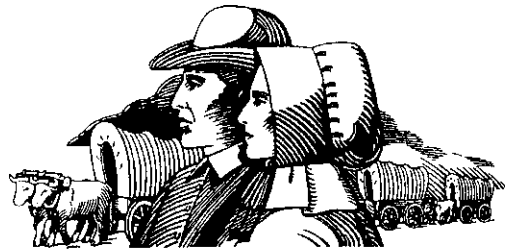


CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD OREGON CITY, OREGON 97045
TEL (503) 657-0891 FAX (503) 657-7892



AGENDA

City Commission Chambers - City Hall
February 28, 2005 at 7:00 P.M.

The 2005 Planning Commission Agendas, including Staff Reports and Minutes, are available on the Oregon City Web Page (www.orcity.org) under PLANNING.

PLANNING COMMISSION MEETING

1. CALL TO ORDER
2. PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA
3. APPROVAL OF MINUTES: *None*

4. HEARING:

L 05-01 (*Legislative Hearing*), Applicant: City of Oregon City – Nancy Kraushaar, PE – City Engineer/Public Works Director. Adoption by ordinance of the Holcomb Boulevard Pedestrian Enhancement Concept Plan as an Ancillary document to the Oregon City Transportation System Plan. The Oregon City Transportation System Plan is an Ancillary document to the Oregon City Comprehensive Plan. The site is located on Holcomb Boulevard (from Redland Road to the Urban Growth Boundary).

L 05-02 (*Legislative Hearing*), Applicant: City of Oregon City – Nancy Kraushaar, PE – City Engineer/Public Works Director. Adoption by ordinance of the McLoughlin Boulevard Enhancement Plan as an Ancillary document to the Oregon City Transportation System Plan. The Oregon City Transportation System Plan is an Ancillary document to the Oregon City Comprehensive Plan. The site is located on McLoughlin Boulevard (from the Railroad underpass north to the Clackamas River Bridge).

5. ADJOURN PLANNING COMMISSION MEETING

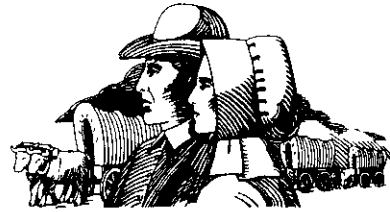
NOTE: HEARING TIMES AS NOTED ABOVE ARE TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, 657-0891, 48 HOURS PRIOR TO MEETING DATE.

CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



FILE NO.: L 05-01

APPLICATION TYPE: Legislative

HEARING DATE: February 28, 2005 – 7:00 p.m., City Hall
320 Warner Milne Road
Oregon City, OR 97045

**APPLICANTS/
OWNERS:** City of Oregon City
Nancy Kraushaar, PE – City Engineer/Public Works Director
320 Warner Milne Road
Oregon City, Oregon 97045

**APPLICANT'S
REPRESENTATIVE** Allison Wildman – Alta Planning + Design
144 NE 28th Avenue
Portland, OR 97232

REQUEST: Adoption of the Holcomb Boulevard Pedestrian Enhancement Concept Plan as an Ancillary document to the Oregon City Transportation System Plan, an Ancillary document to the City's Comprehensive Plan.

LOCATION: Holcomb Boulevard from Redland Road east to the Urban Growth Boundary.

REVIEWER: Tony Konkol, Senior Planner

RECOMMENDATION: Staff recommends approval of this application based on the satisfaction of all required criteria for a Legislative action.

Legislative actions involve the adoption or amendment of the city's land use regulations, comprehensive plan, maps, inventories and other policy documents that affect the entire city or large portions of it. Legislative actions which affect land use must begin with a public hearing before the planning commission.

B. Planning Commission Review.

1. Hearing Required. The planning commission shall hold at least one public hearing before recommending action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. The planning manager shall notify the Oregon Department of Land Conservation and Development (DLCD) as required by the post-acknowledgment procedures of ORS 197.610 to 197.625, as applicable.
2. Planning Manager's Report. Once the planning commission hearing has been scheduled and noticed in accordance with Section 17.50.090(C) and any other applicable laws, the planning

manager shall prepare and make available a report on the legislative proposal at least seven days prior to the hearing.

3. Planning Commission Recommendation. At the conclusion of the hearing, the planning commission shall adopt a recommendation on the proposal to the city commission. The planning commission shall make a report and recommendation to the city commission on all legislative proposals. If the planning commission recommends adoption of some form of the proposal, the planning commission shall prepare and forward to the city commission a report and recommendation to that effect.

C. City Commission Review.

1. City Commission Action. Upon a recommendation from the planning commission on a legislative action, the city commission shall hold at least one public hearing on the proposal. Any interested person may provide written or oral testimony on the proposal at or prior to the hearing. At the conclusion of the hearing, the city commission may adopt, modify or reject the legislative proposal, or it may remand the matter to the planning commission for further consideration. If the decision is to adopt at least some form of the proposal, and thereby amend the city's land use regulations, comprehensive plan, official zoning maps or some component of any of these documents, the city commission decision shall be enacted as an ordinance.
2. Notice of Final Decision. Not later than five days following the city commission final decision, the planning manager shall mail notice of the decision to DLCD in accordance with ORS 197.615(2). (Ord. 98-1008 §1(part), 1998)

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT TONY KONKOL IN THE PLANNING DIVISION OFFICE AT 657-0891.

I. PROPOSED PROJECT

The proposal is to amend the Transportation System Plan with the Holcomb Boulevard Pedestrian Enhancement Concept Plan (Plan), which proposes multiple design concepts for Holcomb Boulevard from Redland Road east to the Urban Growth Boundary. The goals of the designs are to provide pedestrian facilities that will enable all neighborhood residents to safely walk along and across Holcomb Boulevard, to preserve and enhance the character of the neighborhood as the area continues to develop and to provide pedestrian facilities that are consistent but not redundant and pre-manufactured. The design concepts for the sides of the roadway, or edge conditions, are site specific, changing from one treatment to another depending on the conditions of the immediate location, such as steep slopes, the need for on-street parking, future land use actions and increased vegetation. The roadway itself will maintain a constant width while the edge conditions will provide a combination of sidewalks, planter strips, bio-swales, on-street parking, pedestrian scale lighting and traffic calming.

II. FACTS

A. Location and Current Use

The proposed Plan recommends a new street design for Holcomb Boulevard. The land uses adjacent to Holcomb Boulevard is primarily low residential single family, zoned R-10, R-8 and R-6. There is a stretch of Mixed Use Corridor-1 on the north side of Holcomb just east of the bridge over Highway 213 and the Clackamas County Housing Authority, which is zoned R-3.5, is located on the north side of the street about half-way between Redland Road and the Urban Growth Boundary. To the east of the Clackamas County Housing Authority site is the Holcomb Elementary School.

The Plan (Exhibit 1) proposes seven typical edge conditions that will apply to areas along Holcomb Boulevard, some of which are already developed through previous land use actions and other areas that have not had any street improvements to city standards to date.

B. Public Involvement and Public Comment

In early summer 2004, the Alta Planning + Design team was retained by the City and Clackamas County to study the existing roadway conditions on Holcomb Boulevard and develop a streetscape concept that would achieve the goals and objectives set by the neighborhood residents, City and County.

The Goals and Objectives were derived from comments at the first public hearing workshop on June 30th, 2004 at the Oregon City Baptist Church. The Plan was refined further after the second public workshop in early September, 2004 at Holcomb Elementary School.

Notice of the public hearing for the proposal was published on January 19, 2005 in the Clackamas Review, mailed to property owners within 300 feet of Holcomb Boulevard on January 12, 2005 and mailed to the affected agencies, CIC and Neighborhood Associations on January 13, 2005. The Oregon City Public Works Department created two signs that were posted on Holcomb Boulevard indicating that there would be a Public Meeting to discuss the proposed Plan.

Comments were received from the Oregon City Building Official (Exhibit 2), Parks Manager (Exhibit 3) and Public Works Department (Exhibit 4) indicating that the proposal does not conflict with their interests. The Oregon Department of Transportation submitted comments indicating that the proposal does not conflict with their interests so long as any work that occurs in ODOT right-of-way from Highway 213 is properly permitted (Exhibit 5). Mrs. Kiefer, of the Park Place Neighborhood Association, has indicated that the members of the association have reviewed the plan; however, a formal vote has not been taken at this time. Mrs. Kiefer has requested that the City Commission hearing on this issue be

continued from March 16, 2005 to April 6, 2005 so that a formal letter may be entered into the record based on the vote of the association (Exhibit 6).

The City coordinates with the Oregon Department of Transportation when applications for private or public development occurs adjacent to their right-of-way, ensuring that the necessary permits for development will be obtained. The City will recommend to the City Commission that the hearing for the Holcomb Boulevard Plan be continued to April 6, 2005.

C. Background

The Park Place area in Oregon City has experienced significant development in the last decade. Constructed as a two-lane rural highway with narrow to non-existent shoulders, Holcomb Boulevard offers little or no access to pedestrians and bicyclists. The urban land uses along the road are now incompatible with the rural roadway design. Improvements are needed to accommodate the growth and urbanization that has occurred inside the Urban Growth Boundary. Infrastructure is needed to allow safe passage and provide mobility for all travel modes on Holcomb Boulevard.

III. DECISION-MAKING CRITERIA:

Section 2 – Land Use of the 2004 Oregon City Comprehensive Plan indicates that the regular review and updated of the Comprehensive Plan should consider the following:

1. *Plan implementation process.*
2. *Adequacy of the Plan to guide land use actions, including an examination of trends.*
3. *Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.*
4. *Addition of updated factual information including that made available to the City of regional, state and federal governmental agencies.*

The Oregon City Trails Master Plan will be adopted as an ancillary document to the Parks and Recreation Master Plan, which is an ancillary document to the Comprehensive Plan.

IV. ANALYSIS AND FINDINGS

A. Section 2. Land Use Review and Update (page 16)

Regular Review and Update

Plan maintenance and updating is a continuous technical review of the Plan by the Planning staff. This review and any subsequent recommendations for Plan updating should be presented to the Neighborhood Associations, Planning Commission and City Commission for input and discussion in the same manner as requested Plan changes. The continuous review should consider:

1. *Plan implementation process;*

A public involvement process of two public workshops from Summer 2004 to Fall 2004 were conducted to gather community input concerning the goals, objectives and design for the street designs and proposed phases of the Holcomb Boulevard Pedestrian Enhancement Plan. The Plan identifies a phasing schedule to ensure a logical sequence of implementation that provides a high degree of success as each phase is built, thereby building momentum for each subsequent phase of the project. Success is directly correlated with meeting the priorities established by the City, County and neighborhood residents. The highest priority was given to projects that increased safety, provided connections to pedestrian-generators such as schools and commercial areas, and projects that were considered likely to receive immediate funding.

The public hearings for the proposed plan was advertised in the Clackamas Review on January 19, 2005, and mailed to property owners within 300 feet of Holcomb on January 12, 2005 and to affected agencies, the CIC and Neighborhood Associations on January 13, 2005 indicating that the Planning Commission would hold a public hearing on February 28, 2005 and that the City Commission would hold a public hearing on March 16, 2005. The notice indicated that any interested party may testify at the public hearing or submit written testimony at or prior to the hearing. The Department of Land Conservation and Development was notified as required by ORS 197.610 – 197.625. The Planning Manager's report was made available at least seven days prior to the public hearing and the application was processed according to the Legislative Hearing Process as required under Oregon City Municipal Code 17.50.170.

2. Adequacy of the Plan to guide land use actions, including an examination of trends.

Because there is no area specific street design in the Transportation System Plan, staff considers the plan as necessary to meet the demands of a growing city by providing a street design that fulfills the transportation requirements of the city as well as the aesthetic, connectivity and safety design elements desired by the residents of the Park Place neighborhood. The Plan relied on the existing Transportation System Plan, the Comprehensive Plan and the Oregon City Municipal Code to help guide the vision and development of the final document. As part of the development of the Plan, project staff analyzed the existing conditions of Holcomb Boulevard and the surrounding land uses and topography to create seven different street designs that are appropriate for each unique segment of the street. By taking a site-specific view of Holcomb, the design team was able to tailor the street design to complement the existing built conditions and natural features, which vary greatly. The plan provides an analysis of needed pedestrian connections to existing recreational facilities, educational institutions, points of interest and commercial areas and, as stated above, site specific street designs for each segment of the street. The site specific street design will guide the street improvements made as private development along Holcomb Boulevard continues, or will be implemented during a City project.

3. Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.

The proposed plan responds to needs identified by the Park Place neighborhood association, residents of the area and in cooperation with Clackamas County, which has jurisdiction of the road. The plan responded to the lack of pedestrian facilities along the street and the inability to safely walk to key pedestrian centers, such as Steve's Market and the Holcomb Elementary School. Development of the Plan included an assessment of the Holcomb Boulevard existing conditions, the surrounding land uses, topography and important pedestrian connections.

The public involvement component of the development of the plan consisted of two meetings with in the Park Place neighborhood and a work session with the Oregon City Planning Commission. The streetscape concept was a direct result of the goals and objectives created by the residents, City and County. The 3 goals identified through this process are to increase pedestrian safety, preserve the neighborhood character and provide a consistent transportation system without being redundant and pre-manufactured. The plan meets these goals by providing separated pedestrian walkways on at least one side of the road, limiting pedestrian crossings of Holcomb Boulevard, improved lighting and traffic calming. The plan has identified 7 street designs that will complement the existing character of the neighborhood, integrate the history of the Barlow Trail and will not be redundant in design.

4. Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.

No additional updated factual information was submitted to the City by regional, state and federal governmental agencies.

V. RECOMMENDATION

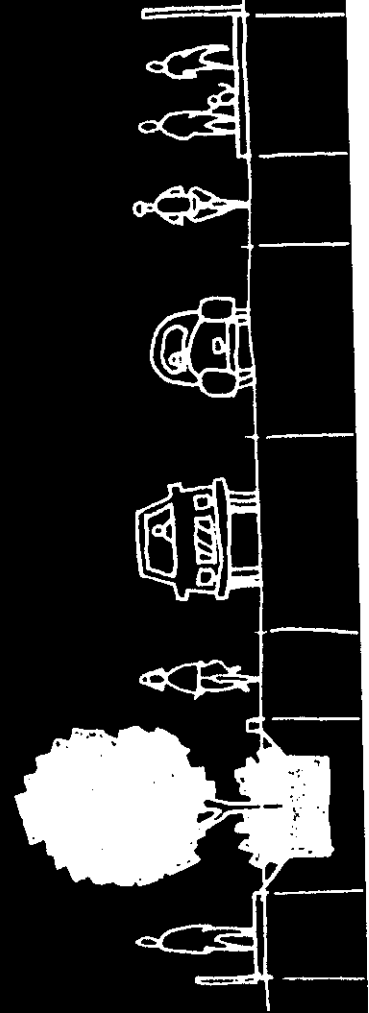
Staff recommends that the Planning Commission recommend approval of the Holcomb Boulevard Pedestrian Enhancement Concept Plan, included as Exhibit 1, as an ancillary document to the Oregon City Transportation System Plan to the City Commission for its consideration at the March 16, 2005 hearing.

VI. EXHIBITS

1. Holcomb Boulevard Pedestrian Enhancement Concept Plan
2. Oregon City Building Official comments (On File)
3. Oregon City Parks Department (On File)
4. Oregon City Public Works Department comments (On File)
5. Oregon Department of Transportation comments
6. Letter from Lois Kiefer, Chair of the Park Place Neighborhood Association, dated 2/18/05

Holcomb Boulevard Pedestrian Enhancement Concept Plan

DRAFT



Holcomb Boulevard Pedestrian Enhancement Concept Plan

Prepared for:

City of Oregon City
Clackamas County
Park Place Neighborhood Association

Prepared by:

Alta Planning + Design
George Hudson, ASLA, *Principal*
Allison Wildman, *Senior Planner*

In association with:

KPFF
Matt Keenan, P.E.

Adolfson Associates
Sarah Hartung, *Project Ecologist*

Acknowledgements

Nancy Kraushaar, P.E., City Engineer, Oregon City
Dan Drentlaw, Community Development Director, Oregon City

Ron Weinman, P.E., Clackamas County

Residents of the Park Place neighborhood

November 2004



Introduction

In early summer 2004, the Alta Planning + Design team was retained by the City of Oregon City and Clackamas County to study the existing roadway conditions on Holcomb Boulevard and develop a streetscape concept that would achieve the goals and objectives set by the neighborhood residents, City, and County.

Goals and objectives were derived from comments at the first public workshop on June 30, 2004 at the Oregon City Baptist Church and further refined after the second public workshop in early September, 2004, at Holcomb Elementary School.

GOAL 1: SAFETY

Provide pedestrian facilities that will enable all neighborhood residents to safely walk along and across Holcomb Boulevard.

Objectives:

- Provide a firm walking surface for pedestrians on at least one side of the roadway.
- Keep pathway consistent to minimize the number of forced crossings of Holcomb.
- Provide separation between roadway and pedestrian pathway.
- Slow motor vehicle speeds on Holcomb by utilizing traffic calming or stopping devices.
- Designate and improve pedestrian crossings on Holcomb Blvd.



