



**CITY OF OREGON CITY
TRANSPORTATION ADVISORY COMMITTEE
(TAC) MEETING - DATE CHANGED FROM
10/17/2023 TO 10/24/2023
AGENDA**

Commission Chambers, 625 Center Street, Oregon City
Tuesday, October 24, 2023 at 6:00 PM

Contact vwalker@orccity.org for the link to participate in the meeting

CALL TO ORDER

ROLL CALL

APPROVAL OF THE MINUTES

1. Approval of minutes from the September 19, 2023 Transportation Advisory Committee Meeting

ADOPTION OF AGENDA (Agenda Analysis)

Committee members have the opportunity to move items to New Business/Discussion Items from Communications if they are interested in discussion. The Committee may also add an item to the agenda with the consensus of the Committee.

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.

2. Thank you for advancing and getting this "Enhancement Grant" to study the Hwy 99E/McLoughlin Blvd, that includes it's intersection with Main Street.

NEW BUSINESS / DISCUSSION ITEMS

3. **New Business**

Discuss Re-appointments - Ben Simmons and Tim Morgan

Neighborhood Association Meetings

4. Public Works Report

Discuss Washington Street & 9th crosswalk

Tri-Met Survey

Willamette Falls Shared Use Path Concept Planning

Clackamas County Emergency Management Plan for Evacuations

Speed Limits and Delegated Authority

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission 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 Recorder 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 Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. 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:** 10/24/2023
From: Senior Administrative Assistant, Audrey Meeker

SUBJECT:

Approval of minutes from the September 19, 2023 Transportation Advisory Committee Meeting

STAFF RECOMMENDATION:

Approve the minutes

OPTIONS:

1. Approve the minutes
2. Disapprove the minutes



September 19, 2023

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting on **Tuesday, September 19, 2023** was called to order by Chair Ben Simmons at 6:14 PM at City Hall, 625 Center Street, Oregon City, OR 97045.

Committee members present included Chair Ben Simmons, Vice Chair Henry Mackenroth, Mr. Tim Morgan, Mr. Bruce Fries, Ms. Christian Wadsworth, Ms. Julie Hernandez, Mr. Raymond Rendleman, Ms. Petronella Donovan. Mr. Cedomir Jesic was absent.

Staff members present included Public Works Director John Lewis, Assistant Public Works Director Vance Walker, and Senior Administrative Assistant Audrey Meeker.

2. APPROVAL OF THE MINUTES

Ms. Christian Wadsworth **moved to approve** the meeting minutes for **May 16, 2023 & June 20, 2023** and was **seconded** by Mr. Raymond Rendleman. It was carried **unanimously**.

3. AGENDA ANALYSIS

- No changes were made to the agenda.

4. CITIZEN COMMENTS

- Ms. Carlee Brounstein, McLoughlin Neighborhood representative requested additional crosswalk solutions at Washington Street and 9th Street in relation to speed, limited visibility, and conditions of the crosswalk. Ms. Brounstein provided 12 letters of support from neighbors. The closing statement focused on the concern for the elderly, children, and the vision of the City's future generations of residents and their experiences.

5. NEW BUSINESS/DISCUSSION ITEM

a. McLoughlin Neighborhood Request: Washington Street & 9th Street Crosswalk

Major points were as follows:

- The Transportation Advisory Committee discussed possible solutions for the crosswalk with Public Works.

- Before the next meeting, Public Works will review traffic counts and traffic incidents in relation to the intersection.
- At the next meeting, Public Works will present outlined short-term, and long-term solutions.

b. October Meeting

Major points were as follows:

- Public Works has requested that the October Transportation Advisory Committee meeting be moved to another date due to a scheduling conflict.
 - Suggested dates: Thursday, October 12th & Tuesday, October 24th
 - October 24, 2023 was agreed upon. Ben Simmons will not be present as of now.

c. New “No Left Turn” Signage at Main Street & 7th Street

Major points were as follows:

- Public Works Street Division has installed a “No Left Turn” sign at the intersection of Main Street & 7th Street and ODOT has added a thermal plastic marking on the road, “straight and turn right arrow”. The added signage will allow the Police Department to better enforce the law of not turning left at the intersection.

d. New Crosswalk at Linn Avenue and Pearl Street

Major points were as follows:

- Ms. Dorothy Dahlsrud, Elyville Neighborhood emailed Public Works with a request to address an intersection of concern, Linn Avenue and Pearl Street. It is a bus stop for both schools and Tri-Met. In response to the request, Public Works added a new crosswalk.

e. I-205 Tolling Nexus Project List and C4 Joint Agency Response Letter

Major points were as follows:

- **C4 Comment Letter Regarding the Nexus projects:** This letter was established to set the tone with ODOT and for others who review the letter. Relating to how the region is feeling with the ODOT request for a Nexus project list.
- **OC Nexus List with Limited Columns:** This is an exported spreadsheet with a summary of Projects.
- **Daniel Mulvihill letter to Renee Stineman:** A letter that copies several elected leaders across the State and sets the tone about how the County and its partners feel about the work ODOT has done with tolling.

- **C4 Tolling Values document:** This is an older version (week old), an updated version is not yet available. A final version will be published by the County soon.

6. COMMUNICATION

Major points were as follows:

- Mr. Tim Morgan requested more information regarding the City's fire evacuation plan.
 - Mr. Lewis will follow up with Joe Marek, Clackamas County Transportation Safety Program Manager, as evacuation plans are managed at a Regional level; an update will be provided at the next meeting.
- Neighborhood Association Meetings: Ms. Wadsworth – Rivercrest, Mr. Fries – Gaffney Lane.
 - Request to Public Works for an updated list of Neighborhood Associations.
- Mr. Tim Morgan requested an update on the Park Place development next to Home Depot. The development was to make Abernethy, Washington and Redland mixed use retail and housing.
 - Public Works Director John Lewis informed the Committee that it was an Urban Renewal project requiring voter approval. The election was in May 2023 and the vote didn't pass. Currently, the project is not moving forward.

7. FUTURE AGENDA ITEM

- Clackamas County emergency management plans, related to evacuation.
- Speed Limits and Delegated Speed Authority, including speed studies and partnership with Clackamas County on speed zones
- Neighborhood Association List for members to coordinate attendance at meetings.

8. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:15 pm.

Respectfully Submitted,

Audrey Meeker
Senior Administrative Assistant

Audrey Meeker

Subject: FW: Thank you for advancing and getting this "Enhancement Grant" to study the Hwy 99E/McLoughlin Blvd, that includes it's intersection with Main Street.

