



June 20, 2019

Metro Regional Flexible Funds Allocation Committee  
600 NE Grand Avenue  
Portland, OR 97232-2736

Re: 2022-2024 Regional Flexible Funds Allocation Application  
Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project

Dear Committee Members:

The City of Oregon City is pleased to be submitting this application for a Metro Regional Flexible Funds Allocation. Our application is for *Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project*, an Active Transportation Project located in downtown Oregon City. The scope of work is for Project Development, which will include Alternatives Identification & Evaluation, Preliminary Design (30%), Stakeholder Engagement and Environmental Clearances.

In 2005 the included *McLoughlin Boulevard Enhancement Plan* was adopted. This plan completed the Planning Phase as well as Alternatives Identification & Evaluation for the corridor. The City has successfully implemented the first two phases of McLoughlin Boulevard, using this plan. This remaining portion of the McLoughlin Boulevard Enhancement Plan located between 10<sup>th</sup> Street and the tunnel has been the most complicated to complete as it is interwoven with the OR 99E viaducts. As replacement of the viaduct seems to be falling off any future project lists, Oregon City sees a vital need take a step back and re-evaluate options to complete the remaining critical pedestrian & bicycle gaps along this corridor.

In 2005 the plan assumed the viaducts would be replaced in the near future, which would have allowed the cross sections identified in the 2005 plan to be implemented between 8th Street & 10th Street. The viaduct is not expected to be replaced with a widened structure that would support a widened sidewalk and center turn lanes as identified in the 2005 plan, so we need to update the plan within this final segment of the corridor. This RFFA application proposes looking at alternative designs/options

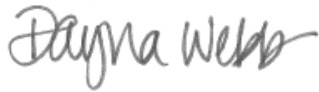
June 20, 2019  
2022-2024 Regional Flexible Funds Allocation  
Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project

for pedestrian and bicycle access along OR 99E that is not contingent on replacing the viaducts.

The total estimated cost for the Project Development, which will include Alternatives Identification & Evaluation, Preliminary Design (30%), Stakeholder Engagement and Environmental Clearances is \$753,000 as shown in the included Project Cost Estimate. The City is proposing a grant match of \$80,000 which leaves a request for RFFA funding of \$673,000.

Thank you for considering this request. If you have any questions about the project or our request, please contact me at (503) 974-5508 or [dwebb@orc.org](mailto:dwebb@orc.org).

Sincerely,

A handwritten signature in dark ink that reads "Dayna Webb". The signature is written in a cursive, flowing style.

Dayna Webb, PE  
City Engineer



# 2022-2024 Regional Flexible Funds Project Application

## INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- **Active Transportation and Complete Streets, or**
- **Freight and Economic Development Initiatives**

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- Advancing **Equity**
- Improving **Safety**
- Implementing the region's **Climate Smart Strategy**
- Managing **Congestion**

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

**After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to [rffa@oregonmetro.gov](mailto:rffa@oregonmetro.gov). Applications **MUST** be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.**

### APPLICANT INFORMATION

1. Jurisdiction name: City of Oregon City
2. Contact info: Dayna Webb, 503-974-5508, dwebb@orcity.org
3. Funding category (check one): ☒ Active Transportation ☐ Freight ☐ Both
4. Project name: Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project
5. Describe the project purpose: What problems or issues is the project intended to address?  
The Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project will provide a design for the final phase of the adopted 2005 McLoughlin Boulevard Enhancement Plan (Ordinance 05-1004). This project has two main goals 1.) Close the gap and provide safe pedestrian and bicycle access through additional design elements between McLoughlin Boulevard (aka OR 99E) and the Willamette Falls Riverwalk and 2.) Provide a complete street design for OR 99E from the tunnel to 10th Street, which in its condition today, is seen as a barrier to investing and revitalizing properties that front McLoughlin Boulevard in Oregon City.

The City has successfully completed the first two phases of McLoughlin Boulevard. This remaining portion of the McLoughlin Boulevard Enhancement Plan has been the most complicated to complete as it is interwoven with the OR 99E viaducts. As replacement of the viaduct seems to be falling off any near-term project list, Oregon City sees a vital need to look at alternative designs for pedestrian and bicycle access along the riverside of OR 99E that is not contingent on replacing the viaduct.

A project-specific engagement plan will be developed including stakeholder analysis to identify the viewpoints and interests of those impacted by the project and to ensure meaningful involvement opportunities for all people. Historically marginalized populations include those with limited English proficiency, diverse cultural backgrounds, low-income or disability, seniors and youth will be meaningfully engaged throughout the design alternatives analysis and final design selection.

Design alternatives will also be reviewed for compliance with and the ability to leverage joint goals/projects in Oregon City's Transportation Demand Management Plan.

Pedestrian design elements –that will be reviewed as part of the design alternatives process include, but are not limited to:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet or more (in some portions)
- Add sidewalk width and/or buffer for a total width of 10 feet or more (throughout design area)
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add enhanced pedestrian crossing(s) at appropriate locations
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Lighting, especially at crosswalks - pedestrian scale (10-15 feet), preferably poised over sidewalk
- Dark skies compliant lighting
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less during certain hours of the day – pedestrian

friendly signal timing, lead pedestrian intervals

- Access management: minimize number and spacing of driveways

- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Entrance at OR 99E & Main Street and OR 99E & Water Street)

- Wayfinding Signage

Bicycle design elements – that will be reviewed as part of the design alternatives process to see if bicycle access can be provided along OR 99E in addition to the alternate routes identified in the 2005 McLoughlin Boulevard Enhancement Plan along Main Street and Railroad Avenue.

These include but are not limited to:

- On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer

- Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals

- Protected intersection treatments

- Access management: minimize number and spacing of driveways

- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Legacy Project Entrance at OR 99E & Main Street, as well as at OR 99E & Water Street)

- Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes

- Lighting at intersections

- Dark skies compliant lighting

Other Complete Street Features include:

- Benches

- Gateway Feature

- Street Trees and/or landscaping

- Stormwater treatments

- Intelligent Transportation Systems (ITS) elements

## PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

### Project Detail

6. Is this project on the 2018 RTP Constrained list? <sup>1</sup> ☒ Yes ☐ No

7. What is the RTP Project ID #? 10123 – Willamette Falls Shared Use Path (Oregon City TSP S3) & 10118 – McLoughlin Boulevard Bike & Pedestrian Improvements (Oregon City TSP D74)

8. In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.

☐ High Injury Corridor (or ODOT ARTS Hotspot map): [Click here to enter text.](#)

---

<sup>1</sup> Project must be on the 2018 RTP Constrained list, available for download at: [oregonmetro.gov/RTP](https://oregonmetro.gov/RTP) or [oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls](https://oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls)

- ☒ Bicycle: Regional Bikeway
  - ☒ Pedestrian: Pedestrian Parkway
  - ☒ Freight: Roadway Connectors
  - ☒ Transit: Frequent Service on adjacent parallel route
9. List the project beginning and ending points. What specific streets/intersections are included in the project area? The project is located on McLoughlin Boulevard (OR 99E) between 10th Street & the tunnel. The project would include intersection improvements on McLoughlin Boulevard at 10th Street, 9th Street, 8th Street, 7th Street, 6th Street, Main Street & Railroad Avenue.
  10. Is the project included in an adopted local transportation safety plan or audit? ☐ Yes ☒ No  
Please describe. The project area is not included in an adopted local transportation safety plan or audit, but the Alternatives Identification & Evaluation proposed as part of this project would look at multi-modal safety within the corridor.
  11. Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?) The project match will be funded with Transportation System Development Charges, which are Probable. These funds are not identified as Certain, only as they are not yet budgeted, but no issues are anticipated.
  12. Which Project Development Stages are to be considered for RFFA funding?<sup>2</sup> We are requesting funding for Alternatives Identification & Evaluation and Preliminary Design Phases.
  13. If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities? ☒ Yes ☐ No
  14. Attach or describe the project schedule and include information about important schedule considerations or drivers. The proposed work is expected to take approximately 2 ½ years to complete, including negotiating an IGA with ODOT for the work. IGA Development & Execution: 9 months; Alternatives Identification & Evaluation: 12 months; Preliminary Design: 9 months

