



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE (TAC) AGENDA

Virtual Meeting
Tuesday, July 21, 2020 at 6:00 PM

Contact kdavis@orcity.org for the link to participate in the meeting

CALL TO ORDER

ROLL CALL

APPROVAL OF THE MINUTES

- [1.](#) Minutes of June 16, 2020 Transportation Advisory Committee Meeting

ADOPTION OF AGENDA (Agenda Analysis)

Attendees may fill out a comment form and turn it in to City staff in order to have an opportunity to make comments to the Committee for items not already on the agenda. Comments are generally limited to 3 minutes per person, however, the Chair has the discretion to waive limitations.

PUBLIC COMMENTS

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda, however, the Chair has the discretion to waive limitations. Prior to speaking, citizens shall complete a comment form and deliver it to the Staff Member. When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone. The Transportation Advisory Committee Officers do not generally engage in dialog with those making comments but may refer the issue to the City Manager.

NEW BUSINESS / DISCUSSION ITEMS

- [2.](#) Shuttle Plan Presentation
- [3.](#) Transit Update
- [4.](#) ODOT Tolling Update
- [5.](#) ODOT Tolling Update
- [6.](#) COVID-19 Transportation Impacts
- [7.](#) Metro Get Moving 2020 Update

8. Public Works Report

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the Staff Member. When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the Transportation Advisory Committee (TAC) does not engage in discussion with those making comments.

Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Staff Member prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503 657 0891

Agenda Posted at City Hall, Pioneer Community Center, Library, City Web site.

Video Streaming & Broadcasts: The meeting is streamed live on Internet on the Oregon City's Web site at www.orcity.org and available on demand following the meeting. The meeting can be viewed live on Willamette Falls Television on channel 28 for Oregon City area residents. The meetings are also rebroadcast on WFMC. Please contact WFMC at 503 650 0275 for a programming schedule



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 07/21/2020
From: Senior Administrative Assistant-Kim Davis

SUBJECT:

Minutes of June 16, 2020 Transportation Advisory Committee Meeting

STAFF RECOMMENDATION:

Approve the minutes of the June 16, 2020 Transportation Advisory Committee Meeting



OREGON CITY

Transportation Advisory Committee Minutes

June 16, 2020

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday June 16, 2020**, was called to order by City staff member Kim Davis at 6:00 PM via a virtual Zoom Meeting.

Committee members present included Henry Mackenroth, John Anderson, Ray Atkinson, Bob La Salle, Ben Simmons, Tim Wuest and Vance Tong. Cedomir Jesic entered at 6:25.

Staff members present included John Lewis, Public Works Director, Dayna Webb, City Engineer, Josh Wheeler, Assistant City Engineer, Brian VanSmoorenberg, Senior Engineer, Vance Walker, Assistant Public Works Director and Kim Davis, Senior Administrative Assistant.

2. APPROVAL OF THE MINUTES

Mr. Anderson **moved to approve** the minutes of **February 18, 2020** and it carried **unanimously** by the following vote: Aye: Mackenroth, Atkinson, Simmons, La Salle, Tong and Wuest.

3. AGENDA ANALYSIS

Nothing added.

4. CITIZEN COMMENTS

There were no citizen comments made.

5. NEW BUSINESS/DISCUSSION ITEM

a. **Transportation Growth Management Grant (TGM) – Park Place Urbanization Study – Request for Letter of Support**

Major points in the PowerPoint were as follows:

- Mr. Wheeler gave a presentation on the Transportation Growth Management Grant he is applying for the Park Place Urbanization Study.
- Mr. Wheeler said there is a draft letter of support he is hoping to get signed by the TAC. He said they are also going to the City Commission, Planning Commission, Citizen Involvement Committee, and the Park Place Neighborhood to get a signed letter of support.
- Mr. Wheeler said the TGM Grant is a State program administered by ODOT.

June 16, 2020

Transportation Advisory Committee

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He said it typically funds TSP plans and updates to TSP's, but it also funds corridor plans.

- Mr. Wheeler said the money will not only be used for road widening, but also for sidewalks and bike lanes. He said the City is requesting \$100,000.00 from the TGM Grant program and the City will provide a \$50,000.00 match.
- Mr. Mackenroth said as the chair he will sign the letter of support.
- Mr. Wheeler said he must submit the grant by July 31st, 2020, they approve the applications in August, and they award in October. He said they would likely get the project done by the end of 2020.
- **Mr. Anderson moved to support the signing of the Letter of Support for the Transportation Growth Management Grant – Park Place Urbanization Study and Mr. Simmons seconded the motion. It carries unanimously by the following vote: Aye: Mackenroth, Anderson, Atkinson, Simmons, LaSalle, Tong and Wuest.**

b. Holcomb Blvd. Safe Routes to School Grant – Request for Letter of Support

Major points were as follows:

- Mr. VanSmoorenberg gave a presentation on the Holcomb Blvd. Safe Routes to School Grant.
- Mr. VanSmoorenberg talked about the keys items that the Grantor are looking for in a successful application for the Safe Routes to School Grant. He said those key items are removing barriers that prevent walking and riding to school; they look to fund the projects around title one schools first; Projects with road speeds higher than 35 MPH have a higher priority; project readiness and any upfront work that has already been done would also be a benefit.
- He said Holcomb Blvd. matches many of the key criteria for this grant and should compete well. He said Holcomb Elementary is a title one school, has missing sidewalks, no marked crosswalks on Holcomb Blvd., and the posted speed limit is 40 MPH.
- Mr. VanSmoorenberg talked about the details of the project that meet the grant criteria and how it also accomplishes the desires of the neighborhood.
- Mr. VanSmoorenberg said the deadline to apply for this grant is August 31, 2020.
- **Mr. Simmons moved to support the signing of the Letter of Support for the Holcomb Blvd. Safe Routes to School and Mr. Tong seconded the motion. It carries unanimously by the following vote: Aye: Mackenroth, Anderson, Atkinson, Simmons, LaSalle, Tong, and Wuest.**

c. Public Works Report

Major points were as follows:

- Mr. Walker gave an update on the Molalla Ave. and Pearl St. Intersection. He said the City has worked with Clackamas County and has made many improvements to the intersection. He said all the short-term improvements

- have been made and the long-term improvements need to be budgeted in.
- Mr. Lewis gave an update on the speed limit change on Molalla Ave. from 35 MPH to 30 MPH. Mr. Wuest requested that signage be placed on Molalla Ave. to direct bicyclists over to Linn Ave. due to safety issues with biking on Molalla Ave. Mr. Lewis said that is something we can look into and asked Mr. Walker to look into it with Jayson Thornberg, the Transportation Operations Manager.
- Mr. Lewis said there was going to be a virtual open house for the Molalla Ave. Streetscape Project on June 18, 2020. He said the link to the open house can be found on the City's website under the Molalla Ave. Streetscape Project Page.
- Mr. Lewis talked about the slide area on South End Rd. He said the County is pursuing a design project for a grant to better understand what the needs are along the slide area.
- Mr. Lewis said the City met with the neighborhood where the Trillium Park Rd. slide is. He said we will continue to monitor the area for movement.
- Mr. Lewis gave an update on the Operations Complex on Fir St. He shared a drawing of the plan for the building.

6. COMMUNICATION

Major Points were as follows:

- Mr. Atkinson talked about returning to work and school at Clackamas Community College. He said the shuttle will not return to service until early 2021.
- Ms. Davis said Pete Walter reached out to her and wanted a representative and alternative representative from the TAC. It was decided that Mr. LaSalle would be the main representative and Mr. Simmons would be an alternate.
-

7. FUTURE AGENDA ITEMS

- Mr. Atkinson will do a Shuttle Plan Presentation.
- An update about gas tax revenues
- An update about the suggestions on the Holcomb Sidewalk Grant

8. ADJOURNMENT

There being no further business, the meeting adjourned at 8:14 pm.

Respectfully Submitted,

Kimberly Davis
Administrative Assistant



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee
From: Senior Administrative Assistant-Kim Davis

Agenda Date: 07/21/2020

SUBJECT:

Shuttle Plan Presentation

EXECUTIVE SUMMARY:

Ray Atkinson will give a presentation on the Shuttle Service and Access Plan

Shuttle Service and Access Plan



Item #2.



Portland State
UNIVERSITY

College of Urban & Public Affairs:
Nohad A. Toulam School of Urban Studies & Planning

Item #2.

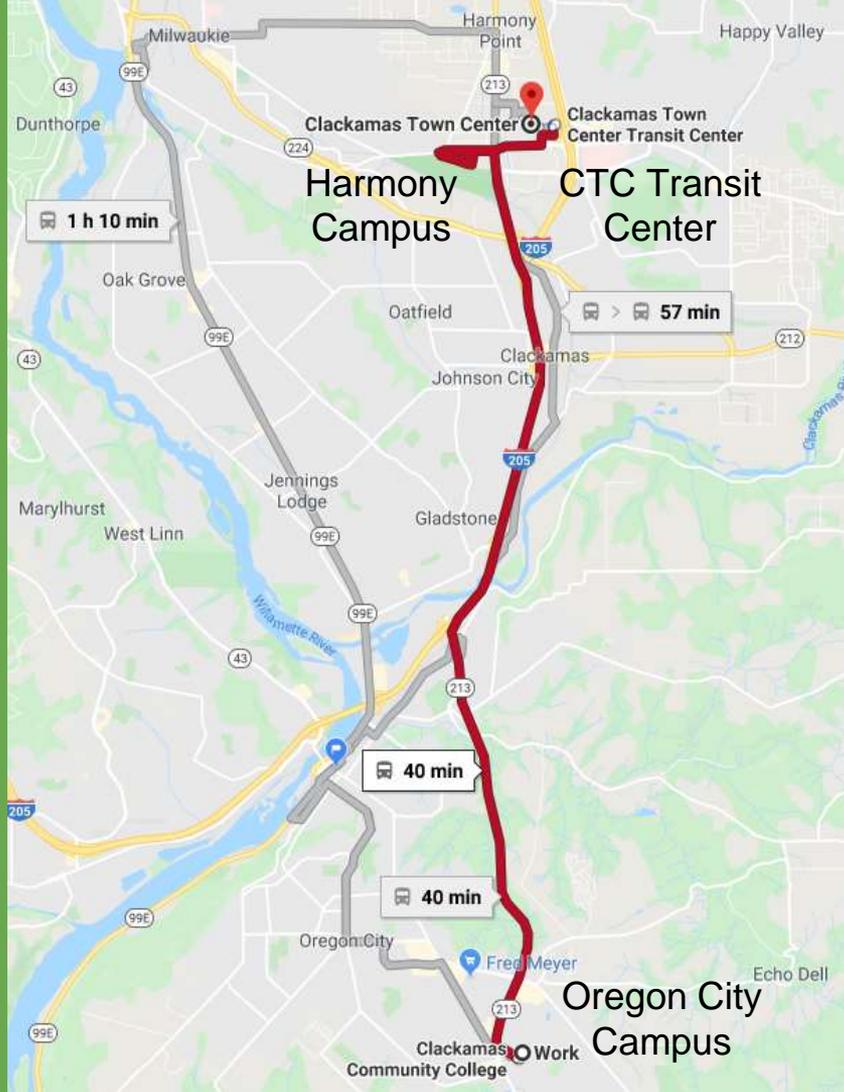
- Project selected by Master of Urban and Regional Planning (MURP) team from PSU



