City of Oregon City

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

Meeting Agenda

Transportation Advisory Committee

Tuesday, October 16, 2012 | **6:00 PM** | **Commission Chambers**

1. Call to Order and Roll Call

2. Approval of the Minutes

a 12-127 Minutes September 18, 2012

Staff: Public Works Director John Lewis

Attachments: 9/18/12 Minutes

3. Chair Report

4. Agenda Analysis

5. Public Comments

Public Comments: The following guidelines are given for citizens presenting information or raising issues relevant to the City but not listed on the agenda.

- *Complete a Comment Card prior to the meeting and submit 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.*
- *Each speaker is given 3 minutes to speak. To assist in tracking your speaking time, refer to the timer at the dais.*
- *As a general practice, Oregon City Officers do not engage in discussion with those making comments.*

6. New Business/Discussion Items

a 12-183 Discussion of TSP Update Technical Memorandum 11

Staff: Public Works Director John Lewis

Attachments: Technical Memo 11 - Planned and Financially Constrained Transportation Syste

7. Communications

8. Future Agenda Items

9. Adjournment

Transportation Advisory Committee Minutes

September 18, 2012

1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee meeting of **Tuesday, September 18, 2012**, was called to order by Chair Meier at 6:05 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

Committee members present included John Anderson, Scott Failmezger, Steve Johnson, Betty Schaafsma, Chair Blane Meier, Bob La Salle, Robert Mahoney and Fred Wallace. Jonathan David was excused.

Staff members present included John Lewis, Public Works Director; Kathy Griffin, Administrative Assistant; and Nancy Ide, City Recorder.

2. APPROVAL OF MINUTES

Mr. Wallace moved to approve the minutes of June 19, 2012. Mr. Anderson seconded the motion and it **carried** unanimously.

3. CHAIR REPORT

Chair Meier thanked everyone for coming and thanked John Lewis for his services as the Interim Public Works Director. John Lewis announced that he was officially appointed the Public Works Director the previous week.

4. AGENDA ANALYSIS

John Lewis requested that a few items be added to the agenda including:

- First City Cycles
- Holcomb Boulevard Paving
- McLoughlin Blvd. Phase 2 Meeting
- Arch Bridge Sharrows
- Open House on ODOT Passenger Rail, Eugene to Portland

5. CITIZEN COMMENTS

Nancy Ide, City Recorder, announced that the TAC agendas were sent out and available digitally through the City's new program, Legistar. She encouraged the committee to go electronic as much as possible noting that it was a City Commission goal. From now on, City staff would be emailing out a link to the agenda packet for use by the Committee rather than

sending out paper packets. She went on to explain how to access the agenda packets from the monitors at the dais.

6. NEW BUSINESS/DISCUSSION ITEMS

A. Access Issues at 107 Molalla Avenue

John Lewis provided information from a concerned business owner (Big Dog Coffee) about ingress/egress across Molalla Avenue near Division Street. He added that a condition of the development of the property was that the median on Molalla Avenue be installed to prevent left turns and the resulting back-up of vehicles wanting to make left turns. The City did not plan on removing the Molalla Avenue median and Mr. Lewis would advise the business owner of his decision.

B. Transportation System Plan (TSP) Update and Request for Work Session

Mr. Lewis noted that at the last meeting, John Anderson had asked about having a more specialized meeting for the TAC on the TSP update. He added that the consultant had been holding Technical Advisory Committee and Stakeholder Advisory Committee meetings and another meeting would be held Thursday.

He agreed that it would be nice at the end of the meeting/open house processes to have an official motion from the TAC to present to the City Commission. He thought a meeting could be scheduled for discussion of the TSP update and the Committee agreed that their next meeting (October 16) would be dedicated to a TSP update. Mr. Anderson thought TAC members should be given copies of all the technical memos, even if they were in draft form, so they can begin reviewing them and be ready to provide comments.

Mr. Lewis suggested the Committee start at technical memorandum 11 where the recommendations and maps were located; then if the Committee had questions about the process, the consultant could respond. Mr. Anderson thought that staff could send the TAC guidelines so that they could better understand the process. Mr. Anderson added that at the last advisory committee meeting, members recommended additional information be added to the project list including a column for numbered project rankings and a column for estimated project costs. If that were ready, it would be helpful to also provide the TAC with that information.

The TAC agreed to dedicate October 16 for discussion of TSP technical memorandum 11.

C. McLoughlin Neighborhood Stop Sign Request

Mr. Lewis explained that the McLoughlin Neighborhood Association requested additional stop signs by the Carnegie Library. He explained his reasons for not opposing the request.

Fred Wallace moved to direct City staff to install two additional stop signs and associated striping at the intersection of John Adams Street and 6th Street making the intersection a four-way stop. Steve Johnson seconded the motion and it **carried** unanimously.

D. Trolley Usage

Discussion of trolley usage was postponed until the November meeting.

E. Upcoming Events

Upcoming events included:

- September 26 - Singer Falls Re-Lighting Event
- October 12-15 - Arch Bridge Re-opening
- October 19 - OCHS Homecoming Parade (anticipate road closures)
- October 24 - Grand Opening Celebration for the Jughandle Project

F. 99E Foot Bridge Evaluation

Mr. Lewis noted that a request came from the Canemah neighborhood asking about the structural integrity of the pedestrian walkway/bridge adjacent to 99E and connecting Canemah to the area near the Willamette Falls Overlook at S. 2nd St. He added that the City had an agreement with ODOT wherein ODOT built the structure but the City was responsible for maintaining the wooden structure. He hired a company to perform a visual inspection and initial structural evaluation of the bridge to ensure its safety with the idea that if they have maintenance recommendations they could be added to the departmental budget and work plan.

G. Downtown Oregon City Parking Information

Mr. Lewis noted that a "draft" downtown parking facts list was included in the TAC packet along with information that went to the City Commission.

Kathy Roth requested that the TAC consider relooking at the 2010 Downtown Parking Plan. Since its adoption, there have been a lot of merchant, streetscape, and parking changes. She has heard people say that they enjoy visiting and eating in downtown Oregon City but because parking was so difficult it was easier to go to Willamette.

John Lewis mentioned that the City has agreed to commit $300K towards the design of a parking structure with the idea that the County would most benefit from a garage and should share the burden. He added that David Frasher had sent a letter to the County discussing the need for increased parking. The Committee requested a copy of the memorandum if at all possible.

Kathy Roth mentioned that executors of the Lewis estate were working on liquidating assets and one of their assets was a parking lot between the toy shop and the Masonic Lodge.

Robert Mahoney asked if any thought had been given towards the creation of a local parking district. Bob La Salle wanted to make sure that acquisition of the property Kathy Roth mentioned was pursued actively. Blane Meier thought a combination of bonding and a City/County partnership could be the means by which to build a parking garage. Another opportunity to pursue was downtown employees parking at the End of the Oregon Trail Center and using a trolley to shuttle users back and forth between downtown.

John Anderson moved to invite the city manager or his designee to the November 20 meeting to present whatever information they can gather regarding increasing downtown parking opportunities. Bob Mahoney seconded the motion and it **passed** unanimously.

It was understood that information should include but not be limited to information regarding the acquisition of the Lewis estate parking lot, a free trolley shuttle for downtown employees between the End of the Oregon Trail Center and downtown Oregon City, and whether or not the Downtown Parking Study needed to be updated.

H. Holcomb Boulevard Sidewalk Grant Application

Jonathan David and others in the Park Place neighborhood submitted a "Notice of Intent" application for a grant to complete the sidewalk from Holcomb Elementary School north to Winston Drive. The project was short-listed and the City was in the process of working with the applicants to submit the actual grant application. The difficulty lay in providing a City financial contribution, obtaining necessary rights-of-way, and providing a product the neighborhood agrees with given the results of the Holcomb Boulevard Pedestrian Enhancement Plan versus the more likely design of the roadway.

Kathy Roth noted that she had contact information if the City needed it for the estate of 14757 Holcomb Blvd., located along the route in unincorporated Clackamas County.

I. Pavement Cut Standards – Presentation Scheduled for City Commission 9/19/12

Mr. Lewis explained that the standards were being presented to the City Commission that week. The purpose of the standard was pavement preservation and ensuring that street cuts were repaired appropriately based on roadway conditions.

J. First City Cycles

Mr. Lewis thanked Chair Meier, the owner of downtown's First City Cycles, for outstanding customer service during a time of personal need (flat tire).

K. Holcomb Boulevard Paving

Mr. Lewis advised the committee that City crews were performing necessary milling and patching work on Holcomb Boulevard with the intention of hiring Clackamas County to chip seal the roadway next summer.

L. McLoughlin Blvd. Phase 2 Meeting

John Lewis announced that a kick-off meeting was recently held for the McLoughlin Boulevard, Phase 2 project. The segment of work to be completed was McLoughlin Boulevard from the Clackamas River Bridge to Dunes Drive and associated accessways.

M. Arch Bridge Sharrows

Mr. Lewis reported that ODOT had asked if the City would support sharrows on the Arch Bridge. He recently received several emails from bicycle advocates in favor of sharrows.

There was some discussion about the potential for uphill traffic delays if bicycle traffic doesn't travel the posted speed. It was hoped that bicyclists who can't maintain adequate pace should choose to walk their bikes along the pedway.

Bob La Salle moved to approve the installation of sharrows on the Arch Bridge. Steve Johnson seconded the motion.

It was noted that if the bike community doesn't obey the posted speed limit, corrective measures including speed enforcement may be needed.

The motion **carried** unanimously.

N. ODOT Passenger Rail Open House, Eugene to Portland

John Lewis reported on the open house he attended in Lake Oswego.

7. COMMUNICATIONS

None provided.

8. FUTURE AGENDA ITEMS

None provided.

9. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 7:49 p.m.

Respectfully Submitted,

Kathy Griffin
Administrative Assistant

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City of Oregon City

625 Center Street
Oregon City, OR 97045
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Staff Report

File Number: 12-127

Agenda Date: 10/16/2012

Status: Agenda Ready

To: City Commission

Agenda #: a

From: Public Works Director John Lewis

File Type: Minutes

Minutes September 18, 2012

RECOMMENDED ACTION (Motion):
Move to approve the minutes of September 18, 2012.

City of Oregon City

625 Center Street
Oregon City, OR 97045
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Staff Report

File Number: 12-183

Agenda Date: 10/16/2012

Status: Agenda Ready

To: Transportation Advisory Committee

Agenda #: a

From: Public Works Director John Lewis

File Type: Report

SUBJECT:
Discussion of TSP Update Technical Memorandum 11

RECOMMENDED ACTION (Motion):
None.

BACKGROUND:
The Transportation Advisory Committee is being given an opportunity to discuss Technical Memorandum 11 with the TSP update consultant, Carl Springer with DKS & Associates, Inc. An updated project table will be available for the Committee at the meeting including columns on project cost and ranking.

PLANNED AND FINANCIALLY CONSTRAINED TRANSPORTATION SYSTEMS

This document reduces the more than 350 solutions for the Oregon City transportation system into a Financially Constrained Plan. Included is a summary of the process utilized to develop and analyze the solutions for the transportation system and a detail of the Financially Constrained and Planned Transportation Systems identified for Oregon City.

Project Categories

The Oregon City approach to developing transportation solutions for this update placed more value on investments in smaller cost-effective solutions for the transportation system rather than larger, more costly ones (see Technical Memorandum #9 for more information). The approach enabled more cost-effective solutions to increase transportation system capacity and helped to encourage multiple travel options, increase street connectivity and promote a more sustainable transportation system. Taking the network approach to transportation system improvements, the projects in this plan fall within one of several categories:

- **Driving** projects to improve connectivity, safety and capacity throughout the City. Oregon City identified 94 driving projects that will cost an estimated $177.9 million to complete.
- **Walking** projects for sidewalk infill, providing seamless connections for pedestrians throughout the City. Oregon City identified 74 walking projects that will cost an estimated $14.7 million to complete.
- **Biking** projects including an integrated network of bicycle lanes and marked on-street routes that facilitates convenient travel citywide. Oregon City identified 64 biking projects that will cost an estimated $5.3 million to complete.
- **Shared-Use Path** projects providing local and regional off-street travel for walkers and bikers. The citywide shared-use path vision includes 52 projects totaling an estimated $30.2 million.
- **Family Friendly** projects to fill gaps between shared-use paths, parks, and schools, offering a network of low-volume streets for more comfortable biking and walking throughout the City. The 33 family-friendly routes identified by the City will cost an estimated $5.2 million to complete.

- **Crossing** project solutions, proving safe travel across streets along key biking and walking routes. A total of 36 crossing projects were identified, totaling an estimated $2.8 million.

Assessing the Performance of Transportation Solutions

The projects and/or policies in the categories listed above aim to satisfy the goals and policies for the Oregon City TSP Update. Each solution was evaluated to see how the community priorities match the perceived project benefits and shortfalls. A variety of transportation evaluation criteria and measures were derived from the community priorities (based on the project goals and objectives) and used to evaluate and compare the solutions to one another. The goals, objectives and evaluation criteria established for Oregon City can be found in Technical Memorandum #2.