#### Project Completeness

15. At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)? In 2005 the McLoughlin Boulevard Enhancement Plan, which completed the Planning Phase & Alternatives Identification & Evaluation was adopted. The plan assumed the viaducts would be replaced in the near future, allowing the identified cross sections to be implemented between 8th Street & 10th Street. The viaduct is not expected to be replaced with a widened structure that would support the widened sidewalk, so we need to update the options within this section of the corridor.
16. Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project? Coordination with ODOT, as McLoughlin Boulevard is an ODOT facility. Coordination with ODOT, as McLoughlin Boulevard is a state-owned facility. The 2005 McLoughlin Boulevard Enhancement Plan did not anticipate any additional Right of Way needed on the Willamette River side of OR 99E. However, depending on the approach for pedestrian access along the riverside and the viaduct, there may need to be some Right-of-Way or easement acquisition. Coordination with DSL and the Army Corp of Engineers will be required

---

<sup>2</sup> Please refer to guidance found in the RFFA nomination process handbook.

to determine if any permits will be needed for overwater work and any design implications that may be needed to better match permits requirements.

17. What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer? In 2005 the McLoughlin Boulevard Enhancement Plan (ORD 05-1004), which completed the Planning Phase & Alternatives Identification & Evaluation was adopted. The plan assumed the viaducts (located between 8th Street & 10th Street) would be replaced in the near future, allowing the identified cross sections to be implemented. The viaducts are not expected to be replaced with a widened structure that would support the widened sidewalk, so we need to update the options within this section of the corridor to provide needed bicycle and pedestrian access. This gap in safe access is even more vital in 2019 as it is a major hole in the Willamette Falls Shared Use Path, a major regional trail and part of the Willamette Falls Riverwalk (RES 18-04). Phase I of the Riverwalk is anticipated to begin construction in 2020 and active transportation access to the Willamette Falls is a major goal of the Riverwalk. Unsafe gaps, like what is currently found along the viaducts, will do great harm in public perception of the ease to navigate this section via bicycling or walking. The regional goal of the Riverwalk being an urban transformation project is jeopardized by a real perception that OR 99E is unsafe to walk and visitors must drive to access the Riverwalk. Closing this gap, even at the design phase, can provide certainty that the investment for pedestrians and bicycles will happen
18. Does the project area intersect with Title 13 resource areas<sup>3</sup>, wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting? Yes, the project runs along the Willamette River, which is an anadromous stream and home to protected and threatened fish and pacific lamprey. OCMC 17.49 Natural Resource Overlay District (Title 3 & 13), OCMC 17.44 Geologic Hazard Overlay District, OCMC 17.52 Willamette River Greenway and a Tri-cities sewer line trunk line are in the project boundaries.
19. To what extent has environmental permitting been scoped or completed? No environmental permitting has been scoped or completed. This work would be scoped and reviewed during the Alternatives Identification & Evaluation, as well as during the Preliminary Design proposed as part of the project. We plan on using environmental permitting regulations as criteria in the alternatives analysis to ensure that the true costs of each alternatives are identified.

#### Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? Throughout the Riverwalk design process in 2015-2017, the public partners (City of Oregon City, Clackamas County, Metro, and State of Oregon) heard from the public loud and clear that access to Willamette Falls should be open to all Oregonians. Pedestrian access design should take into account all ages, abilities and backgrounds. The award winning Riverwalk design provides opportunities to connect, contemplate and interact with each other and the Willamette River. While this stretch OR 99E is not part of the Riverwalk design, the public views all of the Willamette River regional trail frontage in Oregon City as a

---

<sup>3</sup> Available for download at: [oregonmetro.gov/urban-growth-management-functional-plan](https://oregonmetro.gov/urban-growth-management-functional-plan)



connected trail and has higher expectations for the pedestrian experience than what exists currently from 10th Street to Water Avenue.

21. Which community partners are involved? Existing partners working on better pedestrian and bicycle access downtown include: Transportation Demand Management (TDM) working group (recently awarded a \$150,000 Regional Travel Options grant to begin implementation of the adopted TDM plan. Downtown Oregon City (DOCA) a major partner with the city on Main Street revitalizations efforts and recent winner of the Great American Main Street award, the Oregon City Tourism Stakeholder group, which is for the first time in Oregon City is collaborating on a unifying and sustainable community approach to tourism that connects active recreation users with heritage experiences and the Willamette Falls Trust, who are raising the funds and creating the partnerships to support the construction of the Riverwalk. They work closely with Willamette Falls Legacy Project—the public-sector collaboration that designed the Riverwalk and controls the open space easement on the former Blue Heron Paper Mills site which abuts OR 99E. The Riverwalk has support from, state legislators, local and regional council members—and has been designed with input from thousands of Oregonians. Additional partners including representation from underserved communities will be further defined during the creation of the project engagement plan.
22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. Community Partners listed above are supportive of enhance bicycle and pedestrian amenities and design in downtown Oregon City. Downtown Oregon City Association (DOCA) will work closely with abutting properties owners, city staff and ODOT to provide a transparent process to discuss design alternatives around driveway alignment.

#### Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project? ODOT will be involved in the project as McLoughlin Boulevard is a state-owned facility.
24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland. ODOT will be involved in the project as McLoughlin Boulevard is a state-owned facility.
25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation? No major utility issues were noted during the development of the 2005 McLoughlin Boulevard Enhancement Plan. The extent of utility relocations and impacts will be reviewed during the Alternatives Identification & Evaluation phase, as well as the Preliminary Design Phase work.
26. Do you have design control consistently across the project area? If other agencies are affected by this project, do you have the necessary documentation of agreement regarding design elements reflected within this project? (Please obtain signatures as indicated on the Signature Page of this application.) The project is located on McLoughlin Boulevard, an ODOT facility. ODOT will be an integral part of the Alternatives Identification & Evaluation phase work, as well as the Preliminary Design phase work.

#### PROJECT RISKS

The following questions intend to identify potential risks to project completion.



27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?<sup>4</sup> ☒ Yes ☐ No

28. Are there any anticipated risks for the following:

a. Right of way (ROW)

- i. Are ROW acquisition costs included in the cost estimate? No ROW acquisition costs are included in this scope of work as the work proposed is to get through Preliminary Design. The Alternatives Identification & Evaluation phase work, as well as the Preliminary Design work would identify if ROW is needed moving forward.
- ii. Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition? ROW phase has not been completed and is not included with the proposed work.

b. Utility Relocation

- i. Are utility relocation costs included in the cost estimate? No utility relocation work is included in this scope of work as the proposed scope of work is to get through Preliminary Design. The Preliminary Design work would identify if any utility relocation work is needed moving forward.

c. Stormwater considerations

- i. Water quantity: No water quantity is required as the project area meets the exemptions to flow control requirements in Oregon City Stormwater and Grading Design Standards Manual, Section 1.2.2.H.
- ii. Water quality: The included Planning level cost estimate includes costs for water quality. The site is constrained as it is directly adjacent to the Willamette River which could create unique circumstances related to treating stormwater prior to discharge to the river.

d. Environmental and Permitting

- i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? No environmental permitting has been scoped or completed. Environmental work required for the project would be scoped and reviewed during the Alternatives Identification & Evaluation, as well as during the Preliminary Design proposed as part of the project.

e. Schedule: IGA Development & Execution: 9 months; Alternatives Identification & Evaluation: 12 months; Preliminary Design: 9 months

f. Budget: The Planning level cost estimate for the complete construction project is attached, as well as the proposed budget for the Alternatives Identification & Evaluation and Preliminary Design scope of work. The proposed scope of work for the Alternatives Identification & Evaluation and Preliminary Design will allow the project team to confirm if the Planning Level cost estimate is adequate.

g. Staff availability

- i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. Yes, the City of Oregon City has lead and delivered many grant funded projects over the years.