From: Paul O. Edgar <pauloedgar1940@gmail.com>

Sent: Wednesday, October 25, 2023 10:31 AM

To: Dayna Webb <dwebb@orcity.org>; recorderteam <recorderteam@orcity.org>

Cc: John M. Lewis <jmlewis@orcity.org>; Vance Walker <vwalker@orcity.org>; Denyse McGriff <dmcgriff@orcity.org>; Bialostosky, Rory <RBialostosky@westlinnoregon.gov>; Jonathan Owens <director@oregoncity.org>; Cheryle A. Kennedy <cheryle.kennedy@grandronde.org>; Stacia Hernandez - Grand Ronde Tribal Council <stacia.martin@grandronde.org>; Savas, Paul <PSavas@clackamas.us>; Tootie Smith - Chair Clackamas County <tootiesmith@clackamas.us>; Lynn.Peterson@oregonmetro.gov; Senator Mark Meek - District 20 <Sen.MarkMeek@oregonlegislature.gov>

Subject: Thank you for advancing and getting this "Enhancement Grant" to study the Hwy 99E/McLoughlin Blvd, that includes it's intersection with Main Street.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please share this and make these comments part of the record of my comments 10/24/2024 before the Oregon City Transportation Committee meeting.

Many years ago, as a member of the Oregon City Urban Renewal Commission, during a period when we were providing some initial funding for the "River Walk to the Falls" the analyst in me said, that could compound and create this nightmare of congestion at one of the most critical intersections in all of Oregon City at Main Street and Hwy 99E/McLoughlin Blvd.

I went down and did some timing and observations of what could be the impacts of significant increases in the numbers of people using this cross walk, to go in and out of, what is now tumwata village. I was attempting to do some preliminary reviews to gain a better understanding of what could be the potential impacts on the flow of traffic. Now, 10 plus years ago on Hwy 99E/McLoughlin Blvd what I saw will be much, much worse, in negative impacts. Just envision. If there were 500, 1,000, 2,000 visitors/pedestrians going in and out (that is two trips) of tumwata village daily, what would be their impact on congestion at this one intersection.

The dynamics of this one intersection have changed, 1st with these increases in the numbers of new incidents of travel that now exist and generated over the last 10-years. 2nd, the importance of the industrial and commercial traffic going north and south, on Hwy 99E that has also quadrupled over the last 10 years. There has been this massive growth in Canby's Industrial area and companies like Columbia Distributing with there 514,500 Sq. Ft. under one roof, just to name one. Maybe 80% of Columbia Distributing truck activity and marketplace is north of Canby. 3rd, is population growth due to availability and affordability of single family housing outside of the

UGB. More and more people are now part of those experiencing much longer commutes, because of this lack of affordable single family housing in Greater Portland's UGB.

More and more businesses are equally relocating outside of the UGB, where the costs are much less and where there are available potential employees, where these employees can afford live. However, the marketplace and the supply chain hub is still in Greater Portland, thus the foreseeable numbers of incidents of travel, in critical corridors like Hwy 99E/McLoughlin Blvd, will only go up. 4th, is that Hwy 99E/McLoughlin Blvd is the singular critical connection for many people and businesses, going and coming to and from the Interstate Highway System of the I-205 Corridor and its connection with the I-5 Corridor.

Therefore, any disruption and added congestion in this inherent need and ability to have a free-flowing Hwy 99E/McLoughlin Blvd can have catastrophic impacts that can ripple and create more than a headache. Somehow, we need to create and put a dollars and cents calculation to all that depend on having a free-flowing Hwy 99E/ McLoughlin Blvd corridor. I think it is in the Billions of Dollars and this is important to the economy, livelihoods and quality of life of so many that depend on getting through this one intersection, as this will be a major test.

Now, the foreseeable and planned ODOT, "Tolling of the I-205 Abernethy Bridge" which will more than quadruple - plus, the inevitable number of trips/incidents of travel on the Arch Oregon City - West Linn Bridge within diversion, just to not pay a toll. This new traffic from diversion will equally come from significant new diversion traffic from coming and going and on Hwy 43 and Hwy 99E/McLoughlin Blvd. Maybe 70% of the new incidents of travel on the Arch Bridge will flow to this intersection of Hwy 99E/McLoughlin Blvd and Main Street. All of this will create a perfect storm and bring foreseeable gridlock to a degree, that no-one has ever thought of, as to what could happen.

Building a knowledge base will be critical within the future assessments of the impacts of Tolling Diversion, if the I-205 Abernethy Bridge is allowed to be tolled as is now planned to take place. Everything needs to be quantified, and this McLoughlin Blvd Enhancements Grant to study an area from 10th Street to tumwata village, including the Hwy 99E tunnel under the Union Pacific Rail Road tracks and pedestrian access is so critical.

Paul O. Edgar, Concerned Citizen



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 10/24/2023
From: Audrey Meeker, Senior Administrative Assistant

SUBJECT:

New Business

TOPICS:

Discuss re-appointment for Ben Simmons and Tim Morgan

Neighborhood Associations Meetings



TRANSPORTATION ADVISORY COMMITTEE

625 Center Street
Oregon City, OR 97045

503-657-0891

Item #3.

NEIGHBORHOOD ASSOCIATION MEETING VISIT SCHEDULE FOR 2023

Neighborhood	TAC Member	Date of meeting
Canemah	Chris Wadsworth	TBD
Caufield	Julie Hernandez	November 28, 2023
Elyville	Chris Wadsworth	TBD
Gaffney Lane	Bruce Fries	TBD
Hazel Grove-Westling Farm	Inactive	
McLoughlin	Ben Simmons & Raymond Rendleman	September 7, 2023
Park Place	Tim Morgan	February 27, 2023
Rivercrest	Inactive	
South End	Inactive	
Tower Vista		
Two Rivers		



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee
From: Public Works

Agenda Date: 10/24/2023

SUBJECT:

Public Works Report

TOPICS:

Discuss Washington Street & 9th crosswalk

Tri-Met Survey

Willamette Falls Shared Use Path Concept Planning

Clackamas County Emergency Management Plan for Evacuations

Speed Limits and Delegated Authority

Traffic Counts

Public Works Report

TRANSPORTATION ADVISORY COMMITTEE

OCTOBER 24, 2023

Washington Street & 9th Street Crosswalk

Washington Street & 9th Street Crosswalk





MEMORANDUM

TO: Transportation Advisory Committee
FROM: Dayna Webb, P.E., City Engineer
Vance Walker, Assistant Public Works Director
DATE: October 16, 2023
SUBJECT: Crosswalk Review: Washington Street at 9th Street

Background

Upon request, Ben Simmons and Raymond Rendleman, members of the Transportation Advisory Committee attended the McLoughlin Neighborhood Association meeting on September 7, 2023. Residents expressed concerns in relation to safety, limited visibility and conditions of the Washington and 9th Street crosswalk. It was recommended that a representative from the McLoughlin Neighborhood Association attend a Transportation Advisory Committee meeting.

Carlee Brounstein, McLoughlin Neighborhood Association representative attended the September 19, 2023, Transportation Advisory Committee Meeting and provided twelve (12) signed letters of support from neighbors in advance of the meeting.

Existing Conditions

Washington Street is classified as a Minor Arterial, and in this section functions as an uncontrolled two-lane roadway with parking on both sides of the street. The speed limit on Washington Street is 25 mph and has an Average Daily Traffic (ADT) of ~10,000 vehicles. 9th Street is classified as a local street, two lane roadway with parking on both sides of the street. Traffic on 9th Street is stop controlled where it intersects with Washington Street.

