ORDINANCE NO. 21-1016

AN ORDINANCE OF THE CITY OF OREGON CITY AMENDING OREGON CITY TRANSPORTATION SYSTEM PLAN BY ADOPTING THE PARK PLAN URBANIZATION PLAN AS AN ANCILLARY DOCUMENT

WHEREAS, the Transportation System Plan (TSP) is an ancillary document to the Oregon City Comprehensive Plan; and

WHEREAS, the Park Place Neighborhood is developed with numerous narrow streets that lack sidewalks, bike lanes, and curbs; and

WHEREAS, the City's Municipal code allows for modifications to street designs in Chapter 16.12.013; and

WHEREAS, the City has a need for specific street design guidance in Park Place for infill development that are tailored to fit the context of the neighborhood, as well as a prioritization plan for sidewalk infill in the neighborhood if capital funding becomes available; and

WHEREAS, the planning process included two online surveys targeted to the Park Place neighborhood, outreach to the Park Place Neighborhood Association, the Transportation Advisory Committee, information posted on the city website, and a public notice; and

WHEREAS, the Planning Commission held a public hearing on October 11, 2021 and recommended approval of the proposed plan to the City Commission; and

WHEREAS, the City Commission held a public hearing on November 3, 2021 and found that the proposed plan complies with the applicable criteria for Legislative approval as discussed in the Staff Report and Recommended Findings for File LEG-21-00003.

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. The City of Oregon City Transportation System Plan is amended to adopt the Park Place Urbanization Study as provided in attached Exhibit A.

Section 2. The Legislative action taken by the Ordinance is explained and justified by the Analysis and Findings for LEG 21-00003.

Read for the first time at a regular meeting of the City Commission held on the 15th Day of December 2021, and the City Commission finally enacted the foregoing ordinance this 5th day of January, 2021. 2022 JW

RACHEL LYLES SMITH, Mayor

Attested to this 5th day of January, 2022

Jakob S. Wiley, Assistant City Recorder

Approved as to legal sufficiency:

City Attorney

Attachments:

Exhibit A - Park Place Urbanization Plan and Appendices

PARK PLACE URBANIZATION PLAN

FINAL PLAN

City of Oregon City Project #PS 20-027
December 2021

WE #1509A

wallis engineering

TABLE OF CONTENTS

List of Figures

List of Tables

Appendices

SECTION 1: INTRODUCTION

1.1 BACKGROUND

The Park Place Neighborhood (the neighborhood) is located in the northeast corner of Oregon City. It was annexed into the City of Oregon City in 1989. The Neighborhood is bounded approximately by Forsythe Rd on the north, Highway 213 on the west, Livesay Creek on the south and Kitty Hawk Ave on the east. Holcomb Blvd remained under Clackamas County jurisdiction until 2012 when the responsibilities of Holcomb were transferred to the City of Oregon City. Over the years, it has developed in piecemeal fashion, creating a mix of urban and rural areas. As a result, the streets have developed over time to different Oregon City Transportation System Plan (TSP) standard street cross sections. The Neighborhood currently lacks connectivity to surrounding neighborhoods and desired community destinations. Areas to the east of Swan Ave consist of more recent development and are, for the most part, fully-developed roadways built to local roadway standards. The areas to the east of Swan Ave have been reviewed for existing gaps and possible network improvements, but the focus area of this project is intended to be the underdeveloped roadways from Swan Ave west within Park Place Neighborhood.

A vicinity map of Park Place Neighborhood is included as **Figure 1-1**. Holcomb Blvd is not included in this plan.

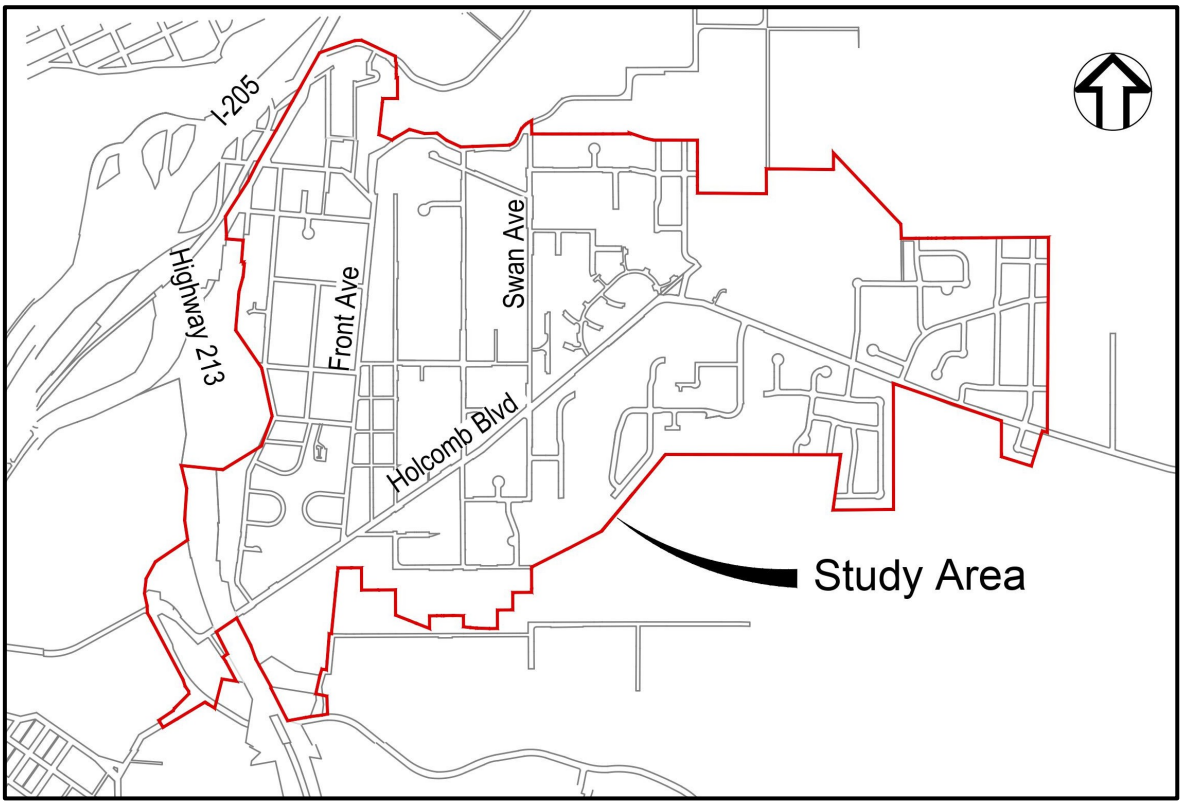


Figure 1-1: Park Place Vicinity Map

1.2 PURPOSE OF REPORT

The City of Oregon City contracted with Wallis Engineering (Wallis) to develop an Urbanization Plan for the Park Place Neighborhood. The goal of this plan is to:

- Identify transportation problems within the Neighborhood
- Understand where projects can be constructed to provide the greatest benefit
- Identify preferred roadway cross sections
- Prepare cost estimates for the various improvements
- Identify how public transportation improvements in the Neighborhood should be prioritized

The Park Place Urbanization Plan (Plan) analyzed existing conditions and potential alternative improvements, and makes recommendations for improvements. It identifies a process by which to implement public works improvements within the existing network of streets to create a more connected transportation system for the community.

This plan will be used by the City to guide future projects to improve the transportation system within the neighborhood. It does not stand alone, but builds on several other City planning documents. In particular, it modifies, supplements, and clarifies some of the projects described in the City's *2013 Transportation System Plan (TSP)*. As referenced City planning documents and conditions change over time, this plan should be updated accordingly.

As funding sources are limited at this time, it is anticipated that improvements described within will be mainly driven by private development. Should funding become available, improvements identified within the Plan should be prioritized in coordination with project improvements identified in the TSP and other adopted area plans within the City.

Holcomb Blvd is not considered within this Urbanization Plan as it has its own plan - the Holcomb Boulevard Pedestrian Enhancement Concept Plan. The Park Place Concept Plan is also not included in this study area. Other related plans are discussed in Section 2.4.

1.3 PLANNING PROCESS

The Plan followed a step-by-step process, structured to include public involvement and participation throughout plan development. The following steps were included in the planning process:

1. Defined the scope and focus of the plan, including the overall goals and vision for the neighborhood.
2. Evaluated existing conditions and transportation infrastructure gaps throughout the neighborhood and its users.
3. Communicated project information to the community, identified community desires, and solicited feedback.
4. Identified alternative concept plans to provide adequate access to desired community locations.
5. Presented options and alternatives to the neighborhood for feedback and identification of preferred alternatives.
6. Prepared final Urbanization Plan and process to implement improvements.

1.4 PLAN ORGANIZATION

The Park Place Urbanization Plan is divided into a total of six sections. A brief description of each section (except Section 1) follows:

Section 2: Existing Conditions Analysis

The existing conditions throughout the neighborhood are described in detail, including its character, transportation facilities, safety, streetscape elements, and public utilities.

Section 3: Alternative Development and Selection

The criteria used to develop concept alternatives are defined, as well as other criteria included in the scope of this Plan. The process and results of public engagement are summarized. The alternatives and their expected implications for addressing future transportation needs are discussed.

Section 4: Final Urbanization Plan

The final Urbanization Plan is described in detail. Roadway cross sections, sidewalk infill projects, and streetscape improvements are provided.

Section 5: Implementation Plan

This section describes how the final Urbanization Plan will be implemented. Planning-level cost estimates for the proposed improvements and potential funding opportunities are also included here.

SECTION 2: EXISTING CONDITIONS ANALYSIS

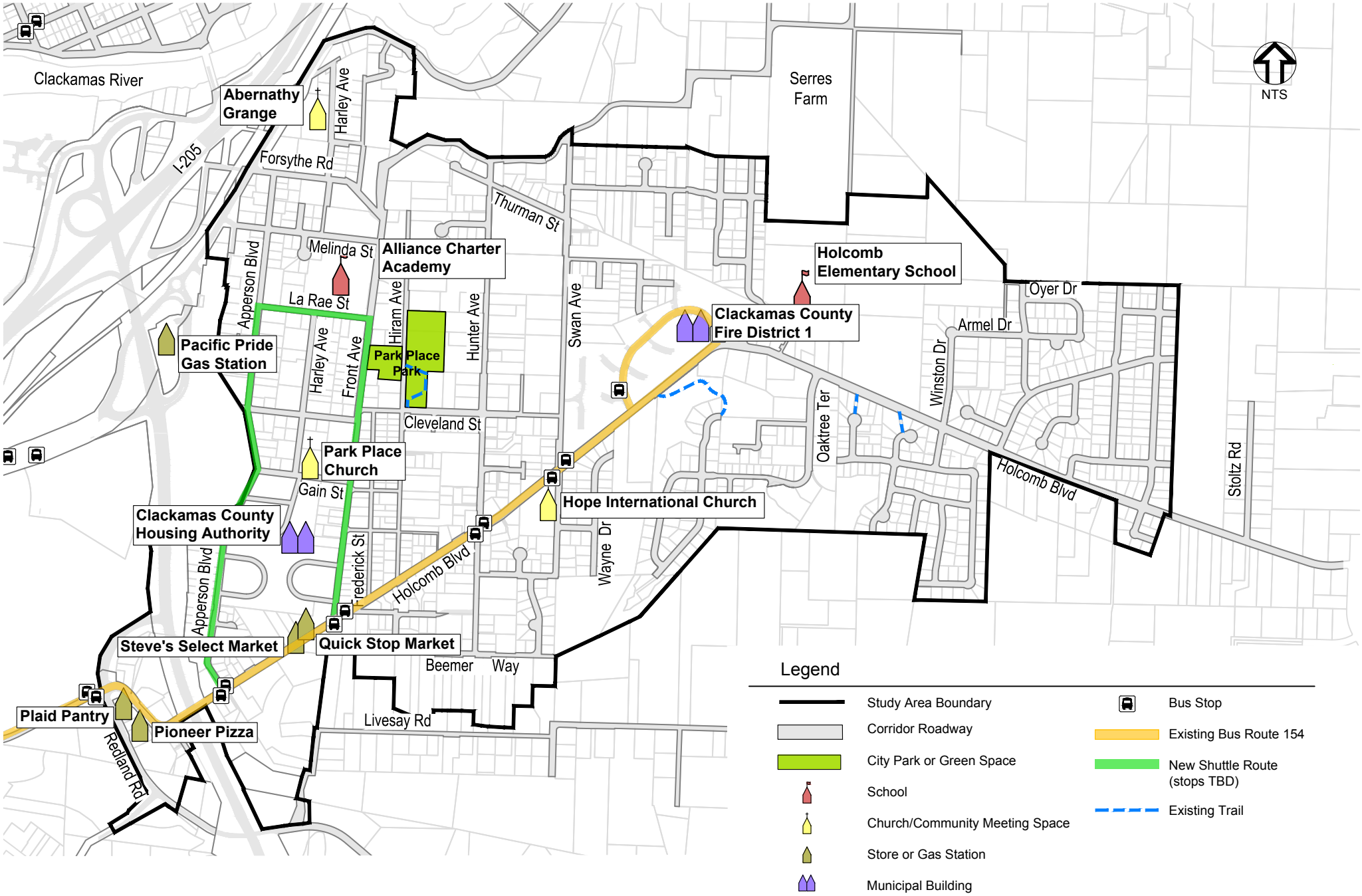
The existing conditions of the Park Place Neighborhood are analyzed in this chapter. A discussion of these conditions includes the character of the neighborhood and its designated land uses, transportation facilities for each mode of travel and existing streetscape elements. Holcomb Blvd is not included in this plan.

2.1 NEIGHBORHOOD CHARACTERISTICS AND LAND USE

The Park Place Neighborhood contains multiple desired community destinations: City parks, schools, churches, stores or gas stations, municipal buildings, and bus stops. Gaps in existing sidewalks prevent convenient travel to these community locations. There are several public facilities and properties which generate activity through the study area, including public parks, schools, and churches. These are shown on **Figure 2-1** on the following page.

The City's TSP describes the Park Place Neighborhood as an area of significantly low-income households, with little projected change in employment growth between 2010 and 2035. The TSP also projects more than 300 households being added to the study area through additional lot development and densification between 2010 and 2035.

Land use through the Park Place Neighborhood includes a mix of urban and rural areas. The neighborhood is largely zoned residential with some commercial properties, as shown in **Figure 2-2** on page 6**.** A small area of mixed-use commercial properties is located along Holcomb Blvd between Apperson Blvd and Front Ave.



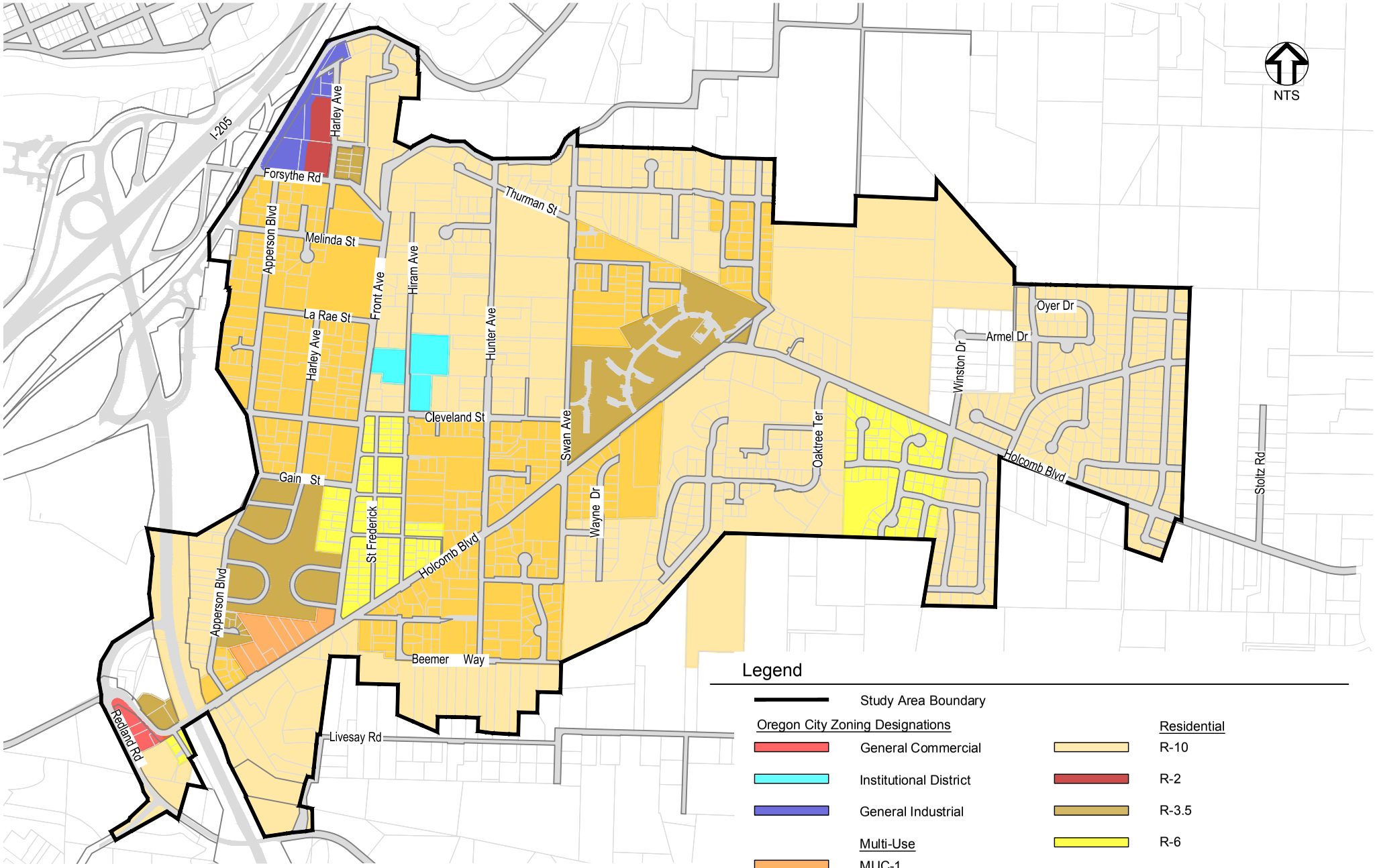
OREGON CITY

wallis *engineering

Figure 2-1: Activity Generators

PARK PLACE URBANIZATION PLAN

December, 2021



OREGON CITY

wallis *engineering

Figure 2-2: Zoning

PARK PLACE URBANIZATION PLAN

December, 2021

Environmentally Sensitive Areas

The study area encompasses and is adjacent to environmentally-sensitive areas associated with streams and creeks. The City identifies a number of such areas, including wetlands and streams, steep slopes, and a Natural Resources Overlay District (NROD). These environmentally-sensitive areas are shown in more detail in **Figure 2-3** on the following page. Future streetscape improvement work within or impacting designated environmentally sensitive areas will require permit approval.

Steep Slopes

Steep slope areas exist within the study area. Steep topography includes areas steeper than twenty-five percent (25%), located predominantly along Hiram Ave, Swan Ave, Hunter Ave and Cleveland St.

Streams and Wetlands

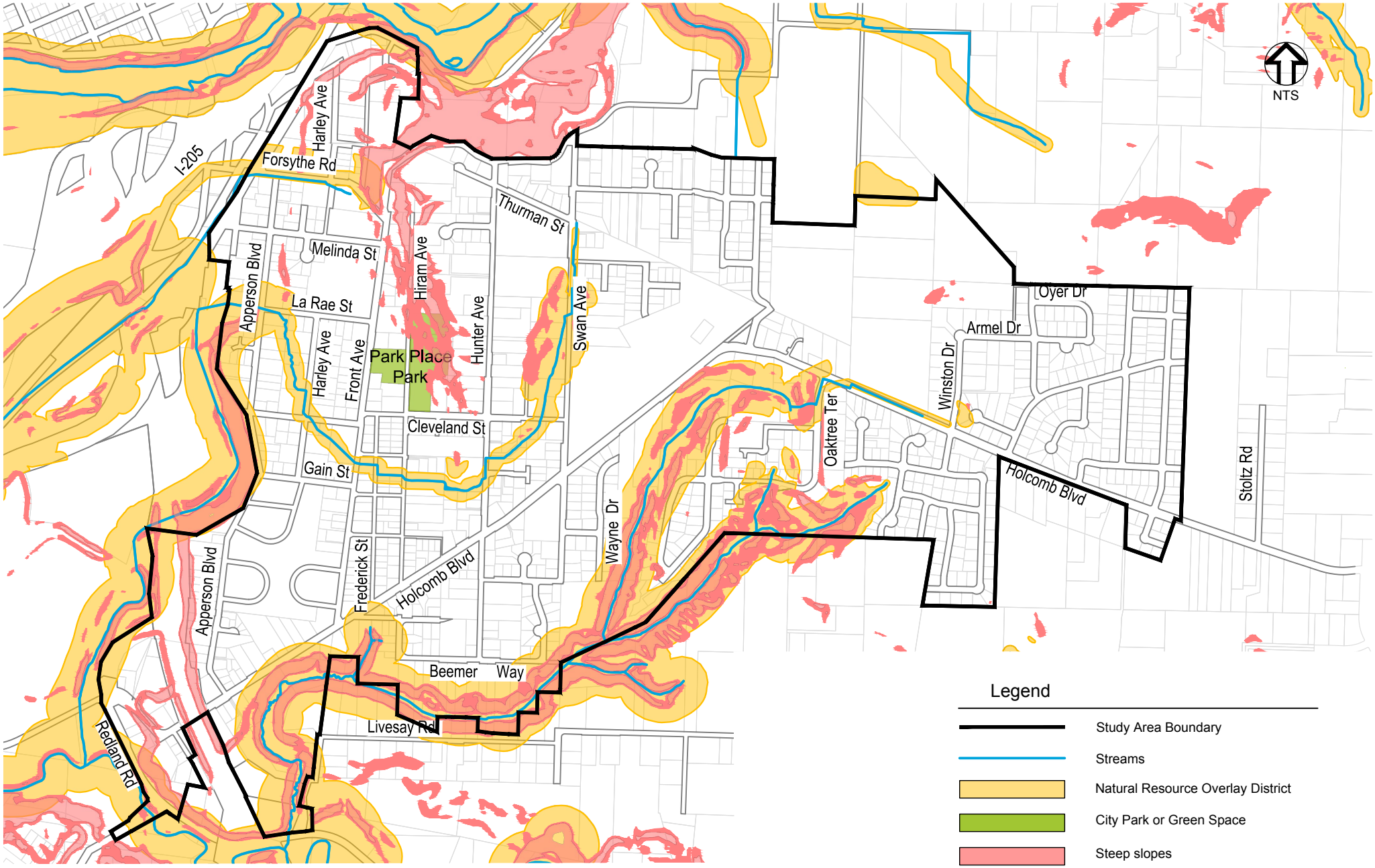
Two designated Title 3 streams cross through the neighborhood boundaries. These areas are mapped as part of the guidelines set out in Title 3 of *Metro's Urban Growth Management Functional Plan*. The Title 3 designation constitutes areas protected by the *Stream and Floodplain Protection Plan*, which aims to protect the region's health and public safety by reducing flood and landslide hazards, controlling soil erosion, and reducing pollution of the region's waterways. These areas are delineated as Title 3 for the following purposes: 1) to protect against flooding, 2) to enhance water quality in the region's streams, rivers, and wetlands, and 3) to protect regionally significant fish and wildlife habitat areas. One stream corridor is contained within a canyon to the south of Holcomb Blvd. The other stream is a combination of piped conveyance, roadside ditches and formal stream corridors.

The *Oregon City Local Wetland Inventory* (prepared by Shapiro and Associates, 1999) identified a number of wetlands within the study area. These designated wetlands are located adjacent to the streams within the Natural Resource Overlay District (NROD) boundaries shown on **Figure 2-3**.

NROD

The Natural Resource Overlay District (NROD) protects the habitats and associated functions of the streams, riparian corridors, wetlands and the regulated wildlife habitat found in Oregon City. The NROD regulates water quality and ensures habitat protection through the enforcement of permanent vegetated corridors between sensitive resources and developed areas.

An NROD buffer area of varying widths follows the two stream corridors through the neighborhood. Future improvements constructed within the NROD or its buffer will be required to comply with City environmental standards.



OREGON CITY

wallis engineering

Figure 2-3: Environmentally Sensitive Areas

PARK PLACE URBANIZATION PLAN

December, 2021

2.2 EXISTING TRANSPORTATION FACILITIES

The Park Place Neighborhood offers transportation opportunities for vehicles, bicycles, pedestrians, and users of public transit. However, facilities for these users are incomplete and deficient throughout the study area. Description of current transportation infrastructure is described below.

Roadway Classification

Roadway classifications are typically assigned to streets according to their character, dimensions, and facilities for various users. The City's 2013 TSP includes several roadway classifications for the streets within the study area. Holcomb Blvd is classified as a minor arterial, one of the larger classifications. Swan Ave, Front Ave and Forsythe Rd are classified as collector roadways. Collector roadways are used as a connection between local roads and arterial roads, and provide a balance between access and mobility. All other roadways within the study area are designated as local roads.

Connectivity

The neighborhood grid system within the study area consists of south to north connections from Holcomb Blvd to Forsythe Rd on Apperson Blvd, Front Ave, Hunter Ave, and Swan Ave. In the east-west direction, there is limited connectivity. Cleveland St acts as the main east to west roadway within the study area. However, Cleveland terminates at Swan Ave, and does not provide full access through to the east side of the neighborhood.

General Roadway Characteristics

The roadways within the Park Place Neighborhood vary greatly in their dimensions and facilities for roadway users, due to the variable nature of development over time. Most of the streets were not built to current roadway classification standards – with the exception of the recently-constructed roadways east of Swan Ave. In the older section of the neighborhood, there is considerable dimensional variation in right-of-way, travel lanes, stormwater conveyance, and widths and existence of both sidewalk and bike lanes. **Table 2-1** below summarizes some of the variation in roadways within the Park Place Neighborhood.

Table 2-1: Existing Roadway Variation

Street	ROW Width	Paved Width	Parking (Y/N)	Surface Drainage (Y/N)	Sidewalk Widths
Apperson Blvd	48'	27'	N	Y	6'
Harley Ave	50'	18'	Y	N	N/A[1]
Front Ave	45'	36'	Y	Y	5.5'
Hiram Ave	34'	15'	N	N	N/A[1]
Hunter Ave	45'	19'	N	Y	N/A[1]
Swan Ave	43'	19'	N	Y	6'
Oaktree Ter	60'	36'	Y	Y	N/A[1]
Forsythe Rd	50'	23'	N	N	N/A[1]
Thurman St	46'	26'	N	N	5'
Ames St	40'	23'	N	Y	5.5'
Cleveland St	35'	19'	N	N	N/A[1]

Street	ROW Width	Paved Width	Parking (Y/N)	Surface Drainage (Y/N)	Sidewalk Widths
Gain St	50’	19’	N	N	4’
Beemer Way	45’	22’	Y	N	5’

1. Sidewalk width not provided because street currently lacks sidewalk.

According to current City standards, roadways shall have a minimum paved width of 20 feet to provide fire service. Several sections of roadway have substandard paved width according to this fire service requirement. **Figure 2-4** on the following page shows the locations of roadway sections within the study area with substandard pavement width. **Figure 2-5** and **Figure 2-6** on page 12 show examples of narrow and variable width roadways within the study area.

Geometry

Neighborhood roadways are aligned in a rough grid pattern, with streets extending north and south from Holcomb Blvd. Because Holcomb Blvd passes through the neighborhood at a skewed angle, there are a number of acute angle roadway intersections in the study area. An acute angle roadway intersection is defined as an intersection where roadways enter the intersection at less than 90 degrees. Generally speaking, acute angle intersections make it more difficult to enter and exit an intersection. In the case of the study area, these acute angles at intersections create sightline difficulties for motorists attempting to enter Holcomb Blvd. The tighter corner radii also complicate motorist right turn movements into the neighborhood. Locations of acute angle intersections are shown on **Figure 2-4**.

Safety

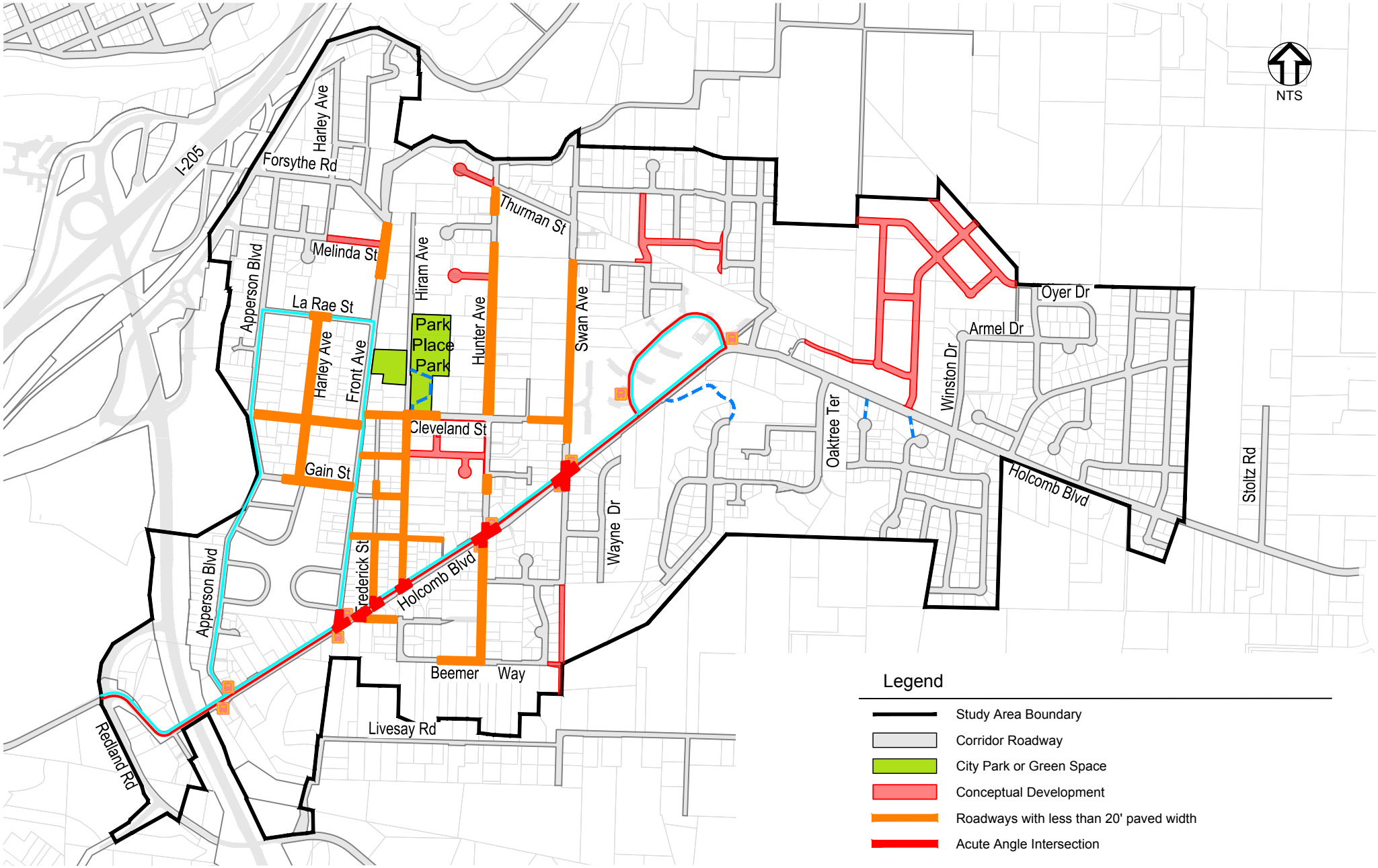
To help identify safety issues and concerns, the crash history of the Park Place Neighborhood was reviewed. The Oregon Department of Transportation (ODOT) supplied historical information summarizing all reported collisions within the Park Place Neighborhood occurring in the nine-year period between 01/01/2010 and 12/31/2019 (more recent data is not available). Crash information was analyzed, and the results are summarized in **Table 2-2** below.