Neighborhood residents reviewing the Holcomb Boulevard pedestrian enhancement concept

GOAL 2: PRESERVE NEIGHBORHOOD CHARACTER

Design pedestrian facilities to preserve and enhance the character of the neighborhood as the area continues to develop and grow.

Objectives:

- Preserve "rural" character of the roadway.
- Make a concerted effort to preserve mature vegetation in the public right-of-way, particularly older trees and shrubs.
- Keep right-of-way width to a minimum to lessen impact on houses facing Holcomb, particularly from Swan to Apperson.
- Consider the use of "green" street treatments that reduce impact on the environment.

GOAL 3: CONSISTENCY WITHOUT UNIFORMITY

Provide pedestrian facilities that are consistent but not redundant and pre-manufactured

Objectives:

- Use a variety of trees and shrubs in the right-of-way.
- Design treatments so they respond to specific site conditions.
- Install street lighting that has historic character and does not contribute to light pollution.
- Limit the use of center medians.

Design Concepts

The design concepts used along Holcomb Boulevard are very site specific, changing from one treatment to another depending on the conditions of the immediate location. Design concepts respond to specific conditions like topographical constraints (steep slopes), a desire for on-street parking, better street tree/vegetation treatments, and future land uses.

The roadway itself never changes. Instead, the sides of the roadway, or "edge conditions" will vary. Edge conditions can include a combination of 6' sidewalks, 5' - 10' planter strips, 10' - 12' bioswales, 9' on-street parking bays, pedestrian-scale lighting, and traffic calming treatments. We have developed seven typical "edge conditions" that will apply to areas along Holcomb Boulevard. They are shown in the applicable sections on the following pages.

Safety

The addition of sidewalks and buffers (plantings, bicycle lanes, etc.) will greatly improve the basic safety of all pedestrians. Stopping or slowing treatments at key intersections will improve safety for all roadway users, including pedestrians, bicyclists, and motorists. We recommend that the speed limit be transitionally lowered to 35 mph from the city limits to Swan and to 30 mph from Swan to Highway 213. It is also recommended that the section of Holcomb adjacent to Holcomb Elementary be designated as a "school zone" and posted 20 mph when children are present or during designated times. Enforcement of these speed zones will be critical to making the corridor safer.

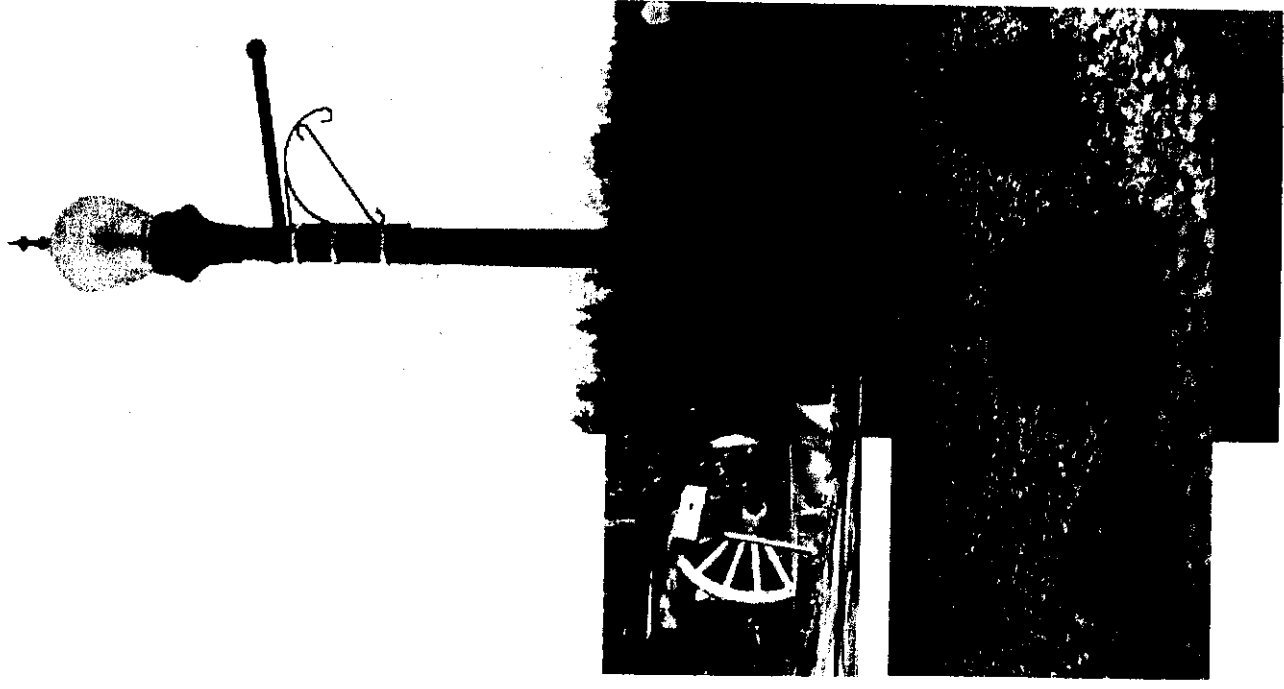
History

Though not explicitly shown in the corridor drawings, Holcomb will have features to make it a distinct part of Oregon City. Pedestrian-scale lighting should be located throughout the corridor to improve safety and visibility. The lighting should reflect a style similar to the one used in the historic downtown and other parts of Park Place Neighborhood. Benches should be provided along the corridor, particularly where transit stops exist and are planned.

As part of the historic Barlow Trail, Holcomb Boulevard has a number of opportunities to integrate history, education, and artistry into the corridor. Local rock forms can be used as bases for placards to provide historical and environmental information about the area and the trail. A spring located just west of the Oregon City Baptist Church was thought to be a wayside watering hole for pioneers and their stock on the final push into Oregon City. Areas like these can be called out with art, information, or special plantings to accentuate the unique history of the area and contribute to an interesting and educational pedestrian environment. One idea is to use writings from pioneer journals and inscribe them on the sidewalk or on boulders.

Native Plantings

The introduction of bioswales provides an excellent opportunity to integrate native plants and grasses into the landscape. These plants typically need less water and maintenance than plant species that are not native to the area. They also provide interesting landscaping and can have a speed calming effect along the corridor. A list of recommended native trees, shrubs, and grasses by bio-region is located on the following page.



Plant List

The following native plants are recommended for landscaping the bioswales and planter strips along Holcomb Boulevard. Additional grasses, groundcovers, shrubs and trees can be found in Appendix F of the Stormwater Management Manual (2004) from the Portland Bureau of Environmental Services.

Woodland / Upland Areas

Small Trees and Shrubs

- Vine maple (*Acer circinalum*)
- Cascara (*Rhamnus purshiana*)
- Serviceberry (*Amelanchier alnifolia*)
- Pacific yew (*Taxus brevifolia*)
- Chinkapin (*Casianopsis chrysophylla*)
- California hazel (*Corylus cornuta*)
- Pacific dogwood (*Cornus nuttallii*)
- Oceanspray (*Holodiscus discolor*)
- Indian plum (*Osmorhiza cerasiformis*)
- Red elderberry (*Sambucus racemosa*)
- Blue elderberry (*Sambucus cerulea*)
- Western mock-orange (*Philadelphus lewisii*)
- Common chokecherry (*Prunus virginiana*)
- Bitter cherry (*Prunus emarginata*)
- Tall Oregon grape (*Mahonia aquifolium*)
- Dull Oregon grape (*Mahonia nervosa*)
- Red huckleberry (*Vaccinium parvifolium*)
- Evergreen huckleberry (*Vaccinium ovatum*)
- Salal (*Gaultheria shallon*)
- Red flowering currant (*Ribes sanguineum*)
- Thimbleberry (*Rubus parviflorus*)
- Snowberry (*Symphoricarpos albus*)
- Woods rose (*Rosa woodsii*)
- Nootka rose (*Rosa nutkana*)
- Oval-leaf viburnum (*Viburnum ellipticum*)

Herbaceous plants and wildflowers

- Vanilla leaf (*Achillea millefolium*)
- Wild ginger (*Asarum canadense*)
- Ladyfern (*Athyrium filix-femina*)
- Deerfern (*Blechnum spicant*)
- Swordfern (*Polystichum munitum*)
- Bunchberry dogwood (*Cornus stolonifera*)
- Twinflower (*Linnaea borealis*)
- Miners lettuce (*Montia sibirica*)
- Oxalis (*Oxalis oregana*)
- False Solomon's seal (*Smilacena racemosa*)
- Slimy Solomon's seal (*Smilacena stellata*)
- Foamflower (*Tiarella trifoliata*)
- Starflower (*Trientalis latifolia*)
- Piggyback plant (*Toiamea menziesii*)
- Inside-out flower (*Vancouveria hexandra*)
- Trillium (*Trillium ovatum*)
- Wood violet (*Viola glabella*)
- Snow queen (*Syrnthesis raniformis*)
- Red columbine (*Aquilegia formosa*)
- Western buttercup (*Ranunculus occidentalis*)
- Pacific bleedingheart (*Dicentra formosa*)
- Camas (*Camasia quamash*)

Riparian / Wetland Areas

Trees

- Oregon ash (*Fraxinus oregana*)
- Western red cedar (*Thuja plicata*)
- Cascara (*Rhamnus purshiana*)
- Columbia willow (*Salix fluviatilis*)
- Pacific willow (*Salix lasioandra*)
- Piper's willow (*Salix pipet*)
- Rigid willow (*Salix rigida*)
- Scouler willow (*Salix scouleriana*)
- Soft-leaved willow (*Salix sessiliflora*)
- Sitka willow (*Salix sitchensis*)
- Red alder (*Alnus rubra*)
- Shrubs

- Red-osier dogwood (*Cornus stolonifera*)
- Black twinberry (*Lonicera involucrata*)
- Indian hawthorn (*Oemleria cerasiformis*)
- Pacific huckleberry (*Phylocarpus capitatus*)
- Swamp hawthorn (*Rosa pacifica*)
- Salmonberry (*Rubus spectabilis*)
- Blue elderberry (*Sambucus cerulea*)
- Red elderberry (*Sambucus racemosa*)
- Douglas spirea (*Spiraea douglasii*)
- Nootka rose (*Rosa nutkana*)

Herbaceous plants and wildflowers

- Maidenhair fern (*Adiantum pedatum*)
- Douglas aster (*Aster Douglasii*)
- Lady fern (*Athyrium filix-femina*)
- Big-leaf sedge (*Carex amplifolia*)
- Columbia sedge (*Carex aperta*)
- Slough sedge (*Carex obnupta*)
- Henderson's wood sedge (*Carex hendersonii*)
- Western corydalis (*Corydalis scouleri*)
- Elegant rein-orchid (*Habenaria elegans*)
- Soft rush (*Juncus effusus*)
- Skunk cabbage (*Lysichiton americanum*)
- Yellow monkeyflower (*Mimulus guttatus*)
- Streambank springbeauty (*Montia parviflora*)
- Candyflower (*Montia sibirica*)
- Forget-me-not (*Myosotis laxa*)
- Water parsley (*Oenanthe sarmentosa*)
- Sweet collifoot (*Pelastites frigidus*)
- False Solomon's seal (*Smilacena racemosa*)
- Laceflower (*Tiarella trifoliata*)
- Piggyback (*Toiamea menziesii*)
- Stream violet (*Viola glabella*)
- Tufted Hairgrass (*Deschampsia caespitosa*)
- Pointed Rush (*Juncus oxymeris*)
- Slender Rush (*Juncus tenuis*)
- Grooved Rush (*Juncus patens*)
- Manna Grass (*Glyceria occidentalis*)

How does a bioswale work?

A bioswale is a shallow, vegetated channel that captures and filters runoff from impervious surfaces. It works by slowing down the water, allowing sediment and pollutants to settle out. The plants in the bioswale help to filter the water and prevent erosion.

Bioswales are designed to mimic natural waterways. They are typically 1 to 2 feet deep and 1 to 2 feet wide. The plants in the bioswale are chosen for their ability to tolerate wet conditions and their ability to filter pollutants. Some common plants used in bioswales include sedges, rushes, and grasses.



The plants in the bioswale help to filter the water and prevent erosion. Some common plants used in bioswales include sedges, rushes, and grasses. The plants also help to slow down the water, allowing sediment and pollutants to settle out.

Bioswales are a simple and effective way to manage stormwater runoff. They are easy to install and maintain, and they provide a natural and aesthetically pleasing way to filter runoff. Bioswales are a key component of sustainable stormwater management.

Phasing

The primary purpose for a pedestrian improvement phasing plan is to ensure a logical sequence of implementation that provides a high degree of success as each phase is built, thereby building momentum for each subsequent phase of the project. Success is directly correlated with meeting the priorities established by the City, County, and neighborhood residents. When phasing projects for Holcomb Boulevard, safety, connections to pedestrian-oriented land uses (i.e., schools and commercial areas), and "fundable" projects were given the highest priority. Cost and ease of implementation were considered moderate priorities; development synergy was a low priority.

Phase 1: 5+ years

Phase 1 consists of projects and petitions that would vastly and immediately improve the safety of the corridor. This phase provides safe connections to Holcomb Elementary School from nearby residential areas and provides a connection from the public housing complex to the small commercial node just west of Front Street. This phase also recommends two petitions to reduce traffic speeds on Holcomb.

Phase 1-A. Holcomb Elementary School Connections

i. Design and construct the Holcomb Elementary intersection. Possible treatments include stop signs, a pedestrian-activated signal, signage, crosswalks, warning flashing lights, illumination, and curb cuts.

ii. Design and construct a sidewalk on the north side of the roadway from Holcomb Elementary to the existing sidewalk at Winston. This project would require widening the roadway to stripe and mark two bicycle lanes at the time of construction.

iii. Design and construct a small section of sidewalk from the existing sidewalk west of Trailview Estates to Oak Tree Terrace.

iv. Design and construct a short section of sidewalk connecting the existing sidewalk from Holcomb Ridge to the improved Holcomb Elementary intersection.

v. Illuminate the intersection and mark crosswalks across Holcomb at Oak Tree Terrace.

vi. Petition Clackamas County to designate the area in front of the school as a school zone (signed 20 mph during school hours).

Phase 1-B. Corridor Connections

i. Design and construct a sidewalk on the north side of the roadway from approximately Swan Avenue to Front Street. This project would require widening the roadway to stripe and mark two bicycle lanes at the time of construction.

ii. Mark crosswalks and traffic control devices at Swan Avenue.

iii. Add landscaping and trail treatments (boulders, etchings, etc.) at strategic locations along the corridor.

Phase 1-C. Traffic Calming

i. Petition Clackamas County to lower the speed limit to 35 mph from the city limit to Swan and 30 mph from Swan to the Highway 213 bridge.

Planning Level Cost Estimate: Phase 1

ITEM	QUANTITY	UNIT	ITEM COST	SUBTOTAL
GENERAL REQUIREMENTS				
Mobilization	1	LS	\$95,000	\$95,000
Construction Traffic Control	1	LS	\$70,000	\$70,000
Erosion Control	1	LS	\$24,000	\$24,000
DEMOLITION				
Sawcut AC	9,000	LF	\$1	\$9,000
Cleaning and Grubbing	1	LS	\$11,500	\$11,500
Tree Removal	1	EA	\$250	\$250
Relocating Power Poles	14	EA	\$400	\$5,600
Protect Existing Utilities	1	LS	\$5,000	\$5,000
Adjust manholes, valves, meters, vault lids	1	LS	\$1,000	\$1,000
SUBGRADE				
General Excavation	4,600	CY	\$15	\$69,000
STREET				
AC Pavement	992	TON	\$30.00	\$29,760
Aggregate Base (8" thickness)	2,497	TON	\$10	\$24,970
Street Light-Ornamental	34	EA	\$5,000	\$170,000
Street Light-Cobra	2	EA	\$4,000	\$8,000
Lighting	1	LS	\$45,000	\$45,000
Pedestrian Signal	1	LS	\$100,000	\$100,000
Crosswalk Marking	150	LF	\$0.30	\$45.00
Warning Flashing Lights	1	LS	\$50,000	\$50,000
Signage	12	EA	\$250	\$3,000
CURB AND SIDEWALKS				
Standard Curb	4,544	LF	\$10	\$45,440
Concrete Sidewalk	27,354	SF	\$3.00	\$82,062
STORM DRAIN				
12" RCP	2,362	LF	\$35	\$82,670
Relocating Catch Basin	4	EA	\$300	\$1,200
SITE FURNISHINGS				
Stone corner bollards	15	EACH	\$50	\$750
STRUCTURES				
Retaining Wall	6,598	SF	\$30	\$197,940
MISCELLANEOUS				
Roundabout	1	LS	\$225,000	\$225,000
Engineering, Surveying and Designing	1	LS	\$203,428	\$203,428
TOTAL				\$1,559,615
CONTINGENCY 40%				\$623,846
GRAND TOTAL				\$2,183,461

Right of Way Acquisition Not Included

Phasing

Phase 2 continues to make safe connections throughout the corridor by connecting the small commercial node to the existing sidewalks on the bridge over Highway 213 and along the frontage of the Clackamas County Housing property. These connections complete the north side sidewalk through the study area. The Holcomb curve to Redland Road is included in Phase 2 but has not been through an estimate of probable cost. The costs reflect everything but the improvements from the Highway 213 bridge to Redland Road.

