 860 feet between landslides on the East and West sides at the narrowest point
- ✓ Activation of landslides on the west side of Holly Lane would block or destroy Highway 213 for months and possibly years
- ✓ Oregon City has an abysmal record, even when notified of problems, of supervising construction on or near landslide soils
- ✓ The Street of Dreams near Holly Lane proves that limited construction (5 acre lots) easily reactivated old landslides on relatively stable soils
- ✓ This TSP recommends major road and utility construction and increased truck traffic and water infiltration sites, any of which can easily reactive existing landslides
- ✓ Existing landslides when reactivated may then expand the top and bottom margins from present conditions

### Traffic Issues

- ✓ The city cannot widen Holly Lane as it outside of city limits
- ✓ The city only has potential funding for less than 1/3 of this plans recommendations
- ✓ By this plan the city is actively trying to destroy the Holly Lane neighborhood by purposefully directing more traffic onto Holly Lane with no ability or funding to improve the entire road
- ✓ The city's study has determined that currently the intersection of Holly Lane and Redland Road is in need of upgrade due to traffic congestion
- ✓ Please review the top two items under traffic issues
- ✓ A more suitable, safer, landslide free route for a north-south road is currently available that would not destroy current rural neighborhoods
- ✓ Holly is currently a high accident, narrow two lane road with deep ditches with limited site lines
- ✓ More traffic will result in more accidents and deaths on Holly Lane

## Metro Urban Growth Boundaries

- ✓ Metro's 2000 study and hearings determined that all of Holly Lane should be excluded from the urban growth boundaries
- ✓ In 2002 the final Metro boundaries included the lower part of Holly Lane following the specific request of Oregon City
- ✓ The city is still trying to direct more growth toward unstable soils near Holly Lane rather than the areas identified by Metro in 2000 that would best support growth

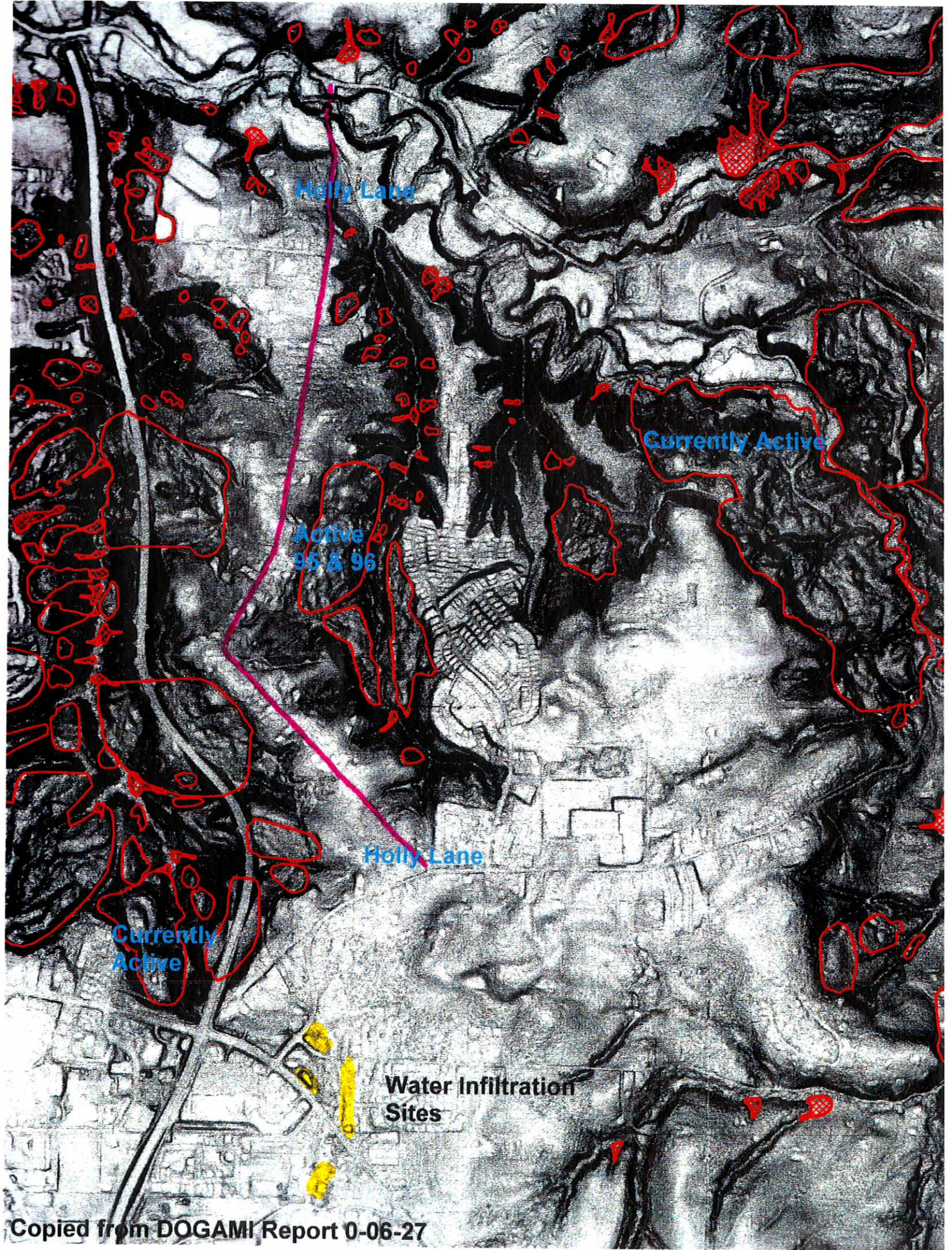
## Litigation

- ✓ Landslide insurance in an area of know active landslides would extremely costly if available at all
- ✓ Most residents homes are their major asset and many are retired
- ✓ Only viable remedy for homeowners who may lose homes to landslides following road construction and development if landslides occur is to sue the city

## Recommendations

- ✓ Do not vote to pass the proposed updated TSP until after Holly Lane and proposed roads to connect to Holly Lane are removed
- ✓ Work with the county and local residents to identify and fund a workable north-south route

Attachment: Holly Lane portion of DOGAMI Report 0-06-27 published in 2006  
scale 1:15,000 North is toward the top of the paper



Holly Lane

Currently Active

Active  
95 & 96

Holly Lane

Currently  
Active

Water Infiltration  
Sites

Oregon City Planning Commission  
Meeting of April 22, 2013

RE: PC 13-08, L13-01 and L13-02 Transportation System Plan Update

Testimony of: Christine Kosinski  
Hamlet of Beaver Creek, Unincorporated Clackamas County

When looking at the process for updating the City's TSP, it seems to come down to City, State, Metro, County and ODOT regulations, but an important part of the process was completely left out. I'm speaking of the more than 6500 people living within the Hamlet of Beaver Creek (HOB) whose boundaries include the largest portion of Holly Ln. Your TSP upgrades will have the most affect upon these people and yet they were not invited to participate in the planning process. Please allow me to explain.

**Goal 1: Citizen Involvement requirements** are "To develop a citizen involvement program that insures the opportunity for citizens **TO BE INVOLVED IN ALL PHASES OF THE PLANNING PROCESS**".

Oregon City rules state that when a new subdivision or revisions to the transportation plan are proposed, the City must first meet with that Neighborhood Association to gain their approval, or disapproval for the proposed development. This initial meeting with the neighborhood association gives these citizens the opportunity to participate in all phases of the planning process from beginning to end.

I wonder then why these same rules are not accorded to citizens living just outside the city limits? You have included Holly Lane in your TSP upgrade, a neighborhood that sits within the boundaries of The Hamlet of Beaver Creek, however you chose NOT to meet either with The Hamlet (HOB) or the good people of Holly Lane about your intent to include their street in your TSP upgrade.

I do not understand, you have one rule that applies to the citizens of your City, and yet another rule for citizens living just outside city boundaries where you plan to take over their streets and neighborhoods? Where is your Respect for these people, and do not tell me you have no legal obligation since they live in the County. Because you have chosen to take their street you have a Moral and Ethical duty to have included both The Hamlet (HOB) and the people of Holly Lane in your entire planning process. Your Transportation Committee have been meeting for months, regarding proposed updates to the TSP, and yet in all this time, you did not invite any of the more than 6500 people to be on this committee to represent their concerns. and because of this, you do **NOT COMPLY** with and you have **NOT MET GOAL 1 REQUIREMENTS**.

**The City fails to comply with GOAL 1**

**Goal 7: Areas Subject to Natural Hazards.** Goal 7 requires the City to protect people and property from natural hazards by adopting policies and implementing measures to reduce risk to people and property from natural hazards to include Landslides. A few weeks ago, I gave each of you a copy of the Preliminary Geological Report of 2007 detailing the limited work performed within the boundaries of the Park Place Plan and to include extending Holly to Holcomb.

ENTERED INTO THE RECORD  
DATE RECEIVED: 4-22-13  
SUBMITTED BY: KOSINSKI  
SUBJECT: L13-01  
L13-02

I pointed out important discrepancies, including the fact that the study not only found landslides on both sides of Holly Ln, but also in areas West, South and East of the study area, in other words, Holly is surrounded by landslides. The most striking revelation in this study is that the Landslides on Holly Ln and in Park Place occur on slopes of only 10-20%, and yet Oregon City chose to write Landslide rules to regulate ONLY SLOPES OF 25% or greater.....and I ask WHY! Isn't the City setting itself up for more and more liability? In 1996 if Holly Ln had been already densely developed, virtually hundreds of homes would have slid, been destroyed or seriously damaged.

REMINDER.....The build out of Hwy 213 is what forced the landslides to re-activate causing enormous damage. If the City proposes to widen and build out Holly, you could cause these slides to re-activate once again, and if you do, not only will Holly slide, but it will take Hwy 213 right down with it.

I gave you testimony regarding the extension of Holly to Holcomb, and my feelings, that this will be a failed attempt since the landslides and unstable soils will not allow such a build out. And then the "Swan Rd extension" another impossible fete. To do this the City must navigate a landslide ridden creek, build a bridge, cross Redland Road into deep wetlands with 100's of percolating underground springs. Lastly, you propose to bring Swan up to Morton.....I think you're crazy....don't you know that in 1996 two homes were completed destroyed off Morton when the earth liquefied and the homes slid off their foundations and down onto the highway! Seems a very foolish and exorbitantly expensive proposal.

### **The City fails to Comply with GOAL 7 – To protect People & Property from Landslides**

In the City Staff Report there are a number of findings stating that the City Complies with various policies and statewide Planning Goals 1-13. It would take me an entire day to go over each of these and show you why the City does not Comply, therefore I will consolidate these reasons into the following language. Oregon City does not govern over Holly Ln since most of the street is not within the City nor is it within the UGB. Holly Lane is not yours, therefore you cannot Comply with any of the requirements listed in your cities Staff Report, you cannot speak for us. This also applies to parts of Thayer Rd and Maplelane which you have in your proposed TSP, but that are not within City limits.

To Recap: The City fails to comply with Policies and Statewide Goals 1 thru 13. The City certainly has failed to comply with the requirements of Goal 1. The people of the Hamlet (HOB) and of Holly Ln were not included in your outreach and therefore have been denied privileges of being involved **in all phases of the planning process**. The City does give these same privileges to their citizens living within city boundaries, certainly a double standard.

The City fails to comply with **Goal 7**, current City Landslide regulations are too weak to govern over the difficult and unsafe topography of both the Holly Lane and proposed Park Place study areas. The City has failed to perform complete Geological studies for all of Holly Lane and the proposed extensions to Holly Lane, possibly placing hundreds of people in harm's way.

The City fails to comply with **Goal 1**. We ask that the City meet immediately with both The Hamlet (HOB) Board and Members as well as the residents of the Holly Lane neighborhood, to include Morton Rd, Morrissey Ln, Donovan Rd, Holly Crest, over the proposed updates and changes to their TSP.

We ask that the City hold the Hearings open for the Susceptibility Maps coming in May from DOGAMI. These Maps will guide the City into the depth of, and the areas to be covered, in a complete Geological study (that we ask for) of the proposed transportation changes for Holly Lane (to extend from Henrici to Thayer to Maplelane, down entire length of Holly and up to Holcomb).

We ask that the City provide Legal Liability coverage to all homeowners in the entire Holly Ln neighborhood where the City is proposing to widen and/or make changes to the roadway. Should actions by the City be shown to be the cause of a landslide or the re-activation of a landslide, the City will take responsibility for all monetary losses due to the fact that these property owners cannot obtain insurance for their losses due to landslides.

We ask that Oregon City provide SAFETY to the people of Holly Lane and to all the neighborhoods in which they are proposing more traffic. This means safety from heavy and speeding traffic, safety from landslides, safety for our families, children and pets. The City shall bear the responsibility for providing such Safety measures to these people.

In ending, I do not support the City's proposed updates and changes to the TSP in their present form. I ask that the concerns as listed above be enacted prior to final approval and that Oregon City be in compliance with all State Goals as listed in the above testimony.

Oregon City Planning Commission  
April 8<sup>th</sup>, 2013 meeting

RE: L 13-01, Oregon City Transportation Plan

Testimony of: Christine Kosinski, Unincorporated Clackamas County, Hamlet of Beaver Creek

Over the past several weeks I have given you compelling reasons to deny the proposed changes to the City's TSP and I have more for you tonight.

Remember a few weeks ago I spoke to you about Scott Burns, Professor of Geology, PSU. I am providing you with a copy of e-mail he sent to me in 2007 regarding the failure of the Thayer Rd Landslide, a Landslide that cannot be mitigated.

Next, is a copy of an Oregonian article of April 6<sup>th</sup>, 2013, "Couple sues over sinking home" claiming a reactivated landslide is harming their former Street of Dreams home. I have highlighted important facts in this article. The home was built in 2006, now 7 years later the home is sinking and legal action is being taken. This area is known to have locally perched shallow groundwater that can cause erosion and slope instability. The owners state they were not told the land was unstable, they claim excavation disturbed a natural spring (Holly Ln is filled with natural springs). Lastly, the owners state they were not told by the builder about landslide studies performed. ORS 105.462 to 105.490, in the State Property Disclosure law is the question "Is the property in a designated slide or other geologic zone"?

I question then who in their right mind would buy a home in Park Place where Landslides pose a huge threat and why is the City proposing to extend Holly Ln to Holcomb when they can't sell any homes here? Does the City propose to tell new property owners in Park Place they are moving into a Landslide area and that Insurance will cover NO losses? If no, then the City will risk this same type of litigation.

I refer you to the Landslide Map I have given you. The first "pink marker" is the Newell Creek Apartment Landslide, the second "pink marker" is a home on Holly Ln that is 220 feet away from a huge deep seated ancient landslide. If Holly Ln is widened here to 120 feet, this slide can be disturbed and reactivated, if so, the slide will not only block Holly, but will come down on Hwy 213 as well. The third "pink marker" marks a home that is 329 feet from Holly and was totally destroyed in 1996. A new home was built on a new site, but again widening Holly here could very well reactivate this deep seated ancient landslide. The final "green marker" indicates Country Village, where landslides took out several homes and further development was halted. I can give you more examples of the risk you are taking in attempting to widen Holly. Remember, the people of Holly Lane ***CANNOT BE INSURED FOR LANDSLIDES***. If any of their properties slide in the years ahead, as a result of your attempts to widen Holly Ln, unfortunately they will be forced to look to the city to recover their losses. Are you willing to take on this large risk?

A resident of Holly Ln did come to City Staff with an alternate plan for a new north/south connector, this route would have opened many opportunities for the City to expand it's Commercial/Industrial base. City staff turned the plan down saying the proposed roadway was outside the UGB.....well you know what.....Holly Lane is also outside the UGB???

**SUSCEPTIBILITY MAPS** – DOGAMI will release the maps in May. At this time I am requesting that Oregon City “Keep This Hearing Open” for these maps. DOGAMI is working quickly to make the maps available for you. Oregon City simply cannot make any decisions on their TSP without this important new information, information which may well show Holly Ln as a seriously hazardous area. I'm sure you have technical questions about the maps. Professor Bill Burns of DOGAMI stated he would be happy to help the City and Commissioners with any questions or concerns regarding the susceptibility maps and the landslide issues that surround Holly Lane. Just call DOGAMI and ask to speak with Bill Burns, their phone number is (971) 673-1555.

The two biggest threats for Holly Lane are Landslides & Safety for the people. Without a doubt, the City is unable to meet the requirements of Goal 7 “To reduce risk to people and property from natural hazards”. The City continues to develop in the Holly Ln area and is simply shoving heavy traffic down Holly Lane, however the City has been, and continues to be irresponsible. The City has been warned many times that speeding and heavy traffic is jeopardizing the lives of the people living on Holly Lane. Yet the City proposes a roundabout at Holly and Maplelane with NO improvements to the rest of Holly. I want you to realize that if anyone is seriously injured on Holly, they may well take recourse upon the city. I know myself I have openly talked to the City about the decaying safety conditions on Holly due to the City's ramped up development, all without regard for the people's safety.

I wrote an article a couple of years ago about traffic, Holly Lane and the Park Place Plan, the article was titled “Empty Promises and Broken Dreams.” That is exactly the hand that Oregon City has dealt to the people of Holly Lane. The Planning Commission has the ability to deny this insane transportation plan where Holly Lane continues to be victimized by this City. Who will stand up and provide Safety for these people? Do you have the courage to send this plan back to committee, where a member of the Hamlet or of Holly Ln can be appointed to the panel to represent the needs of these people?

In ending, I request that this hearing be left open until the Susceptibility Maps from DOGAMI are received and thoroughly reviewed by both the City, DOGAMI and the people of Holly Lane. Furthermore I request that the hearing be left open until a complete Geological Review and Study is performed for the entire length of Holly Lane and proposed extension of Holly to Holcomb.

Remember, in 1993 the City did not listen to Professor Scott Burns and his students when they stated “do not build in Newell Canyon”, the city built and the buildings fell. You don't want to make this same mistake again.

So what will it be, will you support and protect the safety of the people of Holly Lane, or will you simply give us more “Empty Promises and Broken Dreams”?