The majority of these crashes occurred on Holcomb Blvd and are outside the scope of this Urbanization Plan. The remaining crashes were minor injury and property damage only, and were typically rear end and turning movement type incidents.

Table 2-2: Study Area Safety History – 2010 to 2019

	Crash Severity			Collision Type							
Intersection/Area	PDO	Injury	Fatal	Rear	Fix	Turn	Ped	Head	SS	Angle	Total Crashes
Forsythe Rd	7	4		1	4	4			2		11
“D” St		1		1							1
Oaktree Terrace		1								1	1
Holcomb School Rd		3		3							3

PDO: Property Damage Only Crash
Fix: Fixed Object or Other Object
Ped: Pedestrian
Head: Head-on
SS: Side Swipe



OREGON CITY

wallis engineering

Figure 2-4: Existing Narrow Roadways

PARK PLACE URBANIZATION PLAN

December, 2021

Figure 2-5: Narrow Roadway (Hiram Ave)

Figure 2-6: Variable Roadway Widths (Cleveland St.)

Speed data was not collected as part of this Plan. However, high speeds have been anecdotally noted as a major concern among Neighborhood residents.

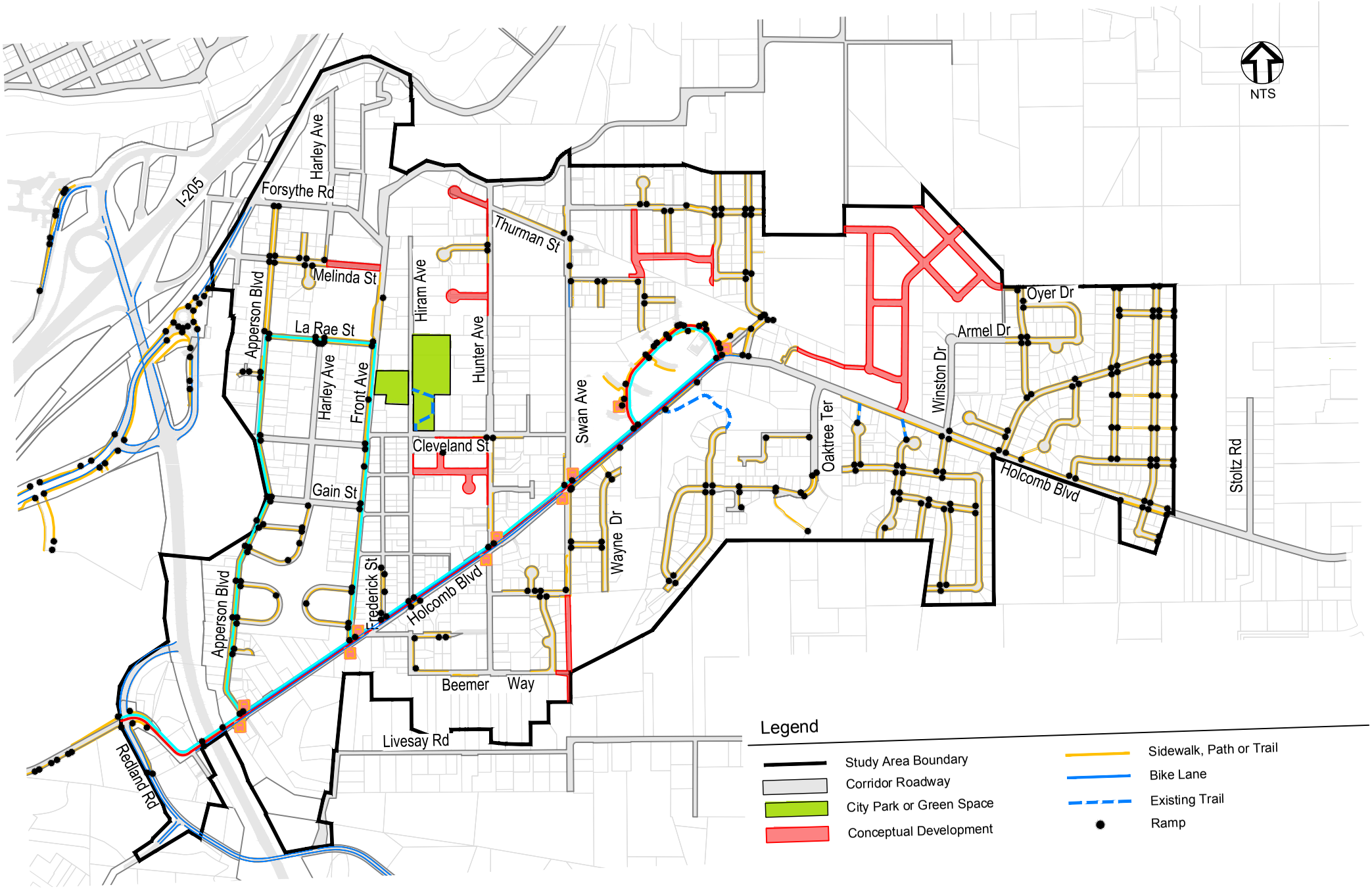
Speed Control Measures

Some speed reduction measures have been implemented within the Park Place Neighborhood. Speed humps have been added along Apperson Blvd and Front Ave. Roadway narrowing was completed at the intersection of La Rae St and Harley Ave near the Alliance Academy.

Pedestrian Facilities

Pedestrian facilities throughout the neighborhood are not continuous. Sidewalks (where they exist) are typically five feet wide, and are a mixture of sidewalks directly adjacent to the roadway (curb tight) or positioned behind a landscape strip (setback). It should be noted that this study did not assess if existing sidewalks and curb ramps complied with the Americans with Disabilities (ADA) requirements for these facilities. A map of existing pedestrian and bicyclist facilities within the study area is included in **Figure 2-7** on the following page.

To highlight the gaps within the pedestrian network, a figure showing existing gaps sidewalk gaps is included as **Figure 2-8** on page 14. Some photographic examples of gaps within the network are included as **Figure 2-9, Figure 2-10, Figure 2-11** on page 15.



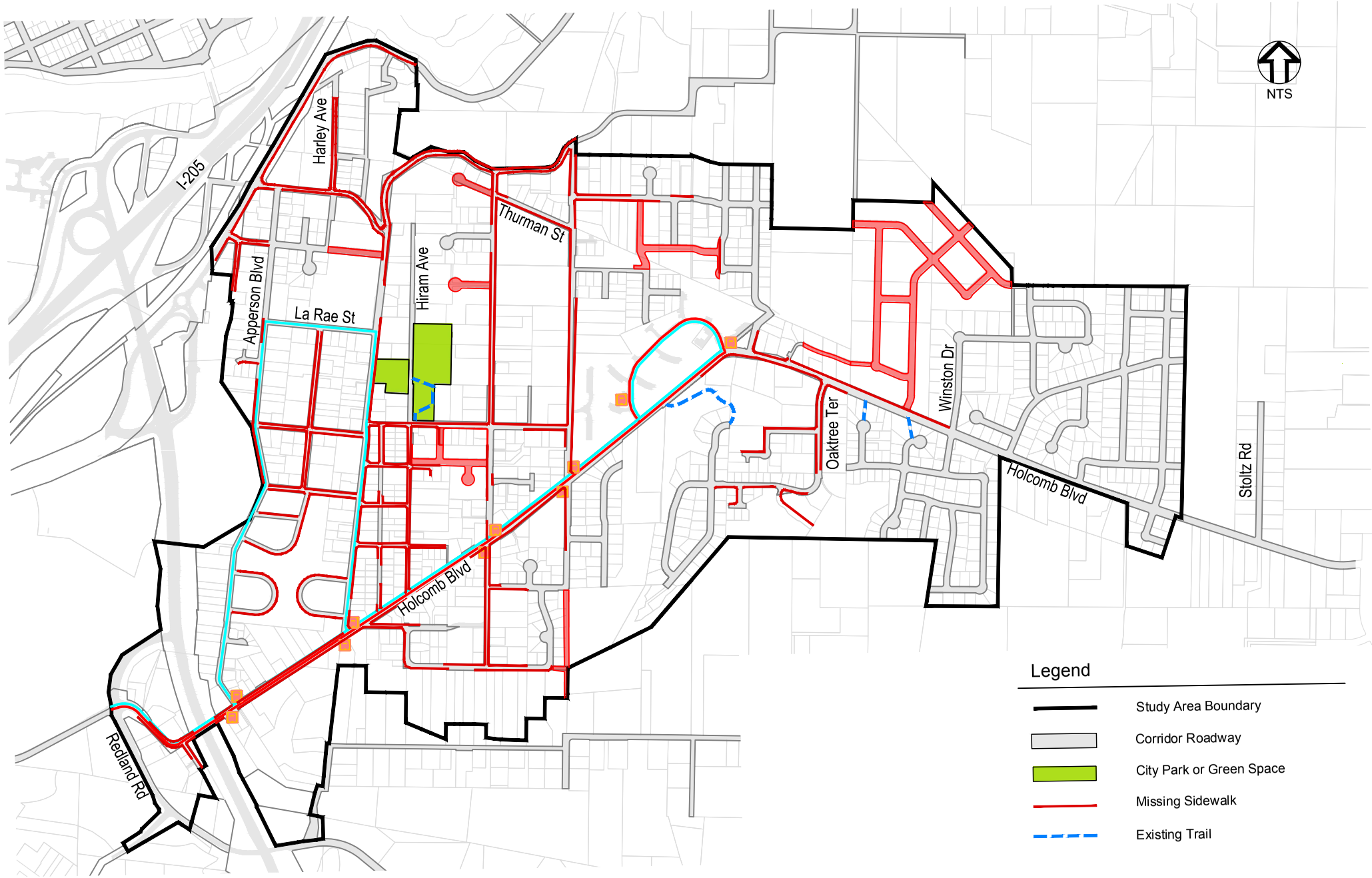
OREGON CITY

wallis engineering

Figure 2-7: Existing Bicycle and Pedestrian Facilities

PARK PLACE URBANIZATION PLAN

December, 2021



OREGON CITY

wallis engineering

Figure 2-8: Existing Sidewalk Gaps

PARK PLACE URBANIZATION PLAN

December, 2021

Figure 2-9: End of Sidewalks Hunter Ave

Figure 2-10: No Sidewalk Transition S. Ames St

Bicycle Facilities

The only striped bicycle lanes within the study area are along Holcomb Blvd, the minor arterial bisecting the neighborhood. Swan Ave has two small areas with widened pavement for future facilities. There are a few small sections of shared use pathways that connect along the south side of Holcomb Blvd. Lack of striped bike lanes, narrow road widths, steep roadway slopes, and minimal connectivity between roadways in the neighborhood make it difficult for bikes to travel in the neighborhood.

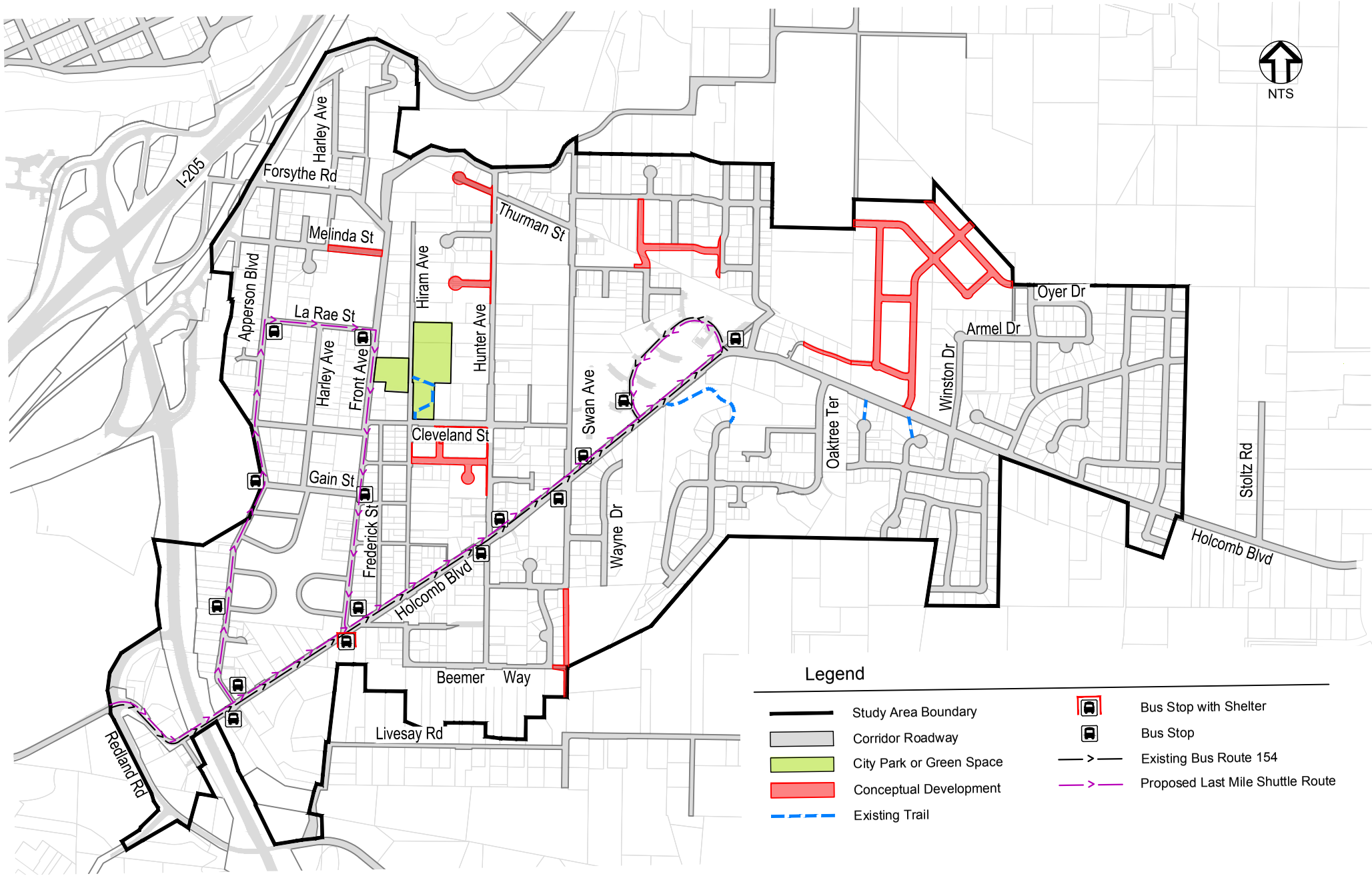
Public Transit Facilities

TriMet provides public transit services along Holcomb Blvd and S. Longview Way as part of the Willamette/Clackamas Heights Route 154. There are a total of twelve bus stops along this section of Route 154 within the neighborhood. The majority of the bus stops are not equipped with benches or covered areas for pedestrians.

The City is in the process of finalizing a city shuttle service to provide access to various destinations within Oregon City. The draft route map for the First Mile – Last Mile Shuttle service includes stops within the Park Place Neighborhood.

Bus stops and routes are shown on the Existing Public Transit Facilities **Figure 2-12** on the following page.

Figure 2-11: Sidewalk Dead End Swan Ave



OREGON CITY

wallis engineering

Figure 2-12: Existing Public Transit Facilities

PARK PLACE URBANIZATION PLAN

December, 2021

2.3 EXISTING STREETSCAPE ELEMENTS

Pavement Markings / Crossings

The majority of the roadways in the Park Place Neighborhood do not have pavement markings for pedestrian crosswalks, center lines, bike lanes, or street parking. Only a small number of roads connected to Holcomb Blvd have pavement markings for center lines and speed bumps.

On-street Parking & Driveways

There is limited on-street parking within the neighborhood to accommodate all residents. Some areas of gravel parking exist in the shoulder of narrow roads.

Mailboxes

Mailboxes within the neighborhood are a mix of individual mailboxes and consolidated drop boxes. A large percentage of the individual mailboxes within the neighborhood are installed within the limits of existing sidewalks. As seen in **Figure 2-13,** these mailboxes can constitute an accessible barrier to some users, due to the limited remaining width of sidewalk around them.

Figure 2-13: Mailboxes on Apperson Blvd

Connectivity

Connectivity through the study area is limited, particularly for pedestrians and bicyclists. Swan Ave and Hunter Ave provide North-South connectivity through the neighborhood for motorists. However, there is no continuous east-west connection through the study area with the exception of Holcomb Blvd. Holcomb Blvd as an arterial roadway with high traffic volumes presents a barrier to bicycle users, due to the need to cross back and forth across Holcomb Blvd. Cleveland St has some east-west connectivity, but it terminates at Swan Ave on the east side, and includes sections with steep elevation changes which make it less suitable for bicycle and pedestrian travel.

Speed Control

Concerns over speeding have been provided through public comment within the neighborhood. Speed humps are currently installed on both Apperson Blvd and Front Ave. La Rae St adjacent to the Alliance Academy incorporates some traffic calming as it narrows to accommodate crosswalks at S. Harley Ave. Additional speed control measures may be necessary to control vehicle speeds throughout the study area.

2.4 PLANNED IMPROVEMENTS

There are several planned improvements within the study area which are described in City planning documents outside of this Urbanization Plan. The following paragraphs include a short description of each planning document, planned improvements within the study area, and relevance to the Urbanization Plan.

Transportation System Plan (TSP)

The *2013 Transportation System Plan (TSP)* defines transportation systems within the City and provides a long-term guide to transportation investments within the City. The TSP describes proposed cross sections for the development of existing streets within the neighborhood. The TSP also prioritizes projects within the neighborhood, defining them as 'likely to be funded' and 'not likely to be funded'. Projects anticipated as part of the TSP are included in **Figure 2-14** on page 19.

The TSP also identifies a regional trail network crossing through the neighborhood at Holcomb Elementary School, along Forsythe Rd and along the stream corridor south of Holcomb Blvd. The approximate routing for this network is shown on **Figure 2-14**. These projects are described further in **Appendix D**.

The TSP also identifies three projects within the neighborhood designated as Family Friendly projects on Front Street (FF2), Cleveland Street (FF3) and Jacobs/Beemer Way (FF4). These projects are intended to fill gaps and provide wayfinding and shared use lane markings.

Holcomb Boulevard Pedestrian Enhancement Concept Plan

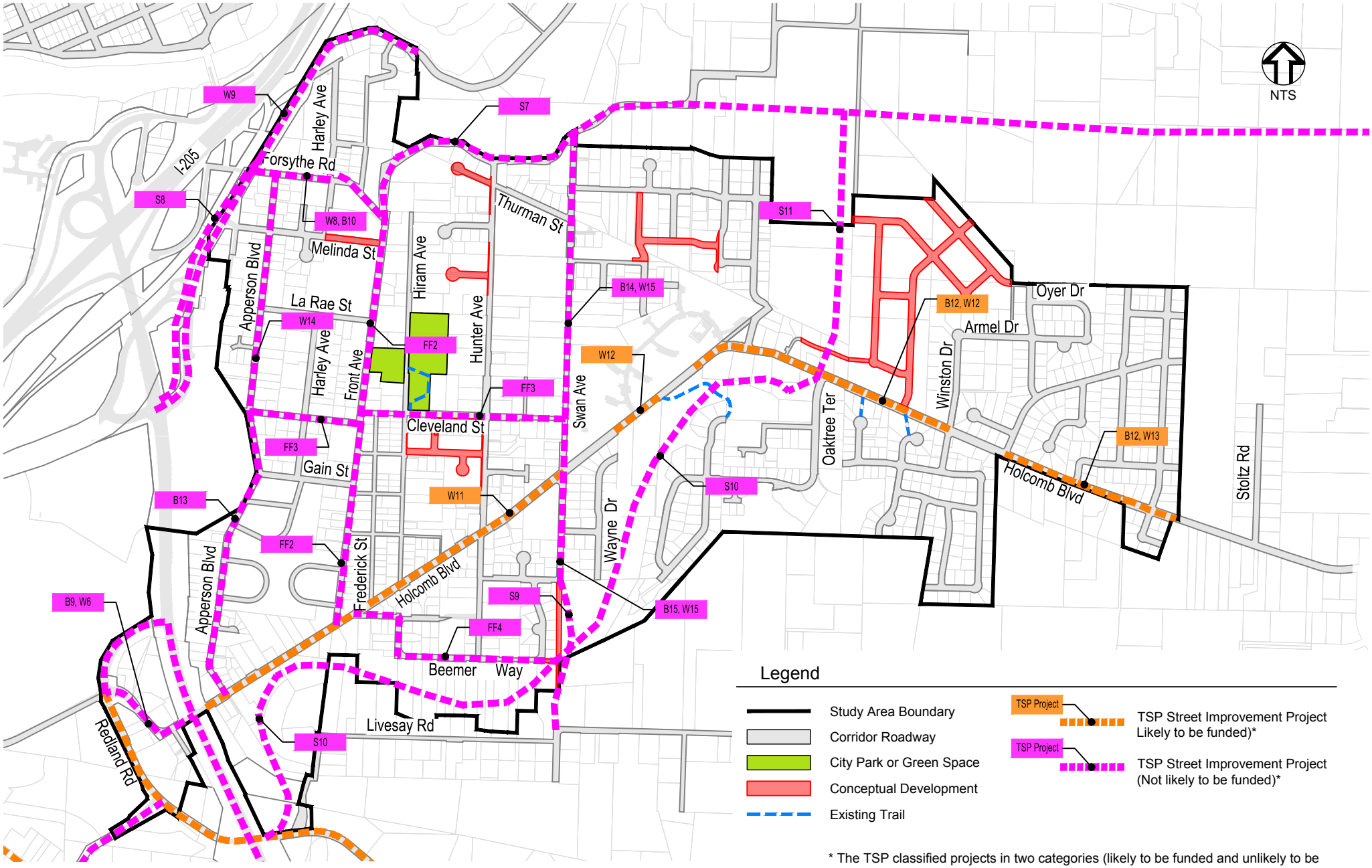
The *Holcomb Boulevard Pedestrian Enhancement Concept Plan (2005)* describes goals and objectives for Holcomb Blvd Improvements. This plan also describes improvements intended to increase safety along Holcomb for pedestrians, bicyclists, and drivers.

Park Place Concept Plan

The Park Place Concept Plan (March 2008) describes a planned development to the south of the study area. This plan includes planned roadway extensions and connectivity to Holcomb Blvd at Swan Ave, and near the eastern end of the Park Place Neighborhood near Jada Way and Barlow Dr. The plan defines a proposed roadway cross section for Swan Ave south of Holcomb Blvd.

Trails Master Plan

The Oregon City Trails Master Plan (October 2004) describes existing and planned trail networks within Oregon City and connection to existing and planned regional trails. The plan includes trail development standards applicable to any planned trails within the Park Place Neighborhood. The Plan includes several proposed trail segments within the neighborhood.



* The TSP classified projects in two categories (likely to be funded and unlikely to be funded) based on their priority and likelihood of short or long-term implementation. For full project details see Appendix D for summary project information.

OREGON CITY

wallis *engineering

Figure 2-14: City Planned Projects within the Corridor

PARK PLACE URBANIZATION PLAN

December, 2021

2.5 PUBLIC UTILITIES

Water, sewer, and storm utilities within the Park Place Neighborhood are owned, operated, and maintained by the City of Oregon City. The existing conditions of these facilities are briefly summarized in the paragraphs below. Planned improvements to the City's public utility systems are included in associated master plans and are summarized below. Improvements to transportation network elements should consult master planning documents to ensure street work is coordinated efficiently.

Water

Potable water throughout the neighborhood is conveyed through steel, cast iron, and ductile iron pipe. The South Fork Water Board operates a water treatment plant within the neighborhood at the corner of Hunter Ave and Thurman St. One water pump station is located in the neighborhood at the intersection of Hillock Ln and Hunter Ave. A reservoir is located on Oyer Drive. The Clackamas River Water District services properties within the study area to the east of S Winston Dr.

The *Oregon City Water Distribution System Master Plan (February 2012)* gives recommendations for water needs based on future growth within Park Place. Projects include pipeline upsizing, replacing deficient pipes, and installing pressure reducing valve stations. A summary of proposed improvements within the study area is included below:

- Recommended storage reservoir in northeast corner of the study area next to existing Oyer Drive storage reservoir
- Future 12 inch, 8 inch, and 6 inch diameter pipelines in northeast Park Place neighborhood.
- Future 14 inch, 12 inch, 8 inch diameter pipelines in south Park Place and southeast Park Place neighborhood
- Recommended pressure reducing valve station in southeast Park Place neighborhood (existing system CIP)
- Recommended pipe replacement on Longview Way (existing system CIP)
- Recommended 8 inch diameter pipe addition off Oaktree Terrace (existing system CIP)

Sewer

Sanitary sewer service is provided through gravity sewers for majority of the customers in the neighborhood.

The *Oregon City Sanitary Sewer Master Plan (2014)* includes sewer replacement projects within the Park Place Neighborhood limits. There are modeled sewer improvements throughout the neighborhood that extend into the proposed South Park Place concept developments located south of the neighborhood. A summary of proposed improvements is included below.

- Sewer replacement project #6, within the neighborhood limits
- Sewer replacement project on Holcomb Blvd
- Park Place Concept Plan - South Park Place sewer extension

Storm & Drainage

Stormwater throughout the neighborhood is collected by catch basins and ditches and conveyed by underground storm mains and ditches. Open stormwater conveyance systems exist on Swan Ave, Hunter Ave, Hiram Ave, Cleveland St and small sections of Gain St and Ames St.

The *Oregon City Stormwater Master Plan (2020*) modeled two basins within the neighborhood: the Park Place Basin and the Livesay/Holcomb Basin. The Park Place Basin discharges to the stream running through the west side of the neighborhood, north of Holcomb. This system is a combination of open channels and culverts modeled from Swan Ave to Apperson Blvd. The Livesay/Holcomb Basin discharges to the stream on the south side of Holcomb. This system is also a combination of open channels and piped flow.

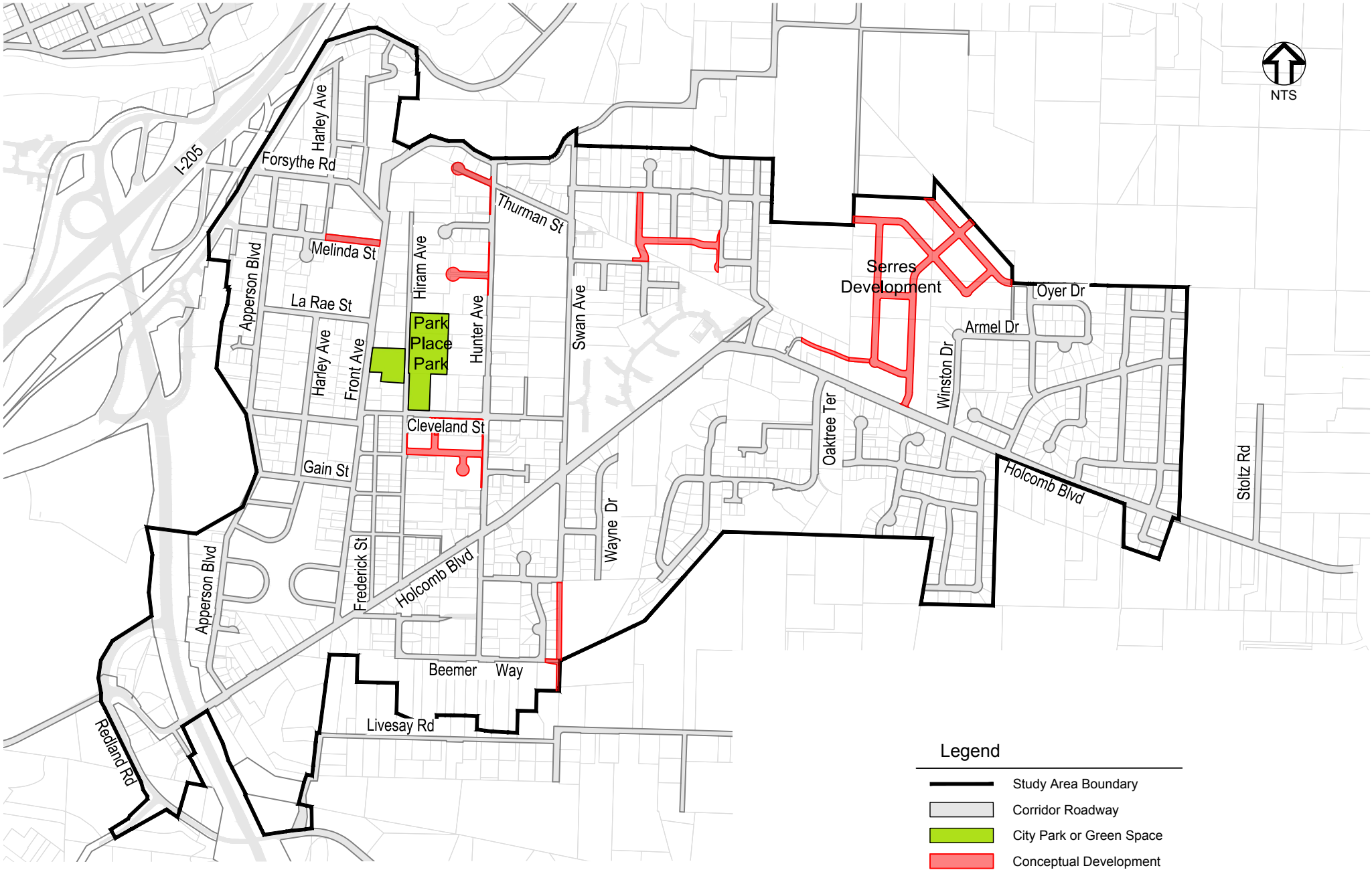
The Stormwater Master Plan summarizes stormwater capacity in these two basins as follows:

- Existing culverts in the Park Place Basin may not have capacity for current flows, but the drainage system is likely to be modified with future development.
- The Holcomb Blvd conveyance system is not large enough to accommodate current flows and is expected to be further stressed by projected development in the Livesay basin.

CIP #9, the Holcomb Blvd Capacity Improvement project was the only stormwater project identified within the study area.

2.6 DEVELOPMENT PROJECTS

A number of development projects are in various planning stages within the neighborhood. These developments are shown in the following **Figure 2-15** on the following page. They include a large development anticipated east of Holcomb School, currently named the Serres Development. This development will provide additional connectivity to the Holcomb school for properties to the east. A trail project is anticipated to be a condition of development approval completing a link between Holcomb Blvd and Forsythe Rd. This would likely be located along the western edge of the development, as part of the regional trail network expansion.



OREGON CITY

wallis engineering

Figure 2-15: Development Projects

PARK PLACE URBANIZATION PLAN

December, 2021

SECTION 3: ALTERNATIVE DEVELOPMENT AND SELECTION

This section describes the process by which proposed improvement alternatives were developed, including the objectives and public engagement efforts that informed alternative development. These alternatives are defined and their expected implications for transportation and safety are discussed in the following pages.

3.1 PUBLIC ENGAGEMENT PROCESS

The project team attended two Park Place Neighborhood Association meetings. After each meeting, the team administered a public outreach survey. The surveys were provided to community members within the Park Place Neighborhood to obtain feedback on transportation deficiencies and preferences on alternative designs. The first survey allowed community members to express their top safety concerns and describe their daily experiences travelling in the Park Place Neighborhood. The second survey provided visuals of proposed transportation improvements to the study area, and allowed participants to provide opinions on which improvements were most desirable. These results were used in determining final design improvements and alternatives to the Park Place Neighborhood.

3.2 PUBLIC OUTREACH #1

The intent of the first public outreach effort was to confirm the design team's understanding of existing facilities, destinations, desired modes and transportation challenges within the study area. The first community survey had 200 responses. A summary of the results is included below in **Figure 3-1**.

Figure 3-1: Public Survey #1 Results

In summary, the results from the first survey show that most respondents travel by driving daily or every weekday within the study area, while a little over half of respondents travel by walking. The top safety concerns from respondents were the lack of sidewalks, and speeding. If there were safer sidewalks, a little over half of respondents say they would travel more often within the neighborhood. Over half of respondents stated they do not think it is important for the city to widen existing roadways, but do believe it is important to separate bicyclists from cars. Over half of respondents do not believe sharrows provide adequate protection when bicycling within the neighborhood.

