

Cathy Behrendt

12674 Swallowtail Place, Oregon City, OR 97045

Ph: (503) 476-9825 / Fx: (503) 476-9864

Email: cmbehrendt@gmail.com

January 22, 2018

Sent via email to dwebb@orcify.org

Dayna Webb
Sr. Project Engineer

Sent via email to lterway@orcify.org

Laura Terway
Community Development Director
City of Oregon City
625 Center St
Oregon City OR 97045

Re: Projects ps-16-024, L 17-03, 1-17-04

I am unable to attend tonight's hearing, but would like to state my opinion on the proposed changes involving areas surrounding Highway 213 and Beavercreek Road.

It seems this project is focused on "refinements" that have been labeled as an "Alternative Mobility Target" project. The only real improvement for our entire area will be to put money into NEW ROADS or bring light rail all the way out to Molalla. These little improvement projects that are proposed get us nowhere. I can deal with growth and expanding boundaries when done properly and efficiently, but I've seen our city spend thousands on sidewalks and landscaped dividers only to tear them up a couple of years later. I've seen over the years the changes made to the intersection of Highway 213 and Beavercreek Road, and it still is not sufficient. We can't allow an increase in population without the roads to support the growth. Why are the new home developments allowed prior to an increase in infrastructure? It seems logical to me that if 100 homes go in to a field, there will be at least 100 more drivers on the roads surrounding. Light rail isn't here in OC, and most citizens will not ride Trimet buses. Therefore, we need new roads to support the traffic since City and County has allowed the growth. It should not be up to the current citizens to fund it though.

The funds should already be in the basket of our local government. I've seen many pieces of acreage go from a large parcel paying \$2500/yr in property taxes that later develops into hundreds of homes now paying \$4000/yr in property taxes *per lot*. That should be putting the bankroll into the black. Citizens are told that there is no money for improvements on infrastructure nor new schools. Go explore the newest area of Happy Valley out towards Foster Road and Damascus and then come back to the OC. It's quite eye-opening that they have new roads/bi-ways and schools that were mostly implemented prior to the builds. Come back to the

Dayna Webb
Laura Terway
City of Oregon City
January 22, 2018
Page 2

OC and the clogged-up streets are full of cars and potholes. Aren't the two cities within the same county??

Since 1987 I have lived here and have seen NO improvements to this city. None. Yes, we get new restaurants and some new stores now and then, but the overall *health* of the city has not improved at all. I am disgusted and saddened at the officiates in County & City for allowing the traffic issue to explode and then leave it to the citizens to try and figure out how to survive in it. All of this should be taken care of prior to new developments coming into our city. We now have more pot shops than schools. This city of ours pays a higher salary for a community events coordinator than a police officer.

I feel that Clackamas County should bear a lot of the responsibility of the costs for any new improvements in the areas that your proposals direct. We have hundreds of County employees that now work on the hill in those large new buildings on Kaen Road that contribute to most of the traffic in the morning coming into Oregon City off Highway 213 and then again in the evenings leaving Oregon City. And then you have the guest traffic to Jail, Juvenile, etc. Clackamas County needs to fund the fix, in my opinion. And I know that someday that vacant field on between Kaen Road and Warner-Milne Road will also be County campus. Oregon City can't handle any more traffic up here on the hill.

In the meantime, I'm all for roundabouts to keep traffic flowing and HOV lanes up and down Highway 213 to encourage less traffic. I think that commercial truck traffic should be limited on Highway 213. Too much of it is traveling on our backroads in order to avoid I205 traffic. The trucks are then cutting through town and country backroads to connect with other outlying areas.

Until a new high school in a different location is built, the traffic on Beaver creek Road coming in and out of the high school needs to be rerouted with a direct pass off Highway 213 by expanding Meyers Road. If that cannot be done, expand the number of lanes on Beaver creek Road to include a "school lane" and start charging a toll for it. There are too many parents driving their kids to and from school and too many kids driving solo to and from school. Why should residents of those neighborhoods be stuck in that school traffic?

Thank you for your courtesies.

Sincerely,



Cathy Behrendt

From: [Laura Terway](#)
To: [Kelly Reid](#); [Dayna Webb](#); [John M. Lewis](#)
Subject: Fwd: Ref: Highway 213 Corridor Alternative Mobility Targets
Date: Sunday, January 21, 2018 6:35:56 AM

-Laura Terway

Begin forwarded message:

From: Steve Callistini <steve@cascadejets.com>
Date: January 20, 2018 at 11:26:13 PM PST
To: "lterway@orcify.org" <lterway@orcify.org>
Subject: Ref: Highway 213 Corridor Alternative Mobility Targets

Attn: Laura Terway

Ref: Highway 213 Corridor Alternative Mobility Targets
January 22, 2018 Meeting

In reviewing agenda items for the Monday, Jan 22, 2018 Oregon City Planning Meeting, I would like to make a couple of comments regarding the proposed changes to the Oregon City Municipal Code, specifically the proposed change to the Mobility Targets, and about increasing the VC index of .99 to a VC index of 1.10.

I am strongly against increasing the target index above the .99 threshold. I live almost 2 miles from the OR213/Beavercreek Rd intersection next to the golf course on Beavercreek Rd. Between the traffic from generated from the schools and the outer lying towns, I often see 15 minute travel times to navigate that 1.8 miles to my home from this intersection. Traveling through this intersection and on Beavercreek Rd is a bumper to bumper stop and go stream starting 6am for about 3 hrs and again around 3pm for 3-4 hours and should be an embarrassment to the City of Oregon City. I moved from Gladstone/Milwaukie to get away from traffic, and it appears that I misjudged the huge traffic and congestion that Oregon City offers its membership and guests.

I understand the financial dilemma that the city has found itself in, but I would suggest that the City work on budgeting in the monies over the next ten years for this OR213/Beavercreek Rd intersection, and work closer with ODOT in elevating this as a priority, and maybe hope for some matching funds from the State in the future. I realize this would put a hold on development on Beavercreek Rd and elsewhere, but out of control development is what got us into this predicament.