Planning Level Cost Estimate Phase 2

ITEM	QUANTITY	UNIT	UNIT COST	ITEM COST	SUBTOTAL
GENERAL REQUIREMENTS					
Mobilization	1	LS	\$27,000	\$27,000	
Construction Traffic Control	1	LS	\$20,000	\$20,000	
Erosion Control	1	LS	\$7,000	\$7,000	\$54,000
DEMOLITION					
Sawcut AC	8,000	LF	\$1	\$8,000	
Clearing and Grubbing	1	LS	\$10,000	\$10,000	
Relocating Power Poles	7	EA	\$400	\$2,800	
Protect Existing Utilities	1	LS	\$4,000	\$4,000	
Adjust manholes, valves, meters, vault lids	1	LS	\$1,000	\$1,000	\$25,800
SUBGRADE					
General Excavation	4,000	CY	\$15	\$60,000	\$60,000
STREET					
AC Pavement	917	TON	\$30.00	\$27,510	
Aggregate Base (8" thickness)	2,310	TON	\$10	\$23,100	
Street Light Ornamental	15	EA	\$5,000	\$75,000	
Lighting	1	LS	\$20,000	\$20,000	\$145,610
CURB AND SIDEWALKS					
Standard Curb	3,496	LF	\$10	\$34,960	
Concrete Sidewalk	20,976	SF	\$3.00	\$62,928	\$97,888
Engineering, Surveying and Designing					
	1	LS	\$57,495	\$57,495	\$57,495
TOTAL					\$440,793
CONTINGENCY 40%					\$176,318
GRAND TOTAL					\$617,110

Phasing

Phase 3: 5-15 years

Phase 3 consists of projects that greatly enhance the aesthetic condition of the roadway but are not critical for immediate pedestrian safety. Phase 3 projects will provide on-street parking in front of many properties that face the road, stormwater treatment with bioswales, vertical traffic calming, planter strips, and continuous sidewalks on the south side of Holcomb.

Phase 3-A. Lower Holcomb

Holcomb Ridge Trail to Highway 213 Bridge

i. Design and construct on-street parking bays, bioswales, planter strips, and sidewalks.

ii. Design and mark crosswalks at Front Street. Illuminate intersection. Due to the width of the road, consider a pedestrian refuge. The refuge will also help slow traffic through this area.

iii. Stripe bicycle lanes that haven't been implemented in Phases 1 and 2.

Phase 3-B. Upper Holcomb - Trailview Estates

i. Grind out 5' of existing sidewalk/planter and 6' of existing pavement to create bioswales on the south side of Holcomb.

ii. Illuminate intersections and replace existing lighting with pedestrian-scale light fixtures.

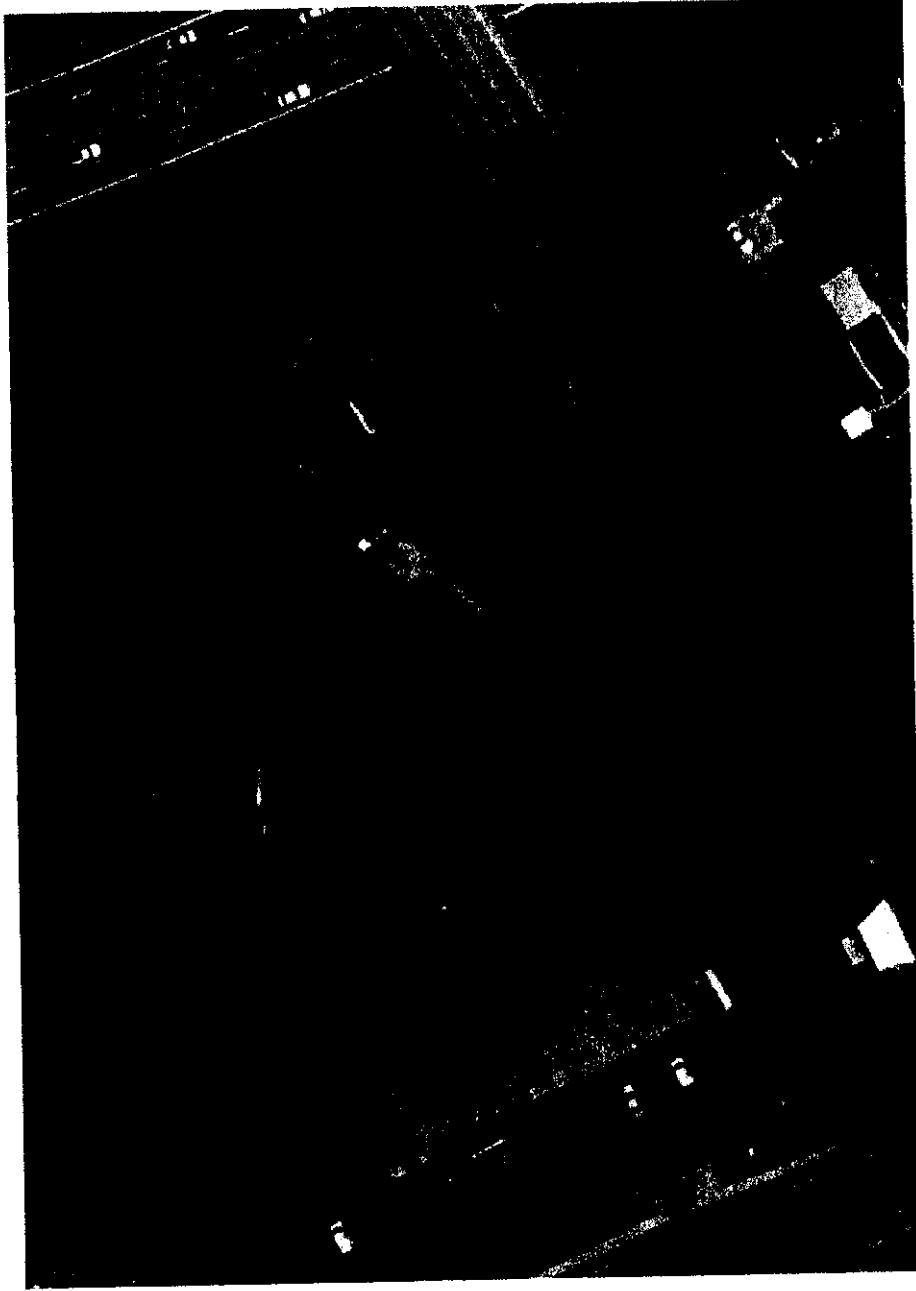
iii. Stripe and mark bicycle lanes.

Planning Level Cost Estimate Phase 3

ITEM	QUANTITY	UNIT	UNIT COST	ITEM COST	SUBTOTAL
GENERAL REQUIREMENTS					
Mobilization	1	LS	\$95,000	\$95,000	
Construction Traffic Control	1	LS	\$70,000	\$70,000	
Erosion Control	1	LS	\$24,000	\$24,000	
DEMOLITION					\$189,000
Sawcut AC	9,000	LF	\$1	\$9,000	
Cleaning and Grubbing	1	LS	\$11,500	\$11,500	
Tree Removal	1	EA	\$250	\$250	
Relocating Power Poles	14	EA	\$400	\$5,600	
Protect Existing Utilities	1	LS	\$5,000	\$5,000	
Adjust manholes, valves, meters, vault lids	1	LS	\$1,000	\$1,000	
SUBGRADE					\$12,350
General Excavation	4,600	CY	\$15	\$69,000	
STREET					\$69,000
AC Pavement	992	TON	\$30.00	\$29,760	
Aggregate Base (8" thickness)	2,497	TON	\$10	\$24,970	
Street Light-Ornamental	34	EA	\$5,000	\$170,000	
Street Light-Cobalt	2	EA	\$4,000	\$8,000	
Lighting	1	LS	\$45,000	\$45,000	
Pedestrian Signal	1	LS	\$100,000	\$100,000	
Crosswalk Marking	150	LF	\$0.30	\$45.00	
Warning Flashing Lights	1	LS	\$50,000	\$50,000	
Signage	12	EA	\$250	\$3,000	
CURB AND SIDEWALKS					\$430,775
Standard Curb	4,544	LF	\$10	\$45,440	
Concrete Sidewalk	27,354	SF	\$1.00	\$27,354	
STORM DRAIN					\$127,502
12" RCP	2,362	LF	\$35	\$82,670	
Relocating Catch Basin	4	EA	\$300	\$1,200	
SITE FURNISHINGS					\$83,870
Square corner bollards	15	EACH	\$50	\$750	
STRUCTURES					\$750
Retaining Wall	6,598	SF	\$30	\$197,940	
MISCELLANEOUS					\$197,940
Roundabout	1	LS	\$225,000	\$225,000	
Engineering, Surveying and Designing	1	LS	\$203,428	\$203,428	
TOTAL					\$1,559,615
CONTINGENCY 40%					\$623,846
GRAND TOTAL					\$2,183,461

Right of Way Acquisition Not Included

Holcomb Curve



— Existing sidewalk
 - - - Proposed sidewalk

SECTION SUMMARY

The focus of the Holcomb Boulevard Pedestrian Enhancement Concept Plan is to concentrate more on making walkable, short-trip connections (one mile round trip) along Holcomb Boulevard (schools to homes, homes to neighborhood commercial, etc.) and less on long-trip connections to the rest of the city. However, the curve section of Holcomb is an integral link for many neighborhood residents to places outside of the neighborhood should be addressed on a cursory level in this Plan.

This section of Holcomb Boulevard is extremely physically constrained and the site of numerous motor vehicles crashes caused by excessive speed. A study of the curve by the neighborhood association revealed that a sidewalk is needed on the south side of the roadway. This Plan concurs with this recommendation as well as the addition of a low guardrail along the length of the sidewalk to deflect errant vehicles. The sidewalk should be at least 6' wide but additional width is very desirable to assist bicyclists climbing the hill. A sign should be placed at the intersection of Leroy Lane to guide bicyclists to the bicycle lane on the bridge. Without major reconstruction at extraordinary cost, bicycle lanes are not feasible in this section. Further analysis is needed to determine how substantial the retaining walls need to be in order to determine an opinion of probable cost.

This section should be included in Phase 2 to provide the link across the bridge and the Phase 2 facilities in Section 1.

PHASING

Phase 1 Improvements

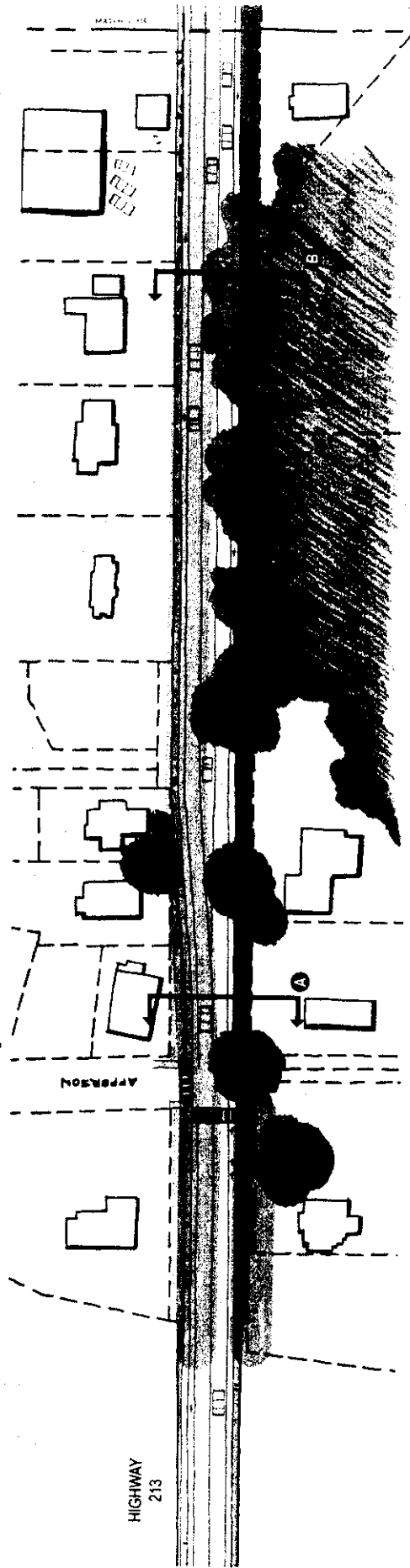
Phase 2 Improvements

Phase 3 Improvements



not to scale

Section 1: Highway 213 to Steve's Marketplace



SECTION SUMMARY

South side

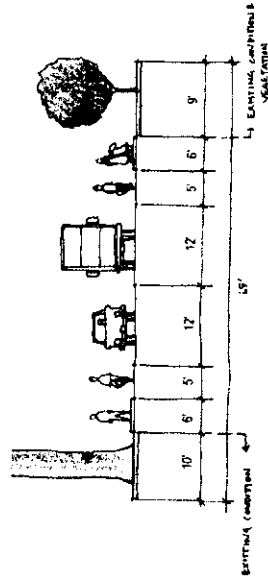
A sidewalk will connect from Apperson to the existing sidewalks on the bridge over Highway 213. The sidewalk will transition to a gravel path at Apperson in order to save mature vegetation in the public right-of-way and contribute minimal impact to the riparian area across from Steve's Marketplace.

North side

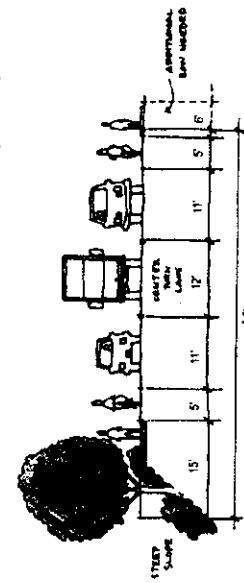
A sidewalk will connect to existing sidewalks on the bridge over Highway 213 and travel the length of the section. A center turn lane will be installed in front of the parcels that are zoned "neighborhood commercial" to accommodate future turning movements from Holcomb into the commercial area. Treatments require relocating the existing power poles and acquiring a small amount of right-of-way, which could be implemented when or if the site redevelops.

CROSS-SECTIONS

A



B



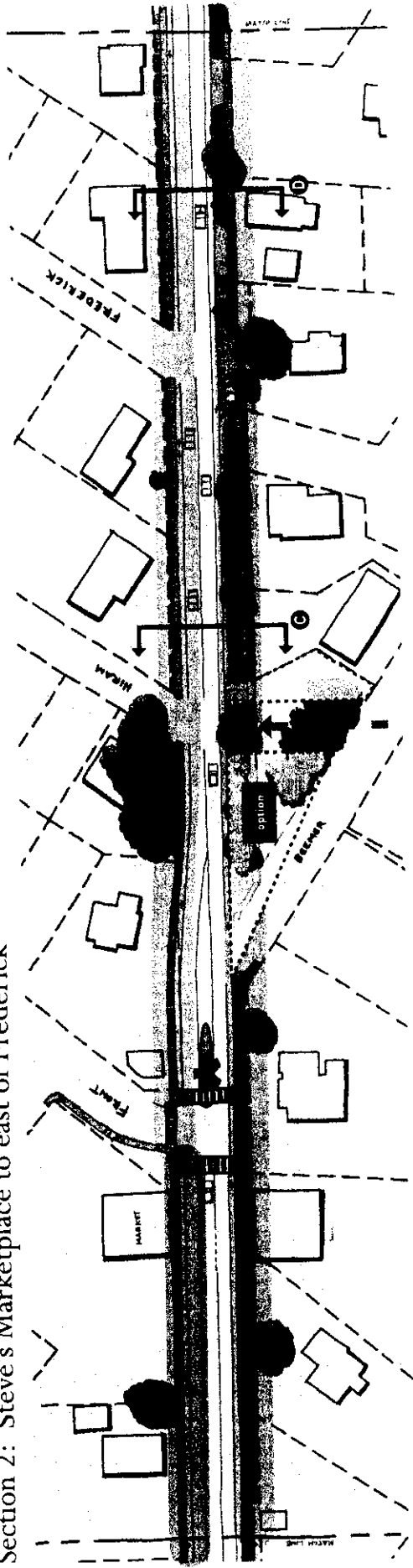
Curb-light sidewalk on one side of the roadway, gravel path on opposite side

PHASING

- Phase 1 Improvements
- Phase 2 Improvements
- Phase 3 Improvements

not to scale

Section 2: Steve's Marketplace to east of Frederick



SECTION SUMMARY

South side

A sidewalk will pick up in front of the last house before the riparian area and connect to Beemer. A swale and sidewalk will continue to approximately Frederick and then transition to on-street parking with intermittent planters. Marked crosswalks and illumination will improve the crossing at Front Street.

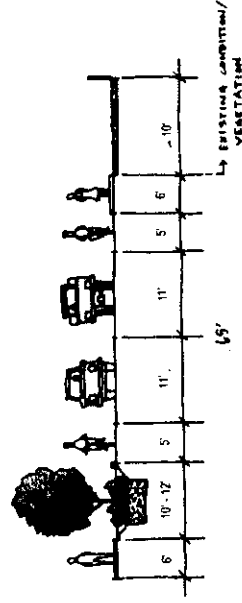
North side

A curb-tight sidewalk will travel the length of the section. Any public right-of-way not impacted will keep existing encroached vegetation. Treatments require relocating the existing power poles and acquiring a small amount of right-of-way at the Front Street intersection due to the taper for the center turn lane. The corner property will be impacted by this improvement.