Appendix A includes full results from Survey #1.

3.3 SPEED MANAGEMENT

Concerns over speeding have been provided through public comment within the neighborhood. Speed humps are currently installed on both Apperson Blvd and Front Ave. La Rae St adjacent to the Alliance Academy narrows to accommodate crosswalks at S. Harley Ave, another traffic calming method implemented. Additional speed control measures may be necessary to control vehicle speeds throughout the study area.

3.4 ALTERNATIVES DEVELOPMENT

Based upon the concerns expressed during the first public outreach effort, the design team developed a sidewalk prioritization plan, proposed roadway classification and cross sections, mailbox banking options, and a set of potential traffic calming measures.

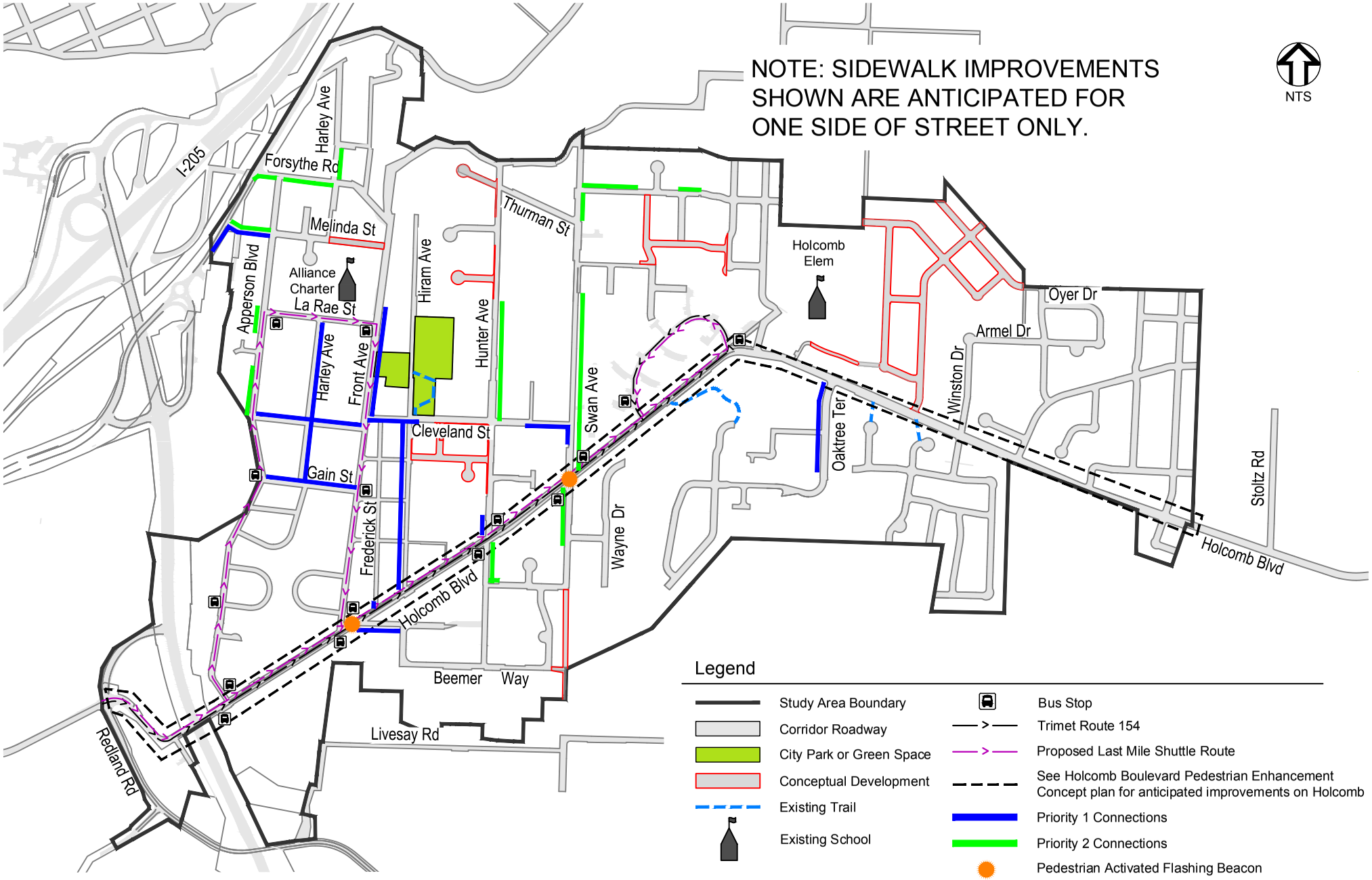
The existing roadways provide important and continuous routes through the Park Place Neighborhood. However, there are discontinuous and incomplete facilities for pedestrians, bicyclists, and public transit users. This section discusses future needs for the study area as identified by the design team and previous City planning documents.

3.4.1 Sidewalk Prioritization Plan

A clear outcome of the first public outreach effort was a large neighborhood desire to address gaps within the pedestrian network. The design team developed a sidewalk prioritization plan to address these gaps and prioritize pedestrian improvements. The intent of this plan is to provide continuous pedestrian routes within the neighborhood, with the primary goal of providing access to facilities along Holcomb Blvd, neighborhood schools and the Park Place Park. As discussed, the study area includes areas with potential for near-term development. Developers would be required to complete frontage improvements, which might include the addition of sidewalk and ADA-compliant curb ramps. Therefore, the plan prioritizes sidewalk improvement locations near properties that were unlikely to develop in the near term.

Pedestrian improvements were broken into two phases. The first phase would include those projects that accomplished the plan goals at the lowest cost, and with the lowest possible impact. Impacts were defined as requiring the purchase of Right-of-Way, proximity to NROD boundaries and challenges to construction. The second phase would include sidewalk segments that were further from Holcomb Blvd, served fewer residents, or were necessary to complete a continuous connected network but had development potential.

A graphic illustration of the plan is included on the following page as **Figure 3-2**.



OREGON CITY

wallis engineering

Figure 3-2: Sidewalk Prioritization Plan

PARK PLACE URBANIZATION PLAN

December, 2021

3.4.2 Proposed Roadway Classification and Cross Sections

Due to the variable nature of the existing streets in the study area, the project team developed a menu of roadway cross sections for application over each individual street. The intent of this effort was to establish a roadway classification system unique to the study area that most closely matched the existing cross sections, while also providing space for pedestrians, bicycles and motor vehicles as needed. This plan is intended to guide development of street improvements associated with development within the Park Place Neighborhood.

Roadway Classification Plan

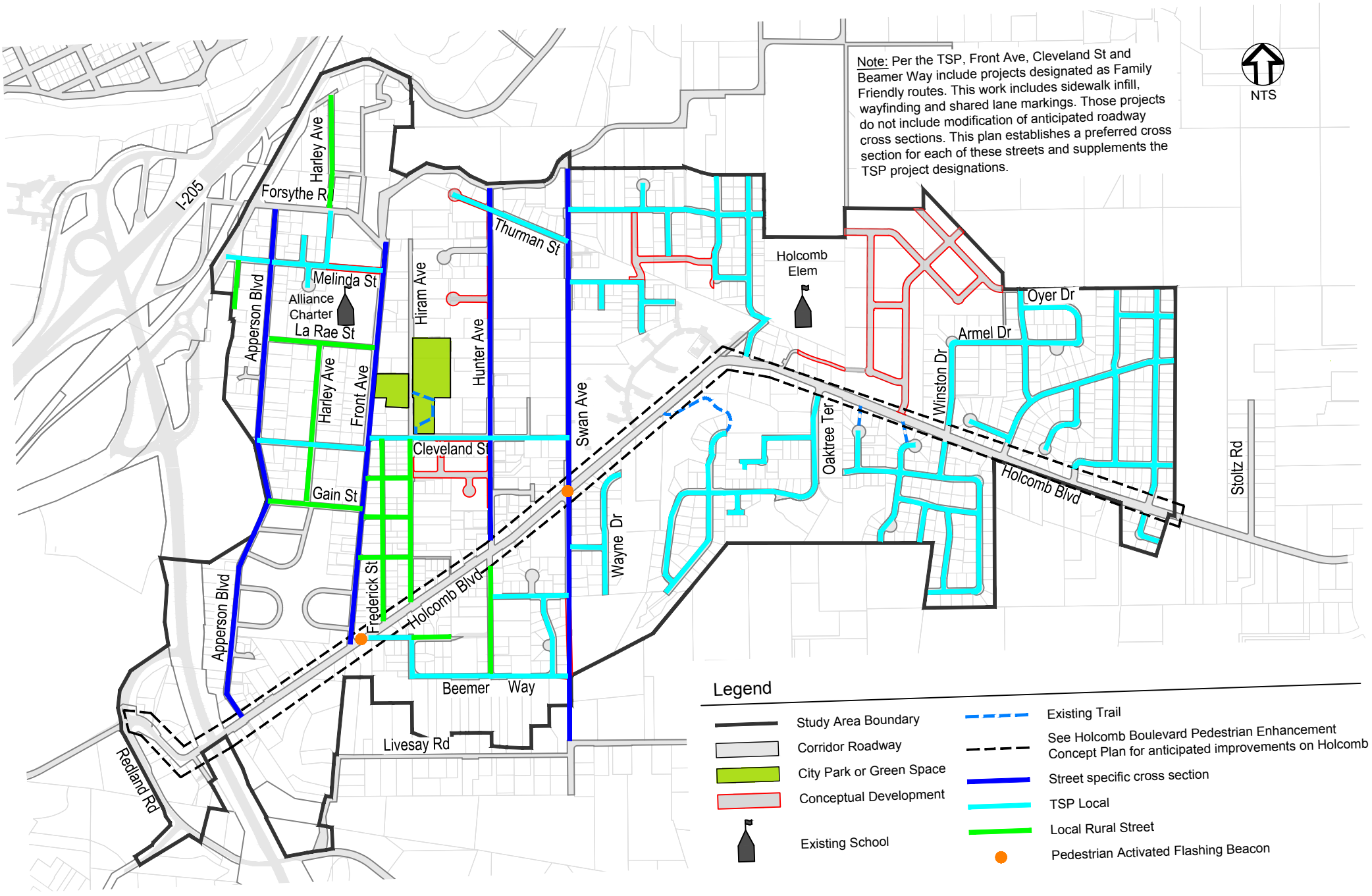
Figure 3-3 on the following page represents a plan to classify roadways within the study area to a variety of standards discussed below.

This plan includes alternative cross sections for street classifications for Family Friendly Streets, Apperson Blvd, Front Ave, Hunter Ave, and Swan Ave.

Local Rural Streets

During the public outreach and plan development process, local rural streets were called Family Friendly Streets. Public outreach efforts indicated that widening of existing roadways was not a priority. A greater priority was to establish walkable areas with provisions for pedestrians and bicyclists. The design team prepared cross sections for Family Friendly Streets to accomplish this goal. This cross section was applied to those streets that were currently narrow, in areas of limited right-of-way and were anticipated to have lower traffic volumes. The proposed cross section for Family Friendly Streets included a reduced width section where stormwater management facilities could be required.

Figure 3-4 and **Figure 3-5** on page 29 illustrate draft cross sections for Family Friendly Streets, with and without stormwater facilities.



OREGON CITY

wallis engineering

Figure 3-3: Roadway Classification Plan

PARK PLACE URBANIZATION PLAN

December, 2021

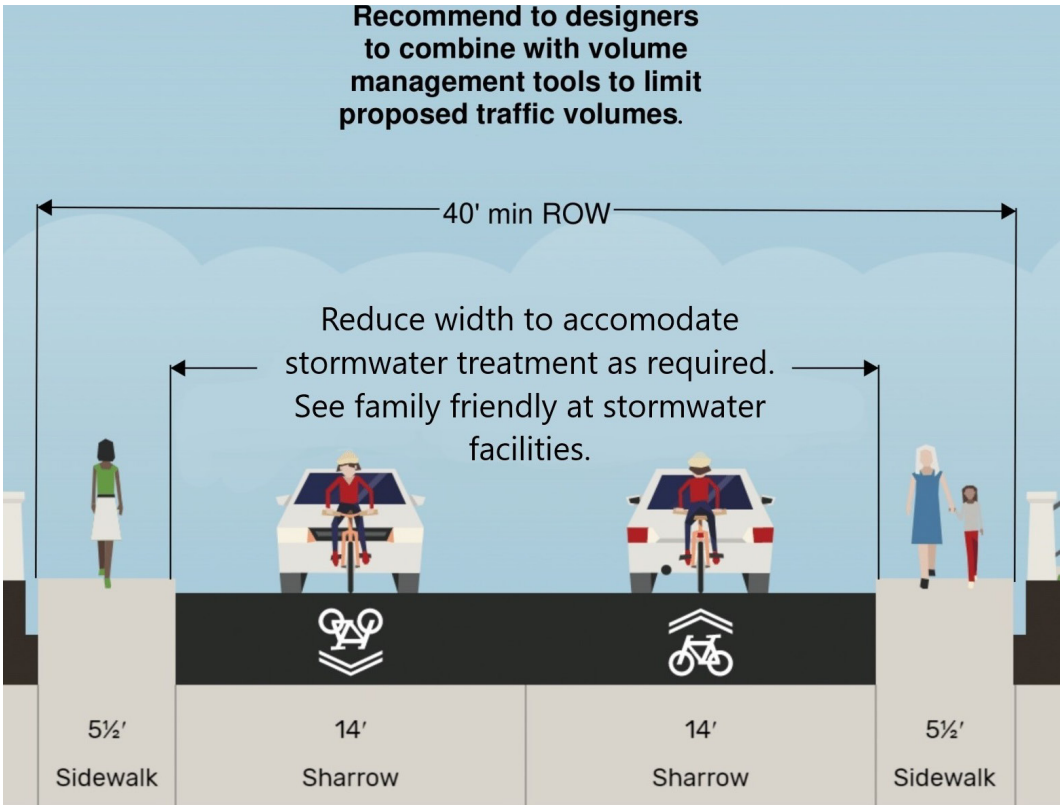


Figure 3-4: Family Friendly Street (Local Rural Street) Cross Section

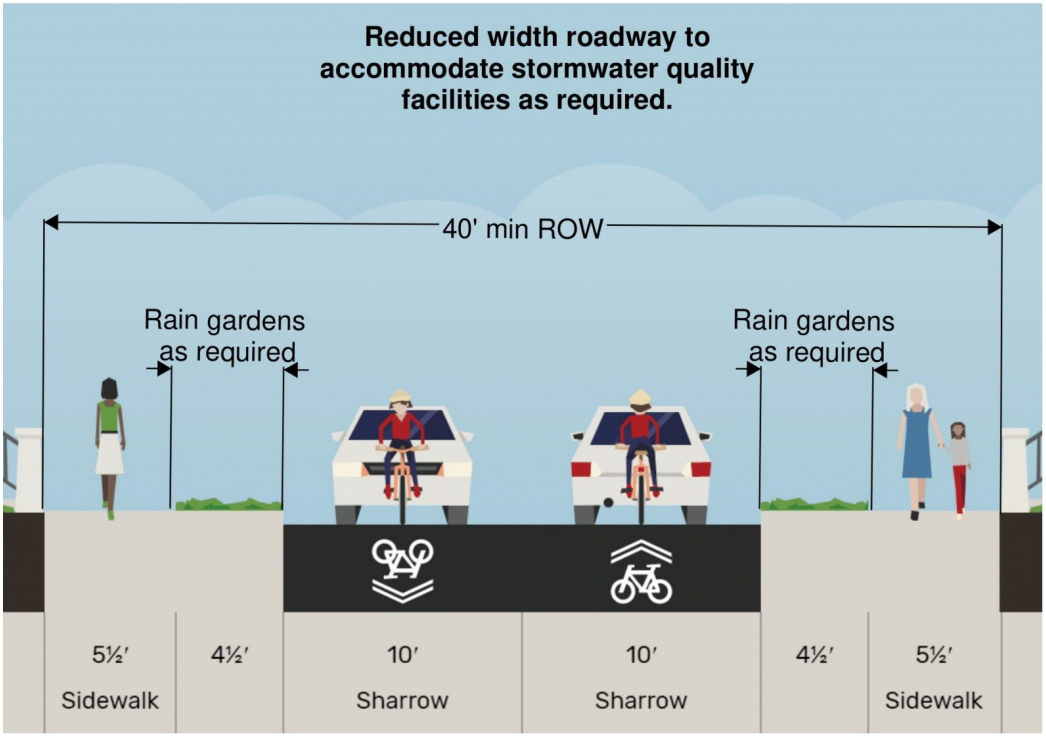


Figure 3-5: Family Friendly (Local Rural Street) at Stormwater Facilities*

*-The final cross sections have been renamed Local Rural Streets

Apperson Blvd

Apperson Blvd is essentially built out. The current configuration of Apperson includes two 14-foot wide lanes with sidewalks on both sides where they currently exist. This current configuration allows for limited parking, though most residents along this roadway appear to park off street. This existing configuration is shown in **Figure 3-6**.

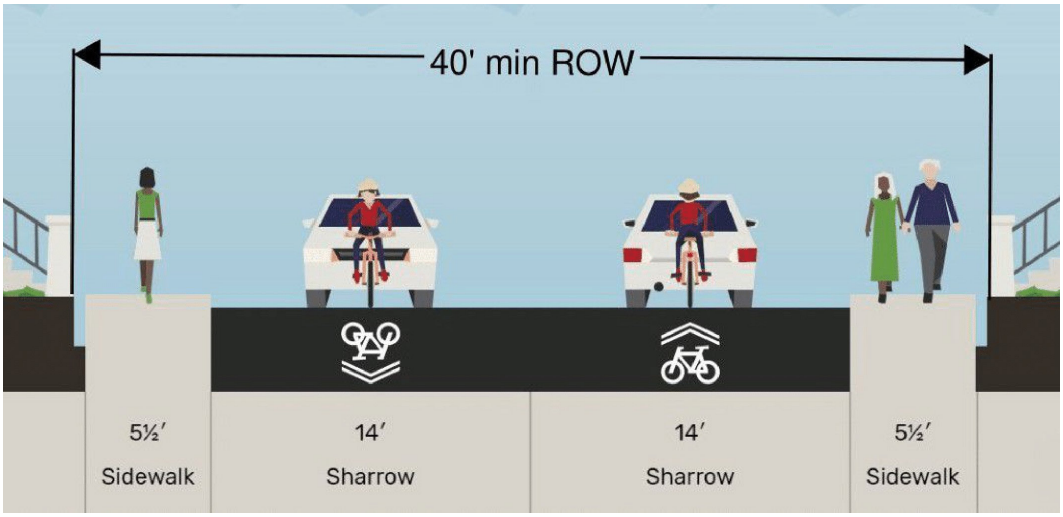


Figure 3-6: Apperson Blvd Existing Cross Section

The existing curb to curb width on Apperson Blvd allows for an opportunity to narrow the vehicle lanes to include bike lanes on either side. A proposed alternative was developed to provide the public with the opportunity to select which configuration would be preferred. The proposed cross section is included below as **Figure 3-7**.

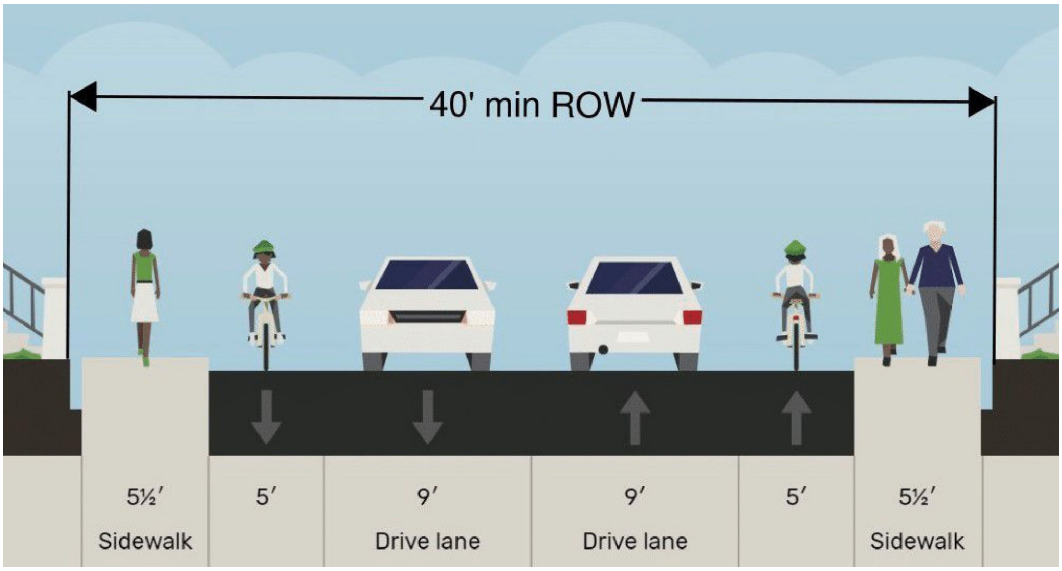


Figure 3-7: Apperson Blvd Proposed Cross Section

Front Avenue

Front Ave currently includes approximately 36 feet of paved width,

with sporadic curb tight sidewalks located mainly on the west side of the street. The current paved width allows for parking on either side of the roadway. The east side of the street is constrained in several locations by limited right-of-way and retaining walls. As Front Ave is a direct connection to Holcomb Blvd, Alliance Academy and Park Place Park, it would be a convenient location to provide biking facilities. Two alternatives, were prepared to allow the public an opportunity to choose a preference. Option 1 is shown below as **Figure 3-8**, and Option 2 is included as **Figure 3-9** on the following page. Both options include sidewalk on both sides of the roadway.

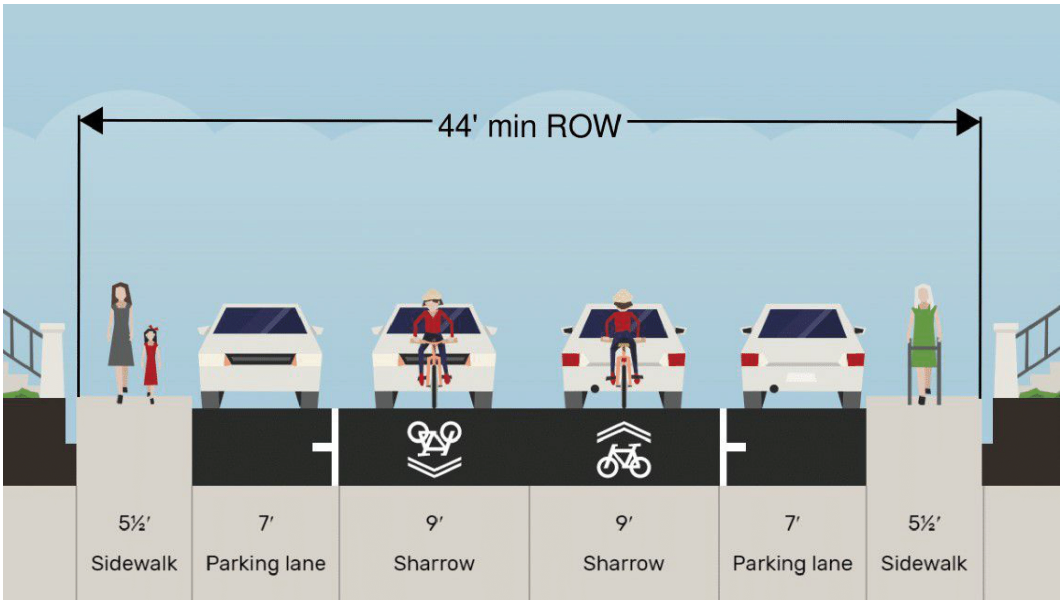


Figure 3-8: Front Ave Proposed Cross Section – Option 1

Option 1 maintains the current road space allocation for on-street parking with bicycles and vehicles sharing the road.

Option 2 removes parking on one side of the roadway and reduces the vehicular lane width to allow for bike lanes on either side. The parking lane in this configuration could alternate sides of the roadway to create an effective chicane along the roadway to reduce vehicle speeds. A chicane is an artificial narrowing or turn on a road. The curving nature of the roadway has been found to reduce vehicle speeds.

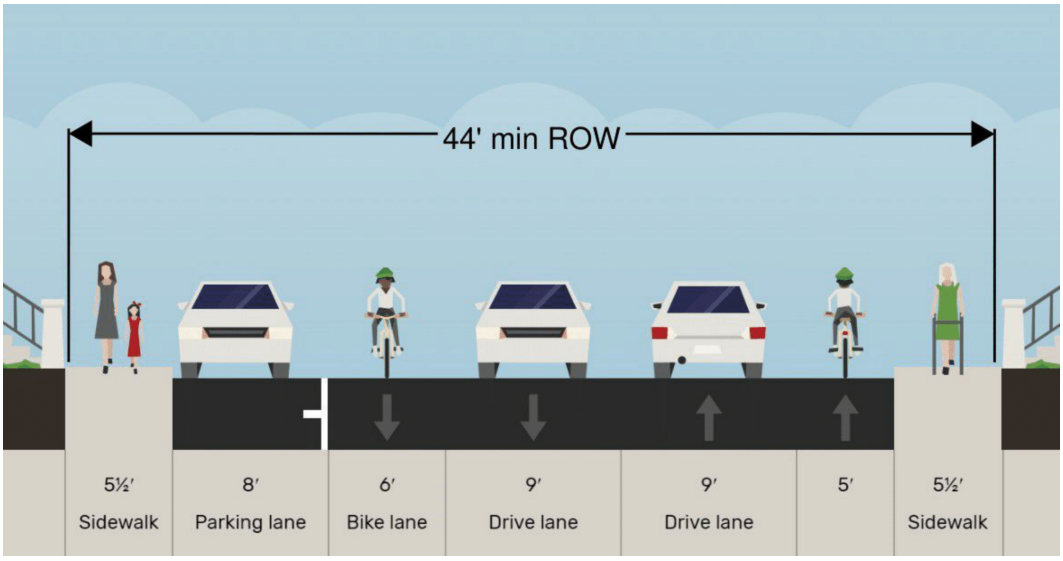


Figure 3-9: Front Ave Proposed Cross Section – Option 2

Hunter Avenue

Hunter Ave is predominantly a narrow rural character roadway, with the exception of some recent development between Holcomb Blvd and Cleveland St. The recently-developed street segments include approximately 32 feet of paved width, space for on-street parking on either side of the roadway, a 5-foot landscape buffer and 5-foot sidewalks. North of Cleveland St, Hunter Ave is constrained on either side by steep topography and environmentally-sensitive areas. The cross section shown below as **Figure 3-10** was proposed to match the existing improvements, and allow for flexibility to reduce the design width when confronted with topographic or environmental constraints.

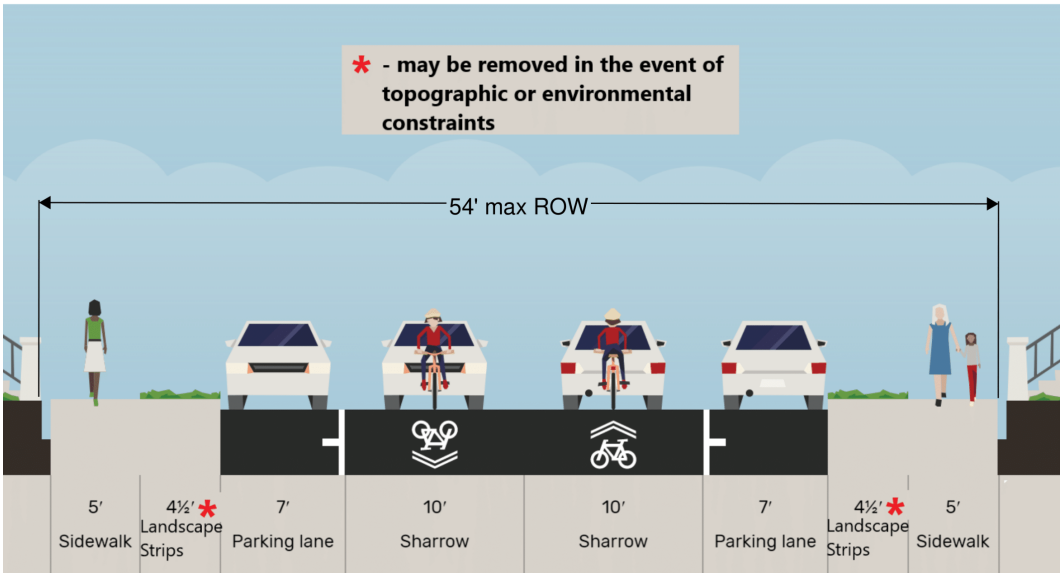


Figure 3-10: Hunter Ave Alternative Cross Section

Swan Avenue

Swan Ave as it currently exists has a rural character throughout most of its length. North of Cleveland St, the road is constrained by topographic and environmentally-sensitive areas. Swan Ave is designated as a collector roadway and will eventually connect to the Park Place Development planned for south of the study area. The following cross section, **Figure 3-11,** was developed to conform to the future development section. It allows for flexibility to reduce the design width when confronted with topographic or environmental constraints.