I would agree with adding a proposed RH merge lane on west bound Beaver Creek Rd to OR213 northbound. I've seen plenty of rear end collisions because there is no acceleration ramp and this makes good sense.

Also, I would suggest not putting any traffic sign boards up on Northbound OR213. These only cause rear end collisions caused from drivers stopping to read them. Seen it for years on 205 after ODOT installed the sign board at Mall 205.

The biggest recommendation I have for this dangerous intersection is for ODOT to reduce the speed limit from 55MPH to 45 MPH! Often, traffic is traveling at up to 65MPH or more through this intersection, and it's too dangerous even at 55 MPH with the amount of traffic in this 4 way intersection. This would reduce the amount of collisions exponentially and make it safer for bicycle and foot traffic crossing!

Ultimately, I feel a full diamond design should be the target design and best solution for this intersection.

Please include this letter in the file for this topic at your Monday evening meeting and circulate a copy among the committee members. Thank you!

With kind regards,

Steve Callistini
Homeowner
Oregon City, OR 97045
T: (971)223-2905

From: [Paul Edgar](#)
To: [Laura Terway](#); [Kelly Reid](#)
Cc: [Bob La Salle](#)
Subject: Seaside Transportation System Plan & Alternative Mobility Targets, Oregon Consensus
Date: Sunday, January 14, 2018 1:55:59 PM
Attachments: [Seaside TSP OTC AMS Rec-Attachment D.doc](#)

Please attach this email and referenced attachments and Word Doc to the record on the hearing scheduled to go before the Oregon City Planning Commission on "Alternate Mobility Targets for Hwy 213 Corridor.

I would like to recommend to the Oregon City Transportation Committee and the Oregon City Planning Commission, a continuance of the up-coming hearing, where an effort can be made to assess the:

Results of the 2011 Seaside Oregon - TSP consensus process can be now reviewed some 6+ years later, with what were the Wins and Losses, have the problems been solved and the needs addressed?

With ever increasing Incidents of Travel within within the Metro Region, also reflected with the State Hwy 213 Corridor and at the intersection of Hwy 213 and Beaver creek Road, at levels of approximately 5% per year compounded, do we truly know the consequences. There are limited effective opportunities to incrementally to mitigate the consequences of forecasted growth in congestion through the strategies and tools associated with the implementations of "Alternative Mobility Targets & Standards".

If congestion is allowed to grow/increase to where it becomes quickly unacceptable, it can have major long term negative impacts on these strategic "Urban Freight Routes" and decrease values of properties, businesses, economic development potential and job creation and all of this needs greater assessments made, as to the impending potential consequences.

Oregon City needs to have these same conversations with all constituencies (inside and out side of Oregon City) gaining the perspective developers, property owners, businesses and users of the corridors of Beaver creek Road and State Hwy 213. This just has not happened!!

Now we have a just published article from the Pamplin Media Group on the growing transportation problem: <http://pamplinmediagroup.com/cr/24-news/383297-270709-metro-evaluates-regional-transportation-needs>

Paul Edgar, Oregon City Resident, was a member of the Clackamas County Transportation Committee that developed the Clackamas County - Regional TSP

Alternative Mobility Targets was to have been a cornerstone of the Seaside Oregon TSP, with the creation of Alternative Mobility Standards to guide future improvements on Highway 101.

http://oregonconsensus.org/wp-content/uploads/2013/12/09-022one-pagehandout_003.pdf

City residents advocated for a bypass since the 1980's. In 2000, an ODOT created a plan for improvements without a bypass and it grew to become very controversial during the final

design stages.

Seaside successfully sued ODOT for the right to vote on the project. The project was voted down by a narrow margin, and millions of federal and state funds were withdrawn from the community.

Neighbors were divided and relationships damaged between Seaside and ODOT.

After two years of community dialogue and development, the Seaside Transportation System Plan (TSP) was adopted in by the Seaside City Council on June 27, 2011.

Through out their plan development, the City of Seaside and the State agreed on the need of the TSP to be reasonable and implementable.

Direct conversations were held with stakeholders and community members about the constraints surrounding larger capital projects; such as a highway bypass, major widening efforts and grade-separated over-crossing.

These conversations were well-received with the end result being a prioritized set of recommendations for each implementing agency. See word attachment: Seaside TSP_OTC AMS Rec-Attachment D.doc

Attachment E

Seaside Alternative Mobility Standards
Executive Summary and Recommendation

ODOT Region 2 Recommendation to the Oregon Transportation Commission August 12, 2011

Executive Summary

After more than two years of community dialogue and development, the Seaside Transportation System Plan (TSP) was adopted by the Seaside City Council on June 27, 2011. The adopted TSP recommends a variety of projects that improve access, safety, and connectivity throughout the city while maintaining the community fabric and minimizing congestion and impacts to the environment. **One central element of the TSP requires Oregon Transportation Commission (OTC) approval** – the highway recommendations depend on OTC adoption of alternate mobility standards along US 101 through Seaside (between Lewis and Clark Road and Avenue U).

With a year-round population of 6,200 residents, Seaside's residency swells on summer weekends. The City is deemed the official end of the Lewis and Clark Trail, has been a vacation resort on the Oregon Coast for over a century, and is host to several high profile events and attractions, including:

- Miss Oregon Scholarship Pageant
- Hood to Coast (location of race finale)
- Beach Volleyball Tournament
- Seaside Aquarium
- Pearl Harbor Memorial Bridge

In May 2005, residents of Seaside voted down a project to widen US 101 to five lanes throughout Seaside. Following this vote on the Pacific Way to Dooley Bridge (Pac-Dooley) project, ODOT funds to construct the project were used elsewhere in the state. Provisions were stated at that time that before a different project could be considered for funding, the community would need to develop a TSP in accordance with Oregon Administrative Rules (OAR) 660-012. Projects identified in the TSP would need to compete for funding. The adopted TSP meets those requirements.