Currently the intersection of Washington Street and 9th Street contains a marked crosswalk on the southwest leg of the intersection. The current crosswalk is a high visibility longitudinal bar or ladder style crosswalk. The crossing includes standard Manual of Uniform Traffic Control Devices (MUTCD) signage, including W11-2 Pedestrian Sign and W16-7P Downward Diagonal Arrow plaque on both approaches, as well as advanced pedestrian warning signs on both approaches that includes W11-2 Pedestrian Sign and W16-9P Ahead plaque.



W11-2*

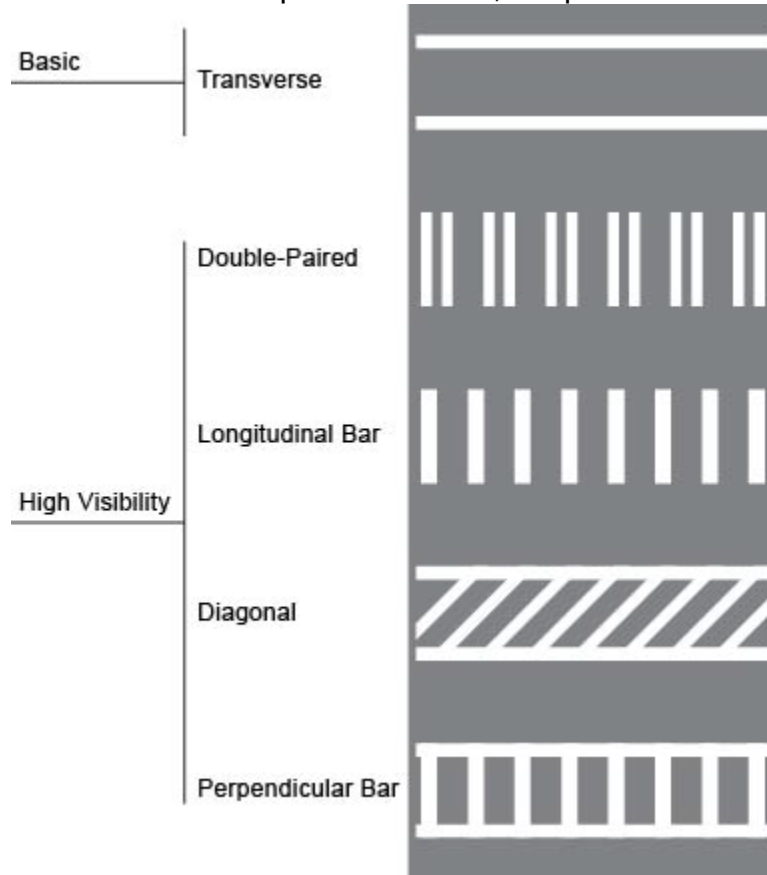


W16-7P



W16-9P

There are many options for marking crosswalks as shown below. Oregon City uses the longitudinal bar, or ladder style on all newly installed crosswalks. All new crosswalks are installed as thermoplastic material, not paint.



A review of the curb ramps shows that they meet current Americans with Disabilities Act (ADA) standards.

Crosswalk Review: Washington Street at 9th Street

October 24, 2023

Page 3

The intersection has one existing PGE cobra head style streetlight located just to the northwest of the intersection (shown as a yellow triangle on the map). This streetlight is owned by PGE.

The adopted Transportation System Plan (long-range transportation master plan) does not include a crossing enhancement project at this location.

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2023/10/02 15:26>

FILENAME: 1B00109.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <100>

TOTAL VEHICLES = 42245

MINIMUM SPEED = 10

MAXIMUM SPEED = 46

AVERAGE SPEED = 25.46

50th PERCENTILE = 26

85th PERCENTILE = 29

TEN MILE PACE = 22 to 31



● Pedestrian Ahead Sign

▲ PGE Street Light

Crash History

Crash data along Washington Street from 10th Street to 8th Street was reviewed. There was a total of 3 reported crashes within the corridor between 2017 to 2021. There were no bike or pedestrian involved crashes and no fatalities within the corridor during this period. The corridor does not experience a higher than average number of crashes for a corridor of this type.

Date & Time	Crash Severity	Crash Type	Conditions Report Crash Cause
12/5/2017	Possible Injury	Turning Movement	Clear, Dry & Dusk Failed to Yield No bike or pedestrian involved
3/23/2019	Possible Injury	Rear End	Clear, Dry & Dusk Failed to avoid parked vehicle No bike or pedestrian involved
2/25/2021	Property Damage Only	Fixed Object	Clear, Dry & Daylight Improper driving No bike or pedestrian involved

Crosswalk Review

The city does not have a locally adopted policy or guide to support installation of counter measures at uncontrolled pedestrian crossings. Therefore, this review uses the *Federal Highway Administration Guide for Improving Safety at Uncontrolled Crossing Locations* (guide). A technical review of the crosswalk was completed using the guide, found here:

https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf.

Using Table 1, Application of Pedestrian Crash Countermeasures by Roadway Feature, from the guide, the intersection was reviewed and the following countermeasures identified:

- Should Always be Considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location
 - High visibility crosswalk markings - exist
 - Parking restrictions on crosswalk approach – does not exist
 - Adequate nighttime lighting levels – light levels could be reviewed
 - Crosswalk warning signs - exist
- Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location
 - In-street pedestrian crossing sign – historically these are damaged regularly by turning movements and become expensive to maintain when not within a median
 - Curb extension – would recommend if a corridor project is funded

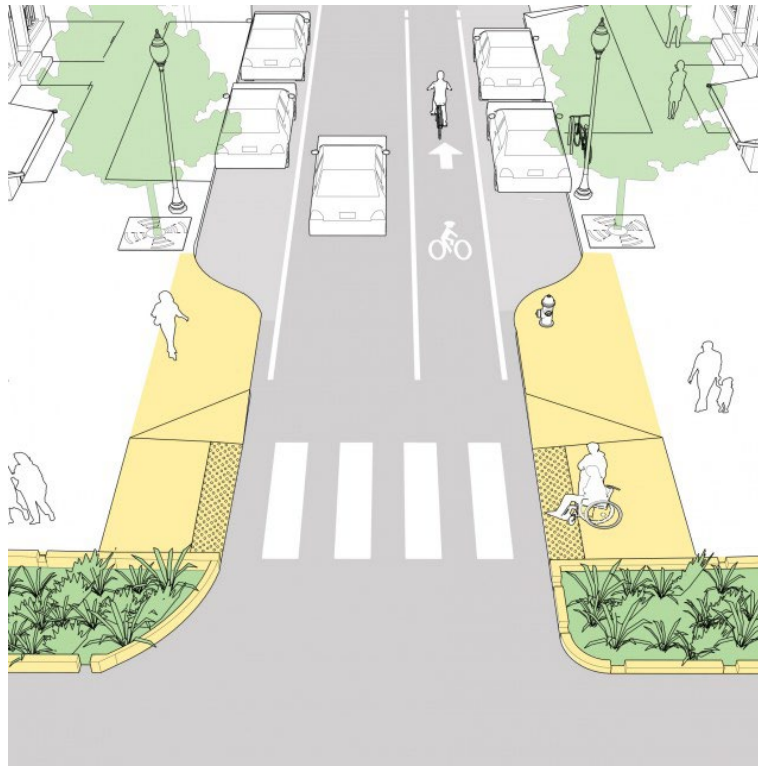
- Pedestrian refuge island – would not be recommended due to lack of center turn lane and the presence of on-street parking.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 5 7 9	① 5 7 9	① 3 4 5	① 5 7 9	① 5 7 9	① 3 4 5	① 5 7 9	① 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6	① 5 6 7 9	① 5 6 9	① 3 4 5 6	① 5 6 7 9	① 5 6 9	① 3 4 5 6	① 5 6 9	① 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① 3 5 7 8 9	① 5 7 8 9	① 5 8 9	① 3 5 7 8 9	① 5 7 8 9	① 5 8 9	① 3 5 7 8 9	① 5 8 9	① 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 3 5 6 7 8 9	① 5 6 7 8 9	① 5 6 8 9	① 3 5 6 7 8 9	① 5 6 7 8 9	① 5 6 8 9	① 3 5 6 7 8 9	① 5 6 8 9	① 5 6 8 9
Given the set of conditions in a cell, # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location. ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.* The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment. 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)**									