---

<sup>4</sup> As indicated on final page of application.

## PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

29. Describe the project elements and countermeasures that address safety. The project would look to include many of the Active Transportation Pedestrian & Bicycle Design Elements, as well the Complete street Features, during the Alternative Identification & Evaluation work, including but not limited to:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet or more (in some portions)
- Add sidewalk width and/or buffer for a total width of 10 feet or more (throughout design area)
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add enhanced pedestrian crossing(s) at appropriate locations
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Lighting, especially at crosswalks - pedestrian scale (10-15 feet), preferably poised over sidewalk
- Dark skies compliant lighting
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less during certain hours of the day – pedestrian friendly signal timing, lead pedestrian intervals
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Entrance at OR 99E & Main Street and OR 99E & Water Street)
- Wayfinding Signage
- On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- Protected intersection treatments
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Legacy Project Entrance at OR 99E & Main Street, as well as at OR 99E & Water Street)
- Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- Lighting at intersections
- Dark skies compliant lighting
- Benches
- Gateway Feature
- Street Trees and/or landscaping
- Stormwater treatments

-Intelligent Transportation Systems (ITS) elements

30. What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply) The project would look to include many of the Active Transportation Pedestrian & Bicycle Design Elements, as well the Complete street Features during the Alternative Identification & Evaluation work, including but not limited to:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet or more (in some portions)
- Add sidewalk width and/or buffer for a total width of 10 feet or more (throughout design area)
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add enhanced pedestrian crossing(s) at appropriate locations
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Lighting, especially at crosswalks - pedestrian scale (10-15 feet), preferably poised over sidewalk
- Dark skies compliant lighting
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less during certain hours of the day – pedestrian friendly signal timing, lead pedestrian intervals
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Entrance at OR 99E & Main Street and OR 99E & Water Street)
- Wayfinding Signage
- On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- Protected intersection treatments
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Legacy Project Entrance at OR 99E & Main Street, as well as at OR 99E & Water Street)
- Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- Lighting at intersections
- Dark skies compliant lighting
- Benches
- Gateway Feature
- Street Trees and/or landscaping
- Stormwater treatments
- Intelligent Transportation Systems (ITS) elements

31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?<sup>5</sup> See Question 48.
32. Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes? The Alternatives Identification & Evaluation phase work will look to include any additional feasible countermeasures for the corridor.

## PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

### Affordability/Equity

33. Is the project in an Equity Focus Area? ☒ Yes ☐ No Please indicate which Focus Area. The project area is located in the Equity Focus Area: People of Color and/or Limited English Proficiency and/or Low Income. Directly abutting this project is the Willamette Falls Riverwalk. The Riverwalk partners recognize the special role and voice that Native Americans have in the land and water around Willamette Falls. This land has been occupied and used by members of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz Indians, the Confederated Tribes of the Umatilla Indian Reservation, the Confederated Tribes of Warm Springs, and the Confederated Tribes and Bands of the Yakama Nation. The project partners have initiated dialogue with each of these tribal governments to include their voice and perspective in the development and use the Riverwalk.
34. List the community places<sup>6</sup>, affordable housing, and Title 1 schools within ¼ mile of project. The projects abut Historic Downtown Oregon City, Willamette Falls Legacy Project/Riverwalk, Oregon City Transit Center, and is within ¼ mile of McLoughlin Promenade, Jon Storm Park and transient boat dock, City Hall, the Oregon City Municipal Elevator, and My Father's Heart, a private homeless day center.
35. What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project? The Oregon City community has changed in significant ways in the last 15 years: Oregon City's population grew by 35%, and the number of households increased by 39%. The percentage of children that call Oregon City home decreased while those over the age of 65 increased by 38%. The race of Oregon City residences grew more diverse and there are now 41 different languages spoken within the Oregon City School District. About 35% of Oregon City's households are cost burdened (paying 30% or more of their household income on housing costs). About 50% of Oregon City's renters are cost burdened and about 28% of Oregon City's homeowners are cost burdened. Cost burden rates in Oregon City are very similar to those in the Portland Region. The

---

<sup>5</sup> 2018 RTP Environmental Assessment and Potential Mitigation Strategies (Table 4 summarizes potential strategies by resource areas and pages 34 to 59 identify all RTP Projects that intersect with one or more environmental resource area)

[oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix\\_F\\_EnvironmentalAnalysisMitigationStrategies190301.pdf](https://oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf)

<sup>6</sup> Community places are defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/or daily needs.

City is responding to the need for services and facilities for the homeless, through the adoption of zoning changes to allow temporary transitional housing.

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? Having safe access to jobs and open space is important to historically underrepresented communities as well as older adults and younger persons. Specifically, providing transit services to living wage jobs both in downtown and via the transit center. Lack of proper lighting, crumbling sidewalks not wide enough to provide a barrier from adjacent fast-moving traffic and dilapidated railings make people taking transit or walking to their destination feel unsafe or unwilling to take transit.
37. What contracting opportunities are available to Office for Business Inclusion and Diversity (COBID) firms through this project? What is your agency's policy, history, or removing of barriers to hire and advance COBID firms in infrastructure projects? As a small city in the region, Oregon City has looked to its larger partners, such as ODOT and Metro to help mentor city staff and provide leadership to support diversity and inclusion goals for infrastructure projects.

#### Safety

38. How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)? Crash data from 2012-2016 was reviewed. No fatal crashes occurred in the project corridor within that time frame. The corridor experiences a variety of various types of crashes and in many locations along the corridor. Crash data does not point to a single type crash in a specific location. During the Alternatives Identification & Evaluation the project team will use the most current crash data available related to serious & fatal crashes in the corridor to review opportunities to mitigate the crashes typically seen within the project area.
39. How does the project aim to reduce the number of fatal or serious injury crashes? During the Alternatives Identification & Evaluation the project team will use the most current crash data available related to serious & fatal crashes in the corridor to review opportunities to mitigate the crashes typically seen within the project area.
40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply) During the Alternatives Identification & Evaluation the project team will review all possible counter measures to identify those that will mitigate conflicts for all modes in the corridor.

#### System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved? The project proposes to complete the identified gap in the RTP Network, for both bicycles and pedestrians, known in the RFFA Map Application as the Willamette River Greenway. This project will close a glaring gap in the pedestrian and bicycle network in and around the Willamette Falls Legacy Project Riverwalk. \$11 million dollars has been raised to construct the first phase of the Riverwalk by public entities, which is being matched by at least \$7 million dollars from the non-profit partner Willamette Falls Trust. Phase I construction of the Riverwalk is expected to begin in April 2020. The Oregon City Transportation Demand Management Plan, which recently received a \$150,000 travel options grant, will begin a gap analysis this year to look at and prioritize known gaps in the pedestrian and bicycle network downtown. This major gap on OR 99E has already been identified in the City's Transportation System Plan but will be combined with other smaller projects that together remove the perceived and real barriers to walking and biking downtown.