CONEXION
STUDIO



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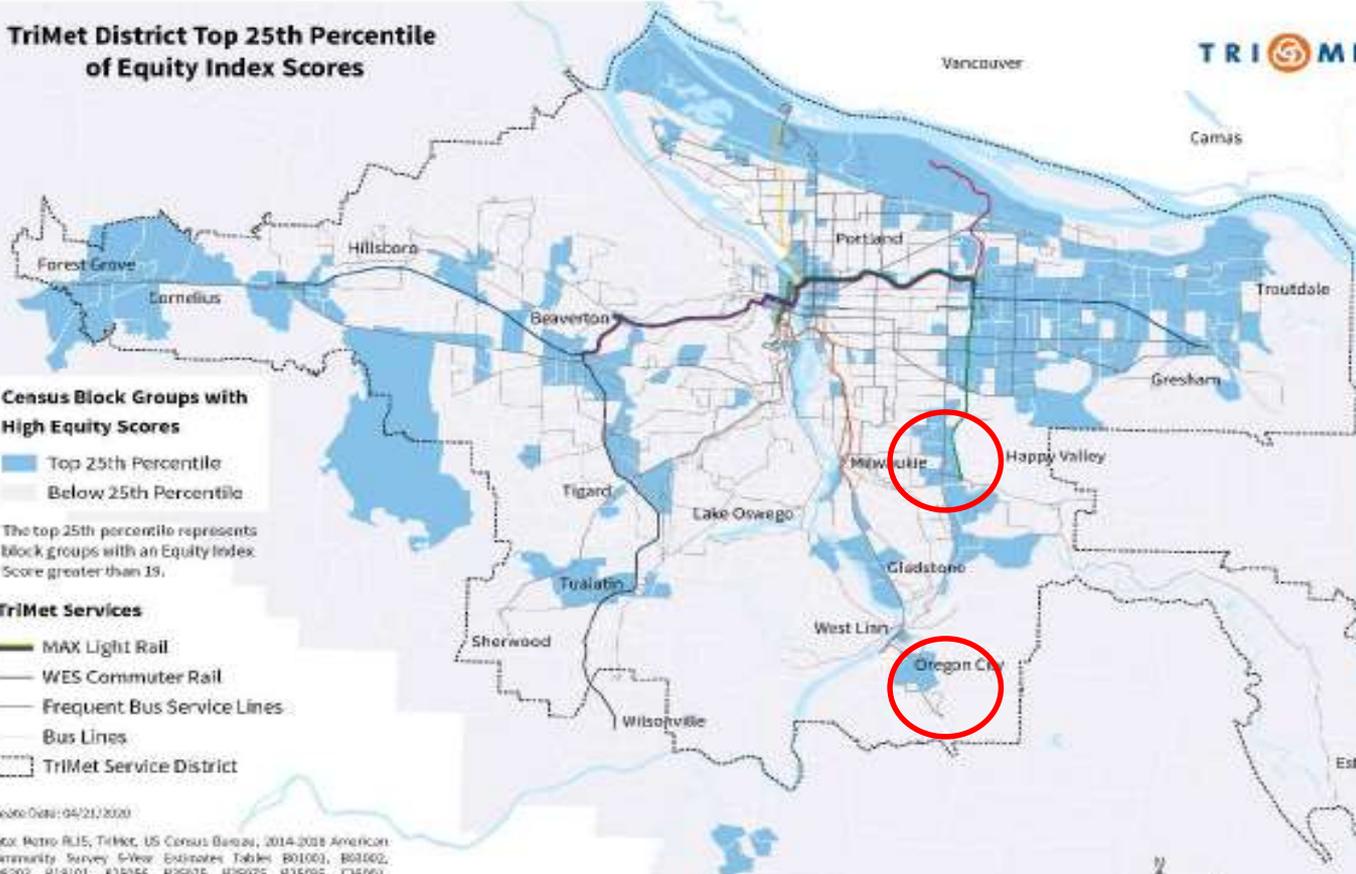
Item #2.

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Equity Areas Update – 25% of blocks

Item #2.

TriMet District Top 25th Percentile of Equity Index Scores



Downtown Portland



Created On: 04/21/2020
 Data: Metro RJIS, TriMet, US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates Tables B01001, B01002, B06203, B18101, B25054, B25075, B26075, B26095, C18001, C17002, and Longitudinal Employer-Household Dynamics table er_wac_0000_0706_2017

Project Location: G:\PUBLIC\GIS\116_VT\Equity_Index\2020\figs_project\TriMet_Equity_Index_25_Percentile.jpg



Project Phases – Coronavirus impacted project

JANUARY - MARCH 2020

- SCOPING
- TIMELINE
- MOU
- STUDENT ENGAGEMENT PLAN
- WORK PLAN

APRIL - MAY 2020

- COVID19
- ONLINE SURVEY
[APRIL 8 - APRIL 19]
- ONE-ON-ONE STUDENT INTERVIEWS

MAY - JUNE 2020

- ANALYZE SURVEY
- ANALYZE INTERVIEWS
- ANALYZE CONTEXT
- DRAFT CHAPTERS

JUNE 8, 2020

- PLAN DUE

Plan Chapters

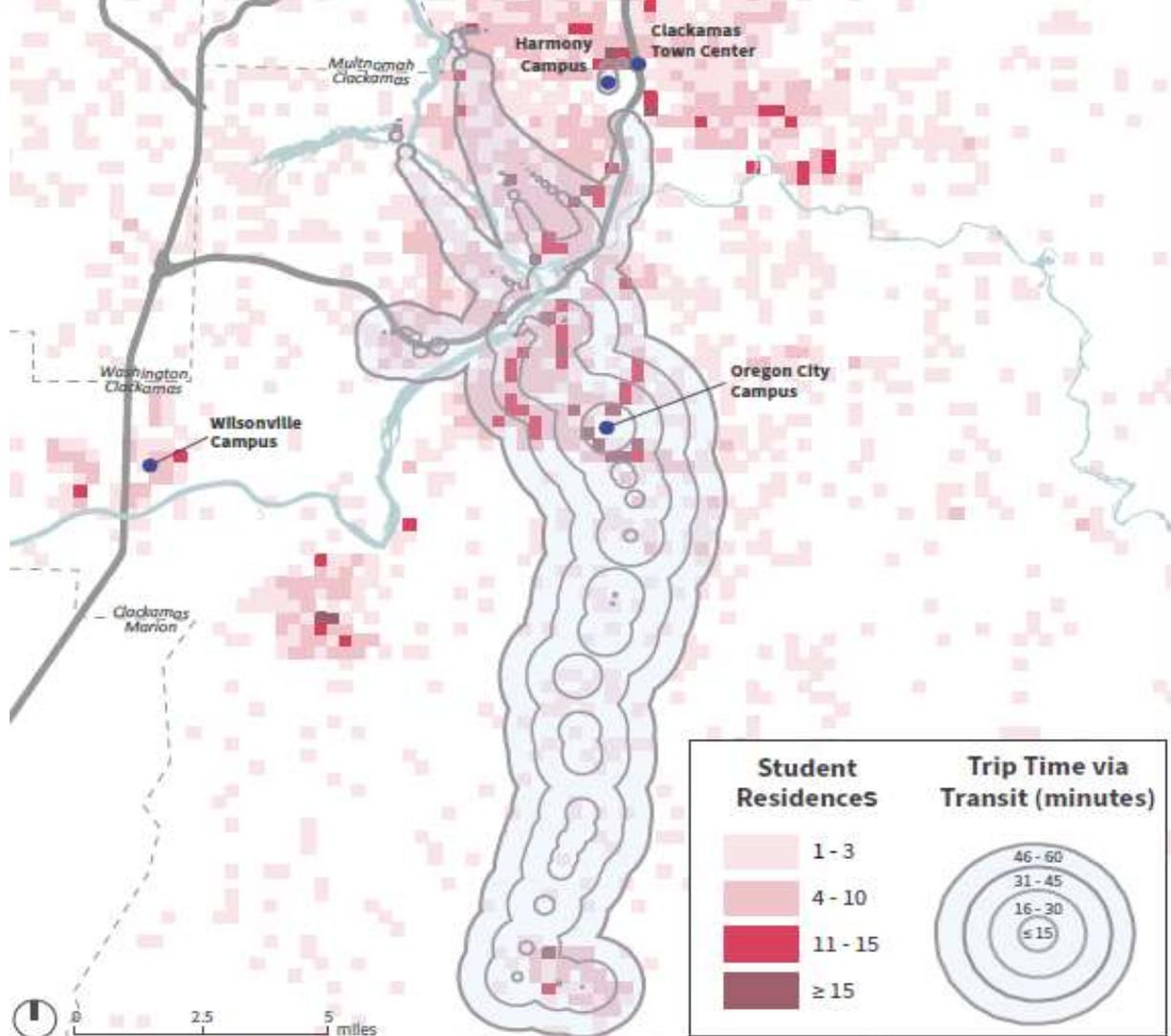
- **Context**
- **Student Transportation Barriers**
- **Recommendations**
- **Performance Metrics & Future Planning**

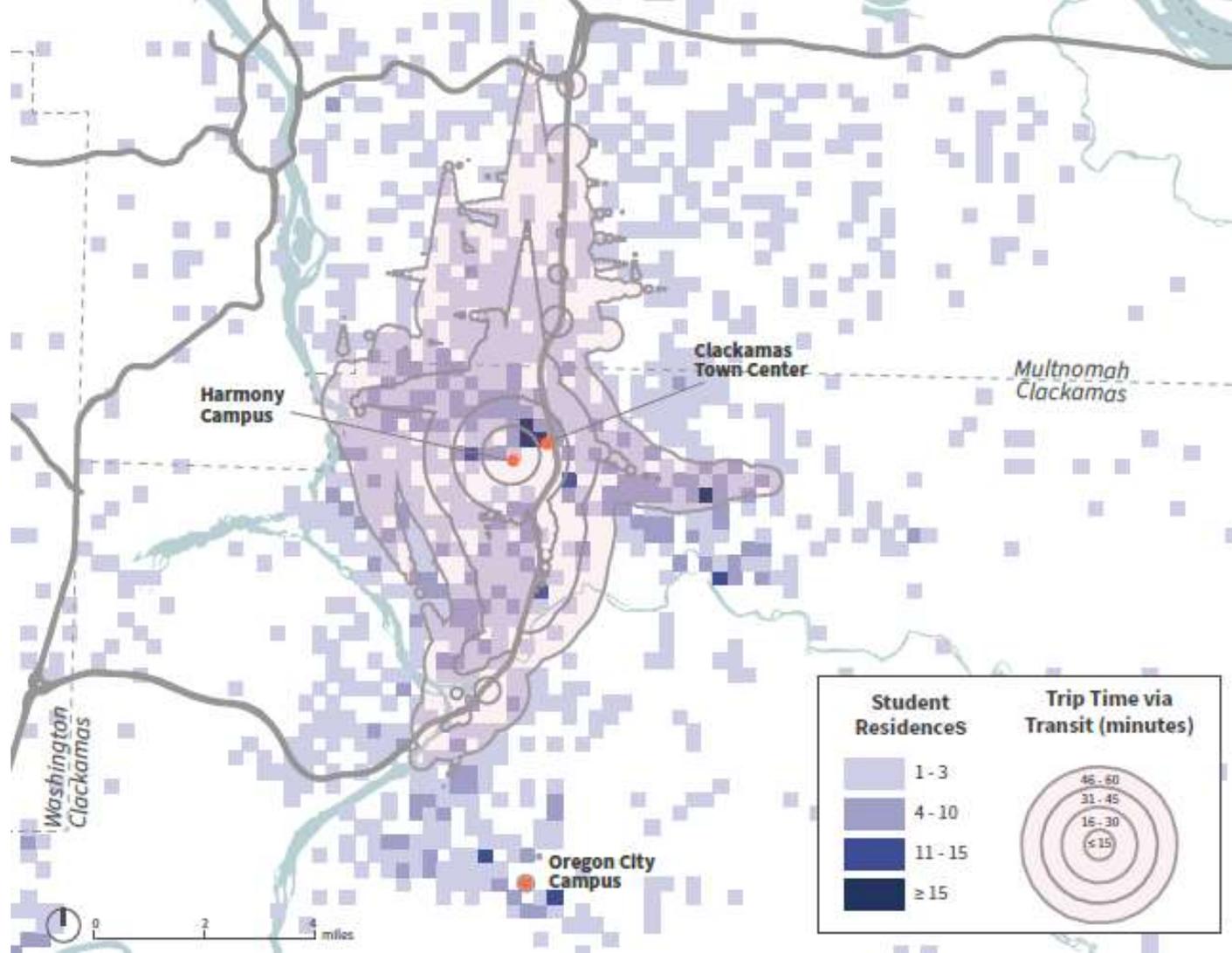
Student Engagement

- **In-person outreach before coronavirus**
- **Online Survey from April 8-19**
 - **569 Responses**
- **19 Student Interviews**
 - **Outreach Process**
 - **November 2019 on-board intercept shuttle survey**
 - **ASG, student clubs and resources**
 - **April 2020 Shuttle Survey respondents**

Online Survey Analysis

- **19% of Harmony and 15% of Oregon City respondents ride CCC Xpress Shuttle at least once per week**
- **“Shuttle stops closer to my home and work” would encourage students to ride shuttle more**





Harmony Student Story: “Aimee”