Project stakeholders were given the opportunity to rank the eight project goals, from most valuable to least valuable. Using the weighted goals, the transportation solutions were evaluated and compared to one another, placing more value on those project stakeholders felt were most important to the community. The following goals (listed in order of importance to the community), were utilized to assess the performance of the transportation solutions:

- Enhance the health and safety of residents
- Emphasize effective and efficient management of the transportation system
- Foster a sustainable transportation system
- Provide an equitable, balanced and connected multi-modal transportation system
- Identify solutions and funding to meet system needs
- Increase the convenience and availability of pedestrian, bicycle, and transit modes
- Ensure the transportation system supports a prosperous and competitive economy
- Comply with state and regional transportation plans

Each transportation solution was assigned a time frame for the expected investment need, based on a project's contribution to achieving the community priorities of Oregon City. The investment recommendations attempted to balance implementation considerations. Complex and costly capital projects were disfavored compared with implementation of low cost projects that can have more immediate impacts and can spread investment benefits citywide.

Funding the Transportation Solutions

With an estimated $236 million worth of transportation solutions identified, Oregon City must make investments decisions to develop a set of transportation improvements that will likely be funded to meet identified needs through 2035. Overall, Oregon City is expected to have the following funds available through 2035 after accounting for the expenditures:

- Approximately $14.7 million is expected to be available for capital needs after street operation and maintenance needs are met through 2035. These funds can be spent on non-SDC eligible project costs or other street improvements that are related to maintenance such as upgraded retaining walls and stairways, new guardrail, signal equipment replacement and upgrades, or curb and gutter.
- Over $109 million is expected to be available for System Development Charge (SDC) projects after reducing the planned SDC project expenditures through 2035. This includes about $2 million for pedestrian and bicycle SDC projects and over $107 million for street SDC projects. The improvement projects eligible for SDC funding can be updated on-going. It was assumed that the needed transportation system investments identified through the TSP update would be used to amend the existing SDC project list.

To put the expected available funding in context, over $177 million worth of motor vehicle, over $50 million worth of pedestrian, bicycle and shared-use path improvements and $8 million worth of street crossing and family-friendly route projects were identified by the City. Of those project costs, approximately $110 million of the motor vehicle and $23 million of the pedestrian, bicycle and shared-use path project costs are needed to accommodate new development, and therefore are eligible for SDC funding. This leaves about $67 million in motor vehicle and $27 million in pedestrian, bicycle and shared-use path project costs to serve existing transportation deficiencies. These project costs, in addition to the street crossing and family-friendly route project costs, are not eligible to utilize SDC funds and must be funded through other means, such as the Street Fund or other State or Federal grants. Unless additional funds are explored, Oregon City will be expected to have a little over $14.7 million (from the Street Fund) to cover the $67 million in motor vehicle, $27 million in pedestrian, bicycle and shared-use path, and $8 million in street crossing and family-friendly route project costs that are not eligible for SDC funds (based on the current revenue and expenditure forecasts).

As detailed above, the City is expected to have approximately $14.7 million for non-SDC eligible project costs or other street improvements. Clearly, most of the transportation solutions identified for the City are not reasonably likely to be funded through 2035. For this reason, the transportation solutions were split into two categories. Those reasonably expected to be funded by 2035 were included in the Financially Constrained Transportation System, while the projects that are not expected to be funded by 2035 were included in the Planned Transportation System.

Financially Constrained Transportation System

The Financially Constrained Plan identifies the transportation solutions reasonably expected to be funded by 2035 and have the highest priority for implementation. Transportation solutions within the Financially Constrained Transportation System were recommended within several different priority/time horizons:

- Short-term: projects recommended for implementation in the 1 to 5 year timeframe.
- Medium-term: projects recommended for implementation in the 5 to 10 year timeframe.
- Long-term: projects likely to be implemented beyond 10 years from the time of this plan; these are projects that are important for the development of the City transportation network, but are unlikely to be funded in the next 10 years.

The Financially Constrained Transportation solutions are summarized in Table 1 and illustrated in Figures 1 to 6. The projects numbered on Figures 1 to 6 correspond with the project numbers in Table 1. The project numbers are denoted as a driving ("D"), walking ("W"), biking ("B"), shared-use path ("S"), street crossing ("C") or a family-friendly route ("FF"). Planning level cost estimates for the projects can be found in the appendix.

Table 1: Financially Constrained Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
Driving Solutions (Intersection Management- see Figure 1)				
D1	Molalla Avenue/ Beavercreek Road Adaptive Signal Timing	Molalla Avenue from Washington Street to Gaffney Lane; Beavercreek Road from Molalla Avenue to Maple Lane Road	Deploy adaptive signal timing that adjusts signal timings to match real-time traffic conditions.	Short-term
D7	Molalla Avenue Transit Signal Priority	Washington Street to Gaffney Lane	Provide priority at traffic signals for buses behind schedule. This includes the use and deployment of Opticom detectors at traffic signals and emitters on buses.	Short-term
D8	OR 99E Transit Signal Priority	Dunes Drive to 10th Street		Short-term
D11	Optimize existing traffic signals	Citywide	Optimize the existing traffic signals by updating the existing coordinated signal timing plans, upgrading traffic signal controllers or communication infrastructure or cabinets.	Short-term
D12	Protected/permitted signal phasing	Citywide	Incorporate protected/permitted phasing for left turn movements at traffic signals.	Short-term
D14	Southbound OR 213 Advanced Warning System	Southbound OR 213, north of the Beavercreek Road intersection	Install a queue warning system for southbound drivers on OR 213 to automatically detect queues and warn motorists in advance via a Variable Message Sign	Short-term
D27	Main Street/14th Street Safety Enhancement	Main Street/14th Street	Convert to all-way stop to be consistent with the traffic control at surrounding intersections on Main Street.	Short-term
D28	Washington Street/12th Street Safety Enhancement	Washington Street/12th Street	Install a traffic signal with dedicated left turn lanes for the 12th Street approaches to Washington Street.	Medium-term
D30	Molalla Avenue/Division Street-Taylor Street Safety Enhancement	Molalla Avenue/Division Street-Taylor Street	Install a single-lane roundabout	Medium-term
D32	South End Road/Warner Parrott Road Operational Enhancement	South End Road/Warner Parrott Road	Install a traffic signal with dedicated left turn lanes for the South End Road approaches to Warner Parrott Road	Medium-term
D33	South End Road/Lafayette Avenue-Partlow Road Operational Enhancement	South End Road/Lafayette Avenue-Partlow Road	Install a single-lane roundabout	Medium-term
D40	Main Street/Dunes Drive Extension Operational Enhancement	Main Street/Dunes Drive Extension	Install a single-lane roundabout	Long-term
D41	South End Road/Buetel Road Extension Operational	South End Road/Buetel Road Extension	Install a single-lane roundabout	Medium-term

Table 1: Financially Constrained Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
	Enhancement			
D42	South End Road/Deer Lane Extension Operational Enhancement	South End Road/Deer Lane Extension	Install a single-lane roundabout	Long-term
D43	Holcomb Boulevard/Holly Lane North Extension Operational Enhancement	Holcomb Boulevard/Holly Lane North Extension	Install a single-lane roundabout	Long-term
D44	Beavercreek Road/Loder Road Extension Operational Enhancement	Beavercreek Road/Loder Road Extension	Install a roundabout	Medium-term
D45	Meyers Road Extension/ Loder Road Extension Operational Enhancement	Meyers Road Extension/ Loder Road Extension	Install a single-lane roundabout	Medium-term
D94	OR 213/Beavercreek Road Operational Enhancement	OR 213/Beavercreek Road	Lengthen the dual left-turn lanes along Beavercreek Road to provide an additional 200 feet of storage for the eastbound approach	Short-term
Driving Solutions (Street Extensions- see Figure 2)				
D46	Meyers Road West extension	OR 213 to High School Avenue	Extend Meyers Road from OR 213 to High School Avenue as an Industrial Minor Arterial. Create a local street connection to Douglas Loop.	Short-term
D47	Meyers Road East extension	Beavercreek Road to the Meadow Lane Extension	Extend Meyers Road from Beavercreek Road to the Meadow Lane Extension as an Industrial Minor Arterial. Between the Holly Lane and Meadow Lane extensions, add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S19. Modify the existing traffic signal at Beavercreek Road	Medium-term
D48	Holly Lane North extension	Redland Road to Holcomb Boulevard	Extend Holly Lane from Redland Road to Holcomb Boulevard as a Residential Minor Arterial. Create local street connections to Cattle Drive and Journey Drive.	Long-term
D49	Swan Avenue extension	Livesay Road to Redland Road	Extend Swan Avenue from Livesay Road to Redland Road as an Residential Collector	Long-term
D50		Redland Road to Morton Road	Extend Swan Avenue from Redland Road to Morton Road as an Residential Collector	Long-term

Table 1: Financially Constrained Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
D51	Deer Lane extension	Rose Road to Buetel Road	Extend Deer Lane from Rose Road to Buetel Road as a Residential Collector. Add a sidewalk and bike lane to the east side of the street, with a shared-use path to be added on west side per project S32.	Long-term
D52		Buetel Road to Parrish Road	Extend Deer Lane from Buetel Road to Parrish Lane as a Residential Collector. Add a sidewalk and bike lane to the east/north side of the street, with a shared-use path to be added on west/south side per project S33. Create a local street connection to Finnegans Way Install a roundabout at South End Road (per project D42).	Long-term
D53	Madrona Drive extension	Madrona Drive to Deer Lane	Extend Madrona Drive to Deer Lane as a Constrained Residential Collector	Long-term
D54	Clairmont Drive extension	Beavercreek Road to Holly Lane South Extension	Extend Clairmont Drive from Beavercreek Road to the Holly Lane South extension as an Industrial Collector. Add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S17.	Long-term
D55	Glen Oak Road extension	Beavercreek Road to the Meadow Lane Extension	Extend Glen Oak Road from Beavercreek Road to the Meadow Lane Extension as a Residential Collector. Install a roundabout at Beavercreek Road (per project D39)	Long-term
D56	Timbersky Way extension	Beavercreek Road to the Meadow Lane Extension	Extend Timbersky Way from Beavercreek Road to the Meadow Lane Extension as a Residential Collector. Add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S20.	Long-term
D57	Holly Lane South extension	Maple Lane Road to Thayer Road	Extend Holly Lane from Maple Lane Road to Thayer Road as a Residential Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S14. Install a roundabout at Maple Lane Road (per project D37).	Medium-term
D58		Thayer Road to Meyers Road	Extend Holly Lane from Thayer Road to the Meyers Road extension as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S15.	Medium-term
D59		Meyers Road to the Meadow	Extend Holly Lane from the Meyers Road extension to the	Long-term

Table 1: Financially Constrained Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Lane Extension	Meadow Lane Extension as a Mixed-Use Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S16.	
D60	Meadow Lane extension	Meadow Lane to Meyers Road	Extend Meadow Lane to the Meyers Road Extension as a Mixed-Use Collector. Between Old Acres Lane and the Glen Oak Road extension, add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S21.	Long-term
D61		Meyers Road to UGB (north of Loder Road)	Extend Meadow Lane from the Meyers Road Extension to the UGB (north of Loder Road) as an Industrial Collector	Medium-term
D62	Dunes Drive Extension	OR 99E to Agnes Avenue	Extend Dunes Drive from OR 99E to Agnes Avenue as a Mixed-Use Collector. Install a roundabout at the Dunes Drive/Agnes Avenue intersection (per project D38). Will require redevelopment of the Oregon City Shopping Center.	Medium-term
D63	Washington Street to Abernethy Road Connection	Washington Street to Abernethy Road	Connect Washington Street to Abernethy Road with a Mixed-Use Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S5. This street should be a public access road built to City standards but maintained by a private entity.	Long-term
D64	Loder Road Extension	Beavercreek Road to Glen Oak Road	Extend Loder Road from Beavercreek Road to Glen Oak Road as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S18. Create a local street connection to Douglas Loop. Install a roundabout at Meyers Road (per project D45).	Short-term
D65	Parrish Road Extension	From Parrish Road east to Kolar Drive	Complete the gap between Parrish Road as a Constrained Residential Collector.	Long-term
D66	Washington Street Realignment	Home Depot Driveway to Clackamas River Drive	Washington Street Realignment associated with the OR 213/Washington Street Jug-handle Project.	Under Construction
D72	Hampton Drive Extension	Hampton Drive to Atlanta Drive	Extend Hampton Drive to Atlanta Drive as a Residential Local Street.	Long-term
Driving Solutions (Street and Intersection Expansions- see Figure 3)				