• There is an opportunity to add a pedestrian island on the east side of the Front Street crossing in the median. This will greatly improve pedestrian safety as the roadway is wide in this location.

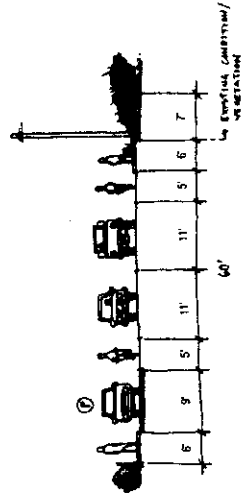
CROSS-SECTIONS

C



Bioswale with sidewalk

D



On-street parking pockets with planting strips

PHASING

Phase 1 Improvements

Phase 2 Improvements

Phase 3 Improvements

option

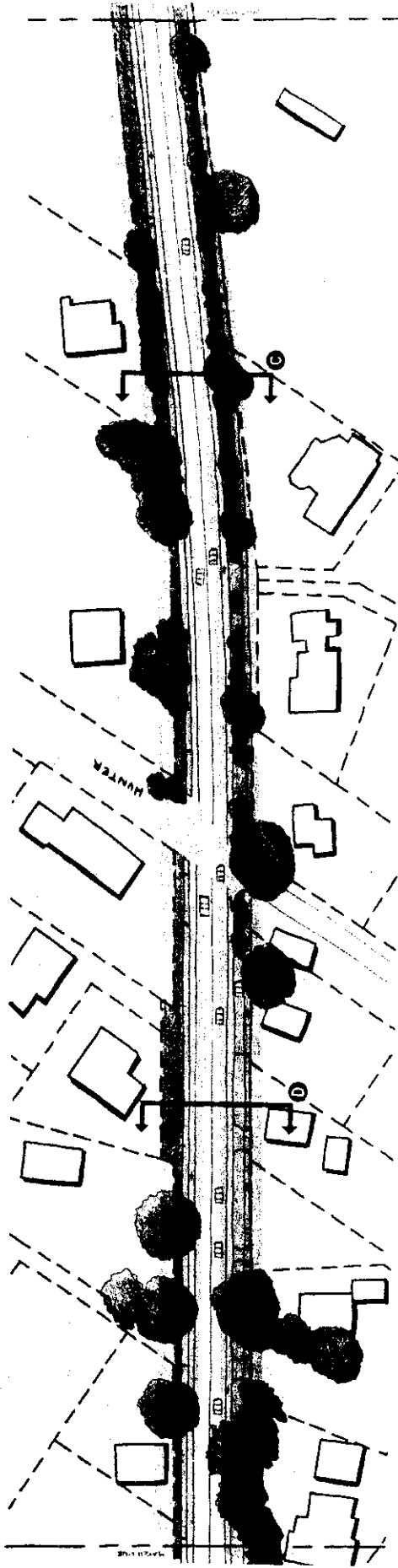
RE-ALIGN BEEMER WAY

To improve the safety of all roadway users, the City should consider purchasing the vacant property at the corner of Beemer and Holcomb and re-align Beemer to meet Hiram at a 90 degree angle. The original entrance of Beemer would be closed and a bioswale and sidewalk should be established in this segment. A pedestrian accessway should be provided at the original entrance of Beemer Way.



not to scale

Section 3: Frederick to Oregon City Baptist Church



SECTION SUMMARY

South side

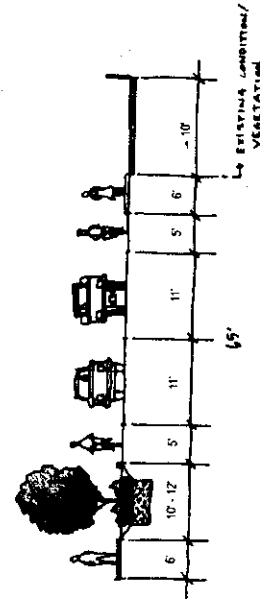
A sidewalk continues from Section 2 with a combination of planter strips, on-street parking bays, and a bioswale. Access will be available to bus stops.

North side

A curb-tight sidewalk will travel the length of the section. Any public right-of-way not impacted will keep existing encroached vegetation.

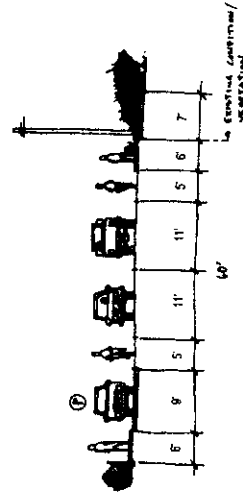
CROSS-SECTIONS

C



Bioswale with sidewalk

D



On-street parking pockets with planter strips

PHASING

Phase 1 Improvements

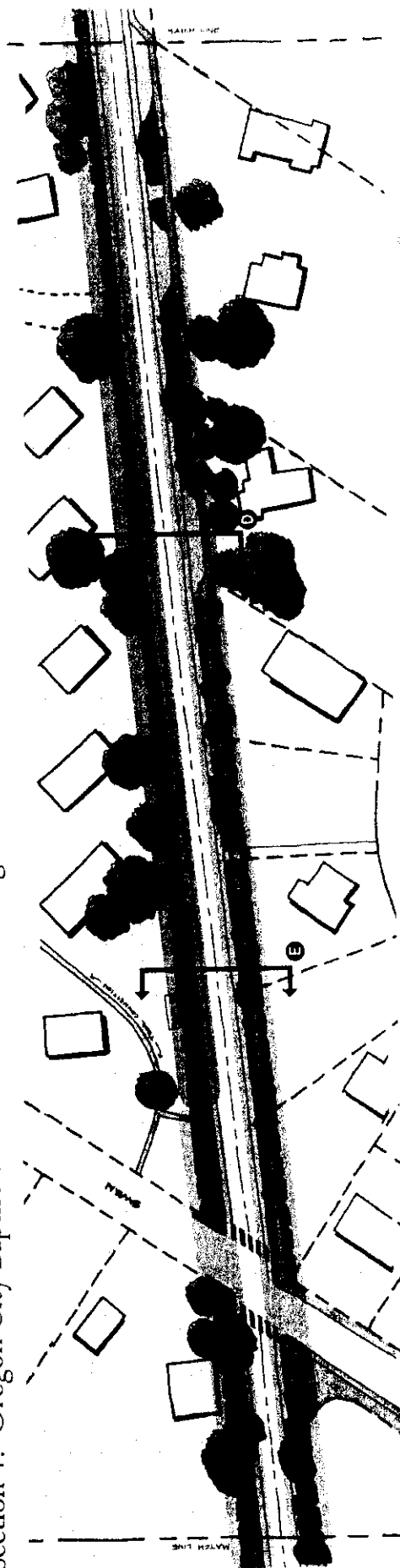
Phase 2 Improvements

Phase 3 Improvements



not to scale

Section 4: Oregon City Baptist Church to Holcomb Ridge Trail



SECTION SUMMARY

South side

A sidewalk continues from Section 3 with a combination of planter strips and on-street parking bays.

North side

A curb-light sidewalk will travel the length of the section. Any public right-of-way not impacted will keep existing encroached vegetation. Marked crosswalk, lighting, and traffic calming/stopping device at Swan. Small retaining walls may be necessary at the end of the section.

Swan Intersection

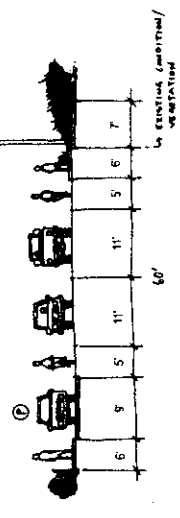
There are several slowing/stopping treatments available for Swan. Some of the combinations include:

- Traffic circle with crosswalks
- Stop signs with crosswalks
- Roundabout with crosswalks on approach legs
- Pedestrian refuge with crosswalks

The recommended treatment for this intersection is a roundabout with crosswalks on the approach legs.

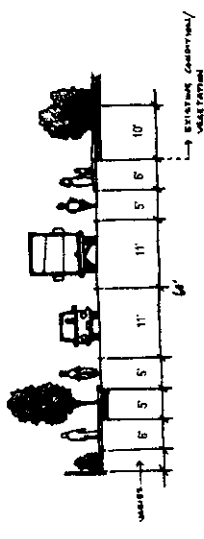
CROSS-SECTIONS

D



On-street parking pockets with planter strips

E



Sidewalk and planter strip

PHASING

Phase 1 Improvements

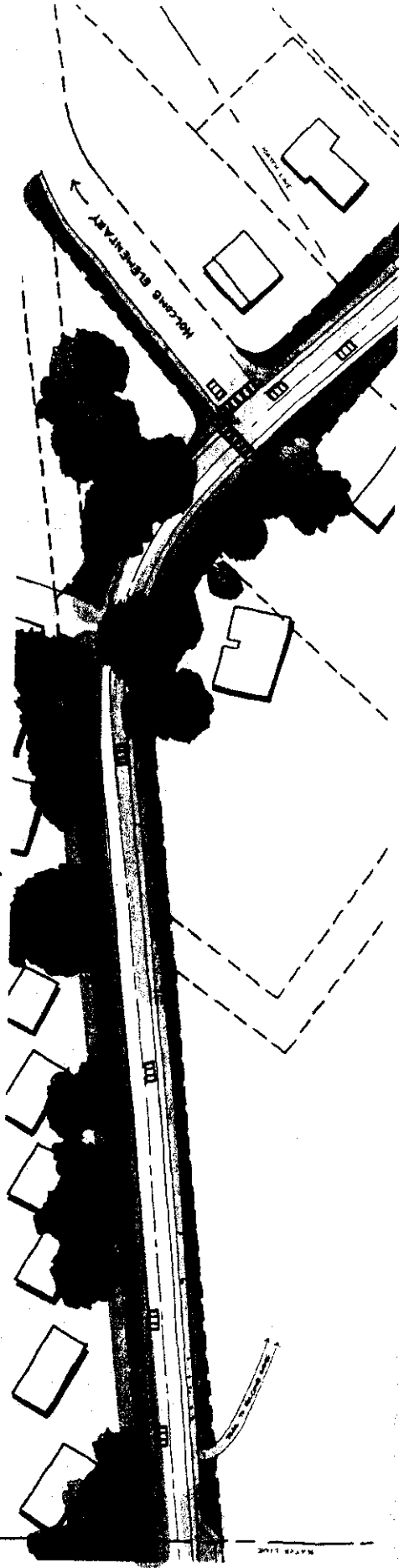
Phase 2 Improvements

Phase 3 Improvements



not to scale

Section 5: Holcomb Ridge trail to Holcomb Elementary



SECTION SUMMARY

South side

A curb-tight sidewalk continues from the existing sidewalk from Holcomb Ridge to Holcomb Elementary intersection due to topographical constraints. The sidewalk can be routed around existing vegetation in the public right-of-way but a large Douglas fir should be removed to improve sight distance at the corner. The sidewalk will terminate at the crosswalk due to severe topographic constraints.

Pedestrian safety is paramount at the Holcomb Elementary intersection. A collection of treatments should be considered to slow or stop traffic and improve pedestrian visibility. Treatments may include:

- Marked crosswalks at the intersection
- Full signalization
- Pedestrian-activated traffic signal
- Stop signs
- Crossing guard

All treatments should consider a petition to make the area a school zone, signed 20 mph when children are present, and implement a period of stringent enforcement.

North side

A curb-tight sidewalk will travel the length of the section until the Holcomb Elementary intersection where it will skirt a large existing oak tree and tie into existing sidewalks. Small retaining walls may be necessary at the edge of the Clackamas County Housing Authority property and along the properties past the intersection.

PHASING

Phase 1 Improvements

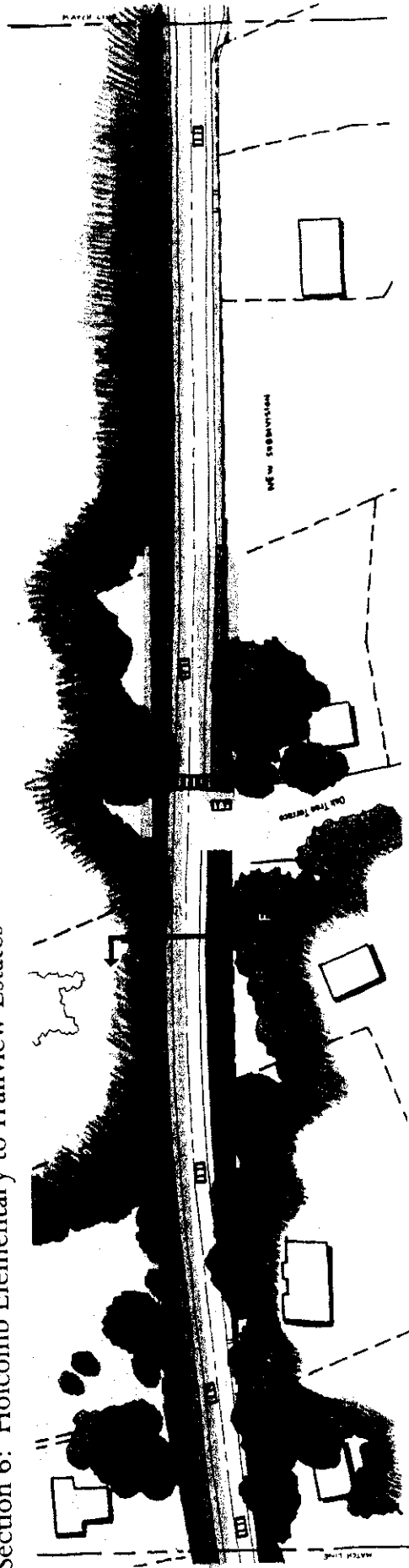
Phase 2 Improvements

Phase 3 Improvements



not to scale

Section 6: Holcomb Elementary to Trailview Estates



SECTION SUMMARY

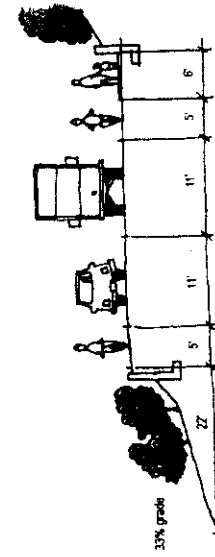
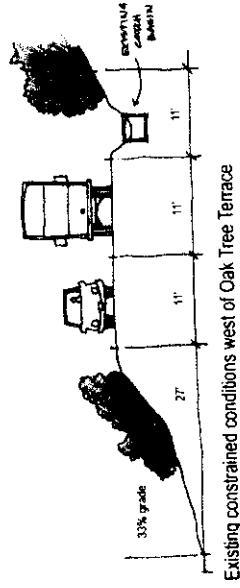
South side

Due to topographic constraints, a curb-light sidewalk starts at Oak Tree Terrace and continues east to the existing sidewalk at the new subdivision adjacent to Trailview Estates. A marked crosswalk and intersection lighting should be provided across Holcomb at Oak Tree Terrace to accommodate pedestrians, particularly children walking to school. A full engineering analysis of this intersection should take place before installation of this crosswalk to ensure its safety. Retaining walls may be necessary to support widening the road in this area.

North side

A curb-light sidewalk will travel the length of the section. Small to moderate retaining walls may be necessary throughout the section. If physically possible, sidewalks should be enhanced on the north side from Holcomb Elementary east to make up for no sidewalks on the south side of the roadway.

CROSS-SECTIONS



PHASING

Phase 1 Improvements

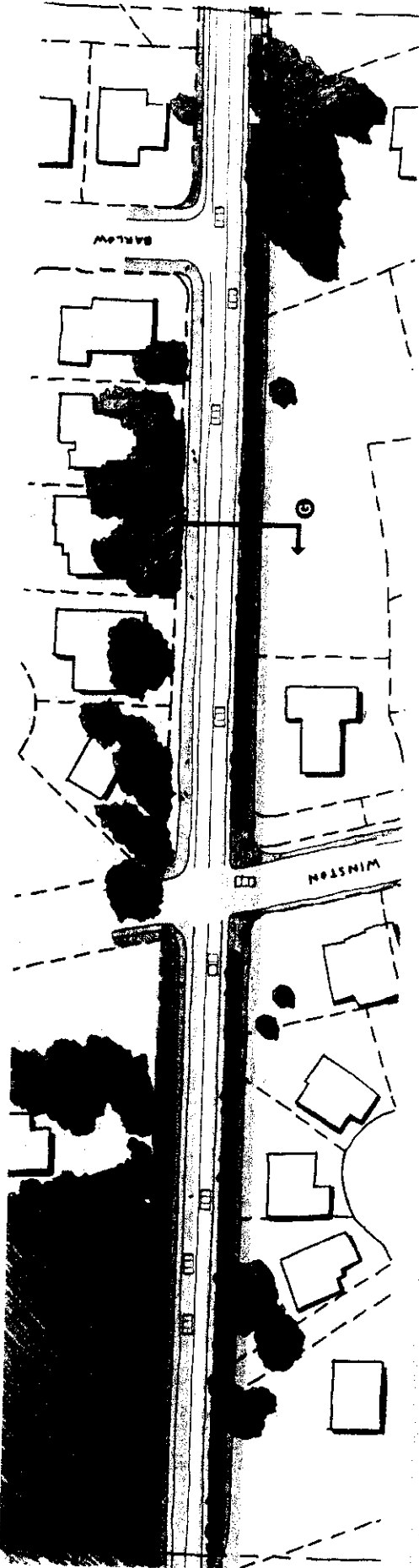
Phase 2 Improvements

Phase 3 Improvements



not to scale

Section 7: Trailview Estates to Barlow



SECTION SUMMARY

South side

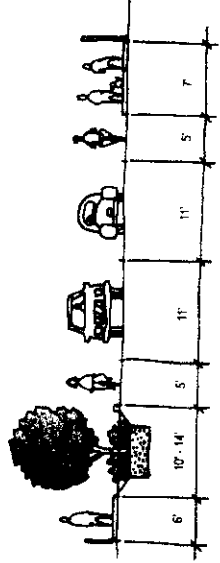
A bioswale and sidewalk replaces the existing planter strip along Trailview Estates. This process involves grinding out the concrete between the planter, removing 5' of roadway asphalt, and adding a 10' - 12' bioswale. Existing sidewalks will be retained.