42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? Not only will the project remove the actual barriers to active transportation by filling in the gaps in the network, providing the project will be working towards removing the perceived barriers to active transportation in downtown Oregon City. These include the

#### Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? The 2005 McLoughlin Boulevard Enhancement Plan did not look at ways to reduce transit delay and improve transit reliability. The proposed Alternatives Identification & Evaluation work will look to see if there are any project components that can assist with transit delay and/or transit reliability.
44. How does the project improve connections to transit and employment or residential sites/areas? The project is located within the Oregon City Regional Center and Historic Main Street and is one block away from the Oregon City Transit Center on 11th Street. Oregon City's Municipal Elevator, located two blocks from the project site on 7th Street connects transit riders, pedestrians and bicyclist to residencies and business in the McLoughlin District above the bluff & OR 99E.
45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? The project will provide a safe, convenient & comfortable way for pedestrians & bicycles to access the Willamette Falls Legacy Project & Riverwalk, less parking will be required. In conjunction with the Oregon City TDM "park" once philosophy, vehicle drivers will feel comfortable with parking within the Regional Center and walking multiple blocks to their destinations(s) which disperses the need for on-street parking throughout the district and reduces the perception of reduced travel options. Visitors looking for access to the Riverwalk from transit can choose to access the site by walking between the Riverwalk and downtown Oregon City businesses and along OR 99E.
46. How does the project reduce the need for throughway expansion? By providing a safe, convenient & comfortable way for pedestrians & bicycles to access the Willamette Falls Legacy Project & Riverwalk, the universe of trips can be increased for the regional center without increasing the capacity of the road system.

#### Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. The project will work to implement the Oregon City TDM "park once" philosophy, where vehicles drivers will feel comfortable with parking within the Regional Center and walking multiple blocks to their destinations, which disperse the need for on-street parking throughout the district and reduces the perception of reduced travel options.
48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? The project would look to include many of the Active Transportation Pedestrian & Bicycle Design Elements during the Alternative Identification & Evaluation work, including but not limited to:
- Lighting, especially at crosswalks - pedestrian scale (10-15 feet), preferably poised over sidewalk
  - Dark skies compliant lighting
  - Shorten signal cycle lengths of 90 seconds or less during certain hours of the day – pedestrian friendly signal timing, lead pedestrian intervals
  - Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts (Willamette Falls Entrance at OR 99E & Main Street and OR 99E & Water Street)

-Street Trees

### Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? The project is focused on Active Transportation.
50. Is this project on a “Reduction Review Route” (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry? McLoughlin Boulevard (OR 99E) is identified as a Reduction Review Route. The proposed Alternatives Identification & Evaluation, as well as the Preliminary Design would include ODOT, as well as their Motor Carrier Transportation Division, to ensure that the work along this corridor maintains the ability to serve oversize loads. The process laid out in the Guidance for Implementation of ORS 366.215 (No Reduction of Vehicle-Carrying Capacity) would be used to guide work in the corridor.
51. If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay? The project is focused on Active Transportation.

### Employment/Economic Development

52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?<sup>7</sup> There are 642 traded sector jobs identified in this census tract currently. Regional Center reports show that the Oregon City Regional Center has ‘room to grow’ and has many steps it can continue to take to become a fully functioning regional center. This project will work to remove those barriers to creating a convenient & comfortable corridor for businesses and visitors.
53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.<sup>8</sup> Supporting safety improvements for bicycle and pedestrian access to regional trails, transit centers and jobs and housing clusters increase the likelihood that people will choose to access places through walking and biking.

### Project Leverage

54. How does this project leverage other funding sources? This project will close a glaring gap in the pedestrian and bicycle network in and around the Willamette Falls Legacy Project, Riverwalk & downtown Oregon City. \$11 million dollars has been raised to construct the first phase of the Riverwalk by public entities, which is being matched by at least \$7 million dollars from the non-profit partner Willamette Falls Trust. Phase I construction of the Riverwalk is expected to begin in April 2020. The Oregon City Transportation Demand Management Plan, which recently received a \$150,000 Regional Travel Options grant, will begin a gap analysis this year to look at and prioritize known gaps in the pedestrian and bicycle network downtown. This major gap on OR 99E has already been identified in the City's Transportation System Plan but will be combined with other smaller projects that together remove the perceived and real barriers to walking and bicycling in downtown Oregon City.
55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain. The Alternatives Identification & Evaluation

---

<sup>7</sup> Traded sector industries as indicated in the Economic Value Atlas, available at: [oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas](https://oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas)

<sup>8</sup> Clean Technology industry sectors as defined in the Oregon Business Plan, <https://oregonbusinessplan.org/about-the-plan/industry-clusters/>



and Preliminary Design work proposed in this project will provide a framework and better understanding of the complete project scope, schedule & budget, which will allow us to move forward in obtaining funding for Final Design & Construction.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? The project will work to reduce serious & fatal crashes that occur in the corridor once the crash history is reviewed in conjunction with the Alternatives Identification & Evaluation, which will identify appropriate counter measures for the crashes which occur in the corridor. Additionally, the project will work to reduce fuel use, air pollution and greenhouse gas emissions by offering a safe, convenient & comfortable walking & biking alternative to driving.
57. Is this project on the Regional Emergency Transportation Network?<sup>9</sup> Will this project help improve resiliency of the transportation network? If so, describe how. McLoughlin Boulevard (OR 99E) is a Regional Emergency Transportation Route.

### PROJECT COST ESTIMATE

58. What is the source of the project cost estimate?
- ☐ **Conceptual:** These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.
  - ☒ **Planning level:** These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).
  - ☐ **Engineering level:** These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)
59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?
- ☒ Planning
  - ☐ Alternatives Identification and Evaluation
  - ☐ Preliminary Design
  - ☐ Final Design
60. What year was the cost estimate created? Does it include any escalation factors and to what year? The cost estimate was originally created in 2005 when the plan was adopted. The cost estimate has been escalated to 2019 costs for this application. Additionally, the costs for Alternatives Identification & Evaluation, as well as Preliminary Design & Project Management by ODOT have been pulled out to identify the cost for this phase of work.
61. To what extent were the following considered during cost estimating? The current cost estimate is based on Planning level work done in 2005, with the unit costs updated to 2019 values.
- a. Right of way (ROW) – not anticipated in 2005
  - b. Utility relocation or underground – not anticipated in 2005
  - c. Stormwater considerations – included in 2005 cost estimate

---

<sup>9</sup> [oregonmetro.gov/sites/default/files/2019/04/05/Regional\\_Emergency\\_Transportation\\_Routes\\_2006.pdf](https://oregonmetro.gov/sites/default/files/2019/04/05/Regional_Emergency_Transportation_Routes_2006.pdf)

- d. Environmental mitigation strategies – unclear if this was included in the 2005 cost estimate
  - e. Bridge, railroad, or major facility impacts – 2005 plan assumed ODOT was replacing the viaducts, this plan will re-evaluate the corridor to identify options for bicycle & pedestrian options in the remaining corridor
  - f. Retaining walls – unclear if this was included in the 2005 cost estimate
  - g. Clearing and grading – included in 2005 cost estimate
  - h. Removal of current pavement or facilities – included in 2005 cost estimate
  - i. Signing and pavement markings – included in 2005 cost estimate
  - j. Sidewalk and street furniture – included in 2005 cost estimate
  - k. Street trees, landscaping, irrigation – included in 2005 cost estimate
  - l. Mobilization, staging, and traffic control – included in 2005 cost estimate
  - m. Staff availability or need for outside services
62. Please attach your cost estimate. Verify that it includes the following items:
- a. Unit cost assumptions
  - b. Contingency assumptions

2022-2024 RFFA Project Application

**SIGNATURE PAGE**

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

**Applicant agency staff signatures:**

Project manager	<u>Dayna webb</u>	<u>6/19/19</u>
Engineering	<u>Dayna webb</u>	<u>6/19/19</u>
Right of Way	<u>Dayna webb</u>	<u>6/19/19</u>
Environmental	<u>Dayna webb</u>	<u>6/19/19</u>


**Other agency signatures (as required):**

ODOT Highway	<u>Mandy Pudney</u>	<u>6/19/19</u>
ODOT Rail	<u>N/A</u>	
TriMet	<u>N/A</u>	
SMART	<u>N/A</u>	
Utilities	<u>N/A</u>	
Railroads	<u>N/A</u>	
Other (please indicate)		






View of the Viaducts  
from the Arch Bridge



View of Phase 1 with safe sidewalks, land-  
scaped medians, and center turn lanes

# **Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project**



Current cross section lacking safe sidewalks  
and center turn lanes



## 2022-2024 RFFA Public Engagement and Non-Discrimination Certification

**Submitting agency name:** City of Oregon City.

**Project name:** Willamette Falls Shared Use Path & OR 99E Enhancement Project

### Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically marginalized populations. Applications for project implementation (construction) are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents. The checklist demonstrates:

- project sponsors have performed plan-level public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans from which the applicant project is drawn.
- if project development is completed, project sponsors have performed project-level public engagement, including identifying and engaging historically marginalized populations, and have analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents.
- if project development is not completed, project sponsors attest the intent to perform project-level public engagement, including identifying and engaging historically marginalized populations, and to analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Metro is required to comply with federal (US. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the allocation may be found to be out of compliance, requiring regional and local corrective action.