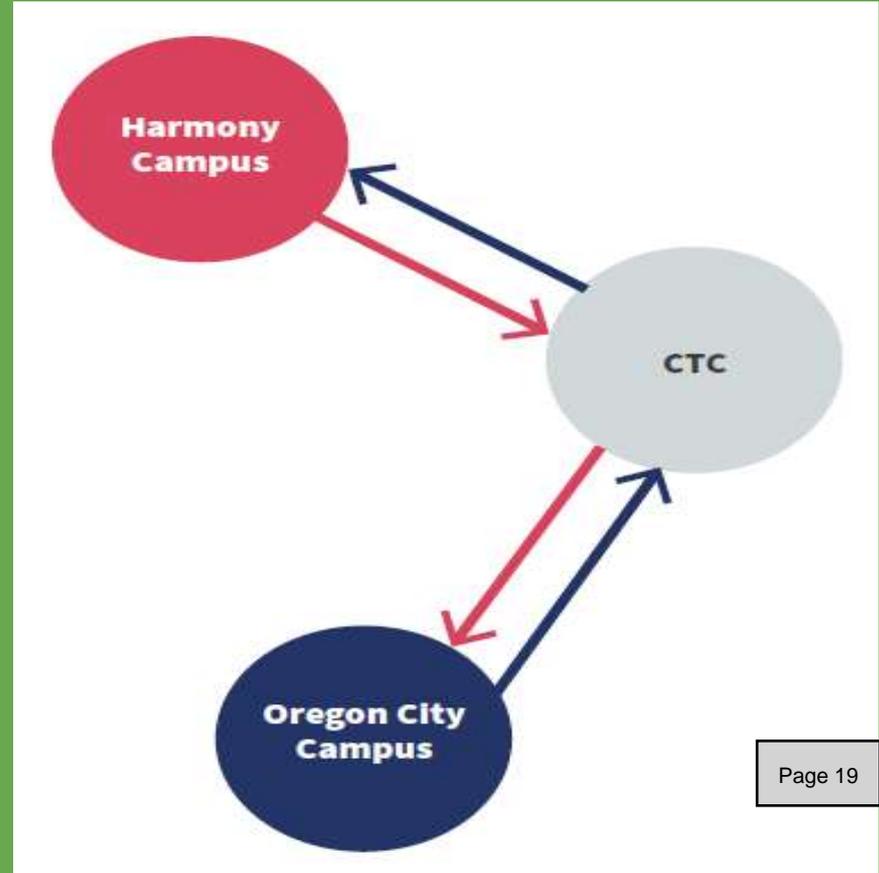
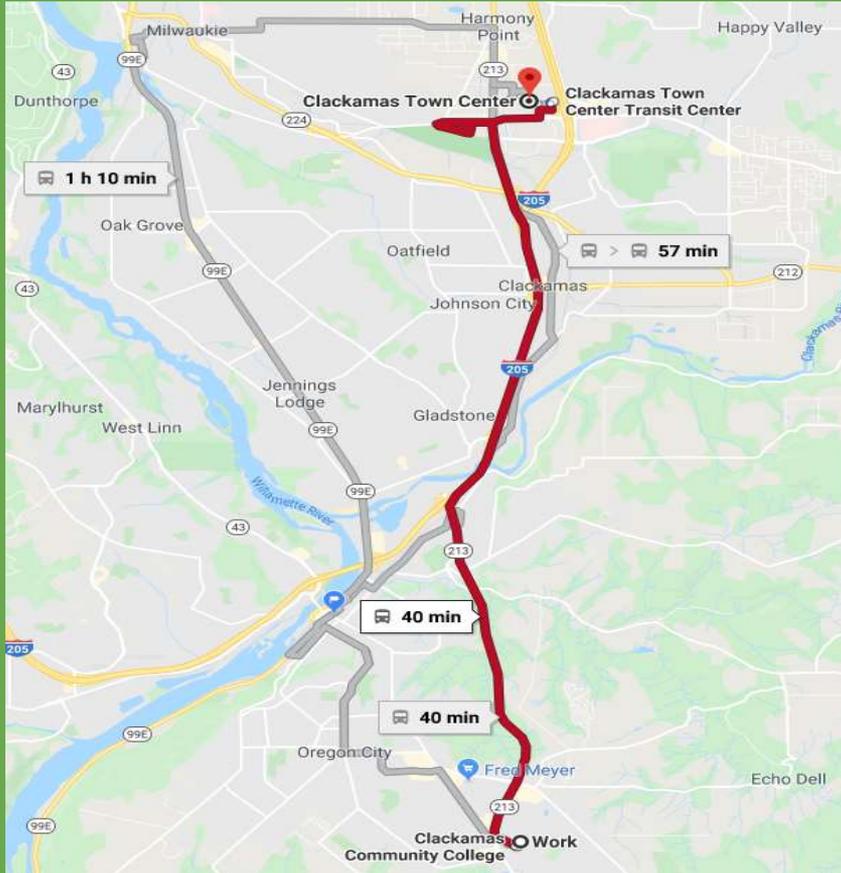
Aimee prefers to take the shuttle over a bus because she feels safer in it, but on an almost daily basis, she has to balance the opportunity costs of waiting for the low-frequency shuttle or taking a more frequent bus that she doesn't feel as safe in. Sometimes the shuttle is full and she has to wait for the next one. After a long day of classes, with schoolwork left to complete at the end of the day, she often worries about how she'll get home:

At the end of the day I'm fairly exhausted from school and the material I've learned. I still have to think, 'Am I going to get home? How am I going to get home?'

Stop at CTC in both directions

Item #2.

84% of Fall 2019 riders started or ended trip at CTC stop



Bikeshare and scootershare need to use station

Item #2.



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Bikeshare/Scootershare Analysis

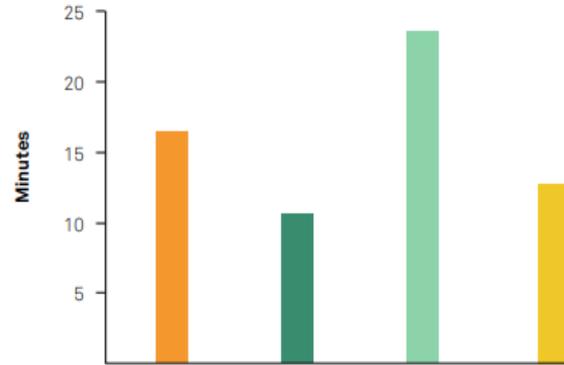
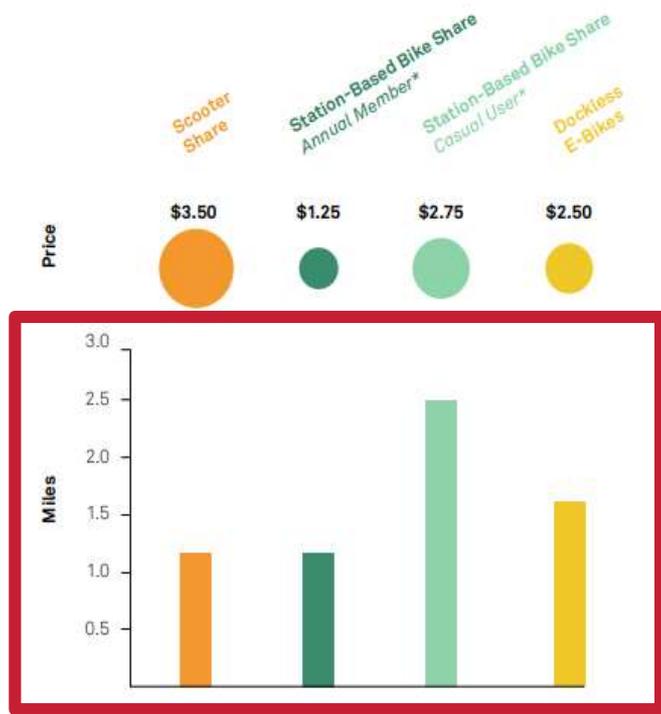
Item #2.

- **32% of Oregon City respondents would use bikeshare for some, many or all trips**
- **36% of Oregon City respondents would use scootershare for some, many or all trips**
- **Main reasons students avoid bikeshare and scootershare**
 - **Satisfaction with current commute**
 - **Bad weather**

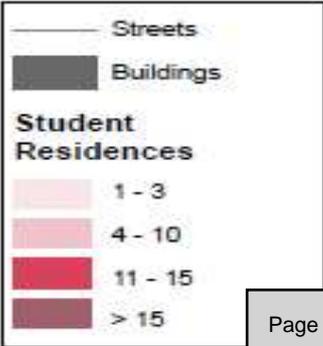
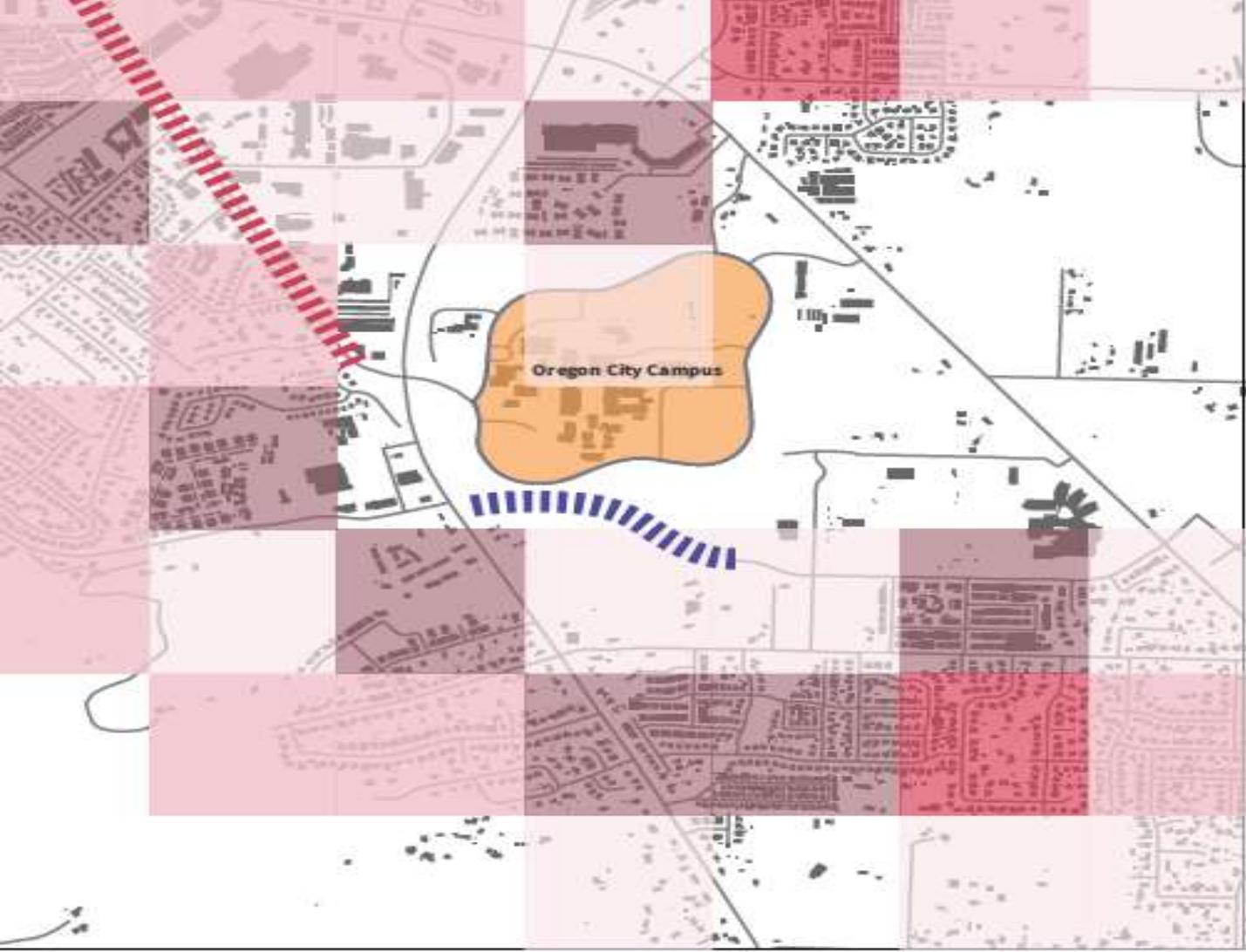
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Average Bikeshare and Scootershare Trip is 1.2 Miles

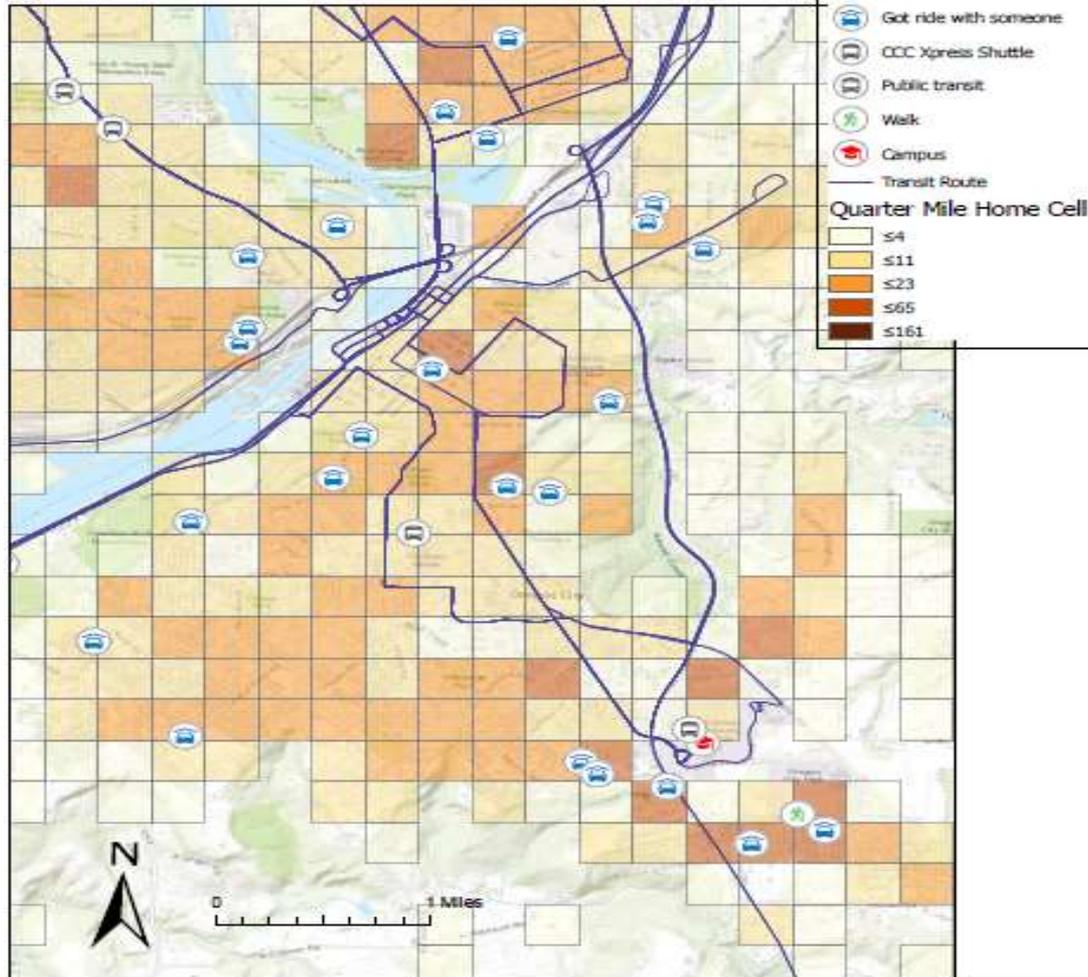
Item #2.