North side

Existing sidewalks are retained.

CROSS-SECTIONS

G



Bioswale with existing sidewalk

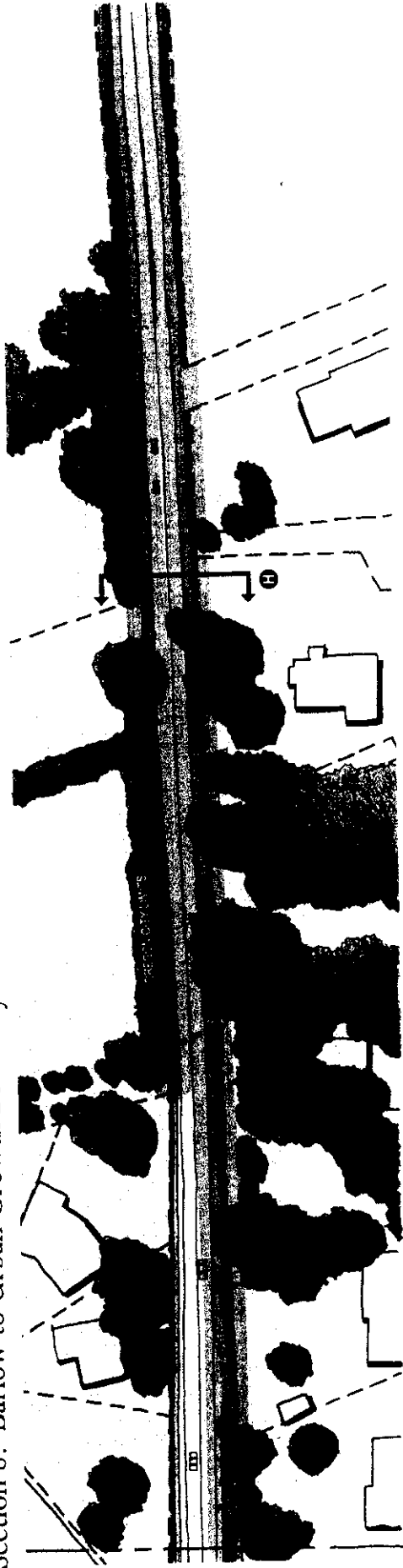
PHASING

- Phase 1 Improvements
- Phase 2 Improvements
- Phase 3 Improvements



not to scale

Section 8: Barlow to Urban Growth Boundary



SECTION SUMMARY

South side

Bioswale and sidewalk transitions to an 8' shared bikeway/pathway as the area transitions to the rural area.

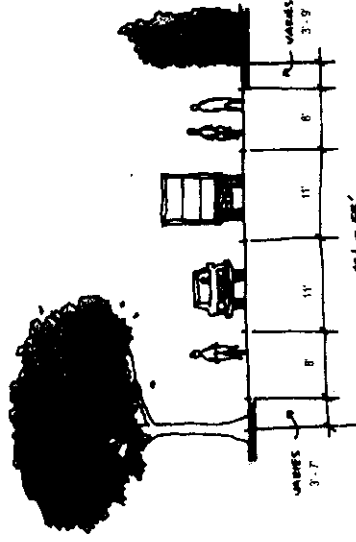
North side

The existing sidewalk transitions to an 8' shared bikeway/pathway as the area transitions to the rural area.

Note: A future road connecting Hokomb and Redland will emerge in this location to serve new residential and commercial areas to the south. As development continues, it is recommended that the City acquire additional right-of-way to accommodate modernization in this area.

CROSS-SECTIONS

H



Shoulder bikeway shared with pedestrians

PHASING

Phase 1 Improvements

Phase 2 Improvements

Phase 3 Improvements



not to scale

Tony Konkol

From: Andrew.JOHNSON@odot.state.or.us
To: Friday, January 21, 2005 12:48 PM
Subject: Tony Konkol
RE: Adoption of Holcomb Blvd. Enhancement Plan

Tony,
We have no concerns with the proposed plan amendment, so long as any work that occurs in the Right-of-way (ROW) from OR 213 is properly permitted. In such a case that work would occur in ODOT ROW, Loretta Kieffer at District 2b should be consulted (503-353-8975). Thanks for the opportunity to comment.

Andrew Johnson
Senior Planner
Region 1 - ODOT
123 Flanders Ave
Portland, OR, 97209
(503) 731.8356

Exhibit 5

Tony Konkol

From: Rwkiefer@aol.com
Sent: Friday, February 18, 2005 1:36 PM
To: Tony Konkol; Nancy Kraushaar
Cc: jpuderbaugh@coffmanteam.com; bkrowlano@earthlink.com; ndierckman@juno.com; donslack5@msn.com; RCL4668@aol.com
Subject: Holcomb Blvd. Pedestrian Enhancement Concept Plan

18 February 2005

TO: Tony Konkol, Senior Planner
City of Oregon City

FROM: Lois Kiefer, Chair
Park Place Neighborhood Association (PPNA)

SUBJ: Holcomb Blvd. Pedestrian Enhancement Concept Plan

A presentation on the Holcomb Blvd. Pedestrian Enhancement Concept Plan was made at the Park Place Neighborhood Association (PPNA) General Membership meeting on November 12, 2004, by Allison Wildman, Alta Planning + Design. Neighbors in attendance at the meeting made comments at that meeting that they hoped would be incorporated into the final plan.

The PPNA has had no General Membership meeting since November 12, 2004, and, thus, there is no formal response from the PPNA on this issue at this time.

However, the PPNA General Membership did formally vote to request that funds be provided for this study, and many members of the PPNA attended and contributed to one or more of the three Neighborhood Workshops on this plan, as well as the PPNA meeting on November 12.

We have conferred with Nancy Kraushaar and asked that the City Commission Hearing on the Plan be postponed until April 6 in order that a vote on the Plan can be taken at the Park Place Neighborhood General Meeting scheduled for March 21. We would then be able to send a formal letter from the PPNA to the City Commission prior to their meeting on April 6.

c: Nancy Kraushaar
PPNA Transportation Committee

Exhibit 6

2/22/2005

CITY OF OREGON CITY - PLANNING DIVISION
PO Box 3040 - 320 Warner Milne Road - Oregon City, OR 97045-0304
Phone: (503) 657-0891 Fax: (503) 722-3880

TRANSMITTAL

January 13, 2005

IN-HOUSE DISTRIBUTION

- ☒ BUILDING OFFICIAL
- ☒ ENGINEERING MANAGER
- ☒ FIRE CHIEF
- ☒ PUBLIC WORKS- OPERATIONS
- ☒ CITY ENGINEER/PUBLIC WORKS DIRECTOR
- ☐ TECHNICAL SERVICES (GIS)
- ☒ PARKS MANAGER
- ☐ ADDRESSING
- ☒ POLICE
- TRAFFIC ENGINEER**
- ☒ John Replinger

MAIL-OUT DISTRIBUTION

- ☒ CICC
- ☒ NEIGHBORHOOD ASSOCIATION (N.A.) CHAIR *Park Place*
- ☒ N.A. LAND USE CHAIR
- ☒ CLACKAMAS COUNTY - Joe Marek
- ☒ CLACKAMAS COUNTY - Ken Kent
- ☒ ODOT - Sonya Kazen
- ☒ ODOT - Gary Hunt
- ☒ SCHOOL DIST 62
- ☒ TRI-MET
- ☒ METRO - Brenda Bernards
- ☐ OREGON CITY POSTMASTER
- ☐ DLCD

RETURN COMMENTS TO:

Tony Konkol, Senior Planner

COMMENTS DUE BY:

February 18, 2005

HEARING DATE:

Planning Commission: February 28, 2005; City Commission: March 16, 2005

HEARING BODY:

___ Staff Review; XX PC; XX CC **Legislative Action**

IN REFERENCE TO

FILE # & TYPE:

L 05-01

PLANNER:

Tony Konkol, Senior Planner

APPLICANT:

Oregon City Public Works Director - Nancy Kraushaar

REQUEST:

Adoption of the Holcomb Boulevard Pedestrian Enhancement Concept Plan as an ancillary document to the Transportation System Plan.

LOCATION:

Holcomb Boulevard from Redland Road to the Urban Growth Boundary

This application material is referred to you for your information, study and official comments. If extra copies are required, please contact the Planning Department. Your recommendations and suggestions will be used to guide the Planning staff when reviewing this proposal. If you wish to have your comments considered and incorporated into the staff report, please return the attached copy of this form to facilitate the processing of this application and will insure prompt consideration of your recommendations. Please check the appropriate spaces below.

☒

The proposal does not conflict with our interests.

☐

The proposal conflicts with our interests for the reasons stated below.

☐

The proposal would not conflict our interests if the changes noted below are included.

☐

The following items are missing and are needed for review:

Signed
Title

Ralph W. Kiefer, Chair
Park Place NA Land Use Committee

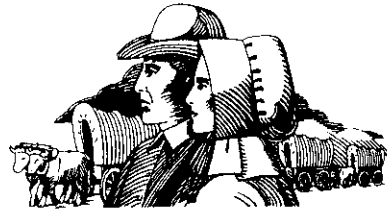
PLEASE RETURN YOUR COPY OF THE APPLICATION AND MATERIAL WITH THIS FORM.

CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



FILE NO.: L 05-02

APPLICATION TYPE: Legislative

HEARING DATE: February 28, 2005 – 7:00 p.m., City Hall
320 Warner Milne Road
Oregon City, OR 97045

**APPLICANT/
OWNER:** City of Oregon City
Nancy Kraushaar, PE – City Engineer/Public Works Director
320 Warner Milne Road
Oregon City, Oregon 97045

REQUEST: Adoption of the McLoughlin Boulevard Enhancement Plan as an Ancillary document to the Oregon City Transportation System Plan, an Ancillary document to the City's Comprehensive Plan.

LOCATION: McLoughlin Boulevard from the railroad underpass north to the Clackamas River Bridge, a distance of approximately one mile.

REVIEWER: Tony Konkol, Senior Planner

RECOMMENDATION: Staff recommends approval of this application based on the satisfaction of all required criteria for a Legislative action.

Legislative actions involve the adoption or amendment of the city's land use regulations, comprehensive plan, maps, inventories and other policy documents that affect the entire city or large portions of it. Legislative actions which affect land use must begin with a public hearing before the planning commission.

B. Planning Commission Review.

1. Hearing Required. The planning commission shall hold at least one public hearing before recommending action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. The planning manager shall notify the Oregon Department of Land Conservation and Development (DLCD) as required by the post-acknowledgment procedures of ORS 197.610 to 197.625, as applicable.
2. Planning Manager's Report. Once the planning commission hearing has been scheduled and noticed in accordance with Section 17.50.090(C) and any other applicable laws, the planning manager shall prepare and make available a report on the legislative proposal at least seven days prior to the hearing.
3. Planning Commission Recommendation. At the conclusion of the hearing, the planning commission shall adopt a recommendation on the proposal to the city commission. The planning commission shall make a report and recommendation to the city commission on all legislative

proposals. If the planning commission recommends adoption of some form of the proposal, the planning commission shall prepare and forward to the city commission a report and recommendation to that effect.

C. City Commission Review.

1. City Commission Action. Upon a recommendation from the planning commission on a legislative action, the city commission shall hold at least one public hearing on the proposal. Any interested person may provide written or oral testimony on the proposal at or prior to the hearing. At the conclusion of the hearing, the city commission may adopt, modify or reject the legislative proposal, or it may remand the matter to the planning commission for further consideration. If the decision is to adopt at least some form of the proposal, and thereby amend the city's land use regulations, comprehensive plan, official zoning maps or some component of any of these documents, the city commission decision shall be enacted as an ordinance.
2. Notice of Final Decision. Not later than five days following the city commission final decision, the planning manager shall mail notice of the decision to DLCD in accordance with ORS 197.615(2). (Ord. 98-1008 §1(part), 1998)

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT TONY KONKOL IN THE PLANNING DIVISION OFFICE AT 657-0891.

I. PROPOSED PROJECT

The proposal is to amend the Transportation System Plan with the McLoughlin Boulevard Enhancement Plan (Plan), which proposes multiple design concepts for McLoughlin Boulevard that provide for vehicular, pedestrian and bicycle facility improvements through lane design, traffic calming, landscaping and increased pedestrian accessways along McLoughlin Boulevard and to the Willamette River.

McLoughlin Boulevard has been designated a Special Transportation Area (STA) from the railroad underpass north to 14th street by the Oregon Department of Transportation. An STA is a state highway segment designation that may be applied to a segment when an existing downtown straddles the state highway in existing urban centers. The primary objective of an STA is to provide access to community facilities, businesses and residences and to accommodate pedestrian, bicycle and transit movement along and across the highway in a downtown.

Through the cooperation with the Technical Advisory Committee, Citizens Advisory Committee and ODOT, a Plan has been created that identifies 5 segments and designs for McLoughlin Boulevard. The Plan has identified changes to the Transportation System Plan (TSP). These changes will not be made to the TSP at this time, but will be included when the City reviews and updates the TSP in the future.

II. FACTS

A. Location and Current Use

The proposed Plan recommends a new vehicular and pedestrian street design for a one-mile segment of McLoughlin Boulevard. The land uses adjacent to McLoughlin on the west side of the street north of the I-205 bridge to Main Street and on the east side of the street are primarily commercial and zoned Mixed Use Downtown. The existing Blue Heron Paper Mill, which is located on the west side of McLoughlin Boulevard near the underpass, is zoned Industrial. A majority of the west side of the street, other than the section identified above, is adjacent to the Willamette River, Clackamette Park, or other properties owned by the City.

B. Public Involvement and Public Comment

The public involvement process began with the creation of the Downtown Community Plan and the identification of goals and objectives for the redevelopment of the downtown area. An open house for the proposed Plan was held at the Willamette Falls Educational Center in the Spring of 2003 and a Technical Advisory Committee of affected agencies and a Citizen Advisory Committee were created to help design the Plan.

Notice of the public hearing for the proposal was published on January 19, 2005 in the Clackamas Review, mailed to property owners within 300 feet of McLoughlin Boulevard on January 12, 2005 and mailed to the affected agencies, CIC and Neighborhood Associations on January 13, 2005. The Oregon City Public Works Department created two signs that were posted on McLoughlin Boulevard indicating that there would be a Public Meeting to discuss the proposed Plan.

The Oregon Department of Transportation, in cooperation with Nancy Kraushaar, PE, City Engineer/Public Works Director, submitted comments identifying revisions to the Plan (Exhibit 2). Comments were received from the Park Place Neighborhood Association (Exhibit 3), Parks Manager (Exhibit 4) and Public Works Department (Exhibit 5) indicating that the proposal does not conflict with their interests.

C. Background

After being designated a Regional Center in Metro's 2040 Growth Concept Plan, Oregon City developed its Downtown Community Plan, which was adopted by City Commission Ordinance No. 99-1034 on February 4th, 2000. The Downtown Community Plan lays out a concept plan for McLoughlin Boulevard that is intended to create a multi-modal travel environment. This section of the state highway currently focuses on car and truck mobility through the downtown and is uninviting and unsafe for pedestrians, bicycles and urban riparian culture. The road has created a barrier between Oregon City's downtown and riverfront.

When creating the Downtown Community Plan, Oregon City residents and businesses recognized the importance of reconnecting the downtown to the Willamette River. They concluded that the vitality the river can bring to the downtown is greatly deterred by the highway's omnipresent cars and trucks. Enhancing McLoughlin Boulevard to welcome non-vehicular activities will be a key component in achieving the Downtown Community Plan and creating a place where Regional Center expectations can be met.

III. DECISION-MAKING CRITERIA:

Section 2 – Land Use of the 2004 Oregon City Comprehensive Plan indicates that the regular review and update of the Comprehensive Plan should consider the following:

1. *Plan implementation process.*
2. *Adequacy of the Plan to guide land use actions, including an examination of trends.*
3. *Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.*
4. *Addition of updated factual information including that made available to the City of regional, state and federal governmental agencies.*

The Oregon City Trails Master Plan will be adopted as an ancillary document to the Parks and Recreation Master Plan, which is an ancillary document to the Comprehensive Plan.