In many ways, the Seaside TSP followed a typical TSP process – gather information, identify needs, brainstorm ideas, evaluate ideas, and develop recommendations. However, certain elements of the TSP have been unique:

- **Seaside is a coastal community with high seasonal traffic.** Seaside's traffic congestion is seasonal in nature, which results in a wide variance of traffic volumes between summer and winter months. Average daily traffic (ADT) is approximately 14,000 vehicles with July and August daily volumes around 18,000 vehicles and January and December ADT around 11,000 vehicles. The difference between summer and winter traffic volumes is 60 percent. Concerns exist about building a roadway to meet 30th highest hour conditions which occur only during the summer weekend peak. Building to meet the summer peak demand results in a bigger highway footprint than the community of Seaside is willing to support.
- **Early TSP efforts experienced high levels of community distrust.** Many individuals within the community of Seaside voiced a distrust of the state and the City as a result of the Pac-Dooley process. Through outreach efforts which focused on full disclosure and transparency, and featured a website updated at least once a week; regular meetings with community leaders; and earned trust through listening and responding to community concerns, community opinion of the TSP slowly became positive. Similarly, the City of Seaside also started with a strained working relationship with ODOT. Through the TSP process and ultimately through ODOT's willingness to consider smaller highway footprints and, as a result, lower alternate mobility standards, this relationship has grown into one of mutual respect and trust.
- **Focus on implementation.** Throughout the plan development, the City of Seaside and the state have agreed on the need for the TSP to be *reasonable and implementable*. Direct conversations were held with stakeholders and community members about the constraints surrounding larger capital projects such as a

highway bypass, major widening efforts, and grade-separated overcrossings. These conversations were well-received with the end result being a prioritized set of recommendations for each implementing agency.

The Seaside TSP team explored, evaluated, and is now recommending Alternative Oregon Highway Plan (OHP) Mobility Standards for US 101. The specifics of these standards are that (1) operational analysis would be for average annual weekday peak hour conditions instead of the 30th Highest Hour, and (2) the mobility standard for four intersections with US 101 would change to 1.0, for the durations shown in the table below.

Intersection	Current OHP Mobility Standard	Proposed Mobility Standard	Future (2030) Projected Average Annual Conditions*	Expected Duration of Delay
US 101 / Lewis and Clark Road	0.80	1.0	1.10	2 hours (3-5pm)
US 101 / 12th Avenue	0.85	1.0	1.05	1 hour (4-5pm)
US 101 / Broadway	0.85	1.0	1.10	3 hours (3-6pm)
US 101 / Avenue U	0.85	1.0	0.95	<1 hour (does not exceed 1.0)

*assumes the construction of several improvements on both the local and state system consistent with TSP recommendations.

These standards are predicated on the following four tenets:

1. **Investment in the local street network** – the City has committed to investing in improvements to alternate, parallel routes to US 101 (namely Wahanna Road) and major collectors that connect the highway to the local street network (namely 12th Avenue, Broadway, Avenue F/G, and Avenue U), to encourage local users to reduce their use of the highway.
2. **Investment in alternative modes** – the City of Seaside and the Sunset Empire Transportation District (SETD) have both committed to investing in infrastructure and service to support bicycling, walking, and transit use. In fact, the vast majority of the City- or SETD-led TSP projects focus on bicycle, pedestrian, or transit improvements.
3. **Strong access management measures** – a short-term recommendation of the Seaside TSP is to develop a detailed access management plan for US 101. In the meantime, the City of Seaside and ODOT have included access management measures in the Seaside TSP to improve safety and reduce congestion along US 101 by looking for opportunities through new development, redevelopment, or construction projects to: relocate driveways onto local streets; provide alternate access along the local street network to discourage left-turns onto the highway; consolidate multiple accesses; share accesses; and restrict side street access to right-in/right-out if dictated by safety or congestion problems.
4. **Strong consideration of land use / future development along the highway** – the fourth tenet of the alternate mobility standards material calls for a land use overlay for parcels directly adjacent to US 101. The purpose of the overlay zone is to promote walking and bicycling to uses along the highway. The overlay zone features review and check in with the Seaside Planning Commission for uses that attract more than 50 trips in the peak hour, and encourages development to the sidewalk with parking in the rear or side of the building. No Comprehensive Land Use Plan changes are contemplated with the adoption of the TSP and the TSP is based on implementation of the existing adopted Land Use Plan over the 20-year planning horizon.

ODOT staff recommends approval of the Alternate OHP Mobility Standard of 1.0 on US 101 in Seaside at the identified intersections using the average annual weekday peak hour traffic volumes instead of 30th highest hour conditions as the primary analysis period. This recommendation is backed by the project partners, including the City of Seaside City Council, Planning Commission, and staff; the Department of Land Conservation and Development, and Clatsop County.

From: [Laura Terway](#)
To: [Kelly Reid](#); [Dayna Webb](#); [John M. Lewis](#)
Subject: Fwd: Oregon City congestion/ Mon 22nd meeting
Date: Sunday, January 21, 2018 4:28:41 PM

-Laura Terway

Begin forwarded message:

From: Janine Offutt <j9hypnoziz@yahoo.com>
Date: January 21, 2018 at 3:04:14 PM PST
To: "Lterway@orcify.org" <Lterway@orcify.org>
Subject: Oregon City congestion/ Mon 22nd meeting
Reply-To: Janine Offutt <j9hypnoziz@yahoo.com>

Dear Laura Terway - Community Development Director City of Oregon City -
I hear the city is considering upping the current limits to allow for more traffic on our roads. It's easy to see how this will multiply our traffic problems and create more congestion.

I think the city should cap development for a few years, and wait to see how recent developments effect our roads and communities. For instance, when the Cove project is completed, it will add more burden to current traffic issues where 205 meets up with routes 99 and 213 and 43.

A sane planning policy would encourage citizens to drive far less. Driving fewer miles is one of the most important things we can do to mitigate climate change.