Staff Recommendations of Countermeasures:

- **Short Term**
 - Parking restrictions adjacent to the crossing
 - Review street lighting with PGE
- **Long Term**
 - Curb extensions could be installed if a Washington Street corridor project is able to be funded. Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians.



TriMet Survey

Forward Together Service Concept

Forward Together Service Concept TriMet Survey

Item #4.

TriMet is excited to continue implementing the [Forward Together Service Concept](#) focused on growing ridership and improving connections for people with low and limited incomes. Lots of things have changed as a result of the COVID-19 pandemic, including how and where people ride TriMet. As we restore our bus operator workforce, we anticipate growing our bus service by more than 30% over current levels in the coming years. Working with the community, we're looking into changes and improvements to our bus service that would help more people get to more places and ensure that TriMet is meeting current and future riders' needs. While the full implementation of Forward Together will take 3–6 years, we are proposing changes that riders will see as early as August 2024. We want your feedback! If you have comments or suggestions about these proposals, please let us know by Oct. 31, 2023. <https://trimet.org/betterbus/servicechanges-fy25proposed.htm>

- In Oregon City the proposal includes route changes to lines 31, 32, 33, 76 and 79.



Public Works Report

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McLoughlin Boulevard Enhancements: 10th Street to tumwata village

TRANSPORTATION ADVISORY COMMITTEE
OCTOBER 24, 2023



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

Agenda Date: 10/24/2023

SUBJECT:

McLoughlin Boulevard Enhancements: 10th Street to tumwata village Project (CI 22-002) Overview

BACKGROUND:

Oregon City nominated the Willamette Falls Shared Use Path and OR 99E Corridor Enhancement Project for the Metro Regional Flexible Funds Allocation (RFFA) Grant Program in June 2019. We've since updated the name to McLoughlin Boulevard Enhancements: 10th Street to tumwata village to clarify the extents of the project.

The project is located on OR 99E, also known as McLoughlin Boulevard, an Oregon Department of Transportation facility. The corridor is designated as a Regional Bikeway and Pedestrian Parkway, with frequent transit service running parallel to the corridor. However, the final phase of the [McLoughlin Boulevard Enhancement Plan](#) has proven to be the most challenging, as it is intertwined with the OR 99E viaducts and crosses the Highway 43 bridge alignment. Transit users and pedestrians often feel unsafe due to inadequate lighting, narrow sidewalks, and deteriorating railings that fail to provide a barrier from adjacent fast-moving traffic.

The project has two main goals that address barriers to investing and revitalizing properties that front McLoughlin Boulevard in Oregon City:

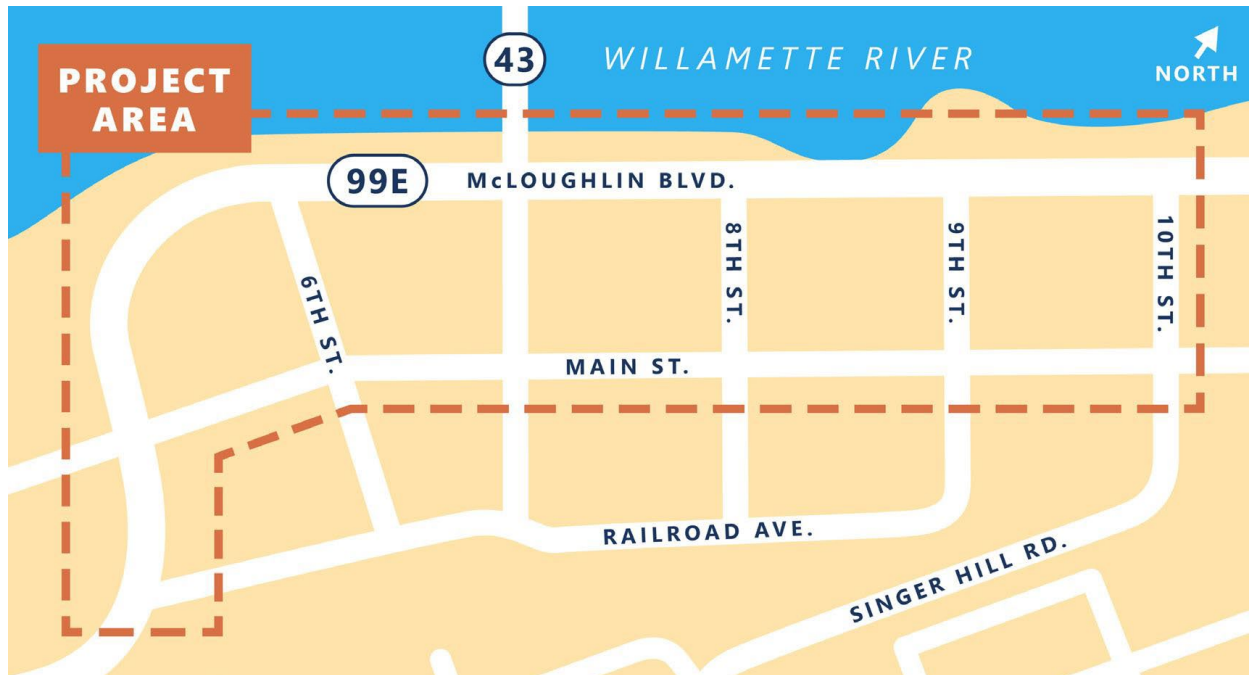
- Close the gap and provide safe pedestrian and bicycle access.
- Provide a conceptual complete street design for McLoughlin Boulevard (both sides) from 10th Street to the 99E tunnel/Railroad Avenue.

The McLoughlin Boulevard Enhancement Plan was adopted in 2005 and has since completed its Planning and Alternatives Identification and Evaluation phases. Phase 1 and Phase 2 of the plan have been completed, but the viaducts located between 8th and 10th streets were expected to be replaced to implement the identified cross sections.

Unfortunately, the viaducts are not expected to be replaced with a widened structure that would support the widened sidewalk, which is necessary to provide the needed width for safe bicycle and pedestrian access. To address this critical gap in our active transportation network, the City needs to update the options within this section of the

corridor. These options could include a separate structure that runs parallel to the viaduct either at the same or different grade.