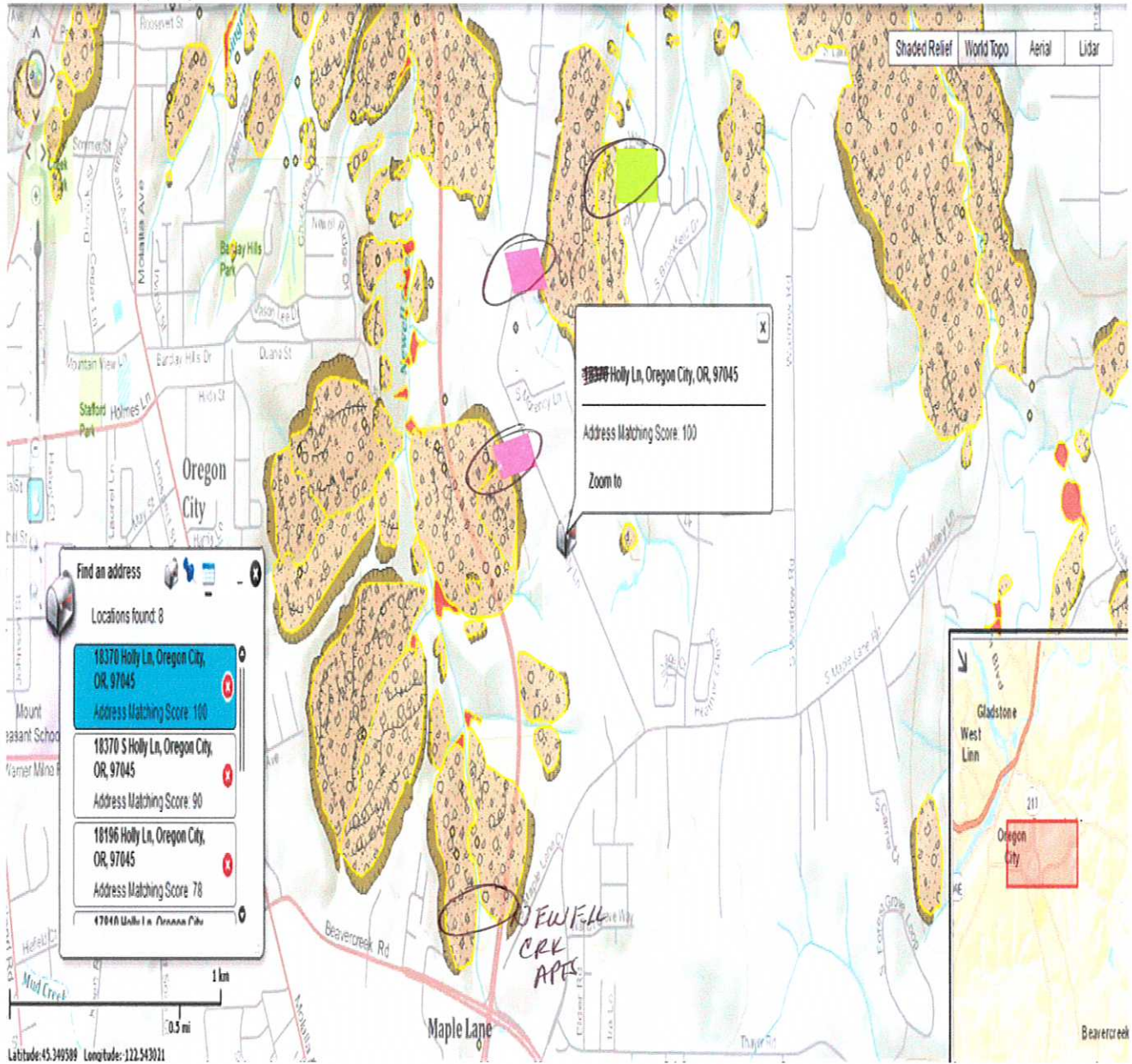


### Oregon Department of Geology and Mineral Industries

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### SLIDO

Statewide Landslide Information Layer for Oregon



# Couple sues over sinking home

They claim a reactivated landslide is harming their former Street of Dreams house

By **HEATHER STEEVES**  
THE OREGONIAN

An Oregon City couple is suing the people who built their mansion on what they contend is now a crumbling street of dreams.

Brian and Reva Griffiths bought their \$1.8 million home in 2006, but the structure has been sinking and cracking due to the reactivation of an ancient landslide, they claim in the lawsuit. The 6,500-square-foot home was built on a large plot of land near other mansions as part of the NW Natural Street of Dreams in Oregon City's Hidden Lakes Estates.

"The area was known to have locally perched shallow groundwater that can result in erosion and slope instability," the Griffiths wrote in their lawsuit, seeking \$1.8 million plus other damages. The Griffiths said they were not told that the land was unstable, although the developers had studies done showing the land was near an active landslide and that there had recently been shallow landslides in the area.

The developers knew based on studies they had done that they shouldn't cut and fill in the land because of those instabilities, the

Please see **SINKING**, Page E2



THE OREGONIAN/2006

The Griffiths say their 6,500-square-foot 2006 Street of Dreams home in Oregon City has been sinking and cracking due to the reactivation of an ancient landslide. The home features an outdoor fireplace, patio and waterfall amid a forest setting.

## Sinking

Continued from Page E1

Griffiths wrote, but excavators removed soil, rocks, trees and "placed up to 16 feet of backfill under the paved driveway on the neighboring property."

That, the Griffiths argue, disturbed a natural spring and released water onto the neighbor's supporting land.

That property then began to slip toward a stream, the Griffiths say, which caused their home to shift too, resulting in sticking doors, cracked walls and ceilings, and general anxiety to the homeowners.

"The danger and likelihood of excavation of the neighboring property could

set the slope in motion was obvious," the lawsuit states.

The Griffiths argue that the developers acted negligently in building the home, not telling the buyers about the landslide studies, building the house next door and then not tearing that home down when the land began to shift.

They're suing BC Custom Homes, Hidden Lake Development, Kent and Ronald Ziegler, Forest Lake Development, Professional Service Industries and Earthworks in the Clackamas County case.

BC Custom Homes declined to comment. Others named in the lawsuit did not respond to requests for comment.

Heather Steeves: 503-294-5928;  
hsteeves@oregonian.com

AN EDITION OF

The Oregonian

VOLUME 0413, ISSUE 1

4-2-13

**Subj: Re: Thayer Road in Oregon City**  
**Date: 11/19/2007 6:20:35 A.M. Pacific Standard Time**  
**From:**  
**To:**

Christine - great to hear from you!! Keep working at getting the county to change - it takes time! The Thayer Road problem is a big one - that slide keeps creeping. The road will not take large amounts of traffic and they definitely should not build on the site! Thanks for keeping me up on these things! Good luck,

Scott Burns, PSU Geology

## Laura Terway

---

**From:** Perry Downes [ennea15@comcast.net]  
**Sent:** Thursday, February 21, 2013 8:03 PM  
**To:** Laura Terway  
**Subject:** Re: Oregon City Transportation System Plan

Thanks so much, Laura.  
This was very helpful.  
I'm very appreciative of what the City Staff is doing on behalf of our City.  
Please let your colleagues know.  
With Gratitude,  
Perry

On Feb 20, 2013, at 10:41 AM, Laura Terway wrote:

Thank you for your phone call regarding the Transportation System Plan and the green postcard you received in the mail. A summary of the project can be found on our project website at [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

The Transportation System Plan (TSP) provides a long term guide for transportation investments into an equitable and efficient transportation system. The plan evaluates the current transportation system and outlines policies and projects to protect and enhance the quality of life in Oregon City through 2035. The project identified 360 transportation projects for improvements to walking, bicycling, driving, transit and freight, totaling an estimated \$221 million. The public and a stakeholder committee created transportation goals, objectives and evaluation criteria to select projects. The projects are shown on a series of maps in the draft document.

In addition, changes to the development requirements in the Oregon City Municipal Code are proposed such as flexible street design standards, maximum block lengths and driveway spacing standards.

Document conclusions (with maps of the transportation projects) may be found at <http://octransportationplan.org/tsp-findings>.

The full document may be found at <http://octransportationplan.org/draftdocument>.

A Community Open House will be held on March 7, 2013 to get your feedback on the project. Staff will provide information on the process of updating the Transportation System Plan and conclusions of the document. The Open House will be from 5:30pm - 7:00pm on Thursday, March 7th at City Hall (625 Center Street in Oregon City).

---

<image001.jpg>

**Laura Terway, AICP  
Planner**

Planning Division  
PO Box 3040  
221 Molalla Avenue, Suite 200  
Oregon City, Oregon 97045

Please note I am available from 7:30am -  
6:00pm Monday - Thursday. The Planning  
Division is open 8:00am-5:00pm Monday-  
Thursday and by appointment on Friday.

Phone: 503.496.1553

Fax: 503.722.3880

## Laura Terway

---

**From:** Christopherson, Teresa [teresachr@co.clackamas.or.us]  
**Sent:** Tuesday, June 26, 2012 10:17 AM  
**To:** Laura Terway; Kautz, Steve; Nancy Kraushaar; John M. Lewis  
**Cc:** Park, Young; Marchand, Dan; Husman, Peggy; Burley, Galina  
**Subject:** RE: TriMet Lift Service in Oregon City

Good morning-

I did have additional contact with Kim Steward after she worked with our TRP staff to see if we could provide any assistance. Ms. Steward was very appreciative of the services she has received through TRP in the past and hopes to continue working with us in the future but she was very clear that this service is not sufficient for the needs of her clients and that she wants TriMet LIFT service provided to her facility. TRP's limited hours of operation and limited number of vehicles that are capable of transporting her clients make it difficult to use the service for many activities and events, especially those that are in the late afternoon/evening or on weekends.

Ms. Steward believes that, since she is within the TriMet district (although not the LIFT service boundary), she should be getting LIFT service for her clients who are among the most frail and vulnerable. She asked that I provide you with this feedback.

We will continue to work with her and her clients to meet the needs we are able to meet with our programs. We are not able to provide the same service level as the LIFT program within our existing operations which is what she is requesting. I will do some additional brainstorming with staff to see if we have missed anything but I think our options are limited.

Thanks, Teresa

Teresa D. Christopherson  
Administrative Services Manager  
Clackamas County Social Services  
503-650-5718  
FAX 503-655-8889

---

**From:** Laura Terway [mailto:[lterway@ci.oregon-city.or.us](mailto:lterway@ci.oregon-city.or.us)]  
**Sent:** Tuesday, June 19, 2012 1:23 PM  
**To:** Kautz, Steve; Nancy Kraushaar; John M. Lewis  
**Cc:** Park, Young; Marchand, Dan; Christopherson, Teresa  
**Subject:** RE: TriMet Lift Service in Oregon City

Steve,  
The comment was from Kim Steward (please see the top half of the attached document).  
-Laura

---

**From:** Kautz, Steve [mailto:[KAUTZS@trimet.org](mailto:KAUTZS@trimet.org)]  
**Sent:** Tuesday, June 19, 2012 1:03 PM  
**To:** Nancy Kraushaar; John M. Lewis; Laura Terway  
**Cc:** Park, Young; Marchand, Dan; [teresachr@co.clackamas.or.us](mailto:teresachr@co.clackamas.or.us)  
**Subject:** RE: TriMet Lift Service in Oregon City

Nancy and staff,

## Laura Terway

---

**From:** Alice Watts [amwatts53@hotmail.com]  
**Sent:** Tuesday, March 05, 2013 11:20 AM  
**To:** Kattie Riggs; Laura Terway; John M. Lewis  
**Subject:** RE: Transit Service in Oregon City

Laura,

Thank you for providing this information through Kattie.

I appreciate your recognizing that transportation issues are a hot topic in some of our neighborhoods. And for good reason. People are being short-changed in some locations and over-burdened in others. Be that as it may, I recognize that the City of OC is NOT Tri-Met.

I often feel bad for city employees who meet with us with the goal of sharing information and then are subjected to a heated discussion of hot-button issues that may or may not be under the City's purview. John Lewis, bless his heart, is very even-tempered and handles our passionate displays very well.

Your forwarding this information shows that you are responsive to our concerns.  
That is a wonderful thing.

Thank you!

Best regards,  
Alice Watts  
McLoughlin NA delegate

---

**From:** [kriggs@ci.oregon-city.or.us](mailto:kriggs@ci.oregon-city.or.us)  
**To:** [kriggs@ci.oregon-city.or.us](mailto:kriggs@ci.oregon-city.or.us)  
**Date:** Tue, 5 Mar 2013 10:33:06 -0800  
**Subject:** Transit Service in Oregon City

CIC Members,

Please see the information from Laura Terway.

---

**From:** Laura Terway  
**Sent:** Tuesday, March 05, 2013 10:28 AM  
**To:** Kattie Riggs  
**Cc:** John M. Lewis  
**Subject:** Transit Service in Oregon City

Kattie,

Can you forward the this email to the CIC. Thank you




Good morning,


Thank you again for allowing me to speak with you regarding the Transportation System Plan at last night's CIC meeting. As there were quite a few comments regarding transit services in Oregon City, I have attached supplemental information TriMet has provided to the City as well as contact information if you would like to contact TriMet directly. Steve Kautz at TriMet has been an excellent resource by attending many project meetings and answering questions directly from the public as well as those received on our project website.

Steve Kautz  
Manager, Service Programs  
TriMet Planning & Policy Development  
503-962-5859  
[kautzs@trimet.org](mailto:kautzs@trimet.org)

[www.OCTransportationPlan.org](http://www.OCTransportationPlan.org)

 <p><b>OREGON CITY</b></p>	<p><b>Laura Terway, AICP</b> <b>Planner</b> Planning Division PO Box 3040 221 Molalla Avenue, Suite 200 Oregon City, Oregon 97045 <b>Please note I am available from 7:30am - 6:00pm Monday - Thursday. The Planning Division is open 8:00am-5:00pm Monday-Thursday and by appointment on Friday.</b> Phone: 503.496.1553 Fax: 503.722.3880 <a href="mailto:lterway@orc.org">lterway@orc.org</a></p>
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 Please consider the environment before printing

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## Laura Terway

---

**From:** Todd Last [Todd.Last@comcast.net]  
**Sent:** Monday, April 01, 2013 10:23 AM  
**To:** 'Carl Springer'  
**Cc:** Laura Terway; Christina Robertson-Gardiner; 'Oregon City TSP'  
**Subject:** RE: Transportation plan and Tower Vista

Great, I am glad you are open to suggestions.

I think including Central Point will better achieve the objectives for adding the traffic circle.

If you watch at that intersection most of the backup is from traffic going to or from Central Point – this is only going to get worse as all the development proceeds along this corridor.

Regards,  
Todd

**From:** Carl Springer [mailto:cds@dksassociates.com]  
**Sent:** Wednesday, March 13, 2013 4:00 AM  
**To:** Todd Last  
**Cc:** Laura Terway; Christina Robertson-Gardiner; Oregon City TSP  
**Subject:** Re: Transportation plan and Tower Vista

Thanks for the feedback. When further design work is undertaken these types of issues will be considered.

Carl Springer  
(typed by thumbs)

On Mar 13, 2013, at 12:31 AM, Todd Last <[Todd.Last@comcast.net](mailto:Todd.Last@comcast.net)> wrote:

Just curious why you would not move the circle to the north and include Central point as one of the spokes? That would seem to be a cleaner design than to have a 4-way circle and then the appendage to central point.

I would think that would also take up less real-estate and require less pavement.

I realize that this is just an option – but this does not address the flow from central point to warner-milne very well. The central point road does not look well integrated in this design. Just my opinion.

Todd

**From:** Carl Springer [<mailto:cds@dksassociates.com>]  
**Sent:** Tuesday, March 12, 2013 11:00 AM  
**To:** [todd.last@comcast.net](mailto:todd.last@comcast.net)  
**Cc:** Laura Terway; Christina Robertson-Gardiner  
**Subject:** Re: Transportation plan and Tower Vista

Here is a copy of the concept sketch that was developed by DKS a few years ago. This is not an approved design, so nothing illustrated here is final. However, it does show our latest idea of how these two intersections could work together.

In general, there are significant safety benefits to roundabout designs compared to conventional traffic signal controls. Both the total number of crashes and the severity of crashes decline.

However, they do take up more space, so the installation cost are more, mainly because of the added right-of-way required.

Hope this information helps.

On Tue, Mar 12, 2013 at 8:51 AM, <[todd.last@comcast.net](mailto:todd.last@comcast.net)> wrote:  
Not a problem at all. We ended up canceling for this month.

Is it possible to get a diagram of how the traffic circle would work on Linn,Leland, Warner-Parrot? I didn't see it on the list of projects that was distributed last night. Specifically, would the roundabout include Central Point road? I am asking because a portion of the current traffic makes that jog from Warner-Milne to Central Point. It would be important that a roundabout include Central point at that location. I would hope too that any project would use the opportunity to add some more greenspace to the nearby school.

I'm not really a big fan of roundabouts, but that intersection does seem to be a perfect candidate.

Has there been any study that compares accident rates of intersections before and after roundabout installations? Just curious if they are statistically safer or not. I'll make use of the other avenues for comment as you have outlined.

thank you,  
Todd Last

---

**From:** "Laura Terway" <[lterway@ci.oregon-city.or.us](mailto:lterway@ci.oregon-city.or.us)>  
**To:** "todd last" <[todd.last@comcast.net](mailto:todd.last@comcast.net)>  
**Cc:** "Christina Robertson-Gardiner" <[crobertson@ci.oregon-city.or.us](mailto:crobertson@ci.oregon-city.or.us)>, "Carl Springer" <[cgs@dksassociates.com](mailto:cds@dksassociates.com)>  
**Sent:** Monday, March 11, 2013 1:09:15 PM  
**Subject:** RE: Transportation plan and Tower Vista

Todd,

Thank you for your invitation, but unfortunately I am unable to attend your neighborhood meeting on Wednesday. We would like an opportunity to speak with you so I have a few suggestions:

- You may email Carl Springer (the City's consultant) with your concerns regarding the population projections and the roundabout. I have copied him on this email.
- You can submit your comments through the project website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org) and we will post a response.
- The project team will be providing a presentation on the Transportation System Plan at tonight's Planning Commission Work Session. You may have an opportunity to speak with Mr. Springer before or after the meeting.

I apologize that I cannot attend on Wednesday.

## Laura Terway

---

**From:** joanschultze@comcast.net  
**Sent:** Monday, February 04, 2013 7:09 PM  
**To:** Laura Terway  
**Subject:** Re: Gaffney Lane and Molalla Avenue Intersection

Thanks so much for following up on this Laura.

Joan

---

**From:** "Laura Terway" <lterway@ci.oregon-city.or.us>  
**To:** joanschultze@comcast.net  
**Sent:** Monday, February 4, 2013 5:25:08 PM  
**Subject:** FW: Gaffney Lane and Molalla Avenue Intersection

Joan,

I received the following information from our TSP consultant. The draft TSP can be found [here](#). The projects mentioned below can be found on page 51 and 57 of the Volume I document. The timeline moving forward is also posted on the project website [here](#). Please let me know if you have any additional questions or concerns.