The completed checklist will aid Metro in its review and evaluation of projects for the 2022-2024 regional flexible funds allocation.

### Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section 2) and certification statement (see Section 3), for projects submitted to Metro for consideration for 2022-2024 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records are not submitted to Metro unless requested.

A public engagement quick guide is available at [oregonmetro.gov/rffa](https://oregonmetro.gov/rffa). Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at [daniel.kaempff@oregonmetro.gov](mailto:daniel.kaempff@oregonmetro.gov) or 503-813-7559.

## 1. Checklist

Transportation or service plan development (from which the applicant project was drawn)

- ☒ At the beginning of the agency's transportation system, topical modal, subarea or transit service plan, a public engagement plan was developed to encourage broad-based, early and continuing opportunity for public involvement.

**Retained records:** public engagement plan and/or procedures

- ☒ During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

**Retained records:** summary of or maps illustrating jurisdiction-wide demographic analysis

- ☐ Public notices included a statement of non-discrimination (Metro can provide a sample).

**Retained records:** public engagement reports including/or dated copies of notices

- ☒ Throughout the process, timely and accessible forums for public input were provided.

**Retained records:** public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results

- ☒ Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

**Retained records:** public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list

- ☐ Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.

**Retained records:** public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings

☒ Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

**Retained records:** public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

☒ Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.

**Retained records:** public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

### **Project development**

This part of the checklist is provided in past tense for applications for project implementation (construction) funding where the project development has been completed. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

☐ At the beginning of project development, a public engagement plan was (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.

**Retained records:** public engagement plan and/or procedures

☐ During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

**Retained records:** summary of or maps illustrating demographic analysis

☐ Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

**Retained records:** dated copies of notices (may be included in retained public engagement reports)

☐ Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

**Retained records:** public documents, including meeting agendas and reports

☐ Throughout project development, timely and accessible forums for public input were (shall be) provided.

**Retained records:** descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)



☐ Throughout project development, appropriate interested and affected groups were (shall be) identified and contact information maintained in order to share project information, updates were (shall be) provided for key decision points, and opportunities to engage and comment were (shall be) provided.

**Retained records:** list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list (may be included in retained public engagement reports)

☐ Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

**Retained records:** description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)

☐ Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

**Retained records:** description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)

☐ Public comments were (shall be) considered throughout project development, and comments received on the staff recommendation were (shall be) compiled, summarized and responded to, as appropriate.

**Retained records:** summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)

☐ Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

**Retained records:** dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

## 2. Summary of non-discriminatory engagement

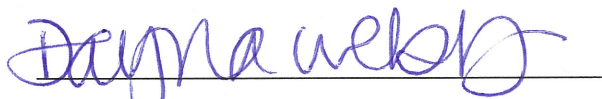
Attach a summary (1-2 pages) of the key elements of:

- if project development is completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development is not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

## 3. Certification statement

City of Oregon City (agency) certifies the information provided on this checklist is accurate.

**As attested by:**

  
(signature)

Dayna Webb, City Engineer  
(name and title)

June 21, 2019  
(date)

## Appendix A – Environmental Justice Compliance Summary of Non-Discriminatory Engagement

### City of Oregon City Willamette Falls Shared Use Path & OR 99E Enhancement Project

#### Transportation System Plan

During the TSP engagement of a diverse range of the populations was sought continually throughout the creation and adoptions process. All inquiries (English and non-English) about the project were responded to in a timely manner. Comments received throughout the process are included in the record. The comments generally identified deficiencies in the transportation system and suggested opportunities for public improvements. The comments were reviewed and utilized when creating the list of projects identified in the Transportation System Plan.

The process of updating the Oregon City Transportation System Plan included a variety of tools to engage all populations with the following tools:

- **Stakeholder Advisory Team** - The Stakeholder Advisory Team (SAT) serves as the voice of the community and the caretaker of the goals and objectives of the Updated TSP. The SAT assisted with the development of goals and objectives of the TSP and the creation of evaluation criteria to evaluate future projects. The SAT provided direction to staff and reviewed all documents associated with the TSP over email and at meetings. Invitations to join the committee were sent to the Transportation Advisory Committee, Parks and Recreation Advisory Committee, Historic Review Board, Natural Resource Committee, Planning Commission, Clackamas Community College, Main Street Oregon City, Chamber of Commerce, private development interests, Oregon City School District, Citizen Involvement Council and Clackamas County Planning Organizations, freight organizations, and local businesses and posted on the project website for the public. All four (4) SAT meetings were advertised and open to the public.
- **Technical Advisory Team (TAT)** - The Technical Advisory Team (TAT) provided technical guidance and coordination throughout the Project. The TAT addressed and resolved technical and jurisdictional issues in order to produce a timely and complete Updated TSP. The TAT provided direction to staff and reviewed all documents associated with the TSP over email and at meetings. Invitations to the TAT were extended to Clackamas County Development and Transportation, Metro, ODOT, City of Gladstone, Oregon City Planning, Oregon City Development, Oregon City Public Works, Oregon City Community Services, Department of Land Conservation and Development (DLCD), Clackamas County Fire District #1, TriMet, and freight organizations. All three (3) TAT meetings were advertised and open to the public.
- **Committee Updates** -To ensure that the City Commission, Planning Commission, Historic Review Board and Natural Resource Committee members are fully informed about the TSP process, multiple presentations were made at regularly scheduled public hearings for these bodies.
- **Community Meetings – Open Houses** - To ensure that the public is provided multiple opportunities to learn about the project and interact with the project team, four Community Meetings were/are to be held. Email notices were sent to all city groups, SAT, TAT, CIC, Neighborhood Associations, churches and media groups. In addition, notices were posted on the City website, project website, Twitter, Facebook and signs were posted at all city facilities, online blogs, and at coffee shops,

grocery stores, and other businesses around town. In addition, all meetings were located near a transit line and were ADA accessible.