Please listen to your concerned citizens ... not just to developers looking to turn a profit. thanks, D. Janine Offutt



OREGON CITY GOLF CLUB
20124 S BEAVERCREEK RD.
OREGON CITY, OR 97045

503-518-2846

City of Oregon City
625 Center St.
Oregon City, OR 97045

January 22, 2018

RE: Support for Alternative Mobility Standards Adoption

Dear City Commissions:

The city identified a need for refinement plans due to at intersections along the 213 corridor while updating its Transportation System Plan in 2012. In 2017, the city formed Advisory Groups to identify the type of transportation improvements necessary to meet Oregon Highway Plan mobility targets at intersections along Highway 213. Specifically the intersections at Beaver Creek and Redland Roads are projected to exceed current mobility standard in 2035.

If Alternative Mobility targets are not adopted for this area, the Beaver Creek Road Concept Plan cannot be implemented. At this time, many projects that could be assisting the city with needed revenue are hindered, stalled, and delayed. Other projects are currently in an indeterminate state while the issue of finding meaningful and financially feasible mobility or congestion targets can be resolved. Some developers have been discouraged with the length of time this process has taken and chose to build in other cities where the development path is clear and concise.

The city is unable to provide the necessary required funding for necessary solutions on its own and will need the assistance from others, such as new businesses locating in the Beaver Creek Employment Lands area and developers building workforce housing and small commercial centers to support the economic development the Beaver Creek Concept Plan was designed to provide.

The benefit to our city of adopting these mobility targets is improved future mobility and safety, reduced bottleneck, and additional economic stability for our city and its citizens.

I support the adoption of the Alternative Mobility Standards and urge you to support them as well.

Thank you for your consideration.

Sincerely,

Rose Holden

Rose Holden
Oregon City Golf Club,, INC

From: [Laura Terway](#)
To: [Kelly Reid](#); [Dayna Webb](#); [John M. Lewis](#)
Subject: Fwd: Oregon City congestion/ Mon 22nd meeting
Date: Sunday, January 21, 2018 4:28:41 PM

-Laura Terway

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I think the city should cap development for a few years, and wait to see how recent developments effect our roads and communities. For instance, when the Cove project is completed, it will add more burden to current traffic issues where 205 meets up with routes 99 and 213 and 43.

A sane planning policy would encourage citizens to drive far less. Driving fewer miles is one of the most important things we can do to mitigate climate change.

Please listen to your concerned citizens ... not just to developers looking to turn a profit. thanks, D. Janine Offutt

From: [Laura Terway](#)
To: [Kelly Reid](#)
Subject: Fwd: Ordinances 18-1004 and 18-1005
Date: Saturday, January 20, 2018 6:24:53 PM

-Laura Terway

Begin forwarded message:

From: Roseann Sheeon <rsheeon@yahoo.com>
Date: January 20, 2018 at 6:06:45 PM PST
To: lterway@orcify.org
Subject: **Ordinances 18-1004 and 18-1005**

We are new to Oregon City. Over the last two years the growth with no consideration for the overcrowded schools and traffic patterns is unconscionable! My grandson has 33 students in his 5th grade classroom. As a retired teacher...that is an impossible number for the teacher and the children. Please DO NOT pass these two items until the infrastructure is addressed and fixed.

Carl and Roseann Sheeon
[20257 Quinalt Dr](#)
[503.722.3890](tel:503.722.3890)

Sent from my iPad



Exhibit 1-4. Four-legged DLT intersection with major street displaced lefts and channelized right turns (Baton Rouge, LA).⁽¹⁾

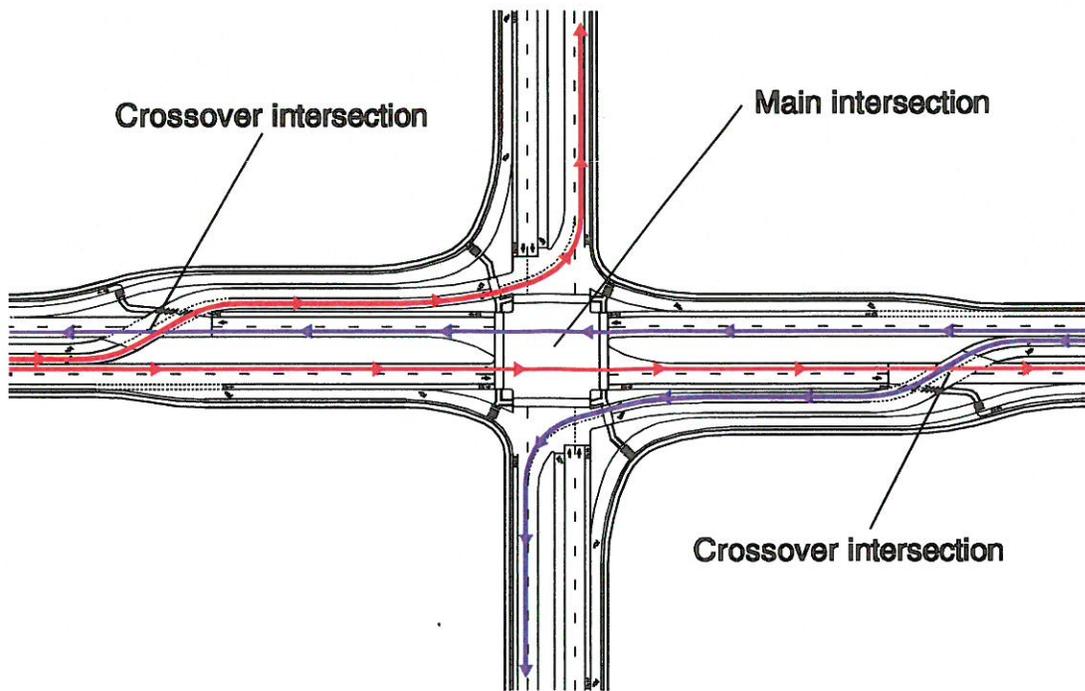


Exhibit 1-1. Four-legged DLT with displaced lefts on a major street.

Exhibit 1-1 shows a DLT intersection where the displaced left-turn movement has been implemented on two legs on the major street. In some cases, the displaced left turns are on the minor street instead of the major street. The left-turn movements for the minor road continue to take place at the main intersection. There are five junctions with traffic signal control at a four-legged DLT intersection: the main intersection and the four left-turn crossover intersections.