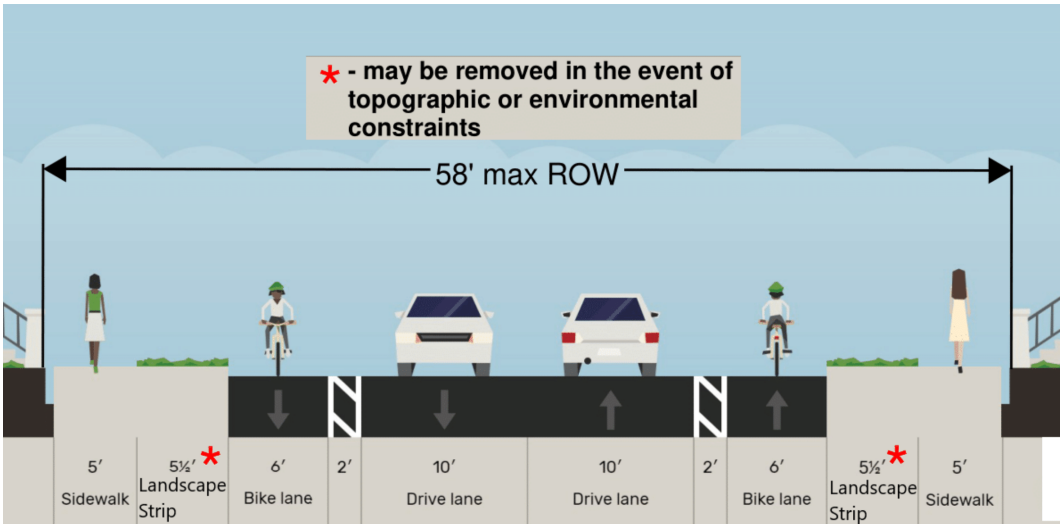


Figure 3-11: Swan Ave Alternative Cross Section

Local Roadways

The bulk of roadways within the study area are currently designated as local roadways per the TSP. It was determined that several streets should remain in this local designation due to the current built out nature of those roadways primarily meeting this standard. The local roadway cross section is provided in **Figure 3-12.**

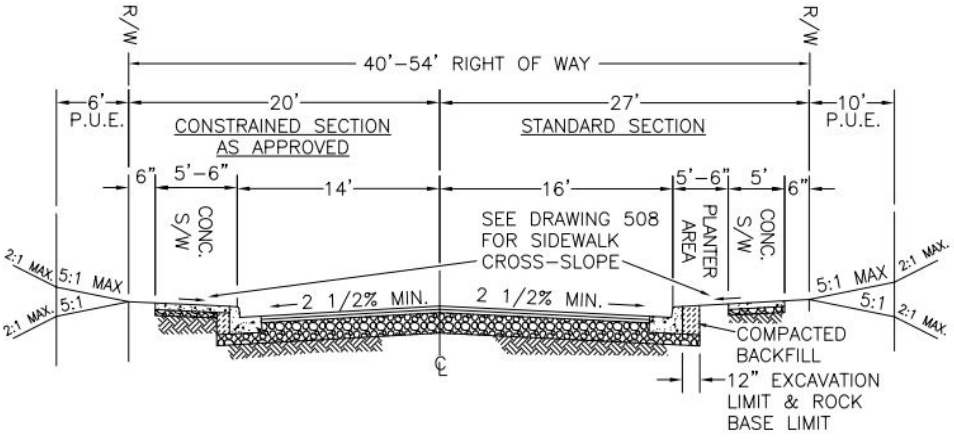
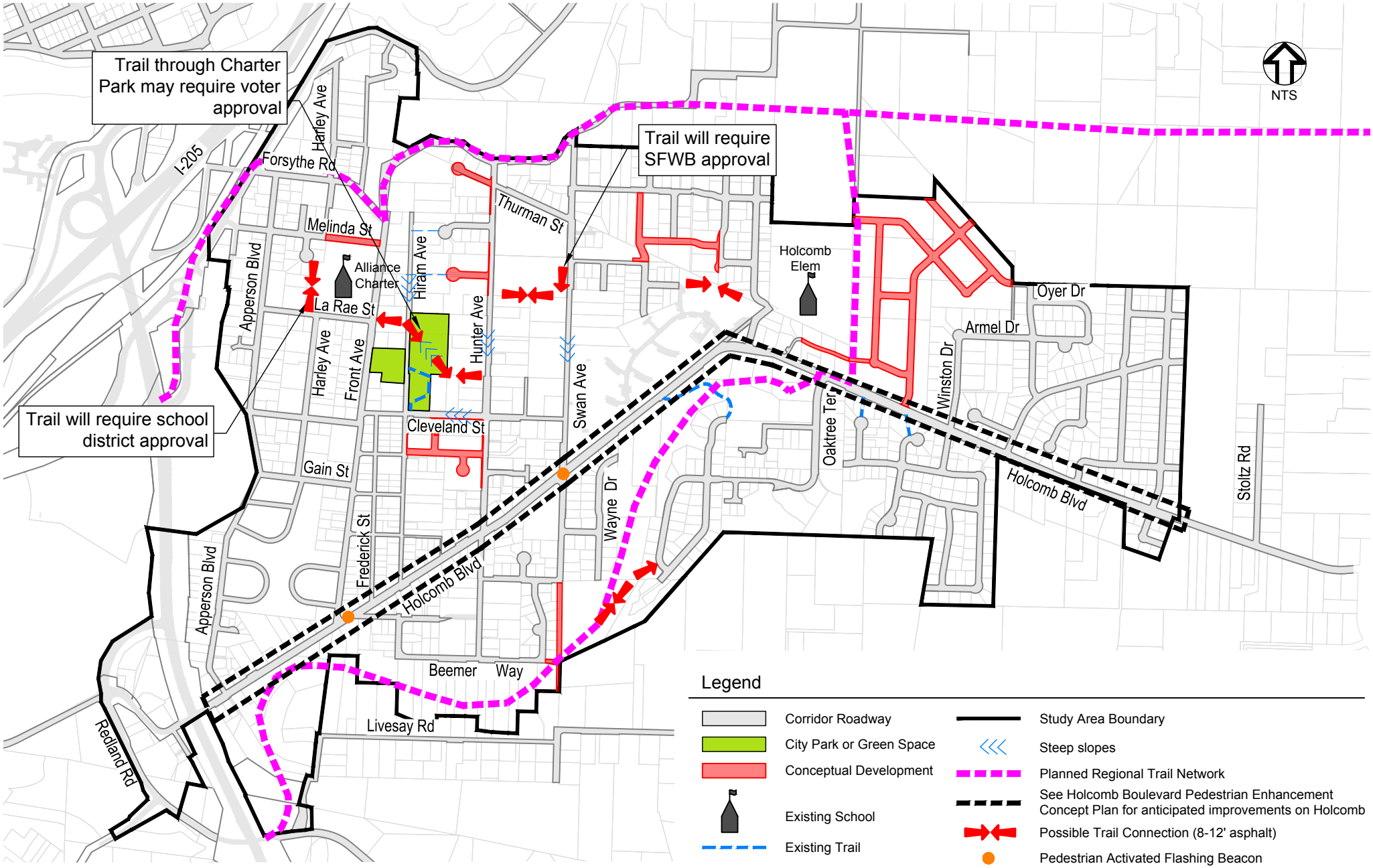


Figure 3-12: Local Roadway Cross Section

3.4.3 Trail Connectivity Plan

To address the lack of east-west connectivity within the neighborhood, several trail routes were investigated to provide connections between Holcomb Elementary, Alliance Charter school and the Park Place Park. **Figure 3-13** on the following page identifies possible locations to provide separated trail facilities. The development of these facilities will require approval and right-of-way acquisition from private entities.



OREGON CITY

wallis engineering

Figure 3-13: Conceptual Trail Connection Plan

PARK PLACE URBANIZATION PLAN

December, 2021

3.4.4 Mailbox Banking

The City received a number of citizen complaints regarding existing mailboxes obstructing sidewalks within the Park Place Neighborhood. As part of public outreach, the project team gauged resident willingness to invest resources into the consolidation of mailboxes and removal of private individual boxes along the roadway. Two options were presented to the public: keeping existing mailboxes (as shown in **Figure 2-13**), or mailbox banking, as shown in **Figure 3-14.**

Figure 3-14: Mailbox Banking

3.4.5 Traffic Calming Measures

The design team presented the public with a variety of speed management options to gauge which measures were preferred. These traffic calming measures were suggested to address speeding issues within the study area, and facilitate the development of family-friendly bike routes. Speed management tools described in the following paragraphs were obtained from the NACTO urban bikeway design guide.

The following options were presented:

Speed Humps – Speed humps are 3 to 4 inches high and 12 to 14 feet long, such that speeds are reduced to 15 to 20 mph. They are often referred to as "bumps" on signage and by the general public.

Figure 3-15: Speed Humps

Neck Downs - Neckdowns are pinchpoints at intersections; they are minor street crossing treatments that narrow at least one side of an intersection using curb extensions or edge islands on both sides of the street. They are often combined with parking bays on side streets off commercial main streets.

Figure 3-16: Neck Downs

Traffic Circles – Neighborhood traffic circles are minor street crossing treatments that also provide speed management. They are raised or delineated islands placed at intersections that reduce vehicle speeds by narrowing turning radii, narrowing the travel lane, and, if planted, obscure the visual corridor along the roadway. It should be noted that the City of Portland has found such circles to be less effective than frequently spaced speed humps, and many people on bicycles complain that motorists overtake them when approaching the circles, creating a hazardous condition.

Figure 3-17: Traffic Circles

Speed Lumps - Speed cushions or speed lumps are either speed humps or speed tables that include wheel cutouts to allow large vehicles and bicycles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. They should be used with caution, however, as people driving sometimes seek out the space between the lumps, reducing the traffic calming effect and causing unpredictable driving.

Figure 3-18: Speed Lumps

Curb Extensions - Curb extensions or bulb-outs extend the sidewalk or curb face into the parking lane at an intersection. When placed on the bicycle boulevard, they visually narrow the roadway. Curb extensions on the cross street act as a minor street crossing. All curb extensions reduce the crossing distance for pedestrians, can increase the amount of space available for street furniture and trees, and can act as stormwater management features.

Figure 3-19: Curb Extensions

3.5 PUBLIC OUTREACH #2

The intent of the second public outreach effort was to solicit feedback from the Park Place Neighborhood on the alternatives developed by the project team. The team presented design alternatives to the neighborhood association on April 19, 2021, followed by an online link to a community survey. The second community survey had 103 responses. A summary of responses is included in **Figures 3-20**, **3-21**, and **3-22** on the following pages. See **Appendix B** for full results from Survey #2.

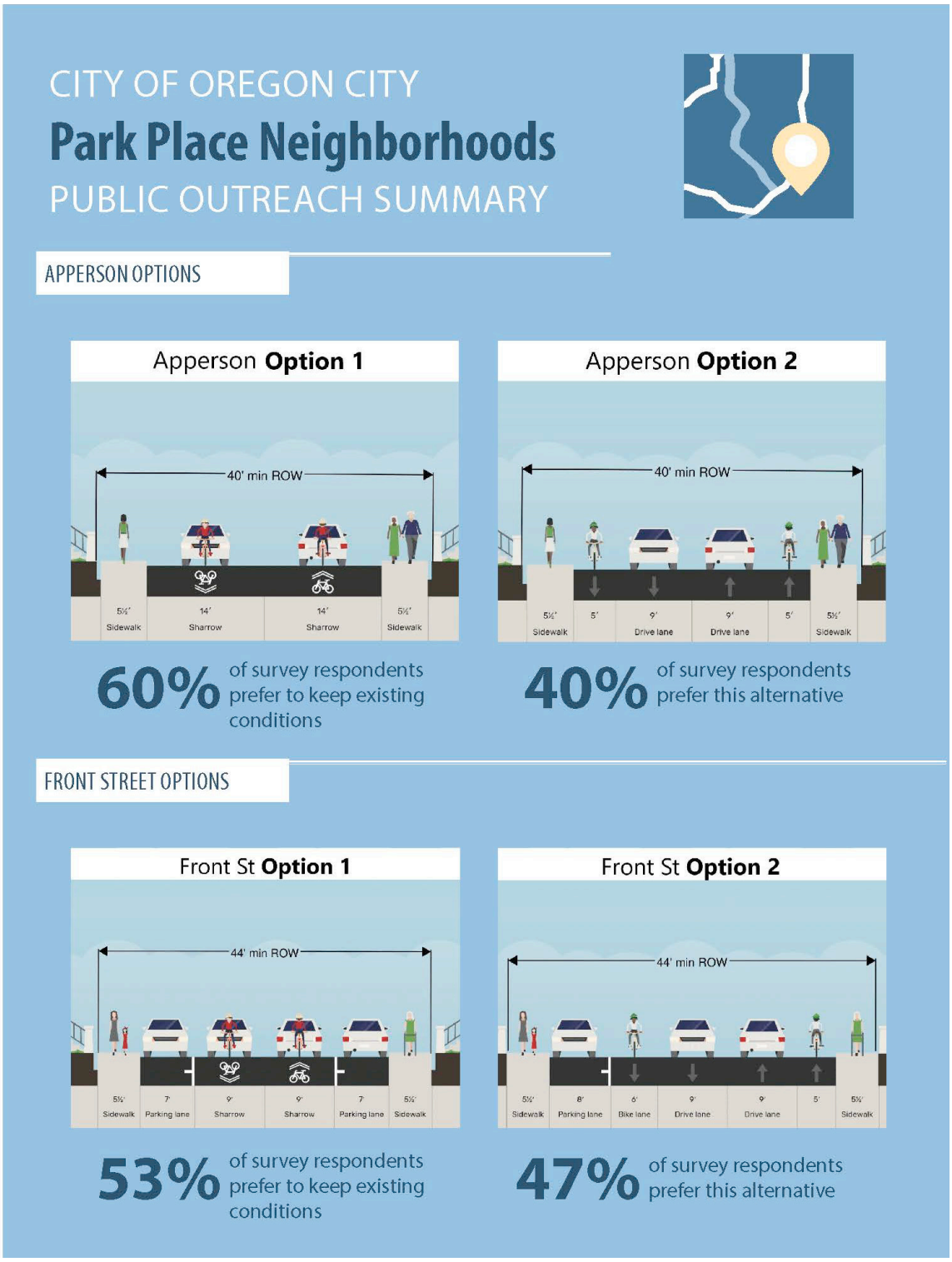


Figure 3-20: Public Survey #2 Results
Apperson Blvd & Front Ave

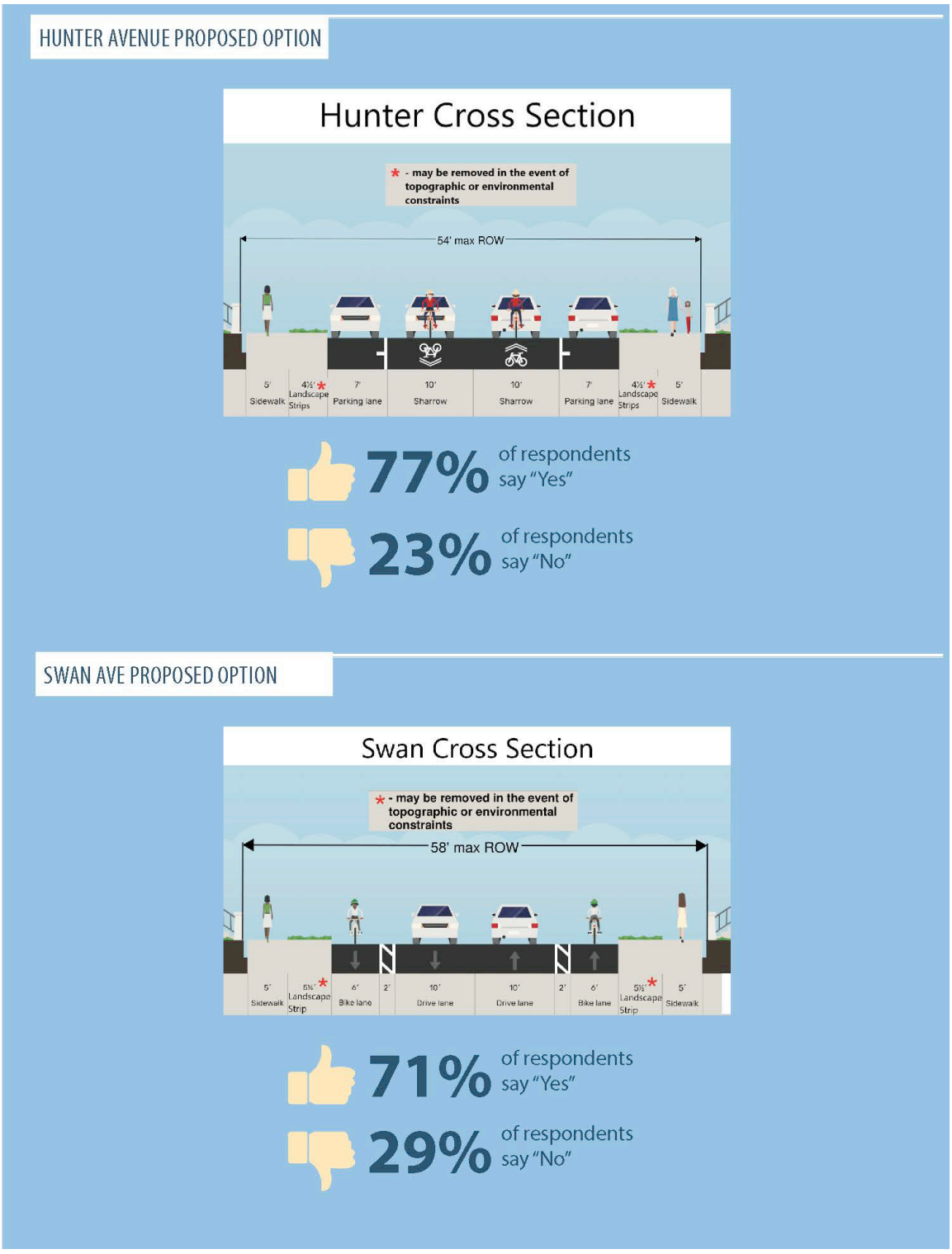
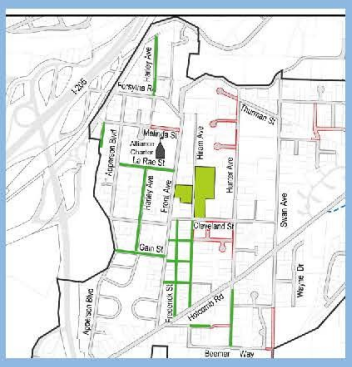


Figure 3-21: Public Survey #2 Results
Hunter Ave & Swan Ave

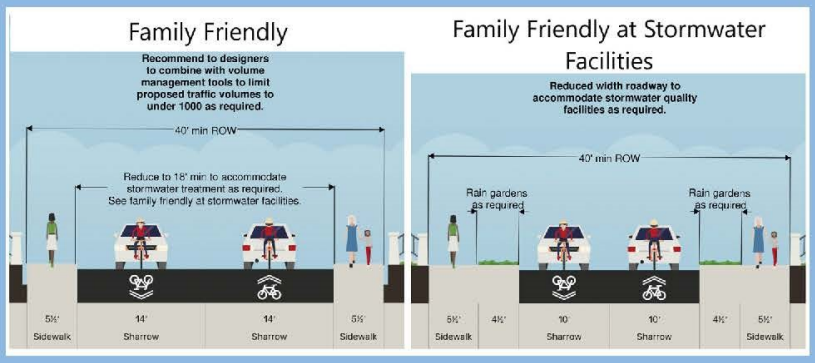
FAMILY FRIENDLY PROPOSED OPTION



Respondents were shown a map of highlighted family friendly streets and asked to vote on proposed cross sections:

82% of respondents say "Yes"

18% of respondents say "No"



* Note: These cross sections were renamed Local Rural Street in the final cross sections

MAILBOX OPTIONS

37% of survey respondents want to keep them where they are

63% of survey respondents want to invest in mailbox banking

TOP RANKED CALMING MEASURES

1. Traffic circles

2. Speed humps

3. Speed lumps

Figure 3-22: Public Survey #2 Results
Family Friendly Street*, Mailbox Options and Traffic Calming

SECTION 4: FINAL CONCEPT PLAN

The final plan recommended for adoption by the City includes the following plan elements:

4.1 SIDEWALK PRIORITIZATION PLAN

The following sidewalk prioritization plan is recommended for adoption as shown in **Figure 4-1** on the following page.

4.2 PROPOSED ROADWAY CLASSIFICATION

4.2.1 Proposed Roadway Classification and Cross Sections

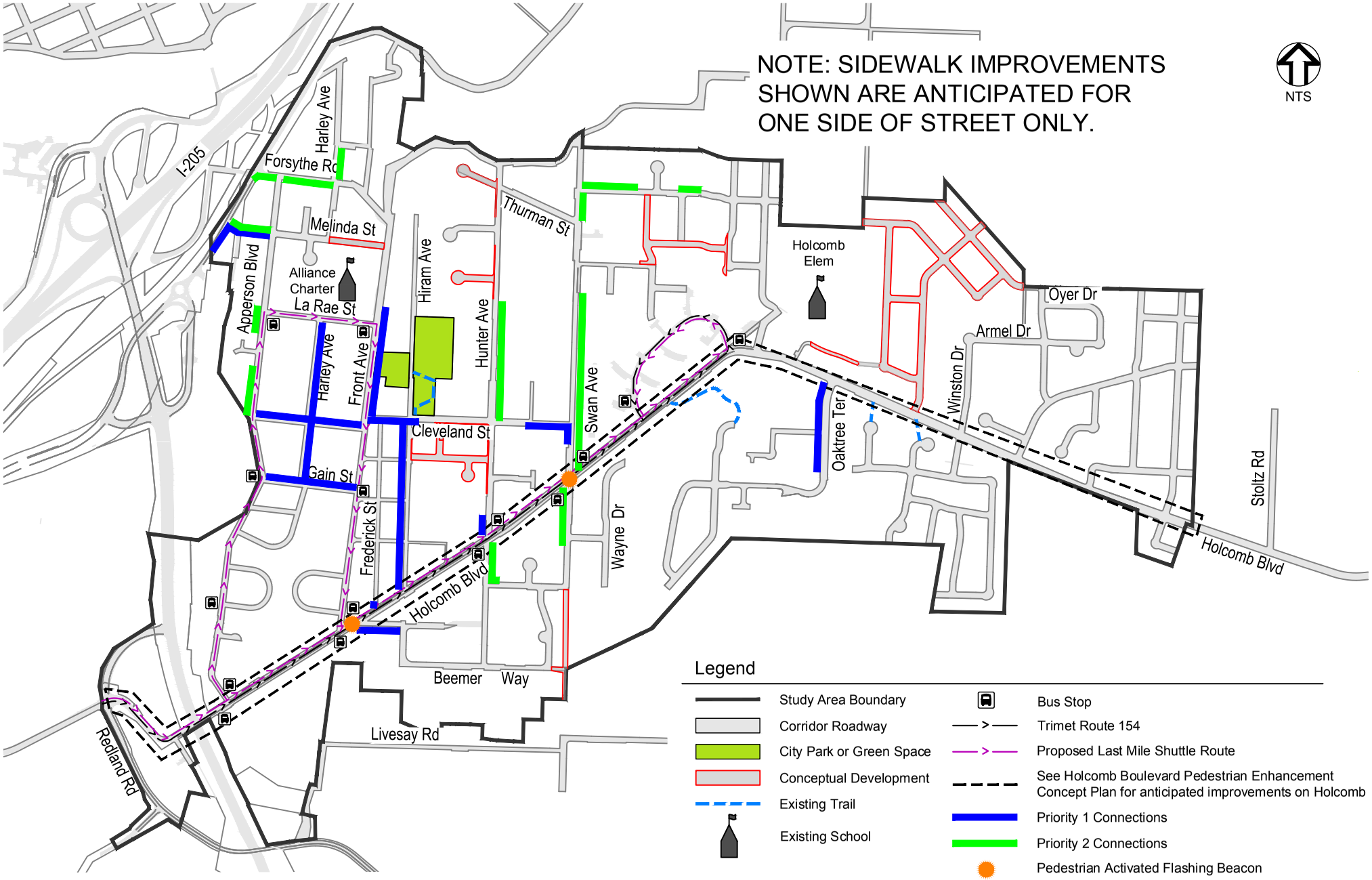
The roadway classification plan and associated cross sections are recommended for adoption as shown in **Figure 4-2** on page 43**.** All roadways highlighted as local roadways remain unchanged from their prior TSP designations. Road specific cross sections are shown in **Figure 4-3, Figure 4-4, Figure 4-5** and **Figure 4-6, Figure 4-7, Figure 4-8** on pages 44 through 46.

Constrained sections

Several of the proposed roadway cross sections allow for deviation from the standard section when roadway corridors are constrained by topographic or environmentally-sensitive areas. Some roadway sections may be too narrow for landscaping within the ROW, but it is anticipated that planting (groundcover/ shrubs/ trees) will be incorporated behind the sidewalk. Approval of any reduced section will be at the sole discretion of the City Engineer.

TSP clarification

Within the current TSP, Front Ave, Cleveland St and Beamer Way include projects designated as Family Friendly routes. This work includes sidewalk infill, wayfinding and shared lane markings. Those projects do not include modification of anticipated roadway cross sections. During public outreach and plan implementation, these roadways were referred to as Family Friendly Routes. To not conflict with the intent of the TSP and to clarify why these streets have fewer urbanized improvements, the classification was renamed to Local Rural Street. This plan establishes a preferred cross section for each of these streets and supplements the TSP project designations.