- **Utility Bills** - A flyer was placed in utility bills three times to inform utility customers of the Transportation System Plan Update project and direct them to the website. More than 10,000 notices were provided to the Utility Billing Department for dispersal in the May 2012, October 2012, and February 2012 bills.
- **Mailed Postcards** -More than 10,500 postcards were mailed on February 15, 2013 to all property owners within the urban growth boundary and within Oregon City limits informing citizens of the Transportation System Plan and providing the first work session and hearing dates for both the Planning Commission and the City Commission.
- **Project Poster** - A poster describing the project and directing the public how to comment on the project was created and distributed throughout the project. The single-sided poster was printed on 8.5"x11" and larger poster sizes and posted at City facilities, on the project website, public meetings, public spaces such as parks, transit stations, the municipal elevator, downtown, grocery stores, coffee shops etc.
- **Website**- The Transportation System Plan (TSP) website ([www.OCTransportationPlan.org](http://www.OCTransportationPlan.org)) served as the primary public source of information about the project. All project documents as well as opportunities to comment are available on the website so that the public is continually involved in the process. The website features an interactive map to allow the public to post and view comments. A link to the project website is provided on the City's homepage. A rotating feature on the homepage of the City's website ([www.orcity.org](http://www.orcity.org)) will also direct the public to the project website.
- **Project Website Note Cards** -Note cards were created to provide a brief description of the project and a link to the Transportation System Plan (TSP) website ([www.OCTransportationPlan.org](http://www.OCTransportationPlan.org)). The cards were placed at City offices and at community events throughout the duration of the project.
- **Social Media** – Posts were added to the City of Oregon City Facebook and a Twitters about the project and before each project meeting.
- **Earned media** - City staff was interviewed on the radio regarding the Transportation System Plan in June 2012.
- **Emails** - Project updates were sent out to those whom signed up. In addition, some groups were specifically contacted such as churches to help inform the City of the update process.
- **Published Notices** - Notice of the project was posted numerous times in the free community publication "Trail News" in each publication that has been released over the duration of the project creation. In addition, notice was posted in the Clackamas Review and Oregon City News and newspaper articles were written about the project.
- **Outreach via other Organizations** - A short presentation or a poster with a comment box was present at as many community meetings as possible. Examples of events include:
  - Presentation at the Park Place Neighborhood Association Meeting
  - Citizen Involvement Council
  - Poster at Oregon City engAGE in Community Conversation
  - EngAGE in Community Expo 2012
  - Poster at the Landslide Preparedness Community Meeting
  - Poster at the Earthquake & Emergency Preparedness Community Meeting
  - Oregon City Hilltop Farmers Market
  - ODOT Project Open House – Main Street Businesses
  - ODOT Project Open House – Public
  - Main Street Oregon City "Downtown Update" email to 400 to 500 email addresses.

- **Public Hearings**

After creation of the TSP, the plan was adopted through a Legislative process which included twelve (12) public hearings by the Planning Commission and City Commission which were recorded and available to watch live and on demand at [www.orcity.org](http://www.orcity.org). Notice of the first Planning Commission public hearing for the proposal was published in the Clackamas Review on, and mailed to the affected agencies, the CIC and all Neighborhood Associations. In accordance with ORS 197.610 and OAR 660-018-000, a Notice of Proposed Amendment to the Oregon City Comprehensive Plan was provided to the Oregon Department of Land Conservation and Development 35 days prior to the first noticed Evidentiary Hearing on February 13, 2013. All comments received were forwarded to the Planning and/or City Commissions and posted online throughout the adoption process. In addition, all meetings were located near a transit line and were ADA accessible.

- **Available information**

In addition to the project website, information about the project was available at most public facilities: Planning Division, City Hall, Library, Public Works, Police Departments.

## 2005 McLoughlin Boulevard Enhancement Plan

The 2005 McLoughlin Boulevard Enhancement Plan was completed under the Transportation & Growth Management (TGM) Program. The project is old enough that files for this project are not readily available related to the public outreach.

## Project Development Proposed in this Application

The work under this proposed project includes Alternatives Identification & Evaluation, which will include going back and looking at the final phase of the McLoughlin Boulevard Enhancement Plan and determining the preferred cross section and improvements. This work will include new public outreach, that will comply with best practices for inclusive public engagement, carefully identifying participate groups, historically marginalized populations and impacted parties to participate in the work to complete project development. If awarded funds for project development, the project team's work will include creating a public engagement plan that identifies and engages marginalized populations and analyses the distributions of benefits and burdens for these populations compared to other residents.

## APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

**Please note:** These guidelines are taken from Metro’s Regional Active Transportation Plan (2014) and Regional Transportation Safety Strategy (2018), and is consistent with Metro’s street and trail design guidance, which is currently in the process of being updated. The street and trail guidance is scheduled to be completed in July 2019. Applicants are free to use design guidance from draft regional documents prior to adoption.

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the Off-Street and Trail Facilities checklist (item D) at the end of this list. All other projects should use items A – C.

### **A. Pedestrian Project design elements – check all that apply**

***Design elements emphasize separating pedestrians from motor vehicle traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and making it easier and more comfortable for people walking to access destinations.***

For every element checked describe existing conditions and proposed features:

- ☒ Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- ☒ Add sidewalk width and/or buffer for a total width of 17 feet or more (recommended), 10 feet minimum (over 30 mph, ADT over 6,000). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☒ Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☒ Sidewalk clear zone of 6 feet or more
- ☒ Remove obstructions from the primary pedestrian-way or add missing curb ramps
- ☒ Add enhanced pedestrian crossing(s) at appropriate locations
- ☐ Re-open closed crosswalks
- ☐ Add crosswalk at transit stop
- ☒ Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- ☒ Reduced pedestrian crossing distance
- ☐ Narrowed travel lanes (reduces pedestrian crossing distance)
- ☐ Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- ☐ Curb extensions and/or in-lane transit boarding
- ☐ Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- ☒ Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- ☒ Dark skies compliant lighting
- ☒ Add countdown heads at signals
- ☒ Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- ☒ Access management: minimize number and spacing of driveways

- ☒ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ☒ Wayfinding
- ☐ Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street
- ☐ Other pedestrian priority design elements

**B. Bicycle Project design elements**

***Design elements emphasize separating bicycle and motor vehicle traffic, increasing visibility of bicyclists, and making it easier and more comfortable for people traveling by bicycle to access routes and destinations.***

For every element checked describe existing conditions and proposed features:

- ☒ On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- ☐ On streets with traffic speeds and volumes over 30 mph and ADT 3,000 to 6,000: Buffered bicycle lane, at least 6 foot bike lane with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- ☐ Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where ADT is less than 3,000 per day and speeds are equal to or less than 20 mph
- ☒ Separated multi-use path parallel to roadway with at least 5 foot separation from roadway (refer to item D below)
- ☒ Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- ☒ Protected intersection treatments
- ☒ Access management: minimize number and spacing of driveways
- ☒ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ☒ Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- ☒ Lighting at intersections
- ☒ Dark skies compliant lighting
- ☐ Other bicycle priority design elements



Use the following table to help determine the suitable bikeway widths:

Peak Hour One-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	6.5 feet	5 feet
150-750	8 feet	6.5 feet
>750	10 feet	8 feet
Peak Hour Two-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	11 feet	8 feet
150-350	12 feet	10 feet
>350	16 feet	12 feet

Source: Metro

Note: Recommended widths do not include 2' minimum buffer, or shy distance from curb, if applicable

### C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- ☐ Transit priority treatments (e.g. queue jumps, transit signal priority)
- ☐ Move transit stop to far side of signal
- ☒ Benches
- ☐ Transit stop amenities or bus stop pads
- ☒ Gateway feature
- ☒ Street trees and/or landscaping
- ☒ Stormwater treatments
- ☒ Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)
- ☒ Wayfinding
- ☐ Other complete streets design elements:

### D. Off-Street and Trail Facilities

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

- ☐ For every element checked describe existing conditions and proposed features:
- ☐ Minimum 12' trail width (plus at least 1' shoulder on each side)