APPLICATION

Several DLT intersections have been installed throughout the United States, and each location is documented in the Appendix. Exhibit 1-2 shows the location of existing DLT intersections in the United States, as of the publication of this guide.

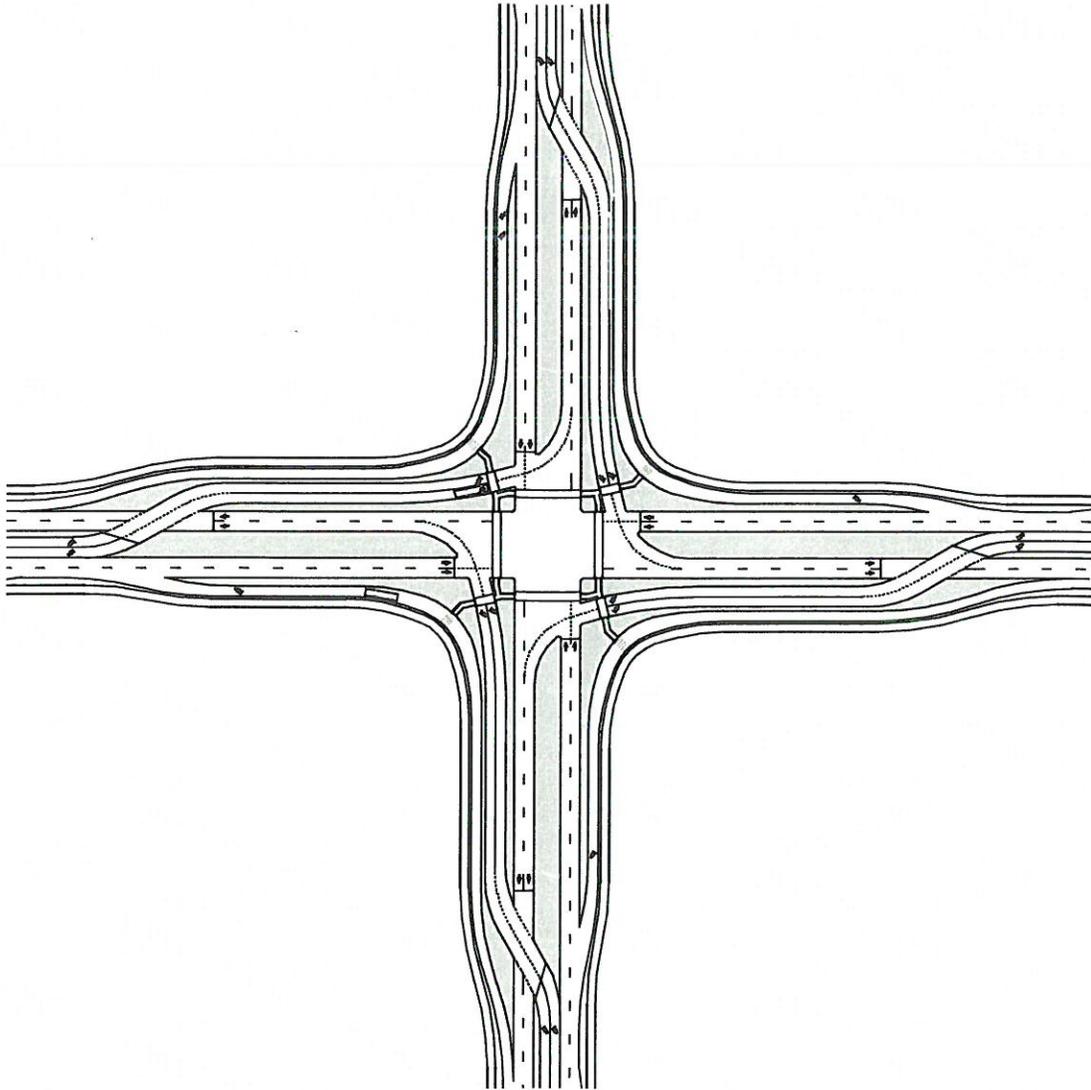


Exhibit 1-12. DLT intersection with displaced left turns on all approaches.

City of Oregon City Planning Commission
Meeting of January 22nd, 2018

RE: Agenda Item 3a – L17-03 Alternative Mobility Standards

Testimony of: Christine Kosinski, Unincorporated Clackamas County

To me, the Alternative Mobility Targets have been all smoke and mirrors. Yes, the City recognizes there is a huge capacity issue at Beaver Creek Rd and Hwy 213, but you have gone through a process, that frankly, has failed to bring any real solutions, but you want the citizens to buy into it.

The addition of another Right Hand turn lane on Beaver Creek Rd for motorists turning North on Hwy 213, I feel will be of little help. You have already recognized that many Rear End accidents happen here, but adding another lane will just create even more rear end accidents as motorists try to merge onto the highway while some motorists will be reluctant to let them in, slowing traffic down. Where was "Citizen Safety" in all of your meetings? To use a bandaid to fix this problem and then to put the citizens in harm's way from rear end crashes is NO solution.

What Oregon City is experiencing is the result of developing too fast at any cost and without the Grade Separated Intersection and infrastructure needed to support this large build-out.

My suggestions to the City would be, don't add the Right Hand turn lane, save your money, spare the people and stop more rear end crashes. Asking the people to jeopardize their lives while traveling this corridor is wrong, the people should never have to pay for mistakes of the City. Your key to growth is by building the Grade Separated Intersection, until you do this, your current traffic problems at this intersection will just become disastrous. I've had several phone calls from people both inside and outside of the City. Many of them are making plans to leave the City, some have already bought homes elsewhere and they say it is due to the heavy, fast and unsafe traffic conditions that the City has created.

No bandaids, I vote for real change that will make a difference in the years ahead. Do as the City of Seaside did, they put the Alternative Mobility Targets to a vote of the people, and through the process of listening to their people, they found solutions they can all live with.