**Laura Terway, AICP  
Planner**

Planning Division  
PO Box 3040  
221 Molalla Avenue, Suite 200  
Oregon City, Oregon 97045

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Phone: 503.496.1553  
Fax: 503.722.3880  
lterway@orcite.org

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**From:** Kevin Chewuk [mailto:kmc@dksassociates.com]  
**Sent:** Thursday, January 31, 2013 1:57 PM  
**To:** Laura Terway  
**Cc:** Carl Springer  
**Subject:** Re: Gaffney Lane and Molalla Avenue Intersection

We found no congestion or safety deficiencies at the intersection. However, the intersection will be improved with the Molalla Avenue streetscape improvements (Project W74). This project will help to improve crossings along Molalla. Various signal improvements are also planned here (such as Project D1) to reduce peak congestion along the corridor.

On Tue, Jan 29, 2013 at 5:06 PM, Laura Terway <[lterway@ci.oregon-city.or.us](mailto:lterway@ci.oregon-city.or.us)> wrote:

Good Afternoon,

I received a phone call from a concerned citizen regarding the safety of the Gaffney Lane and Molalla Avenue intersection. I know we had looked at this intersection previously but do not remember the outcome. I did not see it identified in the funded improvements list and did not check the unfunded list. Can you send me a quick email with more information on this intersection which I can pass along to the citizen? Thanks



Laura Terway, AICP

Planner


Planning Division  
PO Box 3040  
221 Molalla Avenue, Suite 200  
Oregon City, Oregon 97045

Please note I am available from 7:30am - 6:00pm Monday - Thursday. The Planning Division is open 8:00am-5:00pm Monday-Thursday and by appointment on Friday.

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Fax: [503.722.3880](tel:503.722.3880)

[lterway@orcity.org](mailto:lterway@orcity.org)

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## Laura Terway

---

**From:** Paul Edgar [pauloedgar@q.com]  
**Sent:** Monday, March 11, 2013 5:24 PM  
**To:** Laura Terway  
**Subject:** The TSP & The Planning Commission, please make these comments available for tonight's meeting

> Opportunities present themselves with a new Oregon City TSP when  
> combined with a South End Road Concept Plan. Because of that I want  
> to talk about the possibility of extending a road/connection to  
> Highway-99. In combination with Beutel Road and S. Forest Ridge Lane,  
> there is an ability to engineer a connecting link through canyons with  
> an acceptable grade, that can create a game changer to all development  
> options and opportunities.  
>  
> I have been in discussions with David Frasher about this vision. I had  
> a meeting last Friday with David Frasher, Doug Neeley, Tony Konkol and  
> Eric Underwood.  
>  
> I explained that at the intersections of South End Road and Warner  
> Parrot and the intersection of High Street and 2nd Street and South  
> End Road in between these tow intersection we have this limited  
> capacity road that is within critical slid zone, that is owned by the  
> county and that is weight restricted. There is NO-Ability to expand  
> or rebuild this section of South End Road. The intersection at South  
> End Road and Warner Parrot can be signalized but in doing it, it does  
> not solve the capacity problems.  
>  
> The South End Road Concept Plan requires (staying within the Metro's  
> Density requirements) approximately 2,000 new Dwelling Units and this  
> would be on the remaining lands within the concept plan after all  
> set-a-sides for environmental - wetlands. The problem is that with  
> South End Road already experiencing approximately 10,000 trips per day  
> (incidents of travel) and it is at capacity creating Level of Service  
> (LOS) conditions of "D" which could easily become LOS "F" or failing.  
>  
> Compounding this problem/opportunity is that any new development in  
> this South End Road Concept Plan area, would if history follows, have  
> approximately 80% of the new residents of these Dwelling finding  
> employment outside of Oregon City. Most of these people would be  
> heading north to where the jobs are and that leads them into this  
> South End Road transportation corridor. Because of South End Road's  
> weight restrictions, it effects concept plan area by limiting its  
> ability for retail or commercial development opportunities. This also  
> means that each Dwelling Unit will have to go greater distances and  
> create greater then average daily trip generation. Therefore these  
> Dwelling Units should generate on the plus side of 11-trips per day.  
> These new Dwelling Units and residents should also create on average  
> close to 4-commuter type trips within the AM and PM Peak Period Rush  
> Hours. With the cost of housing, on averaging it should be estimated  
> that approximately 50% Dwelling Units should have a predominance of  
> two income requirement and if that is not the case they have the  
> children requirements, that can even create worse numbers in trip generation.  
> There is a close grade school -and that helps, but everything else is

> a long - long way, away.  
>  
> Secondly there are problems of people heading south on South End Road,  
> effectively heading south towards New Era and Canby. It goes into  
> some "S-Type" curves and an area that also has slid problems. To me,  
> I was guess that 90% of these new residents would never plan on  
> heading direction with stores, schools, park and activities in Oregon  
> City. So any development in this South End Road Concept Plan Area is  
> problematic with existing conditions, when we examine Transportation  
> Infrastructure impacts.  
>  
> Most all of the neighbors out in this area, all know the problems of  
> South End Road. It should then not surprise anyone that as a direct  
> result it appear that virtually all do not want additional  
> development, just low density residential, basically on basically  
> large lots. They (the immediate neighbors) know the reality of the  
> transportation infrastructure, however there is that appearance that  
> bureaucracy does not have a good handle on the problem/opportunity.  
> The bureaucracy tends to stick its head in the sand and not tell  
> people even in the Public Open Houses about limitations, my opinion.  
> These capacity restraints within the roads are compounded by a failing  
> TriMet entity, as they have eliminate bus routes and where we learn of  
> the long term picture where TriMet's financial problems are even  
> getting worse. They have already acknowledge that they will probably  
> have to reduce bus routes an additional 45% over current levels.  
> That means to me, that we have this South End Road Concept area with  
> major transportation deficiencies and no-way to solve these Real  
> Limitations.  
>  
> So on to the solution at hand. We need to create new transportation  
> capacity for this South End Road Concept Plan Area. The option at  
> hand is to create a long needed new connection from this Hillside area  
> to the west and that create this opportunity to identify road down to  
> Highway-99. This road should be identified the TSP. In doing so, it  
> also usher in a new opportunities a whole new world of options and  
> opportunity that present themselves. If you were to follow the  
> bouncing ball of what a new 4-lane road would do, if connected with  
> this combination of Beutel Road and S. Forest Ridge Ln. down to the  
> UGB area on Highway-99, it blows the top off of most everything that  
> people have been talking about. The whole hillside along the Canemah  
> Ridge would then have the ability to be developed in manners not yet  
> considered.  
> I approached the leadership team in a conversation about the critical  
> need to bring new commercial - industrial - Employment land into the  
> picture. I have also taken this discussion to County Commissioners  
> and the County Economic Development Department. There are hundreds  
> upon hundreds of areas of lands along the Canemah Bluff inside and out  
> side of the UGB or in Urban Reserves that could be used for JOB  
> Creation. We have to reverse the problems of having 80% of our  
> citizenry being forced to leave our area to find employment/jobs.  
> Beaver Creek Road Industrial Area has been on the market for  
> approximately 12-years and there has been virtually NO-lookers and  
> totally NO-Takers. The marketplace has been telling us that we have  
> to find and create new options and opportunities, my opinion.  
>  
> So we are at this point where a South End Road Concept Plan and a TSP  
> are coming together. We bring in some common sense to where we

> understand current conditions and long term needs and to me, it tells  
> us that we should put into the TSP this new corridor improvement that  
> opens the door to future development opportunities. We are also at a  
> point where we have to identify new employment - jobs lands and we do  
> not have many options.  
>  
> So I would like to take you to the area examine this thinking and  
> attempt engage in positive conversations to quantify opportunities.  
> Where I am heading is that I would like to talk this out tonight  
> before the Planning Commission. I want to get this thinking on record.  
>  
> Paul

## Laura Terway

---

**From:** Maurice Smith [Oregoncitydc@opusnet.com]  
**Sent:** Wednesday, October 19, 2011 11:21 AM  
**To:** Laura Terway  
**Subject:** Molalla Ave.

Hello Laura:

Thank you for giving me this contact info. This was the only way that I saw to comment, I hope that this is not the wrong path.

At any rate, as I spoke with you earlier, I am concerned about line of site issues extending from the intersection of Molalla Ave.. and Warner Milne road to the parking lot access road for my office and the adjacent professional building. I have had several close calls with cars speeding from Molalla avenue West on Warner Milne road. In my opinion the line of site issue can be corrected with some judicious pruning of shrubs on the professional building entrance and exit. The speed issue can be controlled by enforcement of the existing speed limit and perhaps lowering the speed limit on this portion of Warner Milne road.

Thank you for your consideration.

Maurice W. Smith

503-655-6780



Bad shape, no wheelchair accessibility, can't get places in a walker or wheelchair. Need for maintenance. If there are sidewalks, they are broken up because of the trees.





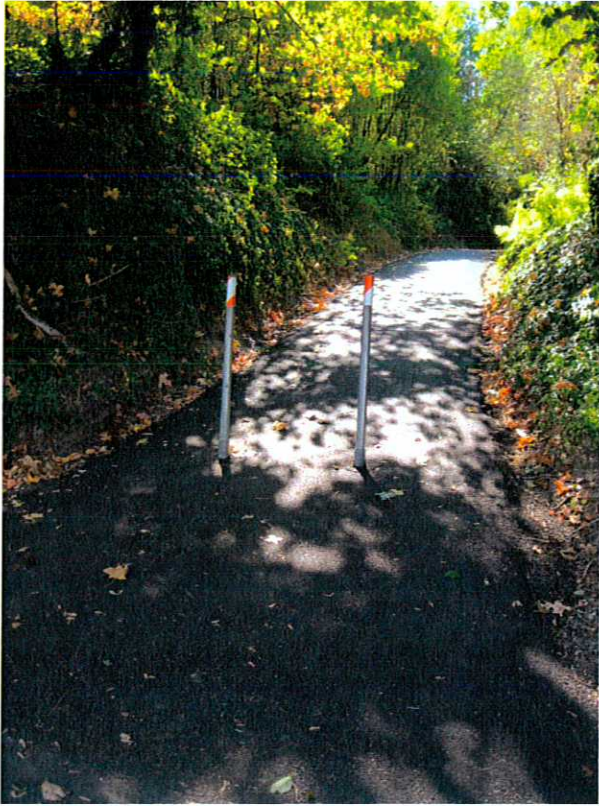
No bench, no lighting, can't read the schedule, small type. No place to wait.





No sidewalks, nice shoulder, no clearly marked pedestrian or bike path. NO place to walk, cars always cut the curve and too fast. I quit walking my dogs around here, it was death. No sidewalk or walkway for people to get across the street, pedestrian issue.





Walking trails are a nice amenity. Need a low cost way to keep them in shape. Trail is steep and dumps someone right onto Linn Ave. Couldn't get through posts in a wheelchair. Nice trail system around Cove but are not consistent. Views are spectacular. Need a trail map to indicate difficulty, accessibility, indicate options of moderate/hard, and places to park.



## TriMet Services – City of Oregon City with attached files and related information

June 8, 2012

Prepared by Steve Kautz

---

### Attachments (file name):

- Route map and service summary by day of week (oc\_profile\_2012.06.08)
  - Service frequencies by line and time of day (route\_scheduled\_headway\_(weekdays))
  - On-offs by line and day and number of scheduled trips by line (Oregon City Ons-Offs By Line-Day and Trips By Line\_Fall 2011\_NB\_2012.05.22)
  - TriMet LIFT service ridership in Oregon City (TriMet LIFT Ridership\_Oregon City\_Fall 2011)
  - Bus stop amenities for all stops in Oregon City (Bus Stop Amenities\_OregonCity\_2012.05.16)
  - Simme Seat (photo\_Simme Seat)
- 

### Questions and answers regarding bus stops and stop improvements

Source: Young Park, Manager Capital Projects

Q.1. What is recent history, current status, and plans if any for reviews of bus stops on lines/line segments within Oregon City? For reviews that have been done, what were the findings and what follow-up actions have been taken and/or are planned?

A.1. All bus routes in Oregon City were reviewed and upgraded (where possible) with new bus stop route blade signs and poles over multiple years. A number of bus stops were consolidated and/or relocated to more accessible locations as part of this replacement program. TriMet facilities crews continue to provide routine and preventive maintenance efforts on these bus stops.

Q.2. Status of bus stop improvements pending/programmed for stops within the City?

A.2. Recently, a number of bus stops have been adjusted along the downtown segment as part of ODOT's bridge project. The on-going jug-handle project has also impacted some bus stops. There are no new shelters currently planned for OC. Site specific bench placements will be assessed this summer. We continue to work with private development and road improvement projects to address bus stop needs within project areas during the planning process.

Q.3 Oregon City staff have mentioned that having more benches available is an important element to encourage ridership.

A.3. Simme Seats come to mind (see attached photo). These low profile seats can be stand alone or pole mounted with a price tag of \$400 to \$600 each (depending on size). Where ROW is limited; stand alone concrete pedestals could be placed at nominal cost.

Q. 4. What are possibilities for expanding future partnerships of City and/or developers with TriMet to improve stops/access? What are the guidelines/policies/legal parameters for non-TriMet financial or in-kind contributions, such as purchase of shelters/benches, installation, maintenance?

A. 4. There are a number of examples where shelters have been purchased (and maintained; including cleaning) by local jurisdictions, institutions or private parties. Cities of West Linn and Lake Oswego have such provisions at a few bus stops. TriMet continues to use ridership figures (50 or more boardings per day) as the primary criterion for determining shelter placement warrants.

Q.5. What is the status of posting Stop ID numbers at individual bus stops in Oregon City?

A.5. Status line by line; work for lines 32 and 79 not yet scheduled, expected to be within 18-24 months or sooner. (Source: Myleen Richardson, Analyst Bus Stops Planner)

Line 32 – not yet complete

Line 33 – complete

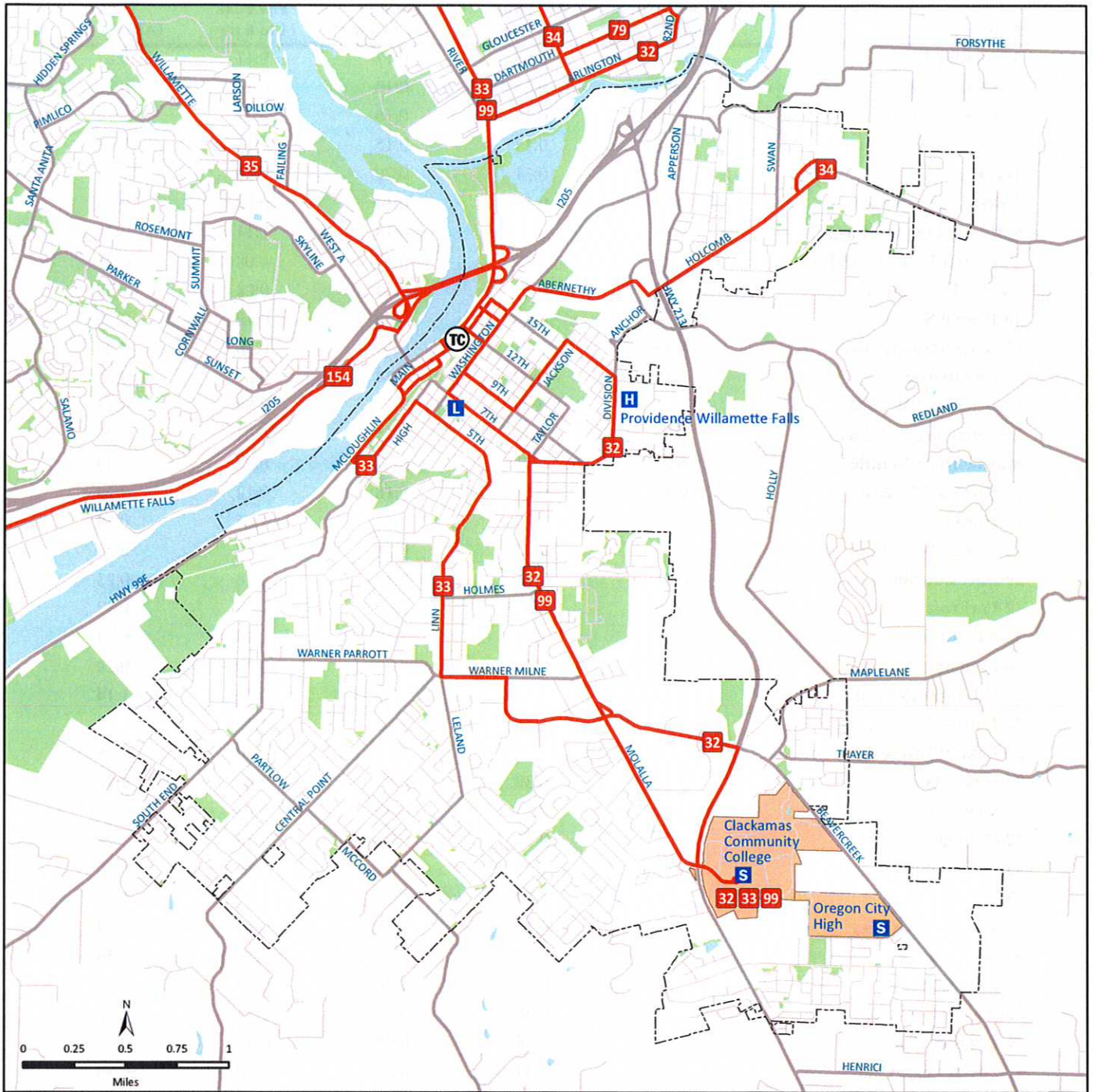
Line 34 – complete

Line 35 – complete

Line 79 – not yet complete

Line 99 – complete

Line 154 – complete



Bus Line	Service Area	Weekday				Sat Sun	
		AM Peak	Midday	PM Peak	Eve	Night	
32-Oatfield	Serves Oregon City, Gladstone, Oak Grove, and Milwaukie.	•	•	•			•
33-McLoughlin	Serves Clackamas Community College, Oregon City, Gladstone, Oak Grove, SE Portland, and downtown Portland.	•	•	•	•	•	•
34-River Rd	Serves Oregon City, Gladstone, Oak Grove, and Milwaukie.	•	•	•			
35-Macadam/Greeley	Serves Oregon City, West Linn, Lake Oswego, Johns landing, downtown Portland, N Portland, and University of Portland.	•	•	•	•	•	•
79-Clackamas/Oregon City	Serves Oregon City, Gladstone, and Clackamas Town Center.	•	•	•	•		•
99-McLoughlin Express	Express service between Clackamas Community College, Oregon City, Milwaukie, and downtown Portland.	•		•			
154-Willamette	Serves Oregon City and West Linn.	•	•	•			