Table 1: Financially Constrained Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
D80	Division Street Upgrade	7th Street to 18th Street	Improve to Collector cross-section, as a constrained street	Long-term
D81	Beavercreek Road Upgrade	Clairmont Drive (CCC Entrance) to Meyers Road	Improve to Industrial Major Arterial cross-section	Medium-term
D82		Meyers Road to UGB	Improve to Residential Major Arterial cross-section	Long-term
D89	South End Road Upgrade	Partlow Road-Lafayette Road to UGB	Improve to Residential Minor Arterial cross-section	Medium-term
D92	Washington Street Upgrade	11th Street to 7th Street	Improve to Minor Arterial cross-section, as a constrained street. Add curb-ramps at intersections	Medium-term
Walking Solutions (see Figure 4)				
W5	Washington Street Sidewalk Infill	Washington Street-Abernethy Road Extension to Abernethy Road	Complete sidewalk gaps on both sides of the street	Short-term
W11	Holcomb Boulevard (East of OR 213) Sidewalk Infill	OR 213 overcrossing to Swan Avenue	Complete sidewalk gaps on both sides of the street	Medium-term
W12		Longview Way to Winston Drive	Complete sidewalk gaps on both sides of the street	Medium-term
W13		Barlow Drive to UGB	Complete sidewalk gaps on both sides of the street	Medium-term
W34	Molalla Avenue Sidewalk Infill	Gaffney Lane to Sebastian Way	Complete sidewalk gaps on both sides of the street	Included with project W74
W35	Leland Road Sidewalk Infill	Warner Milne Road to Meyers Road	Complete sidewalk gaps on both sides of the street	Short-term
W41	Warner Milne Road Sidewalk Infill	Leland Road to west of Molalla Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W42	Beavercreek Road Sidewalk Infill	Warner Milne Road to east of Kaen Road	Complete sidewalk gaps on the east side of the street	Short-term
W47	South End Road (south of Partlow) Sidewalk Infill	Partlow Road to Buetel Road	Complete sidewalk gaps on both sides of the street	Included with project D89
W48		Buetel Road to UGB	Complete sidewalk gaps on both sides of the street	Included with project D89
W54	South End Road (north of Partlow) Sidewalk Infill	Partlow Road to Barker Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W56	Warner Parrott Road Sidewalk Infill	King Road to Marshall Street	Complete sidewalk gaps on the north side of the street	Short-term

Table 1: Financially Constrained Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W62	Linn Avenue Sidewalk Infill	Ella Street to Charman Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W64	Brighton Avenue-Creed Street Sidewalk Infill	Charman Avenue to Waterboard Park Road	Complete sidewalk gaps on both sides of the street	Short-term
W65	Brighton Avenue-Park Drive Sidewalk Infill	Charman Avenue to Linn Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W70	Division Street Sidewalk Infill	7th Street to 18th Street	Complete sidewalk gaps on both sides of the street	Included with project D80
W73	Molalla Avenue Streetscape Improvements Phase 3	Holmes Lane to Warner Milne Road	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	Medium-term
W74	Molalla Avenue Streetscape Improvements Phase 4	Beavercreek Road to OR 213	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	Medium-term
Biking Solutions (see Figure 5)				
B1	7th Street Shared Roadway	OR 43 Bridge to Railroad Avenue	Add wayfinding and shared lane markings	Short-term
B2	Railroad Avenue-9th Street Shared Roadway	OR 99E to Main Street	Add wayfinding and shared lane markings	Short-term
B3	Main Street Shared Roadway	OR 99E to 15th Street	Add wayfinding and shared lane markings	Short-term
B5	12th Street (west of Washington Street) Shared Roadway	OR 99E to Washington Street	Add wayfinding and shared lane markings	Short-term
B6	15th Street (west of Washington Street) Shared Roadway	Main Street to Washington Street	Add wayfinding and shared lane markings	Short-term
B12	Holcomb Boulevard (East of OR 213) Bike Lanes	Longview Way to UGB	Add bike lanes to both sides of the street	Medium-term
B29	Beavercreek Road Bike Lanes	Pebble Beach Drive to UGB	Add bike lanes to both sides of the street	Included with project D82
B32	Fir Street Bike Lanes	Molalla Avenue to 1,500 feet east	Add bike lanes to both sides of the street	Medium-term
B33	Leland Road Bike Lanes	Marysville Lane to Meyers Road	Add bike lanes to both sides of the street	Medium-term
B35	Meyers Road Bike Lanes	Leland Road to Autumn Lane	Add bike lanes to both sides of the street	Medium-term
B37	Molalla Avenue Bike Lanes	Gales Lane to Adrian Way	Complete bike lane gaps on both sides of the street	Included with project W73

Table 1: Financially Constrained Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
B42	South End Road (south of Partlow) Bike Lanes	Buetel Road to UGB	Add bike lanes to both sides of the street	Included with project D89
B53	Holmes Lane Bike Lanes	Linn Avenue to Rilance Lane	Add bike lanes to both sides of the street	Medium-term
B55	Pearl Street Bike Lanes	Linn Avenue to Molalla Avenue	Add bike lanes to both sides of the street	Medium-term
B60	Division Street Bike Lanes	7th Street to 18th Street	Add bike lanes to both sides of the street	Included with project D80
Shared-Use Path Solutions (see Figure 6)				
S14	Maple Lane-Thayer Shared-Use Path	Maple Lane Road to Thayer Road	Add a shared-use path on the east side of the Holly Lane extension between Maple Lane and Thayer.	Long-term
S15	Thayer-Loder Shared-Use Path	Thayer Road to Loder Road	Add a shared-use path on the east side of the Holly Lane extension between Thayer and Loder.	Long-term
S18	Loder Road Shared-Use Path	Glen Oak Road to Holly Lane Extension	Add a shared-use path on the south/east side of the Loder Road extension between Glen Oak Road and the Holly Lane extension.	Long-term
S24	Gaffney Lane Elementary Shared-Use Path	Eastborne Drive to Falcon Drive	Add a shared-use path along the northern boundary of Gaffney Lane Elementary School between the Eastborne Drive path and Falcon Drive	Long-term
S36	Tumwater-4th Shared-Use Path	Tumwater Drive to 4th Avenue	Add a shared-use path through Old Canemah Park connecting 4th Avenue to the Tumwater/South 2nd intersection	Long-term
Street Crossing Solutions (see Figure 6)				
C11	Beavercreek Road/Loder Road Shared-Use Path Crossing	Beavercreek Road/Loder Road intersection	Install crosswalk and pedestrian activated flasher on Beavercreek Road	Long-term
C35	John Adams/7h Family Friendly Route Crossing	7th Street/John Adams Street intersection	Install crosswalk and pedestrian activated flasher on 7th Street	Long-term
Family-Friendly Routes (see Figure 4 or 5)				
FF13	Leland-Warner Parrot Family Friendly Route	Leland Road to Warner Parrot Road	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Hampton Drive, Atlanta Drive, Auburn Drive and Boynton Street. Includes Hampton Drive extension to Central Point Road	Long-term

Table 1: Financially Constrained Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
FF19	Warner Parrot-Barker Family Friendly Route	Warner Parrot Road to Barker Avenue	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Woodlawn Avenue and Woodfield Court.	Long-term
FF20	Barker Avenue Family Friendly Route	South End Road to Telford Road	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Barker Avenue	Long-term
FF23	Charman Avenue Family Friendly Route	Telford Road to Linn Avenue	Add sidewalks and bike lanes on both sides of the street. Add wayfinding and traffic calming	Long-term

Planned Transportation System

The projects and actions outlined within the Financially Constrained System will make significant progress toward creating travel options and connecting Oregon City's neighborhoods. If the City is able to implement a majority of the Financially Constrained System, nearly two decades from now Oregon City residents will have access to a safer, more balanced multimodal transportation network.

The Planned Transportation System identifies those transportation solutions that are not reasonably expected to be funded by 2035, but many of which are critically important to the transportation system. Some of these projects will require funding and resources beyond what is available in the time frame of this plan. Others are contingent upon redevelopment that makes it possible to create currently missing infrastructure, such as street connections.

The Planned Transportation System solutions are summarized in Table 2 and illustrated in Figures 1 to 6. The projects numbered on Figures 1 to 6 correspond with the project numbers in Table 2. The project numbers are denoted as a driving ("D"), walking ("W"), biking ("B"), shared-use path ("S"), street crossing ("C") or a family-friendly route ("FF"). Planning level cost estimates for the projects can be found in the appendix.

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
Driving Solutions (Intersection Management- see Figure 1)				
D2	Beavercreek Road Traffic Surveillance	Molalla Avenue to Maple Lane Road	Install video monitoring cameras and vehicle detection equipment to provide turn movement counts, hourly volumes, travel times, and speed	Medium
D3	Washington Street Traffic Surveillance	7th Street to OR 213		Medium
D4	7th Street/Molalla Avenue Traffic Surveillance	Washington Street to OR 213		Medium
D5	OR 213/ 7th Street-Molalla Avenue/ Washington Street Integrated Corridor Management	I-205 to Henrici Road	Integrate traffic surveillance and traffic control equipment with ODOT	Medium
D6	OR 99E Integrated Corridor Management	OR 224 (in Milwaukie) to 10th Street		Medium
D9	OR 213/Beavercreek Road Weather Information Station	OR 213/Beavercreek Road	Install road weather information stations that provide temperature, road conditions, and a video image.	Low
D10	Warner Milne Road/Linn Avenue Road Weather Information Station	Warner Milne Road/Linn Avenue		Low
D13	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers.	Medium
D15	Holcomb Boulevard Curve Warning System	Holcomb Boulevard just to the west of the OR 213 overcrossing	Install a curve warning system on Holcomb Boulevard that activates when a motorist approaches the curve at a high speed.	Medium
D16	Holcomb Boulevard Speed Warning System	Holcomb Boulevard east of Jada Way	Install a speed warning system that activates when a motorist approaches at a high speed.	Medium
D17	Washington Street Speed Warning System	Washington Street near 9th Street		Medium
D18	7th Street Speed Warning System	7th Street near Harrison Street		Medium
D19	Linn Avenue Speed Warning System	Linn Avenue near Glenwood Court		Medium
D20	OR 99E Northbound Speed Warning System	OR 99E near Paquet Street		Medium
D21	OR 99E Southbound Speed Warning System	OR 99E near Hedges Street		Medium
D22	Central Point Road Speed Warning System	Central Point Road near White Lane		Medium
D23	South End Road School Zone Flashers	South End Road near Salmonberry Drive and Filbert Drive	Install school zone flashers	Low
D24	Gaffney Lane School Zone Flashers	Gaffney Lane near Glenview Court and Falcon Drive		Low

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
D25	Meyers Road School Zone Flashers	Meyers Road near High School Lane		Low
D26	Beavercreek Road School Zone Flashers	Beavercreek Road south of Loder Road and north of Glen Oak Road		Low
D29	John Adams Street/7th Street Safety Enhancement	John Adams Street/7th Street	Restripe 7th Street to include a northbound left-turn pocket from 7th Street to John Adams Street.	Medium
D31	High Street/2nd Street Operational Enhancement	High Street/2nd Street	Install a traffic signal	Low
D34	Central Point Road/Warner Parrott Road Operational Enhancement	Central Point Road/Warner Parrott Road	Restrict left turns from Central Point Road to Warner Parrott Road. Install a roundabout at the Linn Avenue-Leland Road/ Warner Parrott Road-Warner Milne Road intersection	Low
D35	Redland Road/Anchor Way Operational Enhancement	Redland Road/Anchor Way	Install a traffic signal	Low
D36	Redland Road/Holly Lane Operational Enhancement	Redland Road/Holly Lane	Install a single-lane roundabout	Low
D37	Maple Lane Road/Holly Lane Operational Enhancement	Maple Lane Road/Holly Lane	Install a single-lane roundabout	Low
D38	Maple Lane Road/Walnut Grove Way Operational Enhancement	Maple Lane Road/Walnut Grove Way	Install a single-lane roundabout	Medium
D39	Beavercreek Road/Glen Oak Road Operational Enhancement	Beavercreek Road/Glen Oak Road	Install a roundabout	Medium
Driving Solutions (Street Extensions- see Figure 2)				
D67	OR 99E to Beutel Road Extension	OR 99E to Beutel Road	Further study a potential connection between OR 99E and Beutel Road as a Constrained Minor Arterial. Add shared-use path on the east side of the street per project S34. Install a roundabout at South End Road (per project D41). The connection will likely be hindered by topography.	Low
D68	Chanticleer Place Extension	Glen Oak Road to north of Russ Wilcox Way	Extend Chanticleer Place from Glen Oak Road to Russ Wilcox Way as a Residential Collector.	Low
D69		South of Talawa Drive to Chanticleer Drive	Extend Chanticleer Place from Talawa Drive to Chanticleer Drive as a Residential Collector.	Low
D70	Chanticleer Drive Extension	South of Edgemont Drive to Henrici	Extend Chanticleer Drive from Edgemont Drive to	Low

