

Neighborhood Traffic Management Plan

1 Introduction

The purpose of this manual is to provide an overview of the issues and policies regarding traffic in Oregon City. It is meant to explain the various restrictions and requirements that exist regarding the larger issues of traffic flow and management.

The State of Oregon has authorized the various counties and cities in the state to be the Road Authority for the roads within their jurisdictions. It must be noted that there are Clackamas County and Oregon State roadways within Oregon City. The City has no authority over those roads.

In order to be eligible to receive federal funding for roadways, the US government has required for many decades that the State adopt a national traffic signing code that is revised from time to time. This code is known as the Uniform Manual of Traffic Control Devices.

This document list the types of traffic control signs and striping allowed to be used on United States roadways in order to present a uniform standard.

Each of these signs and stripes are detailed as to information presented, placement, and roadway conditions for their usage.

The conditions for usage are referred to as Warrants. That is to say there are conditions that WARRANT the use of these devices. If these conditions are not present, then the use of these devices is not warranted and the installation is not to be allowed.

At times within this document it may be convenient to refer to sources by an abbreviation. The abbreviations used are:

City Municipal Code	OCMC
Oregon Revised Statutes	ORS
Uniform Manual of Traffic Control Devices	UMTCD
Oregon Department of Transportation	ODOT

2 Modes

Pedestrian
Bicycles
Public
Vehicle
Truck

3. Street Classifications

Major and Minor Arterial
Major and Minor Collector
Residential

4 Speed Zones

Statutory Speed Zones

Statutory Speed zones are zones that the State allows the City to establish without having a speed study done. The adjacent topography must match the requirements in ORS. These speeds are 20 MPH in business districts and

school zones, 25 mph in residential areas and 55 mph in rural areas. All other speed zones require a speed study done to ODOT standards and approved by the State Speed Zone Board.

Non-Statutory Speed Zones

These speed zones require that a speed study be done and accepted by the State Speed Zone Board to establish or change maximum allowable speeds. No signage can be placed prior to receiving this approval.

The state approved speed is generally the 85th percentile observed when traffic is allowed to flow freely through the studied stretch of roadway. The basic assumption is that drivers will, as a group, use a safe speed through the area.

ODOT Speed Zone Authority

Automated Speed Signs

Oregon City has several stationary automated speed limit signs and two trailer mounted mobile automated speed limit signs. These signs show the posted limit and the speed of approaching cars as measured by a radar gun.

The trailer mounted units have the capability of providing messages to drivers detected to be speeding.

Resetting Speed Limits upon annexation

Generally speaking Clackamas County established speed zones are accepted by the City upon annexation. These are then maintained until conditions indicate that a change is desirable.

5 *Signage and Signals*

Passive

Active

Street Markings

6 *Sidewalks*

Crosswalks

7 **Traffic Calming** Techniques with pros and cons

Circles

Oregon City has two existing traffic circles within the city with more possible in the future. One traffic circle that functions as an intersection is at Highway 213 and Clackamas River Drive. The other is in the middle of Glen Oak Drive just off of highway 213 which is meant to function as a traffic calming device.

Positive aspects are:

Vehicles are forced to move out of a straight line, and thus, reduce speed to make the maneuver.

In an intersection setting, the traffic circle replaces a 4 way stop or a signal installation, and allows faster transition through the intersection than what is possible with either a 4 way stop or a signal. This improves traffic flow and results in a quicker passage through the intersection.

Negative aspects are:

More right of way is required to construct a correctly sized traffic circle.

Larger and longer vehicles, such as busses, moving vans, fire engines and the like can have a certain amount of difficulty moving through the circle.

None vehicle modes of travel can have difficulty moving through the circle.

Maintenance of the center section can be difficult.

Sidewalk Extensions or Bumpouts

Sidewalk extensions are used to narrow the width of the pavement at intersections. In essence, the curb is moved to the outside edge of the vehicle travel lane with the sidewalk extended to the new curb location.

Positive aspects are:

1. The intersection is visually narrowed which tends to slow vehicle speeds through the intersection and areas near the intersection.
2. Pedestrians crossing the street are more visible to vehicle drivers prior to crossing streets and can cross streets quicker due to the shorter distance to be traveled.
3. Fire hydrants located on corners are easier to access due to vehicles forced to park away from the hydrant.

Negative aspects are:

1. The curb line is a critical part of the storm drainage system. Due to the street crown, the extension blocks the curb line drainage channel and additional work is required to provide for the passage of storm water collected along the curb.
2. Street cleaning is made more difficult as street sweeping equipment may not be able to clean through the turns the curb makes to form the extension.

Diversions

Speed Humps