Route	Early AM (Before 7 am)	AM Peak (7 to 9 am)	Midday (9 am to 4 pm)	PM Peak (4 to 6 pm)	Night (After 6 pm)
MAX Blue Line	0:13	0:08	0:17	0:11	0:27
MAX Green Line	0:17	0:15	0:14	0:14	0:20
MAX Red Line	0:20	0:17	0:16	0:17	0:19
MAX Yellow Line	0:18	0:14	0:15	0:14	0:18
1-Vermont	.	0:31	0:29	0:30	.
4-Division/Fessenden	0:17	0:11	0:14	0:08	0:19
6-Martin Luther King Jr Blvd	0:19	0:13	0:18	0:11	0:22
8-Jackson Park/NE 15th	0:11	0:10	0:17	0:08	0:20
9-Powell/Broadway	0:18	0:08	0:14	0:08	0:23
10-Harold St	0:22	0:16	0:26	0:19	0:30
12-Barbur/Sandy Blvd	0:13	0:13	0:16	0:10	0:20
14-Hawthorne	0:19	0:08	0:14	0:07	0:25
15-Belmont/NW 23rd	0:11	0:06	0:17	0:08	0:21
16-Front Ave/St Johns	0:30	0:34	0:35	0:34	0:39
Marine Drive Shuttle	0:30	0:41	0:35	0:42	0:36
17-Holgate/NW 21st	0:17	0:11	0:18	0:12	0:29
18-Hillside	.	1:00	.	1:05	0:59
19-Woodstock/Glisan	0:23	0:12	0:16	0:12	0:27
20-Burnside/Stark	0:18	0:16	0:18	0:18	0:23
22-Parkrose	0:35	0:34	0:35	0:34	0:37
23-San Rafael	.	1:05	1:10	1:10	0:54
24-Fremont	0:30	0:28	0:37	0:30	0:29
25-Glisan/Rockwood	0:37	1:15	1:10	1:09	1:14
28-Linwood	.	1:01	1:09	1:15	1:15
29-Lake/Webster Rd	.	1:02	1:09	1:14	1:18
30-Estacada	0:27	0:30	0:53	0:30	0:38
31-King Rd	0:24	0:29	0:30	0:22	0:42
32-Oatfield	.	0:21	0:54	0:29	0:29
33-McLoughlin	0:18	0:17	0:19	0:18	0:30
34-River Rd	.	1:10	1:12	1:10	1:13
35-Macadam/Greeley	0:32	0:16	0:29	0:14	0:37
36-South Shore	0:29	0:42	1:22	0:44	0:38
37-Lake Grove	.	0:45	1:23	0:34	.
38-Boones Ferry Rd	0:46	0:40	0:40	0:35	0:43
39-Lewis & Clark	.	0:44	0:44	0:45	0:45
43-Taylor's Ferry Rd	0:27	0:34	0:51	0:30	0:30
44-Capitol Hwy/Mocks Crest	0:22	0:19	0:23	0:18	0:24
45-Garden Home	0:33	0:19	0:51	0:26	0:47
46-North Hillsboro	.	1:09	1:04	1:12	1:04
47-Baseline/Evergreen	0:34	0:34	0:51	0:38	0:41
48-Cornell	0:38	0:36	0:33	0:30	0:38
50-Cedar Mill	0:43	0:29	0:37	0:30	0:32
51-Vista	0:19	0:17	0:23	0:29	0:34
52-Farmington/185th	0:27	0:16	0:17	0:15	0:28
53-Arctic/Allen	0:30	0:31	0:27	0:32	0:25
54-Beaverton-Hillsdale Hwy	0:23	0:26	0:31	0:20	0:47



Route	Early AM (Before 7 am)	AM Peak (7 to 9 am)	Midday (9 am to 4 pm)	PM Peak (4 to 6 pm)	Night (After 6 pm)
55-Hamilton	.	1:02	.	1:11	1:09
56-Scholls Ferry Rd	0:23	0:22	0:31	0:21	0:48
57-TV Hwy/Forest Grove	0:17	0:17	0:19	0:16	0:24
58-Canyon Rd	0:29	0:19	0:31	0:30	0:37
59-Walker/Park Way	.	0:45	0:54	0:39	0:40
61-Marquam Hill/Beaverton	.	0:23	.	0:32	.
62-Murray Blvd	0:30	0:23	0:28	0:28	0:36
63-Washington Park	.	1:00	0:44	1:05	0:59
64-Marquam Hill/Tigard	0:28	0:20	.	0:30	0:45
65-Marquam Hill/Barbur Blvd	.	0:39	0:41	0:30	.
66-Marquam Hill/Hollywood	0:12	0:18	.	0:31	.
67-Jenkins/158th	.	0:41	0:39	0:30	0:42
68-Marquam Hill/Collins Circle	0:22	0:20	0:17	0:16	0:30
70-12th Ave	0:17	0:15	0:19	0:17	0:22
71-60th Ave/122nd Ave	0:18	0:17	0:19	0:15	0:24
72-Killingsworth/82nd	0:15	0:09	0:09	0:06	0:15
73-NE 33rd Ave	0:25	0:29	0:29	0:30	0:29
75-Cesar E Chavez/Lombard	0:15	0:13	0:16	0:13	0:17
76-Beaverton/Tualatin	0:27	0:28	0:31	0:29	0:44
77-Broadway/Halsey	0:16	0:16	0:26	0:16	0:22
78-Beaverton/Lake Oswego	0:25	0:28	0:31	0:29	0:41
79-Clackamas/Oregon City	0:35	0:35	0:35	0:35	0:33
80-Kane/Troutdale Rd	0:28	0:58	0:58	1:00	0:45
81-Kane/257th	.	1:01	0:59	1:00	1:00
82-Eastman/182nd	.	0:58	1:00	0:59	0:53
84-Kelso/Boring	1:07	1:09	.	.	0:50
85-Swan Island	0:30	0:20	0:41	0:22	.
87-Airport Way/181st	0:26	0:35	0:34	0:37	.
88-Hart/198th	0:30	0:31	0:32	0:30	0:39
89-Tanasbourne	0:26	0:30	0:46	0:30	0:41
92-South Beaverton Express	0:24	0:25	.	0:31	0:34
94-Sherwood/Pacific Hwy Express	0:10	0:07	0:15	0:09	0:20
96-Tualatin/I-5	0:15	0:11	0:29	0:13	0:32
99-McLoughlin Express	0:18	0:22	0:25	0:17	.
152-Milwaukie	0:27	0:37	1:14	0:27	1:15
154-Willamette	.	0:54	1:11	1:11	1:05
155-Sunnyside	0:40	0:40	0:40	0:39	0:41
156-Mather Rd	.	1:21	1:21	1:20	1:10



SUMMARY_BFROUTE_NUME	DIRECTION	SERVICE_KE_STOP_SEQ	LOCATION_I_PUBLIC_LOC	ONS	OFFS	TOTAL	X_COORD	Y_COORD
9/4/2011	32	0 S	4000	8761 Oregon City Transit Center	31	25	56	7661224 624400
9/4/2011	32	0 S	4050	3690 Main & 13th in Oregon City	0	1	1	7661844 624975
9/4/2011	32	0 S	4055	3693 Main & 15th	0	0	0	7662180 625412
9/4/2011	32	0 S	4060	11111 Washington & 14th	1	0	1	7662462 624974
9/4/2011	32	0 S	4600	8093 9th & Jefferson	1	1	2	7661850 623273
9/4/2011	32	0 S	4650	8097 9th & Monroe	1	0	1	7662288 622947
9/4/2011	32	0 S	4700	8092 9th & Jackson	0	1	1	7662722 622620
9/4/2011	32	0 S	4800	3021 Jackson & 12th	1	1	2	7663307 623312
9/4/2011	32	0 S	4850	3025 Jackson & 15th	1	1	2	7663910 624122
9/4/2011	32	0 S	4950	6836 16th & Harrison	0	0	0	7664520 624099
9/4/2011	32	0 S	5000	6840 16th & Taylor	0	0	0	7664901 623814
9/4/2011	32	0 S	5050	1403 Division & 15th	2	4	6	7665332 623137
9/4/2011	32	0 S	5100	1393 Division & 13th	1	2	3	7665297 622334
9/4/2011	32	0 S	5150	1377 Division & 12th	3	1	4	7665275 621723
9/4/2011	32	0 S	5200	1504 Division & 9th	0	0	0	7664433 621282
9/4/2011	32	0 S	5250	8899 Division & Warren St	1	0	1	7663647 621310
9/4/2011	32	0 S	5300	8900 7th & Taylor	1	0	1	7663298 621416
9/4/2011	32	0 S	5350	3993 Molalla & Willamette	2	2	4	7663132 621001
9/4/2011	32	0 S	5400	3989 Molalla & Pearl	2	2	4	7663122 620364
9/4/2011	32	0 S	5450	11481 500 Block Molalla	1	2	3	7663098 619512
9/4/2011	32	0 S	5475	11933 Molalla & Mountain View	3	7	10	7663162 618504
9/4/2011	32	0 S	5500	3985 Molalla & Holmes	1	2	3	7663510 617817
9/4/2011	32	0 S	5600	3992 Molalla & Warner	2	1	3	7663914 617019
9/4/2011	32	0 S	5650	3981 Molalla & Beverly	0	0	0	7664128 616587
9/4/2011	32	0 S	5700	2866 Molalla & Warner - Milne	1	10	11	7664630 615554
9/4/2011	32	0 S	7300	9581 1600 Block Beavercreek Rd	0	10	10	7665994 614469
9/4/2011	32	0 S	7350	9582 2000 Block Beavercreek Rd	0	8	8	7666729 614329
9/4/2011	32	0 S	7375	11475 Beavercreek & Fir St	0	4	4	7667615 614176
9/4/2011	32	0 S	7400	9583 Beavercreek & Hwy 213	0	6	6	7668312 613979
9/4/2011	32	0 S	7500	1068 Clackamas Community College	0	17	17	7668392 610620
9/4/2011	32	1 S	50	1068 Clackamas Community College	9	0	9	7668392 610620
9/4/2011	32	1 S	100	9580 Beavercreek & Hwy 213	5	1	6	7668130 614122
9/4/2011	32	1 S	105	9755 Beavercreek & Fir	0	0	0	7667607 614245
9/4/2011	32	1 S	110	9578 1700 Block Beavercreek Rd	4	0	4	7666463 614449
9/4/2011	32	1 S	125	9579 1600 Block Beavercreek Rd	1	0	1	7665607 614738
9/4/2011	32	1 S	200	11473 1400 Block Molalla	3	0	3	7664868 615269
9/4/2011	32	1 S	395	2865 1100 Block Molalla	1	0	1	7664450 616047

9/4/2011	32	1 S	400	3984 Molalla & Hillcrest	0	0	0	0	0	0	7664175	616615
9/4/2011	32	1 S	475	13187 Molalla & Harris	1	0	0	1	0	1	7663812	617319
9/4/2011	32	1 S	550	3983 Molalla & Hilda	2	1	3	7663481	617977			
9/4/2011	32	1 S	575	11932 Molalla & Mountain View	3	1	4	7663244	618442			
9/4/2011	32	1 S	600	11482 500 Block Molalla	1	0	1	7663151	619501			
9/4/2011	32	1 S	650	3990 Molalla & Pearl	1	0	1	7663167	620239			
9/4/2011	32	1 S	700	3994 Molalla & Willamette	1	2	3	7663178	620995			
9/4/2011	32	1 S	800	1323 Division & Buchanan	0	1	1	7663787	621280			
9/4/2011	32	1 S	850	1351 Division & Selma	0	0	0	7664569	621235			
9/4/2011	32	1 S	900	1343 Division & Morton	2	1	3	7665327	621627			
9/4/2011	32	1 S	950	1385 Division & 13th	0	1	1	7665344	622283			
9/4/2011	32	1 S	1000	1404 Division & 15th	1	1	2	7665367	622893			
9/4/2011	32	1 S	1100	6841 16th & Taylor	0	0	0	7664962	623825			
9/4/2011	32	1 S	1150	6835 16th & Harrison	0	0	0	7664584	624106			
9/4/2011	32	1 S	1200	6837 16th & Jackson	0	1	1	7664152	624434			
9/4/2011	32	1 S	1250	3024 Jackson & 15th	0	1	1	7663924	624206			
9/4/2011	32	1 S	1350	3020 Jackson & 12th	0	0	0	7663317	623411			
9/4/2011	32	1 S	1425	8509 Jackson & 9th	0	0	0	7662765	622660			
9/4/2011	32	1 S	1450	8098 9th & Monroe	0	1	1	7662367	622943			
9/4/2011	32	1 S	1500	8094 9th & Jefferson	0	0	0	7661924	623272			
9/4/2011	32	1 S	1550	8100 9th & Washington	0	0	0	7661497	623598			
9/4/2011	32	1 S	2050	8759 Oregon City Transit Center	14	11	25	7661263	624439			
9/4/2011	32	0 W	3700	3831 McLoughlin & Clackamette Dr	4	2	6	7662130	627429			
9/4/2011	32	0 W	4000	8761 Oregon City Transit Center	106	23	129	7661224	624400			
9/4/2011	32	0 W	4050	3690 Main & 13th in Oregon City	1	0	1	7661844	624975			
9/4/2011	32	0 W	4055	3693 Main & 15th	0	0	0	7662180	625412			
9/4/2011	32	0 W	4060	11111 Washington & 14th	2	1	3	7662462	624974			
9/4/2011	32	0 W	4600	8093 9th & Jefferson	2	4	6	7661850	623273			
9/4/2011	32	0 W	4650	8097 9th & Monroe	1	3	4	7662288	622947			
9/4/2011	32	0 W	4700	8092 9th & Jackson	2	5	7	7662722	622620			
9/4/2011	32	0 W	4800	3021 Jackson & 12th	4	6	10	7663307	623312			
9/4/2011	32	0 W	4850	3025 Jackson & 15th	2	1	3	7663910	624122			
9/4/2011	32	0 W	4950	6836 16th & Harrison	1	2	3	7664520	624099			
9/4/2011	32	0 W	5000	6840 16th & Taylor	1	1	2	7664901	623814			
9/4/2011	32	0 W	5050	1403 Division & 15th	5	11	16	7665332	623137			
9/4/2011	32	0 W	5100	1393 Division & 13th	3	4	7	7665297	622334			
9/4/2011	32	0 W	5150	1377 Division & 12th	5	5	10	7665275	621723			
9/4/2011	32	0 W	5200	1504 Division & 9th	0	0	0	7664433	621282			

9/4/2011	32	0 W	5250	8899 Division & Warren St	1	2	3	7663647	621310
9/4/2011	32	0 W	5300	8900 7th & Taylor	1	1	2	7663298	621416
9/4/2011	32	0 W	5350	3993 Molalla & Willamette	4	4	8	7663132	621001
9/4/2011	32	0 W	5400	3989 Molalla & Pearl	4	8	12	7663122	620364
9/4/2011	32	0 W	5450	11481 500 Block Molalla	2	5	7	7663098	619512
9/4/2011	32	0 W	5475	11933 Molalla & Mountain View	4	16	20	7663162	618504
9/4/2011	32	0 W	5500	3985 Molalla & Holmes	2	8	10	7663510	617817
9/4/2011	32	0 W	5600	3992 Molalla & Warner	2	2	4	7663914	617019
9/4/2011	32	0 W	5650	3981 Molalla & Beverly	1	3	4	7664128	616587
9/4/2011	32	0 W	5700	2866 Molalla & Warner - Milne	1	19	20	7664630	615554
9/4/2011	32	0 W	7300	9581 1600 Block Beaver creek Rd	1	17	18	7665994	614469
9/4/2011	32	0 W	7350	9582 2000 Block Beaver creek Rd	1	11	12	7666729	614329
9/4/2011	32	0 W	7375	11475 Beaver creek & Fir St	0	5	5	7667615	614176
9/4/2011	32	0 W	7400	9583 Beaver creek & Hwy 213	1	10	11	7668312	613979
9/4/2011	32	0 W	7500	1068 Clackamas Community College	1	102	103	7668392	610620
9/4/2011	32	1 W	50	1068 Clackamas Community College	116	1	117	7668392	610620
9/4/2011	32	1 W	100	9580 Beaver creek & Hwy 213	14	1	15	7668130	614122
9/4/2011	32	1 W	105	9755 Beaver creek & Fir	4	0	4	7667607	614245
9/4/2011	32	1 W	110	9578 1700 Block Beaver creek Rd	12	2	14	7666463	614449
9/4/2011	32	1 W	125	9579 1600 Block Beaver creek Rd	7	1	8	7665607	614738
9/4/2011	32	1 W	200	11473 1400 Block Molalla	11	1	12	7664868	615269
9/4/2011	32	1 W	395	2865 1100 Block Molalla	7	1	8	7664450	616047
9/4/2011	32	1 W	400	3984 Molalla & Hillcrest	3	1	4	7664175	616615
9/4/2011	32	1 W	475	13187 Molalla & Harris	7	1	8	7663812	617319
9/4/2011	32	1 W	550	3983 Molalla & Hilda	6	3	9	7663481	617977
9/4/2011	32	1 W	575	11932 Molalla & Mountain View	14	4	18	7663244	618442
9/4/2011	32	1 W	600	11482 500 Block Molalla	4	2	6	7663151	619501
9/4/2011	32	1 W	650	3990 Molalla & Pearl	7	5	12	7663167	620239
9/4/2011	32	1 W	700	3994 Molalla & Willamette	5	4	9	7663178	620995
9/4/2011	32	1 W	800	1323 Division & Buchanan	2	2	4	7663787	621280
9/4/2011	32	1 W	850	1351 Division & Selma	1	0	1	7664569	621235
9/4/2011	32	1 W	900	1343 Division & Morton	7	4	11	7665327	621627
9/4/2011	32	1 W	950	1385 Division & 13th	3	3	6	7665344	622283
9/4/2011	32	1 W	1000	1404 Division & 15th	12	6	18	7665367	622893
9/4/2011	32	1 W	1100	6841 16th & Taylor	1	1	2	7664962	623825
9/4/2011	32	1 W	1150	6835 16th & Harrison	2	0	2	7664584	624106
9/4/2011	32	1 W	1200	6837 16th & Jackson	1	1	2	7664152	624434
9/4/2011	32	1 W	1250	3024 Jackson & 15th	1	2	3	7663924	624206