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Road	Henrici Road as a Residential Collector.	
D71	Coquille Drive Extension	Quinalt Drive to Henrici Drive	Extend Coquille Drive from Quinalt Drive to Henrici Drive as a Residential Collector.	Low
Driving Solutions (Street and Intersection Expansion- see Figure 3)				
D73	McLoughlin Boulevard Improvements - Phase 2	Dunes Drive to Clackamas River Bridge	Boulevard and gateway improvements, including pedestrian and bicycle facilities. Access management improvements just north of the I-205 southbound ramps.	High
D74	McLoughlin Boulevard Improvements - Phase 3	10th Street to Main Street	Widen OR 99E to a five-lane cross-section that includes two travel lanes in each direction and a center two-way left-turn lane and/or a median to improve access management. The project will also improve pedestrian and bicycle facilities.	High
D75	I-205 Southbound Interchange Improvements	OR 99E/I-205 Southbound Ramps	Add dual left-turn lanes on the southbound OR 99E approach to the southbound I-205 ramp. Widen the on-ramp to the ramp meters to accommodate the dual left-turn approach.	Medium
D76	I-205 Northbound Interchange Improvements	OR 99E/I-205 Northbound Ramps	Add dual left-turn lanes on the westbound I-205 Off-ramp approach to OR 99E. Widen the off-ramp approaching OR 99E to maintain the separated westbound right-turn lane.	Medium
D77	OR 213 Safety Improvement	Molalla Avenue to Conway Drive	Widen to five lanes (two travel lanes in each direction, with a center turn lane/median) with bike lanes and sidewalks	Low
D78	Anchor Way Safety Improvement	18th Street to Division Street	Realign Anchor Way to connect with Division Street	Low
D79	OR 213/Redland Road Capacity Improvements	Redland Road to Redland Road undercrossing	Add a third northbound travel lane on OR 213 north of the Redland Road undercrossing. Extend the third southbound travel on OR 213 south of the Redland Road intersection and merge the third lane before the Redland Road undercrossing. Add a right-turn lane (southbound OR 213 to	Low

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			westbound Redland). Convert the Redland Road approach to OR 213 to 1 receiving lane, 2 left-turn approach lanes, and 1 right-turn lane.	
D83	Holly Lane Upgrade	Redland Road to Maple Lane Road	Improve to Residential Minor Arterial cross-section	Low
D84	Maple Lane Road Upgrade	Beavercreek Road to UGB	Improve to Residential Minor Arterial cross-section	Low
D85	Loder Road Upgrade	Beavercreek Road to UGB	Improve to Industrial Collector cross-section. Install a roundabout at the Beavercreek Road/Loder Road intersection.	Medium
D86	Livesay Road Upgrade	Redland Road to Swan Avenue	Improve to Residential Collector cross-section.	Low
D87		Swan Avenue to Holly Lane extension	Improve to Mixed-Use Collector cross-section.	Low
D88	Donovan Road Upgrade	Holly Lane to UGB	Improve to Mixed-Use Collector cross-section.	Low
D90	Main Street Upgrade	15th Street to Agnes Avenue	Improve to Mixed-Use Collector cross-section	Medium
D91	Redland Road Upgrade	Holcomb Boulevard to Holly Lane	Improve to Minor Arterial cross-section, as a constrained street	Medium
D93	Beutel Road Upgrade	South End Road to OR 99E- Beutel Road Extension	Improve to Minor Arterial cross-section, as a constrained street	Low
Walking Solutions (see Figure 4)				
W1	Dunes Drive Sidewalk Infill	OR 99E to Clackamette Drive	Complete sidewalk gaps the south side of the street	Low
W2	Main Street Sidewalk Infill	OR 99E to 17th Street	Complete sidewalk gaps on west/south side of the street. A shared-use path will be added on east/north side per project S1	Included with project D90
W3		17th Street to 15th Street	Complete sidewalk gaps the west side of the street	Included with project D90
W4	Agnes Avenue Sidewalk Infill	Main Street to Washington Drive	Complete sidewalk gaps on both sides of the street	Low
W6	Holcomb Boulevard (West of OR 213) Sidewalk Infill	Abernethy Road to OR 213 overcrossing	Complete sidewalk gaps on both sides of the street	Medium
W7	Redland Road (West of OR 213) Sidewalk Infill	Abernethy Road to Anchor Way	Complete sidewalk gaps on west/south side of the street. A shared-use path will be added on west side	Medium

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			per project S6	
W8	Forsythe Road Sidewalk Infill	Clackamas River Drive to Harley Avenue	Complete sidewalk gaps on south side of the street. A shared-use path will be added on north side per project S7	Low
W9	Clackamas River Drive Sidewalk Infill	OR 213 to Forsythe Road	Complete sidewalk gaps on east side of the street. A shared-use path will be added on west side per project S8	Medium
W10		Forsythe Road to UGB	Complete sidewalk gaps on both sides of the street	Low
W14	Apperson Boulevard Sidewalk Infill	La Rae Street to Gain Street	Complete sidewalk gaps on the west side of the street	Low
W15	Swan Avenue Sidewalk Infill	Forsythe Road to Ann Drive	Complete sidewalk gaps on both sides of the street	Medium
W16	Livesay Road Sidewalk Infill	Redland Road to Frank Avenue	Complete sidewalk gaps on both sides of the street	Included with project D86/D87
W17	Redland Road (East of OR 213) Sidewalk Infill	Anchor Way to Livesay Road	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S6	Included with project D91
W18		Livesay Road to UGB	Complete sidewalk gaps on both sides of the street	Low
W19	Donovan Road Sidewalk Infill	Holly Lane to western terminus	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S12	Low
W20	Morton Road Sidewalk Infill	Holly Lane to Swan Extension	Complete sidewalk gaps on both sides of the street	Low
W21	Holly Lane Sidewalk Infill	Redland Road to Donovan Road	Complete sidewalk gaps on both sides of the street	Included with project D83
W22		Donovan Road to Maple Lane Road	Complete sidewalk gaps on west side of the street. A shared-use path will be added on east side per project S13	Included with project D83
W23	Maple Lane Road Sidewalk Infill	Beavercreek Road to UGB	Complete sidewalk gaps on both sides of the street	Included with project D84
W24	Thayer Road Sidewalk Infill	Maple Lane Road to UGB	Complete sidewalk gaps on both sides of the street	Medium
W25	Loder Road Sidewalk Infill	Beavercreek Road to the Holly Lane	Complete sidewalk gaps on north side of the street.	Included

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Extension	A shared-use path will be added on south side per project S18.	with project D85
W26		Holly Lane Extension to the UGB	Complete sidewalk gaps on both sides of the street	Included with project D85
W27	High School Avenue Sidewalk Infill	Meyers Road to Glen Oak Road	Complete sidewalk gaps on the west side of the street	Medium
W28	Glen Oak Road Sidewalk Infill	OR 213 to High School Avenue	Complete sidewalk gaps on both sides of the street	Medium
W29		Coquille Drive to Augusta Drive	Complete sidewalk gaps on both sides of the street	Low
W30	Chanticleer Drive Sidewalk Infill	North terminus to south terminus	Complete sidewalk gaps on both sides of the street	Low
W31	OR 213 Sidewalk Infill	Molalla Avenue to Conway Drive	Complete sidewalk gaps on both sides of the street	Included with project D77
W32	Bertha Drive Sidewalk Infill	Clairmont Way to Gaffney Lane	Complete sidewalk gaps on the east side of the street	Low
W33	Gaffney Lane Sidewalk Infill	Cokeron Drive to Glenview Court	Complete sidewalk gaps on both sides of the street	Medium
W36	Leland Road Sidewalk Infill	Meyers Road to McCord Road	Complete sidewalk gaps on both sides of the street	Medium
W37		McCord Road to UGB	Complete sidewalk gaps on both sides of the street	Low
W38	Meyers Road Sidewalk Infill	Leland Road to Frontier Parkway	Complete sidewalk gaps on both sides of the street	Medium
W39	Jessie Avenue Sidewalk Infill	Leland Road to Frontier Parkway	Complete sidewalk gaps on both sides of the street	Low
W40	Clairmont Way Sidewalk Infill	Leland Road to Bertha Drive	Complete sidewalk gaps on both sides of the street	Medium
W43	McCord Road Sidewalk Infill	Sunset Springs Drive to Leland Road	Complete sidewalk gaps on both sides of the street	Low
W44	Pease Road Sidewalk Infill	Leland Road to Tidewater Street	Complete sidewalk gaps on both sides of the street	Low
W45	Central Point Road Sidewalk Infill	McCord Road to Trade Wind Street	Complete sidewalk gaps on both sides of the street	Medium
W46		Parrish Road to Hazeldell Avenue	Complete sidewalk gaps on both sides of the street	Medium
W49	Parrish Road Sidewalk Infill	South End Road to eastern terminus	Complete sidewalk gaps on both sides of the street	Low
W50		Kolar Drive to Central Point Road	Complete sidewalk gaps on the south side of the street	Low
W51	Buetel Road Sidewalk Infill	South End Road to western terminus	Complete sidewalk gaps on both sides of the street	Included with project D93
W52	Partlow Road Sidewalk Infill	South End Road to Central Point Road	Complete sidewalk gaps on both sides of the street	Medium

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W53	Rose Road Sidewalk Infill	South End Road to Deer Lane	Complete sidewalk gaps on both sides of the street	Low
W55	Lawton Road Sidewalk Infill	South End Road to Netzel Street	Complete sidewalk gaps on both sides of the street	Low
W57	Canemah Road Sidewalk Infill	Warner Parrott Road to Telford Road	Complete sidewalk gaps on both sides of the street	Medium
W58	Hood Street Sidewalk Infill	Linn Avenue to eastern terminus	Complete sidewalk gaps on both sides of the street	Low
W59	Telford Road Sidewalk Infill	Ogden Drive to Holmes Lane	Complete sidewalk gaps on both sides of the street	Medium
W60	AV Davis-Ethel Street Sidewalk Infill	Holmes Lane to Leonard Street	Complete sidewalk gaps on both sides of the street	Medium
W61	Holmes Lane (west of Bell Court) Sidewalk Infill	Telford Road to Bell Court	Complete sidewalk gaps on both sides of the street	Medium
W63	Charman Avenue Sidewalk Infill	Linn Avenue to Electric Avenue	Complete sidewalk gaps on both sides of the street	Medium
W66	Warner Street Sidewalk Infill	Prospect Street to Molalla Avenue	Complete sidewalk gaps on the south side of the street	Low
W67	Holmes Lane (east of Bell Court) Sidewalk Infill	Bell Court to Prospect Street	Complete sidewalk gaps on the north side of the street	Medium
W68	Pearl Street Sidewalk Infill	Linn Avenue to Eluria Street	Complete sidewalk gaps on both sides of the street	Medium
W69	Center Street Sidewalk Infill	Clinton Street to 1st Street	Complete sidewalk gaps on both sides of the street	Medium
W71	15th Street Sidewalk Infill	Harrison Street to Jefferson Street	Complete sidewalk gaps on both sides of the street	Low
W72	Anchor Way Sidewalk Infill	18th Street to Redland Road	Complete sidewalk gaps on east side of the street. A shared-use path will be added on west side per project S49.	Low
Biking Solutions (see Figure 5)				
B4	Main Street Bike Lanes	Agnes Avenue to I-205 undercrossing	Add a bike lane to the west side of the street. A shared-use path will be added on east/north side per project S1	Medium
B7	Agnes Avenue Bike Lanes	Main Street to Washington Drive	Add bike lanes to both sides of the street	Low
B8	Abernethy Road Bike Lanes	Washington Street to Redland Road	Add a bike lane to the south side of the street. A shared-use path will be added on the north side per project S2.	Medium
B9	Holcomb Boulevard (West of OR 213) Bike Lanes	Abernethy Road to OR 213 overcrossing	Add bike lanes to both sides of the street	Medium
B10	Forsythe Road Bike Lanes	Clackamas River Drive to Harley Avenue	Add a bike lane to the south side of the street. A shared-use path will be added on north side per project S7	Low

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
B11	Clackamas River Drive Bike Lanes	Forsythe Road to UGB	Add bike lanes to both sides of the street	Low
B13	Apperson Boulevard Shared Roadway	Forsythe Road to Holcomb Boulevard	Add wayfinding and shared lane markings	Medium
B14	Swan Avenue Bike Lanes	Forsythe Road to Holcomb Boulevard	Add bike lanes to both sides of the street	Medium
B15	Swan Avenue Shared Roadway	Holcomb Boulevard to southern terminus	Add wayfinding and shared lane markings	Low
B16	Livesay Road Bike Lanes	Redland Road to Frank Avenue	Add bike lanes to both sides of the street	Low
B17	Donovan Road Bike Lanes	Holly Lane to western terminus	Add a bike lane to the north side of the street. A shared-use path will be added on south side per project S12	Low
B18	Morton Road Bike Lanes	Holly Lane to Swan Extension	Add bike lanes to both sides of the street	Low
B19	Holly Lane Bike Lanes	Redland Road to Donovan Road	Add bike lanes to both sides of the street	Included with project D83
B20		Donovan Road to Maple Lane Road	Add a bike lane to the west side of the street. A shared-use path will be added on east side per project S13	Included with project D83
B21	Maple Lane Bike Lanes	Walnut Grove Way to UGB	Add bike lanes to both sides of the street	Included with project D84
B22	Thayer Road Bike Lanes	Elder Road to UGB	Add bike lanes to both sides of the street	Low
B23	Loder Road Bike Lanes	Beavercreek Road and the Holly Lane Extension	Add a bike lane to the north side of the street. A shared-use path will be added on south side per project S18.	Included with project D85
B24		Holly Lane Extension to the UGB	Add bike lanes to both sides of the street	Included with project D85
B25	High School Avenue Shared Roadway	Meyers Road to Glen Oak Road	Add wayfinding and shared lane markings	Low
B26	Glen Oak Road Bike Lanes	Coquille Drive to Augusta Drive	Add bike lanes to both sides of the street	Low
B27	Coquille Drive Shared Roadway	Glen Oak Road to Turtle Bay Drive	Add wayfinding and shared lane markings	Low
B28	Chanticleer Drive Shared Roadway	North terminus to south terminus	Add wayfinding and shared lane markings	Low
B30	Bertha Drive Bike Lanes	Clairmont Way to Gaffney Lane	Add bike lanes to both sides of the street	Low