*Based on data from Capital Bike Share, Bluebikes, Citi Bike, Divvy, and Ford GoBike



Oregon City Student Commute

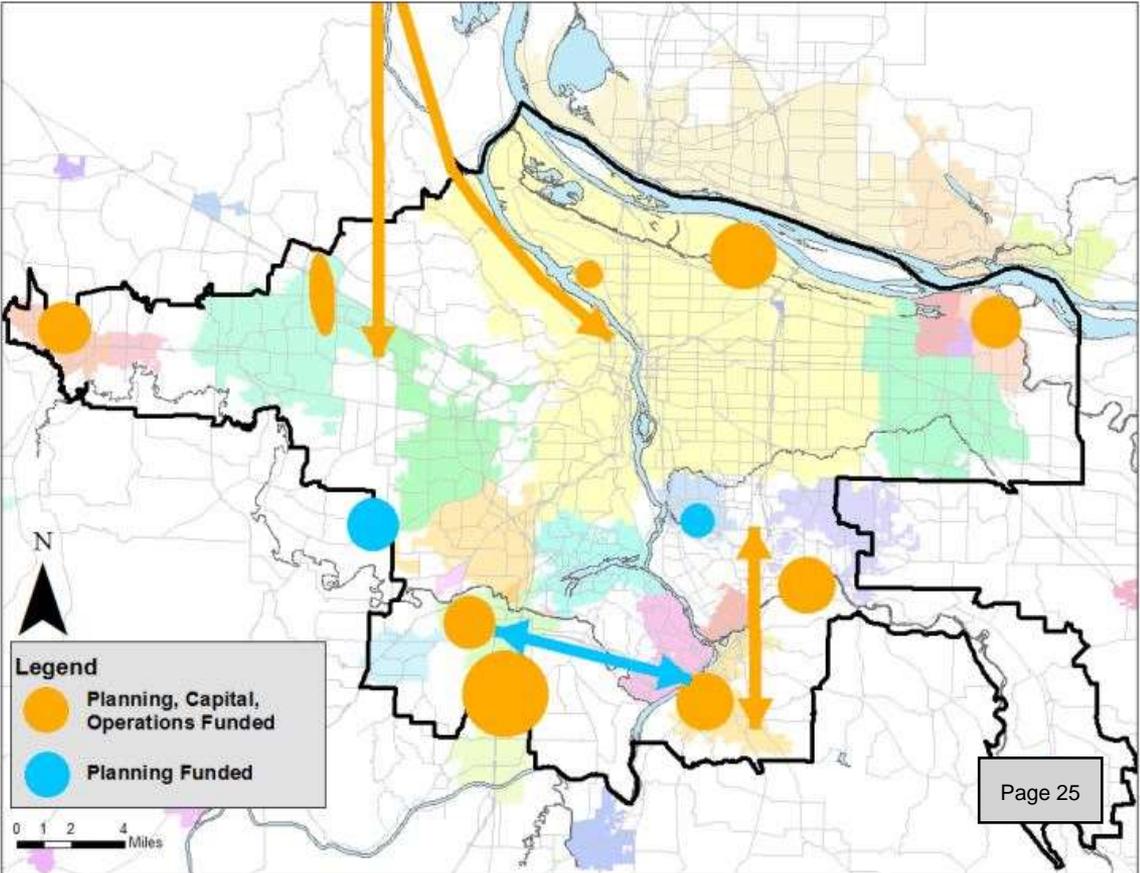


Item #2.

Regional Coordination Projects

FY 2019-21

- Clackamas Industrial Shuttle
- Milwaukie Industrial Area Shuttle
- Oregon City Last-Mile Shuttle
- Tualatin/West Linn/Oregon City Shuttle



Questions? Comments? Concerns?

Ray Atkinson

ray.atkinson@clackamas.edu

Equity Areas Update

Item #2.

Equity Index 10 Factor Analysis:

- Low income population (200% of poverty)
- People of color
- Limited English proficiency
- People with disabilities
- Senior population
- Youth population
- Low & medium wage jobs
- Limited vehicle access
- Affordable housing units
- Key retail/human/social services

FY19-21 Map: Top quartile composed the equity areas

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CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 7/21/2020
From: City Engineer Dayna Webb, PE

SUBJECT:

Transit Update

BACKGROUND:

Staff are currently following and participating in a number of transit items throughout the region. Following is a brief summary of each of the transit items:

Clackamas County Transit Development Plan

In January 2020 Clackamas County kicked off a year long process to better connect people to jobs, education, healthcare, social services, shopping, recreation and more. With seven transit service providers in Clackamas County, there are still large areas of the county with no transit service, and existing service varies in frequency, access and connectivity.

To set the stage for improved and increased transit throughout the county, Clackamas County is working with the community, transit providers and partners to study the status of transit in the county and create a Transit Development Plan. The final plan, which will be used to guide transit investments in the county, will include:

- A vision for connected and coordinated transit service, and
- Recommendations for actions to improve transit.

Staff is participating on the Technical Advisory Committee (TAC) for this work and is providing input and insights for Oregon City and the surrounding region.

More information on this plan is available on the Clackamas County Transit Development Plan webpage, found here: <https://www.clackamas.us/planning/transit>

Clackamas County Shuttle Planning

Clackamas County received funding from HB 2017 Statewide Transportation Improvement Fund for 4 new public transit services:

- Oregon City Connector Shuttle – Planning & Implementation
- Clackamas Industrial Area Connector Shuttle – Planning & Implementation
- Oregon City, West Linn and Tualatin Commuter Shuttle – Planning Only
- Milwaukie Connector Shuttle – Planning Only

Clackamas County and the local agencies are currently working through the service model topics, and that work will consider these fundamental issues:

- Should the County or the cities run the shuttle services or contract it out?
- Should the services supplement existing service or replace it, giving TriMet the potential to redistribute its service to other areas of the County?
- Should the services extend more than ¾ mile beyond TriMet's existing service area and/or operate at times when TriMet does not?

More information on this is available on the Clackamas County Shuttle Planning webpage, found here: <https://www.clackamas.us/socialservices/clackamas-county-shuttle-planning>

Clackamas County is collecting feedback on the proposed shuttles in a short survey, found here: <http://maps.jla.us.com/clackamas-shuttles> Feedback related to the Oregon City Shuttle is needed by **July 19, 2020**.

TriMet Pedestrian Plan

TriMet is working with cities and counties to improve the walk to transit. Whether you walk or roll, everyone who uses transit is a pedestrian at some point. Missing sidewalks, unsafe crossings, and other barriers can make it harder to get to transit safely and comfortably. TriMet's Pedestrian Plan will help cities and counties make decisions about which projects take priority when working to fix those barriers.

The Pedestrian Plan will be developed with input from local government agencies and the community, with equity, safety, and demand as our guiding principles. Based on the feedback we receive from surveys and community meetings, we will create a framework to help decision-makers identify pedestrian priorities using a transit lens.

Staff is participating in the Stakeholder Forums for this work and is providing input and insights for Oregon City and the surrounding region. This work was originally expected to be completed by June 2020, but has been slightly delayed to the COVID-19 pandemic.

More information on this plan is available on the TriMet Improving Pedestrian Access to Transit webpage, found here: <https://trimet.org/walk/>

TriMet Express & Limited Stop Bus Study

TriMet is currently working on a study to determine market demand for Express and Limited Stop Bus services, and viable models that could be implemented in the TriMet service area.

Express Bus Service: fixed route commuter bus service with a limited number of stops – this a point to point service with specific endpoints, typically one way and only during peak hours, park & ride facilities are critical at the end point.

Limited Stop Bus Service: fixed route bus service that does not serve every stop for all or part of the day.

There are currently no Express or Limited Stop Bus services in Oregon City.

Staff is participating on the Technical Advisory Committee (TAC) for this work and is providing input and insights for Oregon City and the surrounding region. The TAC goals are to make recommendations on routes, services and operating models. Four TAC meetings are anticipated to provide feedback to TriMet, they are expected to wrap up this work in January 2021.

Help Clackamas County Plan Better Transit Service

The County is planning transit service to better connect people to jobs, education, healthcare, social services, shopping, recreation and more. Whether you ride transit now or just wish you could, you can help us find:

- Gaps with no transit service
- Places where service exists but needs improvements

Watch for online surveys and community events about the Clackamas County Transit Development Plan (CCTDP for short) in June and August.

To stay informed, visit:
clackamas.us/planning/transit.

Why do we need a new plan?

- To ensure long-term investments in infrastructure that will support the diverse needs of Clackamas County residents, including: a thriving economy, living wage jobs, housing and transportation alternatives, and a healthy environment.
- To get state funding. House Bill 2017—Keep Oregon Moving’s Statewide Transportation Improvement Fund—created new funding for transit. Even areas outside a transit district or service area can get funding if they have a plan that identifies needs and how to meet them.



What will it accomplish?

This plan could:

- Improve service in rural and suburban locations.
- Make fares and timing easier when riders transfer from one transit carrier to another.
- Bring new options such as shuttles, express services, vanpools, micro-transit, and transportation network companies such as Uber and Lyft.
- Make driving easier on state highways by reducing traffic from single-occupancy vehicles.
- Help support climate recovery.

Stay Informed

Questions? Contact: **Brett Setterfield**
Clackamas County Project Manager

503-742-4511 | bsetterfield@clackamas.us

Sign up for email updates and learn more about the project: clackamas.us/planning/transit.

Where will it apply?

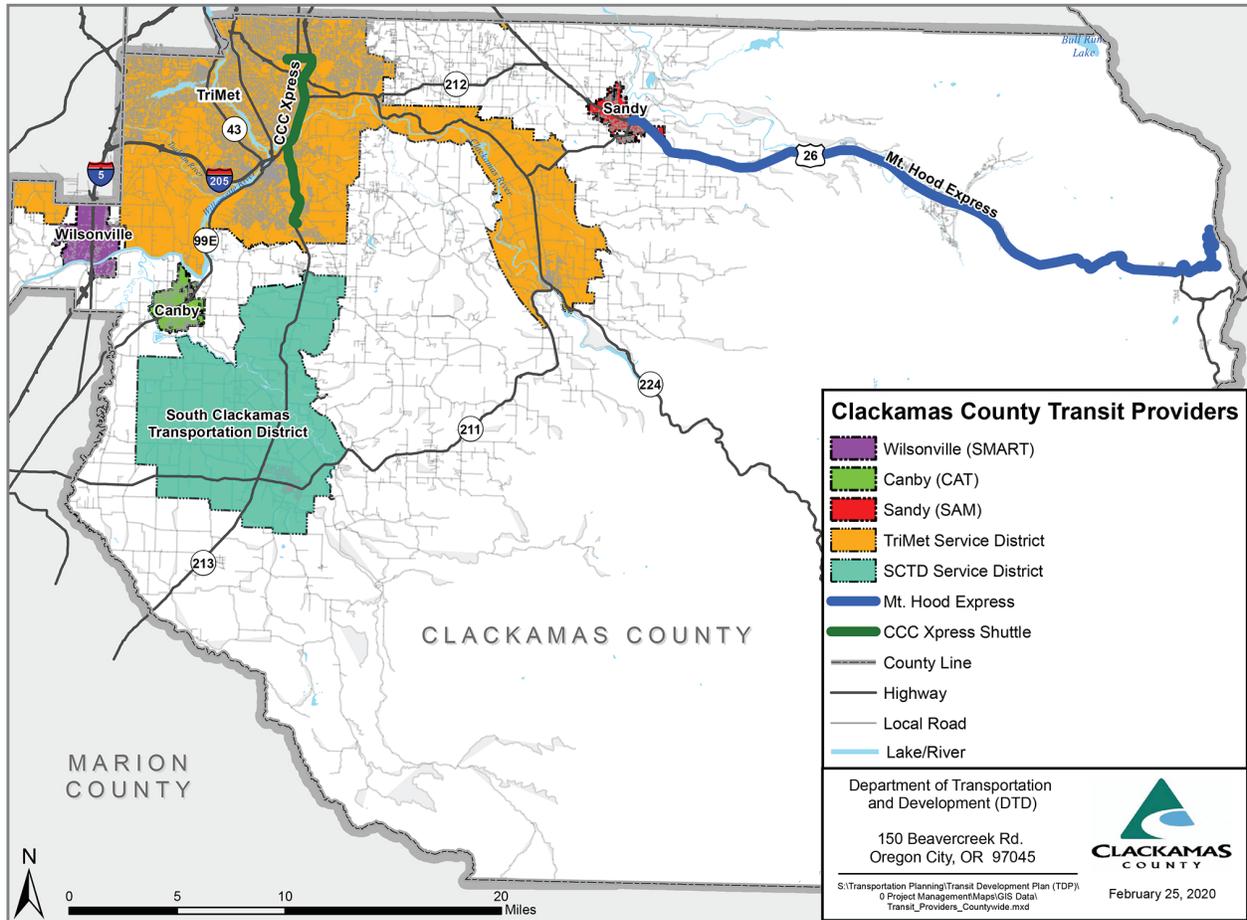
In TriMet’s service area, which includes most county cities in the Metro Urban Growth Boundary, *and*:

- Estacada and rural areas along Stafford Road.