The grant funding will enable the City to complete the Alternatives Identification and Evaluation phase to determine how to address this gap. Once a preferred alternative is identified, the City will proceed with the Preliminary Design to 30%.



The study area focuses on McLoughlin Boulevard (OR 99E) between 10th Street and tumwata village.

Opportunities for Community Participation and Feedback

Oregon City will be starting public outreach soon, look for more information on the city's website in early October. City staff will provide updates to the Planning Commission as the project moves forward.

More information on the project can be found on the project website:

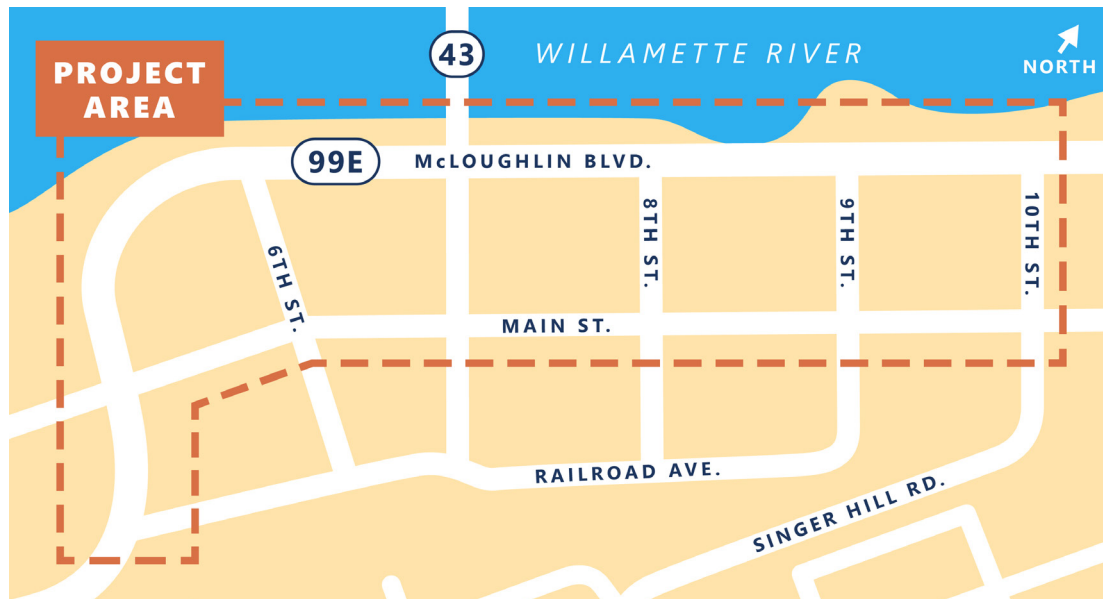
<https://www.oregoncity.org/1853/McLoughlin-Blvd-Enhancements>



McLoughlin Boulevard Enhancements 10th Street to tumwata village



Project Overview



Note: The study area focuses on McLoughlin Boulevard between 10th Street and tumwata village.

The City of Oregon City and Oregon Department of Transportation are partnering to evaluate options for a shared-use pedestrian and bicycle path and streetscape enhancements on McLoughlin Boulevard between 10th Street and tumwata village. Main Street is included as an alternate route. This project is the last and most complex phase of Oregon City's McLoughlin Boulevard Enhancement Plan, which has been in progress for the past 20 years.

Project Benefits and Needs



SAFE ACCESS

The project aims to provide safe access to people who walk, access transit, bike, and roll on McLoughlin Boulevard. Currently it lacks dedicated on-street bike lanes, proper and sufficient sidewalks and railings, and a barrier to fast-moving traffic.



IMPROVE FACILITIES

Improved facilities for people walking and biking will close the regional active transportation gap.



REVITALIZE

Improved facilities will help address the barriers to investing in and connecting people to downtown and the Willamette River.

Anticipated Project Timeline

The project started in mid-2023 and will evaluate options for a shared-use path. A preferred shared-use path alternative will be selected and presented to the Oregon City Commission for adoption in late 2024.

Community Participation and Feedback

The City will host two online open houses (see timeline below), and the community is encouraged to provide comments on the project website at any time.

	2023									2024											
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
PUBLIC ENGAGEMENT AND HEARINGS																					
Online Open House																					
Oregon City Commission Briefings																					
Planning Commission Public Hearing																					
City Commission Public Hearing																					
PRELIMINARY PLANNING AND DESIGN																					
FINAL ADOPTED DESIGN STUDY																					

For More Information

Dayna Webb

dwebb@orccity.org

971-204-4633

Website: bit.ly/McLoughlinBlvd3



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



Tonight's Agenda

- Overview of the Project & Goals
- How we got here
- Where we are going
- Expectations



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



Project Overview & Goals

- Overview:

- Project development funding for final, most complicated phase
- Crumbling narrow sidewalks, dilapidated railings, limited street lighting, interwoven with OR 99E viaducts

- Goals:

- Close the gap and provide safe pedestrian and bicycle access
- Provide a complete street design for McLoughlin Boulevard from 10th Street to Railroad Avenue



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



Willamette Falls Path/OR 99E Enhancement: 10th Street to Railroad Avenue



Looking North – Current cross section lacking safe sidewalks and center turn lanes



View of the Viaducts from the Willamette River



Item #4.

View of Phase 1 with safe sidewalks, landscaped medians, and center turn lanes



Looking south - Current cross section lacking safe sidewalks and center turn lanes



Looking south - Current cross section lacking safe sidewalks and center turn lanes



Regional Flexible Funds Grant

- Awarded \$673,000 in 2020 for Project Development
 - Alternatives Analysis & Evaluation
 - How will we provide a shared-use path along the viaducts/partial viaduct?
 - How will the path incorporate and/or make its way around the Historic Arch Bridge?
 - Will the path stay at street level or drop down towards the river?
 - Final Phase of Oregon City Community vision to eliminate years of neglect towards the river, better integrate McLoughlin Boulevard into the downtown area, and reestablish a safe and appealing community and tourism connection.
 - Work kicking off now



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



Taking Steps Forward to Complete This Key Corridor

- 2005: McLoughlin Boulevard Enhancement Plan Adoption
- 2009: Phase 1 Construction: I-205 to 10th Street
- 2012: Phase 2 Construction: Dunes Drive to Clackamas River
- 2014: Special Transportation Area Designation
- 2014: Mixed-Use Multi-Modal Area Adoption