IV. ANALYSIS AND FINDINGS

A. Section 2. Land Use Review and Update (page 16)

Regular Review and Update

Plan maintenance and updating is a continuous technical review of the Plan by the Planning staff. This review and any subsequent recommendations for Plan updating should be presented to the Neighborhood Associations, Planning Commission and City Commission for input and discussion in the same manner as requested Plan changes. The continuous review should consider:

1. Plan implementation process;

A public involvement process included a workshop in the Spring of 2003 and a work session with the City and Planning Commission's in June of 2003. The Plan was designed to implement the goals and objectives identified in the Downtown Community Plan. Five segments were identified along McLoughlin Boulevard with varying street designs. The first phase of construction under the Plan extends from 10th Street north to 15th Street and includes the entire improved width of the street. The Phase One boundary extends further north up the east side to include the closure of the northbound McLoughlin approach to the northbound I-205 on-ramp and construction of new curb and sidewalk from 15th Street north to the remaining northbound on-ramp. Phase One also includes the Railroad Avenue intersection improvements described in Segment 1.

The public hearings for the proposed plan was advertised in the Clackamas Review on January 19, 2005, and mailed to property owners within 300 feet of McLoughlin on January 12, 2005 and to affected agencies, the CIC and Neighborhood Associations on January 13, 2005 indicating that the Planning Commission would hold a public hearing on February 28, 2005 and that the City Commission would hold a public hearing on March 16, 2005. The notice indicated that any interested party may testify at the public hearing or submit written testimony at or prior to the hearing. The Department of Land Conservation and Development was notified as required by ORS 197.610 – 197.625. The Planning Manager's report was made available at least seven days prior to the public hearing and the application was processed according to the Legislative Hearing Process as required under Oregon City Municipal Code 17.50.170.

2. Adequacy of the Plan to guide land use actions, including an examination of trends.

Because there is no area specific street design in the Transportation System Plan, staff considers the plan necessary to meet the demands of a growing city by providing a street design that fulfills the transportation requirements of ODOT and the City as well as incorporating aesthetic and pedestrian and bicycle connectivity and safety design elements to meet the goals and objectives identified in the Downtown Community Plan. The proposed Plan relied on the existing Transportation System Plan, the Water Front Master Plan, ODOT street design standards, the Comprehensive Plan and the Oregon City Municipal Code to help guide the vision and development of the final document. As part of the development of the Plan, project staff relied on the findings of, and the deficiencies identified in, the Downtown Community Plan and analyzed the existing street and vehicular conditions of McLoughlin Boulevard.

The Plan reviewed the need for left turn lanes at McLoughlin and Main Street, needs for the design of the I-205 ramps, the future left turn capacity at Dunes Drive, preferred land widths, the street design north of I-205 and bicycle access. The design team was able to create street designs that primarily work within the existing right-of-way. The design provides efficient vehicular movement and increase pedestrian and bicycle access and safety. The street design will guide the improvements made as private development occurs along McLoughlin Boulevard or will be implemented during a City project. Staff recommends that the Planning Commission approve the proposed Plan with the recommended changes identified in the February 14, 2005 Memorandum from Ms. Kraushaar (Exhibit 2).

3. Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.

The Downtown Community Plan identified several objectives, including the following:

Objective 5: Emphasize Pedestrian and Transit Services. Develop a setting that is conducive to walking, bicycling and transit while providing accessibility to regional automobile and freight networks.

Objective 9: Reconnect to the River. Provide safe access to and use the rivers and waterways.

The Plan indicates that the pedestrian facilities associated with McLoughlin Boulevard can be described as marginal. There are existing discontinuous and inconsistencies in treatments that exacerbate major pedestrian environment deficiencies of high volume, higher speed and heavy vehicle traffic. The Plan also indicates that safe bicycle facilities are necessary to serve longer

distance bicycle travel through the area and provide adequate pedestrian access between the river and downtown.

McLoughlin Boulevard currently provides limited physical and visual access to the Willamette River. Part of the problem is due to the lack of safe pedestrian crossing areas and the narrow sidewalk, with no street trees or buffering from the roadway, which provides an unsafe situation for pedestrians. The Downtown Community Plan identifies the need for public amenities, such as plaza's and viewpoint's, which will preserve and enhance the relationship between the built city and the beautiful river and natural landscape that surrounds the downtown.

The proposed Plan street design implements the goals and objectives of the Downtown Community Plan, which reflects the communities needs, desires and attitude concerning the present and future condition of McLoughlin Boulevard. The Plan creates a street design that reduces traffic speeds, provides for plaza's and sitting areas with river views, enhances pedestrian and bicycle access and provides landscaping to buffer pedestrians from the vehicular traffic.

4. Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.

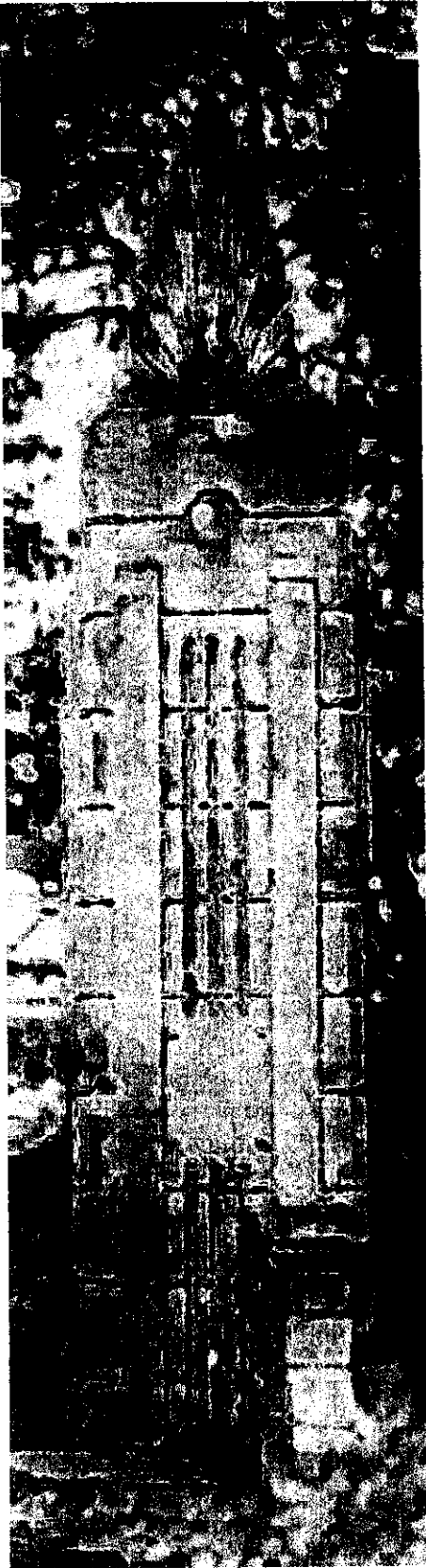
The Preferred Plan shows 11-foot travel lanes and 7-foot parking lanes south of 14th Street and 12-foot travel lanes to the north. 11-foot travel lanes are narrower than typically required on a facility, such as McLoughlin Boulevard, that is classified as a District Highway in the Oregon Highway plan (OHP). However, in a STA, ODOT sometimes allows narrower land widths. On January 14th, 2004, the Oregon Transportation Commission adopted a STA designation for McLoughlin Boulevard from the railroad underpass north to 14th Street. Based on this designation, ODOT has indicated that 11-foot travel lanes and 7-foot parking lanes will be acceptable south of 14th Street. As part of implementing the STA, Oregon City will need to prepare a management plan that meets the requirements of the Oregon Highway Plan.

V. RECOMMENDATION

Staff recommends that the Planning Commission recommend approval to the City Commission for their consideration at the March 16, 2005 hearing of the McLoughlin Boulevard Enhancement Plan (Exhibit 1), with the recommended changes identified in the February 14, 2005 Memorandum (Exhibit 2), as an ancillary document to the Oregon City Transportation System Plan.

VI. EXHIBITS

1. McLoughlin Boulevard Enhancement Plan
2. Memorandum from Ms. Kraushaar, PE, City Engineer/Public Works Director, dated 2/14/05
3. Letter from Mr. Kiefer, Park Place Neighborhood Association Chair (On File)
4. Oregon City Parks Department (On File)
5. Oregon City Public Works Department comments (On File)



McLoughlin Boulevard Enhancement Plan

Preferred Plan FINAL REPORT

**October 19, 2004
City of Oregon City**

McLoughlin Boulevard Enhancement Plan

Oregon City Project Team

Nancy Kraushaar	City Engineer / Public Works Director
Dan Drentlaw	Community Development Director
Dee Craig	Community Services Director
Christina Robertson-Gardner	Planning Division
Sharon Zimmerman	Public Works, Public Projects Division
Fran Shafer	Public Works, Administration
David Knoll	Geographic Information Systems

Consultants

Capital Project Consultants	
Herrera Environmental Consultants	Infrastructure Planning and Urban Design
Jerry Mitchell	Project Manager
Jeff Mitchem	Urban Designer
DKS Associates	Transportation Planning and Traffic Engineering
Carl Springer	Project Manager
Chris Maciejewski	Project Planner

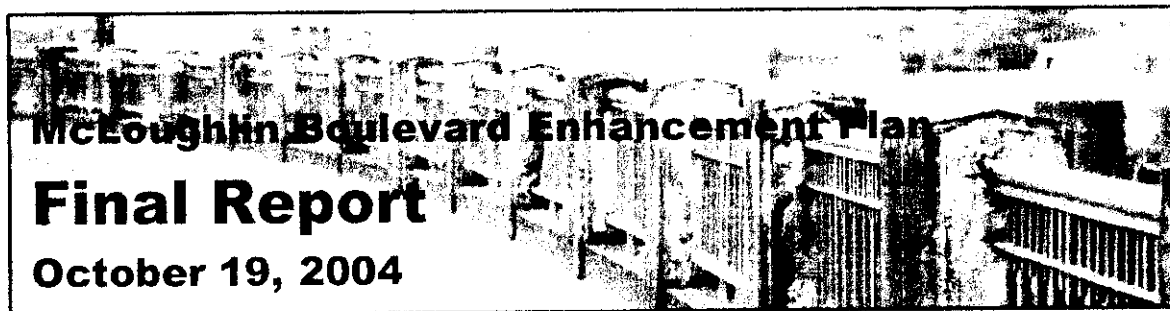
Technical Advisory Committee

Ross Kevlin	Oregon Department of Transportation,
Bud Roberts	Transportation & Growth Management
Martin Jensvold	Program
Kim Ellis	Metro
Mark Rohden	TriMet

Citizens Advisory Committee

Bob Bailey	Lois Kiefer
Julie Hollister	Joseph Marek
Thelma Haggemiller	Renate Mengelberg
Gabriele Holmes	Lynda Orzen
Dick Juntunen	Betty Schaafsma
Marcy Juntunen	Karen Slomp
Laurence Juhnke	Rick Winterhalter
George Kosboth	

This project is funded by a grant from the Transportation and Growth Management Program, a joint program of the Oregon Departments of Transportation and Land Conservation & Development, and by the City of Oregon City



Preferred Plan

The Preferred Plan for McLoughlin Boulevard is comprised of the design elements described below and illustrated in Preferred Plan drawings dated July 31, 2003. It applies to the right-of-way of McLoughlin Boulevard from the railroad underpass north to the Clackamas River Bridge, a distance of approximately one mile.

Segment 1/Segment 2, Railroad Underpass to Tenth Street

- Provide two northbound and two southbound travel lanes with a typical width of 11 feet.
- Tighten intersection of 99E with Railroad Avenue to reduce speed of northbound 99E-

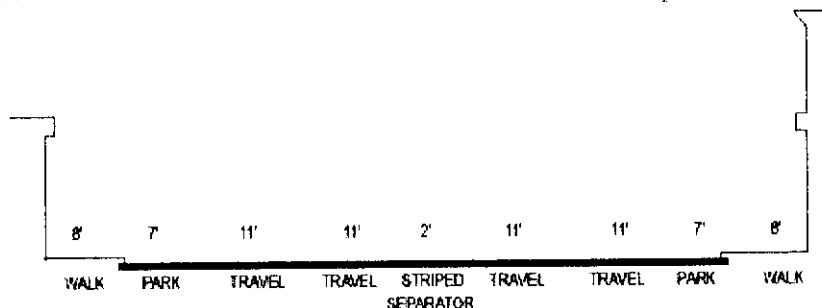


Figure 1 – Cross-Section 50 Feet West of Main Street, Looking West

to-northbound-Railroad Avenue traffic, reduce pedestrian crossing distance and provide space for landscaped area with gateway element.

- Permit left turns from inside northbound and southbound travel lanes at Railroad Avenue
- At Railroad Avenue provide signage for bike route on Railroad Avenue / Main Street alignment. Continue signage along this alignment to Tenth Street Provide directional signage to Municipal Elevator at McLoughlin / Seventh and Main / Seventh.
- Provide a parking court with parallel parking on the east side of McLoughlin south of Sixth Street.
- Retain existing pedestrian-activated traffic signal at Seventh. Provide raised, textured concrete cross-walk with special scoring pattern to match sidewalks. Provide curb extensions on east and west sides of McLoughlin through Seventh Street intersection. Accommodate future construction of concrete deck that extends to west of existing railing and is supported by structure of Oregon City-West Linn Bridge.
- Install raised, landscaped median from Eighth to Tenth. At south legs of Eighth, Ninth and Tenth street intersections provide median pedestrian refuges and marked cross-walks.

At north legs of Eighth and Ninth street intersections provide southbound left-turn lanes; retain existing southbound left-turn lane at Tenth.

- Provide wide sidewalks *and/or* on-street parking along east side. Preferred sidewalk width is ten feet or greater; minimum sidewalk width is eight feet. Provide on-street parking as necessary to maintain existing parking count. Delete on-street parking if necessary to provide adequate travel lane width.
- Widen sidewalk to a typical width of 18 feet along west side waterfront promenade. Provide parallel parking along west side as shown on Preferred Plan. Integrate art and architectural features in landscaping, sidewalks and railings to create attractive public spaces with a plaza atmosphere. Create strong separation – either continuous or at key locations – between highway and pedestrian space using architectural features and vegetation (for example, pergola or trellis with vines or tall, compact evergreen shrubs).
- Note that viaduct/bridge must be widened from Eighth to Tenth to accommodate wider sidewalks and a landscaped median with left turn lanes.

Segment 3, Tenth Street to 15th Street

- Provide two northbound and two southbound travel lanes with a typical width of 11 feet south of 14th and 12 feet north of 14th.
- Provide typical sidewalk width of ten feet or greater on east side. Provide 15-foot multi-use pathway on west side. Integrate art and architectural features in landscaping, sidewalks and railings to create attractive public spaces with a plaza atmosphere. Create strong separation – either continuous or at key locations -- between highway and pedestrian space using architectural features and vegetation (for example, pergola or trellis with vines or tall, compact evergreen shrubs).

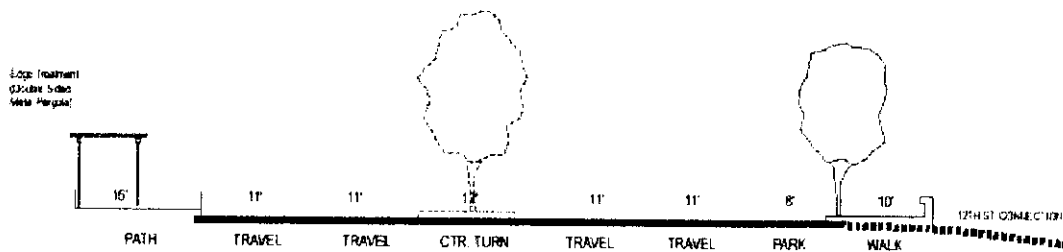


Figure 2 – Cross-Section 100 Feet South of 12th Street, Looking North

- Construct overlook plazas along the west side of McLoughlin at Eighth, Ninth, Tenth, 11th, 12th, 13th and 14th.
- Provide unsignalized pedestrian crossing with median refuge at south leg of 11th Street and southbound left turn pocket at north leg. Eliminate westbound left at 11th.
- Extend 12th Street west to provide a connection between Main Street and McLoughlin. Install traffic signal with protected southbound McLoughlin left-turn to 12th and pedestrian crossing at north leg and pedestrian crossing with median refuge at south leg.
- Construct raised, planted median from Tenth to 15th, with openings for street intersections and left-turn lanes. Construct median through 13th Street intersection north to 14th to eliminate southbound McLoughlin left turn in / out at 13th. Provide openings and marked pedestrian crossings at north and south legs of 13th Street intersection.

- Add pedestrian crossings at existing 14th Street traffic signal at north and south legs of intersection. Provide median pedestrian refuge at south leg. Retain protected southbound McLoughlin left turn to 14th.
- Provide on-street parking on the east side of McLoughlin from Tenth to 14th.
- Remove concrete barrier between southbound travel lane and bicycle-pedestrian pathway.
- Control traffic in southbound express lane at 14th Street signal. Begin taper to eliminate express lane at this intersection.
- At Tenth / McLoughlin provide directional signage to parallel bike route on Main Street. Provide bike route signage along Main Street from Tenth north to Main Street Extension and on to Clackamette Drive.