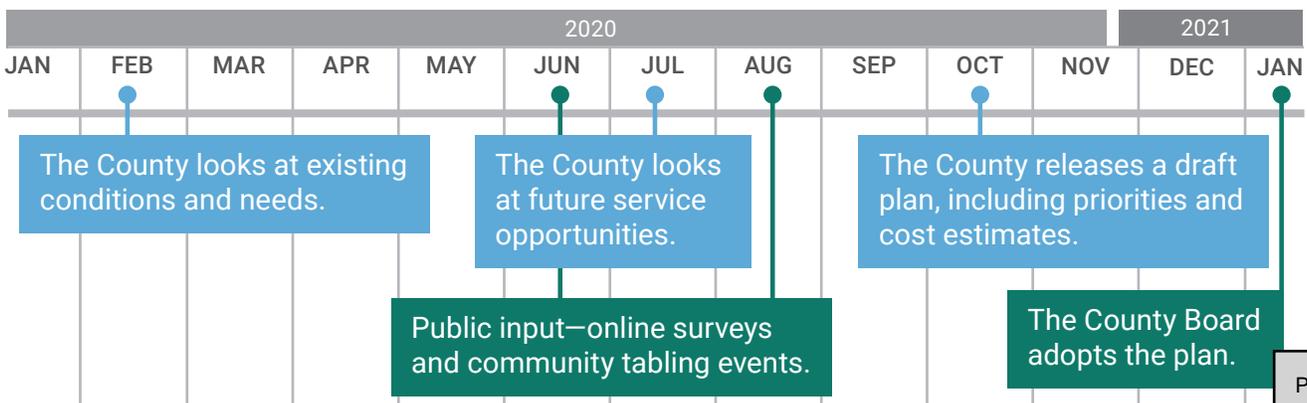
Unincorporated areas between those served by these transit agencies:

- South Clackamas Transportation District (SCTD), serving Molalla.

- Sandy Area Metro (SAM).
- Canby Area Transit (CAT).
- South Metro Area Regional Transit (SMART), serving Wilsonville.
- The area served by the County’s Mt. Hood Express, along Highway 26 to Government Camp.



What’s the timeline?



Clackamas County Shuttle Planning

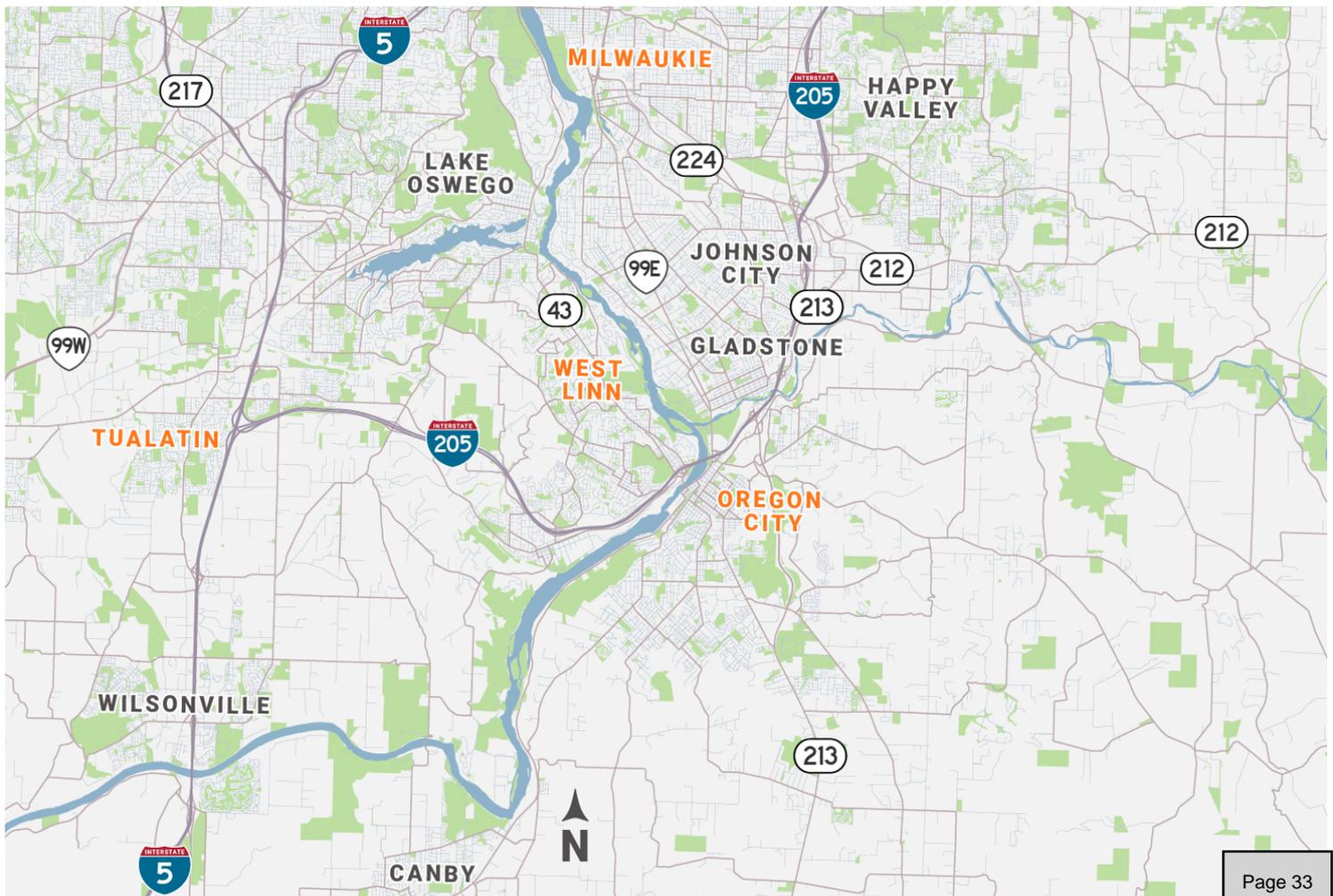
Clackamas County is currently looking to develop four new public transit services



Project Overview

These new transit services are looking to make connections that will enable many more people to travel all the way to work, school and other daily destinations even when they are not driving. These shuttles will help relieve congestion on County roads when everyone returns to normal life after social distancing, as they will enable critical last mile connections from other regional transit providers.

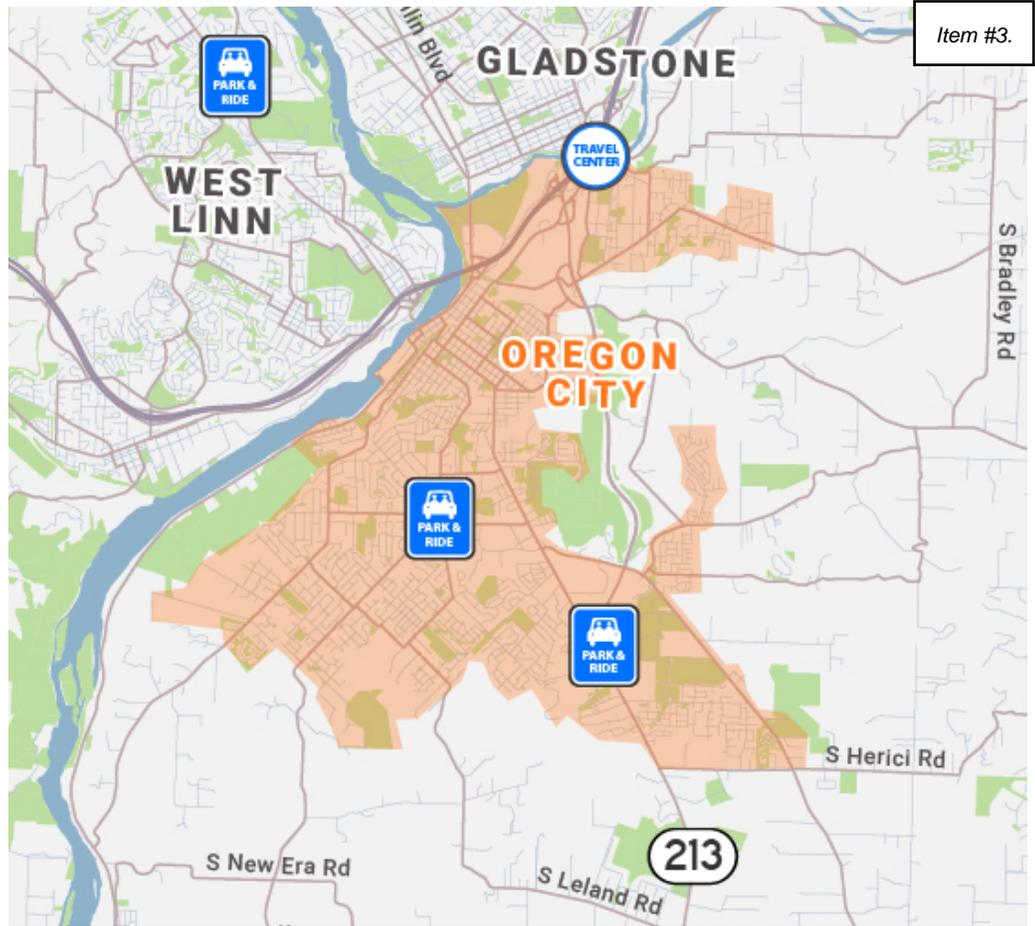
- Three shuttle services to fill gaps from TriMet stops to underserved portions of Oregon City, the Clackamas Industrial Area, and the Milwaukie Industrial Area—two of which will begin running by September 2020.
- A commuter service linking Oregon City, West Linn and Tualatin.



Connector Shuttle
Service Area

Oregon City

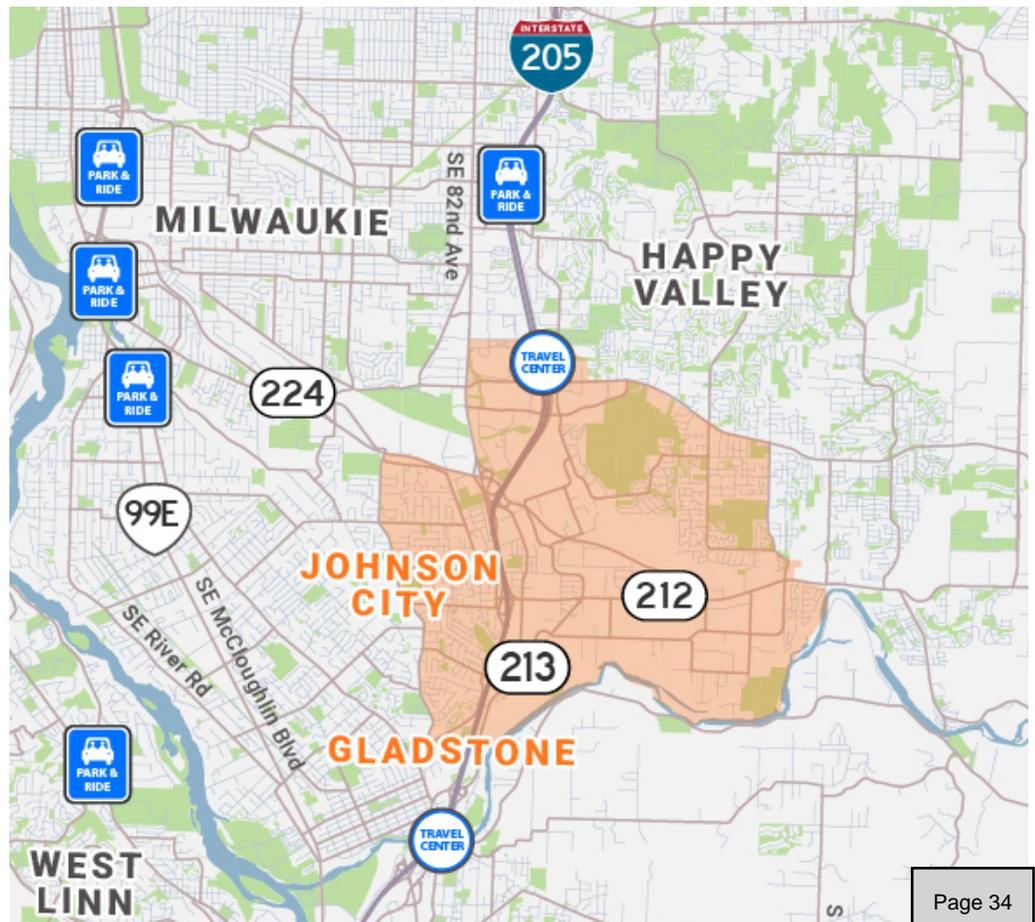
This project will explore implementation of a last mile shuttle to provide enhanced transit access throughout Oregon City to help residents travel all the way to work, school and other daily destinations even when they're not driving.