- ☐ Treatments separating pedestrians and bicycles (e.g., separate pedestrian path), if necessary
- ☐ Always maintains minimum 5' separation when adjacent to street or is never adjacent to street
- ☐ All on-street segments with average annual daily traffic over 1,000 include one of the following treatments, (item C, above) or no on-street segments
- ☐ Sidewalks and separated bikeway on each side of the street - this configuration is appropriate along streets with frequent access points and where the on-street connection continues for more than a couple blocks. This configuration needs to design for transitions between the multi-use path and the bicycle lanes on each side of the street. Refer to Item B above to check off bikeway treatments.
- ☐ Sidewalk and two-way separated bicycle lane on one side of the street - this configuration is most appropriate when one side of the street has few or no access points, and therefore would have few motor vehicle conflicts with users. It also offers the possibility of transitioning to and from the multi-use paths without needing to cross the street. Refer to Item B above to check off bikeway treatments.
- ☐ A multi-use path on one or both sides of the street (with 5' separation) - this configuration is also appropriate when the street has few or no access points. It also offers the possibility of transitioning to and from the trail without needing to cross the street. A multi-use path is more space efficient than separated bicycle lanes and sidewalks and can be used when trail user volumes do not warrant separation
- ☐ At least 3' of shy distance (more in high traffic areas) from the edge of paved trail to walls, light fixtures, trees or other vertical elements; shy distance can include buffer
- ☐ All street crossings include an appropriate enhanced high-visibility crosswalk treatment
- ☐ Trail users do not have to travel out of direction at street crossings
- ☐ All 4-lane street crossings include appropriate refuge island or no 4-lane street crossings
- ☐ Frequent access points (generally every ¼-mile)
- ☐ Access points are easily visible and provide adequate sight distance
- ☐ All crosswalks and underpasses include Dark Skies compliant lighting
- ☐ Dark Skies compliant trail lighting throughout
- ☐ Trailhead improvements (e.g., signs, information, trash receptacles, bicycle parking, seating)
- ☐ Rest areas with benches and wheelchair spaces
- ☐ Wayfinding or interpretive signage
- ☐ Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- ☐ Trail priority at all local street/driveway crossings
- ☐ Landscaping, trees, enhancements to the natural landscape
- ☐ Wildlife crossings are incorporated into the design, if necessary
- ☐ Pervious pavement treatments



# **McLoughlin Boulevard Enhancement Plan**

## **Preferred Plan FINAL REPORT**

**Adopted May 18, 2005  
Ordinance 05-1004**

**November 1, 2005  
City of Oregon City**

# McLoughlin Boulevard Enhancement Plan

## Oregon City Project Team

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

## Consultants

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

## Technical Advisory Committee

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

## Citizens Advisory Committee

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

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



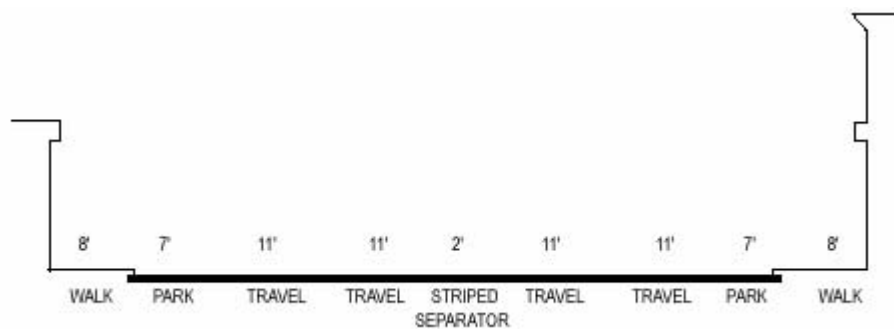
## Preferred Plan

---

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

### ***Segment 1/Segment 2, Railroad Underpass to 10th Street***

- Provide two northbound and two southbound travel lanes with a typical width of 11 feet.
- Tighten the intersection of 99E with Railroad Avenue to reduce the speed of northbound 99E to-northbound-Railroad Avenue traffic, reduce pedestrian crossing distance and provide space for landscaped area with gateway element.



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

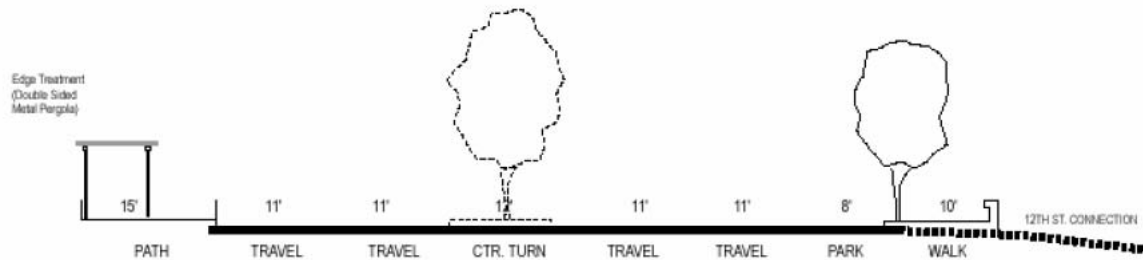
- At Railroad Avenue provide signage for bike route on Railroad Avenue/Main Street alignment. Continue signage along this alignment to 10th Street. Provide directional signage to Municipal Elevator at McLoughlin Boulevard/7th Street and Main Street/7th Street.
- Provide a parking court with parallel parking on the east side of McLoughlin Boulevard south of 6th Street.

- Retain existing pedestrian-activated traffic signal at 7th Street. Provide raised, textured concrete crosswalk with special scoring pattern to match sidewalks. Provide curb extensions on east and west sides of McLoughlin Boulevard through 7th Street intersection. Accommodate future construction of concrete deck that extends to west of existing railing and is supported by structure of Oregon City-West Linn Bridge.
- Install raised, landscaped median from 8th to 10th Streets. At south legs of 8th, 9th and 10th Street intersections provide median pedestrian refuges and marked crosswalks.
- At north legs of 8th and 9th Street intersections, provide southbound left-turn lanes; retain existing southbound left-turn lane at 10th Street.
- Provide wide sidewalks and/or on-street parking along east side. Preferred sidewalk width is ten feet or greater; minimum sidewalk width is eight feet. Provide on-street parking as necessary to maintain existing parking count. Delete on-street parking if necessary to provide adequate travel lane width.
- Widen sidewalk to a typical width of 18 feet along west-side waterfront promenade. Provide parallel parking along west side as shown on Preferred Plan. Integrate art and architectural features in landscaping, sidewalks and railings to create attractive public spaces with a plaza atmosphere. Create strong separation – either continuous or at key locations – between highway and pedestrian space using architectural features and vegetation (for example, pergola or trellis with vines or tall, compact evergreen shrubs).
- Note that viaduct/bridge must be widened from 8th Street to 10th Street to accommodate wider sidewalks and a landscaped median with left turn lanes.

### ***Segment 3, 10th Street to 15th Street***

- Provide two northbound and two southbound travel lanes with a typical width of 11 feet south of 14th Street and 12 feet north of 14th Street.
- Provide typical sidewalk width of ten feet or greater on east side. Provide 15-foot multiuse pathway on west side. Integrate art and architectural features in landscaping, sidewalks and railings to create attractive public spaces with a plaza atmosphere. Create strong separation – either continuous or at key locations – between highway and pedestrian space using architectural features and vegetation (for example, pergola or trellis with vines or tall, compact evergreen shrubs).
- Construct overlook plazas along the west side of McLoughlin Boulevard at 8th, 9th, 10th, 11th, 12th, 13th and 14th Streets.
- Provide unsignalized pedestrian crossing with median refuge at south leg of 11th Street and southbound left turn pocket at north leg. Eliminate westbound left at 11th Street.
- Extend 12th Street west to provide a connection between Main Street and McLoughlin Boulevard. Install traffic signal with protected southbound McLoughlin Boulevard left-turn to 12th Street and pedestrian crossing at north leg and pedestrian crossing with median refuge at south leg.
- Construct raised, planted median from 10th to 15th Streets, with openings for street intersections and left-turn lanes. Construct median through 13th Street intersection north to 14th Street to eliminate southbound McLoughlin Boulevard left turn in/out

- at 13th Street. Provide openings and marked pedestrian crossings at north and south legs of 13th Street intersection.
- Add pedestrian crossings at existing 14th Street traffic signal at north and south legs of intersection. Provide median pedestrian refuge at south leg. Retain protected southbound McLoughlin Boulevard left turn to 14th Street.
- Provide on-street parking on the east side of McLoughlin Boulevard from 10th to 14th Streets.
- Remove concrete barrier between southbound travel lane and bicycle-pedestrian pathway.
- Control traffic in southbound express lane at 14th Street signal. Terminate express lane at this intersection.
- At 10th Street/McLoughlin Boulevard, provide directional signage to parallel bike route on Main Street. Provide bike route signage along Main Street from 10th Street north to Main Street Extension and on to Clackamette Drive.