Segment 4 – Segment 6, 15th Street to Clackamas River Bridge

- Provide typical travel lane width of 12 feet.
- Provide three northbound travel lanes south of Dunes. Transition to two northbound lanes north of Dunes.
- Provide two southbound travel lanes and southbound express lane south of Dunes.
- On east side provide typical sidewalk width of ten feet south of 15th. North of 15th provide seven-foot walk with five-foot planter strip.
- On west side provide 15-foot multi-use pathway south of Dunes. North of Dunes provide seven-foot walk with five-foot planter strip.
- Tighten up 15th Street intersection to reduce vehicle speeds and shorten pedestrian crossing.
- Remove southern northbound direct right-turn channelization to I-205 on-ramp and combine with northbound on- and off-ramp further to the north. Note that this will result in a northbound ramp configuration that is similar to the southbound ramp configuration. It will eliminate the dangerous pedestrian crossing of the southern northbound on-ramp. Landscape the resulting open space. Organize a task force to develop a plan for special features that fit the scale of this open space, such as a fountain, sculpture or landmark tree planting.

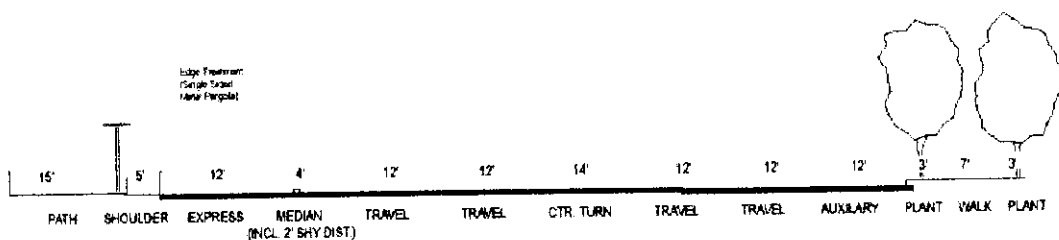


Figure 3 – Cross-Section North of I-205 Northbound Off-Ramp, Looking North

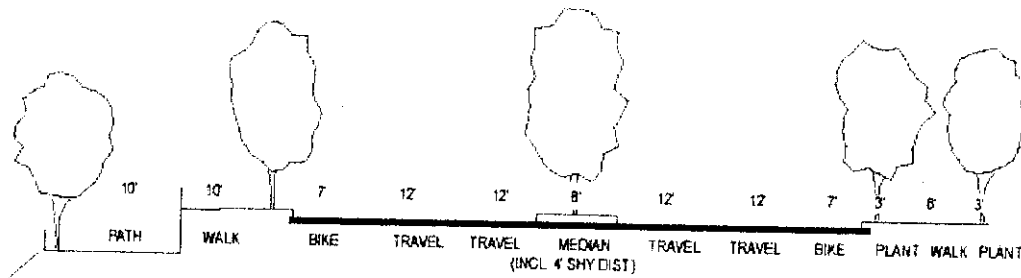


Figure 4 – Cross-Section 100 Feet North of Clackamette Drive Overpass, Looking North

- At south leg of Dunes Drive, begin southbound left-turn lane for I-205 southbound on-ramp. Create width for this by dropping outside northbound travel lane north of southbound I-205 ramp.
- Extend Dunes Drive east through the shopping center and concrete plant to intersect Main Street Extension.
- Install raised landscaped median starting north of Dunes Drive and extending north through Main Street Extension. Eliminate unsignalized southbound McLoughlin left turn into northern shopping center driveway.

Cross-Section Width Criteria

As shown in the Preferred Plan drawings, travel lanes are narrower south of 14th Street and wider to the north. In addition to specific lane widths shown on the plans, the following width criteria apply to McLoughlin:

- For left-turn lanes provide a striped median width of 14 feet, including a 12-foot left-turn lane and a two-foot separator.
- South of 14th, raised islands should have one foot of shy-distance on either side, resulting in a raised island that is two feet narrower than the surrounding striped median.
- North of 14th, raised islands should have two feet of shy distance on either side, resulting in a raised island that is four feet narrower than the surrounding striped median. This criterion will be reviewed if a Special Transportation Area (STA) is implemented north of Dunes Drive.
- South of 14th, provide one-foot shy-distance where travel lanes are adjacent to a raised curb.
- North of 14th, provide two-foot shy-distance where travel lanes are adjacent to a raised curb. This criterion will be reviewed if a Special Transportation Area (STA) is implemented north of Dunes Drive.

Implementation of the Preferred Plan

The first phase of construction under the McLoughlin Boulevard Enhancement Plan extends from Tenth Street north to 15th Street and includes the entire improved width of the street. The Phase One boundary extends further north up the east side to include the closure of the northbound McLoughlin approach to the northbound I-205 on-ramp and construction of new curb and sidewalk from 15th Street north to the remaining northbound on-ramp. Phase One also includes the Railroad Avenue intersection improvements described in Segment 1.

If ODOT's proposed replacement of the viaduct and bridge from Eighth Street to Tenth Street occurs as planned, concurrently with Phase One of the McLoughlin Boulevard Enhancement Plan, then the Phase One boundary can be extended south to Eighth Street. This will allow construction of southbound left-turn lanes; median refuges and pedestrian crossings at Eighth and Ninth streets; and wider sidewalks. However, the new viaduct and bridge must be approximately 20 feet wider than existing to accommodate these improvements. ODOT has stated its expectation that Oregon City will help pay for the additional width. Viewing the need for left-turn lanes as a capacity and safety issue, Oregon City considers the extra width for left-turn lanes as an ODOT cost. ODOT and Oregon City will need to reach an agreement on these and other issues related to the bridge / viaduct replacement.

Oregon City's Comprehensive Plan

Recommendations regarding McLoughlin Boulevard are contained in three documents that are elements of Oregon City's Comprehensive Plan: the *City of Oregon City Transportation System Plan*, adopted by Ordinance No. 01-1009, April 2001; *Oregon City Waterfront Master Plan*, adopted by Ordinance No. 01-1033, January 4, 2002; and the *Downtown Community Plan*. The McLoughlin Boulevard Enhancement Plan supports and refines these recommendations and in the case of the Transportation System Plan, makes several changes as described below.

Pages 5-8, 5-9, Preferred Land Use Plan

On page 5-8, add the following italicized text to the first paragraph under *Preferred Land Use Plan*:

The Oregon City Transportation System Plan has been developed to support and integrate with implementation of the other key elements of the Comprehensive Plan. Three recent transportation and land use planning efforts undertaken by the City were included in the TSP planning process, as described below. *A fourth planning effort, the McLoughlin Boulevard Enhancement Plan, supports and refines recommendations about McLoughlin Boulevard that were made in the Oregon City Transportation System Plan, Oregon City Waterfront Master Plan and Downtown Community Plan. The McLoughlin Boulevard Enhancement Plan also modifies several recommendations in Table 5-5 and Table 5-11 of the Transportation System Plan.*

On page 5-9, at the end of *Preferred Land Use Plan*, add the following paragraph:

Implementation of the McLoughlin Boulevard Enhancement Plan will support the development of the Oregon City Regional Center as envisioned in Metro's 2040 Framework Plan as well as the Regional Boulevard envisioned in Metro's 2000 Regional Transportation Plan.

Table 5-5, Roadway System Improvements

Change the description of Project R-103 by deleting “strike-through” text and adding italicized text:

Project R-103, McLoughlin Boulevard / 99E, ~~Clackamas River Bridge to railroad tunnel~~
~~Eighth Street to I-205 Northbound Ramp: Boulevard improvements from Downtown~~
~~Community Plan McLoughlin Boulevard Enhancement Plan, \$3,700,000 \$5,531,600, Priority A.~~

Project R-103A, McLoughlin Boulevard / 99E, Clackamas River Bridge to I-205 Northbound Ramp
and Eighth Street to railroad tunnel: Boulevard Improvements from McLoughlin Boulevard
Enhancement Plan, \$5,746,000. Priority B.

Delete the following projects from Table 5-5; refer to related discussions under *Related Issues* in the following section of this report.

- Project R-49, Highway 99E / I-205 Northbound Ramps: Provision of dual southbound left-turn lanes, dual westbound left-turn lanes and an exclusive northbound right-turn lane.
- Project R-50, Highway 99E / Main Street: Provision of exclusive left-turn lanes on all intersection approaches.

Change the description of Project R-48 by deleting “strike-through” text and adding italicized text:

- Project R-48, Highway 99E / I-205 Southbound Ramps: ~~Provision of dual southbound left-turn lanes.~~ *Monitor traffic operations, update analysis and review need for dual southbound left-turn lanes.*

Table 5-11, Bicycle System Improvements

Change the description of Project B-8 by deleting “strike-through” text and adding italicized text:

Project B-8, Highway 99E: ~~I-205 to South UGB 14th Street to Dunes Drive~~: Restripe outside northbound lanes to accommodate bicyclists.

Related Issues

Left-Turn Access at McLoughlin and Main

Although the preferred plan does not include dedicated left-turn lanes at the intersection of McLoughlin and Main, left turns will be allowed through gaps in traffic. ODOT and the City may need to re-evaluate left-turn configurations at this intersection if safety or level-of-service issues arise in the future.

If demand increases for the northbound McLoughlin left turn to southbound Main into the Blue Heron site, it may be possible to accommodate a left-turn lane by acquiring a narrow strip of

right-of-way along the north side of McLoughlin between Railroad Avenue and Main Street. This parcel currently is occupied by a small one-story commercial building.

I-205 On-Ramps and Future Left-Turn Capacity at Dunes Drive

In the Preferred Plan McLoughlin Boulevard is designed so the southbound McLoughlin left-turn lane to I-205 southbound could be extended north through the Dunes Drive intersection if additional left-turn storage capacity were needed in the future. Alternatively, this additional width could be used to add a second southbound left-turn lane at Dunes Drive.

Oregon City would not be in favor of extending the southbound left to southbound I-205 north through Dunes Drive, preferring instead to add a second southbound left-turn lane if additional capacity were needed in the future. While widening McLoughlin for this purpose would be feasible, the ability to widen the southbound on-ramp to add a second lane would be influenced by several factors, which were reviewed in concept during the preparation of this plan

- Ramp alignment: Preliminary geometric review indicated that the tight ramp radius would preclude widening the inner side of the curve. Widening the outside of the curve might necessitate realigning the southbound ramps and acquiring additional right-of-way from the adjacent shopping center.
- Freeway alignment: ODOT concluded that the existing cross-section of I-205 would not accommodate a second southbound acceleration lane without widening the fill embankment as well as the nearby Willamette River bridge. Such improvements currently are not planned by ODOT.

Widening McLoughlin would also be necessary in order to add a second southbound left-turn to the northbound I-205 on-ramp. The ability to widen the northbound on-ramp is constrained by the alignment of Main Street Extension to the south and east. Oregon City and ODOT have discussed the following points with respect to future dual left-turns at the I-205 northbound and southbound on-ramps and the corresponding need to widen the ramps themselves:

- Oregon City would like ODOT to keep the dual left-turn lanes in mind when any improvements to adjacent segments of either McLoughlin Boulevard or I-205 are considered.
- Oregon City would like to ensure that the ability to implement these improvements not be foreclosed by other projects without a specific decision by Oregon City and ODOT.
- ODOT cannot commit now to a feasibility analysis for dual left-turn lanes because a need for them has not yet been documented.

Lane Widths

The Preferred Plan dated July 31, 2003, shows 11-foot travel lanes south of 14th Street and 12-foot travel lanes to the north. 11-foot travel lanes are narrower than typically required on a facility, such as McLoughlin Boulevard, that is classified as a District Highway in the Oregon Highway Plan (OHP). However, in a Special Transportation Area (STA), ODOT sometimes allows narrower lane widths. On January 14, 2004, the Oregon Transportation Commission adopted a Special Transportation Area (STA) designation for McLoughlin Boulevard from the railroad underpass north to 14th Street. Based on this designation, ODOT has indicated that 11-

foot travel lanes and seven-foot parking lanes will be acceptable south of 14th Street. As part of implementing the STA, Oregon City will need to prepare a management plan; requirements are listed in the Oregon Highway Plan.

ODOT and Oregon City have agreed not to pursue STA designation for the I-205 interchange influence area because of high traffic volumes and because the development of adjacent pedestrian-oriented land uses is not feasible in this segment. Therefore, the requirement for a minimum 12-foot lane width will remain in this segment.

ODOT may consider an STA designation for a segment of McLoughlin that begins north of the interchange influence area, near Dunes Drive, and extends north to the Clackamas River Bridge. ODOT support for an STA designation in this segment would be contingent on Oregon City's compliance with local street connectivity requirements per the Regional Transportation Plan. The City would verify that lane widths and other design criteria in the Preferred Plan and Final Report for the McLoughlin Boulevard Enhancement Plan were consistent with STA criteria.

Regional Center Development and Parisian Boulevard Design Concept North of I-205

Oregon City's Downtown Community Plan envisions the area north of I-205 redeveloping according to Metro's 2030 land use concepts for a Regional Center. While the McLoughlin Boulevard Enhancement Plan provides streetscape design information for this segment it is not as detailed as southern segments because the Downtown Community Plan does not provide specific information on how properties adjacent to McLoughlin would redevelop or how local access would be provided.

The proximity of the I-205 interchange and very high traffic volumes limit the ability of this segment of McLoughlin to accommodate local access, on-street parking, pedestrian-oriented streetscape or other amenities associated with the mixed-use redevelopment envisioned in the Downtown Community Plan. A Parisian boulevard design could accommodate these conflicting operational requirements by adding local access streets parallel to the existing through-lanes. Currently ODOT is reviewing a Parisian boulevard concept the consultants sketched for McLoughlin north of I-205. However, development of this concept is not within the scope of the McLoughlin Boulevard Enhancement Plan.

At a minimum Oregon City would like to define the Parisian boulevard concept enough to guide the redevelopment of adjacent properties in a manner that supports the objectives of the Downtown Community Plan and Waterfront Master Plan. As envisioned by the consultants the Parisian boulevard design concept would include the following elements:

- A parallel access street similar to a frontage road on the east side of McLoughlin, west of the commercial buildings that house Shari's Restaurant, Starbucks and other businesses that comprise the existing and future frontage of the Oregon City Shopping Center property. The parallel access street would include sidewalks, streetscape improvements and on-street parking on the east side and would connect to the existing parallel access street that connects to Main Street Extension northwest of the Firestone store. This street would intersect with the future eastern extension of

Dunes Drive (which will connect to Main Street Extension) as well as future east-west streets that will be part of an urban grid.

- Improvement of Clackamette Drive so it will serve as a parallel access street west of McLoughlin, with sidewalks, streetscape amenities and on-street parking.
- Design elements that would support the development of street-level pedestrian oriented uses along the west side of McLoughlin. An example of this would be street-level commercial development with below-grade parking accessed from Clackamette Drive.

Bicycle Access in the McLoughlin Corridor

Oregon City and Metro have expressed interest in a dedicated bike lane along the east side of McLoughlin from downtown north to Dunes Drive, a feature that was not included in the Preferred Plan. At Dunes a new east-side bike lane would connect to the existing bike lane that extends to the Clackamas River Bridge. A new east-side bike lane would supplement the west-side multi-use pathway called for in the Preferred Plan that extends from Dunes Drive south to Tenth Street. A new east-side facility would provide a more direct between downtown and Oregon City Shopping Center, both of which are located on the east side of McLoughlin.

In response, the consultants presented a memorandum on December 2, 2003. It concluded that either an on-street bike lane or a multi-use pathway immediately east of McLoughlin would be feasible, suggesting additional consultation with the Technical Advisory Committee and ODOT's bicycle program before making a final decision. The memo noted that from Tenth to 14th an east-side bike lane would conflict with on-street parking proposed in the Preferred Plan for that segment and suggested that an east-side bike lane be considered only from 14th Street north, where on-street parking is not proposed. Additionally the memo noted potential turning conflicts in the freeway interchange area between northbound bicyclists and motor vehicles entering and exiting the northbound and southbound freeway ramps.

Subsequently ODOT concluded that an east-side multi-use pathway would be problematic because available width would be barely adequate for two-way bike/ped traffic and could generate two two-way bike traffic where drivers do not expect it, increasing the potential for bike/car crashes at interchange ramp intersections with McLoughlin Boulevard.

After a final round of comments from the TAC, including Oregon City, ODOT and Metro, this report recommends the following actions:

1. During preliminary engineering, add an east-side bicycle lane to the Preferred Plan, extending from 14th Street north to Dunes Drive.
2. During preliminary engineering consider an alternative design for an east-side bike connection that starts at 15th Street with a 15-foot-wide off-street multi-use pathway. The multi-use pathway would extend north through the intersection of the southbound off-ramp with McLoughlin, with an on-street bike lane extending north to Dunes Drive.

Factors to consider in preliminary engineering include:

- Turning conflicts at the northbound and southbound freeway ramps that are inherent with either an on-street bike lane or an off-street multi-use pathway.
- Constraints associated with right-of-way and existing improved width for a six-foot on-street bike lane or a 15-foot-wide multi-use pathway.
- Consistency with the southbound bicycle connection on the west side of this segment of McLoughlin, which is a 15-foot-wide off-street multi-use pathway extending south from Dunes to Tenth Street, with signalized crossings at 14th, 12th and Tenth and an unsignalized crossing at 13th.