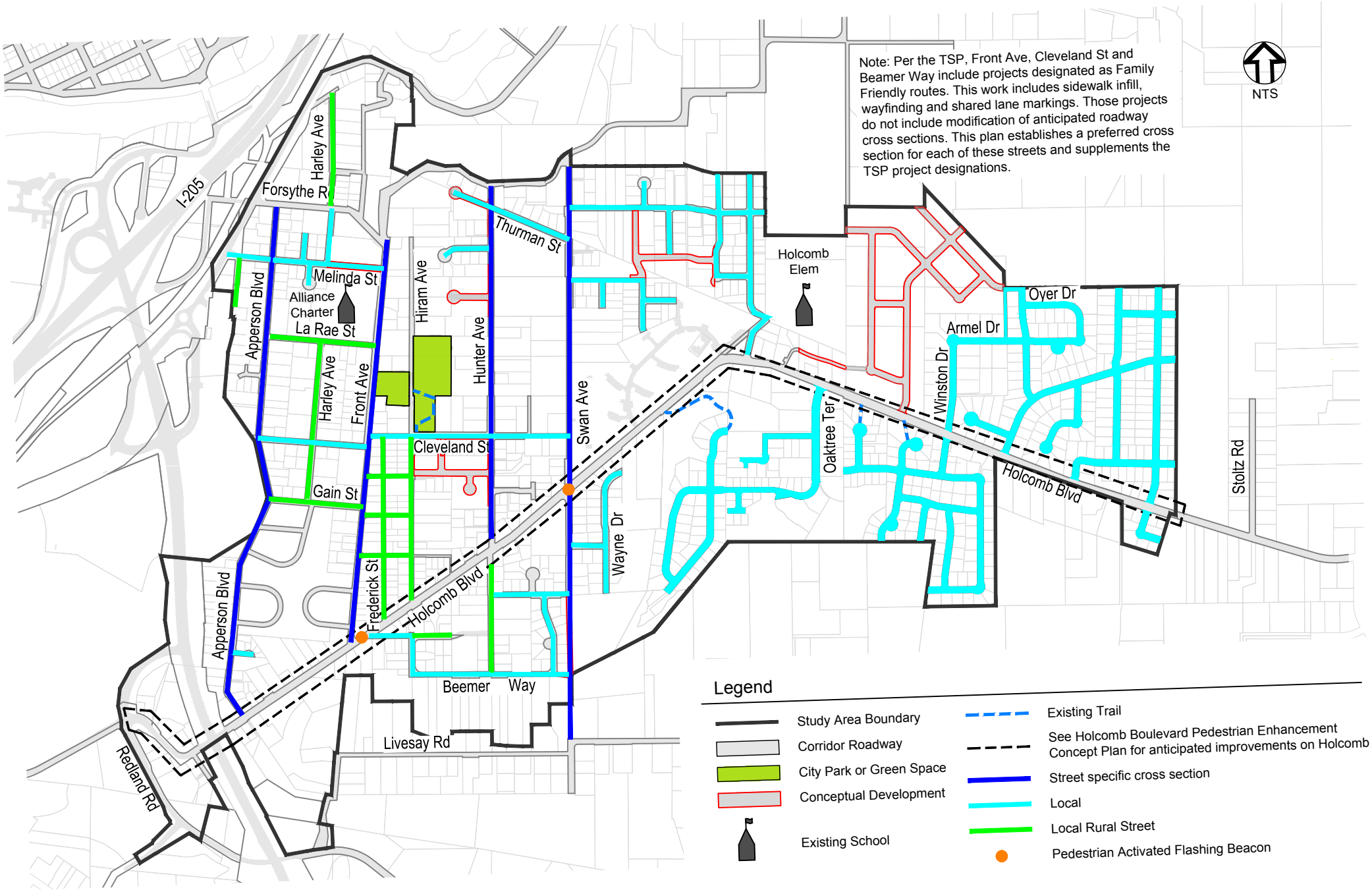
OREGON CITY

wallis engineering

Figure 4-1: Sidewalk Prioritization Plan

PARK PLACE URBANIZATION PLAN

December, 2021



OREGON CITY

wallis engineering

Figure 4-2: Approved Classification Plan

PARK PLACE URBANIZATION PLAN

December, 2021

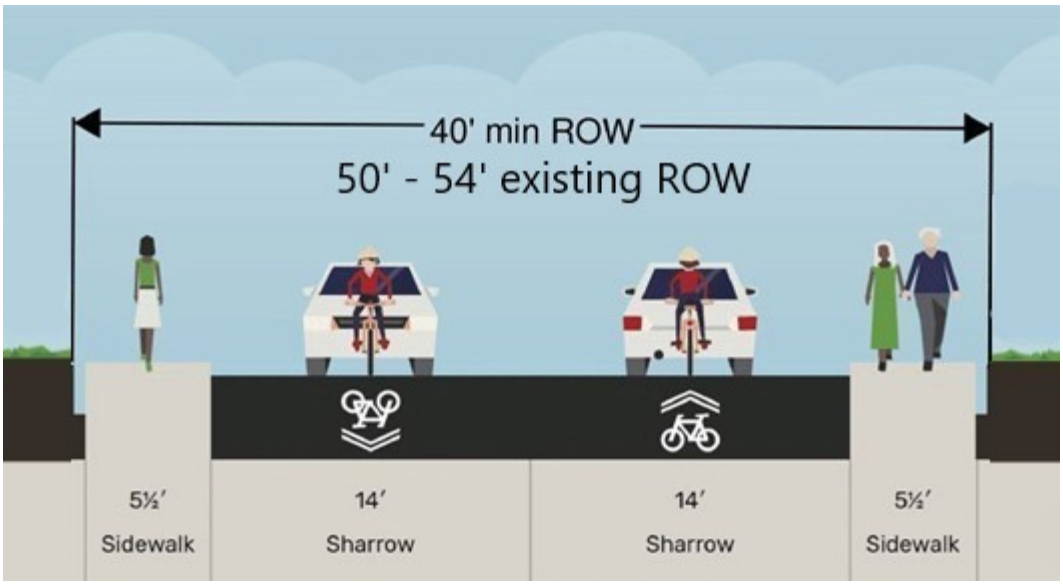


Figure 4-3: Apperson Blvd Cross Section

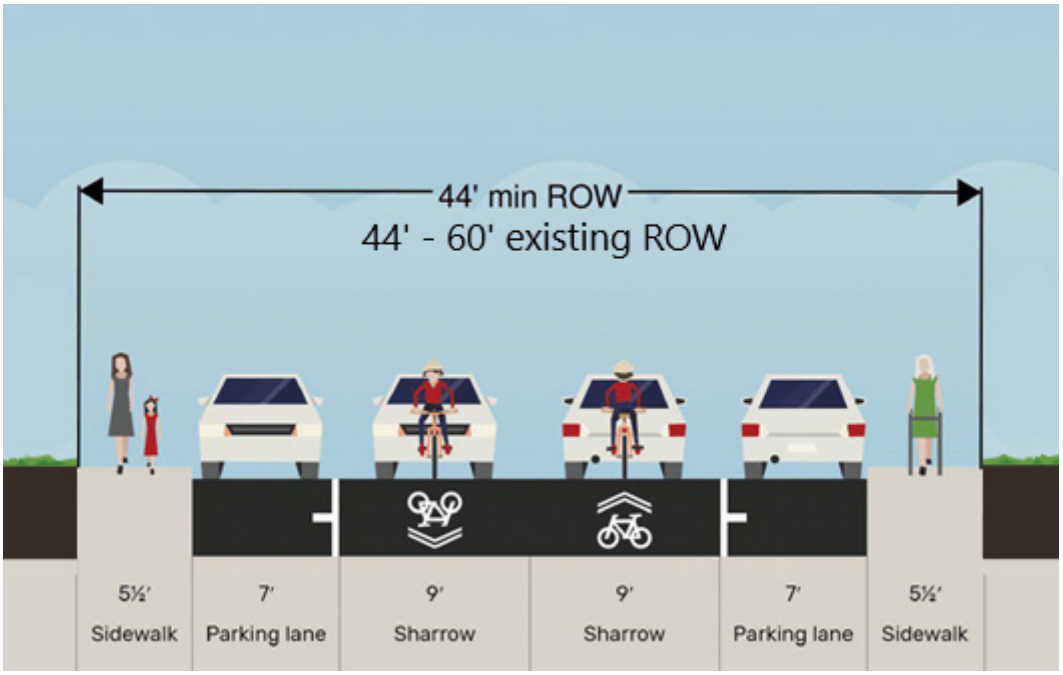


Figure 4-4: Front Ave Cross Section

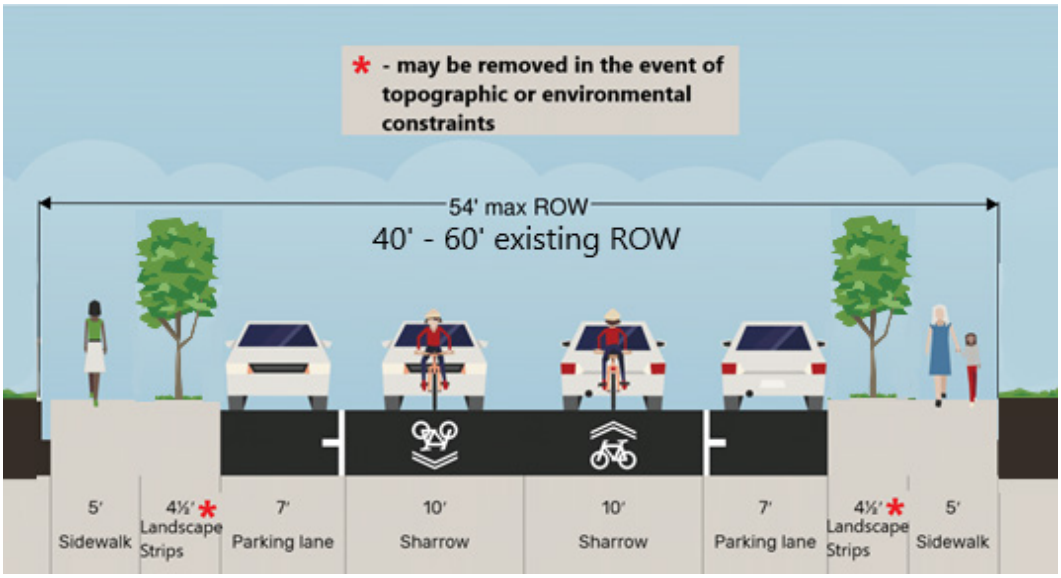


Figure 4-5: Hunter Ave Cross Section

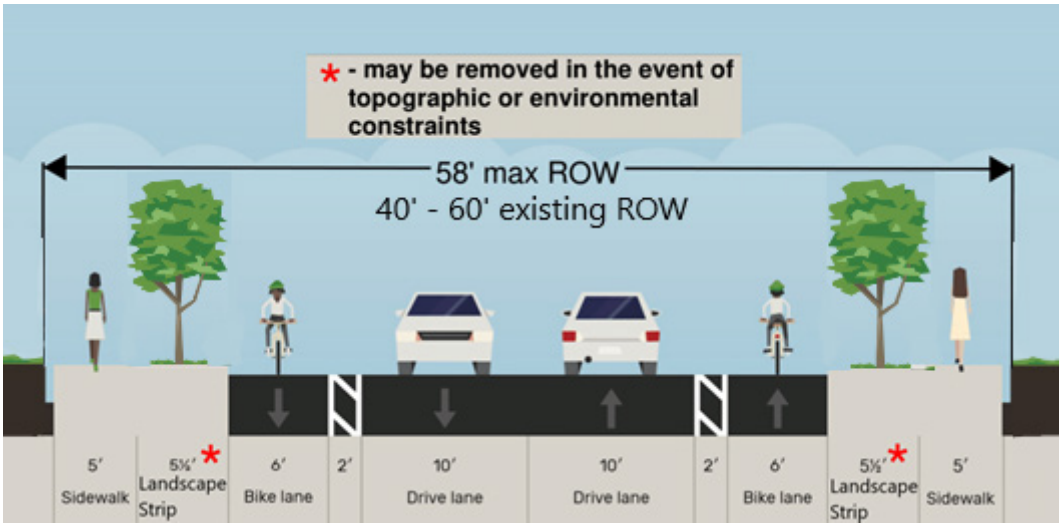


Figure 4-6: Swan Ave Cross Section

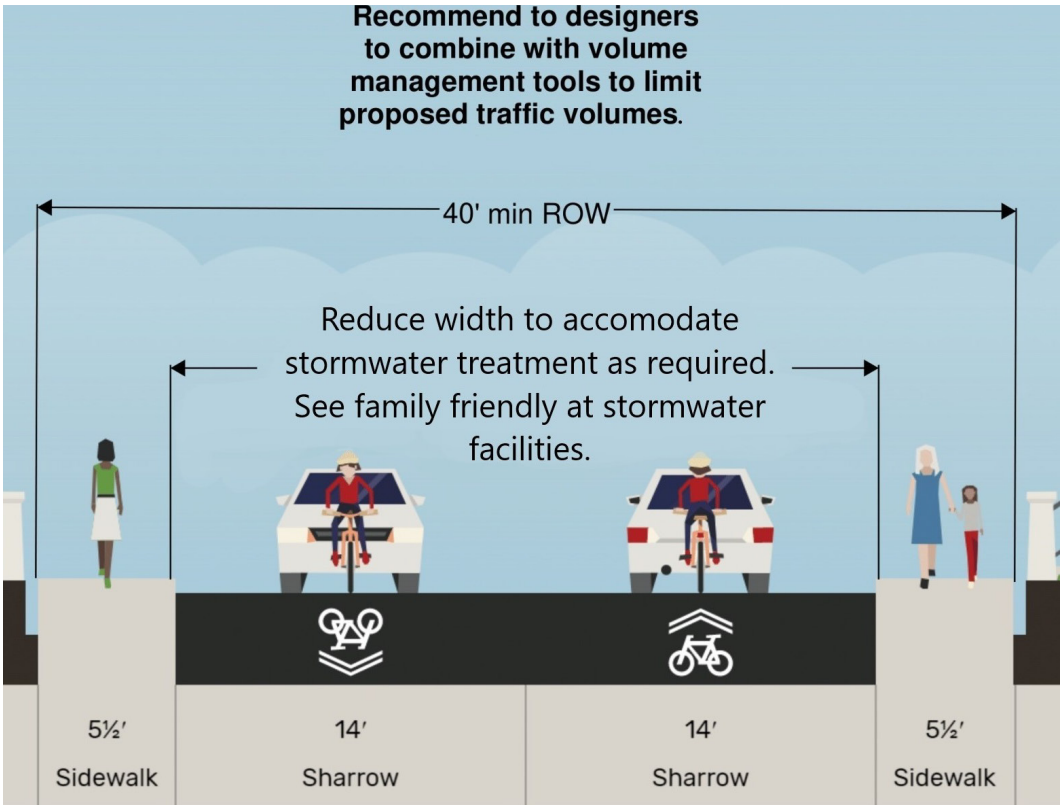


Figure 4-7 : Local Rural Street Cross Section

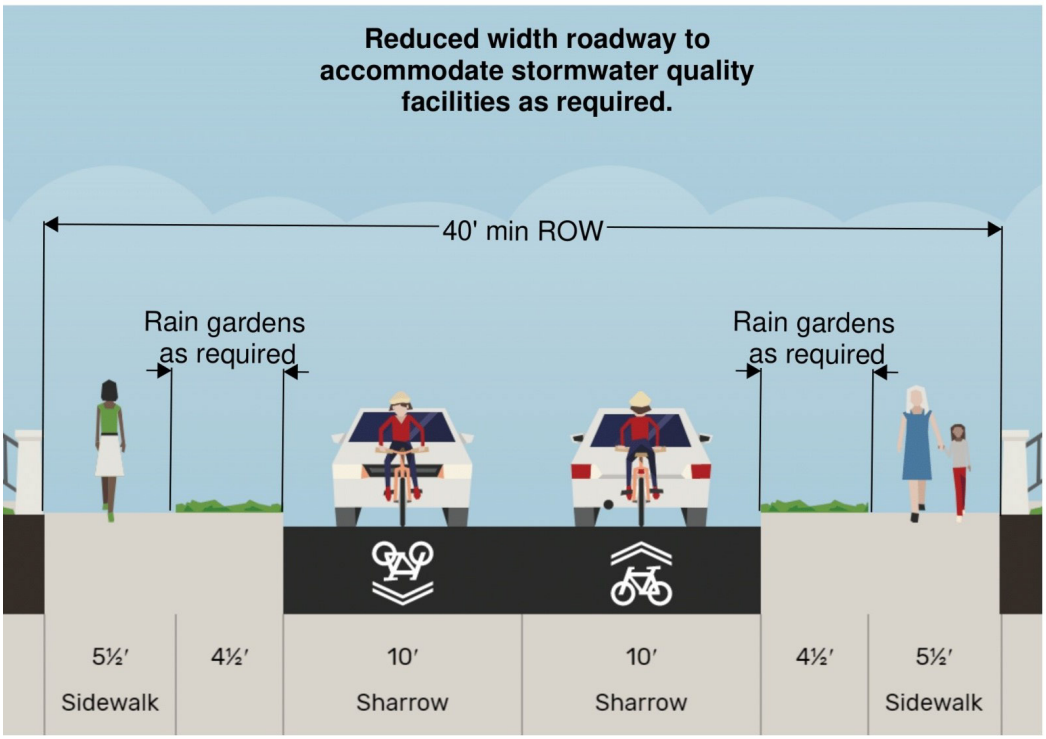
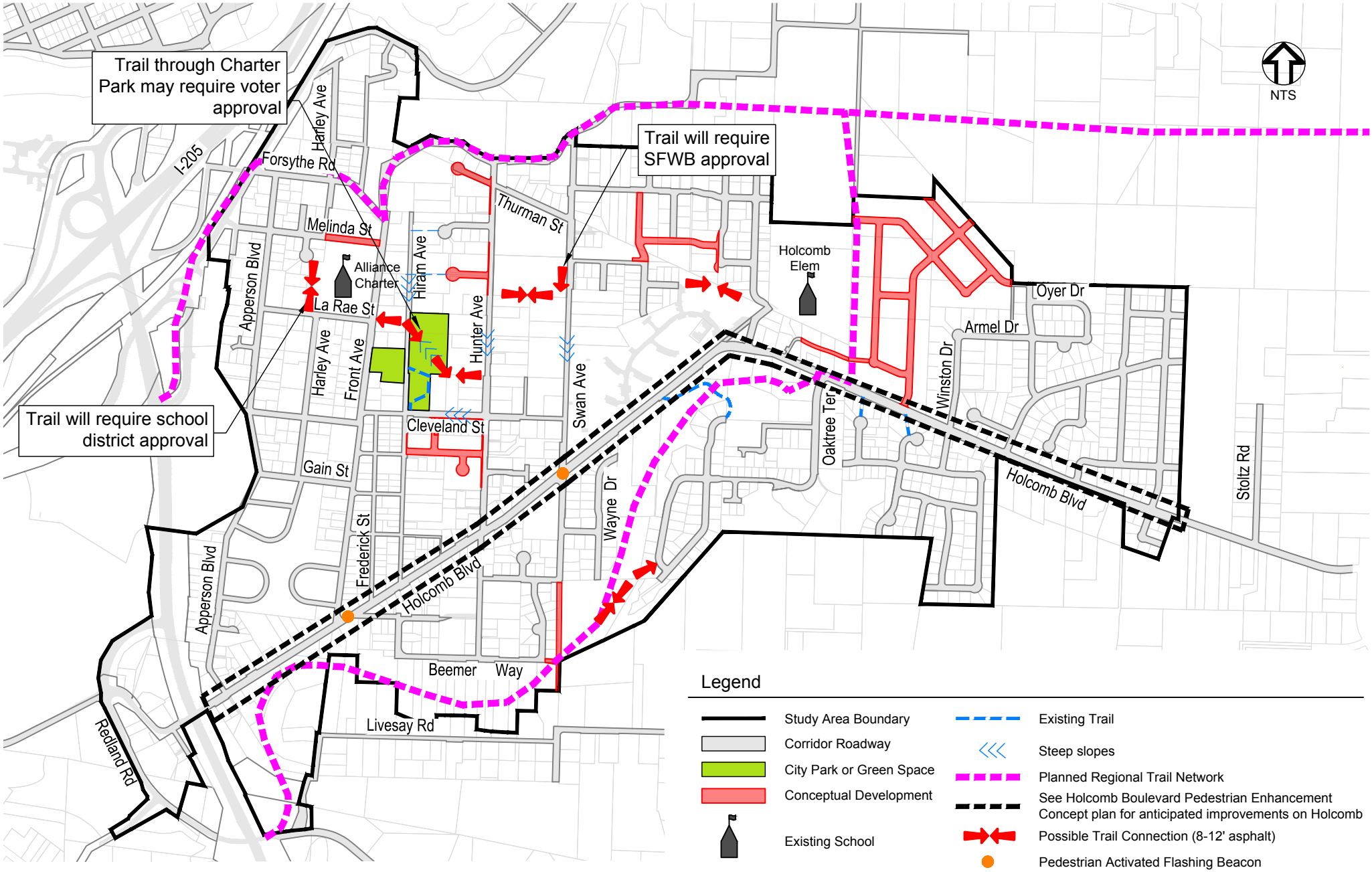


Figure 4-8 : Local Rural Street at Stormwater Facilities

4.3 TRAIL CONNECTIVITY PLAN

Trail connectivity options should be considered as funding and/or development opportunities present themselves. The plan included as **Figure 4-9** on the following page, is a guide for possible trail routes to be considered.



OREGON CITY

wallis engineering

Figure 4-9: Trail Connection Plan

PARK PLACE URBANIZATION PLAN

December, 2021

4.4 TRAFFIC CALMING

As the neighborhood develops, it is recommended traffic calming measures are implemented to manage vehicle speeds. These improvements should be considered especially for all roadways designated as Local Rural. The outreach results should provide to future designers a hierarchy of speed management measures from which to choose. Designers should still assess traffic calming measures for safety and effectiveness on an individual use basis. City Staff should prioritize, consider, and provide traffic calming measures where possible based on a transportation impact analysis.

4.5 CONNECTIVITY NEEDS

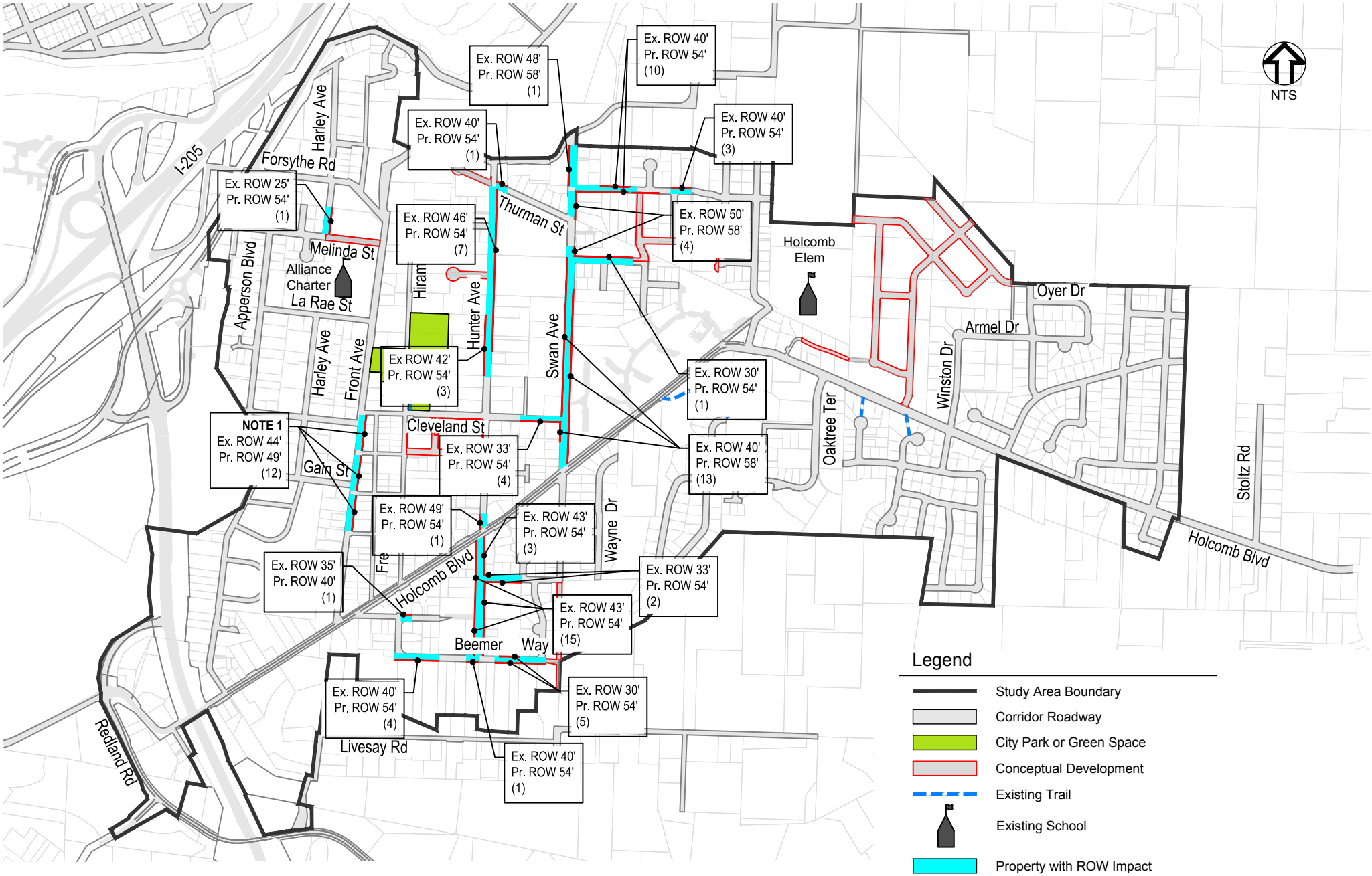
The design team noted that connectivity through the study area is limited, particularly for pedestrians and bicyclists. Swan Ave and Hunter Ave provide north-south connectivity through the neighborhood for motorists. However, there is no continuous east-west connection through the study area with the exception of Holcomb Blvd. Holcomb Blvd being an arterial roadway with high traffic volumes is a barrier to bicycle users due to the need to cross back and forth across Holcomb Blvd. Cleveland St has some east-west connectivity, but it terminates at Swan Ave on the east side and includes sections with steep elevation changes which make it less suitable for bicycle and pedestrian travel. Development projects should be reviewed for opportunities to address east-west connectivity within the study area.

4.6 BIKE LANES

City Staff should consider providing bike lanes where room is available. For example, Front Ave should add bike lanes beyond the chosen cross section if room allows. These bike lanes would not eliminate for parking along these streets.

4.7 RIGHT OF WAY IMPACTS

Due to the variability in existing right of way within the neighborhood. Several of the proposed cross sections will require acquisition of additional public right of way. **Figure 4-10** represents an approximate understanding of the right of way impacts associated with implementation of the proposed cross sections and sidewalk infill work. Specific detailed impacts should be determined at the time street improvements are designed, and based on property survey.



NOTE 1: On Front Ave. additional right away required to accommodate sidewalk improvements due to apparent offset of roadway.

OREGON CITY

wallis engineering

Figure 4-10: Right-of-Way Impacts

PARK PLACE URBANIZATION PLAN

December, 2021

SECTION 5: IMPLEMENTATION PLAN

5.1 PLAN IMPLEMENTATION

As funding sources are limited at this time, it is anticipated that improvements will be driven largely by development. Should funding become available, improvements identified within this Plan should be prioritized in coordination with project improvements identified in the TSP and other adopted area plans within the City.

5.2 COST ESTIMATES

Sidewalk Prioritization Improvements

The proposed prioritization plan had general support from the neighborhood. The project team developed cost estimates for each priority sidewalk group.

Priority 1 sidewalks ~ $2,214,000

Priority 2 sidewalks ~ $1,765,000

All estimates are at 2021 costs and should be adjusted for inflation as appropriate.

A breakdown of total costs and assumptions is included in **Appendix C**. These projects may be moved forward into capital projects as funding becomes available.

If private development were to complete sidewalk improvements required by code, it is projected that could include approximately 51% of priority 1 sidewalks and 63% of priority 2 sidewalks. Remaining improvements or 'gaps' would likely need to be completed by the City as funds become available and prioritized to be used for these sidewalk projects.

Roadway Classification Improvements

It is assumed that development of roadway elements to meet the preferred alternative cross sections will occur as part of private development efforts. No cost estimates were developed for these alternatives.

5.3 POTENTIAL FUNDING SOURCES

5.3.1 Local Funding

The City of Oregon City funds transportation projects through revenue collected from the Street fund, System Development Charge (SDC) fund and Pavement Maintenance Utility Fee (PMUF) fund. More information on these local funding sources can be found on the City Transportation System Plan (TSP). As described in the TSP, these funding sources are currently inadequate to complete all described capital improvement projects, and additional funding sources should be considered if the projects described above are prioritized.

5.3.2 State Funding

Statewide Transportation Improvement Program (STIP)

ODOT's main capital improvement program is the STIP, funded by various sources. The STIP is a three- or four-year document, but is amended often. The priority sidewalks identified within this plan may qualify for funding through the non-highway or local government categories. However, these categories can be highly competitive. Proposals can be made to the state through local regional offices.

Safe Routes to School

ODOT manages competitive funding for Safe Routes infrastructure ($10 million/year). This competitive grant program may not be eligible for all the priority sidewalk routes identified within this plan. Segments closer than 1/4 mile to the school and schools that have a majority of free or reduced lunches

are prioritized as part of this program. Latest available data (2017) shows Holcomb Elementary School having approximately 53% eligibility for free or reduced lunches. This level may or may not qualify sidewalk improvements for this grant program. If considered, applications for this grant should focus on those areas which act as a barrier to school access.

APPENDIX A: PARK PLACE NEIGHBORHOOD SURVEY #1

PARK PLACE URBANIZATION PLAN

Question 1

Do you live or work within the Park Place neighborhood?

197 out of 200 answered

1	Within the neighborhood	86.8% / 171 resp.
2	In one of the adjoining neighborhoods	8.6% / 17 resp.
3	Outside of the immediate area	4.6% / 9 resp.

Question 2

How often do you travel by car in the neighborhood?

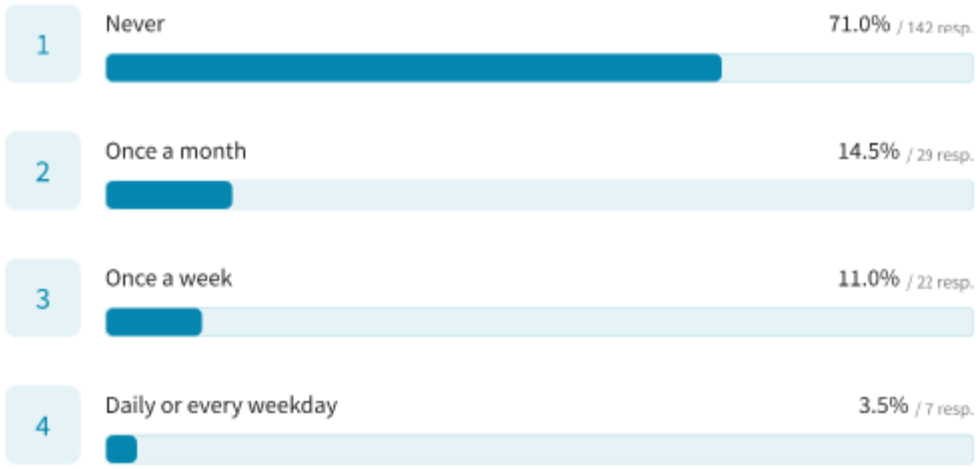
200 out of 200 answered

1	Daily or every weekday	90.5% / 181 resp.
2	Once a week	9.0% / 18 resp.
3	Never	0.5% / 1 resp.
4	Once a month	0.0% / 0 resp.

Question 3

How often do you travel by bike in the neighborhood?

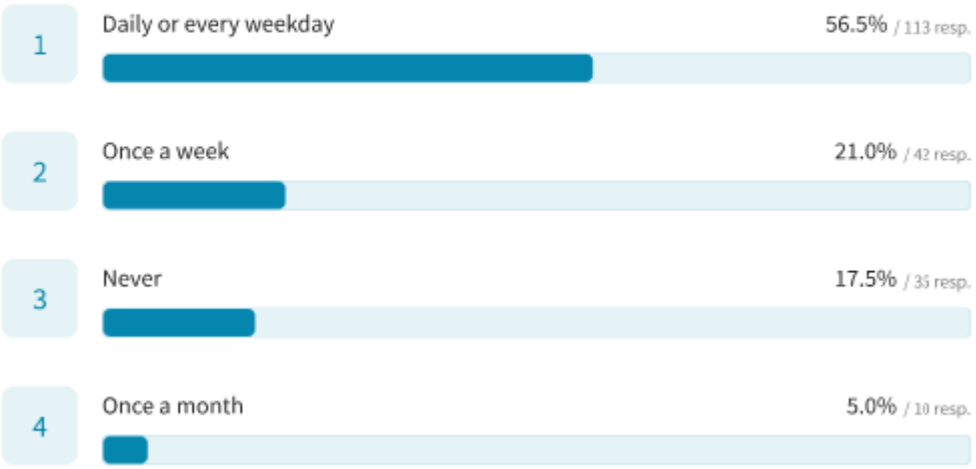
200 out of 200 answered



Question 4

How often do you walk in the neighborhood?

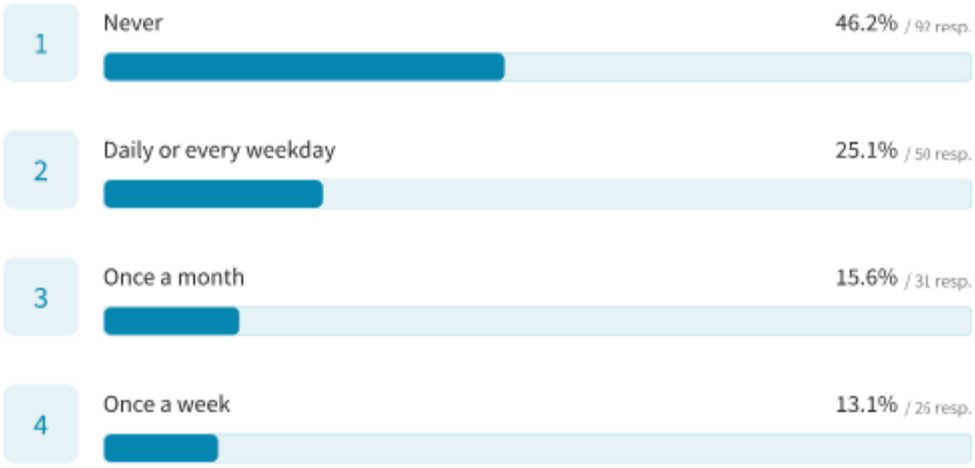
200 out of 200 answered



Question 5

How often do you travel to the *Park Place Park* in the neighborhood?

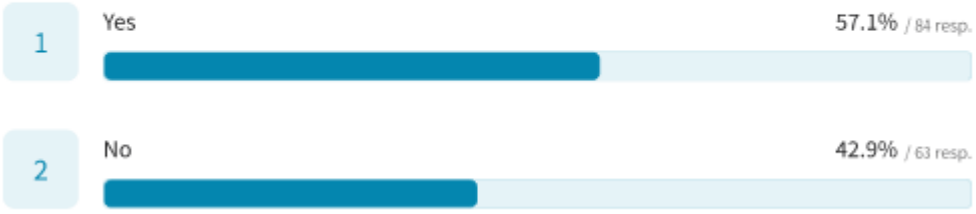
199 out of 200 answered



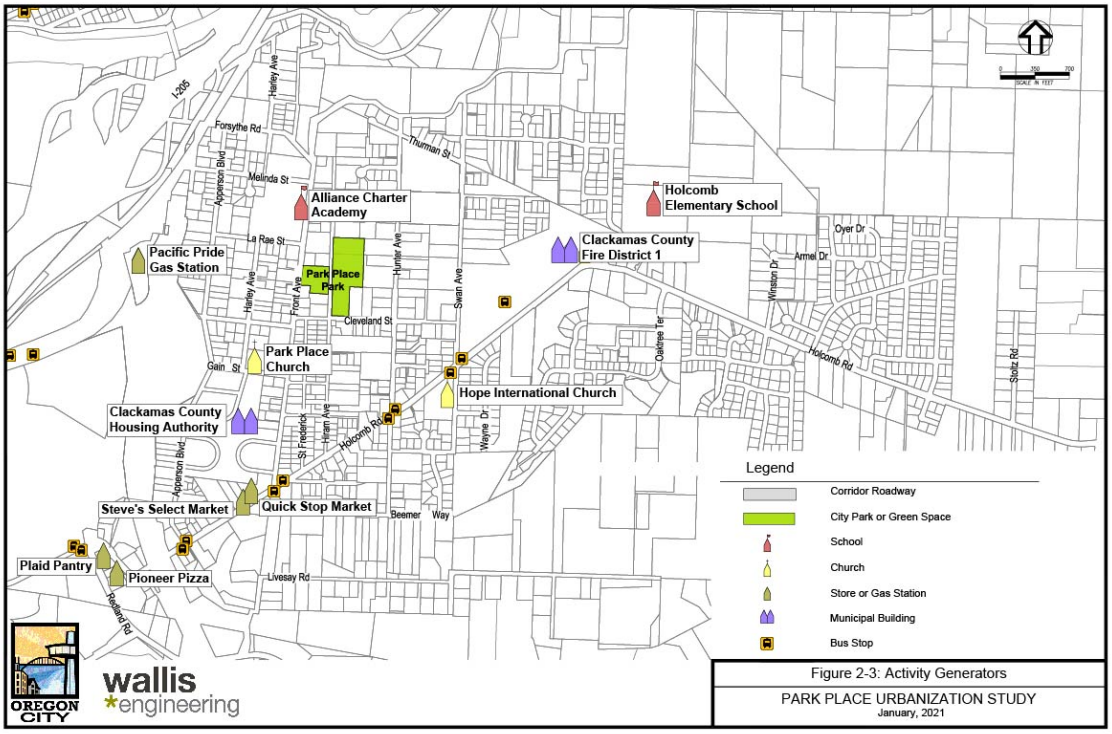
Question 6

Would you travel to the park more often if there were safer sidewalks?

147 out of 200 answered



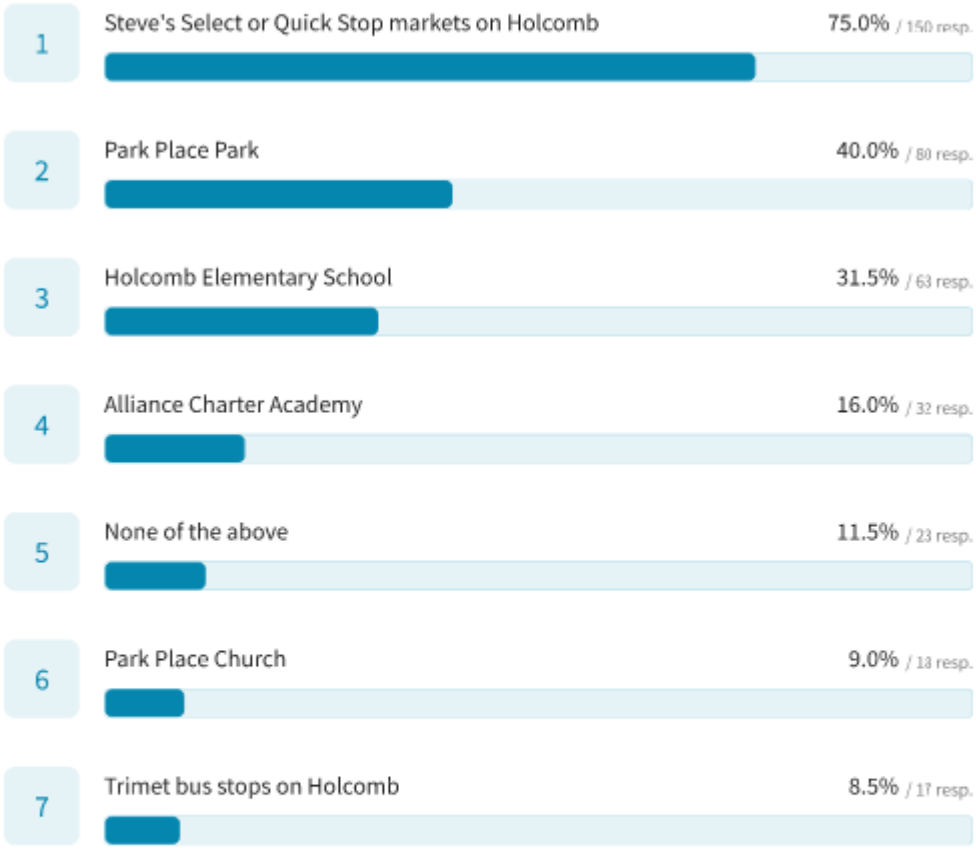
Question 7 The attached map shows the destinations we've identified within the neighborhood. Are there other locations within the neighborhood you want to go?