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
B31	Gaffney Lane Bike Lanes	Cokeron Drive to Glenview Court	Add bike lanes to both sides of the street	Low
B34	Leland Road Bike Lanes	Kalal Court to UGB	Add bike lanes to both sides of the street	Low
B36	Jessie Avenue Bike Lanes	Leland Road to Jessie Court	Add bike lanes to both sides of the street	Low
B38	McCord Road Bike Lanes	Central Point Road to Leland Road	Add bike lanes to both sides of the street	Medium
B39	Pease Road Shared Roadway	Leland Road to Tidewater Street	Add wayfinding and shared lane markings	Low
B40	Central Point Road Bike Lanes	Partlow Road to Swallowtail Place	Complete bike lane gaps on both sides of the street	Medium
B41		Parrish Road to Skellenger Way	Add bike lanes to both sides of the street	Medium
B43	Parrish Road Shared Roadway	South End Road to eastern terminus	Add wayfinding and shared lane markings	Low
B44	Parrish Road Bike Lanes	Kolar Drive to Central Point Road	Add bike lanes to both sides of the street	Low
B45	Buetel Road Bike Lanes	South End Road to western terminus	Add bike lanes to both sides of the street	Included with project D93
B46	Partlow Road Bike Lanes	South End Road to Central Point Road	Complete bike lane gaps on both sides of the street	Medium
B47	Rose Road Bike Lanes	South End Road to Deer Lane	Add bike lanes to both sides of the street	Low
B48	Lawton Road Shared Roadway	South End Road to Netzel Street	Add wayfinding and shared lane markings	Low
B49	Canemah Road Shared Roadway	Warner Parrott Road to Telford Road	Add wayfinding and shared lane markings	Low
B50	Telford Road Shared Roadway	Charman Avenue to Holmes Lane	Add wayfinding and shared lane markings	Medium
B51	AV Davis-Ethel Street Shared Roadway	Holmes Lane to Leonard Street	Add wayfinding and shared lane markings	Medium
B52	Holmes Lane Shared Roadway	Telford Road to Linn Avenue	Add wayfinding and shared lane markings	Low
B54	Brighton Avenue-Creed Street Shared Roadway	Charman Avenue to Waterboard Park Road	Add wayfinding and shared lane markings	Medium
B56	Pearl Street Shared Roadway	Molalla Avenue to Eluria Street	Add wayfinding and shared lane markings	Medium
B57	Center Street Shared Roadway	Clinton Street to 5th Street	Add wayfinding and shared lane markings	Medium
B58	South 2nd Street Shared Roadway	High Street to Tumwater Drive	Add wayfinding and shared lane markings	Medium
B59	5th Street Shared Roadway	Washington Street to Center Street	Add wayfinding and shared lane markings	Medium
B61	Taylor Street Shared Roadway	7th Street to 12th Street	Add wayfinding and shared lane markings	Medium
B62	12th Street Shared Roadway	Taylor Street to Washington Street	Add wayfinding and shared lane markings	Medium
B63	15th Street Shared Roadway	Division Street to Washington Street	Add wayfinding and shared lane markings	Low
B64	Anchor Way Bike Lanes	18th Street to Redland Road	Add a bike lane to the east side of the street. A shared-use path will be added on west side per	Medium

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			project S49.	
Shared-Use Path Solutions (see Figure 6)				
S1	Main Street Shared-Use Path	Clackamette Park to 17th Street	Add a shared-use path on the north/east side of the street	Medium
S2	Abernethy Road Shared-Use Path	Main Street to Redland Road	Add a shared-use path on the north side of the street from Main Street to Redland Road. Add a railroad gate at the 17th Street rail crossing. Will require permission for an at-grade pedestrian and bicycle rail crossing.	Medium
S3	OR 99E Shared-Use Path	10th Street to Railroad Avenue	Add a shared-use path on the west side of the street	Included with project D74
S4	Abernethy Creek Park Shared-Use Path	John Adams Street to 15th Street	Add a shared-use path between John Adams and 15th, with a bridge over the gully	Low
S5	Abernethy Road-Clackamas River Drive Shared-Use Path	Abernethy Road to Clackamas River Drive	Add a shared-use path on the east side of the Abernethy-Washington extension and on the east side of the Washington Street realignment to Clackamas River Drive	Medium
S6	Redland Road Shared-Use Path	Abernethy Road to Livesay Road	Add a shared-use path on the west/south side of the street	Medium
S7	Forsythe Road Shared-Use Path	Clackamas River Drive to UGB	Add a shared-use path on the north side of the street	Low
S8	Clackamas River Drive Shared-Use Path	OR 213 to Forsythe Road	Add a shared-use path on the west side of the street	Medium
S9	Swan-Livesay Shared-Use Path	Bonn Street to Livesay Road	Add a shared-use path between Swan and Livesay, with a bridge over the gully	Low
S10	Redland-Holcomb Shared-Use Path	Redland Road to Holcomb Boulevard	Add a shared-use path along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection	Medium
S11	Holcomb- Forsythe Road Shared-Use Path	Holcomb Boulevard to Forsythe Road	Add a shared-use path connecting the Redland-Holcomb Shared-Use Path to the Forsythe Road Shared-Use Path	Low
S12	Redland-Holly Shared-Use Path	Redland Road to Holly Lane	Add a shared-use path along the east side of the	High

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			gully between the Redland/Livesay and Holly/Donovan intersection. Will require a bridge over the gully south of Redland Road	
S13	Holly Lane Shared-Use Path	Donovan Road to Maple Lane Road	Add a shared-use path on the east side of the street	High
S16	Loder-Timbersky Shared-Use Path	Loder Road to Timbersky Way	Add a shared-use path on the east side of the Holly Lane extension between Loder and Timbersky.	Medium
S17	Clairmont Drive Shared-Use Path	Beavercreek Road to UGB	Add a shared-use path on the north side of the Clairmont Drive extension between Beavercreek Road and the UGB.	Medium
S19	Meyers Road Extension Shared-Use Path	Holly Lane Extension to UGB	Add a shared-use path on the north side of the Meyers Road extension between the Holly Lane extension and the UGB.	Medium
S20	Timbersky Extension Shared-Use Path	Pebble Beach Drive to Meadow Lane Extension	Add a shared-use path on the east side of Beavercreek Road and the north side of the Timbersky Way extension between Pebble Beach Drive and the Meadow Lane Extension Shared-use Path	Medium
S21	Meadow Lane Extension Shared-use Path	Old Acres Lane to UGB (north of Loder Road)	Add a shared-use path on the east side of the Meadow Lane extension from Meadow Lane to the Glen Oak Road extension. Between the Glen Oak Road extension and the UGB (north of Loder Road) the shared-use path will run along the west side of the ridge	Low
S22	Meyers-Beavercreek Shared-Use Path	Morrie Drive to Beavercreek Road	Add a shared-use path under the power lines between Morrie Drive and Beavercreek Road. Will require a portion of the parking lot between Molalla and Beavercreek	High
S23	Meyers Road Shared-Use Path	Meyers-Beavercreek Shared-Use Path to OR 213	Add a shared-use path on the south side of Meyers Road between the Meyers-Beavercreek Shared-Use Path and the Clackamas Community College Shared-use Path	Medium
S25	Falcon-Pompei Shared-Use Path	Falcon Drive to Naples Street	Add a shared-use path between Falcon Drive and Naples Street	Medium
S26	Leland Road-Wesley Lynn Park Shared-	Leland Road to Wesley Lynn Park	Add a shared-use path between Leland Road and	Medium

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
	Use Path		the Wesley Lynn Park Shared-Use Path	
S27	Hillendale Park-Leonard Street Shared-Use Path	Hillendale Park Shared-Use Path to Leonard Street	Add a shared-use path along the western boundary of the Clackamas County Red Soils Campus	High
S28	Beavercreek-Hilltop Shared-Use Path	Beavercreek Road to Fox Lane	Add a shared-use path along the ridge connecting the Meyers-Beavercreek Shared-Use Path to Hilltop Avenue	Medium
S29	Fremont-Hiefield Shared-Use Path	Fremont Street to Hiefield Court	Add a shared-use path between Fremont Street and the Hillendale Park-Leonard Street Shared-Use Path	Low
S30	Orchard Grove-Hazelnut Shared-Use Path	Orchard Grove Drive to Hazelnut Court	Add a shared-use path between Orchard Grove Drive and Hazelnut Court	Medium
S31	South End-Deer Lane Shared-Use Path	Deer Lane to Filbert Drive	Add a shared-use path between the Deer Lane extension and Filbert Drive	Medium
S32	Deer Lane Extension Shared-Use Path	Buetel Road to Deer Lane	Add a shared-use path on the west side of the Deer Lane extension	Medium
S33	Buetel-Kolar Shared-Use Path	Buetel Road to Kolar Drive	Add a shared-use path on the west/south side of the Deer Lane extension between Buetel Road and Kolar Drive	Low
S34	OR 99E-Buetel Shared-Use Path	OR 99E to Buetel Road	Add a shared-use path on the east/north side of the OR 99E-Buetel Road extension	Medium
S35	Canemah-Buetel Road Extension Shared-Use Path	5th Avenue to OR 99E-Buetel Road Extension	Add a shared-use path connecting Canemah to the OR 99E-Buetel Road Extension Multi-Use Path	Medium
S37	OR 99E (south of Railroad Avenue) Shared-Use Path	Railroad Avenue to UGB	Add a shared-use path along the north side of the street. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street	Medium
S38	Singer Creek Park Shared-Use Path	Singer Creek Park to Electric Avenue	Add a shared-use path from Singer Creek Park to Electric Avenue	Medium
S39	Electric-East Shared-Use Path	Electric Avenue to East Street	Add a shared-use path from Electric Avenue to East Street	High
S40	Hood-Warner Shared-Use Path	Hood Street to Warner Street	Add a shared-use path from Hood Street to Warner Street	Medium
S41	Beavercreek-Laurel Shared-Use Path	Beavercreek Road to Laurel Lane	Add a shared-use path on the western edge of the cemetery, from Beavercreek Road to Laurel Lane	Medium

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
S42	Fox-Hillcrest Shared-Use Path	Fox Lane to Hillcrest Street	Add a shared-use path from Fox Lane to the Mountainview Cemetery	Medium
S43	Magnolia-Eluria Shared-Use Path	Magnolia Street to Eluria Street	Add a shared-use path between Magnolia Street and Eluria Street	Medium
S44	End of the Oregon Trail Shared-Use Path	Abernethy Road to east of the Abernethy-Washington Street extension	Add a shared-use path	Low
S45	4th Street Shared-Use Path	West of Jackson Street to east of Monroe Street	Add a shared-use path	Medium
S46	John Adams Shared-Use Path	10th Street to west of 11th Street	Add a shared-use path	Medium
S47	Barclay Park Shared-Use Path	Jefferson Street to John Adams Street	Add a shared-use path through Barclay Park	Medium
S48	Atkinson Park Shared-Use Path	17th Street to 18th Street	Add a shared-use path	Low
S49	Anchor Way Shared-Use Path	18th Street to Redland Road	Add a shared-use path on the west side of the street	Low
S50	King Elementary School Shared-Use Path	South End Road to Woodfield Court	Add a shared-use path along the northern boundary of King Elementary School between Amanda Court and Woodfield Court	Medium
S51	Chanticleer-Coquille Shared-Use Path	Chanticleer Drive to Coquille Drive	Add a shared-use path between Chanticleer Drive and Coquille Drive	Medium
S52	Linn Avenue Shared-Use Path	Electric Avenue to Pearl Street	Add a shared-use path between Electric Avenue and Pearl Street	Medium
Street Crossing Solutions (see Figure 6)				
C1	Clackamette Drive Crossing	Clackamette Park overflow lot to the Clackamette Park entrance	Install crosswalk and pedestrian activated flasher on Clackamette Drive	Medium
C2	Main Street Crossing	I-205 Shared Use Path to south of Main Street	Relocate the existing crosswalk on Main Street approximately 175 feet southeast to align with the I-205 Shared Use Path. Install a pedestrian activated flasher.	Low
C3	Holcomb/Front Family Friendly Route Crossing	Holcomb Boulevard/Front Avenue intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Low
C4	Holcomb/Swan Crossing	Holcomb Boulevard/Swan Avenue intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Low
C5	Holcomb Boulevard Shared-Use Path	Holcomb Boulevard/Oak Tree	Install crosswalk and pedestrian activated flasher on	Low