Connector Shuttle
Service Area

Clackamas Industrial Area

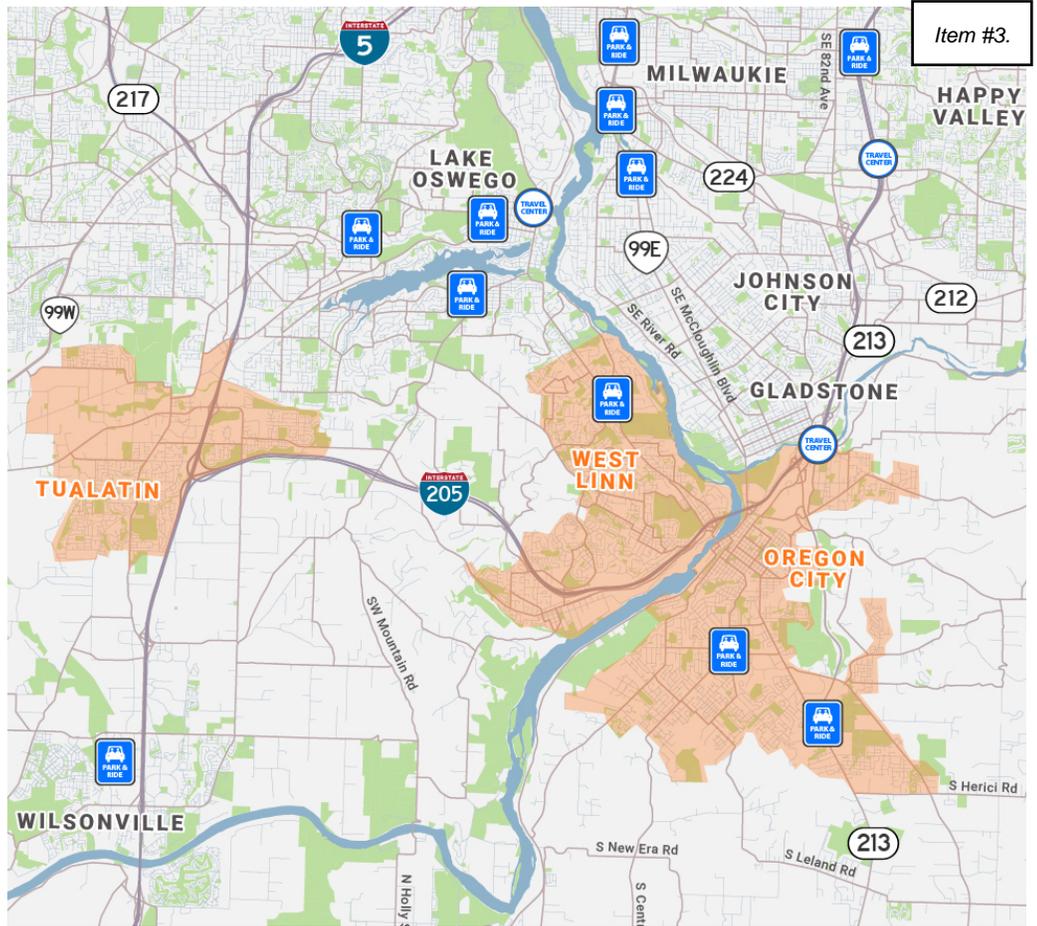
A last-mile shuttle is being explored to provide enhanced transit access to the Clackamas Industrial Area located primarily east of Interstate 205 along Highway 212. This shuttle, once implemented, will provide service between the Clackamas Town Center Transit Center and locations throughout the Clackamas Industrial Area ensuring connections to large employers in Clackamas and to Clackamas Community College.



Commuter Shuttle Service Area

Oregon City, West Linn and Tualatin

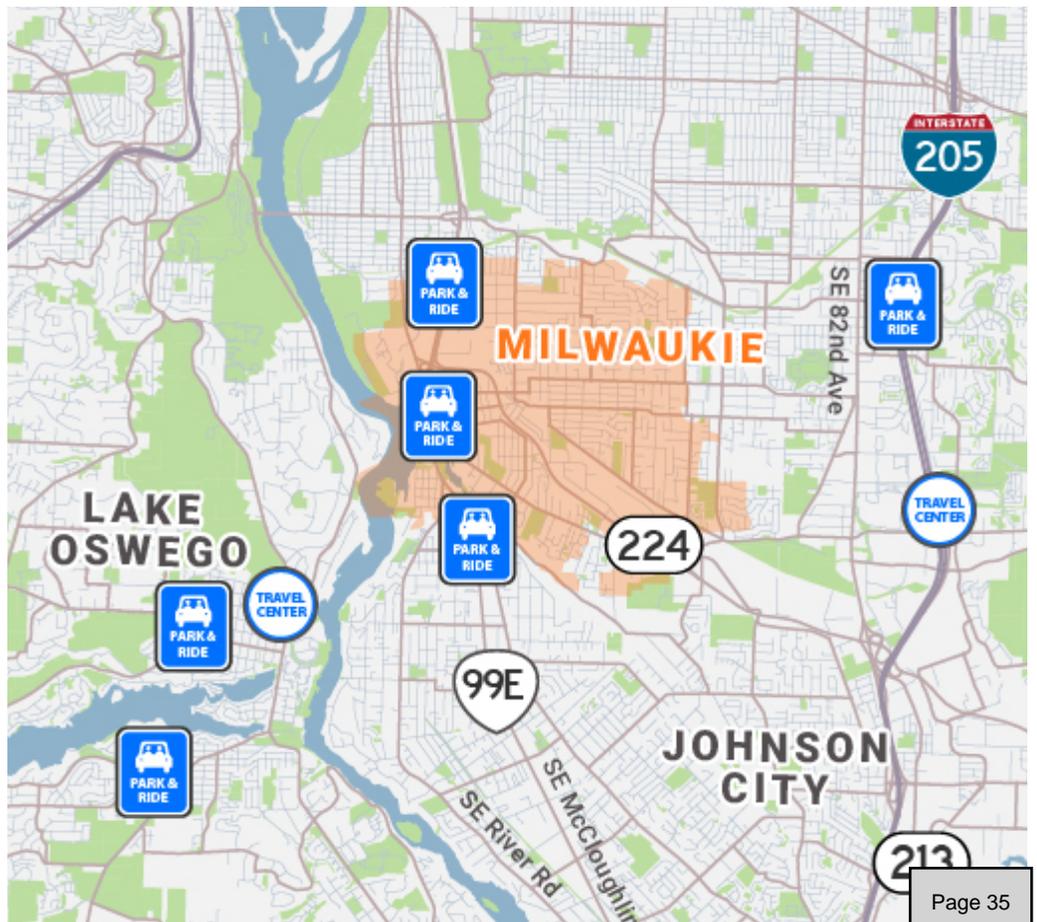
This project will conduct initial planning and explore the feasibility of implementing a future shuttle service between Oregon City, West Linn, and Tualatin to provide enhanced transportation access for all commuters with no current feasible or practical transit options along these travel routes, particularly for the transit dependent and low-income populations.



Connector Shuttle Service Area

Milwaukie

This project will conduct initial planning and explore the feasibility of implementing a future shuttle service to International Way, the North Milwaukie Industrial Area and the Johnson Creek Industrial area to provide enhanced transportation access throughout Milwaukie, particularly for employees, the transit dependent and low-income populations.



Service Models

Planning must consider these fundamental issues:

- Should the County or the cities run the shuttle services or contract it out?
- Should the services supplement existing service or replace it, giving TriMet the potential to redistribute its service to other areas of the County?
- Should the services extend more than 3/4 mile beyond TriMet’s existing service area and/or operate at times when TriMet does not?

Timeline

To plan most effectively, Clackamas County needs meaningful involvement from everyone who will want to use these services, and from everyone who will be affected by them.

From June to July 2020, the public will be able to participate in online surveys and possibly at in-person events. Announcements will be made on social media and the County website, as well as information-table displays at transit hubs.

Funding

Clackamas County has already received Fiscal Year 2019-2021 Oregon Statewide Transportation Improvement Fund (STIF) funds for planning.

Funding for operating the shuttles is expected from Oregon STIF funds and from federal grant programs. To get funding for the services, we need to draft and submit a formal plan.



Another important thing to decide during planning is whether to charge a fare—and if so, how much to charge and whether to somehow combine it with fares charged by TriMet and/or other local transit providers.



Questions? Contact:

Kristina Babcock Clackamas County, Transit Coordinator 503-650-3929 | KBabcock@clackamas.us

Sign up for email updates and learn more about the project: clackamas.us/planning/transit



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee
From: City Engineer Dayna Webb, PE

Agenda Date: 7/21/2020

SUBJECT:

ODOT Tolling Update

BACKGROUND:

In 2017, the Oregon Legislature passed House Bill 2017, known as “Keep Oregon Moving.” This bill committed hundreds of millions of dollars in projects that will address our congestion problem and improve the transportation system in the region and statewide. The Legislature also directed the Oregon Transportation Commission (OTC) to pursue and implement tolling on I-5 and I-205 in the Portland Metro region to help manage traffic congestion. A 2018 feasibility analysis, which included both technical analysis and public input, determined that tolling could help manage congestion and raise revenue on I-5 and I-205. Revenue raised from tolling could be used for congestion relief.

ODOT will be providing an update to the City Commission on their work at the August 5th, 2020 City Commission Meeting.

More information on ODOT I-205 Tolling work can be found here:
<https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx#overview>



CITY OF OREGON CITY

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To: Transportation Advisory Committee **Agenda Date:** 7/21/2020
From: City Engineer Dayna Webb, PE

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ODOT Tolling Update

BACKGROUND:

In 2017, the Oregon Legislature passed House Bill 2017, known as “Keep Oregon Moving.” This bill committed hundreds of millions of dollars in projects that will address our congestion problem and improve the transportation system in the region and statewide. The Legislature also directed the Oregon Transportation Commission (OTC) to pursue and implement tolling on I-5 and I-205 in the Portland Metro region to help manage traffic congestion. A 2018 feasibility analysis, which included both technical analysis and public input, determined that tolling could help manage congestion and raise revenue on I-5 and I-205. This project would toll all lanes of I-205 on or near the Abernethy Bridge to both improve congestion and raise revenue. Revenue generated by these tolls could help fund the planned widening and seismic strengthening of I-205 between Stafford Road and OR 213 including the Abernethy Bridge. Other sources of funding are also being pursued.

As part of their work ODOT has created two Technical Advisory Working Groups to inform the technical approach and provide recommendations to the project team. Staff from Oregon City are participating in:

- Regional Modeling Working Group which is tasked with providing input on modeling tools to be used, performance measures and modeling assumptions, as well as modeling limitations and how to address them
- Transit and Multi-Modal Working Group which is tasked with providing input, sharing information on current conditions and existing plans, and considering opportunities for improved travel options arising from congestion pricing

Currently ODOT is working on through the Alternatives Analysis, which includes looking at 5 alternatives. Start and end points for tolls along this corridor will be defined as part of the analysis and project development. This will include:

- An evaluation of options and end points of the tolling area

- An assessment of the potential for diversion onto the surrounding street system, especially onto neighborhood streets designed for low speed, low volume conditions
- An evaluation of existing transit during peak periods to accommodate any shift in travel modes
- An assessment of whether improved reliability on the freeways will make bus service on the freeways a viable option to improve the currently limited public transportation options between West Linn and Oregon City
- Consideration of equity and mobility strategies to ensure all demographics receive travel benefits

ODOT and their project team will be providing an update to the City Commission on their work at the August 5th, 2020 City Commission Meeting.