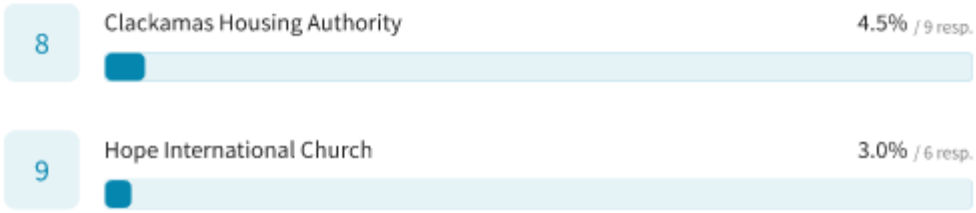


Question 8

Of the destinations we've identified, which ones do you frequent? Select all that apply.

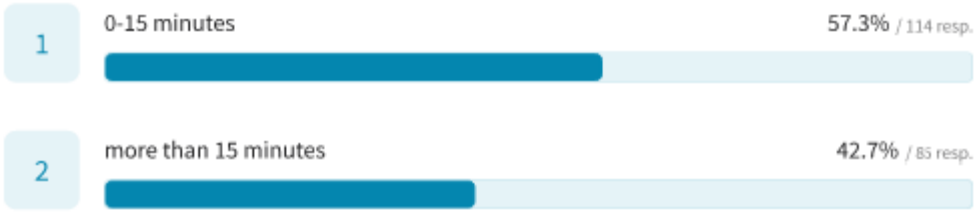
200 out of 200 answered





Question 9 How long would it take you to walk to your most frequent destination?

199 out of 200 answered



Question 10 **What streets do you currently use to walk or bike? Enter '0' if none.**

Street Name	# times mentioned
Holcomb Blvd	105
Swan Ave	46
Front Ave	38
Hunter Ave	35
Cleveland St	30
Apperson Blvd	25
Barlow Dr	18
Hiram Ave	15
Ames St	15
Thurman St	11
Kitty Hawk Ave	10
Forsythe Rd	10
Harley Ave	9
Beemer Way	8
Gain St	8
Winston Dr	8
Earhart Ave	7
Oaktree Ter	7
Pasture Way	7
La Rae St	5
Noble Dr	4
Cattle Dr	3
Frederick St	2
none	37

Question 11 **What streets would you most like to walk on if there were adequate facilities? Enter '0' if none.**

Street Name	# times mentioned
Holcomb Blvd	74
Swan Ave	26
Hunter Ave	20
Forsythe Rd	11
Apperson Blvd	10
Front Ave	9
Cleveland St	7
Hiram Ave	6
Ames St	4
Winston Dr	4
Beemer Way	4
Oaktree Ter	3
Harley Ave	2
Cattle Dr	2
Clackamas River Dr	3
Gain St	1
Thurman St	1
Frederick St	1
La Rae St	1
none	64

Question 12 **What streets would you most like to bike on if there were a dedicated space for bikes? Enter '0' if none.**

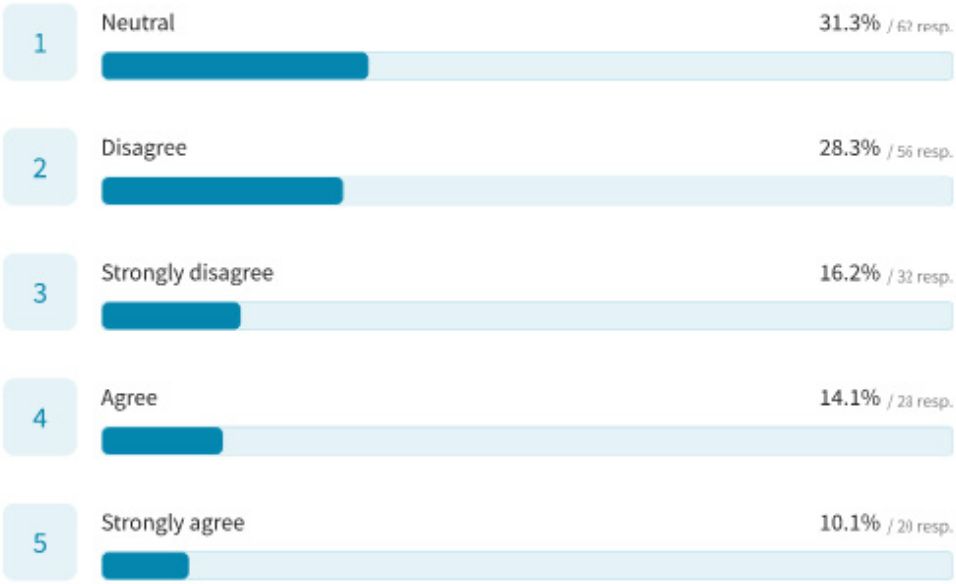
Street Name	# times mentioned
Holcomb Blvd	48
Swan Ave	13
Hunter Ave	10
Forsythe Rd	9
Front Ave	7
Apperson Blvd	4
Cleveland St	3
Hiram Ave	3
Ames St	2
Clackamas River Dr	2
Beemer Way	1
Oaktree Ter	1
Harley Ave	1
Barlow Dr	1
none	100

Question 13

Do you agree with the following statement?

"When I am **walking**, there are safe and convenient alternative routes within the neighborhoods that I can use to get where I want to go."

198 out of 200 answered

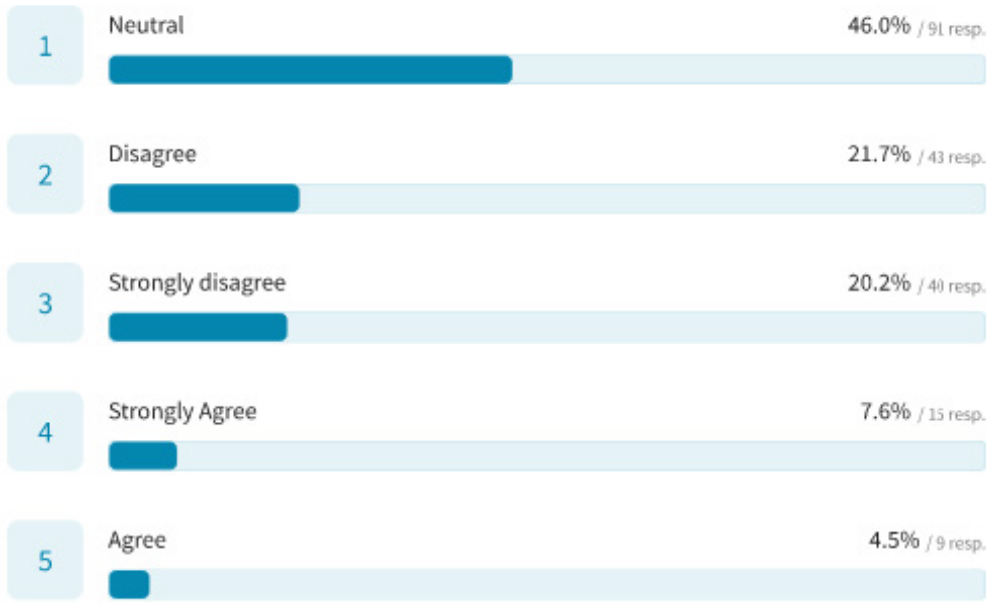


Question 14

Do you agree with the following statement?

"When I am **biking**, there are safe and convenient alternative routes within the neighborhoods that I can use to get where I want to go."

198 out of 200 answered



Question 15

Current city plans anticipate the use of shared lane markings (or sharrows, as shown in the picture) within the neighborhood to indicate space for bikes. Would you feel more comfortable biking if sharrows were installed?

196 out of 200 answered

1	Yes	41.8% / 82 resp.
2	No	58.2% / 114 resp.

Question 16

Do you feel it is important to provide a space for bikes separated from cars within the neighborhood.

196 out of 200 answered

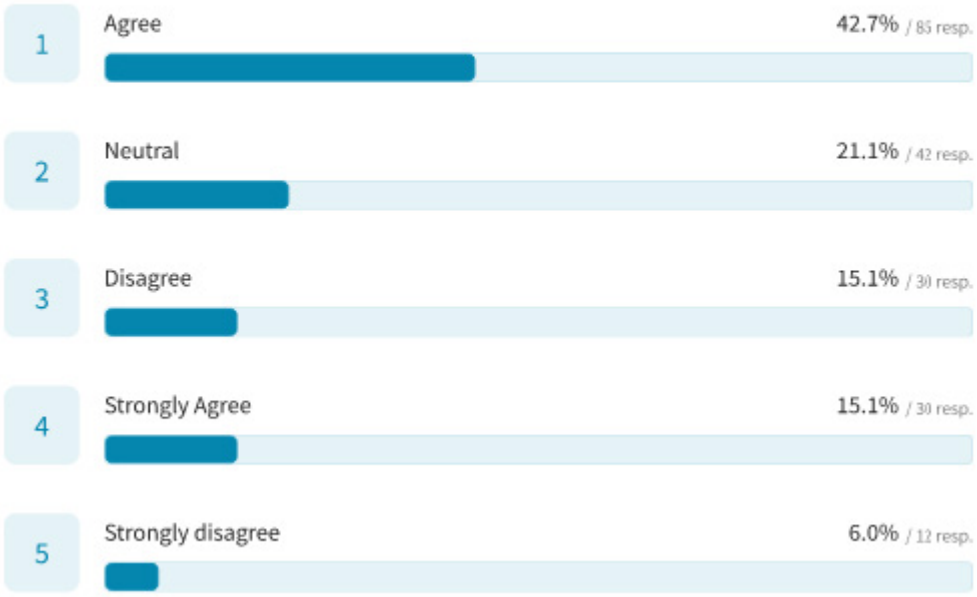
1	Yes	62.8% / 123 resp.
2	No	37.2% / 73 resp.

Question 17

Do you agree with the following statement?

"When I am driving, there are safe and convenient alternative routes within the neighborhood that I can use to get where I want to go."

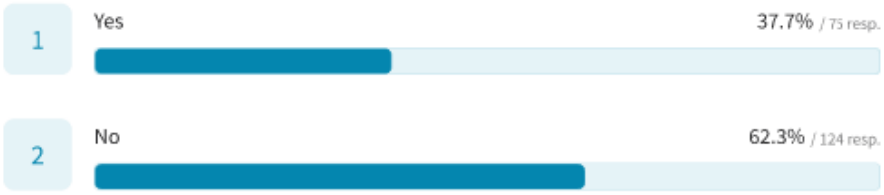
199 out of 200 answered



Question 18

There are a number of roadways within the neighborhood that are less than 20' wide. This means cars often have to slow down to pass each other. Wider streets often result in higher vehicle speeds. In your opinion, is it important for the city to widen streets in the neighborhood?

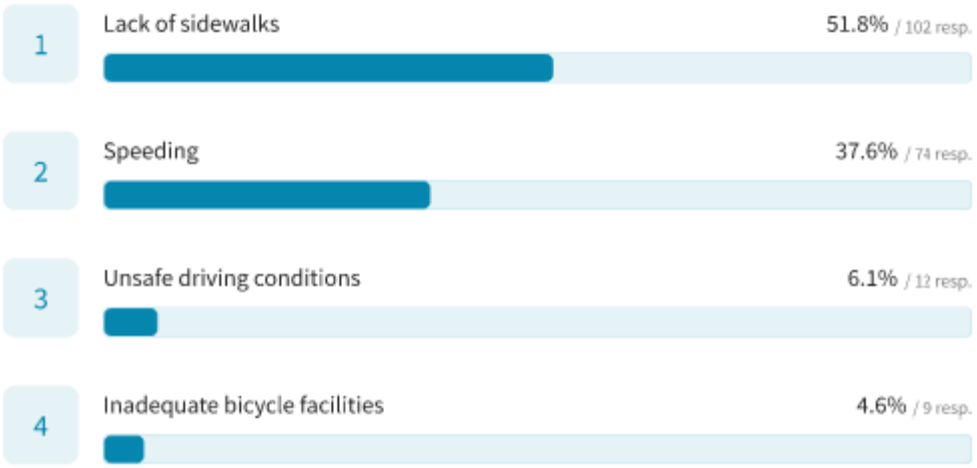
199 out of 200 answered



Question 19

Which of the following is your greatest concern in the neighborhood?

197 out of 200 answered



APPENDIX B: PARK PLACE NEIGHBORHOOD SURVEY #2

PARK PLACE URBANIZATION PLAN

Question 1

The Community would like to prioritize sidewalk infill segments to provide connectivity where it is missing and unlikely to be completed as part of future development. This graphic shows sidewalks the city intends to include as priority 1 (blue lines) and priority 2 (green lines). These lines represent sidewalks on only one side of the street. This work would be prioritized by the City when funds become available or as conditioned by development. Does this plan prioritize the correct streets?

101 out of 103 answered

1	Yes	69.3% / 70 resp.
2	No	30.7% / 31 resp.

Question 2 "no" answer to Question 1

If no, what streets do you believe should be prioritized instead?

Priority 2 lines on Swan and Holcomb only for the upper project (as promised 50 years ago). Cleveland is rarely used by pedestrians and never by bicyclists.
Swan
Beemer way
Holcomb
Hunter and Swan are FAR more dangerous to walk than the streets in the Apperson to Hiram zone.
Lower Holcomb to Redland Rd. There is no route for walkers/bikers to get out of this neighborhood safely.
Holcomb
Swan from Blue Mountain Way to Thurman
Hunter and Swan
Holcomb Blvd from Swan to Winston
Hunter Ave south of Holcomb Blvd
Holcomb above the schoolto connect the sidewalksarround the curve.
Hunter, Swan
Holcomb Blvd. still needs completed sidewalks!
Holcomb Blvd.
Before neighborhood sidewalks, work on Holcomb. Bus turnouts and turn lanes.
Hunter
All Streets, especially Holcomb near the markets to redland
Holcomb from the school up past Oak Tree
places where sidewalks do not exist on Holcomb Blvd first.
Need more infrastructure on Holcomb for traffic. Don't need bike lanes
Apperson is busier road & should be prioritized.
Beemer & south side of Hunter
On Holcomb to the Oaktree Trail

Question 3

Apperson Blvd currently includes shared lanes (for bicycles and automotive vehicles) (Option 1). This option allows for limited on-street parking. Alternatively, bike lanes could be installed as shown in the alternate cross section but would remove the opportunity for on-street parking (Option 2). Please select your preferred option.

96 out of 103 answered

Option 1 60.4% / 58 resp.

Option 2 39.6% / 38 resp.

Question 4

Front Street currently allows parking on both sides of the street and shared lanes (for bicycles and automotive vehicles) (Option 1). There is an opportunity to add bike lanes but would require removal of parking on one side of the street (Option 2). Which option would you prefer?

100 out of 103 answered

Option 1 53.0% / 53 resp.

Option 2 47.0% / 47 resp.

Question 5

Hunter Cross Section

The plan would like to propose sidewalk/roadway improvements to Hunter Ave. Would you like to see the proposed improvements to Hunter Ave as shown below?

100 out of 103 answered

1 Yes 77.0% / 77 resp.

2 No 23.0% / 23 resp.

Question 6 "no" answer to Question 5	If no, why not?

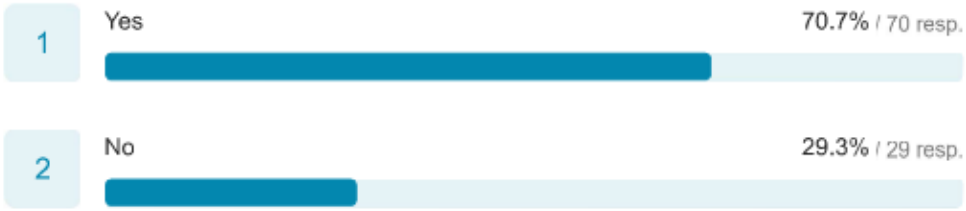
Have you done any studies to actually count how many people walk up on Hunter? At this moment, money should be used elsewhere.
Save money
It will just increase our taxes.
Remove parking. Hunter is narrow and busy
There is no need to invite parking on Hunter based on the location of the homes. However, sidewalks are definitely needed, and perhaps a bike lane. Hunter needs improvement, but the plan offered doesn't make sense.
Holcomb Blvd. is too dangerous and will only get worse with more development and traffic.
street is way too small for this
need more tree sections
I'm not in favor of making area more congested which I feel would happen
Hunter is a little used street and money's could be used elsewhere
Fix Holcomb first!
too much traffic
I don't live up that way
Bikes in vehicle lanes cause additional traffic

Question 7

Swan Cross Section

The plan would like to propose sidewalk/roadway improvements to Swan Ave. Would you like to see the proposed improvements to Swan Ave as shown below?

99 out of 103 answered



Question 8 "no" answer to Question 7	If no, why not?

50 years ago, the County changed (at least one) building plans forcing homes closer to the street. Now these older homes will have the sidewalk AT their porch--destroying any semblance of a front yard and taking away any private and/or driveway parking. It's not homeowners' faults that the County was faulty in their future planning.
no bike lane required
Take away parking with grass strip that will not be cared for
It will increase our taxes
I don't think we should be investing in bike lanes; they can share with cars. Also, why have parking strips? You just plant trees that destroy the sidewalks. Just move the sidewalk to the curb.
Not unless you widen the street first -- won't fit.
Swan is so hilly that we really don't ride bikes there. Sidewalks are desired, just not the bike lanes.
Holcomb is higher priority
Holcomb Blvd. needs sidewalks, road widening before these nice to have features.
street is way to small for this
Bike lanes are a foolish waste of resources when only 3 month a year is bike friendly. There is no sensible reason to spend money on a lane 1% of people will use for 1/4 of the year.
same as above
I rarely see use of bicycles
I dont think there is enough bike traffic, have wider car lanes
Fix Holcomb first!
We need as much street parking as possible
I do not like the Bike Lanes
Parking is more important
I don't live at that end of Holcomb
why not make 2 - 12' lanes, what is the 2' buffer for?
vehicle transportation should be prioritized. Bikes add danger to our roads and should stay on sidewalks, in my opinion. Also, there are not enough places for bikes to continue to ride in this area (there's nothing for them to connect to). In addition, our main road, Holcomb, is getting more and more congested. More lanes or turn outs are
Don't want road space to go to bike lane. Not needed.
Bike lanes take away from driving safety, parking and no one really bikes up Holcomb or side streets. Its a BIG hill.
You take property away from homeowners

Question 9

Do you feel that the proposed cross sections for Family friendly streets are acceptable?

99 out of 103 answered

1	Yes	81.8% / 81 resp.
2	No	18.2% / 18 resp.

Question 10 "no" answer to Question 9	If no, why not?

Do not want taxes to increase
I don't see any on street parking indicated. People still need places to park and for their guests to park.
I don't think the neighborhood streets are as important as roads such as Apperson, Front, Hunter, and Swan
streets are way to small for this
The traffic lanes are too narrow to be useful.
I dont see the need when people generally dont and wont use the space as imagined
Some of these streets...Hiram...are not wide enough for this
Holcomb Blvd. should have priority for sidewalks!
neighborhood residents.
Please do not reduce the width of our roads.
Don't want streets narrowed. Traffic is bad enough
Too skinny for delivery trucks and traffic to move safe
as a bike path.
Many people need to be able to park on the street

Question 11

Do you believe it is important for the city to keep mail boxes where they are along sidewalks (Option 1) or invest in mail box banking (Option 2)? Select your preferred option.

98 out of 103 answered

(Option 2) Consolidate mailboxes 63.3% / 62 resp.

(Option 1) Keep mailboxes as is 36.7% / 36 resp.

Question 12

The following pictures show traffic calming measures that the city might consider. Please select the options you feel are acceptable for use in the neighborhood. You may select as many as you like. Additional information on the use of these measures is available here: https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/

99 out of 103 answered

1	Traffic Circles	62.6% / 62 resp.
2	Speed Humps	47.5% / 47 resp.
3	Speed Lumps	42.4% / 42 resp.
4	Curb Extensions	36.4% / 36 resp.
5	Neck-downs	16.2% / 16 resp.
6	None of the above	9.1% / 9 resp.

Question 13

Additional Comments

Traffic Calming additional fill in question - And finally, do you have any additional comments regarding traffic calming measures that the design team should consider?
Listen to the recent podcast "Freakenomics" regarding round-abouts. We need more of them!
Have traffic cops posted every few blocks every once in awhile. Raise the fines for speeding and reckless/DUI driving. The City will make a lot of money.
Please ensure all ADA guidelines are followed
No
round abouts and sidewalks are great. No need for other traffic items, usage is so low. I walk my dogs everyday and rarely if ever see a biker, no need for bike lanes.
Lower speed on Holcomb to 30mph or less
and heavy for a residential neighborhood. It is also extremely loud. Also have a police presence from time to time monitoring the speed.
Consider one way roads where possible
Existing speed humps on Apperson do not slow traffic coming down the hill, only going up the hill...is there another way to encourage people to slow down coming downhill on Apperson from South to North?
complicated.
Add a light on Holcomb somewhere between Kitty Hawk and Winston; traffic doesn't want to slow down when it enters the neighborhood.
You should explain the difference between a speed hump and a speed lump. The graphic was not helpful. Current speed reminder signs have been helpful during the transition from 40mph to 35 mph.
Increasing visibility, especially at night, will help avoid walker vs. car issues.
As much green space as possible to make it still feel like small neighborhood
sidewalks near the school on holcomb, add roundabouts, not bumps (tough on vehicles and passengers) not narrow intersections (difficult to see well, pinches bikes, hard to navigate full sized vehicles, delivery trucks). Swales are often trip hazards for peds, esp on heavy use sidewalks. Make better access into the neighborhood from Clack R drive (up forsyth for example). Make your survey addresses more user friendly, or add link to the (easier to type) orcity.org project page.
Maybe making the speed limit on Holcomb 25 mph
Holcomb Blvd. needs to be widened to allow bike lanes and sidewalks. Sidewalks need to be installed on both sides of Holcomb all the way to Winston Drive.
and now growth is coming back, and no building and no one knows nothing when we ask. located off Holcomb & Livesay
traffic is to get the cars moving along as smoothly as possible. Forcing obstructions into the flow is not moving traffic along.
Nothing to add
traffic lights
You can put a speed bump in front of my house!!!
It would be helpful to have sidewalks on Holcomb Blvd., because pedestrians have to walk on the shoulder of the road, which is very dangerous, especially at night.
Increased surveillance for speeders on Holcomb.
them
We need to keep as much parking as possible.
All streets in Park Place neighborhood should have a sidewalk on at least one side of the street
Prefer no speed bumps for various reasons
Speed bumps are horrible and hard on cars and trucks
don't care for necking down intersections or hour glass
Holcomb definitely needs more lighting especially coming up the sharp curve from Redland Rd.
raised crosswalks?

We desperately need turn out lanes at business turn-off spots on Holcomb. Especially at the Holcomb Elementary. There is a lot of danger at this corner, when people need to stop in the road for a turning car, but cars coming around the corner don't know that cars are stopped ahead. Any heavily used -cross road desperately needs a turn out lane. This is way more needed than bicycle traffic lanes.
Turn Lanes. We all get backed up coming up Holcomb because of increased residents in area. Many are needing to make a left hand turn, which backs everything up. Need to add turn lanes and stop throwing money at bike lanes.
Make it easier and safer to drive w/o adding bike lanes, make traffic flow in the most time efficient manner. Do not slow us down anymore. It already takes 15 min to get to the freeway because of traffic when it should only take 5min!
I don't think we will see a lot of bike use along the side streets, thus we feel street parking along Apperson and Front are important. I was hoping there would be more to address Holcomb Blvd. itself, and in the initial survey, that is what I was thinking about when proposing road improvements. I know this would likely cost a lot of money, so I am sure that is a consideration. The hair pin curve at Holcomb School Rd. is just asking for trouble. We feel like we take a risk every time we bike with our family on the sidewalk headed toward Holcomb School Road.
I am not in favor of the grass, tree areas, they only cause problems. As the trees age the sidewalk pops up causing expense for the home owner in purchasing the new tree and repairing the sidewalk. They also take up road space that could be used for parking; bike paths or sidewalks.
Not at this time. Thanks for the much-neededd crosswalk considerations along Holcomb.
It would be nice if the bike lanes/ sidewalks would go up Holcomb and meet up to Winston Dr. Then continue onwards pass Kitty Hawk. Or at least make the road wider for runners/ bicycles to ride along from Kitty Hawk to Bradley. Its dangerous along that stretch of the road.
Please add sidewalk on Melinda from apperson to clack river dr, and on Holcomb from front to redland

APPENDIX C: SIDEWALK PRIORITIZATION PLAN COST ESTIMATES

PARK PLACE URBANIZATION PLAN

1509A Park Place Urbanization Study
Sidewalk Prioritization plan Cost Estimate

Wallis Engineering
By: DB/DJ
Date: 12/8/2021

Construction cost assumptions

Sidewalks:

Cost breakdown per LF roadway widening (for sidewalk)

	Quantity	Unit	Unit Price	Total
Concrete Walks	5	SF	$13.00	$65
Curb and Gutter	1	LF	$40.00	$40
Asphalt reconstruction	3	SF	$15.00	$45
			Per LF Subtotal:	**$150**

Assumptions:

Costs include mobilization, demolition, excavation and aggregate base
Improvements are assumed to be completed as part of larger construction packages. Small individual construction packages may have increased costs.
No stormwater treatment or detention required.

Stormwater:

Stormwater costs are included when sidewalks are constructed over existing open conveyances.
Cost breakdown per LF of stormwater conveyance construction

	Quantity	Unit	Unit Price	Total
12" dia. Conc pipe	1	LF	$150.00	$150
			Per LF Subtotal:	**$150**

Assumptions:

Costs include mobilization, clearing and grubbing, backfill and pipe installation. Surfacing not included.
Improvements are assumed to be completed as part of larger construction packages. Small individual construction packages may have increased costs.

1509A Park Place Urbanization Study
Sidewalk Prioritization plan Cost Estimate

Wallis Engineering
By: DB/DJ
Date: 12/8/2021

Priority 1 Sidewalks

Street	Starting Address	Ending Address	Total length of 5 ft wide sidewalk (LF)	Construction cost ($/LF)	Stormwater conveyance required. (Y/N)	Stormwater cost/lf	ROW required (Y/N)	# of lots	Total ROW cost	Total cost ($)	Difficulty	Justification
Melinda St	S. Clackamas River Dr.	13860 Melinda St	345	$150	N	$0	N	0	$0	$51,750	easy	
Clackamas River Dr	13032 Clackamas River Dr	13030 Clackamas River Dr	229	$150	N	$0	N	0	$0	$34,350	easy	
Harley Ave (La Rae to Cleveland)	13932 La Rae St / 16190 Harley Ave	16130 Harley Ave / 13937 Cleveland St	511	$150	N	$0	N	0	$0	$76,592	easy	
Harley Ave (La Rae to Cleveland)	16130 Harley Ave	16190 Harley Ave	299	$150	Y	$150	N	0	$0	$89,700	medium	storm water impacts
Harley Ave (Cleveland to Gain)	13934 Cleveland St	Park Place Church	470	$150	N	$0	N	0	$0	$70,500	easy	
Cleveland St (Apperson to Harley)	13801 Cleveland St	Intersection of Cleveland and Harley	411	$150	N	$0	N	0	$0	$61,644	easy	
Cleveland St (Harley to Front)	13937 Cleveland St	13970 Front Ave	422	$150	N	$0	N	0	$0	$63,300	easy	
Cleveland St (Front to Hiram)	16266 Front Ave	16263 Hiram Ave	318	$150	N	$0	N	0	$0	$47,700	easy	
Cleveland St (Gladys to Swan)	14260 Cleveland St	16251 Swan Ave	348	$300	Y	$150	N	0	$0	$156,717	medium	storm water impacts
Gain St (Apperson to Harley)	16322 Apperson Blvd	16331 Harley Ave	268	$150	N	$0	N	0	$0	$40,253	easy	
Gain St (Harley to Front)	Park Place Church	16333 Front Ave	420	$150	N	$0	N	0	$0	$62,976	easy	
Front Ave	16238 Front Ave	16058 Front Ave	752	$300	Y	$150	N	0	$0	$338,400	medium	storm water impacts
Hiram Ave	16263 Hiram Ave	14055 Holcomb Blvd	1313	$150	N	$0	N	0	$0	$196,890	easy	
Swan Ave	16251 Swan Ave	16275 Swan Ave	172	$150	N	$0	Y	2	$10,000	$45,824	hard	ROW
Hunter Ave	16381 Hunter Ave	16415 Hunter Ave	125	$150	N	$0	N	0	$0	$18,750	easy	
Fredrick Street	16535 Frederick St	16547 Frederick St	48	$150	N	$0	N	0	$0	$7,238	easy	
Beemer Way	Intersection of Holcomb and Beemer	Intersection of Beemer and S. Jacobs Way	342	$150	N	$0	Y	5	$10,000	$101,233	hard	ROW
Oaktree Terrace	Intersection of Holcomb Blvd and Oaktree Terrace	16267 Oaktree Ter	780	$150	N	$0	N	0	$0	$117,000	easy	assumed to be installed within existing street and not impact NROD

Total sidewalk length **7,573 lf**

Assumptions

Stormwater conveyance relocation costs assumed at $150/lf. Includes all areas where open conveyance would be impacted.

Right of way costs assumed at $10,000/impacted lot

No stormwater treatment/detention required.