McLoughlin Boulevard
Enhancement Plan

Preferred Plan
FINAL REPORT

Adopted May 18, 2005
Ordinance 05-1004

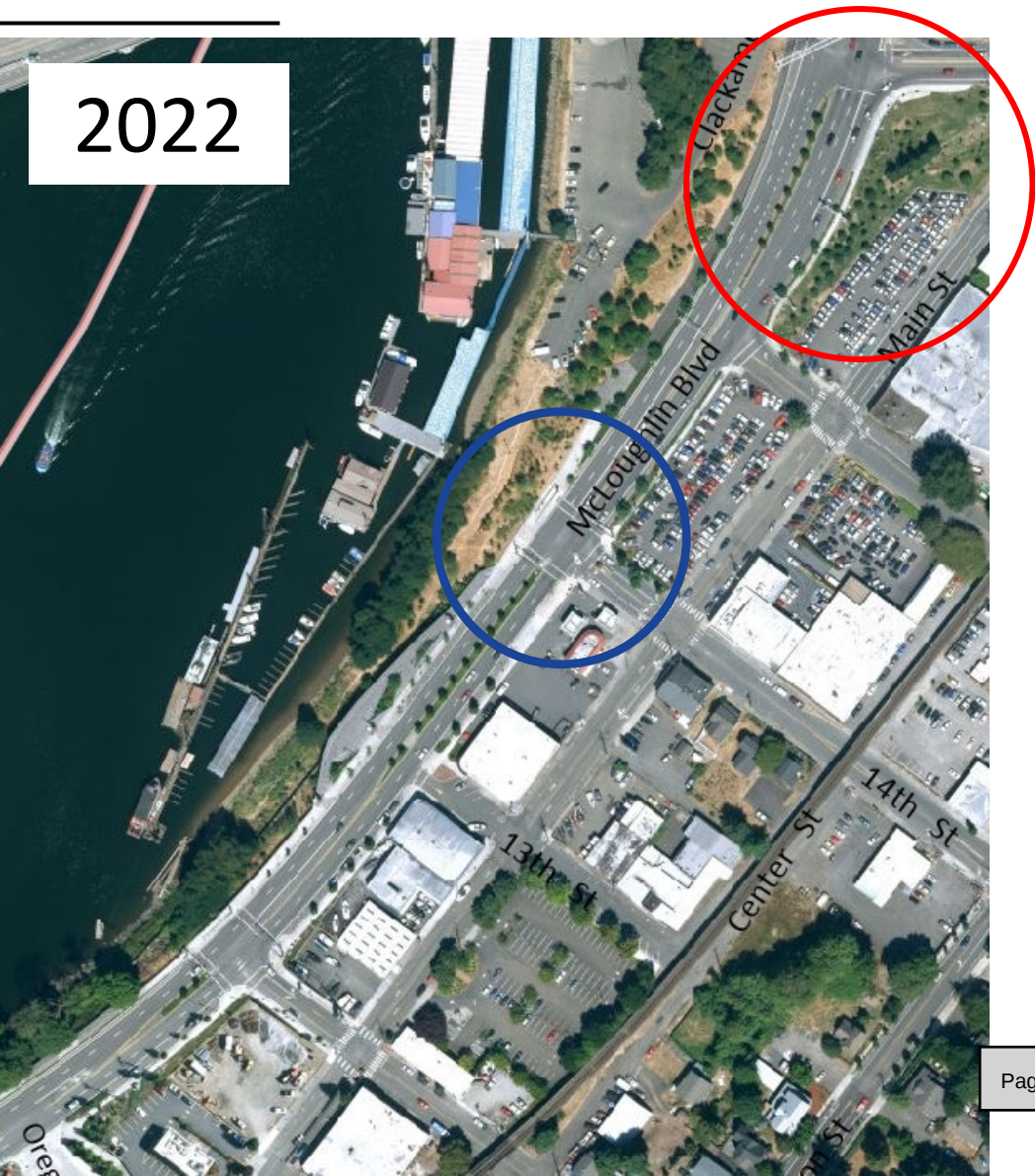
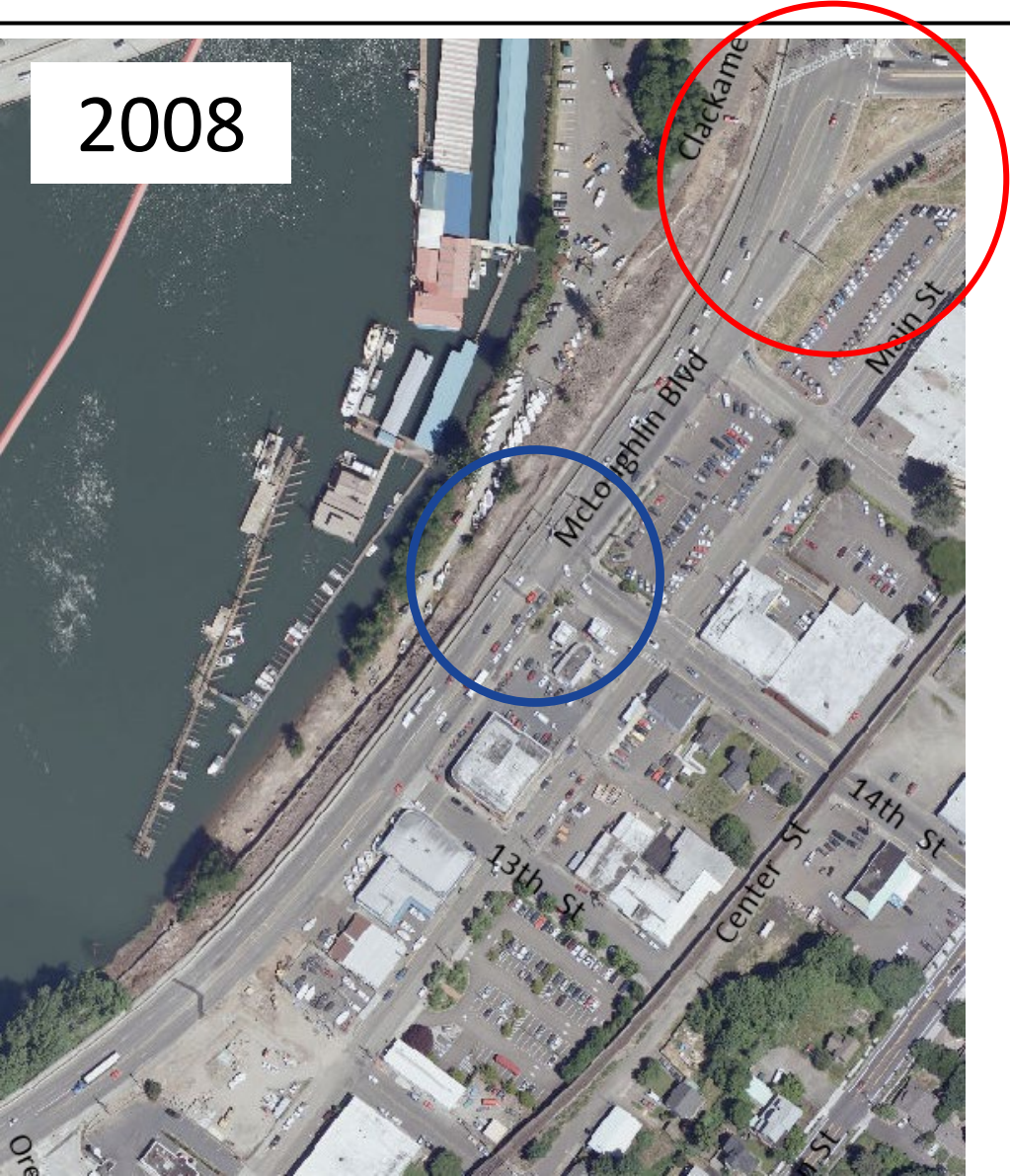
November 1, 2005
City of Oregon City