MEMORANDUM

TO: Nancy Kraushaar

FROM: Jerry Mitchell

RE: **Bicycle Access in the McLoughlin Corridor**

DATE: December 2, 2003
Revised October 19, 2004

COPY: Ross Kevlin, Oregon Department of Transportation

This memo supplements the July 31, 2003, final report for the McLoughlin Boulevard Enhancement Plan by providing an overview of bicycle access along, across and parallel to McLoughlin, from the Clackamas River south to the Southern Pacific Railroad underpass.

Existing Conditions

Parallel Bicycle Route

Railroad Avenue, Main Street and Main Street Extension form a designated bike route parallel to and east of McLoughlin through downtown Oregon City. This route is designated in Oregon City's Transportation System Plan but is not signed or marked. It extends from the south end to the north end of the McLoughlin Boulevard Enhancement Plan area.

The existing designated bike route on Railroad and Main provides a direct north-south connection through downtown parallel to and one or two blocks east of McLoughlin. North of downtown, the bike route follows Main Street Extension to the east of Oregon City Shopping Center and the Glacier Northwest concrete plant and then runs along the north side of the concrete plant and shopping center sites before reaching McLoughlin. At this point Main Street Extension continues under McLoughlin as Clackamette Drive.

From the Clackamette Drive underpass, cyclists wishing to reach the shopping center can head south on a ramp that parallels McLoughlin, referred to informally as "Firestone Drive" after the adjacent tire shop. Cyclists wishing to continue north on McLoughlin may also use Firestone Drive or they can continue west and then south on Clackamette to Dunes and then east on Dunes to McLoughlin.

This route provides a useful bypass around the I-205 interchange for cyclists with regional destinations who are passing through rather than traveling within the Oregon City regional center.

However, it does not provide a direct connection between downtown and the south side of the shopping center, which is the nearest to downtown.

Multi-use Pathway

A multi-use bicycle / pedestrian path, separated from the travel lanes by a concrete barrier, extends along the west side of McLoughlin from Tenth Street north to a point opposite the northbound freeway ramps. From that point, cyclists and pedestrians wishing to reach the shopping center or continue north on McLoughlin must find their way to Clackamette Drive and head north to Dunes Drive and then east on Dunes to McLoughlin. Bicycles also can continue north on Clackamette to reach the bike route that runs east of McLoughlin on Main Street Extension.

The multi-use path follows a more direct north-south alignment than the Main Street bike route and avoids conflicts at the I-205 on-ramps. However, it provides no intermediate connections between Tenth Street and Clackamette Drive. Its location on the west side of McLoughlin compromises its ability to provide regional center access, since downtown and the shopping center are located on the east side of McLoughlin. This means that bicycles traveling between downtown and the shopping center via the multi-use pathway must cross McLoughlin two times.

Dedicated Bicycle Lanes

Dedicated bike lanes are located along both sides of McLoughlin between Dunes Drive and the Clackamas River Bridge, connecting circuitously to Clackamette Drive and the Main Street bike route. Currently there are no dedicated bike lanes along McLoughlin Boulevard in Oregon City south of Dunes Drive.

Planning and Design Context

Metro's Regional Boulevard design classification has been applied to McLoughlin Boulevard in Oregon City. Typically a Regional Boulevard includes dedicated bike lanes, along with on-street parking and ten-foot sidewalks.

Oregon City's Transportation System Plan (TSP) calls for geometric improvements to "enhance bicycle activity" on McLoughlin from the southbound freeway ramps south through the study area to the city limit near Cemetery Road – *where is this – not likely public?*. The TSP designates Railroad Avenue, Main Street, Main Street Extension, Clackamette Drive and Dunes Drive as an on-street bicycle route that parallels McLoughlin. This route runs east of McLoughlin through downtown, crosses under McLoughlin at Clackamette Park and runs west of McLoughlin a short distance before following Dunes east to intersect McLoughlin.

TSP Table 5-11 identifies the following bicycle access projects related to the McLoughlin corridor:

- B-8, I-205 to ?? UGB: Restripe outside lanes to accommodate bicyclists. Build ramps to provide access to the sidewalk facilities on the Clackamas River Bridge. High priority.
- B-17, Main Street Extension: Resurface and widen to accommodate 4-foot to 6-foot bike lanes in both directions. Medium priority.
- B-20, 12th Street: 99E to Taylor Street: Striped bike lanes. Low Priority.

- B-25, Clackamette Drive, Main Street Extension to Highway 99E: Striped bike lanes. Low priority.
- B-32, Main Street: Main Street Extension to Singer Hill: Sign as bike route. Low priority.
- B-34, Railroad Avenue, Main Street to Highway 99E: Sign as a bike route. Low priority.

Available Width

South of Tenth, both the right-of-way and the improved width of McLoughlin are tightly constrained, especially from Eighth to Tenth, where McLoughlin is located on a viaduct. Adding bike lanes to this segment of McLoughlin would require some combination of removing on-street parking, expanding the improved width or reducing the width of travel lanes or sidewalks. Since none of these alternatives was viewed as appropriate, given the cost of viaduct construction and the community's desire to maximize on-street parking opportunities, bike lanes were not proposed for McLoughlin south of Tenth Street.

Even if the viaduct were widened, the right-of-way south of it is too narrow to accommodate bike lanes as well as on-street parking. Acquiring additional right-of-way south of the viaduct was not deemed practical by the project team.

North of Tenth Street the existing improved width of McLoughlin could accommodate bike lanes. Originally, the project team concluded that if bike lanes were not provided south of Tenth there would not be sufficient demand to justify them north of Tenth. Several additional factors were noted in support of this position, including:

- The high volume and speed of traffic north of 15th.
- Turning conflicts at the intersections of the I-205 on- and off-ramps along the east side of McLoughlin.
- Operational conflicts with the express lane located along the west side from Tenth to Dunes.

Regional Bicycle Connections

Bicycle access south of downtown Oregon City along Highway 99E is effectively blocked at the railroad underpass. Metro's 2000 Regional Transportation Plan shows a southbound on-street bike route that parallels McLoughlin. Designated as a "regional corridor" this route intersects McLoughlin at Tenth and follows Singer Hill Road and Center Street south. This route is constrained by the steep, narrow alignment of Singer Hill Road, which is designated on the TSP map as needing "geometric improvements." This constraint could be mitigated by incorporating the Municipal Elevator into southbound and eastbound bicycle connections from downtown Oregon City. However, the Municipal Elevator currently is not designated as part of the bicycle system and it does not operate 24 hours a day.

A regional bicycle connection is available at the north end of the McLoughlin corridor via the existing bike lanes connecting Dunes Drive to the Clackamas River Bridge. A future northbound regional bicycle connection is planned along the Clackamas riverfront from McLoughlin to the old 82nd Avenue bridge. From the bridge a bicycle route will lead north to the Springwater Trail. A specific connection between that system and McLoughlin has not been identified in other plans.

Bicycle Access in the Preferred Plan

The July 31, 2003, preferred plan includes the following bicycle access facilities:

- A proposed multi-use bicycle / pedestrian path west of McLoughlin from Tenth Street to Dunes Drive. East-west connections will be provided at Tenth, 11th, 12, 13th, 14th and Dunes. The proposed path will provide a more direct connection between downtown and the shopping center than the existing path, which does not extend all the way to Dunes Drive and allows no crossings of McLoughlin north of Tenth.
- Existing dedicated bike lanes along the east and west sides of McLoughlin from Dunes Drive north to the Clackamas River Bridge.
- A proposed connection down into Clackamette Park on the west side of McLoughlin at the south end of the Clackamas River Bridge. This will provide a more direct southbound bicycle connection to the Clackamas riverfront and to the parallel bike route on Clackamette Drive and Main Street Extension. This parallel route will supplement the bicycle facilities proposed for McLoughlin.

Opportunities for Improving Bicycle Access in the Preferred Plan

There are several opportunities for improving bicycle access along the McLoughlin corridor beyond what is proposed in the preferred plan.

- The City has noted that signage at key connections between McLoughlin and the parallel bike route on Main Street (e.g., Tenth Street) would ensure that cyclists on McLoughlin were aware of this alternative route.
- Metro suggested that a bike lane be added to the east side of McLoughlin from Tenth north to Dunes Drive, connecting to the existing bike lane that extends from Dunes north to the Clackamas River Bridge.
- As an alternative to the east-side bike lane, Herrera has noted that a multi-use bicycle / pedestrian pathway could be provided east of McLoughlin from 15th north to Dunes, similar to that proposed west of McLoughlin.
- A bicycle / pedestrian connection could be provided from the east side of McLoughlin at the south end of the Clackamas River Bridge down to Main Street Extension. This would provide a more direct northbound route from the Clackamas riverfront and the Clackamette Drive / Main Street Extension bike route.

Related bicycle access improvements beyond the scope of the McLoughlin Boulevard Enhancement Plan could include:

- Marking and signing bike lanes along the existing Main Street Extension / Clackamette Drive bike route and signing the Railroad Avenue segment of this route, as proposed in Oregon City's Transportation System Plan.
- Identification and development of an eastbound bike route from McLoughlin via Tenth Street and Singer Hill Road or via Seventh Street and the Municipal Elevator.

- Development of a bike path along the south shore of the Clackamas River from McLoughlin east to the old 82nd Avenue bridge.
- Multi-use bicycle / pedestrian facilities along the Willamette riverfront, especially north of I-205.

Analysis and Recommendations

Parallel Bicycle Route

Providing signs along the parallel bike route on Railroad, Main and Clackamette Drive and at connections between it and McLoughlin would be easy and would ensure that potential bike riders as well as motorists were aware of this route. Oregon City's Transportation System Plan indicates that, while Clackamette Drive would accommodate dedicated northbound and southbound bike lanes, Main Street Extension would have to be widened. Herrera's cursory observation is that in some segments, the existing gravel shoulder could simply be paved. Main Street and Railroad Avenue appear too narrow to accommodate dedicated bike lanes without major changes such as removal of on-street parking.

Bike Lane on East Side of McLoughlin

Metro has suggested that additional consideration be given to a bike lane along the east side of McLoughlin from Tenth to Dunes Drive to complement the multi-use path proposed for the west side of the same segment. By eliminating multiple crossings of McLoughlin between downtown and the shopping center, this would provide a more direct connection than either the multi-use path or the parallel route on Main Street Extension. An east-side bike lane also would result in continuous bike facilities along both sides of McLoughlin from the Clackamas River south to Tenth. Regional connections could then be established to the east and south from Tenth as discussed elsewhere in this memo.

The existing right-of-way and improved width of McLoughlin appear adequate to accommodate the east-side bike lane. Minor widening might be necessary to accommodate both a bike lane and on-street parking from Tenth to 14th.

As noted earlier, the project team has identified high traffic speeds and volumes north of Tenth and turning conflicts at the I-205 ramps as constraints to an east-side bike lane. The preferred plan lessens the constraint of high vehicle speeds by proposing narrower travel lanes north of Tenth; it lessens turning conflicts at I-205 by closing the south leg of the northbound on-ramp and by tightening up the intersection of McLoughlin and 15th. However, the preferred plan does not eliminate these constraints and bicycles in the east-side bike lane still would be moving in close proximity to fast vehicle traffic.

Multi-Use Bicycle / Pedestrian Pathway on East Side of McLoughlin

As an alternative to an east-side bike lane, a multi-use path could be provided along the east side of McLoughlin from Tenth or 15th north to Dunes, separating bicycles from motor vehicles. Although the west-side multi-use path in the preferred plan is 15-feet wide it is intended as a two-way facility. While the right-of-way appears wide enough to accommodate a 15-foot width on the east side, a narrower one-way facility might be adequate. Bicycles on a separated east-side path would cross

the I-205 ramps during the pedestrian phase of the signal cycle, rather than with motor vehicles. This would lessen turning-conflicts between motor vehicles and bicycles.

This alternative would be significantly more expensive than adding an on-street bike lane. However, part of the cost of an east-side multi-use pathway would be offset by deleting the new east-side sidewalk that currently is included in the preferred plan for this segment of McLoughlin.

Recommendations

Based on these considerations, Herrera recommends that the following elements be included in the preferred plan for McLoughlin Boulevard:

- Signage designating the bicycle route along Railroad Avenue, Main Street, Main Street Extension and Clackamette Drive.
- Marked bicycle lanes along both sides of Clackamette Drive and Main Street Extension. Oregon City's Transportation System Plan indicates that the existing improved width of Clackamette will accommodate bike lanes but Main Street Extension will have to be widened.
- Directional signage identifying key connections between McLoughlin and the parallel route, including the intersections of McLoughlin with Railroad Avenue, Tenth Street and Dunes Drive, as well as the connection immediately south of the Clackamas River Bridge.
- Signage designating the bike / pedestrian route along the west side of McLoughlin from Tenth to Dunes.
- Marked bicycle lane along the east side of McLoughlin from 14th to Dunes.



CITY OF OREGON CITY

PUBLIC WORKS

OPERATIONS DIVISION
122 S. Center Street
Oregon City, OR 97045
(503) 657-8241
Fax (503) 650-9590

PUBLIC PROJECTS DIVISION
CODE ENFORCEMENT / PARKING
City Engineer / Public Works Director
P.O. Box 3040
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7892

MEMORANDUM

TO: Oregon City Planning Commission

CC: Dan Drentlaw, Community Development Director
Tony Konkol, Senior Planner

FROM: Nancy J.T. Kraushaar, PE, City Engineer/Public Works Director

DATE: February 14, 2005

SUBJECT: Revisions to October 19, 2004 McLoughlin Boulevard Enhancement Plan Document

ODOT and Oregon City staff have reviewed the subject October 19, 2004 document for a final time and concur that the following revisions to the McLoughlin Boulevard Enhancement Plan (October 19, 2004 document version) are recommended:

- 1) Page 1, Segment 1/Segment 2... Delete the third bullet regarding left turns at Railroad Avenue, as these are anticipated to create safety and capacity problems on McLoughlin.
- 2) Page 3, Segment 3... Revise the fourth bullet to replace, "Begin taper to eliminate express lane at this intersection," with "Terminate express lane at this intersection." This more clearly conveys the idea that the express lane continues on as a general-purpose lane, rather than merging into a general-purpose lane.
- 3) Page 5, Implementation of the Preferred Plan... In the second paragraph, delete the last three sentences discussing cost allocation for widening the Water Street Viaduct. Jurisdictions often must address cost-share for projects as part of the funding and programming process (i.e. STIP and MTIP), however, cost-share arrangements don't need to be addressed in this plan or the Oregon City TSP.
- 4) Page 9, Bicycle Access in the McLoughlin Corridor... Delete the entire section and exclude the December 2, 2003 Herrera memo, Bicycle Access in the McLoughlin Corridor from the adoption document. Replace deleted text with the following discussion of the decision-making process and resulting recommendations:

"During development of the McLoughlin Boulevard Enhancement Plan, participants evaluated the possibility of installing bike lanes along the length of McLoughlin Boulevard. Participants determined that a combination of bicycle treatments is appropriate.

Right-of-way is constrained on McLoughlin Boulevard south of 14th Avenue, and provisions for sidewalks and on-street parking were given higher priority than bicycles

after participants recognized that a preferred parallel route for cyclists is available for a portion of the corridor using Railroad Avenue and Main Street. The parallel route will require signage designating the bicycle route.

The multi-use path on the west side of McLoughlin Boulevard provides for north-south through bike traffic along another portion of the corridor, however, accessing the path is inconvenient for northbound bicyclists, as it requires the crossing of McLoughlin. To mitigate for this inconvenience, the plan includes a bike lane or path on the east side of McLoughlin from the vicinity of 14th Street to Dunes Drive. This bike facility can be easily accessed from locations on the east side of McLoughlin. Striped bike lanes between Dunes Drive and the Clackamas River Bridge were recommended on both sides of McLoughlin.

Yet another alternate or “parallel” route was recognized for the corridor north of 14th Street: the Main Street Extension and Clackamas River Drive can be used, although the resulting route is somewhat circuitous.

To implement the bicycle system plan along McLoughlin and elsewhere in the regional center, the McLoughlin Enhancement Plan recommends providing bicycle facilities as shown in the plan view drawing of the preferred plan. This consists of:

- Bike lanes on the east and west sides of McLoughlin between Dunes Drive and the Clackamas River Bridge.
- A multi-use path on the west side of McLoughlin between Dunes Drive and the Blue Heron site.
- A bike lane on the east side of McLoughlin between Dunes Drive lane extending to 14th Street. A 15-foot-wide multi-use path may be considered for a portion of this section that should be determined in preliminary engineering. Factors to consider in preliminary engineering include turning conflicts where freeway ramps meet the bike facility, the cost of additional right-of-way and construction for each alternative, and consistency and compatibility with the multi-use path that serves as a bike facility on the west side of McLoughlin.
- The river-side path or promenade will have signalized crossings for cyclists and pedestrians at 14th, 12th, 10th, and 7th Streets to connect with downtown destinations.

Additional recommendations consist of these improvements not shown on the plan view drawing:

- Provide signage designating bike routes along Railroad Avenue, Main Street, the Main Street extension and Clackamette Drive – locations to be confirmed during preliminary engineering.
- Provide striped bicycle lanes along both sides of Clackamette Drive and the Main Street extension.