FAX TRANSMISSION

COPY

John C. Spencer
SPENCER & KUPPER

555 NW Park Avenue, #231
Portland, Oregon 97209
Tel/Fax: 503/226-1067

282-9853

Date: September 10, 1993

To: Ron Weinman, Clackamas County

From: John Spencer, OCURA

Subject: HWY. 213/BEAVERCREEK ROAD INTERSECTION (Revised from 9/9/93)

Message: Please find attached proposed draft amendments to the MOU of Feb. 92, and proposed comprehensive plan policies to be added to OC's transportation plan. We are reviewing these proposals with the city attorney, and would like your comments. Please contact me at 226-1067.

John

Number of pages including this one: 8.

*contains Memo of Understanding
signed by OR City*

September 10, 1993

MEMORANDUM

TO: Charlie Leeson, Henry Mackenroth, Denyse McGriff, City of Oregon City
Mark Greenfield

FROM: John Spencer, Oregon City Urban Renewal Agency

RE: HWY. 213/BEAVERCREEK ROAD INTERSECTION (Revised from
9/9/93)

As a follow-up to the meeting on June 24 with Clackamas County and ODOT officials, I agreed to summarize our discussions which will be the basis for a revised Memorandum of Understanding between the City, County, and ODOT.

Overall Intent

It is the intent of all parties to provide for and implement the various transportation projects called for in the Draft Warner-Parrott Rd.-Oregon City Bypass Environmental Assessment. These projects include an at-grade interchange improvement of the Highway 213/Beavercreek Road intersection, and the future construction of a grade-separated interchange. All parties agree that existing traffic congestion at this intersection is at unacceptable levels. Until intersection and other improvements have been constructed, any new development permitted in the vicinity of this intersection should not increase the congestion problems beyond current levels. It is also agreed that if the sponsors of new development can prove that proposed development will not increase the congestion problems, then development will be allowed only when in compliance with adopted plans for an at-grade interchange at the Highway 213/Beavercreek Road intersection.

Proposed Modifications to the Draft MOU of 2/92

The Draft Memorandum of Understanding is attached. The following changes are proposed:

Paragraph 4.a., add the following:

The State, County and City consider the interchange project as high priority.

Delete paragraph 4.b.

Delete paragraph 7 and add the following:

The County and City agree that grade-separated interchange improvements for Highway 213/Beavercreek Road are adopted as part of their Comprehensive Plans. The County and City also agree that their respective Comprehensive Plans require that major intersections operate at Level of Service (LOS) D or better. The County

and City agree that when new developments are proposed for properties along Beavercreek Road prior to construction of grade-separated interchange improvements, a professional traffic analysis shall be required prior to the issuance of any land use permits. Land use permits shall not be approved unless the traffic analysis demonstrates that the Highway 213/Beavercreek Road intersection and other nearby intersections will operate at Level of Service D or better with the proposed development. If the traffic analysis demonstrates that the Highway 213/Beavercreek Road intersection will operate at LOS D or better with the proposed development, the development plan, including access to Beavercreek Road, will not interfere with, impede the implementation of, or substantially increase the cost of the adopted grade-separated interchange improvements for Highway 213/Beavercreek Road.

First Draft Comprehensive Plan Amendments

In order to meet the obligations outlined in the paragraph above, Oregon City will need to amend the transportation element of its Comprehensive Plan. The first obligation is to adopt the interchange plan. That has been done with Ordinance 92-1002 attached. Following are draft policies to meet the other obligations outlined above.

a. All intersections requiring full signals as shown on Figure 2, Traffic Signal Locations, Oregon City Transportation Master Plan, 1989, and any other intersections where full traffic signals are warranted, shall operate at Level of Service D or better. Level of Service (LOS) is defined in Appendix B of the Oregon City Transportation Master Plan, 1989.

b. A professional traffic analysis shall be required prior to the issuance of any land use permits when new developments are proposed for properties in the vicinity of fully signaled intersections. Land use permits shall be approved only when the traffic analysis demonstrates that the signaled intersection will operate at Level of Service D or better with the proposed development, and that the development plan will not interfere with, impede the implementation of, or substantially increase the cost of any adopted transportation improvements identified in the City's Comprehensive Plan

c. Right-of-way shall be required as a condition of approval when developments are proposed near adopted transportation improvements identified in the City's Comprehensive Plan.

Please provide comments on these proposed plan amendments to me by the end of next week. Thanks,

John

*Final
condition
by the
scope
to*

9/10/93

MEMORANDUM OF UNDERSTANDING

Between the
STATE OF OREGON,
CLACKAMAS COUNTY,
And
CITY OF OREGON CITY

- ① The Oregon Department of Transportation, Highway Division, hereinafter referred to as "State"; CLACKAMAS COUNTY, a political subdivision of the State of Oregon, acting by and through its Board of Commissioners, hereinafter referred to as "County"; CITY OF OREGON CITY, a municipal corporation of the State of Oregon, acting by and through its City Officials, hereinafter referred to as "City"; enter into this Memo of Understanding to set forth the principles of mutual commitment to the proposed Cascade Highway South at Beaver Creek Road Interchange.
- ② State and County previously entered into a construction finance agreement No. 8119, on June 21, 1984 for the Warner-Parrott Rd. - Oregon City Bypass project.
- ③ When the Warner-Parrott Rd. - Oregon City Bypass project is constructed, State, County, and City agree the increased traffic flow will cause congestion at the Cascade Highway South / Beaver Creek Rd. intersection, and all parties agree that improvements may be necessary. Proposed at this time is an at-grade interchange at Cascade Hwy. South / Beaver Creek Rd.
- ④ State, County, and City agree to the following conditions in preparation for the proposed interchange agreement:
 - Ⓐ State will support County and City in seeking the necessary funds from Metro to construct the interchange project.
 - Ⓑ The County and/or City will be responsible for the survey, writing the descriptions, and the acquisition of any necessary right-of-way for construction of at-grade interchange.
 - Ⓒ The County will have the lead role in project engineering and construction management.
 - Ⓓ Prior to construction of the Cascade Hwy. South / Beaver Creek Rd. Interchange, State, County, and City shall enter into a cooperative improvement agreement for construction and maintenance responsibilities for the at-grade interchange.