More information on ODOT I-205 Tolling work can be found here:

<https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx#overview>

Project Status

- Feasibility Analysis: Completed 2017-2018
- Planning and Outreach for Environmental Review: In progress
- Tolling Implementation: To be determined

Get Involved

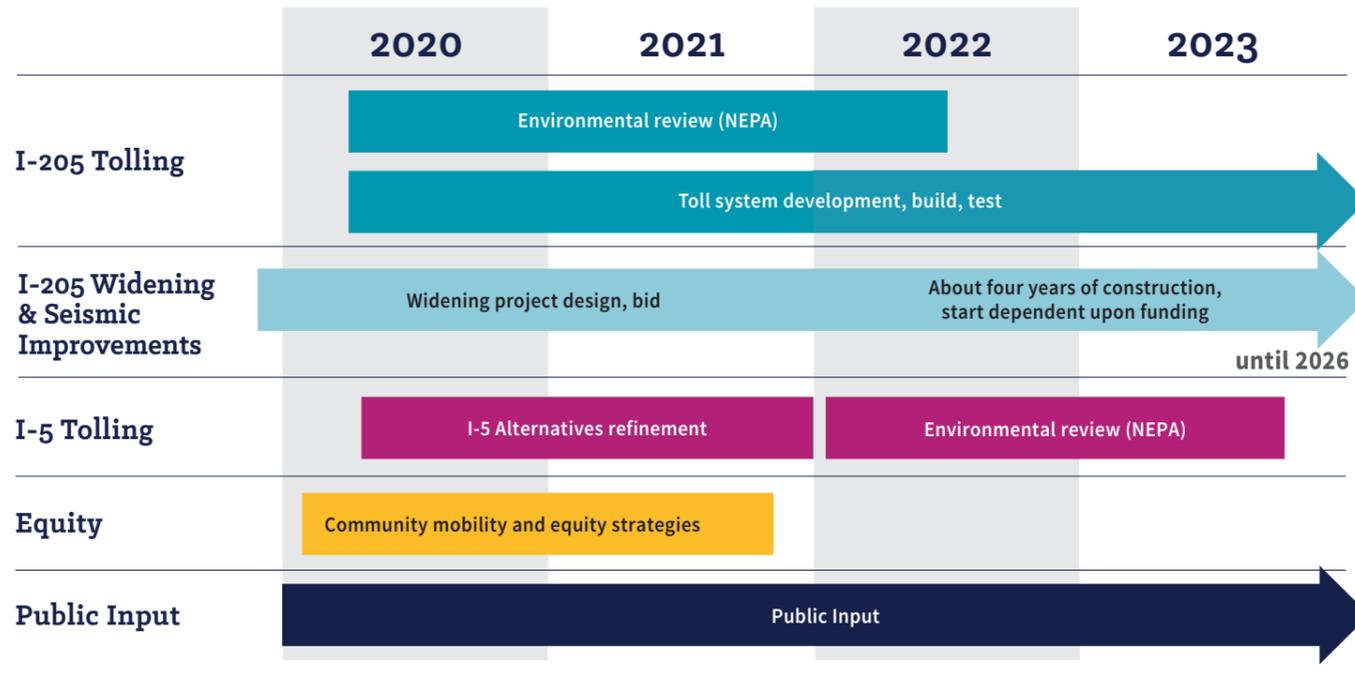
Questions and comments can be submitted at any time to the ODOT project team at:

Web: www.OregonTolling.org

Email: oregontolling@odot.state.or.us

Phone: 1-503-837-3536

Timeline



Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

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如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。

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For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.

The information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.



www.OregonTolling.org

Updated: 02/12/20

I-5 and I-205 Tolling

Managing Congestion and Raising Revenue



Winter 2020

We Have a Congestion Problem

People traveling in or through the Portland metro area experience impacts to their quality of life from traffic congestion on highways and local roadways. From 2015 to 2017 the average number of congested hours on the freeways increased by 13%. This costs the Portland metro region \$2 million per day in time and productivity. This is valuable time where people and goods are stuck sitting in traffic. And it's getting worse. By 2040¹ there will be a 35% increase in population and 1.8 million more vehicular trips per weekday traveling in or through the region.

I-205 in the Portland Metro region to help manage traffic congestion. A 2018 feasibility analysis, which included both technical analysis and public input, determined that tolling could help manage congestion and raise revenue on I-5 and I-205. Revenue raised from tolling could be used for congestion relief.

We need to explore every tool for addressing congestion and a funding strategy to support these efforts as gas tax revenue declines. Tolling is one tool.

Working on a Solution

In 2017, the Oregon Legislature passed House Bill 2017, known as “Keep Oregon Moving.” This bill committed hundreds of millions of dollars in projects that will address our congestion problem and improve the transportation system in the region and statewide. HB 2017 funded bottleneck relief highway projects, freight rail enhancements, improvements to transit, and upgrades to biking and walking facilities. The Legislature also directed the Oregon Transportation Commission (OTC) to pursue and implement tolling on I-5 and

How Will Tolls Relieve Congestion?

The use of variable rate tolls manages traffic flows and improves roadway efficiency by charging a higher price during peak traffic periods. The higher fee, encourages some drivers to consider using other travel options such as carpools or transit, or changing their travel time to other, less congested times of the day. A small reduction in the number of vehicles on a road can significantly improve travel flow.

¹Oregon Department of Transportation. 2018 Traffic Performance Report.

Portland: Oregon Department of Transportation: Region 1, December 2018. Web. 7 Nov. 2019.



www.OregonTolling.org

Updated: 02/12/20

Listening to the Community

Tolling is a new concept to most Oregonians. During the 2018 feasibility analysis the feedback from the community was nearly unanimous across demographics: There is a congestion problem, it is having a negative impact on quality of life, and it is getting worse.

Discussions with the public, regional stakeholders and elected officials revealed three consistent themes with tolling:

- The need to avoid negatively impacting low-income communities
- The need for improved transit and other transportation choices
- The need to address the potential of tolling to divert traffic to local streets

ODOT is committed to continue gathering feedback from the public and will work to address these concerns throughout the next project phase.

Prioritizing Equity and Mobility

ODOT seeks to ensure the benefits of reduced congestion and improved mobility are shared across all demographics.



ODOT has heard concerns about the negative impacts this program could have for people with lower incomes. Many low income and vulnerable communities have been priced out of centrally located neighborhoods by high housing costs and are now living farther away from employment and services. These same individuals often have less flexibility with travel times and may not have access to other transportation options.

ODOT plans to collaborate with community partners to work toward an equitable distribution of the benefits of reduced congestion. An equity framework will guide the entirety of this project, with the goal of gaining better outcomes for traditionally disadvantaged and underserved communities. ODOT will convene an Equity and Mobility Advisory Committee in early 2020 to aid these efforts.

Current Status

Building on the 2018 feasibility analysis, ODOT is moving ahead:

I-205: Evaluate I-205 tolling options to raise revenue and manage congestion through variable rate tolls on I-205 at or near the Abernethy Bridge. Revenue generated by these tolls could help fund the planned widening and seismic improvements from Stafford Road to OR 213² building a third lane in each direction of I-205 and completing seismic upgrades to the Abernethy Bridge and eight other bridges. The environmental review process for I-205 tolling will begin in early 2020. Tolling could begin in 2023.

I-5: Initiate additional traffic and mobility analysis for I-5 that examines start and end points for variable rate tolls with a goal of reducing congestion on about seven miles of I-5 through central Portland approximately between N Going/ Alberta Street and SW Multnomah Boulevard. ODOT anticipates completing this initial analysis by 2021. The results of this analysis will inform the starting timeframe and alternatives for an environmental review.

²<https://www.i205corridor.org/>

What We Heard

“My 25-minute commute from Wilsonville to work in NE Portland has grown to 50 minutes. It’s frequently more than an hour, and sometimes up to two hours. For me, this means more stress at work and home, and less sleep. I worry about my lower-income neighbors who are facing the same challenges.”

– Public comment received during ODOT’s 2018 Feasibility Analysis



Expected Benefits of Tolling

Commuters

- Improved travel time
- Increased reliability and efficiency for all freeway users
- Reduced risk of rear-end crashes
- Improved transportation facilities funded by toll revenue

Climate and Communities

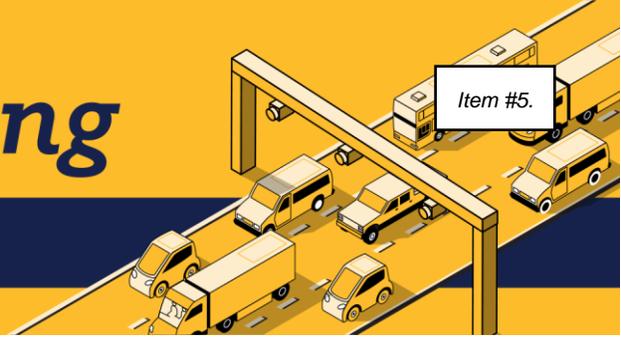
- Reduced time sitting in traffic provides quality of life benefits, such as lower stress, and may allow for more time to do the things you enjoy
- Reduced freeway traffic congestion, which will decrease air pollution in adjacent neighborhoods.
- Reduced greenhouse gas emissions and fuel consumption when traffic moves more freely and there is less stop-and-go traffic.
- Transit emits fewer greenhouse gas emissions
- Increased transit use with some road users switching travel modes

Commerce

- Reduced truck travel times and saves freight costs, which are often passed on to the end user
- Improved reliability of shipping times

I-5 and I-205 Tolling

Frequently Asked Questions



February 2020

Q. Why is Oregon considering tolling I-5 and I-205 highways?

A. In 2017, the Oregon Legislature approved House Bill 2017, known as Keep Oregon Moving. This bill committed hundreds of millions of dollars to projects that will address congestion and improve the transportation system statewide. HB 2017 funded bottleneck relief highway projects, freight rail, transit improvements and bicycle and pedestrian facilities. The bill also directed the Oregon Transportation Commission to pursue and implement tolling I-5 and I-205 in the Portland Metro region to provide additional traffic management tools to further manage congestion.

Q. What problem will tolling help address?

A. Tolling will address traffic congestion and mobility challenges in our region. Congestion impacts the economy through delayed movement of goods and services, and compromises reliability and travel time predictability for employers and employees. I-5 and I-205 carry the highest freight volume in the region and these major freight routes experience the highest level of congestion and unreliable travel time. Commuters, business travelers, freight haulers and others now struggle to plan consistent departure and arrival times. From 2015 to 2017 the population grew by 80,000 in the Portland region and drivers experienced a 13 percent increase in the hours of congestion. With projected population growth in the region, congestion will continue to grow. Tolling can help manage how this growth affects our transportation system.

Q. How will tolls help relieve congestion?

A. The use of variable rate tolls manages traffic flow and improves roadway efficiency by charging a higher price during peak traffic periods. The higher fee encourages some drivers to consider using other travel options, such as carpools or transit, or change their travel time to other, less congested times of the day. A small reduction in the number of vehicles on a road can significantly improve travel flow.

Q. What is the objective of variable rate tolling in the Portland Metro Area?

A. The purpose of tolling I-5 and I-205 is to reduce traffic congestion and improve mobility for the region, especially for the trips that depend on the freeway for regional and longer distance travel. Project objectives also include creating a revenue source to help fund bottleneck relief projects. The State of Oregon is exploring tolling as part of a comprehensive approach to better manage congestion in the tri-county metropolitan area.

Q. What is variable rate tolling or congestion pricing?

A. The term variable rate tolling or congestion pricing describes a type of tolling that aims to improve mobility, travel times and reliability by charging a higher price during peak traffic periods. The higher fee, typically implemented along with transit improvements, encourages some drivers to consider using other travel options such as carpools or transit, or change their travel time to other, less congested times of the day. If a small percentage of highway users choose another mode of travel or time of travel it can reduce traffic congestion for those who can't modify their trip and improve traffic flow for the entire system. Congestion pricing is a proven tool to manage congestion with approximately 40 pricing projects in operation across the country.

Q. Where are the proposed tolling locations in Oregon?

A. In 2018, regional stakeholders, agency partners, and the public explored options for tolling as part of a feasibility analysis. The early analysis identified two segments for further evaluation:

- I-5 through central Portland: Tolling a seven-mile section would reduce congestion and provide travel time savings in one of the most severely congested corridors in the Portland metro area.
- I-205 on or around the Abernethy Bridge in Clackamas County: Tolling this area could ease congestion and serve as a funding strategy for the planned widening and seismic strengthening of I-205 between Stafford Road and OR 213, including the Abernethy Bridge.

Further analysis is being conducted now to evaluate these segments and to determine the start and end points of tolling on I-5 and I-205.

Q. Why did the process begin on I-5 and I-205?

A. The Oregon Legislature designated I-5 and I-205 for the first study because they are the primary corridors for moving traded goods north and south through Oregon. Managing traffic congestion and mobility through tolling on these highways may result in the most benefit to the most travelers in the region as well as the statewide economy.

Q. When will tolls be implemented?

A. We are starting an environmental review and analysis for I-205 tolling in early 2020, with a final decision expected in 2022. Tolls could be implemented on I-205 as early as 2023. For I-5, we are initiating additional traffic and mobility analysis that will help identify where tolling would begin and end. We anticipate completing this initial analysis by 2021; the results of this analysis will inform the starting timeframe and alternatives for a formal environmental review process.

Q. Will other Portland area highways be considered for tolling?

A. During the feasibility analysis, we frequently heard from stakeholders and the public an interest in considering tolling on the rest of the regional system. The OTC has expressed an interest in exploring further pricing locations. Such analysis would build on the continued work on I-5 and I-205.

There are other separate efforts to explore congestion pricing in the Portland metro region. Metro is leading a regional congestion pricing technical study to evaluate different regional pricing scenarios and the [City of Portland](#) has a Pricing Options for Equitable Mobility project and convened a community task force to consider pricing options for equitable mobility.