No environmental impacts anticipated

Subtotal	**$1,580,815**
Contingency (40%)	$632,326
Total	**$2,213,141**

1509A Park Place Urbanization Study
Sidewalk Prioritization Plan Cost Estimate

Wallis Engineering
By: DB/DJ
Date: 12/08/2021

Priority 2 Sidewalks

Street Section	Starting Address	Ending Address	Total length of 5 ft wide sidewalk (LF)	Appx. Cost/lf	Stormwater conveyance required. (Y/N)	storm length required.	stormwater cost/lf	ROW required (Y/N)	# of lots	Total ROW cost	Total cost	Difficulty	Justification
Melinda St	13864 Melinda St	13865 Melinda St	344	$150	N	$0	$0	N			$51,663	easy	
Forsythe Rd (Clackamas River Dr to Apperson)	13822 Forsythe Rd	Intersection of Forsythe and Apperson	140	$150	y	50	$150	N			$28,500	easy	
Forsythe Rd (Apperson to Harley)	15896 S Short Ave	Intersection of Forsythe and Harley	412	$150	y	167	$150	N			$86,850	easy	
Harley Ave	15824 Harley Ave	15872 Harley Ave	256	$150	N	0	$0	N			$38,352	easy	
Apperson Blvd (Cleveland to John Jeffery)	16141 Apperson Blvd	Intersection of Apperson and Cleveland St.	297	$150	N	0	$0	N			$44,583	easy	
Apperson Blvd (John Jeffery to La Rae)	16071 Apperson Blvd	Intersection of Apperson and La Rae St.	222	$500	N	0	$0	Y	1	$10,000	$121,070	hard	ROW+structural issues. Best fit may require reduction in road width'
Hunter Ave (Cleveland to Quail)	16140 Hunter Ave	16236 Hunter Ave	503	$200	N	0	$0	N			$100,606	medium	slope
Hunter Ave (Cleveland to Quail)	16066 Hunter Ave	16140 Hunter Ave	361	$150	N	0	$0	Y	4	$10,000	$94,153	hard	ROW
Hunter Ave (S Bonn to Holcomb)	14214 Holcomb Blvd	16480 Hunter Ave	315	$200	N	0	$0	N			$62,934	medium	slope and possible tree relocation
Swan Ave (Holcomb to S. Ann Dr.)	Intersection of Holcomb and Swan	Intersection of Swan and S Ann Dr.	476	$150	N	0	$0	N			$71,361	easy	
Swan Ave (Holcomb to Thurman)	200 Longview Way	Intersection of Swan and Holcomb	973	$200	N	0	$0	N			$194,550	medium	slope
Swan Ave (Holcomb to Thurman)	16022 Swan Ave	200 Longview Way	454	$150	N	0	$0	Y	4	$10,000	$108,051	Hard	sidewalk ends at side of building/ROW
Swan Ave (Thurman to Ames)	15910 Swan Ave	Intersection of Swan and Ames St.	236	$150	Y	72	$150	N			$46,200	medium	storm water
S Bonn St (Hunter Ave to Swan Ave)	Intersection of Bonn St and Hunter	14263 Bonn St	78	$150	N	0	$0	Y	1	$10,000	$21,654	hard	sidewalk ends at side of building/ROW
Ames St (Swan to Cherabon)	Intersection of Swan and Ames	14375 Ames St	199	$150	N	0	$0	N		$10,000	$29,843	easy	
Ames St (Swan to Cherabon)	14375 Ames St	14415 Ames St	249	$150	Y	249	$150	Y	3	$10,000	$104,705	medium	storm water/ ROW
Ames St (Cherabon to Stables)	14491 Ames St	15842 Ames St	168	$150	Y	0	$0	Y	3	$10,000	$55,208	easy	ROW

Total Sidewalk Length **5,682 LF**

Assumptions

Stormwater conveyance relocation costs assumed at $150/LF. Includes all areas where open conveyance would be impacted.
Right of way costs assumed at $10,000/lot
No stormwater treatment/detention required.
No environmental impacts anticipated

Subtotal	**$1,260,281**
Contingency (40%)	$504,112.20
Total	**$1,764,392.70**

APPENDIX D: TRANSPORTATION SYSTEM PLAN PROJECTS

PARK PLACE URBANIZATION PLAN

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
Further Study				
D0	OR 213/Beavercreek Road Refinement Plan	OR 213 from Redland Road to Molalla Avenue	Identify and evaluate circulation options to reduce motor vehicle congestion along the corridor. Explore alternative mobility targets.	Short-term
D00	I-205 Refinement Plan	I-205 at the OR 99E and OR 213 Ramp Terminals	Identify and evaluate circulation options to reduce motor vehicle congestion at the interchanges. Explore alternative mobility targets, and consider impacts related to a potential MMA Designation for the Oregon City Regional Center.	Short-term
Driving Solutions (Intersection and Street Management- see Figure 16)				
D1	Molalla Avenue/ Beavercreek Road Adaptive Signal Timing	Molalla Avenue from Washington Street to Gaffney Lane; Beavercreek Road from Molalla Avenue to Maple Lane Road	Deploy adaptive signal timing that adjusts signal timings to match real-time traffic conditions.	Short-term
D7	Option 1: 14th Street Restriping	Option 1: OR 99E to John Adams Street	**Option 1:** Convert 14th Street to one-way eastbound between McLoughlin Boulevard and John Adams Street: • Convert the Main Street/14th Street intersection to all-way stop control (per project D13). • From McLoughlin Boulevard to Main Street, 14th Street would be restriped to include two 12-foot eastbound travel lanes, a six-foot eastbound bike lane, a six-foot westbound contra-flow bike lane, and an eight-foot landscaping buffer on the north side • From Main Street to Washington Street, 14th Street would be restriped to include two 11-foot eastbound travel lanes, a five-foot eastbound bike lane, a five-foot westbound contra-flow bike lane, and an eight-foot on-street parking lane on the north side • From Washington Street to John Adams Street, 14th Street would be restriped to include one 12-foot eastbound travel lane, a six-foot eastbound bike lane, a six-foot westbound contra-flow bike lane, and an eight-foot on-street parking lane on the north and south side • Add a bicycle signal, with detection at the McLoughlin Boulevard/14th Street intersection. Add bicycle detection to the traffic signal at the Washington Street/14th Street intersection.	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
	Option 2: Main Street/14th Street Intersection Widening	Option 2: Main Street/14th Street	**Option 2:** Convert the Main Street/14th Street intersection to all-way stop control (per project D13). Widen 14th Street to include shared through/left-turn and through/right-turn lanes in both directions	
D8	15th Street Restriping	OR 99E to John Adams Street	Convert 15th Street to one-way westbound between Washington Street and McLoughlin Boulevard: • From John Adams Street to Washington Street, 15th Street would be striped as a shared-roadway (per project B6). • From Washington Street to Main Street, 15th Street would be restriped to include two 11-foot westbound travel lanes, a five-foot westbound bike lane, a five-foot eastbound contra-flow bike lane, and an eight-foot on-street parking lane on the south side. Complete the sidewalk gaps on the north side of 15th Street between Main Street and Center Street, and on the south side between Center Street and Washington Street (per project W75). • From Main Street to McLoughlin Boulevard, 15th Street would be restriped to include two 12-foot travel lanes, a six-foot westbound bike lane, and an eight-foot on-street parking lane on the south side. Add a 12-foot shared-use path with a two-foot buffer adjacent to the on-street parking lane. Add bicycle detection to the traffic signal at the Washington Street/15th Street intersection.	Included with project D7
D11	Optimize existing traffic signals	Citywide	Optimize the existing traffic signals by updating the existing coordinated signal timing plans, upgrading traffic signal controllers or communication infrastructure or cabinets.	Short-term
D12	Protected/permitted signal phasing	Citywide	Incorporate protected/permitted phasing for left turn movements at traffic signals.	Short-term
D13	Main Street/14th Street Safety Enhancement	Main Street/14th Street	Convert to all-way stop control to be consistent with the traffic control at surrounding intersections on Main Street.	Included with project D7
D14	Southbound OR 213 Advanced Warning System	Southbound OR 213, north of the Beavercreek Road intersection	Install a queue warning system for southbound drivers on OR 213 to automatically detect queues and warn motorists in advance via a Variable Message Sign	Short-term
D27	OR 213/Beavercreek Road Operational Enhancement	OR 213/Beavercreek Road	Lengthen the dual left-turn lanes along Beavercreek Road to provide an additional 200 feet of storage for the eastbound	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			approach	
D28	Washington Street/12th Street Safety Enhancement	Washington Street/12th Street	Install a traffic signal with dedicated left turn lanes for the 12th Street approaches to Washington Street.	Medium-term
D30	Molalla Avenue/Division Street-Taylor Street Safety Enhancement	Molalla Avenue/Division Street-Taylor Street	Install a single-lane roundabout	Medium-term
D32	South End Road/Warner Parrott Road Operational Enhancement	South End Road/Warner Parrott Road	Install a traffic signal with dedicated left turn lanes for the South End Road approaches to Warner Parrott Road	Medium-term
D33	South End Road/Lafayette Avenue-Partlow Road Operational Enhancement	South End Road/Lafayette Avenue-Partlow Road	Install a single-lane roundabout	Medium-term
D40	Main Street/Dunes Drive Extension Operational Enhancement	Main Street/Dunes Drive Extension	Install a single-lane roundabout	Long-term
D41	South End Road/Buetel Road Extension Operational Enhancement	South End Road/Buetel Road Extension	Install a single-lane roundabout	Medium-term
D42	South End Road/Deer Lane Extension Operational Enhancement	South End Road/Deer Lane Extension	Install a single-lane roundabout	Long-term
D43	Holcomb Boulevard/Holly Lane North Extension Operational Enhancement	Holcomb Boulevard/Holly Lane North Extension	Install a single-lane roundabout	Long-term
D44	Beavercreek Road/Loder Road Extension Operational Enhancement	Beavercreek Road/Loder Road Extension	Install a roundabout	Medium-term
D45	Meyers Road Extension/ Loder Road Extension Operational Enhancement	Meyers Road Extension/ Loder Road Extension	Install a single-lane roundabout	Medium-term
Driving Solutions (Street Extensions- see Figure 17)				
D46	Meyers Road West extension	OR 213 to High School Avenue	Extend Meyers Road from OR 213 to High School Avenue as an Industrial Minor Arterial. Create a local street connection to Douglas Loop.	Short-term
D47	Meyers Road East extension	Beavercreek Road to the Meadow Lane Extension	Extend Meyers Road from Beavercreek Road to the Meadow Lane Extension as an Industrial Minor Arterial. Between the Holly Lane and Meadow Lane extensions, add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S19. Modify the existing traffic signal at Beavercreek Road	Medium-term
D48	Holly Lane North extension	Redland Road to Holcomb Boulevard	Extend Holly Lane from Redland Road to Holcomb Boulevard as a Residential Minor Arterial. Create local street	Long-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			connections to Cattle Drive and Journey Drive.	
D49	Swan Avenue extension	Livesay Road to Redland Road	Extend Swan Avenue from Livesay Road to Redland Road as an Residential Collector	Long-term
D50		Redland Road to Morton Road	Extend Swan Avenue from Redland Road to Morton Road as an Residential Collector	Long-term
D51	Deer Lane extension	Rose Road to Buetel Road	Extend Deer Lane from Rose Road to Buetel Road as a Residential Collector. Add a sidewalk and bike lane to the east side of the street, with a shared-use path to be added on west side per project S32.	Long-term
D52		Buetel Road to Parrish Road	Extend Deer Lane from Buetel Road to Parrish Lane as a Residential Collector. Add a sidewalk and bike lane to the east/north side of the street, with a shared-use path to be added on west/south side per project S33. Create a local street connection to Finnegans Way Install a roundabout at South End Road (per project D42).	Long-term
D53	Madrona Drive extension	Madrona Drive to Deer Lane	Extend Madrona Drive to Deer Lane as a Constrained Residential Collector	Long-term
D54	Clairmont Drive extension	Beavercreek Road to Holly Lane South Extension	Extend Clairmont Drive from Beavercreek Road to the Holly Lane South extension as an Industrial Collector. Add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S17.	Long-term
D55	Glen Oak Road extension	Beavercreek Road to the Meadow Lane Extension	Extend Glen Oak Road from Beavercreek Road to the Meadow Lane Extension as a Residential Collector. Install a roundabout at Beavercreek Road (per project D39)	Long-term
D56	Timbersky Way extension	Beavercreek Road to the Meadow Lane Extension	Extend Timbersky Way from Beavercreek Road to the Meadow Lane Extension as a Residential Collector. Add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S20.	Long-term
D57	Holly Lane South extension	Maple Lane Road to Thayer Road	Extend Holly Lane from Maple Lane Road to Thayer Road as a Residential Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S14. Install a roundabout at Maple Lane Road (per project D37).	Medium-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
D58		Thayer Road to Meyers Road	Extend Holly Lane from Thayer Road to the Meyers Road extension as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S15.	Medium-term
D59		Meyers Road to the Meadow Lane Extension	Extend Holly Lane from the Meyers Road extension to the Meadow Lane Extension as a Mixed-Use Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S16.	Long-term
D60	Meadow Lane extension	Meadow Lane to Meyers Road	Extend Meadow Lane to the Meyers Road Extension as a Mixed-Use Collector. Between Old Acres Lane and the Glen Oak Road extension, add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S21.	Long-term
D61		Meyers Road to UGB (north of Loder Road)	Extend Meadow Lane from the Meyers Road Extension to the UGB (north of Loder Road) as an Industrial Collector	Medium-term
D62	Dunes Drive Extension	OR 99E to Agnes Avenue	Extend Dunes Drive from OR 99E to Agnes Avenue as a Mixed-Use Collector. Install a roundabout at the Dunes Drive/Agnes Avenue intersection (per project D40). Will require redevelopment of the Oregon City Shopping Center.	Medium-term
D63	Washington Street to Abernethy Road Connection	Washington Street to Abernethy Road	Connect Washington Street to Abernethy Road with a Mixed-Use Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S5. This street should be a public access road built to City standards but maintained by a private entity.	Long-term
D64	Loder Road Extension	Beavercreek Road to Glen Oak Road	Extend Loder Road from Beavercreek Road to Glen Oak Road as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S18. Create a local street connection to Douglas Loop. Install a roundabout at Meyers Road (per project D45).	Short-term
D65	Parrish Road Extension	From Parrish Road east to Kolar Drive	Complete the gap between Parrish Road as a Constrained Residential Collector.	Long-term
D66	Washington Street Realignment	Home Depot Driveway to Clackamas River	Washington Street Realignment associated with the OR	Under

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Drive	213/Washington Street Jug-handle Project.	Construction
D72	Hampton Drive Extension	Hampton Drive to Atlanta Drive	Extend Hampton Drive to Atlanta Drive as a Residential Local Street.	Long-term
Driving Solutions (Street and Intersection Expansions- see Figure 18)				
D73	McLoughlin Boulevard Improvements - Phase 2	Dunes Drive to Clackamas River Bridge	Boulevard and gateway improvements, including pedestrian and bicycle facilities. Access management improvements just north of the I-205 southbound ramps.	Under Construction
D80	Division Street Upgrade	7th Street to 18th Street	Improve to Collector cross-section, as a constrained street	Long-term
D81	Beavercreek Road Upgrade	Clairmont Drive (CCC Entrance) to Meyers Road	Improve to Industrial Major Arterial cross-section	Medium-term
D82		Meyers Road to UGB	Improve to Residential Major Arterial cross-section	Long-term
D89	South End Road Upgrade	Partlow Road-Lafayette Road to UGB	Improve to Residential Minor Arterial cross-section	Medium-term
D92	Washington Street Upgrade	11th Street to 7th Street	Improve to Minor Arterial cross-section, as a constrained street. Add curb-ramps at intersections	Medium-term
Walking Solutions (see Figure 19)				
W5	Washington Street Sidewalk Infill	Washington Street-Abernethy Road Extension to Abernethy Road	Complete sidewalk gaps on both sides of the street	Short-term
W11	Holcomb Boulevard (East of OR 213) Sidewalk Infill	OR 213 overcrossing to Swan Avenue	Complete sidewalk gaps on both sides of the street	Medium-term
W12		Longview Way to Winston Drive	Complete sidewalk gaps on both sides of the street	Medium-term
W13		Barlow Drive to UGB	Complete sidewalk gaps on both sides of the street	Medium-term
W34	Molalla Avenue Sidewalk Infill	Gaffney Lane to Sebastian Way	Complete sidewalk gaps on both sides of the street	Included with project W74
W35	Leland Road Sidewalk Infill	Warner Milne Road to Meyers Road	Complete sidewalk gaps on both sides of the street	Short-term
W41	Warner Milne Road Sidewalk Infill	Leland Road to west of Molalla Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W42	Beavercreek Road Sidewalk Infill	Warner Milne Road to east of Kaen Road	Complete sidewalk gaps on the east side of the street	Short-term
W47	South End Road (south of Partlow) Sidewalk Infill	Partlow Road to Buetel Road	Complete sidewalk gaps on both sides of the street	Included with project D89
W48		Buetel Road to UGB	Complete sidewalk gaps on both sides of the street	Included with project D89
W54	South End Road (north of Partlow) Sidewalk Infill	Partlow Road to Barker Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W56	Warner Parrott Road Sidewalk Infill	King Road to Marshall Street	Complete sidewalk gaps on the north side of the street	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W62	Linn Avenue Sidewalk Infill	Ella Street to Charman Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W64	Brighton Avenue-Creed Street Sidewalk Infill	Charman Avenue to Waterboard Park Road	Complete sidewalk gaps on both sides of the street	Short-term
W65	Brighton Avenue-Park Drive Sidewalk Infill	Charman Avenue to Linn Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W70	Division Street Sidewalk Infill	7th Street to 18th Street	Complete sidewalk gaps on both sides of the street	Included with project D80
W73	Molalla Avenue Streetscape Improvements Phase 3	Holmes Lane to Warner Milne Road	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	Medium-term
W74	Molalla Avenue Streetscape Improvements Phase 4	Beavercreek Road to OR 213	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	Medium-term
W75	15th Street Sidewalk Infill	OR 99E to Washington Street	Complete sidewalk gaps on both sides of the street, with a shared-use path to be added on south side between OR 99E and Main Street per project S53.	Included with project D8
Biking Solutions (see Figure 20)				
B1	7th Street Shared Roadway	OR 43 Bridge to Railroad Avenue	Add wayfinding and shared lane markings	Short-term
B2	Railroad Avenue-9th Street Shared Roadway	OR 99E to Main Street	Add wayfinding and shared lane markings	Short-term
B3	Main Street Shared Roadway	OR 99E to 15th Street	Add wayfinding and shared lane markings	Short-term
B5	12th Street (west of Washington Street) Shared Roadway	OR 99E to Washington Street	Add wayfinding and shared lane markings	Short-term
B6	15th Street (west of John Adams) Shared Roadway	Washington Street to John Adams Street	Add wayfinding and shared lane markings	Included with project D8
B12	Holcomb Boulevard (East of OR 213) Bike Lanes	Longview Way to UGB	Add bike lanes to both sides of the street	Medium-term
B29	Beavercreek Road Bike Lanes	Pebble Beach Drive to UGB	Add bike lanes to both sides of the street	Included with project D82
B32	Fir Street Bike Lanes	Molalla Avenue to 1,500 feet east	Add bike lanes to both sides of the street	Medium-term
B33	Leland Road Bike Lanes	Marysville Lane to Meyers Road	Add bike lanes to both sides of the street	Medium-term
B35	Meyers Road Bike Lanes	Leland Road to Autumn Lane	Add bike lanes to both sides of the street	Medium-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
B37	Molalla Avenue Bike Lanes	Gales Lane to Adrian Way	Complete bike lane gaps on both sides of the street	Included with project W73
B42	South End Road (south of Partlow) Bike Lanes	Buetel Road to UGB	Add bike lanes to both sides of the street	Included with project D89
B53	Holmes Lane Bike Lanes	Linn Avenue to Rilance Lane	Add bike lanes to both sides of the street	Medium-term
B55	Pearl Street Bike Lanes	Linn Avenue to Molalla Avenue	Add bike lanes to both sides of the street	Medium-term
B60	Division Street Bike Lanes	7th Street to 18th Street	Add bike lanes to both sides of the street	Included with project D80
B65	14th Street Bike Lanes	OR 99E to John Adams Street	Add an eastbound bike lane and a westbound contra-flow bike lane	Included with project D7
B66	15th Street Bike Lanes	OR 99E to Washington Street	Add a westbound bike lane and an eastbound contra-flow bike lane, with a shared-use path to be added on south side of 15th Street between OR 99E and Main Street per project S53.	Included with project D8
Shared-Use Path Solutions (see Figure 21)				
S14	Maple Lane-Thayer Shared-Use Path	Maple Lane Road to Thayer Road	Add a shared-use path on the east side of the Holly Lane extension between Maple Lane and Thayer.	Long-term
S15	Thayer-Loder Shared-Use Path	Thayer Road to Loder Road	Add a shared-use path on the east side of the Holly Lane extension between Thayer and Loder.	Long-term
S18	Loder Road Shared-Use Path	Glen Oak Road to Holly Lane Extension	Add a shared-use path on the south/east side of the Loder Road extension between Glen Oak Road and the Holly Lane extension.	Long-term
S24	Gaffney Lane Elementary Shared-Use Path	Eastborne Drive to Falcon Drive	Add a shared-use path along the northern boundary of Gaffney Lane Elementary School between the Eastborne Drive path and Falcon Drive	Long-term
S36	Tumwater-4th Shared-Use Path	Tumwater Drive to 4th Avenue	Add a shared-use path through Old Canemah Park connecting 4th Avenue to the Tumwater/South 2nd intersection	Long-term
S53	15th Street Shared-Use Path	OR 99E to Main Street	Add a shared-use path on the south side of 15th Street between OR 99E and Main Street.	Included with project D8
Transit Solutions				
T1	Molalla Avenue Transit Signal Priority	Washington Street to Gaffney Lane	Provide priority at traffic signals for buses behind schedule. This includes the use and deployment of Opticom detectors	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			at traffic signals and emitters on buses.	
T2	OR 99E Transit Signal Priority	Dunes Drive to 10th Street		Short-term
T3	Bus Stop Amenity Enhancement	Citywide	Add amenities at bus stops as needed, including bus shelters, landing pads, benches, trash/recycling receptacles and lighting	Short-term
Street Crossing Solutions (see Figure 21)				
C11	Beavercreek Road/Loder Road Shared-Use Path Crossing	Beavercreek Road/Loder Road intersection	Install crosswalk and pedestrian activated flasher on Beavercreek Road	Long-term
C35	John Adams/7h Family Friendly Route Crossing	7th Street/John Adams Street intersection	Install crosswalk and pedestrian activated flasher on 7th Street	Long-term
Family-Friendly Routes (see Figure 19 or 20)				
FF13	Leland-Warner Parrot Family Friendly Route	Leland Road to Warner Parrot Road	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Hampton Drive, Atlanta Drive, Auburn Drive and Boynton Street. Includes Hampton Drive extension to Central Point Road	Long-term
FF19	Warner Parrot-Barker Family Friendly Route	Warner Parrot Road to Barker Avenue	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Woodlawn Avenue and Woodfield Court.	Long-term
FF20	Barker Avenue Family Friendly Route	South End Road to Telford Road	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Barker Avenue	Long-term
FF23	Charman Avenue Family Friendly Route	Telford Road to Linn Avenue	Add sidewalks and bike lanes on both sides of the street. Add wayfinding and traffic calming	Long-term
Citywide and Programmatic Improvements				
N/A	Family Friendly Routes	Citywide	Program to systematically implement the Neighborhood Greenway network on a yearly basis	N/A
N/A	Sidewalk Infill Program	Citywide	Capital program to systematically design and construct missing sidewalks along prioritized pedestrian routes. Provide sidewalks on local, residential streets that lead to roadways with transit service.	N/A
N/A	Develop Bicycle and Pedestrian Design Guidelines	Citywide	Develop bicycle and pedestrian design guidelines that establish preferred designs that represent best practices. Key	N/A

Table 2: Likely to be Funded Transportation System

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

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
Driving Solutions (Intersection and Street Management- see Figure 1)				
D2	Beavercreek Road Traffic Surveillance	Molalla Avenue to Maple Lane Road	Install video monitoring cameras and vehicle detection equipment to provide turn movement counts, hourly volumes, travel times, and speed	Long-term Phase 2
D3	Washington Street Traffic Surveillance	7th Street to OR 213		Long-term Phase 3
D4	7th Street/Molalla Avenue Traffic Surveillance	Washington Street to OR 213		Long-term Phase 3
D5	OR 213/ 7th Street-Molalla Avenue/ Washington Street Integrated Corridor Management	I-205 to Henrici Road	Integrate traffic surveillance and traffic control equipment with ODOT	Long-term Phase 3
D6	OR 99E Integrated Corridor Management	OR 224 (in Milwaukie) to 10th Street		Long-term Phase 3
D9	OR 213/Beavercreek Road Weather Information Station	OR 213/Beavercreek Road	Install road weather information stations that provide temperature, road conditions, and a video image.	Long-term Phase 4
D10	Warner Milne Road/Linn Avenue Road Weather Information Station	Warner Milne Road/Linn Avenue		Long-term Phase 4
D15	Holcomb Boulevard Curve Warning System	Holcomb Boulevard just to the west of the OR 213 overcrossing	Install a curve warning system on Holcomb Boulevard that activates when a motorist approaches the curve at a high speed.	Long-term Phase 3
D16	Holcomb Boulevard Speed Warning System	Holcomb Boulevard east of Jada Way	Install a speed warning system that activates when a motorist approaches at a high speed.	Long-term Phase 4
D17	Washington Street Speed Warning System	Washington Street near 9th Street		Long-term Phase 4
D18	7th Street Speed Warning System	7th Street near Harrison Street		Long-term Phase 4
D19	Linn Avenue Speed Warning System	Linn Avenue near Glenwood Court		Long-term Phase 4
D20	OR 99E Northbound Speed Warning System	OR 99E near Paquet Street		Long-term Phase 4
D21	OR 99E Southbound Speed Warning System	OR 99E near Hedges Street		Long-term Phase 4
D22	Central Point Road Speed Warning System	Central Point Road near White Lane		Long-term Phase 4
D23	South End Road School Zone Flashers	South End Road near Salmonberry	Install school zone flashers	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Drive and Filbert Drive		Phase 4
D24	Gaffney Lane School Zone Flashers	Gaffney Lane near Glenview Court and Falcon Drive		Long-term Phase 4
D25	Meyers Road School Zone Flashers	Meyers Road near High School Lane		Long-term Phase 4
D26	Beavercreek Road School Zone Flashers	Beavercreek Road south of Loder Road and north of Glen Oak Road		Long-term Phase 4
D29	John Adams Street/7th Street Safety Enhancement	John Adams Street/7th Street	Restripe 7th Street to include a northbound left-turn pocket from 7th Street to John Adams Street.	Long-term Phase 2
D31	High Street/2nd Street Operational Enhancement	High Street/2nd Street	Install a traffic signal	Long-term Phase 4
D34	Central Point Road/Warner Parrott Road Operational Enhancement	Central Point Road/Warner Parrott Road	Restrict left turns from Central Point Road to Warner Parrott Road. Install a roundabout at the Linn Avenue-Leland Road/ Warner Parrott Road-Warner Milne Road intersection	Long-term Phase 4
D35	Redland Road/Anchor Way Operational Enhancement	Redland Road/Anchor Way	Install a traffic signal	Long-term Phase 4
D36	Redland Road/Holly Lane Operational Enhancement	Redland Road/Holly Lane	Install a single-lane roundabout	Long-term Phase 4
D37	Maple Lane Road/Holly Lane Operational Enhancement	Maple Lane Road/Holly Lane	Install a single-lane roundabout	Long-term Phase 4
D38	Maple Lane Road/Walnut Grove Way Operational Enhancement	Maple Lane Road/Walnut Grove Way	Install a single-lane roundabout or realign Maple Lane Road in correlation with development	Long-term Phase 3
D39	Beavercreek Road/Glen Oak Road Operational Enhancement	Beavercreek Road/Glen Oak Road	Install a roundabout	Long-term Phase 2
Driving Solutions (Street Extensions- see Figure 2)				
D67	OR 99E to Beutel Road Extension Feasibility Study	OR 99E to Beutel Road	Further study a potential connection between OR 99E and Beutel Road as a Constrained Minor Arterial. Add shared-use path on the east side of the street per project S34. Install a roundabout at South End Road (per project D41). The connection will likely be hindered by topography.	Long-term Phase 4
D68	Chanticleer Place Extension	Glen Oak Road to north of Russ	Extend Chanticleer Place from Glen Oak Road to	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Wilcox Way	Russ Wilcox Way as a Residential Collector.	Phase 3
D69		South of Talawa Drive to Chanticleer Drive	Extend Chanticleer Place from Talawa Drive to Chanticleer Drive as a Residential Collector.	Long-term Phase 3
D70	Chanticleer Drive Extension	South of Edgemont Drive to Henrici Road	Extend Chanticleer Drive from Edgemont Drive to Henrici Road as a Residential Collector.	Long-term Phase 3
D71	Coquille Drive Extension	Quinalt Drive to Henrici Drive	Extend Coquille Drive from Quinalt Drive to Henrici Drive as a Residential Collector.	Long-term Phase 3
Driving Solutions (Street and Intersection Expansion- see Figure 3)				
D74	McLoughlin Boulevard Improvements - Phase 3	10th Street to Main Street	Widen OR 99E to a five-lane cross-section that includes two travel lanes in each direction and a center two-way left-turn lane and/or a median to improve access management. The project will also improve pedestrian and bicycle facilities.	Long-term Phase 2
D75	I-205 Southbound Interchange Improvements	OR 99E/I-205 Southbound Ramps	Add dual left-turn lanes on the southbound OR 99E approach to the southbound I-205 ramp. Widen the on-ramp to the ramp meters to accommodate the dual left-turn approach.	Long-term Phase 3
D76	I-205 Northbound Interchange Improvements	OR 99E/I-205 Northbound Ramps	Add dual left-turn lanes on the westbound I-205 Off-ramp approach to OR 99E. Widen the off-ramp approaching OR 99E to maintain the separated westbound right-turn lane.	Long-term Phase 3
D77	OR 213 Safety Improvement	Molalla Avenue to Conway Drive	Widen to five lanes (two travel lanes in each direction, with a center turn lane/median) with bike lanes and sidewalks	Long-term Phase 4
D78	Anchor Way Safety Improvement	18th Street to Division Street	Realign Anchor Way to connect with Division Street	Long-term Phase 4
D79	OR 213/Redland Road Capacity Improvements	Redland Road to Redland Road undercrossing	Add a third northbound travel lane on OR 213 north of the Redland Road undercrossing. Extend the third southbound travel on OR 213 south of the Redland Road intersection and merge the third lane before the Redland Road undercrossing. Add a right-turn lane (southbound OR 213 to westbound Redland).	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			Convert the Redland Road approach to OR 213 to 1 receiving lane, 2 left-turn approach lanes, and 1 right-turn lane.	
D83	Holly Lane Upgrade	Redland Road to Maple Lane Road	Improve to Residential Minor Arterial cross-section	Long-term Phase 2
D84	Maple Lane Road Upgrade	Beavercreek Road to UGB	Improve to Residential Minor Arterial cross-section	Long-term Phase 2
D85	Loder Road Upgrade	Beavercreek Road to UGB	Improve to Industrial Collector cross-section. Install a roundabout at the Beavercreek Road/Loder Road intersection.	Long-term Phase 2
D86	Livesay Road Upgrade	Redland Road to Swan Avenue	Improve to Residential Collector cross-section.	Long-term Phase 3
D87		Swan Avenue to Holly Lane extension	Improve to Mixed-Use Collector cross-section.	Long-term Phase 3
D88	Donovan Road Upgrade	Holly Lane to UGB	Improve to Mixed-Use Collector cross-section.	Long-term Phase 3
D90	Main Street Upgrade	15th Street to Agnes Avenue	Improve to Mixed-Use Collector cross-section between 17th Street and Agnes Avenue. Between 15th Street and 17th Street, restripe Main Street to include two 12-foot travel lanes, a six-foot northbound bike lane, a six-foot southbound bike lane, and an eight-foot on-street parking lane on the east side.	Long-term Phase 2
D91	Redland Road Upgrade	Holcomb Boulevard to Holly Lane	Improve to Minor Arterial cross-section, as a constrained street	Long-term Phase 2
D93	Beutel Road Upgrade	South End Road to northern terminus	Improve to Collector cross-section, as a constrained street	Long-term Phase 2
Walking Solutions (see Figure 4)				
W1	Dunes Drive Sidewalk Infill	OR 99E to Clackamette Drive	Complete sidewalk gaps the south side of the street	Long-term Phase 4
W2	Main Street Sidewalk Infill	OR 99E to 17th Street	Complete sidewalk gaps on west/south side of the street. A shared-use path will be added on east/north side per project S1	Included with project D90