- ⑤ The State, County, and City agree to consider a joint project for a future "grade-separated" interchange at the Cascade Hwy. South / Beaver Creek Rd. location. The determination of financial participation will occur as part of the State's six-year Transportation Improvement Program update process when future project becomes necessary.
- ⑥ Any cost of right-of-way and other improvements incurred in constructing the previously proposed at-grade project shall be considered in determining the shares of the cost of the grade-separated project.
- ⑦ The County and City agree to prevent additional development in areas identified as needed for constructing the Cascade Hwy. South / Beaver Creek Rd. grade-separated interchange and prevent additional access that would conflict with the public's need for access control to the extent identified in the attached State drawing.
- ⑧ Terms of this Memorandum of Understanding can be terminated by any of the parties with 30 day, written notice.
- ⑨ Upon receipt of a signed copy of this Memo of Understanding, County and City shall start the process for acquiring the necessary funds for the construction of the proposed at-grade project and State shall review and release the Environmental Assessment document.

OREGON DEPT. OF TRANSPORTATION

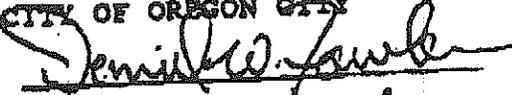
 Region Manager

CLACKAMAS COUNTY
 Board of Commissioners

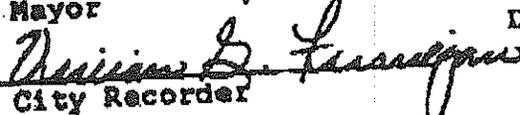
 Chair

Date _____

 Commissioner

CITY OF OREGON CITY

 Mayor

 Commissioner


 City Recorder

Date _____

Date 2-17-92



CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building, Engineering
320 Warner-Milne Road
Oregon City, OR 97045
(503) 657-0895
FAX (503) 657-3339

May 27, 1993

Ron Weinman
Clackamas County
902 Abernethy Road
Oregon City, Oregon, 97045-1100

Mr. Weinman:

The Oregon City Commission, at its May 19th meeting, rescinded its approval given on February 17th, of the Memorandum of Understanding between the State of Oregon, Clackamas County and the City regarding the proposed interchange on Cascade Highway South at Beaver Creek Road, effective immediately.

The Commission is concerned about the provisions and implications of the paragraph addressing the prevention of development on private lands. They further understood that the agreement was in its final form when they originally authorized signing.

The City Commission has directed staff to reopen negotiations regarding this agreement. An identical letter is being transmitted to Ted Keasy at Region 1, of Oregon State Highway Division.

Please contact me to arrange further discussions on this matter.

Charles Leeson
City Manager

cc: City Commission
Ed Sullivan, City Attorney
Henry Mackenroth, Project Manager

END OF THE OREGON TRAIL-BEGINNING OF OREGON HISTORY

COPY

ORDINANCE 92-1002

AN ORDINANCE AMENDING THE TRANSPORTATION MASTER PLAN AND THE TRANSPORTATION ELEMENT PLAN OF THE COMPREHENSIVE PLAN TO ADD TWO FUTURE ROAD PROJECTS AND A POLICY FOR COLLECTOR STREETS.

WHEREAS, the State Highway Division has requested that a proposed road project at Highway 213 and Beaver Creek Road be included in the Oregon City Comprehensive Plan, and

WHEREAS, based on development patterns a future collector street needs to be designated outside of the City limits, but in the Urban Growth Boundary, and

WHEREAS, a policy on access management is needed to guide development along collector streets, and

WHEREAS, the Oregon City Planning Commission, on December 12, 1991, conducted a public hearing to consider the adoption of these proposals, and

WHEREAS, the proposed amendments to the Transportation Master Plan and Transportation Element of the Comprehensive Plan is designed to best meet the land use planning needs of the City.

OREGON CITY ORDAINS AS FOLLOWS:

Section 1. That the Transportation Master Plan and the Transportation Element of the Comprehensive Plan are hereby amended to add the following to read as follows:

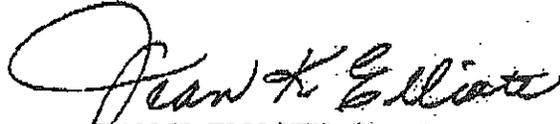
I. Add the grade separation of Highway 213/Beaver Creek Road.

- a. The State Highway Division has forwarded a request to add the grade separation at Highway 213/Beaver Creek Road. The proposal would include maps of the proposed Phase 1 and 2 project to page 63 of the Transportation Master Plan as an addition to the roadway laneage and access control map.
- b. Roadway Laneage/Access Control Plan, page 64 of the Transportation Master Plan - Widen Highway 213 to six lanes between Beaver Creek Road and I-205, with a grade separation at Beaver Creek Road (to include Phase 1 and Phase 2 roadway and laneage needs).

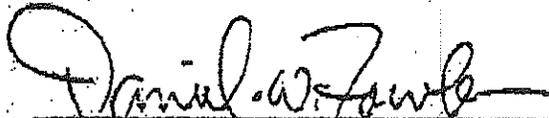
2. Add S. Caufield Road as a future collector street - (For approximately 500 feet from Highway 213 to a proposed street that would be located between S. Caufield Road and S. Canyon Ridge Drive; added to page 60 of the Transportation Master Plan.
3. Add a policy - Regarding access management on collector streets to Policy 4 on page L-35 of the Transportation Element of the Comprehensive Plan:

New subdivision/residential development shall minimize access on collector streets unless infeasible. If feasible, lots shall be oriented to have frontage on local streets with back yards to the collector street.

Read first time at a regular meeting of the City Commission held on the 5th day of February, 1992, and the foregoing ordinance was finally enacted by the City Commission this 5th day of February, 1992.