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
	Crossing	Terrace intersection	Holcomb Boulevard	
C6	Holcomb/Winston Crossing	Holcomb Boulevard/ Winston Drive intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Low
C7	Redland Road Shared-Use Path Crossing	Redland Road/Livesay Road intersection	Install crosswalk and pedestrian activated flasher on Redland Road	Medium
C8	Holly Lane Shared-Use Path Crossing	Holly Lane/Donovan Road intersection	Install crosswalk and pedestrian activated flasher on Holly Lane	Low
C9	Maple Lane Road Shared-Use Path Crossing	Maple Lane Road/Holly Lane intersection	Install crosswalk and pedestrian activated flasher on Maple Lane Road	Medium
C10	Thayer Road Shared-Use Path Crossing	Thayer Road/Holly-Thayer Shared-Use Path intersection	Install crosswalk and curb extensions on Thayer Road	Low
C12	Beavercreek Road/Pebble Beach Drive Shared-Use Path Crossing	Beavercreek Road/ Pebble Beach Drive intersection	Install crosswalk and pedestrian activated flasher on Beavercreek Road	Low
C13	Meyers Road Extension/Loder Road Extension Shared-Use Path Crossing	Meyers Road Extension/Loder Road Extension intersection	Install crosswalk and pedestrian activated flasher on Meyers Road	High
C14	Glen Oak Road Shared-Use Path Crossing	Glen Oak Road/Loder Road Extension intersection	Install crosswalk and curb extensions on Glen Oak Road	Low
C15	Meyers Road Shared-Use Path Crossing	Meyers Road/Moccasin Way intersection	Install crosswalk and pedestrian activated flasher on Meyers Road	Medium
C16	Clairmont Way Family Friendly Route Crossing	Clairmont Way/Eastborne Drive intersection	Install pedestrian activated flasher at the existing crosswalk on Clairmont Way near Eastborne Drive	Medium
C17	Leland Road Family Friendly Route Crossing	Leland Road/Reddaway Avenue intersection	Install pedestrian activated flasher at the existing crosswalk on Leland Road at Reddaway Avenue	Medium
C18	Meyers Road Family Friendly Route Crossing	Leland Road/Hiefield Court intersection	Install crosswalk and pedestrian activated flasher on Leland Road	Low
C19	Warner Milne Road Shared-Use Path Crossing	Warner Milne Road/ Hillendale Park-Leonard Street Shared-Use Path intersection	Install crosswalk and pedestrian activated flasher on Warner Milne Road	High
C20	Hampton Drive Family Friendly Route Crossing	Central Point Road/Hampton Drive intersection	Install crosswalk and pedestrian activated flasher on Central Point Road	Medium
C21	Hazelnut Court Family Friendly Route Crossing	Central Point Road/ Hazelnut Court intersection	Install crosswalk and curb extensions on Central Point Road	Medium
C22	Deer Lane Extension Shared-Use Path	South End Road/Deer Lane	Install crosswalk and pedestrian activated flasher on	Low

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
	Crossing	Extension intersection	South End Road	
C23	Buetel Road/Deer Lane Extension Shared-Use Path Crossing	Buetel Road/Deer Lane Extension intersection	Install crosswalk and pedestrian activated flasher on Buetel Road	Medium
C24	Filbert Drive Family Friendly Route Crossing	South End Road/Filbert Drive intersection	Install crosswalk and pedestrian activated flasher on South End Road	High
C25	Warner Parrot/Boynton Family Friendly Route Crossing	Warner Parrot Road/Boynton Street intersection	Install crosswalk and pedestrian activated flasher on Warner Parrot Road	High
C26	South End/Amanda Family Friendly Route Crossing	South End Road/Amanda Court intersection	Install pedestrian activated flasher at the existing crosswalk on South End Road at Amanda Court	High
C27	OR 99E/Buetel Extension Shared-Use Path Crossing	OR 99E/Buetel Road Extension intersection	Install crosswalk and pedestrian activated flasher on OR 99E	Low
C28	AV Davis Road Crossing	Linn Avenue/AV Davis Road intersection	Install a pedestrian activated flasher at the existing crosswalk on Linn Avenue at AV Davis Road	Medium
C29	Holmes/Leonard Family Friendly Route Crossing	Holmes Lane/Leonard Street intersection	Install crosswalk and pedestrian activated flasher on Holmes Lane	High
C30	Barclay Hills Drive Crossing	Molalla Avenue/Barclay Hills Drive intersection	Install a pedestrian activated flasher at the existing crosswalk on Molalla Avenue at Barclay Hills Drive	Low
C31	Park Drive Crossing	Linn Avenue/Park Drive intersection	Install a pedestrian activated flasher at the existing crosswalk on Linn Avenue at Park Drive	Medium
C32	Electric Avenue Family Friendly Route Crossing	Linn Avenue/Electric Avenue	Install crosswalk and pedestrian activated flasher on Linn Avenue	Medium
C33	JQ Adams/5th Family Friendly Route Crossing	5th Street/JQ Adams Street intersection	Install crosswalk and pedestrian activated flasher on 5th Street	Low
C34	Jackson/7h Family Friendly Route Crossing	7th Street/Jackson Street intersection	Install crosswalk and pedestrian activated flasher on 7th Street	Medium
C36	Jerome Street Crossing	OR 99E/Jerome Street	Install crosswalk and pedestrian activated flasher on OR 99E in Canemah	High
Family-Friendly Routes (see Figure 4 or 5)				
FF1	John Adams Family Friendly Route	Abernethy Road to Abernethy Creek Park	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Low
FF2	Front Avenue Family Friendly Route	Forsythe Road to Holcomb Boulevard	Add sidewalks on the east side of the street. Add wayfinding, traffic calming and shared lane markings	Medium

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
FF3	Cleveland Street Family Friendly Route	Apperson Boulevard to Swan Avenue	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Medium
FF4	Jacobs-Beemer Family Friendly Route	Holcomb Boulevard to Redland-Holcomb Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Low
FF5	Glen Oak-Chanticleer Drive Family Friendly Route	Glen Oak Road to Chanticleer Drive	Add wayfinding and shared lane markings. Includes street extensions between Glen Oak Road and Chanticleer Place, and Chanticleer Place and Chanticleer Drive.	Low
FF6	Coquille-Beavercreek Road Family Friendly Route	Coquille Drive to Beavercreek Road	Add wayfinding and shared lane markings. Route via Turtle Bay Drive, Torrey Pines Drive and Pebble Beach Drive.	Low
FF7	Falcon Drive Family Friendly Route	Gaffney Lane to Falcon-Pompei Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Low
FF8	Pompei Drive-Naples Street Family Friendly Route	OR 213 to Falcon-Pompei Shared-Use Path	Add wayfinding and shared lane markings. Route via Sebastian Way, Pompei Drive, Sandra Loop and Naples Street	Low
FF9	Hillendale Park to Gaffney Lane Elementary Family Friendly Route	Hillendale Park to Gaffney Lane Elementary Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Eastborne Way, Clairmont Way, Wassail Lane, and Roseberry Avenue	Low
FF10	Frontier Parkway Family Friendly Route	Wesley Lynn Park to Meyers-Beavercreek Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Frontier Parkway and Morrie Drive	Medium
FF11	Hiefield Court Family Friendly Route	Leland Road to Hillendale Park-Leonard Street Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Medium
FF12	Hilltop Avenue Family Friendly Route	Fox Lane to Beavercreek-Hilltop Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Hilltop Avenue and Fox Lane	Low
FF14	McCord-Leland Family Friendly Route	Orchard Grove Drive to Fremont Street	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Pease Road, Tidewater Street and Fremont Street	Medium
FF15	Orchard Grove Family Friendly Route	Orchard Grove-Hazelnut Shared-Use	Add wayfinding and shared lane markings. Route	Medium

Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Path to McCord Road	includes Orchard Grove Drive	
FF16	Central Point-South End Family Friendly Route	Central Point Road to South End Road	Add wayfinding and shared lane markings. Route includes Filbert Drive, Hazel Grove Drive, Hazelnut Avenue, Geranium Place and Kolar Drive	Medium
FF17	Deer Lane Family Friendly Route	Rose Road to South End-Deer Lane Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Deer Lane.	Medium
FF18	Rose-Amanda Family Friendly Route	Rose Road to Amanda Court	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Madrona Drive, Lafayette Avenue, Lawton Road, Netzel Street and Amanda Court. Route includes Madrona Drive extension to Rose Road	Medium
FF21	Canemah Family Friendly Route	Old Canemah Park to Cemetery Road	This site is located within the Canemah National Register District. Add wayfinding and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. Route via 5th Avenue, Blanchard Street, 4th Avenue, Ganong Street and 3rd Avenue	Low
FF22	Tumwater-South 2nd Family Friendly Route	Waterboard Park to Tumwater-4th Shared-Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Tumwater Drive, South 2nd Street and Waterboard Park Road	Low
FF24	Leonard-Bell Family Friendly Route	Williams Street to northern terminus of Bell Court	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Leonard Street and Bell Court	Low
FF25	Hillcrest-Magnolia Family Friendly Route	Fox-Hillcrest Shared-Use Path to Magnolia-Eluria Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Mountainview Cemetery, Hilda Street, Duane Street, Barclay Hills Drive and Magnolia Street.	Low
FF26	Warner-Holmes Family Friendly Route	Kamm Street to Holmes Lane	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Warner Street and Prospect Street	Low
FF27	Electric-5th Family Friendly Route	Electric-East Shared-Use Path to	Add sidewalks on both sides of the street. Add	Medium

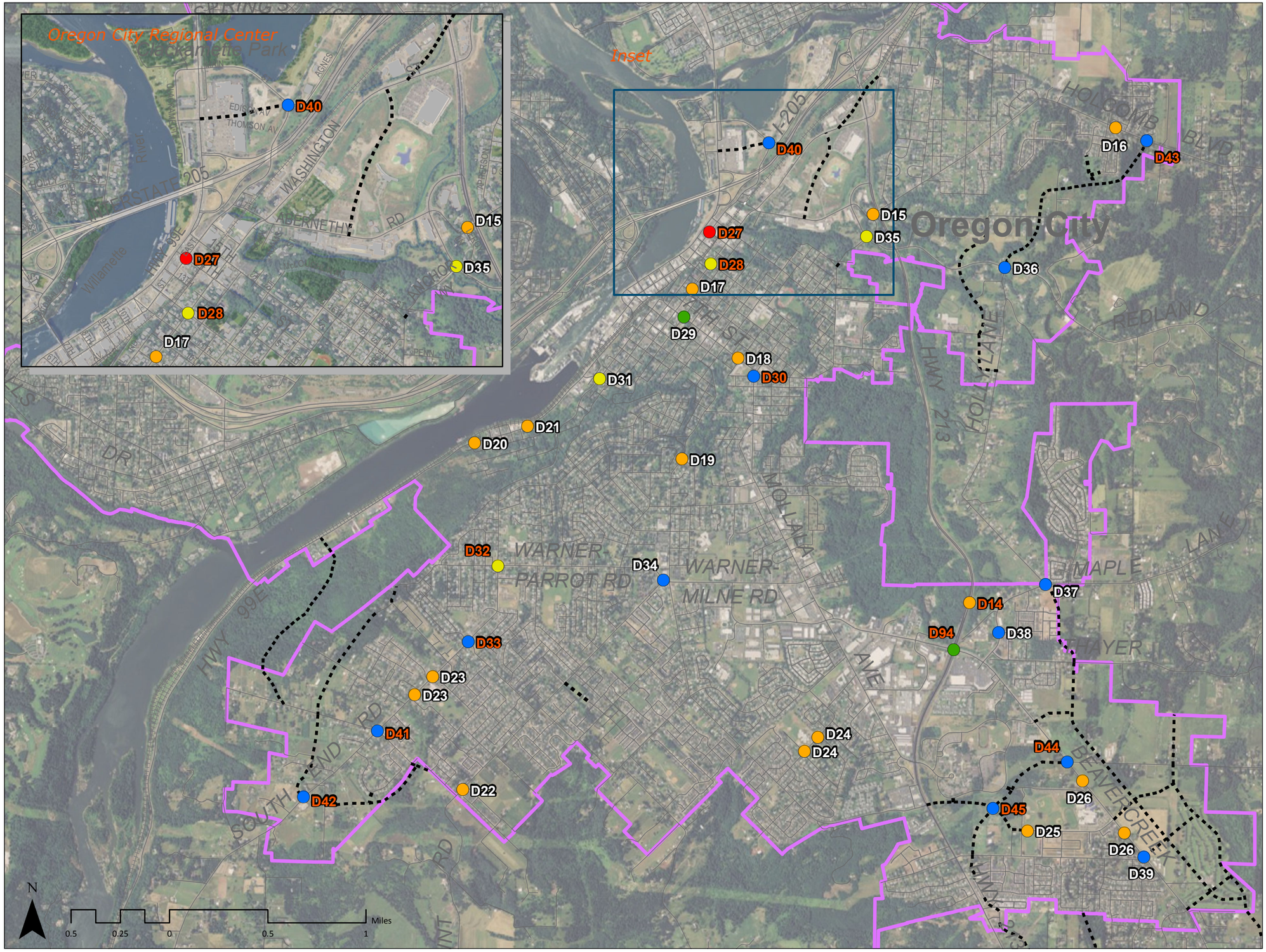
Table 2: Planned Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		4th/5th Street	wayfinding and shared lane markings. Route via East Street, 4th Street and Jackson Street	
FF28	Eluria Street Family Friendly Route	Division Street to Pearl Street	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Low
FF29	Jackson Street Family Friendly Route	5th Street to 17th Street	Complete sidewalk gaps. Add wayfinding, traffic calming and shared lane markings. Route via JQ Adams Street, 6th Street and Jackson Street	Low
FF30	9th –Lincoln Street Family Friendly Route	Division Street to John Adams Street	Complete sidewalk gaps. Add wayfinding, traffic calming and shared lane markings	Low
FF31	4th Street Family Friendly Route	Jackson Street to McLoughlin Promenade	Add wayfinding and shared lane markings	Medium
FF32	John Adams-Jefferson Street Family Friendly Route	Waterboard Park Road to 15th Street	Complete sidewalk gaps. Add wayfinding and shared lane markings	Medium
FF33	18th Street Family Friendly Route	Anchor Way Shared-Use Path to McLoughlin Avenue	Complete sidewalk gaps. Add wayfinding and shared lane markings	Low

Citywide and Programmatic Improvements: Several types of bicycle and pedestrian needs in Oregon City are not related to specific corridors, but pertain to city policy or conditions found in widespread locations. The improvement alternatives listed in Table 3 below address these types of bicycle and pedestrian needs.