Willamette Falls Path/OR 99E Enhancement: 10th Street to Railroad Avenue



Phase 1





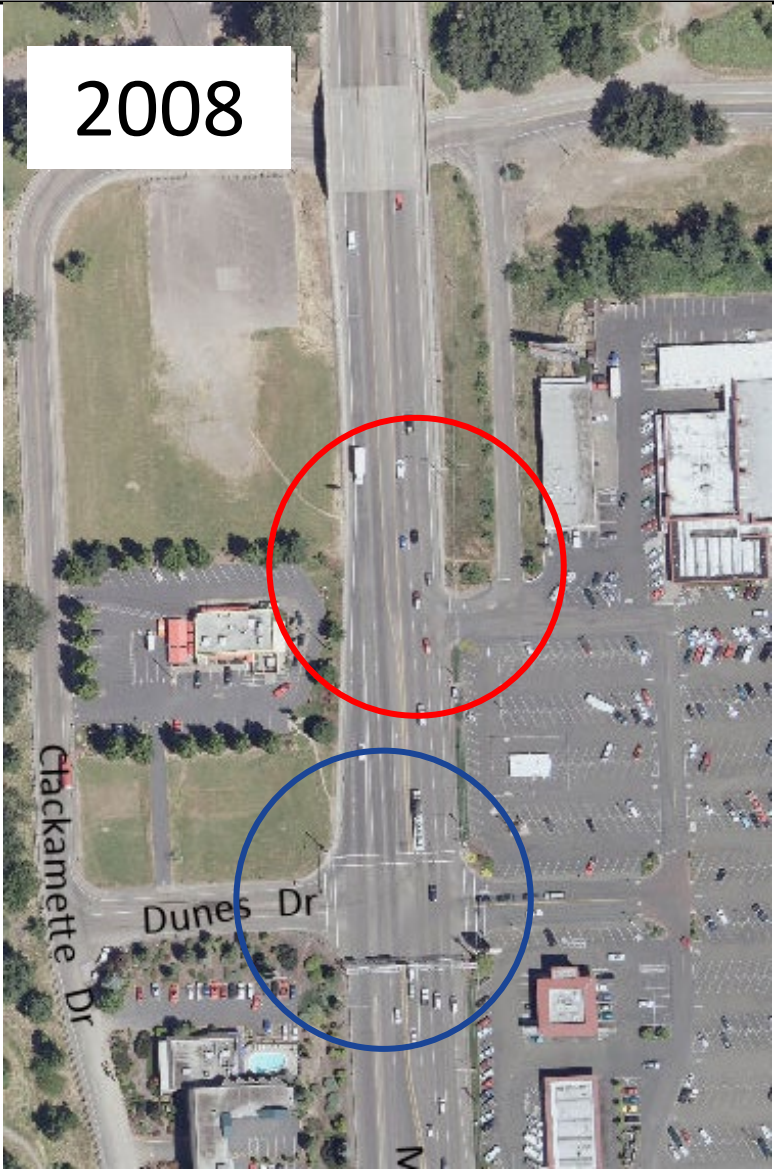
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Phase 1 2007 & 2023 (14th & McCloughlin Blvd)



Phase 2





Phase 3

2022





Oregon City's Front Door



Safety



Tourism



Economic
Development



Cultural



Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue



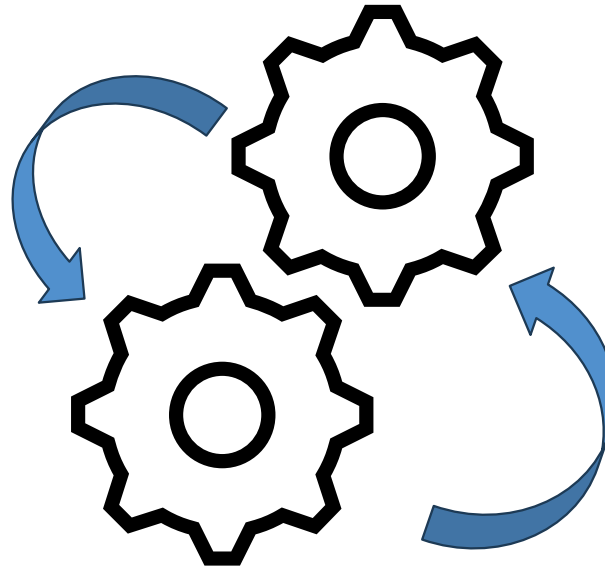
Adoption Process

Technical Investigations

Tribal Outreach (ODOT)

General and Targeted Outreach

- Business and property owners
- Bike, pedestrian, and transit users
- Tourism
- General public
- Equity approach- who is missing from the conversation?



Adoption

- Preferred conceptual approach adopted into the Transportation System Plan.
- Apply for additional grant funding to refine the design.
- Look for grants to build all or portions of the project.

City Commission Design Direction
(4 meetings as project advisory team)



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



**Technical Investigations
Tribal Outreach (ODOT)**

**General and Targeted
Outreach**

**Preferred conceptual
approach adopted into the
Transportation System
Plan.**



What do you want our waterfront to be?