9/4/2011	32	1 W	1350	3020 Jackson & 12th	6	7	13	7663317	623411
9/4/2011	32	1 W	1425	8509 Jackson & 9th	3	2	5	7662765	622660
9/4/2011	32	1 W	1450	8098 9th & Monroe	1	1	2	7662367	622943
9/4/2011	32	1 W	1500	8094 9th & Jefferson	1	2	3	7661924	623272
9/4/2011	32	1 W	1550	8100 9th & Washington	1	1	2	7661497	623598
9/4/2011	32	1 W	2050	8759 Oregon City Transit Center	36	100	136	7661263	624439
9/4/2011	32	1 W	2350	3842 McLoughlin & Oregon City Shopping Center	3	8	11	7662238	627585
9/4/2011	33	0 S	5900	3831 McLoughlin & Clackamette Dr	15	34	49	7662130	627429
9/4/2011	33	0 S	5925	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	33	0 S	5950	8761 Oregon City Transit Center	121	80	201	7661224	624400
9/4/2011	33	0 S	6000	3727 Main & 8th St (Oregon City)	2	2	4	7660491	623839
9/4/2011	33	0 S	6025	8758 Oregon City Transit Center	5	113	118	7661220	624490
9/4/2011	33	0 S	6050	3726 Main & 6th St (Oregon City)	3	1	4	7660041	623536
9/4/2011	33	0 S	6100	11331 2nd & Tumwater	4	11	15	7658814	621290
9/4/2011	33	0 S	6150	2661 S High & S 1st	0	1	1	7659220	621482
9/4/2011	33	0 S	6200	2662 S High & 1st	1	2	3	7659411	621740
9/4/2011	33	0 S	6250	2664 High & 3rd	4	5	9	7659812	622273
9/4/2011	33	0 S	6300	2666 High & 5th	2	1	3	7660182	622760
9/4/2011	33	0 S	6350	7643 5th & Washington (Oregon City)	4	6	10	7660598	622551
9/4/2011	33	0 S	6400	7609 5th & Jefferson (Oregon City)	2	3	5	7661046	622213
9/4/2011	33	0 S	6450	7620 5th & Monroe	6	10	16	7661481	621883
9/4/2011	33	0 S	6500	3422 Linn & 4th	1	6	7	7662076	621092
9/4/2011	33	0 S	6550	3414 Linn & Oak	4	17	21	7661908	620478
9/4/2011	33	0 S	6600	3408 Linn & Charman	1	4	5	7661334	619608
9/4/2011	33	0 S	6650	3415 Linn & Park	0	4	4	7660927	618622
9/4/2011	33	0 S	6700	3411 Linn & Holmes	0	12	12	7660915	617844
9/4/2011	33	0 S	6750	3407 Linn & A V Davis	3	17	20	7660904	617198
9/4/2011	33	0 S	6800	9559 Linn & Williams	3	24	27	7660863	616126
9/4/2011	33	0 S	6850	6120 Warner - Milne & Linn	2	5	7	7661050	615772
9/4/2011	33	0 S	6900	6113 100 Block Warner - Milne	2	3	5	7661824	615753
9/4/2011	33	0 S	6950	6118 Warner - Milne & Beavercreek	0	4	4	7662510	615738
9/4/2011	33	0 S	7000	6117 Beavercreek & Library Ct	1	7	8	7662537	615001
9/4/2011	33	0 S	7050	6122 Beavercreek & Red Soils Ct	0	3	3	7663341	614636
9/4/2011	33	0 S	7100	10469 400 Block Beavercreek Rd	0	12	12	7664272	614680
9/4/2011	33	0 S	7150	9516 Beavercreek & Molalla	2	25	27	7664984	614676
9/4/2011	33	0 S	7200	2838 Molalla & Clairmont	0	45	45	7665699	613593
9/4/2011	33	0 S	7250	2842 Molalla & Gaffney Ln	2	25	27	7665986	613102
9/4/2011	33	0 S	7300	11846 Molalla & Garden Meadow	0	7	7	7666339	612439

9/4/2011	33	0 S	7350	2827 Molalla & Char Diaz Dr	1	3	4	7666716	611762
9/4/2011	33	0 S	7400	2830 Molalla & Sebastian Way	3	10	13	7667058	611145
9/4/2011	33	0 S	7450	1068 Clackamas Community College	1	93	94	7668392	610620
9/4/2011	33	1 S	50	1068 Clackamas Community College	99	0	99	7668392	610620
9/4/2011	33	1 S	100	2828 Molalla & Lazy Creek Ln	6	1	7	7667059	611251
9/4/2011	33	1 S	150	9041 Molalla & Char Diaz Dr	0	0	0	7666767	611768
9/4/2011	33	1 S	200	9042 Molalla & Oregon City Post Office	5	0	5	7666439	612368
9/4/2011	33	1 S	250	2841 Molalla & Gaffney Ln	27	2	29	7665949	613273
9/4/2011	33	1 S	300	2837 Molalla & Clairmont	49	2	51	7665599	613913
9/4/2011	33	1 S	350	6116 400 Block Beavercreek Rd	28	1	29	7664608	614703
9/4/2011	33	1 S	400	6115 300 Block Beavercreek Rd	3	0	3	7663675	614734
9/4/2011	33	1 S	450	9517 Beavercreek & Library Ct	7	1	8	7662591	615256
9/4/2011	33	1 S	500	6114 200 Block Warner - Milne	3	2	5	7661953	615793
9/4/2011	33	1 S	550	6121 Warner - Milne & Linn	4	3	7	7660998	615834
9/4/2011	33	1 S	600	3418 Linn & Williams	23	1	24	7660920	616178
9/4/2011	33	1 S	650	3410 Linn & Ethel	14	4	18	7660937	617126
9/4/2011	33	1 S	700	3412 Linn & Holmes	8	1	9	7660947	617787
9/4/2011	33	1 S	750	3413 Linn & Narain	1	1	2	7660971	618643
9/4/2011	33	1 S	800	3409 Linn & Charman	3	1	4	7661524	619793
9/4/2011	33	1 S	850	3416 Linn & Pearl	13	4	17	7661915	620420
9/4/2011	33	1 S	900	3423 Linn & 4th	1	4	5	7662102	621130
9/4/2011	33	1 S	950	7621 5th & Monroe	7	4	11	7661563	621868
9/4/2011	33	1 S	1000	7610 5th & Jefferson (Oregon City)	1	3	4	7661114	622204
9/4/2011	33	1 S	1050	8732 5th & Washington (Oregon City)	2	4	6	7660686	622528
9/4/2011	33	1 S	1100	7604 5th & High	1	2	3	7660254	622849
9/4/2011	33	1 S	1150	2665 High & 3rd	6	3	9	7659821	622350
9/4/2011	33	1 S	1200	2663 S High & 1st	2	2	4	7659361	621741
9/4/2011	33	1 S	1250	7101 S 2nd & Tumwater	9	3	12	7658836	621346
9/4/2011	33	1 S	1300	4784 Railroad & 7th	1	5	6	7660306	623387
9/4/2011	33	1 S	1350	8096 9th & Main	0	3	3	7660798	623966
9/4/2011	33	1 S	1400	8758 Oregon City Transit Center	176	76	252	7661220	624490
9/4/2011	33	1 S	1450	3842 McLoughlin & Oregon City Shopping Center	36	13	49	7662238	627585
9/4/2011	33	0 U	5900	3831 McLoughlin & Clackamette Dr	9	26	35	7662130	627429
9/4/2011	33	0 U	5925	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	33	0 U	5950	8761 Oregon City Transit Center	95	46	141	7661224	624400
9/4/2011	33	0 U	6000	3727 Main & 8th St (Oregon City)	3	1	4	7660491	623839
9/4/2011	33	0 U	6025	8758 Oregon City Transit Center	2	111	113	7661220	624490
9/4/2011	33	0 U	6050	3726 Main & 6th St (Oregon City)	2	0	2	7660041	623536

9/4/2011	33	0 U	6100	11331 2nd & Tumwater	3	5	8	7658814	621290
9/4/2011	33	0 U	6150	2661 S High & S 1st	0	1	1	7659220	621482
9/4/2011	33	0 U	6200	2662 S High & 1st	0	1	1	7659411	621740
9/4/2011	33	0 U	6250	2664 High & 3rd	2	3	5	7659812	622273
9/4/2011	33	0 U	6300	2666 High & 5th	2	1	3	7660182	622760
9/4/2011	33	0 U	6350	7643 5th & Washington (Oregon City)	4	5	9	7660598	622551
9/4/2011	33	0 U	6400	7609 5th & Jefferson (Oregon City)	3	2	5	7661046	622213
9/4/2011	33	0 U	6450	7620 5th & Monroe	4	9	13	7661481	621883
9/4/2011	33	0 U	6500	3422 Linn & 4th	1	4	5	7662076	621092
9/4/2011	33	0 U	6550	3414 Linn & Oak	2	15	17	7661908	620478
9/4/2011	33	0 U	6600	3408 Linn & Charman	1	1	2	7661334	619608
9/4/2011	33	0 U	6650	3415 Linn & Park	1	3	4	7660927	618622
9/4/2011	33	0 U	6700	3411 Linn & Holmes	0	9	9	7660915	617844
9/4/2011	33	0 U	6750	3407 Linn & A V Davis	2	15	17	7660904	617198
9/4/2011	33	0 U	6800	9559 Linn & Williams	2	15	17	7660863	616126
9/4/2011	33	0 U	6850	6120 Warner - Milne & Linn	2	4	6	7661050	615772
9/4/2011	33	0 U	6900	6113 100 Block Warner - Milne	1	3	4	7661824	615753
9/4/2011	33	0 U	6950	6118 Warner - Milne & Beaver creek	0	4	4	7662510	615738
9/4/2011	33	0 U	7000	6117 Beaver creek & Library Ct	0	8	8	7662537	615001
9/4/2011	33	0 U	7050	6122 Beaver creek & Red Soils Ct	0	3	3	7663341	614636
9/4/2011	33	0 U	7100	10469 400 Block Beaver creek Rd	0	10	10	7664272	614680
9/4/2011	33	0 U	7150	9516 Beaver creek & Molalla	0	21	21	7664984	614676
9/4/2011	33	0 U	7200	2838 Molalla & Clairmont	1	42	43	7665699	613593
9/4/2011	33	0 U	7250	2842 Molalla & Gaffney Ln	2	17	19	7665986	613102
9/4/2011	33	0 U	7300	11846 Molalla & Garden Meadow	0	4	4	7666339	612439
9/4/2011	33	0 U	7350	2827 Molalla & Char Diaz Dr	0	2	2	7666716	611762
9/4/2011	33	0 U	7400	2830 Molalla & Sebastian Way	1	8	9	7667058	611145
9/4/2011	33	0 U	7450	1068 Clackamas Community College	0	60	60	7668392	610620
9/4/2011	33	1 U	50	1068 Clackamas Community College	68	0	68	7668392	610620
9/4/2011	33	1 U	100	2828 Molalla & Lazy Creek Ln	6	0	6	7667059	611251
9/4/2011	33	1 U	150	9041 Molalla & Char Diaz Dr	1	0	1	7666767	611768
9/4/2011	33	1 U	200	9042 Molalla & Oregon City Post Office	3	0	3	7666439	612368
9/4/2011	33	1 U	250	2841 Molalla & Gaffney Ln	20	1	21	7665949	613273
9/4/2011	33	1 U	300	2837 Molalla & Clairmont	39	1	40	7665599	613913
9/4/2011	33	1 U	350	6116 400 Block Beaver creek Rd	21	0	21	7664608	614703
9/4/2011	33	1 U	400	6115 300 Block Beaver creek Rd	1	0	1	7663675	614734
9/4/2011	33	1 U	450	9517 Beaver creek & Library Ct	7	0	7	7662591	615256
9/4/2011	33	1 U	500	6114 200 Block Warner - Milne	2	2	4	7661953	615793

9/4/2011	33	1 U	550	6121 Warner - Milne & Linn	2	4	6	7660998	615834
9/4/2011	33	1 U	600	3418 Linn & Williams	17	1	18	7660920	616178
9/4/2011	33	1 U	650	3410 Linn & Ethel	15	4	19	7660937	617126
9/4/2011	33	1 U	700	3412 Linn & Holmes	8	1	9	7660947	617787
9/4/2011	33	1 U	750	3413 Linn & Narain	1	0	1	7660971	618643
9/4/2011	33	1 U	800	3409 Linn & Charman	1	1	2	7661524	619793
9/4/2011	33	1 U	850	3416 Linn & Pearl	11	3	14	7661915	620420
9/4/2011	33	1 U	900	3423 Linn & 4th	1	3	4	7662102	621130
9/4/2011	33	1 U	950	7621 5th & Monroe	5	3	8	7661563	621868
9/4/2011	33	1 U	1000	7610 5th & Jefferson (Oregon City)	1	3	4	7661114	622204
9/4/2011	33	1 U	1050	8732 5th & Washington (Oregon City)	2	4	6	7660686	622528
9/4/2011	33	1 U	1100	7604 5th & High	3	1	4	7660254	622849
9/4/2011	33	1 U	1150	2665 High & 3rd	6	2	8	7659821	622350
9/4/2011	33	1 U	1200	2663 S High & 1st	1	1	2	7659361	621741
9/4/2011	33	1 U	1250	7101 S 2nd & Tumwater	7	2	9	7658836	621346
9/4/2011	33	1 U	1300	4784 Railroad & 7th	1	2	3	7660306	623387
9/4/2011	33	1 U	1350	8096 9th & Main	0	2	2	7660798	623966
9/4/2011	33	1 U	1400	8758 Oregon City Transit Center	136	53	189	7661220	624490
9/4/2011	33	1 U	1450	3842 McLoughlin & Oregon City Shopping Center	25	12	37	7662238	627585
9/4/2011	33	0 W	5900	3831 McLoughlin & Clackamette Dr	12	32	44	7662130	627429
9/4/2011	33	0 W	5925	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	33	0 W	5950	8761 Oregon City Transit Center	224	142	366	7661224	624400
9/4/2011	33	0 W	6000	3727 Main & 8th St (Oregon City)	4	5	9	7660491	623839
9/4/2011	33	0 W	6025	8758 Oregon City Transit Center	3	186	189	7661220	624490
9/4/2011	33	0 W	6050	3726 Main & 6th St (Oregon City)	6	3	9	7660041	623536
9/4/2011	33	0 W	6100	11331 2nd & Tumwater	5	11	16	7658814	621290
9/4/2011	33	0 W	6150	2661 S High & S 1st	1	2	3	7659220	621482
9/4/2011	33	0 W	6200	2662 S High & 1st	2	3	5	7659411	621740
9/4/2011	33	0 W	6250	2664 High & 3rd	3	7	10	7659812	622273
9/4/2011	33	0 W	6300	2666 High & 5th	5	7	12	7660182	622760
9/4/2011	33	0 W	6350	7643 5th & Washington (Oregon City)	7	6	13	7660598	622551
9/4/2011	33	0 W	6400	7609 5th & Jefferson (Oregon City)	5	4	9	7661046	622213
9/4/2011	33	0 W	6450	7620 5th & Monroe	9	13	22	7661481	621883
9/4/2011	33	0 W	6500	3422 Linn & 4th	3	5	8	7662076	621092
9/4/2011	33	0 W	6550	3414 Linn & Oak	5	14	19	7661908	620478
9/4/2011	33	0 W	6600	3408 Linn & Charman	1	5	6	7661334	619608
9/4/2011	33	0 W	6650	3415 Linn & Park	1	6	7	7660927	618622
9/4/2011	33	0 W	6700	3411 Linn & Holmes	2	17	19	7660915	617844

9/4/2011	33	0 W	6750	3407 Linn & A V Davis	5	25	30	7660904	617198
9/4/2011	33	0 W	6800	9559 Linn & Williams	5	37	42	7660863	616126
9/4/2011	33	0 W	6850	6120 Warner - Milne & Linn	3	7	10	7661050	615772
9/4/2011	33	0 W	6900	6113 100 Block Warner - Milne	3	12	15	7661824	615753
9/4/2011	33	0 W	6950	6118 Warner - Milne & Beaver creek	1	17	18	7662510	615738
9/4/2011	33	0 W	7000	6117 Beaver creek & Library Ct	7	37	44	7662537	615001
9/4/2011	33	0 W	7050	6122 Beaver creek & Red Soils Ct	1	19	20	7663341	614636
9/4/2011	33	0 W	7100	10469 400 Block Beaver creek Rd	1	13	14	7664272	614680
9/4/2011	33	0 W	7150	9516 Beaver creek & Molalla	2	26	28	7664984	614676
9/4/2011	33	0 W	7200	2838 Molalla & Clairmont	4	56	60	7665699	613593
9/4/2011	33	0 W	7250	2842 Molalla & Gaffney Ln	4	27	31	7665986	613102
9/4/2011	33	0 W	7300	11846 Molalla & Garden Meadow	1	8	9	7666339	612439
9/4/2011	33	0 W	7350	2827 Molalla & Char Diaz Dr	0	5	5	7666716	611762
9/4/2011	33	0 W	7400	2830 Molalla & Sebastian Way	0	12	12	7667058	611145
9/4/2011	33	0 W	7450	1068 Clackamas Community College	2	226	228	7668392	610620
9/4/2011	33	1 W	50	1068 Clackamas Community College	244	1	245	7668392	610620
9/4/2011	33	1 W	100	2828 Molalla & Lazy Creek Ln	13	1	14	7667059	611251
9/4/2011	33	1 W	150	9041 Molalla & Char Diaz Dr	1	0	1	7666767	611768
9/4/2011	33	1 W	200	9042 Molalla & Oregon City Post Office	5	1	6	7666439	612368
9/4/2011	33	1 W	250	2841 Molalla & Gaffney Ln	35	5	40	7665949	613273
9/4/2011	33	1 W	300	2837 Molalla & Clairmont	65	4	69	7665599	613913
9/4/2011	33	1 W	350	6116 400 Block Beaver creek Rd	33	3	36	7664608	614703
9/4/2011	33	1 W	400	6115 300 Block Beaver creek Rd	18	2	20	7663675	614734
9/4/2011	33	1 W	450	9517 Beaver creek & Library Ct	52	7	59	7662591	615256
9/4/2011	33	1 W	500	6114 200 Block Warner - Milne	5	4	9	7661953	615793
9/4/2011	33	1 W	550	6121 Warner - Milne & Linn	5	6	11	7660998	615834
9/4/2011	33	1 W	600	3418 Linn & Williams	39	4	43	7660920	616178
9/4/2011	33	1 W	650	3410 Linn & Ethel	23	5	28	7660937	617126
9/4/2011	33	1 W	700	3412 Linn & Holmes	9	3	12	7660947	617787
9/4/2011	33	1 W	750	3413 Linn & Narain	3	1	4	7660971	618643
9/4/2011	33	1 W	800	3409 Linn & Charman	4	2	6	7661524	619793
9/4/2011	33	1 W	850	3416 Linn & Pearl	12	6	18	7661915	620420
9/4/2011	33	1 W	900	3423 Linn & 4th	1	7	8	7662102	621130
9/4/2011	33	1 W	950	7621 5th & Monroe	10	7	17	7661563	621868
9/4/2011	33	1 W	1000	7610 5th & Jefferson (Oregon City)	3	5	8	7661114	622204
9/4/2011	33	1 W	1050	8732 5th & Washington (Oregon City)	3	7	10	7660686	622528
9/4/2011	33	1 W	1100	7604 5th & High	6	5	11	7660254	622849
9/4/2011	33	1 W	1150	2665 High & 3rd	8	4	12	7659821	622350