Table 3: Citywide and Programmatic Improvements

Name	Description
Family Friendly Routes	Program to systematically implement the Neighborhood Greenway network on a yearly basis
Sidewalk Infill Program	Capital program to systematically design and construct missing sidewalks along prioritized pedestrian routes. Provide sidewalks on local, residential streets that lead to roadways with transit service.
Develop Bicycle and Pedestrian Design Guidelines	Develop bicycle and pedestrian design guidelines that establish preferred designs that represent best practices. Key treatments include pedestrian crossing design and bicycle accommodation at intersections (i.e. bike boxes, bicycle detection, etc.).
ADA/Curb Ramp Upgrade Program	Upgrade curb ramps and eliminate gaps in ADA access along prioritized pedestrian routes near key destinations.
Pedestrian Wayfinding Signage	Pedestrian wayfinding tools can include signs and walking maps indicating walking routes to destinations and transit stops, as well as digital applications for smart phones.
Bicycle Parking Program	Implement bicycle rack design and placement standards; review development applications for compliance; coordinate with sidewalk installation by developments or in city projects.
Bike Lane Re-striping Schedule	Develop a bike lane re-striping schedule.
Bicycle Wayfinding Signage	Implement a bicycle wayfinding signage program to assist bicyclists in choosing comfortable routes and to help visiting bicyclists navigate through the city.
Stop Here For Pedestrians signage	Add Stop Here For Pedestrians signage at existing and new crosswalks. State standards require installation of a stop line in advance of the crosswalk to use this sign.
Bicycle/Pedestrian Connections to Transit	Coordinate infrastructure upgrades near transit stops and park and rides to improve access and amenities targeted at increasing ridership.
Repaving policy	Ensure repaving projects extend the full width of the road, including the full shoulder or bike lane.
Streetscape Enhancements	Develop projects to create a pedestrian buffer zone on key pedestrian routes, including those that provide access to transit. Streets that would benefit from a buffer zone include Molalla Ave and Warner Milne Rd.
Safe Routes to Schools Curriculum	Leverage ODOT Safe Routes Program with local investment to bring Safe Routes curriculum to all area K-8 schools.



OREGON CITY TRANSPORTATION PLAN

FIGURE 1

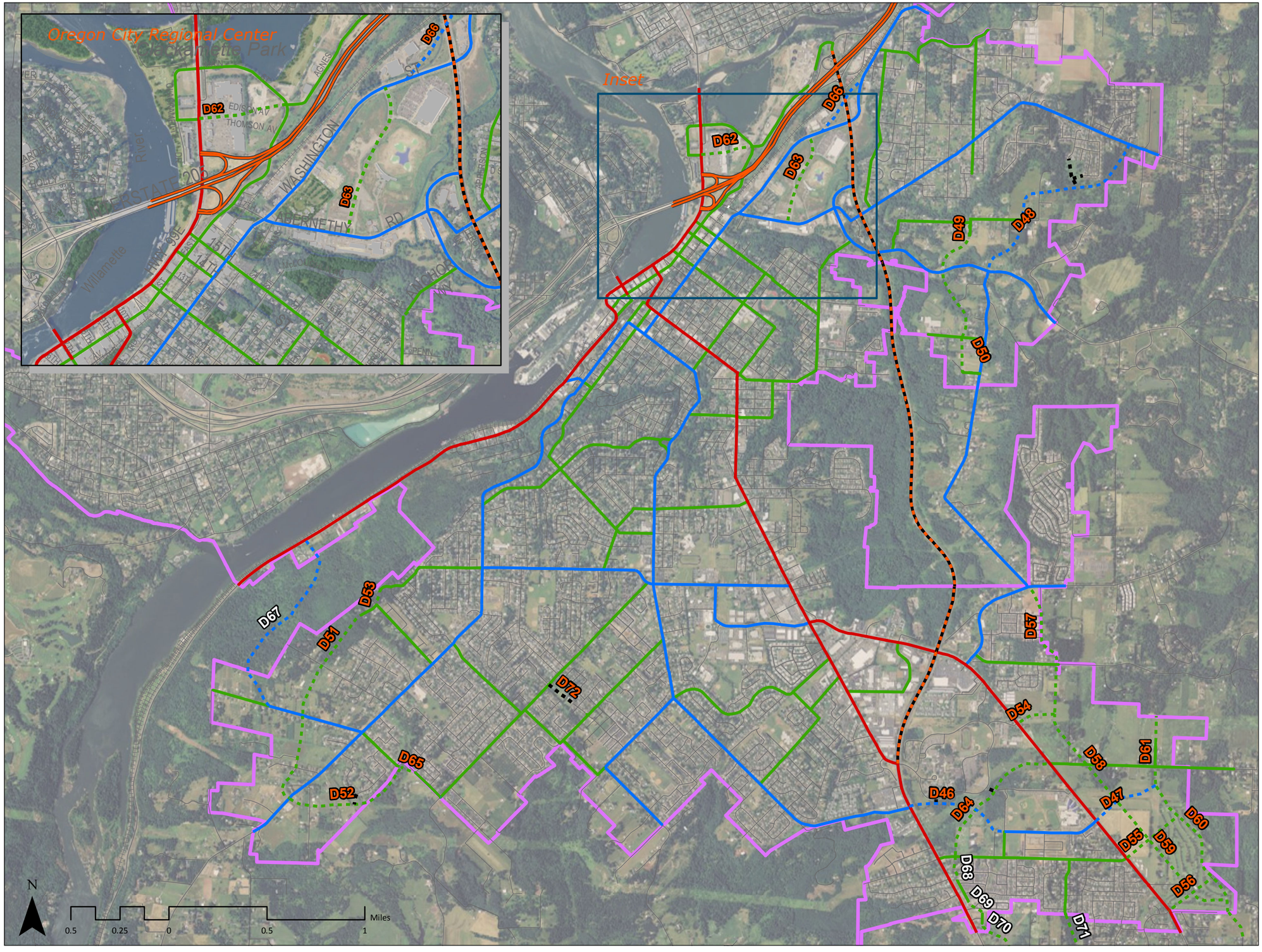
Planned Intersection Management Solutions

Legend

Planned Intersection Management Solutions

- Planned Traffic Signal
- Planned All-way Stop Control
- Planned Roundabout
- Planned Turn Lane
- Planned Transportation System Management and Operations (TSMO)
- # Financially Constrained System Project # (See Table 1)
- Planned Transportation System Project # (See Table 2)

- Planned Street Extension
- Urban Growth Boundary
- Railroad



OREGON CITY TRANSPORTATION PLAN

FIGURE 2

Planned Street Extensions

Legend

Existing Functional Classification

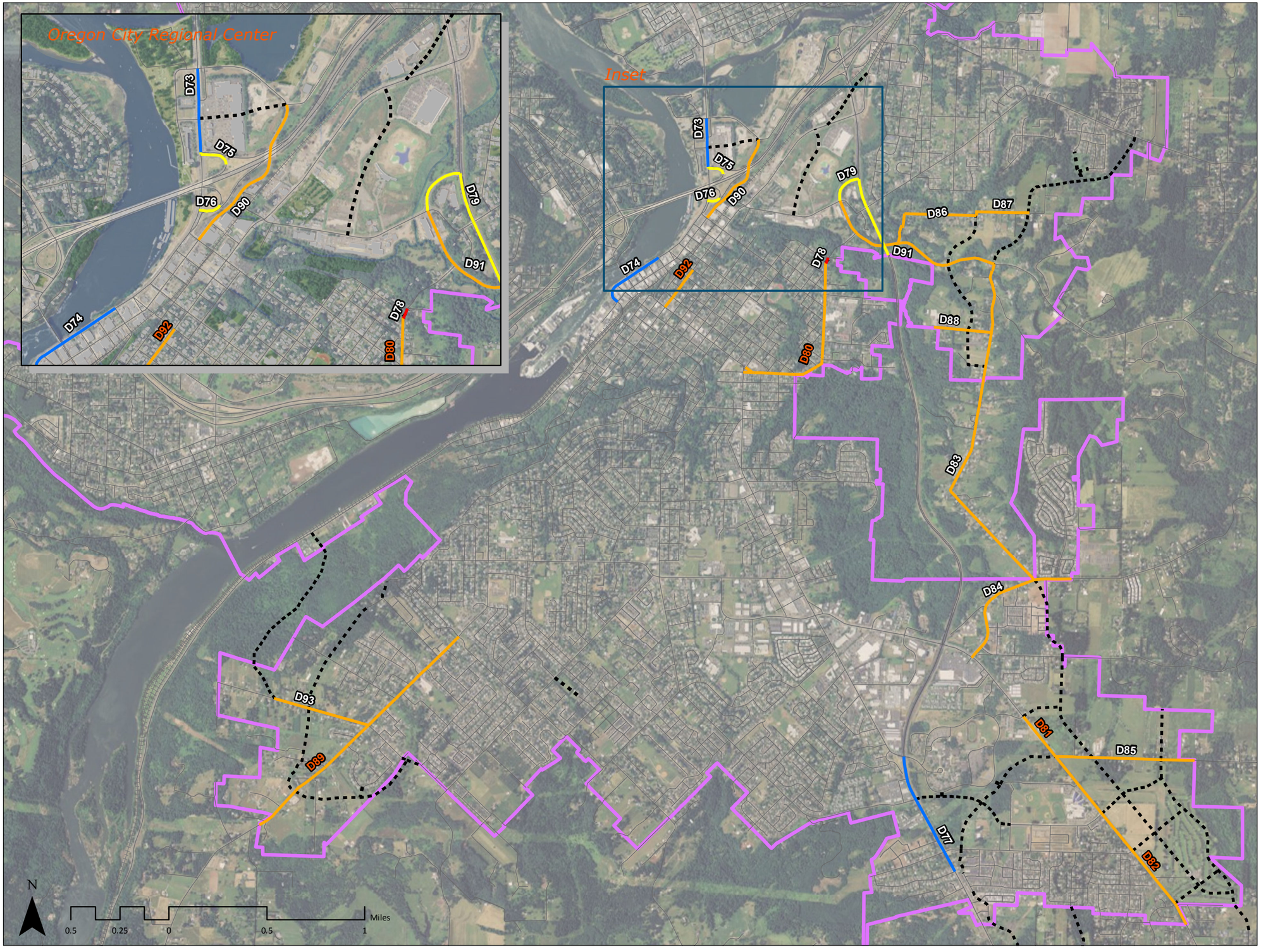
- Freeway
- Expressway
- Major Arterial
- Minor Arterial
- Collector
- Local Roadway

Planned Street Extensions

- Planned Minor Arterial
- Planned Collector
- Planned Local Street

- Financially Constrained System Project # (See Table 1)
- Planned Transportation System Project # (See Table 2)