Q. How are you addressing potential impacts to low-income communities and communities of color from tolling?

We will engage low-income communities and communities of color to better understand community needs and concerns. We are working with local and national equity leaders to create a framework for development of the tolling projects that result in benefits for communities that have traditionally been disproportionately negatively impacted by transportation decisions. An Equity and Mobility Advisory Committee (EMAC) will start work in 2020 to help identify strategies to improve outcomes and access to travel choices for all demographics.

We will explore equitable strategies used in other parts of the country, including reduced or free transponders, cash payment options for un-banked individuals, rebates or discounts for different income levels, and integrating benefits between travel modes, such as transit passes that accumulate toll credits. Community engagement and the EMAC will provide critical input to these strategies.

Q. With tolling, will congestion be worse for nearby neighborhoods?

A. Rerouting onto non-tolled surface streets could take place with drivers looking to avoid a toll. We also know that some drivers currently reroute to neighborhood streets to avoid congestion. As freeway travel becomes more reliable, and transit service more accessible, a positive result of variable rate tolling would be to reduce existing rerouting. Overall, the objective of variable rate tolling is to improve mobility by managing the freeway for freight and longer-distance trips so that surface streets can better serve shorter, local trips. The next phase of work will include additional analysis of rerouting and explore solutions in partnership with local agencies and governments.

Q. How much will the tolls cost?

A. Neither the price of tolls nor the exact times of day tolls may be in place have been determined. Those decisions will be based on a variety of factors and policy decisions considered in project development.

Q. Will there be toll booths to collect fees?

A. No. Fees would be collected electronically so drivers do not have to stop. There are different methods used in tolling systems throughout the world, including the use of transponders, a device that collects fees electronically as you drive, and license plate recognition technology. The most appropriate technology for the Portland metropolitan area will be determined at a later stage. Options for individuals without bank accounts will be studied to provide access to all.

Q. How will ODOT use the revenue collected through tolling?

A. The Keep Oregon Moving legislation (House Bill 2017) established a Congestion Relief Fund within the State Highway Fund, which would receive any net proceeds from tolling. Revenues from the Congestion Relief Fund would be spent on roadway projects, which could include travel lanes, bicycle and pedestrian facilities, or some transit improvements in or along the roadway, such as enhanced transit stops.

Q. Will out-of-state residents have to pay tolls in Oregon?

A. The tolling projects being considered would apply to all drivers who use the highways during tolled periods, regardless of the state of residence, just as it is on other tolled facilities around the world.

Q. How can I be involved and have my say?

A. We want to ensure that many perspectives are heard to inform the development of both tolling projects. We will engage the public through events, questionnaires, open houses, advisory committees and working groups. To stay involved visit www.oregontolling.org to sign up to receive project notifications or provide comments. Questions can be submitted at any time to the ODOT project team at oregontolling@odot.state.or.us.

Q. Where can I obtain up-to-date information and provide comments about tolling?

A. The latest information about the tolling projects is posted on the project website at www.oregontolling.org.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

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CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee
From: City Engineer Dayna Webb, PE

Agenda Date: 7/21/2020

SUBJECT:

COVID-19 Transportation Impacts

BACKGROUND:

At your June meeting, TAC requested that staff provide an update on the COVID-19 impacts to transportation. Staff will provide a presentation on impacts to the following:

- Traffic Volumes
- Transportation Revenues
- 2020 City Wide Traffic Counts

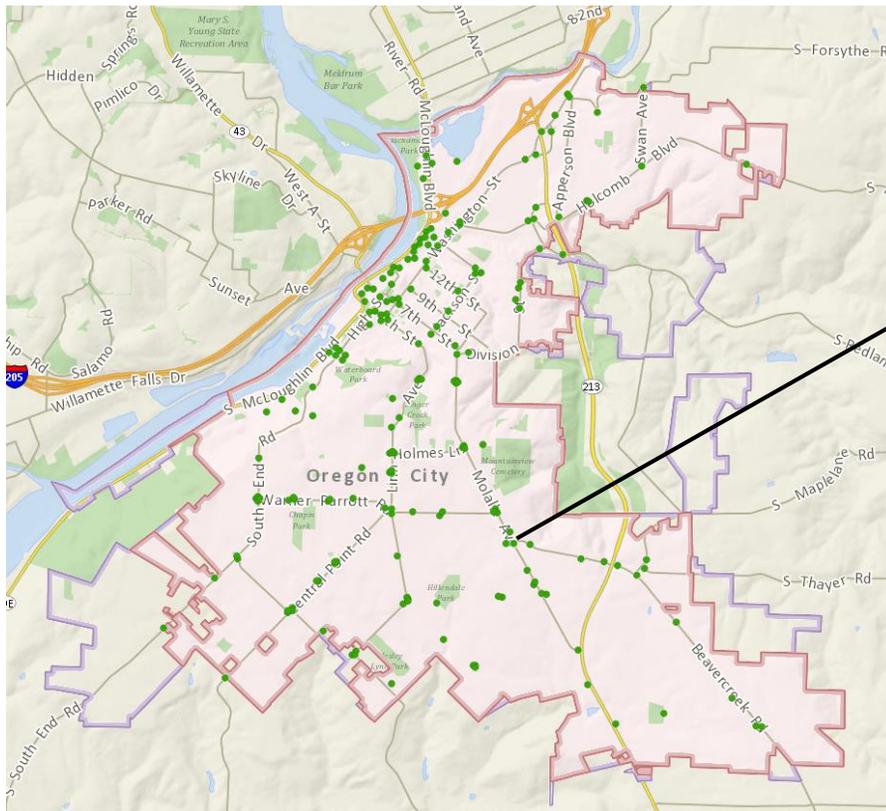


MEMORANDUM

TO: Transportation Advisory Committee
 CC: John M. Lewis, PE – Public Works Director
 FROM: Dayna Webb, PE – City Engineer
 DATE: July 16, 2020
 SUBJECT: 2020 Traffic Counts Update

BACKGROUND

Historically the City has conducted citywide traffic counts every three years. These counts occur in the Fall after school has started and classes are underway at Clackamas Community College. There are 185 locations throughout the City as shown below that we collect traffic count information.



☆ #139: Molalla Ave - S of Beaver Creek Rd

Traffic Counter #: 139
 Street: Molalla Ave
 Location: S of Beaver Creek Rd
 Date: Oct 2, 2017 5:00 PM
 ADT: 18864

	NB	SB	Total
Morning	3,337	3,018	6,355
Afternoon	5,813	6,696	12,509
Total	9,150	9,714	18,864

[View detailed VOLUME report](#)
[View detailed SPEED report](#)
[View detailed CLASS report](#)

[View Additional Details](#) | [Add to Results](#)

Traffic counts have occurred in 2017, 2014, and 2011 and are available on the City webpage, found here: <https://www.orcity.org/maps/transportation>.

2020 TRAFFIC COUNTS

Following our every three years rotation, traffic counts were budgeted and planned to occur in Fall 2020.

Based on the current impacts to traffic volumes due to the COVID-19 pandemic, my recommendation is to postpone our traffic counts until Fall 2021 based on the following:

- Clackamas Community College (CCC) has already made the decision to go on-line for Fall 2020 classes. Typically, one of our criteria is that counts occur after CCC is back in session for Fall term.
- I attended a webinar recently (during COVID-19) about how we go about doing traffic studies during COVID-19 with the decreases in traffic volumes. The traffic experts all recommend not doing new counts but using a combination of historical data (like our historical count data and pre-COVID-19 counts) and information from ODOT's permanent Automated Traffic Recorders (ATR's) around the area to predict traffic volumes.
- ODOT has been keeping a close eye on highway traffic statewide. Using their 38 permanent ATR's statewide, they have been able to share year over year information on traffic patterns on state highway corridors. Here is a brief overview of some information:
 - Statewide volumes were down as much as 43% during the weekday and 61% during the weekend at their peaks (in late March at the beginning of the Stay Home Executive Order issued March 23, 2020)
 - Currently ODOT is stating that statewide volumes are down 13% during the weekday and 20% during the weekend for the week of June 22-28, 2020 (most recent week currently available).
 - In general, with traffic volumes decreased, congestion decreases, and reliability and travels speeds increase.
- If we did counts, we would need to be clear and mark them that they were taken during the COVID-19 pandemic and that the volumes and speeds were a point in time when traffic volumes and speeds were in fluctuation weekly.
- I don't believe that we will see the volumes fully 'go back' to pre-COVID-19 volumes in the near future. We have high unemployment and I expect that we will continue to see work from home for various reasons through this pandemic (lack of child care availability, possibility of distance learning in Fall for schools, many employers are realizing they can have less office space and can lower their overhead expenses, etc).
- Keeping the season that we take the traffic counts consistent is good practice.



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 7/21/2020
From: City Engineer Dayna Webb, PE

SUBJECT:

Metro Get Moving 2020 Update

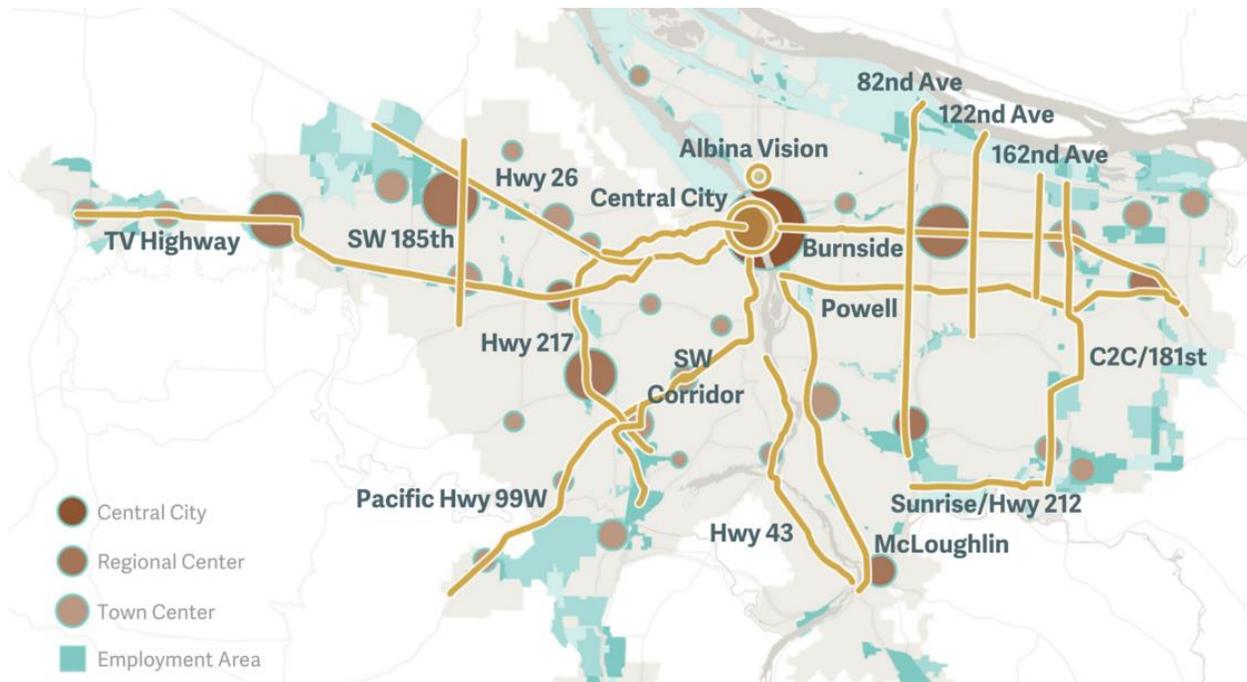
BACKGROUND:

Metro's Get Moving 2020 plan, addresses safety and reliability on the critical network of roads and transit routes that connect greater Portland. It would build the region's first rapid bus network, and extend the MAX from downtown Portland to Tualatin, so more people can use transit to get to work and school. The plan also creates ongoing funding for regionwide investments like Safe Routes to School and other programs.

Corridors

The recommended package includes investments in 17 of greater Portland's busiest travel corridors including:

- TV Highway
- SW 185th Avenue
- Burnside
- Southwest Corridor
- Highway 26
- Pacific Highway 99W
- Highway 217
- Central City
- Albina Vision
- 82nd Avenue
- 122nd Avenue
- 162nd Avenue
- Powell Boulevard
- Clackamas to Columbia/181st Avenue
- Sunrise/Highway 212
- McLoughlin Boulevard
- Highway 43



Regionwide Investment Programs

The recommended package 10 regionwide investment programs to advance community priorities. The region wide programs include:

- Safe Routes to School
- Safety Hot Spots
- Thriving Main Streets
- Anti-Displacement Strategies
- Housing Opportunities
- Regional Walking & Biking Connections
- Bus Electrification
- Youth Transit Access
- Better Bus
- Future Corridor Planning

More information on this work is available on the Metro Get Moving 2020 webpage, found here: <https://www.oregonmetro.gov/public-projects/get-moving-2020>



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee
From: Senior Administrative Assistant4 -Kim Davis

Agenda Date: 07/21/2020

SUBJECT:

Public Works Report

TOPICS:

- i.) Parklets Update
- ii.) Meyers Road Updates
- iii.) Molalla Avenue Update
- iv.) TriMet Route Changes
- v.) Holcomb SRTS Grant Application