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W3		17th Street to 15th Street	Complete sidewalk gaps the west side of the street	Included with project D90
W4	Agnes Avenue Sidewalk Infill	Main Street to Washington Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W6	Holcomb Boulevard (West of OR 213) Sidewalk Infill	Abernethy Road to OR 213 overcrossing	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W7	Redland Road (West of OR 213) Sidewalk Infill	Abernethy Road to Anchor Way	Complete sidewalk gaps on west/south side of the street. A shared-use path will be added on west side per project S6	Long-term Phase 2
W8	Forsythe Road Sidewalk Infill	Clackamas River Drive to Harley Avenue	Complete sidewalk gaps on south side of the street. A shared-use path will be added on north side per project S7	Long-term Phase 3
W9	Clackamas River Drive Sidewalk Infill	OR 213 to Forsythe Road	Complete sidewalk gaps on east side of the street. A shared-use path will be added on west side per project S8	Long-term Phase 2
W10		Forsythe Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W14	Apperson Boulevard Sidewalk Infill	La Rae Street to Gain Street	Complete sidewalk gaps on the west side of the street	Long-term Phase 3
W15	Swan Avenue Sidewalk Infill	Forsythe Road to Ann Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 2
W16	Livesay Road Sidewalk Infill	Redland Road to Frank Avenue	Complete sidewalk gaps on both sides of the street	Included with project D86/D87
W17	Redland Road (East of OR 213) Sidewalk Infill	Anchor Way to Livesay Road	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S6	Included with project D91
W18		Livesay Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W19	Donovan Road Sidewalk Infill	Holly Lane to western terminus	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S12	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W20	Morton Road Sidewalk Infill	Holly Lane to Swan Extension	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W21	Holly Lane Sidewalk Infill	Redland Road to Donovan Road	Complete sidewalk gaps on both sides of the street	Included with project D83
W22		Donovan Road to Maple Lane Road	Complete sidewalk gaps on west side of the street. A shared-use path will be added on east side per project S13	Included with project D83
W23	Maple Lane Road Sidewalk Infill	Beavercreek Road to UGB	Complete sidewalk gaps on both sides of the street	Included with project D84
W24	Thayer Road Sidewalk Infill	Maple Lane Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W25	Loder Road Sidewalk Infill	Beavercreek Road to the Holly Lane Extension	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S18.	Included with project D85
W26		Holly Lane Extension to the UGB	Complete sidewalk gaps on both sides of the street	Included with project D85
W27	High School Avenue Sidewalk Infill	Meyers Road to Glen Oak Road	Complete sidewalk gaps on the west side of the street	Long-term Phase 3
W28	Glen Oak Road Sidewalk Infill	OR 213 to High School Avenue	Complete sidewalk gaps on both sides of the street	Long-term Phase 2
W29		Coquille Drive to Augusta Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W30	Chanticleer Drive Sidewalk Infill	North terminus to south terminus	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W31	OR 213 Sidewalk Infill	Molalla Avenue to Conway Drive	Complete sidewalk gaps on both sides of the street	Included with project D77
W32	Bertha Drive Sidewalk Infill	Clairmont Way to Gaffney Lane	Complete sidewalk gaps on the east side of the street	Long-term Phase 3
W33	Gaffney Lane Sidewalk Infill	Cokeron Drive to Glenview Court	Complete sidewalk gaps on both sides of the street	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
				Phase 2
W36	Leland Road Sidewalk Infill	Meyers Road to McCord Road	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W37		McCord Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W38	Meyers Road Sidewalk Infill	Leland Road to Frontier Parkway	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W39	Jessie Avenue Sidewalk Infill	Leland Road to Frontier Parkway	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W40	Clairmont Way Sidewalk Infill	Leland Road to Bertha Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W43	McCord Road Sidewalk Infill	Sunset Springs Drive to Leland Road	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W44	Pease Road Sidewalk Infill	Leland Road to Tidewater Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W45	Central Point Road Sidewalk Infill	McCord Road to Trade Wind Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W46		Parrish Road to Hazeldell Avenue	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W49	Parrish Road Sidewalk Infill	South End Road to eastern terminus	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W50		Kolar Drive to Central Point Road	Complete sidewalk gaps on the south side of the street	Long-term Phase 4
W51	Buetel Road Sidewalk Infill	South End Road to western terminus	Complete sidewalk gaps on both sides of the street	Included with project D93
W52	Partlow Road Sidewalk Infill	South End Road to Central Point Road	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W53	Rose Road Sidewalk Infill	South End Road to Deer Lane	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W55	Lawton Road Sidewalk Infill	South End Road to Netzel Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W57	Canemah Road Sidewalk Infill	Warner Parrott Road to Telford	Complete sidewalk gaps on both sides of the street	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Road		Phase 3
W58	Hood Street Sidewalk Infill	Linn Avenue to eastern terminus	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W59	Telford Road Sidewalk Infill	Ogden Drive to Holmes Lane	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W60	AV Davis-Ethel Street Sidewalk Infill	Holmes Lane to Leonard Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W61	Holmes Lane (west of Bell Court) Sidewalk Infill	Telford Road to Bell Court	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W63	Charman Avenue Sidewalk Infill	Linn Avenue to Electric Avenue	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W66	Warner Street Sidewalk Infill	Prospect Street to Molalla Avenue	Complete sidewalk gaps on the south side of the street	Long-term Phase 4
W67	Holmes Lane (east of Bell Court) Sidewalk Infill	Bell Court to Prospect Street	Complete sidewalk gaps on the north side of the street	Long-term Phase 3
W68	Pearl Street Sidewalk Infill	Linn Avenue to Eluria Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W69	Center Street Sidewalk Infill	Clinton Street to 1st Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W71	15th Street Sidewalk Infill	Harrison Street to Jefferson Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W72	Anchor Way Sidewalk Infill	18th Street to Redland Road	Complete sidewalk gaps on east side of the street. A shared-use path will be added on west side per project S49.	Long-term Phase 4
Biking Solutions (see Figure 5)				
B4	Main Street Bike Lanes	Agnes Avenue to I-205 undercrossing	Add a bike lane to the west side of the street. A shared-use path will be added on east/north side per project S1	Long-term Phase 3
B7	Agnes Avenue Bike Lanes	Main Street to Washington Drive	Add bike lanes to both sides of the street	Long-term Phase 4
B8	Abernethy Road Bike Lanes	Washington Street to Redland Road	Add a bike lane to the south side of the street. A shared-use path will be added on the north side per project S2.	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
B9	Holcomb Boulevard (West of OR 213) Bike Lanes	Abernethy Road to OR 213 overcrossing	Add bike lanes to both sides of the street	Long-term Phase 2
B10	Forsythe Road Bike Lanes	Clackamas River Drive to Harley Avenue	Add a bike lane to the south side of the street. A shared-use path will be added on north side per project S7	Long-term Phase 4
B11	Clackamas River Drive Bike Lanes	Forsythe Road to UGB	Add bike lanes to both sides of the street	Long-term Phase 3
B13	Apperson Boulevard Shared Roadway	Forsythe Road to Holcomb Boulevard	Add wayfinding and shared lane markings	Long-term Phase 3
B14	Swan Avenue Bike Lanes	Forsythe Road to Holcomb Boulevard	Add bike lanes to both sides of the street	Long-term Phase 2
B15	Swan Avenue Shared Roadway	Holcomb Boulevard to southern terminus	Add wayfinding and shared lane markings	Long-term Phase 4
B16	Livesay Road Bike Lanes	Redland Road to Frank Avenue	Add bike lanes to both sides of the street	Long-term Phase 4
B17	Donovan Road Bike Lanes	Holly Lane to western terminus	Add a bike lane to the north side of the street. A shared-use path will be added on south side per project S12	Long-term Phase 4
B18	Morton Road Bike Lanes	Holly Lane to Swan Extension	Add bike lanes to both sides of the street	Long-term Phase 4
B19	Holly Lane Bike Lanes	Redland Road to Donovan Road	Add bike lanes to both sides of the street	Included with project D83
B20		Donovan Road to Maple Lane Road	Add a bike lane to the west side of the street. A shared-use path will be added on east side per project S13	Included with project D83
B21	Maple Lane Bike Lanes	Walnut Grove Way to UGB	Add bike lanes to both sides of the street	Included with project D84
B22	Thayer Road Bike Lanes	Elder Road to UGB	Add bike lanes to both sides of the street	Long-term Phase 3
B23	Loder Road Bike Lanes	Beavercreek Road and the Holly Lane Extension	Add a bike lane to the north side of the street. A shared-use path will be added on south side per	Included with project

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			project S18.	D85
B24		Holly Lane Extension to the UGB	Add bike lanes to both sides of the street	Included with project D85
B25	High School Avenue Shared Roadway	Meyers Road to Glen Oak Road	Add wayfinding and shared lane markings	Long-term Phase 4
B26	Glen Oak Road Bike Lanes	Coquille Drive to Augusta Drive	Add bike lanes to both sides of the street	Long-term Phase 3
B27	Coquille Drive Shared Roadway	Glen Oak Road to Turtle Bay Drive	Add wayfinding and shared lane markings	Long-term Phase 4
B28	Chanticleer Drive Shared Roadway	North terminus to south terminus	Add wayfinding and shared lane markings	Long-term Phase 4
B30	Bertha Drive Bike Lanes	Clairmont Way to Gaffney Lane	Add bike lanes to both sides of the street	Long-term Phase 4
B31	Gaffney Lane Bike Lanes	Cokeron Drive to Glenview Court	Add bike lanes to both sides of the street	Long-term Phase 3
B34	Leland Road Bike Lanes	Kalal Court to UGB	Add bike lanes to both sides of the street	Long-term Phase 3
B36	Jessie Avenue Bike Lanes	Leland Road to Jessie Court	Add bike lanes to both sides of the street	Long-term Phase 4
B38	McCord Road Bike Lanes	Central Point Road to Leland Road	Add bike lanes to both sides of the street	Long-term Phase 2
B39	Pease Road Shared Roadway	Leland Road to Tidewater Street	Add wayfinding and shared lane markings	Long-term Phase 4
B40	Central Point Road Bike Lanes	Partlow Road to Swallowtail Place	Complete bike lane gaps on both sides of the street	Long-term Phase 2
B41		Parrish Road to Skellenger Way	Add bike lanes to both sides of the street	Long-term Phase 2
B43	Parrish Road Shared Roadway	South End Road to eastern terminus	Add wayfinding and shared lane markings	Long-term Phase 4
B44	Parrish Road Bike Lanes	Kolar Drive to Central Point Road	Add bike lanes to both sides of the street	Long-term Phase 4
B45	Buetel Road Bike Lanes	South End Road to western terminus	Add bike lanes to both sides of the street	Included

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
				with project D93
B46	Partlow Road Bike Lanes	South End Road to Central Point Road	Complete bike lane gaps on both sides of the street	Long-term Phase 2
B47	Rose Road Bike Lanes	South End Road to Deer Lane	Add bike lanes to both sides of the street	Long-term Phase 4
B48	Lawton Road Shared Roadway	South End Road to Netzel Street	Add wayfinding and shared lane markings	Long-term Phase 4
B49	Canemah Road Shared Roadway	Warner Parrott Road to Telford Road	Add wayfinding and shared lane markings	Long-term Phase 4
B50	Telford Road Shared Roadway	Charman Avenue to Holmes Lane	Add wayfinding and shared lane markings	Long-term Phase 3
B51	AV Davis-Ethel Street Shared Roadway	Holmes Lane to Leonard Street	Add wayfinding and shared lane markings	Long-term Phase 3
B52	Holmes Lane Shared Roadway	Telford Road to Linn Avenue	Add wayfinding and shared lane markings	Long-term Phase 4
B54	Brighton Avenue-Creed Street Shared Roadway	Charman Avenue to Waterboard Park Road	Add wayfinding and shared lane markings	Long-term Phase 3
B56	Pearl Street Shared Roadway	Molalla Avenue to Eluria Street	Add wayfinding and shared lane markings	Long-term Phase 3
B57	Center Street Shared Roadway	Clinton Street to 5th Street	Add wayfinding and shared lane markings	Long-term Phase 3
B58	South 2nd Street Shared Roadway	High Street to Tumwater Drive	Add wayfinding and shared lane markings	Long-term Phase 3
B59	5th Street Shared Roadway	Washington Street to Center Street	Add wayfinding and shared lane markings	Long-term Phase 3
B61	Taylor Street Shared Roadway	7th Street to 12th Street	Add wayfinding and shared lane markings	Long-term Phase 3
B62	12th Street Shared Roadway	Taylor Street to Washington Street	Add wayfinding and shared lane markings	Long-term Phase 3
B63	15th Street Shared Roadway	Division Street to John Adams Street	Add wayfinding and shared lane markings	Long-term Phase 4
B64	Anchor Way Bike Lanes	18th Street to Redland Road	Add a bike lane to the east side of the street. A	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			shared-use path will be added on west side per project S49.	Phase 2
Shared-Use Path Solutions (see Figure 6)				
S1	Main Street Shared-Use Path	Clackamette Park to 17th Street	Add a shared-use path on the north/east side of the street	Long-term Phase 2
S2	Abernethy Road Shared-Use Path	Main Street to Redland Road	Add a shared-use path on the north side of the street from Main Street to Redland Road. Add a railroad gate at the 17th Street rail crossing. Will require permission for an at-grade pedestrian and bicycle rail crossing.	Long-term Phase 3
S3	OR 99E Shared-Use Path	10th Street to Railroad Avenue	Add a shared-use path on the west side of the street	Included with project D74
S4	Abernethy Creek Park Shared-Use Path	John Adams Street to 15th Street	Add a shared-use path between John Adams and 15th, with a bridge over the gully	Long-term Phase 4
S5	Abernethy Road-Clackamas River Drive Shared-Use Path	Abernethy Road to Clackamas River Drive	Add a shared-use path on the east side of the Abernethy-Washington extension and on the east side of the Washington Street realignment to Clackamas River Drive	Long-term Phase 2
S6	Redland Road Shared-Use Path	Abernethy Road to Livesay Road	Add a shared-use path on the west/south side of the street	Long-term Phase 2
S7	Forsythe Road Shared-Use Path	Clackamas River Drive to UGB	Add a shared-use path on the north side of the street	Long-term Phase 4
S8	Clackamas River Drive Shared-Use Path	OR 213 to Forsythe Road	Add a shared-use path on the west side of the street	Long-term Phase 2
S9	Swan-Livesay Shared-Use Path	Bonn Street to Livesay Road	Add a shared-use path between Swan and Livesay, with a bridge over the gully	Long-term Phase 4
S10	Redland-Holcomb Shared-Use Path	Redland Road to Holcomb Boulevard	Add a shared-use path along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection	Long-term Phase 3
S11	Holcomb- Forsythe Road Shared-Use Path	Holcomb Boulevard to Forsythe Road	Add a shared-use path connecting the Redland-Holcomb Shared-Use Path to the Forsythe Road Shared-Use Path	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
S12	Redland-Holly Shared-Use Path	Redland Road to Holly Lane	Add a shared-use path along the east side of the gully between the Redland/Livesay and Holly/Donovan intersection. Will require a bridge over the gully south of Redland Road	Long-term Phase 2
S13	Holly Lane Shared-Use Path	Donovan Road to Maple Lane Road	Add a shared-use path on the east side of the street	Long-term Phase 2
S16	Loder-Timbersky Shared-Use Path	Loder Road to Timbersky Way	Add a shared-use path on the east side of the Holly Lane extension between Loder and Timbersky.	Long-term Phase 3
S17	Clairmont Drive Shared-Use Path	Beavercreek Road to UGB	Add a shared-use path on the north side of the Clairmont Drive extension between Beavercreek Road and the UGB.	Long-term Phase 3
S19	Meyers Road Extension Shared-Use Path	Holly Lane Extension to UGB	Add a shared-use path on the north side of the Meyers Road extension between the Holly Lane extension and the UGB.	Long-term Phase 3
S20	Timbersky Extension Shared-Use Path	Pebble Beach Drive to Meadow Lane Extension	Add a shared-use path on the east side of Beavercreek Road and the north side of the Timbersky Way extension between Pebble Beach Drive and the Meadow Lane Extension Shared-use Path	Long-term Phase 3
S21	Meadow Lane Extension Shared-use Path	Old Acres Lane to UGB (north of Loder Road)	Add a shared-use path on the east side of the Meadow Lane extension from Meadow Lane to the Glen Oak Road extension. Between the Glen Oak Road extension and the UGB (north of Loder Road) the shared-use path will run along the west side of the ridge	Long-term Phase 4
S22	Meyers-Beavercreek Shared-Use Path	Morrie Drive to Beavercreek Road	Add a shared-use path under the power lines between Morrie Drive and Beavercreek Road. Will require a portion of the parking lot between Molalla and Beavercreek	Long-term Phase 2
S23	Meyers Road Shared-Use Path	Meyers-Beavercreek Shared-Use Path to OR 213	Add a shared-use path on the south side of Meyers Road between the Meyers-Beavercreek Shared-Use Path and the Clackamas Community College Shared-use Path	Long-term Phase 3
S25	Falcon-Pompei Shared-Use Path	Falcon Drive to Naples Street	Add a shared-use path between Falcon Drive and	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			Naples Street	Phase 3
S26	Leland Road-Wesley Lynn Park Shared-Use Path	Leland Road to Wesley Lynn Park	Add a shared-use path between Leland Road and the Wesley Lynn Park Shared-Use Path	Long-term Phase 3
S27	Hillendale Park-Leonard Street Shared-Use Path	Hillendale Park Shared-Use Path to Leonard Street	Add a shared-use path along the western boundary of the Clackamas County Red Soils Campus	Long-term Phase 2
S28	Beavercreek-Hilltop Shared-Use Path	Beavercreek Road to Fox Lane	Add a shared-use path along the ridge connecting the Meyers-Beavercreek Shared-Use Path to Hilltop Avenue	Long-term Phase 3
S29	Fremont-Hiefield Shared-Use Path	Fremont Street to Hiefield Court	Add a shared-use path between Fremont Street and the Hillendale Park-Leonard Street Shared-Use Path	Long-term Phase 4
S30	Orchard Grove-Hazelnut Shared-Use Path	Orchard Grove Drive to Hazelnut Court	Add a shared-use path between Orchard Grove Drive and Hazelnut Court	Long-term Phase 3
S31	South End-Deer Lane Shared-Use Path	Deer Lane to Filbert Drive	Add a shared-use path between the Deer Lane extension and Filbert Drive	Long-term Phase 3
S32	Deer Lane Extension Shared-Use Path	Buetel Road to Deer Lane	Add a shared-use path on the west side of the Deer Lane extension	Long-term Phase 3
S33	Buetel-Kolar Shared-Use Path	Buetel Road to Kolar Drive	Add a shared-use path on the west/south side of the Deer Lane extension between Buetel Road and Kolar Drive	Long-term Phase 4
S34	OR 99E-Buetel Shared-Use Path	OR 99E to Buetel Road	Add a shared-use path between OR 99E and Buetel Road	Long-term Phase 3
S35	Canemah-Buetel Road Shared-Use Path	5th Avenue to OR 99E-Buetel Road Shared-Use Path	Add a shared-use path connecting Canemah to the OR 99E-Buetel Road shared-use path	Long-term Phase 3
S37	OR 99E (south of Railroad Avenue) Shared-Use Path	Railroad Avenue to UGB	Add a shared-use path along the north side of the street. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street	Long-term Phase 2
S38	Singer Creek Park Shared-Use Path	Singer Creek Park to Electric Avenue	Add a shared-use path from Singer Creek Park to Electric Avenue	Long-term Phase 3
S39	Electric-East Shared-Use Path	Electric Avenue to East Street	Add a shared-use path from Electric Avenue to East Street	Long-term Phase 3
S40	Hood-Warner Shared-Use Path	Hood Street to Warner Street	Add a shared-use path from Hood Street to Warner Street	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
S41	Beavercreek-Laurel Shared-Use Path	Beavercreek Road to Laurel Lane	Add a shared-use path on the western edge of the cemetery, from Beavercreek Road to Laurel Lane	Long-term Phase 2
S42	Fox-Hillcrest Shared-Use Path	Fox Lane to Hillcrest Street	Add a shared-use path from Fox Lane to the Mountainview Cemetery	Long-term Phase 3
S43	Magnolia-Eluria Shared-Use Path	Magnolia Street to Eluria Street	Add a shared-use path between Magnolia Street and Eluria Street	Long-term Phase 3
S44	End of the Oregon Trail Shared-Use Path	Abernethy Road to east of the Abernethy-Washington Street extension	Add a shared-use path	Long-term Phase 3
S45	4th Street Shared-Use Path	West of Jackson Street to east of Monroe Street	Add a shared-use path	Long-term Phase 3
S46	John Adams Shared-Use Path	10th Street to west of 11th Street	Add a shared-use path	Long-term Phase 3
S47	Barclay Park Shared-Use Path	Jefferson Street to John Adams Street	Add a shared-use path through Barclay Park	Long-term Phase 3
S48	Atkinson Park Shared-Use Path	17th Street to 18th Street	Add a shared-use path	Long-term Phase 4
S49	Anchor Way Shared-Use Path	18th Street to Redland Road	Add a shared-use path on the west side of the street	Long-term Phase 4
S50	King Elementary School Shared-Use Path	South End Road to Woodfield Court	Add a shared-use path along the northern boundary of King Elementary School between Amanda Court and Woodfield Court	Long-term Phase 3
S51	Chanticleer-Coquille Shared-Use Path	Chanticleer Drive to Coquille Drive	Add a shared-use path between Chanticleer Drive and Coquille Drive	Long-term Phase 3
S52	Linn Avenue Shared-Use Path	Electric Avenue to Pearl Street	Add a shared-use path between Electric Avenue and Pearl Street	Long-term Phase 2
Transit Solutions				
T4	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers.	Long-term Phase 2
Street Crossing Solutions (see Figure 6)				
C1	Clackamette Drive Crossing	Clackamette Park overflow lot to the Clackamette Park entrance	Install crosswalk and pedestrian activated flasher on Clackamette Drive	Long-term Phase 3
C2	Main Street Crossing	I-205 Shared Use Path to south of	Relocate the existing crosswalk on Main Street	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Main Street	approximately 175 feet southeast to align with the I-205 Shared Use Path. Install a pedestrian activated flasher.	Phase 4
C3	Holcomb/Front Family Friendly Route Crossing	Holcomb Boulevard/Front Avenue intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C4	Holcomb/Swan Crossing	Holcomb Boulevard/Swan Avenue intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C5	Holcomb Boulevard Shared-Use Path Crossing	Holcomb Boulevard/Oak Tree Terrace intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C6	Holcomb/Winston Crossing	Holcomb Boulevard/ Winston Drive intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C7	Redland Road Shared-Use Path Crossing	Redland Road/Livesay Road intersection	Install crosswalk and pedestrian activated flasher on Redland Road	Long-term Phase 2
C8	Holly Lane Shared-Use Path Crossing	Holly Lane/Donovan Road intersection	Install crosswalk and pedestrian activated flasher on Holly Lane	Long-term Phase 4
C9	Maple Lane Road Shared-Use Path Crossing	Maple Lane Road/Holly Lane intersection	Install crosswalk and pedestrian activated flasher on Maple Lane Road	Long-term Phase 2
C10	Thayer Road Shared-Use Path Crossing	Thayer Road/Holly-Thayer Shared-Use Path intersection	Install crosswalk and curb extensions on Thayer Road	Long-term Phase 4
C12	Beavercreek Road/Pebble Beach Drive Shared-Use Path Crossing	Beavercreek Road/ Pebble Beach Drive intersection	Install crosswalk and pedestrian activated flasher on Beavercreek Road	Long-term Phase 4
C13	Meyers Road Extension/Loder Road Extension Shared-Use Path Crossing	Meyers Road Extension/Loder Road Extension intersection	Install crosswalk and pedestrian activated flasher on Meyers Road	Long-term Phase 3
C14	Glen Oak Road Shared-Use Path Crossing	Glen Oak Road/Loder Road Extension intersection	Install crosswalk and curb extensions on Glen Oak Road	Long-term Phase 4
C15	Meyers Road Shared-Use Path Crossing	Meyers Road/Moccasin Way intersection	Install crosswalk and pedestrian activated flasher on Meyers Road	Long-term Phase 3
C16	Clairmont Way Family Friendly Route Crossing	Clairmont Way/Eastborne Drive intersection	Install pedestrian activated flasher at the existing crosswalk on Clairmont Way near Eastborne Drive	Long-term Phase 3
C17	Leland Road Family Friendly Route Crossing	Leland Road/Reddaway Avenue intersection	Install pedestrian activated flasher at the existing crosswalk on Leland Road at Reddaway Avenue	Long-term Phase 2
C18	Meyers Road Family Friendly Route Crossing	Leland Road/Hiefield Court intersection	Install crosswalk and pedestrian activated flasher on Leland Road	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
C19	Warner Milne Road Shared-Use Path Crossing	Warner Milne Road/ Hillendale Park-Leonard Street Shared-Use Path intersection	Install crosswalk and pedestrian activated flasher on Warner Milne Road	Long-term Phase 2
C20	Hampton Drive Family Friendly Route Crossing	Central Point Road/Hampton Drive intersection	Install crosswalk and pedestrian activated flasher on Central Point Road	Long-term Phase 3
C21	Hazelnut Court Family Friendly Route Crossing	Central Point Road/ Hazelnut Court intersection	Install crosswalk and curb extensions on Central Point Road	Long-term Phase 3
C22	Deer Lane Extension Shared-Use Path Crossing	South End Road/Deer Lane Extension intersection	Install crosswalk and pedestrian activated flasher on South End Road	Long-term Phase 4
C23	Buetel Road/Deer Lane Extension Shared-Use Path Crossing	Buetel Road/Deer Lane Extension intersection	Install crosswalk and curb extensions on Buetel Road	Long-term Phase 3
C24	Filbert Drive Family Friendly Route Crossing	South End Road/Filbert Drive intersection	Install crosswalk and pedestrian activated flasher on South End Road	Long-term Phase 3
C25	Warner Parrot/Boynton Family Friendly Route Crossing	Warner Parrot Road/Boynton Street intersection	Install crosswalk and pedestrian activated flasher on Warner Parrot Road	Long-term Phase 2
C26	South End/Amanda Family Friendly Route Crossing	South End Road/Amanda Court intersection	Install pedestrian activated flasher at the existing crosswalk on South End Road at Amanda Court	Long-term Phase 2
C27	OR 99E-Buetel Shared-Use Path Crossing	OR 99E-Buetel Road Shared-Use Path intersection	Install crosswalk and pedestrian activated flasher on OR 99E	Long-term Phase 4
C28	AV Davis Road Crossing	Linn Avenue/AV Davis Road intersection	Install a pedestrian activated flasher at the existing crosswalk on Linn Avenue at AV Davis Road	Long-term Phase 2
C29	Holmes/Leonard Family Friendly Route Crossing	Holmes Lane/Leonard Street intersection	Install crosswalk and pedestrian activated flasher on Holmes Lane	Long-term Phase 2
C30	Barclay Hills Drive Crossing	Molalla Avenue/Barclay Hills Drive intersection	Install a pedestrian activated flasher at the existing crosswalk on Molalla Avenue at Barclay Hills Drive	Long-term Phase 4
C31	Park Drive Crossing	Linn Avenue/Park Drive intersection	Install a pedestrian activated flasher at the existing crosswalk on Linn Avenue at Park Drive	Long-term Phase 2
C32	Electric Avenue Family Friendly Route Crossing	Linn Avenue/Electric Avenue	Install crosswalk and pedestrian activated flasher on Linn Avenue	Long-term Phase 2
C33	JQ Adams/5th Family Friendly Route Crossing	5th Street/JQ Adams Street intersection	Install crosswalk and pedestrian activated flasher on 5th Street	Long-term Phase 4
C34	Jackson/7h Family Friendly Route Crossing	7th Street/Jackson Street intersection	Install crosswalk and pedestrian activated flasher on 7th Street	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
C36	Jerome Street Crossing	OR 99E/Jerome Street	Install crosswalk and pedestrian activated flasher on OR 99E in Canemah	Long-term Phase 2
Family-Friendly Routes (see Figure 4 or 5)				
FF1	John Adams Family Friendly Route	Abernethy Road to Abernethy Creek Park	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 4
FF2	Front Avenue Family Friendly Route	Forsythe Road to Holcomb Boulevard	Add sidewalks on the east side of the street. Add wayfinding, traffic calming and shared lane markings	Long-term Phase 3
FF3	Cleveland Street Family Friendly Route	Apperson Boulevard to Swan Avenue	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 3
FF4	Jacobs-Beemer Family Friendly Route	Holcomb Boulevard to Redland-Holcomb Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 4
FF5	Glen Oak-Chanticleer Drive Family Friendly Route	Glen Oak Road to Chanticleer Drive	Add wayfinding and shared lane markings. Includes street extensions between Glen Oak Road and Chanticleer Place, and Chanticleer Place and Chanticleer Drive.	Long-term Phase 4
FF6	Coquille-Beavercreek Road Family Friendly Route	Coquille Drive to Beavercreek Road	Add wayfinding and shared lane markings. Route via Turtle Bay Drive, Torrey Pines Drive and Pebble Beach Drive.	Long-term Phase 4
FF7	Falcon Drive Family Friendly Route	Gaffney Lane to Falcon-Pompei Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 3
FF8	Pompei Drive-Naples Street Family Friendly Route	OR 213 to Falcon-Pompei Shared-Use Path	Add wayfinding and shared lane markings. Route via Sebastian Way, Pompei Drive, Sandra Loop and Naples Street	Long-term Phase 3
FF9	Hillendale Park to Gaffney Lane Elementary Family Friendly Route	Hillendale Park to Gaffney Lane Elementary Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Eastborne Way, Clairmont Way, Wassail Lane, and Roseberry Avenue	Long-term Phase 3
FF10	Frontier Parkway Family Friendly Route	Wesley Lynn Park to Meyers-Beavercreek Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Frontier Parkway and Morrie Drive	Long-term Phase 3
FF11	Hiefield Court Family Friendly Route	Leland Road to Hillendale Park-Leonard Street Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
FF12	Hilltop Avenue Family Friendly Route	Fox Lane to Beavercreek-Hilltop Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Hilltop Avenue and Fox Lane	Long-term Phase 4
FF14	McCord-Leland Family Friendly Route	Orchard Grove Drive to Fremont Street	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Pease Road, Tidewater Street and Fremont Street	Long-term Phase 2
FF15	Orchard Grove Family Friendly Route	Orchard Grove-Hazelnut Shared-Use Path to McCord Road	Add wayfinding and shared lane markings. Route includes Orchard Grove Drive	Long-term Phase 2
FF16	Central Point-South End Family Friendly Route	Central Point Road to South End Road	Add wayfinding and shared lane markings. Route includes Filbert Drive, Hazel Grove Drive, Hazelnut Avenue, Geranium Place and Kolar Drive	Long-term Phase 3
FF17	Deer Lane Family Friendly Route	Rose Road to South End-Deer Lane Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Deer Lane.	Long-term Phase 2
FF18	Rose-Amanda Family Friendly Route	Rose Road to Amanda Court	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Madrona Drive, Lafayette Avenue, Lawton Road, Netzel Street and Amanda Court. Route includes Madrona Drive extension to Rose Road	Long-term Phase 2
FF21	Canemah Family Friendly Route	Old Canemah Park to Cemetery Road	This site is located within the Canemah National Register District. Add wayfinding and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. Route via 5th Avenue, Blanchard Street, 4th Avenue, Ganong Street and 3rd Avenue	Long-term Phase 4
FF22	Tumwater-South 2nd Family Friendly Route	Waterboard Park to Tumwater-4th Shared-Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Tumwater Drive, South 2nd Street and Waterboard Park Road	Long-term Phase 4
FF24	Leonard-Bell Family Friendly Route	Williams Street to northern terminus of Bell Court	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Leonard Street and Bell Court	Long-term Phase 3

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
FF25	Hillcrest-Magnolia Family Friendly Route	Fox-Hillcrest Shared-Use Path to Magnolia-Eluria Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Mountainview Cemetery, Hilda Street, Duane Street, Barclay Hills Drive and Magnolia Street.	Long-term Phase 4
FF26	Warner-Holmes Family Friendly Route	Kamm Street to Holmes Lane	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Warner Street and Prospect Street	Long-term Phase 4
FF27	Electric-5th Family Friendly Route	Electric-East Shared-Use Path to 4th/5th Street	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via East Street, 4th Street and Jackson Street	Long-term Phase 2
FF28	Eluria Street Family Friendly Route	Division Street to Pearl Street	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 4
FF29	Jackson Street Family Friendly Route	5th Street to 17th Street	Complete sidewalk gaps. Add wayfinding, traffic calming and shared lane markings. Route via JQ Adams Street, 6th Street and Jackson Street	Long-term Phase 4
FF30	9th –Lincoln Street Family Friendly Route	Division Street to John Adams Street	Complete sidewalk gaps. Add wayfinding, traffic calming and shared lane markings	Long-term Phase 4
FF31	4th Street Family Friendly Route	Jackson Street to McLoughlin Promenade	Add wayfinding and shared lane markings	Long-term Phase 2
FF32	John Adams-Jefferson Street Family Friendly Route	Waterboard Park Road to 15th Street	Complete sidewalk gaps. Add wayfinding and shared lane markings	Long-term Phase 2
FF33	18th Street Family Friendly Route	Anchor Way Shared-Use Path to McLoughlin Avenue	Complete sidewalk gaps. Add wayfinding and shared lane markings	Long-term Phase 4