- Urban Growth Boundary
- Railroad



OREGON CITY TRANSPORTATION PLAN

FIGURE 3

Planned Street and Intersection Expansions

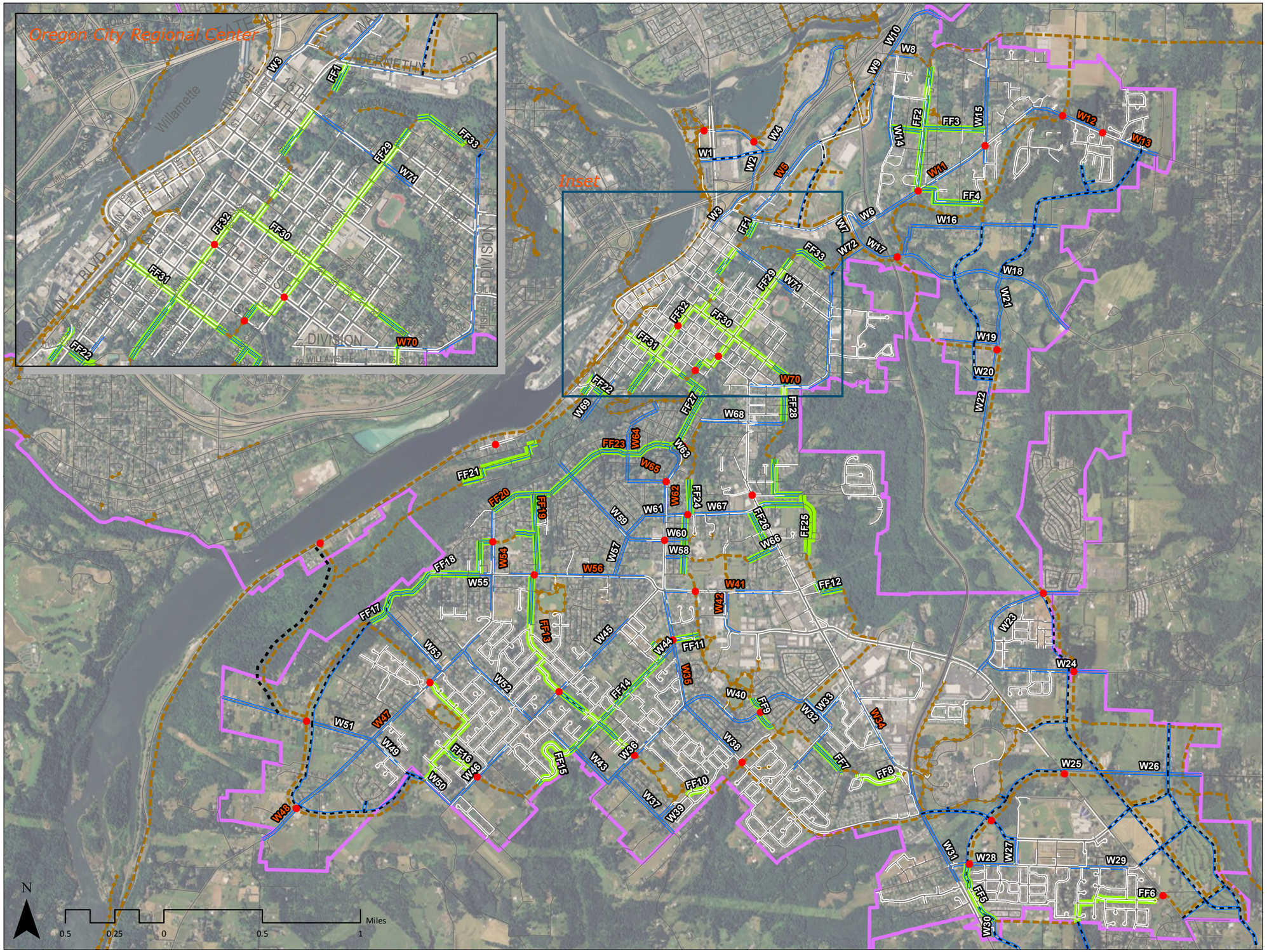
Legend

Planned Street and Intersection Expansion Solutions

- Planned Intersection Widening
- Planned Street Widening
- Planned Street Realignment
- Planned Street Upgrade

- Financially Constrained System Project # (See Table 1)
- Planned Transportation System Project # (See Table 2)

- Planned Street Extension
- Urban Growth Boundary
- Railroad



OREGON CITY TRANSPORTATION PLAN

FIGURE 4

Walking Solutions

Legend

Existing Streets

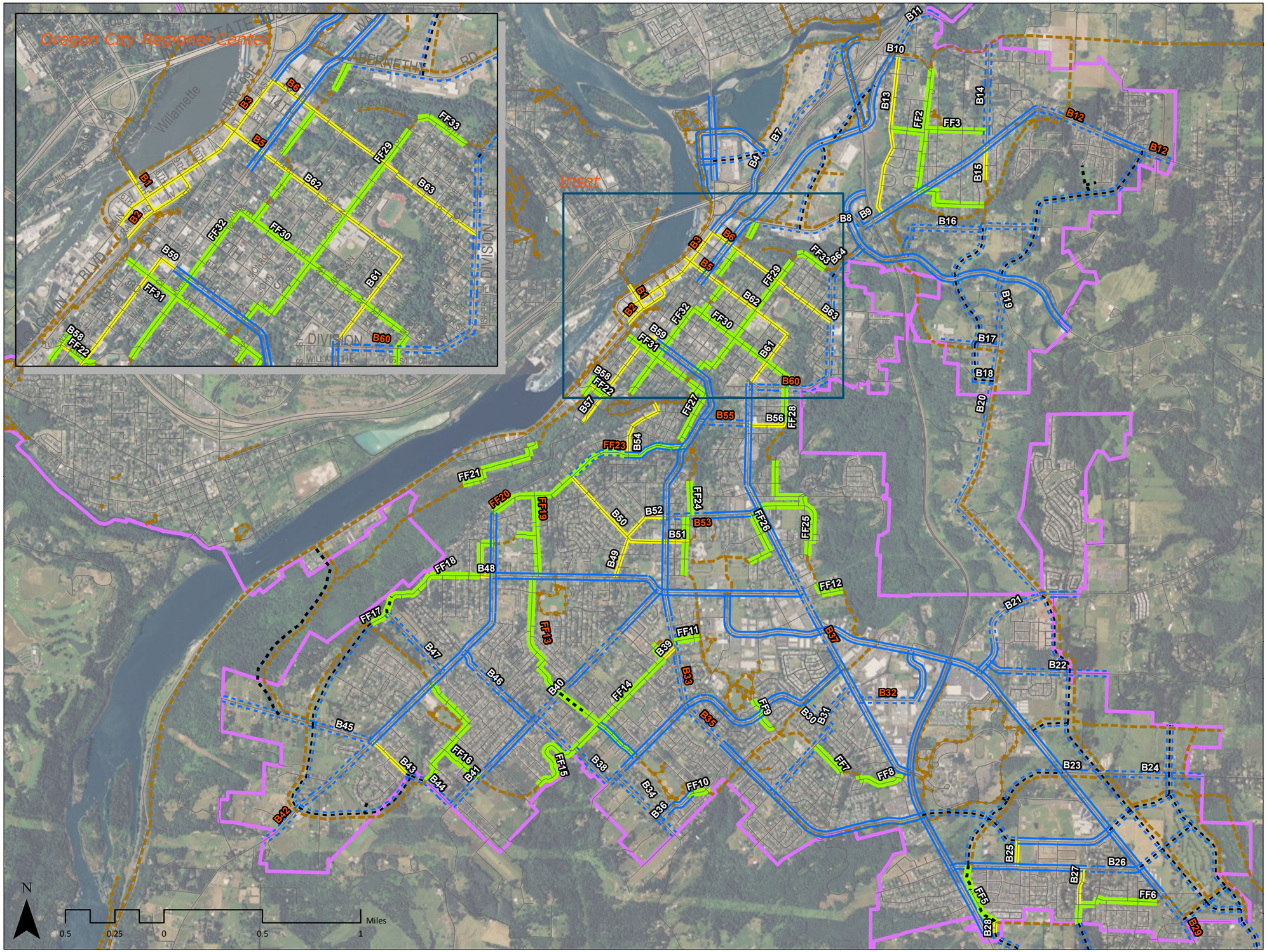
- Existing Sidewalk
- Planned Sidewalk Infill- One Side of Street
- Planned Sidewalk Infill- Both Sides of Street

Planned Street Extensions

- Planned Street Extension
- Planned Street Extension with Sidewalk on one Side
- Planned Street Extension with Sidewalks on both Sides

Shared Walking and Biking Improvements (See Figure 7)

- Planned Family Friendly Route
- Street Crossing Improvement
- Planned Shared-Use Path (Conceptual)
- Existing Shared-Use Path
- Urban Growth Boundary



OREGON CITY TRANSPORTATION PLAN

FIGURE 5

Biking Solutions

Legend

Existing Streets

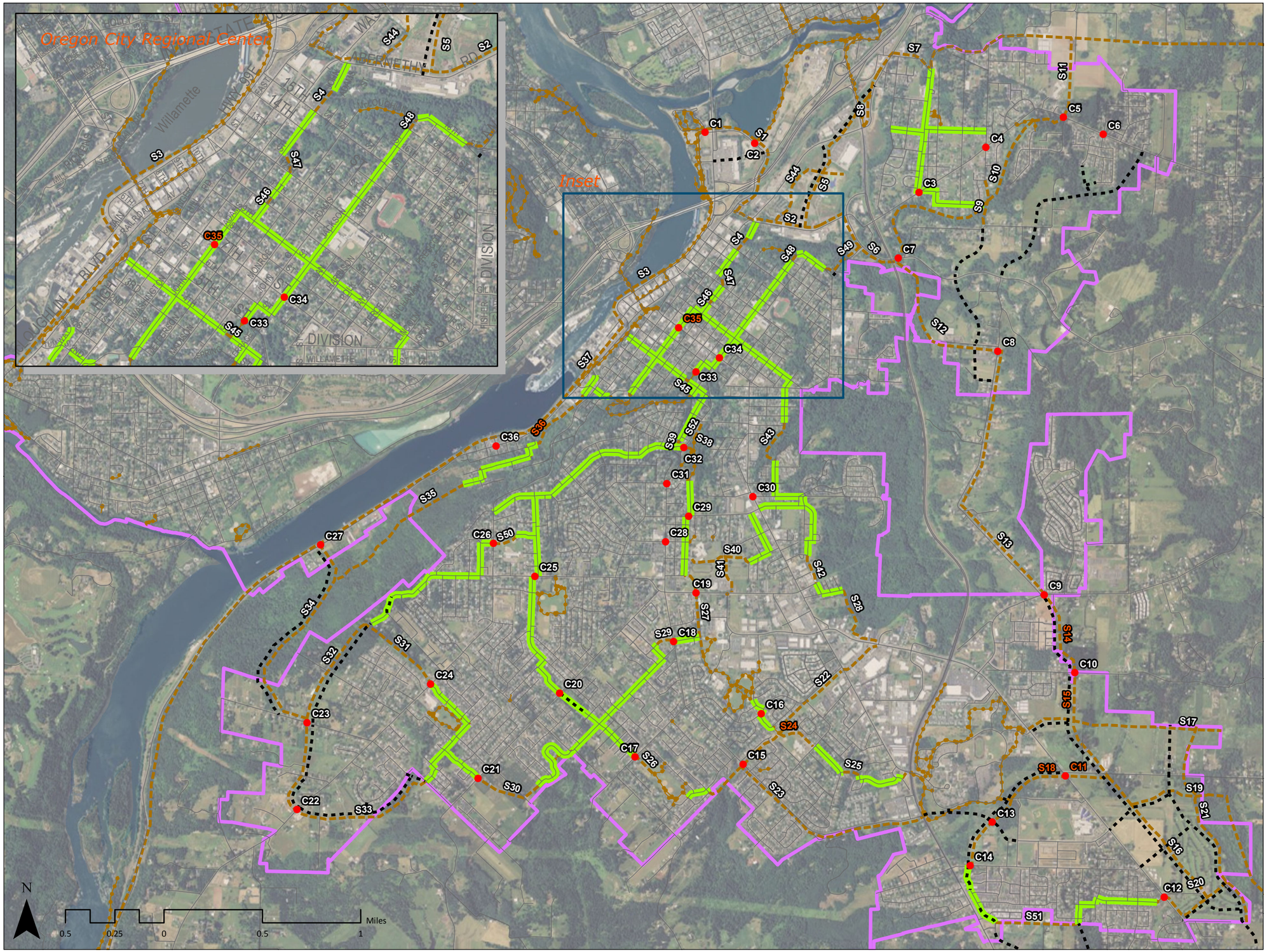
- Existing Bike Lanes
- Planned Bike Lane- One Side of Street
- Planned Bike Lanes- Both Sides of Street

Planned Street Extensions

- Planned Street Extension
- Planned Street Extension with Bike Lane on one Side
- Planned Street Extension with Bike Lanes on both Sides
- Financially Constrained System Project # (See Table 1)
- Planned Transportation System Project # (See Table 2)

Shared Walking and Biking Improvements (See Figure 7)

- Planned Family Friendly Route
- Street Crossing Improvement
- Planned Shared-Use Path (Conceptual)
- Existing Shared-Use Path
- Urban Growth Boundary



OREGON CITY TRANSPORTATION PLAN

FIGURE 6

Shared Walking and Biking Solutions

Legend

Shared Walking and Biking Improvements

- Planned Family Friendly Route
- Street Crossing Improvement

Shared-Use Paths

- Existing Shared-Use Path
- Planned Shared-Use Path (Conceptual)

- Financially Constrained System Project # (See Table 1)
- Planned Transportation System Project # (See Table 2)

- Planned Street Extension
- Urban Growth Boundary