JEAN K. ELLIOTT, City Recorder

ATTESTED this 5th day of February, 1992.


DANIEL W. FOWLER, Mayor

ORDINANCE NO. 92-1002

Effective: March 6, 1992

January 22, 2018

Testimony to the Oregon City Planning Commission

Subject: L 17-03 Legislative Amendment to amend Chapter 12.04.205 of the OCMC for Alternative Mobility Standards on Highway 213

From: Paul Edgar, Oregon City

I would like to ask all of you an aspirational question, as to what responsibility we all have to make sure our children are given the chance to reach their Full Potential.

Please think about this!

What is being asked, is about placing limits on the future and to me that is not the American Way. We want to allow the cream to rise to the top, we want to do whatever is reasonable to allow for excellence. We do not want to crib anyone, as to their future. We want to try as hard as we can to make sure the next generation, our children and our children's - children will not have unreasonable limits placed on them.

None of us have a Crystal Ball that allows us to look into the future. But we know that the next generation needs every opportunity and the best education possible to meet, whatever challenge they may face.

Well "L 17-03: Legislative Amendment to amend to Chapter 12.04.205 of the Oregon City Municipal Code for alternative mobility standards for Highway 213 intersections at Beaver Creek and Redland Roads, and to amend the Transportation System Plan project list", puts unreasonable limits on our region's Transportation system - economic future.

This Code being proposed is to allow for congestion to increase, which can only restrict the free movement of freight and all the people that will have to travel the Hwy 213 corridor and through the Intersection of Hwy. 213 and Beaver Creek Road.

Many of us find that to be inconsolable, where critical Freight Movement will be allowed to experience, an ever increasing high levels of degradation, which we all know increases the Cost of Freight Movement and which will stagnate all business development and job creation, over a period of time.

We need to make our area and Clackamas County is as inviting to investment as possible. When the families and business people alike experience a stupid level of congestion in Oregon City and Clackamas County they will question as to why they would move to a place that.

In the core of the Portland Metropolitan Area, "incidents of travel are increasing at unprecedented levels of greater than 5% per year compounded" and people and businesses are looking for a place to go. Where can they go that is not just a "Me To Alternative", with the same intolerable conditions and costs?

We need a long term solutions and what is being proposed is less than "just kick the can down the road!". Volume over Capacity = $V/C > 1$ says we have a failing thoroughfare, which is a full glass of water and we are going to give everyone the ability to pour more water into the glass and you will just have to deal with it.

There are so many undeveloped Properties on Beaver Creek Road and others on Highway 213/Meyers Rd., these changes will decrease all opportunities into the future, because this unchecked ability to increase congestion, thus increase the cost of doing business, will affect the decision making with all potential buyers - developers and businesses, thus making your property investments worth less.

ODOT, Metro - JPAC, TriMet, PBOT, Multnomah County, and Washington County all have priority over Transportation Funding and that leaves Clackamas County "Sucking the Hind Tit", as we are the weakest piglet. With these proposed Code Changes, we are providing those entities with the ability to take all of the available Transportation Funding and implement their strategy, and this allows them to get away with it.

To me we have to make a stand. We have to get everyone with Common Sense, all of the business community, the Chamber of Commerce and citizens inside and outside of Oregon City to think through this, because what is being asked for, has never been done before in our Metro Region – ODOT Region One.

"Is it smart of put a permanent throttle that adds to congestion and restricts on all future movement of people and commerce that needs Highway 213 Corridor and its arterial's of Beaver Creek and Redland Roads".

We don't have a lot of options to move people and commerce to the Hilltop of Oregon City and those areas east, west and south. To me, we just have to protect this critical transportation Corridor of Highway 213 and Beaver Creek Road that carries the status of being a strategic Urban Freight Routes, within the City, Clackamas County and the State of Oregon, in their TSP's and Comprehensive Plans.

I don't know how anyone could live with limiting the promise of the future, for short term gains.

Thanks,





Oregon

Department of Transportation

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

January 22, 2018

Planning Commission
City of Oregon City
PO Box 3040
Oregon City, OR 97045

The Oregon Department of Transportation (ODOT) is pleased to offer our support for the City of Oregon City's proposed alternative mobility targets in the vicinity of Highway 213 and Beaver Creek Road. ODOT staff participated in the development of the City's Transportation System Plan which included direction to perform a refinement plan to develop alternative mobility targets. ODOT staff also participated in the Technical Advisory Group and Community Advisory Group for the Highway 213 Corridor Alternative Mobility Targets effort.

ODOT supports the proposed alternative mobility targets at OR 213 and Beaver Creek Road based on inclusion of the westbound right turn merge lane project at OR213/Beaver Creek Road in the City's TSP *and* in the Financially Constrained RTP project list, as well as the addition of the Beaver Creek Road sidewalk infill and Hwy 213 and Beaver Creek Road safety Improvement projects into the City's TSP. The length of the merge lane is to be determined during project development, must be approved by ODOT, and should not be specified in the project description. ODOT supports the proposed performance measurement methodology based on average annual weekday peak hour performance.

ODOT advises the City that alternative mobility targets are not needed at Redland Road based on inclusion of a proposed project (TSP project D79, RTP project 10119) in the Financially Constrained RTP project list. With this project in place, the intersection meets current Oregon Highway Plan mobility targets. The project may be assumed to be in place for purposes of future plan amendments based on the Transportation Planning Rule (TPR), OAR 660-0012-0060(4)(b)(C). Any one of the options under section -0060(4) are sufficient for projects to be considered planned improvements that jurisdictions and applicants are able to rely on for purposes of compliance with section -0060 of the TPR.

ODOT requests that the City state its intent to pursue actual funding of both the Beaver Creek and Redland Road projects (as described in the City's TSP and Financially Constrained RTP) as opportunities arise, including the proposed regional transportation funding bond measure.

Upon local adoption of the proposed alternative mobility targets, ODOT staff will work with the City to take the proposed targets to the Oregon Transportation Commission for adoption. Let us know if we can be of any more assistance,

Jon Makler
Planning Manager
ODOT Region 1