9/4/2011	1 W	33	1200	2663 S High & 1st	3	2	5	7659361	621741
9/4/2011	1 W	33	1250	7101 S 2nd & Tumwater	13	5	18	7658836	621346
9/4/2011	1 W	33	1300	4784 Railroad & 7th	4	6	10	7660306	623387
9/4/2011	1 W	33	1350	8096 9th & Main	3	8	11	7660798	623966
9/4/2011	1 W	33	1400	8758 Oregon City Transit Center	319	162	481	7661220	624490
9/4/2011	1 W	33	1450	3842 McLoughlin & Oregon City Shopping Center	33	20	53	7662238	627585
9/4/2011	0 W	34	2250	3831 McLoughlin & Clackamette Dr	3	1	4	7662130	627429
9/4/2011	0 W	34	2275	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	0 W	34	2300	10447 Oregon City Transit Center	14	55	69	7661291	624440
9/4/2011	0 W	34	2350	3690 Main & 13th in Oregon City	0	0	0	7661844	624975
9/4/2011	0 W	34	2400	8309 Washington & 16th	0	0	0	7662806	625359
9/4/2011	0 W	34	2450	8 900 Block Abernethy	0	0	0	7663995	625597
9/4/2011	0 W	34	2500	8447 Abernethy & Redland Rd	0	0	0	7665699	625858
9/4/2011	0 W	34	2550	2674 Holcomb & Apperson	0	1	1	7666727	625870
9/4/2011	0 W	34	2600	8310 Holcomb & Front	4	4	8	7667657	626458
9/4/2011	0 W	34	2650	8311 Holcomb & Hunter	0	0	0	7668815	627200
9/4/2011	0 W	34	2700	2681 Holcomb & Swan	1	1	2	7669450	627662
9/4/2011	0 W	34	2750	8312 Longview & Holcomb	3	4	7	7670817	628844
9/4/2011	1 W	34	50	8312 Longview & Holcomb	1	0	1	7670817	628844
9/4/2011	1 W	34	100	3588 Longview & Holcomb	6	3	9	7670002	628383
9/4/2011	1 W	34	150	2682 Holcomb & Swan	2	0	2	7669568	627804
9/4/2011	1 W	34	200	2679 Holcomb & Hunter	1	0	1	7668889	627289
9/4/2011	1 W	34	250	8441 Holcomb & Front	4	0	4	7667747	626566
9/4/2011	1 W	34	300	2675 Holcomb & Apperson	1	0	1	7666764	625951
9/4/2011	1 W	34	350	8446 Abernethy & Redland Rd	0	0	0	7665624	625899
9/4/2011	1 W	34	400	8313 900 Block Abernethy	0	0	0	7663978	625650
9/4/2011	1 W	34	450	7644 Washington & 16th	0	0	0	7662833	625469
9/4/2011	1 W	34	500	11111 Washington & 14th	0	1	1	7662462	624974
9/4/2011	1 W	34	550	10447 Oregon City Transit Center	26	13	39	7661291	624440
9/4/2011	1 W	34	600	3842 McLoughlin & Oregon City Shopping Center	2	1	3	7662238	627585
9/4/2011	0 S	35	5575	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	0 S	35	5700	8762 Oregon City Transit Center	4	102	106	7661200	624312
9/4/2011	1 S	35	50	8762 Oregon City Transit Center	100	3	103	7661200	624312
9/4/2011	0 U	35	5575	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	0 U	35	5700	8762 Oregon City Transit Center	0	71	71	7661200	624312
9/4/2011	1 U	35	50	8762 Oregon City Transit Center	80	1	81	7661200	624312
9/4/2011	0 W	35	5575	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	0 W	35	5700	8762 Oregon City Transit Center	3	167	170	7661200	624312

9/4/2011	35	1 W	50	8762 Oregon City Transit Center	205	9	214	7661200	624312
9/4/2011	79	0 S	1950	3831 McLoughlin & Clackamette Dr	4	13	17	7662130	627429
9/4/2011	79	0 S	1975	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	79	0 S	2000	8760 Oregon City Transit Center	12	163	175	7661188	624451
9/4/2011	79	1 S	1450	8760 Oregon City Transit Center	145	11	156	7661188	624451
9/4/2011	79	1 S	1500	3842 McLoughlin & Oregon City Shopping Center	20	6	26	7662238	627585
9/4/2011	79	0 U	1950	3831 McLoughlin & Clackamette Dr	3	13	16	7662130	627429
9/4/2011	79	0 U	1975	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	79	0 U	2000	8760 Oregon City Transit Center	11	120	131	7661188	624451
9/4/2011	79	1 U	1450	8760 Oregon City Transit Center	90	3	93	7661188	624451
9/4/2011	79	1 U	1500	3842 McLoughlin & Oregon City Shopping Center	12	1	13	7662238	627585
9/4/2011	79	0 W	1950	3831 McLoughlin & Clackamette Dr	5	14	19	7662130	627429
9/4/2011	79	0 W	1975	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	79	0 W	2000	8760 Oregon City Transit Center	47	275	322	7661188	624451
9/4/2011	79	1 W	1450	8760 Oregon City Transit Center	327	17	344	7661188	624451
9/4/2011	79	1 W	1500	3842 McLoughlin & Oregon City Shopping Center	27	5	32	7662238	627585
9/4/2011	99	0 W	575	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	99	0 W	600	8761 Oregon City Transit Center	26	48	74	7661224	624400
9/4/2011	99	0 W	625	3989 Molalla & Pearl	1	17	18	7663122	620364
9/4/2011	99	0 W	650	2838 Molalla & Clairmont	1	36	37	7665699	613593
9/4/2011	99	0 W	700	1068 Clackamas Community College	0	56	56	7668392	610620
9/4/2011	99	1 W	50	1068 Clackamas Community College	48	0	48	7668392	610620
9/4/2011	99	1 W	100	2837 Molalla & Clairmont	25	0	25	7665599	613913
9/4/2011	99	1 W	125	3990 Molalla & Pearl	14	0	14	7663167	620239
9/4/2011	99	1 W	150	8758 Oregon City Transit Center	37	8	45	7661220	624490
9/4/2011	154	0 W	100	10447 Oregon City Transit Center	32	140	172	7661291	624440
9/4/2011	154	1 W	775	10496 OCTC Approach & Not A Stop	0	0	0	7661604	625061
9/4/2011	154	1 W	800	8760 Oregon City Transit Center	9	31	40	7661188	624451

Row Labels	Column Labels						
	W	S			U		
	Sum of ONS	Sum of OFFS	Sum of TOTAL	Sum of ONS	Sum of OFFS	Sum of TOTAL	Sum of ONS
32	463	448	911	105	131	236	
33	1309	1288	2597	730	741	1471	556
34	68	84	152				
35	208	176	384	104	105	209	80
79	406	311	717	181	193	374	116
99	152	165	317				
154	41	171	212				
<b>Grand Total</b>	<b>2647</b>	<b>2643</b>	<b>5290</b>	<b>1120</b>	<b>1170</b>	<b>2290</b>	<b>752</b>

U	Total Sum of ONS	Total Sum of OFFS	Total Sum of TOTAL
Sum of OFFS	Sum of TOTAL		
		568	579
565	1121	2595	2594
		68	84
72	152	392	353
137	253	703	641
		152	165
		41	171
<b>774</b>	<b>1526</b>	<b>4519</b>	<b>4587</b>
			1147
			5189
			152
			745
			1344
			317
			212
			9106

Line	Weekday			Saturday			Sunday			Weekly		
	Ons	Offs	Total	Ons	Offs	Total	Ons	Offs	Total	Ons	Offs	Total
32-Oatfield	463	448	911	105	131	236				2,420	2,371	4,791
33-McLoughlin	1,309	1,288	2,597	730	741	1,471	556	565	1,121	7,831	7,746	15,577
34-River Rd	68	84	152							340	420	760
35-Macadam/Greeley	208	176	384	104	105	209	80	72	152	1,224	1,057	2,281
79-Clackamas/Oregon City	406	311	717	181	193	374	116	137	253	2,327	1,885	4,212
99-McLoughlin Express	152	165	317							760	825	1,585
154-Willamette	41	171	212							205	855	1,060
Total	2,647	2,643	5,290	1,120	1,170	2,290	752	774	1,526	15,107	15,159	30,266

Weekday Entire Line

Ons	Pct	Ons	OC
980		47%	
5240		25%	
210		32%	
4150		5%	
1480		27%	
820		19%	
70		59%	

	To	From	<b>Weekday</b>	To	From	<b>Saturday</b>	To	From	<b>Sunday</b>
32-Oatfield	17	22	<b>39</b>	8	8	<b>16</b>			
33-McLoughlin	52	52	<b>104</b>	45	44	<b>89</b>	41	42	<b>83</b>
34-River Rd	16	15	<b>31</b>						
35-Macadam/Greeley	34	39	<b>73</b>	29	28	<b>57</b>	22	23	<b>45</b>
79-Clackamas/Oregon City	29	27	<b>56</b>	22	23	<b>45</b>	23	22	<b>45</b>
99-McLoughlin Express	8	10	<b>18</b>						
154-Willamette	12	12	<b>24</b>						

**Oregon City LIFT Ridership - Fall 2011**  
Sept. 1, 2011 through Nov. 30, 2011

	Average Trips	Total Trips Fall 2011
Weekday	166	10,816
Saturday	49	634
Sunday	42	543
Weekly	923	
Fall 2011		11,994

Note: Includes all trips with an origin or a destination in Oregon City

Stop ID	Street	Relative Position	Cross Street/Landmark	Street Direction	Shelter	Bench	Trashcan	Lighting	Front Door Pad
8	ABERNETHY	AT	#902	E				X	X
1068	CLACKAMAS COMM. COLL.	AT	DOUGLAS LOOP	S	X	X		X	X
1323	DIVISION	OP	BUCHANAN	E				X	X
1343	DIVISION	NS	MORTON	N	X			X	
1351	DIVISION	NS	SELMA	E				X	X
1377	DIVISION	NS	12TH	S				X	X
1385	DIVISION	OP	13TH	N				X	X
1393	DIVISION	NS	13TH	S					
1403	DIVISION	NS	15TH	S				X	X
1404	DIVISION	NS	15TH	N	X	X		X	X
1504	DIVISION	FS	9TH	W				X	X
2661	HIGH	NS	S 1ST	N				X	X
2662	HIGH	NS	1ST	N				X	
2663	HIGH	FS	1ST	S				X	
2664	HIGH	NS	3RD	N					X
2665	HIGH	NS	3RD	S				X	X
2666	HIGH	NS	5TH	N					X
2674	HOLCOMB	OP	APPERSON	E					X
2675	HOLCOMB	NS	APPERSON	W				X	
2679	HOLCOMB	NS	HUNTER	W	X				X
2681	HOLCOMB	NS	SWAN	E					
2682	HOLCOMB	NS	SWAN	W					X
2827	MOLALLA	FS	CHAR DIAZ DR	S					X
2828	MOLALLA	OP	LAZY CREEK LN	N				X	X
2830	MOLALLA	NS	SEBASTIAN WAY	E					
2837	MOLALLA	FS	CLAIRMONT	N	X	X		X	X
2838	MOLALLA	FS	CLAIRMONT	S				X	X
2841	MOLALLA	NS	GAFFNEY LN	N					X
2842	MOLALLA	FS	GAFFNEY LN	S					X
2865	MOLALLA	AT	#1197	N			X	X	X





8311	HOLCOMB	NS	HUNTER	E	X	X	X
8312	LONGVIEW	FS	HOLCOMB	N	X		X
8313	ABERNETHY	OP	#902	W	X		X
8441	HOLCOMB	NS	FRONT	W	X		X
8446	ABERNETHY	FS	REDLAND RD	W			X
8447	ABERNETHY	NS	REDLAND RD	E			X
8509	JACKSON	NS	9TH	S			X
8732	5TH	NS	WASHINGTON	W		X	X
8758	OREGON CITY TC	AT	BAY 3	N	X	X	X
8759	OREGON CITY TC	AT	BAY 4	N	X	X	X
8760	OREGON CITY TC	AT	BAY 5	S	X	X	X
8761	OREGON CITY TC	AT	BAY 6	S	X	X	X
8762	OREGON CITY TC	AT	BAY 7	W	X	X	X
8899	DIVISION	OP	WARREN ST	W		X	X
8900	7TH	NS	TAYLOR	W			X
9041	MOLALLA	OP	CHAR DIAZ DR	N		X	X
9042	MOLALLA	AT	OREGON CITY POST OFFICE	N		X	X
9516	BEAVERCREEK	NS	MOLALLA	E		X	X
9517	BEAVERCREEK	OP	LIBRARY CT	N	X		X
9559	LINN	OP	WILLIAMS	S		X	X
9578	BEAVERCREEK	AT	#1715	W	X	X	X
9579	BEAVERCREEK	AT	#1625	W		X	X
9580	BEAVERCREEK	FS	HWY 213	W		X	X
9581	BEAVERCREEK	AT	#1656	E	X		X
9582	BEAVERCREEK	AT	#2000	E		X	X
9583	BEAVERCREEK	NS	HWY 213	E		X	X
9755	BEAVERCREEK	NS	FIR	W	X		X
10447	OREGON CITY TC	AT	BAY 8	S	X	X	X
10469	BEAVERCREEK	AT	#402	E		X	X
11111	WASHINGTON	NS	14TH	S		X	X
11331	2ND	NS	TUMWATER	E			X
11473	MOLALLA	OP	#1450	N		X	X





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## Trimet Transit Center Ridership - Fall 2012

Sorted by Total Weekday Ons + Offs (descending)

Transit Center	Weekday			Saturday			Sunday			Ons
	Ons	Offs	Total	Ons	Offs	Total	Ons	Offs	Total	
Beaverton Transit Center	10,650	9,518	20,168	6,444	6,330	12,774	10,650	4,832	9,797	64,659
Gateway Transit Center	8,738	9,072	17,810	6,252	6,409	12,661	8,738	4,998	9,862	54,806
Rose Quarter Transit Center	8,378	8,311	16,689	6,222	6,337	12,559	8,378	4,850	9,533	52,795
Clackamas Town Center	5,041	5,896	10,937	3,809	4,394	8,203	5,041	3,224	5,865	31,655
Sunset Transit Center	3,970	3,832	7,802	2,074	2,140	4,214	3,970	1,538	3,016	23,402
Hollywood Transit Center	3,787	3,944	7,731	2,594	2,641	5,235	3,787	1,992	3,871	23,408
Willow Creek Transit Center	3,381	3,372	6,753	1,774	1,752	3,526	3,381	1,244	2,415	19,850
N Lombard Transit Center	3,286	3,170	6,456	2,392	2,441	4,833	3,286	1,881	3,796	20,737
Gresham Central Transit	3,246	2,027	5,273	1,863	1,013	2,876	3,246	796	2,292	19,589
Parkrose/Sumner Transit	1,876	2,244	4,120	1,141	1,380	2,521	1,876	1,060	1,959	11,420
Tigard Transit Center	2,055	1,929	3,984	1,258	1,218	2,476	2,055	841	1,770	12,462
Hillsboro Central Transit	1,879	1,671	3,550	1,184	1,071	2,255	1,879	849	1,738	11,468
Oregon City Transit Center	1,441	1,343	2,784	627	587	1,214	1,441	438	873	8,267
Washington Square Transit	1,323	1,284	2,607	1,067	1,027	2,094	1,323	725	1,463	8,420
Barbur Blvd Transit Center	577	577	1,154	137	135	272	577	112	229	3,139
Lake Oswego Transit Center	472	469	941	193	189	382	472	112	218	2,659

Weekly	
Offs	Total
58,752	123,411
56,767	111,573
52,742	105,537
37,098	68,753
22,838	46,240
24,353	47,761
19,856	39,706
20,172	40,909
11,944	31,533
13,660	25,080
11,704	24,166
10,275	21,743
7,740	16,007
8,172	16,592
3,132	6,271
2,646	5,305

**TriMet Passenger Census - Fall 2012**  
**All Day Ons and Offs by Location ID**  
**Weekday**

*Sorted by Total Ons + Offs (descending)*

Location ID	Stop Location	Direction	Position	Ons	Offs	Total	Monthly Lifts
8347	Gateway/NE 99th Ave TC MAX Station	S	AT	4449	4099	8548	0
8370	Gateway/NE 99th Ave TC MAX Station	N	AT	3289	4139	7428	0
9821	Beaverton TC MAX Station	N	AT	3083	3395	6478	0
8334	Pioneer Square South MAX Station	E	AT	2272	4053	6325	0
8383	Pioneer Square North MAX Station	W	AT	3663	1389	5052	0
8343	Lloyd Center/NE 11th Ave MAX Station	E	AT	2229	2773	5002	0
8374	Lloyd Center/NE 11th Ave MAX Station	W	AT	2448	2496	4944	0
13132	Clackamas Town Center TC MAX Station	N	AT	2332	2449	4781	0
8340	Rose Quarter TC MAX Station	E	AT	2982	1585	4567	0
7646	Pioneer Place/SW 5th Ave MAX Station	S	NS	1930	2519	4449	0
7777	Pioneer Courthouse/SW 6th Ave MAX Stn	N	NS	2566	1739	4305	0
8377	Rose Quarter TC MAX Station	W	AT	1447	2808	4255	0
8382	Mall/SW 5th Ave MAX Station	W	AT	1917	2162	4079	0
9818	Beaverton TC MAX Station	S	AT	1852	2024	3876	0
10579	Portland Int'l Airport MAX Station	E	AT	1814	1746	3560	0
7618	PSU/SW 5th & Mill St MAX Station	S	FS	60	3225	3285	0
8333	Library/SW 9th Ave MAX Station	E	AT	1343	1926	3269	0
8384	Galleria/SW 10th Ave MAX Station	W	AT	1606	1658	3264	0
9624	Sunset TC MAX Station	W	AT	679	2398	3077	0
13248	Clackamas Town Center Transit Center	S	AT	1082	1995	3077	574
7774	PSU/SW 6th & Montgomery MAX Station	N	OP	3012	58	3070	0
8335	Mall/SW 4th Ave MAX Station	E	AT	1521	1351	2872	0
9969	Sunset TC MAX Station	E	AT	2241	568	2809	0
8344	Hollywood/NE 42nd Ave TC MAX Station	E	AT	1110	1697	2807	0