Next Steps Winter 2023

City Commission Presentations in November & December

- Corridor Vision
- Purpose & Need Statement
- Alternative Concepts

Outreach

- Targeted and general outreach, online open houses, project website

Technical Team

- Background Materials & Preliminary Planning
- Alternative Development Criteria

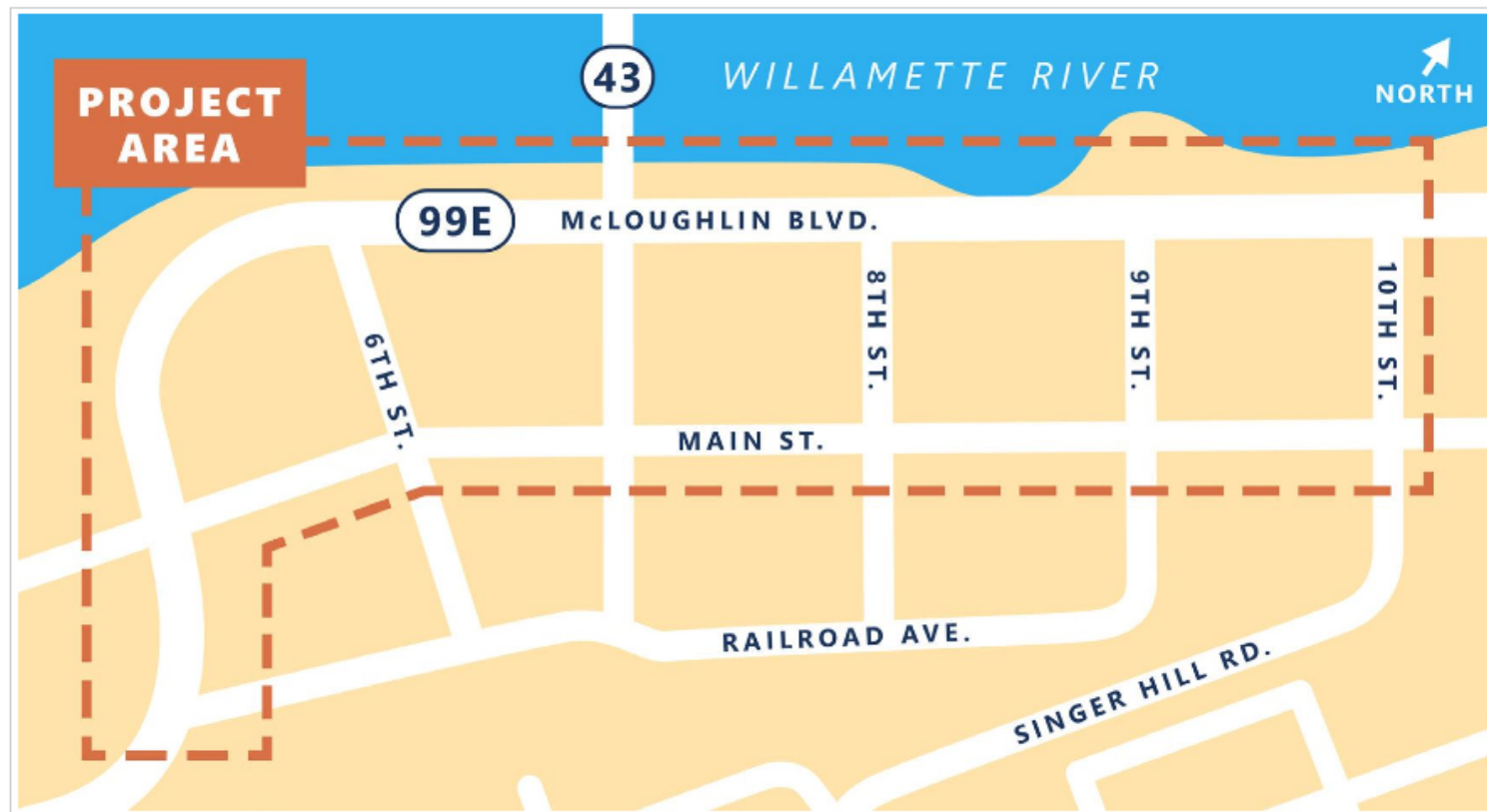


**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



- Fee Schedules
- Applications, Processes & Fees +
- Historic Preservation +
- How Do I... +
- Long-Range Planning Projects +
- Natural Resources +
- Public Notices +
- Resources +
- McLoughlin Blvd Enhancements

MCLOUGHLIN BLVD ENHANCEMENTS



Phase 3: 10th Street to tumwata village

ODOT Project Name: Willamette Falls Path/OR99E Enhance: 10th St - Railroad Ave

OC Project ID: CI 22-002

Project Type: Capital Improvement



Questions?



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**

Emergency Management Plan for Evacuations

Speed Limits and Delegated Authority & Traffic Counts

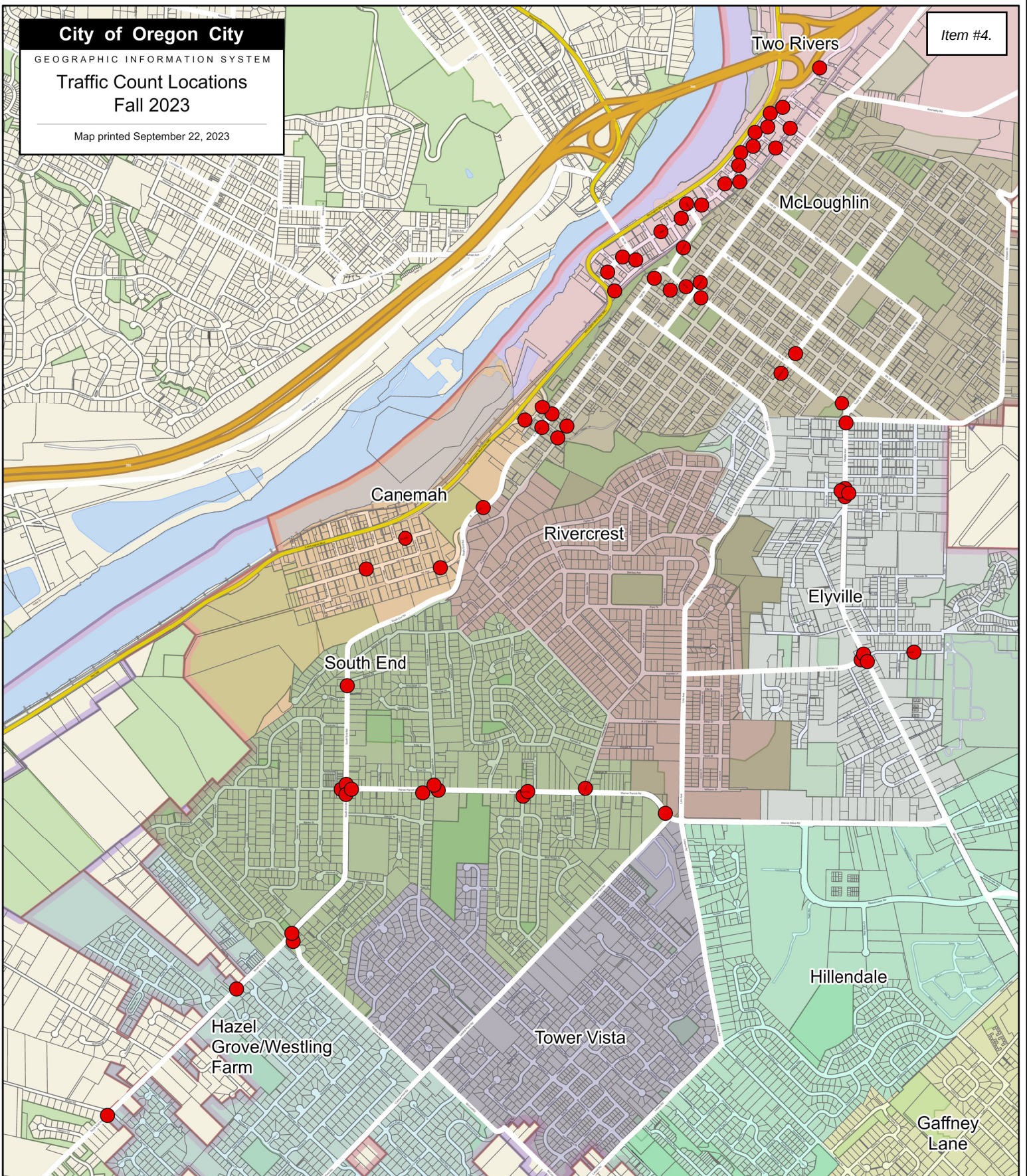
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GEOGRAPHIC INFORMATION SYSTEM

Traffic Count Locations Fall 2023

Map printed September 22, 2023

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The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



0 500 1,000
Feet

1 inch = 1,751 feet

City of Oregon City
P.O. Box 3040
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Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org



Date: September 22, 2023
Map: Traffic Count Locations.aprx[Current]
Plots: Traffic Count Locations Yr 1 - 8.5x11P - 20230922.pdf

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Questions?