9848 Hatfield Government Center MAX Station	S	AT	1552	1218	2770	0
8346 NE 82nd Ave MAX Station	E	AT	1058	1638	2696	0
8371 NE 82nd Ave MAX Station	W	AT	1620	1061	2681	0
7631 SW 5th & Pine	S	OP	1570	1093	2663	410
9757 JELD-WEN Field MAX Station	W	AT	951	1703	2654	0
8359 Cleveland Ave MAX Station	W	NS	1332	1299	2631	0
8381 Morrison/SW 3rd Ave MAX Station	W	NS	1303	1325	2628	0
8373 Hollywood/NE 42nd Ave TC MAX Station	W	AT	1480	1123	2603	0
9832 Willow Creek/SW 185th Ave TC MAX Station	W	AT	707	1577	2284	0
8376 Convention Center MAX Station	W	AT	1224	975	2199	0
8342 NE 7th Ave MAX Station	E	FS	1007	1161	2168	0
9831 Willow Creek/SW 185th Ave TC MAX Station	E	AT	1499	663	2162	0
9758 JELD-WEN Field MAX Station	E	AT	1308	842	2150	0
7999 NE 82nd & 82nd Ave MAX Stn/I-84	N	AT	1197	937	2134	304
8341 Convention Center MAX Station	E	AT	1071	1001	2072	0
8375 NE 7th Ave MAX Station	W	NS	1051	1000	2051	0
9984 Beaverton Transit Center	N	AT	1103	946	2049	403
8336 Yamhill District MAX Station	E	AT	1156	878	2034	0
11508 Interstate/Rose Quarter MAX Station	N	AT	1521	449	1970	0
7787 SW 6th & Pine St MAX Station	N	OP	1321	634	1955	0
7627 SW 5th & Oak St MAX Station	S	NS	600	1304	1904	0
8366 E 162nd Ave MAX Station	W	FS	1381	521	1902	0
8351 E 162nd Ave MAX Station	E	FS	509	1385	1894	0
7763 Union Station/NW 6th & Hoyt St MAX Stn	N	AT	969	902	1871	0
12922 Clackamas Town Center Mall	W	AT	1533	321	1854	326
8349 E 122nd Ave MAX Station	E	FS	610	1223	1833	0
8368 E 122nd Ave MAX Station	W	FS	1216	611	1827	0
3639 SW Madison & 4th	E	NS	1501	311	1812	133
7800 SW 6th & Taylor	N	NS	340	1466	1806	208
9826 Millikan Way MAX Station	E	AT	1325	447	1772	0
9825 Millikan Way MAX Station	W	AT	478	1274	1752	0
4431 PCC Sylvania Main Stop	S	AT	865	876	1741	348
13169 SW Main & 6th	W	NS	551	1190	1741	125
7747 SW 6th & Alder	N	NS	532	1207	1739	252

8194 Gateway Transit Center	N	AT	907	823	1730	968
7625 SW 5th & Morrison	S	NS	1247	481	1728	162
11507 Interstate/Rose Quarter MAX Station	S	AT	130	1587	1717	0
8345 NE 60th Ave MAX Station	E	AT	481	1214	1695	0
7601 Union Station/NW 5th & Glisan St MAX Stn	S	NS	702	984	1686	0
10118 Goose Hollow/SW Jefferson St MAX Station	E	AT	411	1263	1674	0
2592 Rose Quarter Transit Center	W	AT	557	1115	1672	334
8372 NE 60th Ave MAX Station	W	AT	1200	461	1661	0
3507 N Lombard Transit Center	W	FS	1045	615	1660	324
3506 N Lombard Transit Center	E	NS	638	1008	1646	362
7608 City Hall/SW 5th & Jefferson St MAX Stn	S	NS	337	1309	1646	0
11956 SW Main & 2nd	W	NS	148	1479	1627	36
7640 SW 5th & Taylor	S	NS	1220	387	1607	212
11501 N Lombard TC MAX Station	S	AT	1362	235	1597	0
7807 SW 6th & Yamhill	N	NS	534	1059	1593	123
8378 Old Town/Chinatown MAX Station	S	AT	465	1098	1563	0
8000 NE 82nd & 82nd Ave MAX Stn/I-84	S	AT	793	764	1557	271
11514 N Lombard TC MAX Station	N	AT	241	1312	1553	0
8225 SE Jackson & 21st	E	NS	879	609	1488	433
4429 PCC Rock Creek Main Stop	S	AT	717	756	1473	121
13066 Beaverton TC WES Station	S	AT	703	741	1444	0
13123 SW 6th & Madison St MAX Station	N	NS	1144	262	1406	0
9829 Elmonica/SW 170th Ave MAX Station	W	AT	326	1062	1388	0
7606 PSU South/SW 5th & Jackson St MAX Stn	S	NS	266	1110	1376	0
8357 Gresham Central TC MAX Station	E	AT	62	1293	1355	0
9303 NW 5th & Couch St MAX Station	S	NS	540	802	1342	0
8339 Old Town/Chinatown MAX Station	N	AT	847	489	1336	0
9600 SW 11th & Alder	S	NS	468	858	1326	57
9834 Quatama/NW 205th Ave MAX Station	E	AT	1043	269	1312	0
9985 Beaverton Transit Center	S	AT	743	567	1310	280
8989 NW 23rd & Marshall	S	NS	638	666	1304	29
8369 E 102nd Ave MAX Station	W	FS	698	603	1301	0
10117 Goose Hollow/SW Jefferson St MAX Station	W	AT	830	470	1300	0
9299 NW 6th & Davis St MAX Station	N	NS	796	503	1299	0

8360 Gresham Central TC MAX Station	W	AT	1210	84	1294	0
9833 Quatama/NW 205th Ave MAX Station	W	AT	283	1008	1291	0
7602 SW 5th & Harrison	S	NS	889	382	1271	98
8380 Oak/ SW 1st Ave MAX Station	S	FS	543	723	1266	0
7634 SW 5th & Salmon	S	NS	1029	231	1260	130
9830 Elmonica/SW 170th Ave MAX Station	E	AT	997	262	1259	0
8348 E 102nd Ave MAX Station	E	FS	558	692	1250	0
7772 SW 6th & Market	N	NS	467	781	1248	125
12921 Clackamas Town Center Mall	E	AT	94	1131	1225	191
5975 US Veterans Hospital	S	AT	484	735	1219	344
11516 Delta Park/Vanport MAX Station	N	AT	37	1181	1218	0
8353 E 181st Ave MAX Station	E	FS	317	891	1208	0
11512 N Killingsworth St MAX Station	N	AT	310	891	1201	0
8364 E 181st Ave MAX Station	W	FS	883	306	1189	0
1097 Rose Quarter Transit Center	N	AT	1053	131	1184	207
7789 SW 6th & Salmon	N	NS	270	905	1175	76
8338 Skidmore Fountain MAX Station	N	AT	630	542	1172	0
10573 Parkrose/Summer TC MAX Station	S	AT	1008	160	1168	0
8337 Oak/SW 1st Ave MAX Station	N	NS	714	453	1167	0
13575 NW Broadway & NW Couch	N	FS	492	672	1164	182
7586 SW 5th & Alder	S	NS	820	341	1161	72
11503 N Killingsworth St MAX Station	S	AT	800	349	1149	0
8363 Rockwood/E 188th Ave MAX Station	W	FS	934	207	1141	0
10572 Parkrose/Summer TC MAX Station	N	AT	145	978	1123	0
11499 Delta Park/Vanport MAX Station	S	AT	1077	38	1115	0
8210 Tigard Transit Center	S	AT	578	536	1114	133
8354 Rockwood/E 188th Ave MAX Station	E	NS	231	869	1100	0
3635 SW Madison & 1st	E	NS	982	101	1083	63
10767 Central Library	N	NS	519	547	1066	0
8379 Skidmore Fountain MAX Station	S	AT	511	554	1065	0
7767 SW 6th & Main	N	NS	331	732	1063	103
7612 SW 5th & Madison	S	NS	752	309	1061	89
9845 Hillsboro Central/SE 3rd TC MAX Station	W	AT	39	1011	1050	0
9836 Orengo/NW 231st Ave MAX Station	W	AT	226	807	1033	0

9610 Willow Creek Transit Center	E	AT	746	247	993	84
9835 Orenco/NW 231st Ave MAX Station	E	AT	769	219	988	0
5020 SW Salmon & 5th	E	NS	521	457	978	90
9827 Merlo Rd/SW 158th Ave MAX Station	W	AT	293	685	978	0
9633 SW 11th & Taylor	S	NS	459	518	977	0
9869 Willow Creek Transit Center	E	AT	247	719	966	95
10756 NW 11th & Couch	S	NS	653	304	957	0
9837 Fair Complex/Hillsboro Airport MAX Stn	W	AT	132	823	955	0
13305 SW Harrison & 6th	W	NS	168	786	954	55
6160 SW Washington & 5th	W	NS	290	650	940	132
9838 Fair Complex/Hillsboro Airport MAX Stn	E	AT	806	127	933	0
9301 NW 5th & Davis	S	NS	558	359	917	175
10764 PSU Urban Center	N	AT	578	326	904	0
8350 E 148th Ave MAX Station	E	FS	244	653	897	0
9828 Merlo Rd/SW 158th Ave MAX Station	E	AT	661	230	891	0
7803 SW 6th & Washington	N	NS	328	562	890	56
10868 Hollywood Transit Center	E	AT	447	443	890	56
8361 Gresham City Hall MAX Station	W	AT	794	92	886	0
9979 Beaverton Transit Center	N	AT	460	426	886	123
7636 SW 5th & Stark	S	NS	665	210	875	121
10872 Hollywood Transit Center	N	AT	448	423	871	72
7957 SE 82nd & Division	N	NS	413	457	870	160
5032 SW Sam Jackson Pk & US Veterans	E	FS	400	464	864	37
10854 Parkrose/ Summer Transit Center	E	AT	470	393	863	107
7642 SW 5th & Washington	S	NS	644	216	860	123
8356 Gresham City Hall MAX Station	E	OP	97	763	860	0
5028 SW Sam Jackson Pk & OHSU	E	AT	551	308	859	114
7773 SW 6th & Mill	N	NS	217	639	856	101
8367 E 148th Ave MAX Station	W	FS	605	251	856	0
9824 Beaverton Central MAX Station	E	AT	431	422	853	0
9982 Beaverton Transit Center	S	AT	696	154	850	126
7614 SW 5th & Main	S	NS	705	140	845	36
8023 SE 82nd & Powell	N	FS	516	329	845	150
792 W Burnside & SW 6th	E	NS	472	369	841	121

12883	OHSU Commons	N	FS	762	71	833	0
10121	Washington Park MAX Station	W	AT	182	650	832	0
9983	Beaverton Transit Center	S	AT	462	369	831	195
9759	Kings Hill/SW Salmon St MAX Station	N	AT	365	465	830	0
9819	Beaverton Creek MAX Station	N	AT	162	667	829	0
10759	SW 11th & Jefferson	S	NS	202	625	827	0
9846	Hillsboro Central/SE 3rd TC MAX Station	E	AT	769	53	822	0
8024	SE 82nd & Powell	S	FS	358	463	821	117
8223	SE Jackson & Main St	W	NS	343	466	809	224
9822	Beaverton Creek MAX Station	S	AT	655	151	806	0
9981	Beaverton Transit Center	S	AT	684	117	801	135
1499	SE Division & 82nd	W	FS	328	472	800	110
5917	NE M L King & Holladay	S	NS	178	621	799	129
1497	SE Division & 82nd	E	FS	484	309	793	126
5927	NE M L King & Killingsworth	S	FS	435	358	793	169
6493	Art Museum	N	FS	520	271	791	0
9823	Beaverton Central MAX Station	W	AT	389	398	787	0
13124	SE Main St MAX Station	S	NS	310	476	786	0
1831	SE Foster & 94th (I-205 Overpass)	W	NS	430	352	782	162
7594	SW 5th & Columbia	S	NS	531	251	782	75
7797	SW 6th & Stark	N	NS	267	514	781	88
11498	Expo Center MAX Station	S	AT	388	390	778	0
10765	SW 10th & Clay	N	NS	358	418	776	0
10770	NW 10th & Couch	N	NS	291	484	775	0
955	SW Capitol & Sunset	W	NS	410	364	774	24
10293	PSU South/SW 6th & College St MAX Stn	N	NS	658	113	771	0
7765	SW 6th & Jefferson	N	NS	221	542	763	33
9844	Tuality Hospital/SE 8th Ave MAX Station	W	AT	90	670	760	0
9653	Washington Square Transit Center	S	AT	359	399	758	96
7958	SE 82nd & Division	S	NS	442	311	753	144
1068	Clackamas Community College	S	AT	392	350	742	157
8355	Ruby Junction/E 197th Ave MAX Station	E	FS	259	482	741	0
8758	Oregon City Transit Center	N	AT	377	363	740	158
8211	Tigard Transit Center	S	AT	349	389	738	193

9843 Tuality Hospital/SE 8th Ave MAX Station	E	AT	633	105	738	0
10491 SW 5th & Hall	S	NS	464	271	735	37
13125 SE Division St MAX Station	S	FS	246	485	731	0
13139 SE Main St MAX Station	N	FS	452	275	727	0
9820 Kings Hill/SW Salmon St MAX Station	S	AT	363	363	726	0
10768 SW 10th & Alder	N	NS	476	244	720	0
1026 Jantzen Beach Main Stop	S	OP	387	328	715	146
9978 Beaverton Transit Center	S	AT	377	335	712	217
13138 SE Division St MAX Station	N	NS	470	233	703	0
929 SW Capitol & Sunset	E	OP	335	365	700	24
8181 Hillsboro Transit Center	E	AT	536	163	699	89
13128 Lents/SE Foster Rd MAX Station	S	NS	140	542	682	0
8760 Oregon City Transit Center	S	AT	400	275	675	151
11513 Rosa Parks MAX Station	N	AT	126	545	671	0
8352 E 172nd Ave MAX Station	E	FS	170	500	670	0
4693 SE Powell & 82nd	E	FS	314	350	664	95
9841 Washington/SE 12th Ave MAX Station	E	AT	494	169	663	0
13135 Lents/SE Foster Rd MAX Station	N	FS	522	139	661	0
10120 Washington Park MAX Station	E	AT	450	206	656	0
13070 Wilsonville WES Station	N	AT	318	337	655	0
88 N Albina & Killingsworth	N	FS	293	355	648	70
7616 SW 5th & Market	S	NS	351	291	642	51
9842 Washington/SE 12th Ave MAX Station	W	AT	161	478	639	0
11502 Rosa Parks MAX Station	S	AT	506	132	638	0
7782 SW 6th & Oak	N	NS	234	402	636	58
13127 SE Holgate Blvd MAX Station	S	NS	125	510	635	0
9955 Hillsboro Transit Center	E	AT	276	356	632	79
10857 Gresham Transit Center	E	AT	599	32	631	135
10760 SW 11th & Clay	S	NS	160	470	630	0
9650 Washington Square Transit Center	N	AT	322	305	627	69
4538 SE Powell & Milwaukie	W	FS	271	355	626	29
9651 Washington Square Transit Center	N	AT	341	285	626	120
10753 NW 11th & Johnson	S	NS	544	82	626	0
5846 Tigard Transit Center	S	AT	262	361	623	39

8365 E 172nd Ave MAX Station	W	FS	472	150	622	0
782 W Burnside & NW 5th	W	FS	233	388	621	100
7984 SE 82nd & Holgate	N	FS	371	249	620	149
8213 Barbur Transit Center	E	AT	75	538	613	10
13136 SE Holgate Blvd MAX Station	N	FS	497	108	605	0
10773 NW 10th & Johnson	N	NS	169	434	603	0
11511 N Prescott St MAX Station	N	AT	157	443	600	0
8886 NW Everett & 5th	E	NS	346	251	597	102
11817 Rose Quarter Transit Center	E	NS	316	269	585	154
13482 SE 21st & Jackson	S	NS	288	297	585	256
9625 Sunset Transit Center	W	AT	286	297	583	255
7964 SE 82nd & Foster	N	FS	359	223	582	99
11504 N Prescott St MAX Station	S	AT	422	158	580	0
3633 SE Madison & Grand	W	NS	279	286	565	71
7756 SW 6th & Clay	N	NS	217	348	565	52
6623 SE 122nd & Burnside	S	FS	372	190	562	89
772 W Burnside & SW 4th	E	NS	447	114	561	126
2580 SW Harrison & 4th	E	NS	394	166	560	36
13126 SE Powell Blvd MAX Station	S	FS	142	418	560	0
12794 SW Columbia between 5th & 4th	E	FS	543	14	557	9
2175 NE Grand & Pacific	N	FS	299	254	553	56
8761 Oregon City Transit Center	S	AT	335	214	549	102
6621 SE 122nd & E Burnside	N	NS	167	378	545	111
12899 Merlo Rd/SW 158th MAX Stn Turnaround	E	AT	295	250	545	66
212 Barbur Transit Center	E	AT	502	39	541	13
5890 NE M L King & Alberta	N	FS	135	404	539	118
4537 SE Powell & Milwaukie	E	NS	331	205	536	26
7986 SE 82nd & Holgate	S	NS	256	278	534	133
10766 SW Park & Mill	W	NS	406	127	533	0
10601 NE Killingsworth & Cully	W	NS	207	319	526	69
11500 Kenton/N Denver Ave MAX Station	S	AT	456	70	526	0
4651 SE Powell & Cesar Chavez Blvd	E	FS	219	306	525	76
13134 SE Flavel St MAX Station	N	NS	446	76	522	0
8362 Ruby Junction/E 197th Ave MAX Station	W	FS	347	173	520	0

11011 SW Park & Market	E	NS	154	365	519	0
12790 SW Jefferson between 4th & 5th	W	FS	49	470	519	29
4695 SE Powell & 82nd	W	FS	294	222	516	86
10575 Cascades MAX Station	E	AT	463	51	514	0
89 N Albina & Killingsworth	S	FS	299	214	513	37
2594 SE Hawthorne & 6th	E	NS	257	256	513	45
8207 Lake Oswego Transit Center	S	AT	269	243	512	34
704 E Burnside & NE Grand	E	NS	240	271	511	155
10574 Cascades MAX Station	W	AT	46	463	509	0
13129 SE Flavel St MAX Station	S	FS	79	426	505	0
10878 NE Kane & 29th, MHCC	S	FS	249	253	502	30
7460 SE Cesar Chavez Blvd & Hawthorne	S	NS	262	239	501	109
13069 Tualatin WES Station	E	AT	258	241	499	0
13327 E Burnside & SE Sandy	E	NS	219	279	498	131
11510 Overlook Park MAX Station	N	AT	114	379	493	0
9840 Hawthorn Farm MAX Station	W	AT	138	354	492	0
9649 Washington Square Transit Center	N	AT	244	247	491	273
10879 NE Kane & 29th, MHCC	N	NS	267	220	487	32
13137 SE Powell Blvd MAX Station	N	NS	336	147	483	0
9839 Hawthorn Farm MAX Station	E	AT	337	143	480	0
10859 Gresham Transit Center	W	AT	248	232	480	108
11505 Overlook Park MAX Station	S	AT	360	117	477	0
11515 Kenton/N Denver Ave MAX Station	N	AT	74	403	477	0
813 E Burnside & SE 82nd	E	NS	296	179	475	69
7936 SE 82nd & E Burnside	N	NS	192	283	475	59
10858 Gresham Transit Center	E	AT	471	3	474	177
7937 NE 82nd & E Burnside	S	NS	297	174	471	70
13130 SE Fuller Rd MAX Station	S	AT	42	425	467	0
12763 SW 4th & Hall	N	OP	92	372	464	25
10846 NE Jonesmore & 82nd	W	NS	79	382	461	54
13167 SW 5th & Clay	S	NS	350	103	453	23
13328 NE Couch & 12th	W	NS	231	214	445	137
7459 SE Cesar Chavez Blvd & Hawthorne	N	NS	219	223	442	91
4653 SE Powell & Cesar Chavez Blvd	W	FS	302	138	440	53

7476 SE Cesar Chavez Blvd & Powell	S	NS	184	256	440	77
10752 NW Lovejoy & 13th	E	NS	321	118	439	0
13450 Civic Drive MAX Station	E	AT	85	348	433	0
814 E Burnside & NE 82nd	W	NS	156	276	432	86
10755 NW 11th & Everett	S	NS	326	106	432	0
4818 N Richmond & Syracuse	S	NS	226	205	431	202
10853 Parkrose/ Sumner Transit Center	E	AT	5	425	430	67
2762 SE Holgate & 83rd	E	NS	205	223	428	123
13297 SE Division & SE Division St MAX Station	E	AT	334	91	425	52
7879 Tualatin Park & Ride	N	AT	335	87	422	11
11486 SW 6th & Columbia	N	NS	128	293	421	31
2625 SE Hawthorne & Cesar Chavez Blvd	E	NS	174	245	419	61
13298 SE Division & SE Division St MAX Station	W	OP	91	327	418	60
3049 SW Jefferson & 10th	W	NS	142	273	415	95
6911 SW 18th & Morrison	S	FS	186	228	414	62
7095 SW 2nd & Alder	N	NS	380	34	414	82
9976 Beaverton Transit Center	S	AT	230	182	412	65
9973 Sunset TC 217/Barnes & B6/89s	W	AT	269	142	411	102
3673 SW Main & Scoffins	W	NS	107	302	409	43
6511 SE 102nd & Burnside	S	FS	261	146	407	143
2253 Gresham Transit Center	E	AT	401	4	405	96
7477 SE Cesar Chavez Blvd & Powell	N	FS	256	149	405	67
7827 NE 60th & 60th Ave MAX Stn/I-84	N	AT	175	230	405	50
12791 SW Jefferson & 5th	W	NS	140	265	405	31
2626 SE Hawthorne & Cesar Chavez Blvd	W	FS	261	143	404	82
10168 SW Columbia & 18th	E	NS	212	192	404	28
8039 NE 82nd & Sandy	N	FS	153	250	403	95
9977 Beaverton Transit Center	E	AT	190	210	400	90
13133 SE Fuller Rd MAX Station	N	AT	365	35	400	0
8762 Oregon City Transit Center	W	AT	213	185	398	70
7828 NE 60th & 60th Ave MAX Stn/I-84	S	AT	208	189	397	46
13449 Civic Drive MAX Station	W	AT	321	76	397	0
4627 SE Powell & 26th	E	NS	202	194	396	7
10763 SW 5th & Montgomery	S	NS	155	238	393	0

3200 NE Killingsworth & 42nd	W	NS	183	208	391	29
7965 SE 82nd & Insley	S	OP	157	234	391	65
9957 Millikan Way MAX Station/Park and Ride	W	AT	90	299	389	42
10754 NW 11th & Glisan	S	NS	300	88	388	0
3154 N Killingsworth & Albina	W	NS	69	318	387	33
6158 SW Washington & 3rd	W	NS	53	333	386	58
13477 SE Jackson & Main	E	FS	192	192	384	135
12375 SW 3rd & Harrison	E	FS	120	263	383	0
146 19th & B St	E	FS	251	131	382	46
10772 NW 10th & Glisan	N	NS	127	252	379	0
7520 NE 42nd & Killingsworth	N	FS	150	228	378	21
3169 N Killingsworth & Interstate	E	FS	331	46	377	70
8001 NE 82nd & Madison HS	N	OP	122	255	377	1
8002 NE 82nd & Madison HS	S	AT	220	157	377	3
115 N Anchor & Channel	E	NS	217	159	376	22
11509 Albina/Mississippi MAX Station	N	AT	133	242	375	0
9526 W Burnside & SW 2nd	E	NS	285	89	374	42
8038 NE 82nd & Sandy	S	NS	233	138	371	90
2167 SE Grand & E Burnside	N	NS	265	100	365	95
3465 N Lombard & Burlington	E	OP	237	125	362	103
689 W Burnside & Burnside Bridge	W	AT	64	296	360	47
755 W Burnside & NW 23rd	W	NS	75	284	359	47
13330 NE Couch & M L King	W	NS	183	176	359	80
3199 NE Killingsworth & 42nd	E	FS	199	158	357	23
7880 Tualatin Park & Ride	S	AT	55	302	357	9
6477 SW Washington & Adams	E	NS	32	324	356	53
3153 N Killingsworth & Albina	E	NS	302	53	355	43
7588 SW 5th & Broadway	S	NS	307	48	355	20
13073 Tigard TC WES Station	N	AT	258	95	353	0
8513 NE 11th & Holladay	N	NS	55	296	351	51
2599 SE Hawthorne & 12th	E	NS	193	156	349	12
8511 W Burnside & SW 20th	E	NS	282	66	348	81
1381 SE Division & 122nd	W	FS	218	129	347	71
7519 NE 42nd & Killingsworth	S	NS	206	141	347	27

6216 NE Weidler & Lloyd Center	E	AT	205	140	345	138
10180 Tigard Transit Center	S	AT	221	124	345	31
5919 NE M L King & Holland	S	NS	219	123	342	48
6415 SE Woodstock & 46th	E	NS	159	182	341	134
7445 SE Cesar Chavez Blvd & Division	N	FS	189	149	338	92
10769 SW 10th & Stark	N	NS	195	141	336	0
3157 N Killingsworth & Commercial	W	FS	26	309	335	20
3504 N Lombard & Ida	W	NS	99	236	335	67
3170 N Killingsworth & Interstate	W	NS	47	287	334	59
12750 N Trenton & Dwight	E	NS	223	111	334	34
4631 SE Powell & 28th	W	NS	130	202	332	9
8212 Tigard Transit Center	S	AT	219	112	331	25
1379 SE Division & 122nd	E	FS	182	148	330	75
4628 SE Powell & 26th	W	NS	243	87	330	5
7446 SE Cesar Chavez Blvd & Division	S	NS	152	178	330	75
10771 NW 10th & Everett	N	NS	121	209	330	0
12793 SW Columbia between 6th & 5th	E	FS	156	173	329	31
7920 SE 82nd & Boyer Drive	N	NS	251	77	328	113
9599 SW Morrison & 17th	W	FS	220	107	327	54
6630 SE 122nd & Division	N	FS	276	49	325	66
199 SW Barbur & Bertha	W	FS	144	179	323	14
8937 NE Holladay & 11th	E	NS	288	34	322	57
13068 Tigard TC WES Station	S	AT	88	234	322	0
13604 NW 10th & Northrup	N	NS	94	227	321	0
10777 NW Northrup & 21st	W	NS	73	247	320	0
9621 Willow Creek Transit Center	E	AT	173	146	319	142
10576 Mt Hood Ave MAX Station	N	AT	37	280	317	0
11506 Albina/Mississippi MAX Station	S	AT	214	101	315	0
742 W Burnside & NW 20th Pl	W	NS	111	203	314	106
3657 SE Main & Milport	N	NS	303	11	314	0
3661 SE Main & Milport	S	FS	24	290	314	1
4536 SE Powell & Milwaukie	E	FS	166	147	313	25
9958 Millikan Way MAX Station/Park and Ride	W	AT	221	91	312	46
12789 SW Jefferson & 1st	W	NS	10	302	312	7

10697 Pier Park	E	AT	157	153	310	117
13171 W Burnside & SW 5th	E	NS	195	115	310	38
3637 SE Madison & 11th	W	NS	189	120	309	21
7990 SE 82nd & King	S	FS	47	262	309	77
9545 Lake Oswego Transit Center	E	NS	144	163	307	49
8048 SE 82nd & Stark	S	NS	170	136	306	60
10577 Mt Hood Ave MAX Station	S	AT	260	45	305	0
10957 NE Killingsworth & Garfield	W	NS	170	134	304	55
6137 SW Washington & Broadway	W	NS	177	126	303	26
13067 Hall/Nimbus WES Station		AT	163	139	302	0
6006 N Vancouver & Stanton	S	NS	199	101	300	131
10271 Rose Quarter TC & Holladay	N	NS	164	136	300	25
5499 SE Stark & 82nd	W	FS	196	103	299	46
5901 NE M L King & E Burnside	S	NS	79	218	297	79
10600 NE Killingsworth & Cully	E	FS	209	88	297	32
1612 NW Everett & 2nd	E	NS	209	87	296	30
3795 SE McLoughlin & Oak Grove	N	FS	181	115	296	98
629 NE Broadway & 12th	W	NS	159	136	295	122
3503 N Lombard & Ida	E	NS	193	101	294	28
6655 SE 122nd & Powell	N	FS	245	48	293	92
10792 W Burnside & SW 10th	E	NS	208	84	292	42
427 SE Belmont & Cesar Chavez Blvd	E	FS	122	169	291	47
428 SE Belmont & Cesar Chavez Blvd	W	NS	191	100	291	49
6773 NE 15th & Alberta	N	NS	40	251	291	32
463 SE Belmont & 7th	E	NS	128	162	290	90
654 SW Broadway & 5th	W	NS	14	276	290	7
4707 SE Powell & 92nd	E	FS	167	123	290	52
1108 SW Columbia & SW Park Ave	E	NS	174	115	289	28
10447 Oregon City Transit Center	S	AT	80	206	286	61
718 W Burnside & SW St Clair	E	NS	223	62	285	17
735 W Burnside & NW 19th	W	NS	120	165	285	51
1818 SE Foster & 82nd	W	NS	176	109	285	47
5087 NE Sandy & 42nd	E	FS	167	118	285	66
7098 SW 2nd & Taylor	N	NS	188	97	285	7

# Oregon City TSP COMMENT FORM

TSP

Name: CHRISTINE KOSINSKI

Date: 4-22-13



PC 13-028

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Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

2

# Oregon City TSP COMMENT FORM

Name: Bob Nelson

Date: 4/22/13



TSP comment

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Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

113-01  
113-02

# COMMENT FORM



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

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

Date of Meeting 4-22-13

Item Number From Agenda #3

NAME: Jackie Colwell

ADDRESS: Street: 1764 Holly Ln

City, State, Zip: OREGON CITY OR 97045

PHONE NUMBER: 503-655-0419

SIGNATURE: Jackie Colwell

TSP

# COMMENT FORM



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

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

Date of Meeting 4/8/13

Item Number From Agenda     

NAME: DESLIC FISIT

ADDRESS: Street: Holly Ln

City, State, Zip: Oregon City OR

PHONE NUMBER:     

SIGNATURE:

# COMMENT FORM



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

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

Date of Meeting April 8 - 2013

Item Number From Agenda TSP

NAME: Donna Gates  
ADDRESS: Street: 17440 S Holly Lane  
City, State, Zip: Oregon City, Or 97045  
PHONE NUMBER: 503-655-2897  
SIGNATURE: Donna Gates

SPEAKER

# COMMENT FORM



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

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- Limit Comments to **3 MINUTES**.
- Give to the City Recorder in Chambers **prior** to the meeting.

Date of Meeting 4-8-13

Item Number From Agenda 3-C (B) TSP

NAME: GAIL CURTIS, SENIOR PLANNER  
ADDRESS: Street: ODOT 123 NW FLANDERS  
City, State, Zip: PORTLAND OR 97209  
PHONE NUMBER: 503-731-8206  
SIGNATURE: Gail Curtis

# COMMENT FORM



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

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

Date of Meeting April 8 2012

Item Number From Agenda Holly lane

NAME: Maryann Evans  
ADDRESS: Street: 17967 S Holly lane  
City, State, Zip: Oregon City, OR 97045  
PHONE NUMBER: 503 557-5128  
SIGNATURE: [Signature]

# COMMENT FORM



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

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

Date of Meeting 4/8/2013

Item Number From Agenda TSP

NAME: PAUL EDGAR  
ADDRESS: Street: \_\_\_\_\_  
City, State, Zip: \_\_\_\_\_  
PHONE NUMBER: \_\_\_\_\_  
SIGNATURE: \_\_\_\_\_

# Oregon City TSP COMMENT FORM

Name: Bob Nelson

Date: 4/8/13



Comment or speak on Transportation Plan  
Hand out of comments

Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

# Oregon City TSP COMMENT FORM

Name: Wendy Nelson

Date: 4-8-13



all

Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

# COMMENT FORM



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- Limit Comments to 3 MINUTES.
- Give to the City Recorder in Chambers prior to the meeting.

Date of Meeting 4/8/13

Item Number From Agenda TSP

NAME: KRIST BEYER

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

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

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

SIGNATURE: Krist Beyer

# COMMENT FORM



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

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

Date of Meeting 4-8-13

Item Number From Agenda ?

NAME: Jodie Howell

ADDRESS: Street: 17641 Holly Lane

City, State, Zip: Oregon City OR 97045

PHONE NUMBER: 503 855-0419

SIGNATURE: Jodie Howell

# COMMENT FORM



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

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

Date of Meeting April 8 2013

Item Number From Agenda Holly lane

NAME: Larry Goldhammer

ADDRESS: Street: 17972 S. Holly lane

City, State, Zip: Oregon City, OR 97041

PHONE NUMBER: 503-805-2744

SIGNATURE: [Signature]

# COMMENT FORM



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

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

Date of Meeting April 8 2013

Item Number From Agenda Holly lane

NAME: Rod Goldhammer

ADDRESS: Street: 17972 Holly lane

City, State, Zip: Oregon City OR

PHONE NUMBER: 503-970-9843

SIGNATURE: [Signature]

# Oregon City TSP COMMENT FORM

Name: CHRISTINE KOSINSKI &  
Date: HAMLET OF BEAVERCREEK  
4-8-13



TSP

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Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).

# Oregon City TSP COMMENT FORM

Name: Kevin Manning  
Date: 4/8/13 TSP



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Please note comments may be posted on the TSP website [www.OCTransportationPlan.org](http://www.OCTransportationPlan.org).



City of Oregon City  
Planning Division  
PO BOX 3040  
221 Molalla Avenue, Suite 200  
Oregon City, OR 97045

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PROPOSED: Transportation System Plan Update  
Oregon City Municipal Code Amendments

**This is to notify you that the City of Oregon City has proposed land use regulations that may affect the permissible uses of your property and other properties.** On March 11, 2013, at 7:00 p.m. the City of Oregon City Planning Commission will hold a Work Session regarding the adoption of Ordinance Number 13-1002 and Ordinance Number 13-1003 (Planning File L 13-01 and L 13-02). On March 25, 2013, at 7:00 p.m. the City of Oregon City Planning Commission will hold a public hearing regarding the adoption of Ordinance Number 13-1002 and Ordinance Number 13-1003 (Planning File L 13-01 and L 13-02). On April 9, 2013, at 5:30 p.m., the City of Oregon City City Commission will hold a public Work Session regarding the adoption of the above ordinances. On May 15, 2013, at 7:00 p.m., the City of Oregon City City Commission will hold a public hearing regarding the adoption of the above ordinances. These ordinances will update the existing Transportation System Plan and adopt associated changes to the Oregon City Municipal Code. The City Commission and Planning Commission work sessions and hearings will be held at Oregon City City Hall, 625 Center Street, Oregon City. **This is to notify you that Oregon City has proposed land use regulations that may affect the permissible uses of your property and other properties, and may change the value of your property.** Ordinance Numbers 13-1002 and 13-1003 are available for inspection at Oregon City City Hall located at 625 Center Street, Oregon City, OR 97045. A copy of Ordinance Numbers 13-1002 and 13-1003 are available for purchase at a reasonable cost and are available on the city's website ([www.orcity.org](http://www.orcity.org)) at no cost. For additional information, please contact the Oregon City Planning Division at 503.722.3789. Any interested party may testify at the hearings or submit written comments at or prior to the public hearings. An electronic version of the Transportation System Plan and associated Oregon City Municipal Code amendments will be available on the city's website ([www.orcity.org](http://www.orcity.org)) seven (7) days prior to the March 25, 2013, Planning Commission hearing on these items.