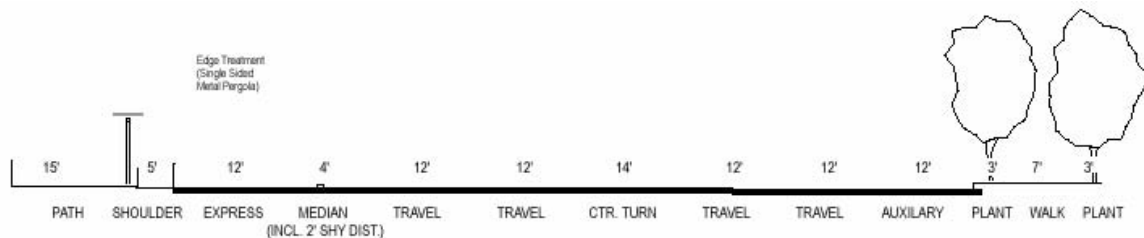
**Figure 2 – Cross-Section 100 Feet South of 12<sup>th</sup> Street, Looking North**

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

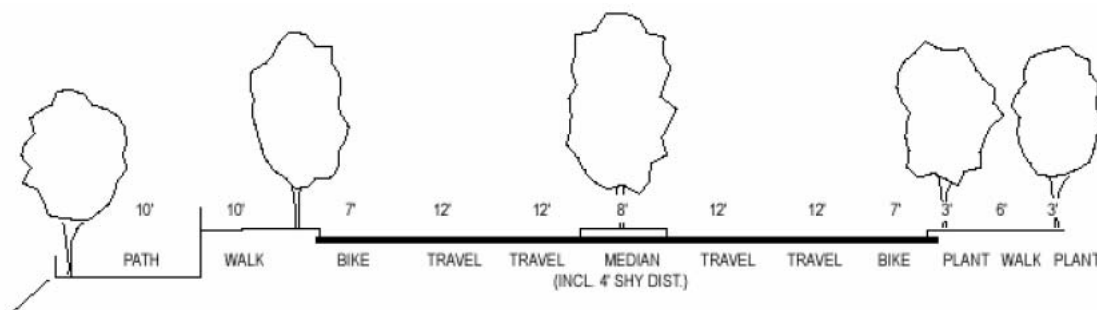
- Provide typical travel lane width of 12 feet.
- Provide three northbound travel lanes south of Dunes Drive. Transition to two northbound lanes north of Dunes Drive.
- Provide two southbound travel lanes and southbound express lane south of Dunes Drive.
- On east side, provide typical sidewalk width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



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



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



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

### ***Cross-Section Width Criteria***

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

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

- North of 14th Street, provide two-foot shy-distance where travel lanes are adjacent to a raised curb. This criterion will be reviewed if a Special Transportation Area (STA) is implemented north of Dunes Drive.

## **Implementation of the Preferred Plan**

---

The first phase of construction under the McLoughlin Boulevard Enhancement Plan extends from 10th Street north to 15th Street and includes the entire improved width of the street. The Phase One boundary extends further north up the east side to include the closure of the northbound McLoughlin Boulevard approach to the northbound I-205 on-ramp and construction of new curb and sidewalk from 15th Street north to the remaining northbound on-ramp. Phase One also includes the Railroad Avenue intersection improvements described in Segment 1.

If ODOT's proposed replacement of the viaduct and bridge from 8th Street to 10th Street occurs as planned, concurrently with Phase One of the McLoughlin Boulevard Enhancement Plan, then the Phase One boundary can be extended south to 8th Street. This will allow construction of southbound left-turn lanes; median refuges and pedestrian crossings at 8th and 9th Streets; and wider sidewalks. However, the new viaduct and bridge must be approximately 20 feet wider than existing to accommodate these improvements.

## **Oregon City's Comprehensive Plan**

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

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

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

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

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

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

#### **Table 5-5, Roadway System Improvements**

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

Project R-103, McLoughlin Boulevard/99E, ~~Clackamas River Bridge to railroad tunnel~~  
~~8th Street to I-205 Northbound Ramp: Boulevard improvements from Downtown~~  
~~Community Plan~~ *McLoughlin Boulevard Enhancement Plan.* ~~\$3,700,000~~ \$5,531,600, Priority  
A.

*Project R-103A, McLoughlin Boulevard/99E, Clackamas River Bridge to I-205 Northbound Ramp  
and 8th Street to railroad tunnel: Boulevard Improvements from McLoughlin Boulevard Enhancement  
Plan, \$5,746,000, Priority B.*

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

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

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

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

#### **Table 5-11, Bicycle System Improvements**

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

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

### ***Left-Turn Access at McLoughlin Boulevard and Main Street***

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

If demand increases for the northbound McLoughlin Boulevard left turn to southbound Main Street into the Blue Heron site, it may be possible to accommodate a left-turn lane by acquiring a narrow strip of right-of-way along the north side of McLoughlin Boulevard between Railroad Avenue and Main Street. This parcel currently is occupied by a small one-story commercial building.

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

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

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

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

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

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

### ***Lane Widths***

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

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

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

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

Oregon City's Downtown Community Plan envisions the area north of I-205 redeveloping according to Metro's 2040 land use concepts for a Regional Center. While the McLoughlin Boulevard Enhancement Plan provides streetscape design information for this segment, it is not as detailed as southern segments because the Downtown Community Plan does not provide specific information on how properties adjacent to McLoughlin Boulevard would redevelop or how local access would be provided.

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

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

- A parallel access street similar to a frontage road on the east side of McLoughlin Boulevard, west of the commercial buildings that house Shari's Restaurant, Starbucks and other businesses that comprise the existing and future frontage of the Oregon City Shopping Center property. The parallel access street would include sidewalks, streetscape improvements and on-street parking on the east side and would connect to the existing parallel access street that connects to the Main Street Extension northwest of the Firestone store. This street would intersect with the future eastern extension of Dunes Drive (which will connect to the Main Street Extension) as well as future east-west streets that will be part of an urban grid.
- Improvement of Clackamette Drive so it will serve as a parallel access street west of McLoughlin Boulevard, with sidewalks, streetscape amenities and on-street parking.
- Design elements that would support the development of street-level pedestrian oriented uses along the west side of McLoughlin Boulevard. An example of this would be street-level commercial development with below-grade parking accessed from Clackamette Drive.

### ***Bicycle Access in the McLoughlin Boulevard Corridor***

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

Right-of-way is constrained on McLoughlin Boulevard south of 14th Street, and provisions for sidewalks and on-street parking were given higher priority than bicycles after participants recognized that a preferred parallel route for cyclists is available for a portion of the corridor using Railroad Avenue and Main Street. The parallel route will require signage designating the bicycle route.

The multi-use path on the west side of McLoughlin Boulevard provides for north-south through bike traffic along another portion of the corridor, however, accessing the path is inconvenient for northbound bicyclists, as it requires the crossing of McLoughlin Boulevard.

To mitigate for this inconvenience, the plan includes a bike lane or path on the east side of McLoughlin Boulevard from the vicinity of 14th Street to Dunes Drive. This bike facility can be easily accessed from locations on the east side of McLoughlin Boulevard. Striped bike lanes between Dunes Drive and the Clackamas River Bridge were recommended on both sides of McLoughlin Boulevard.

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

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

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

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

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

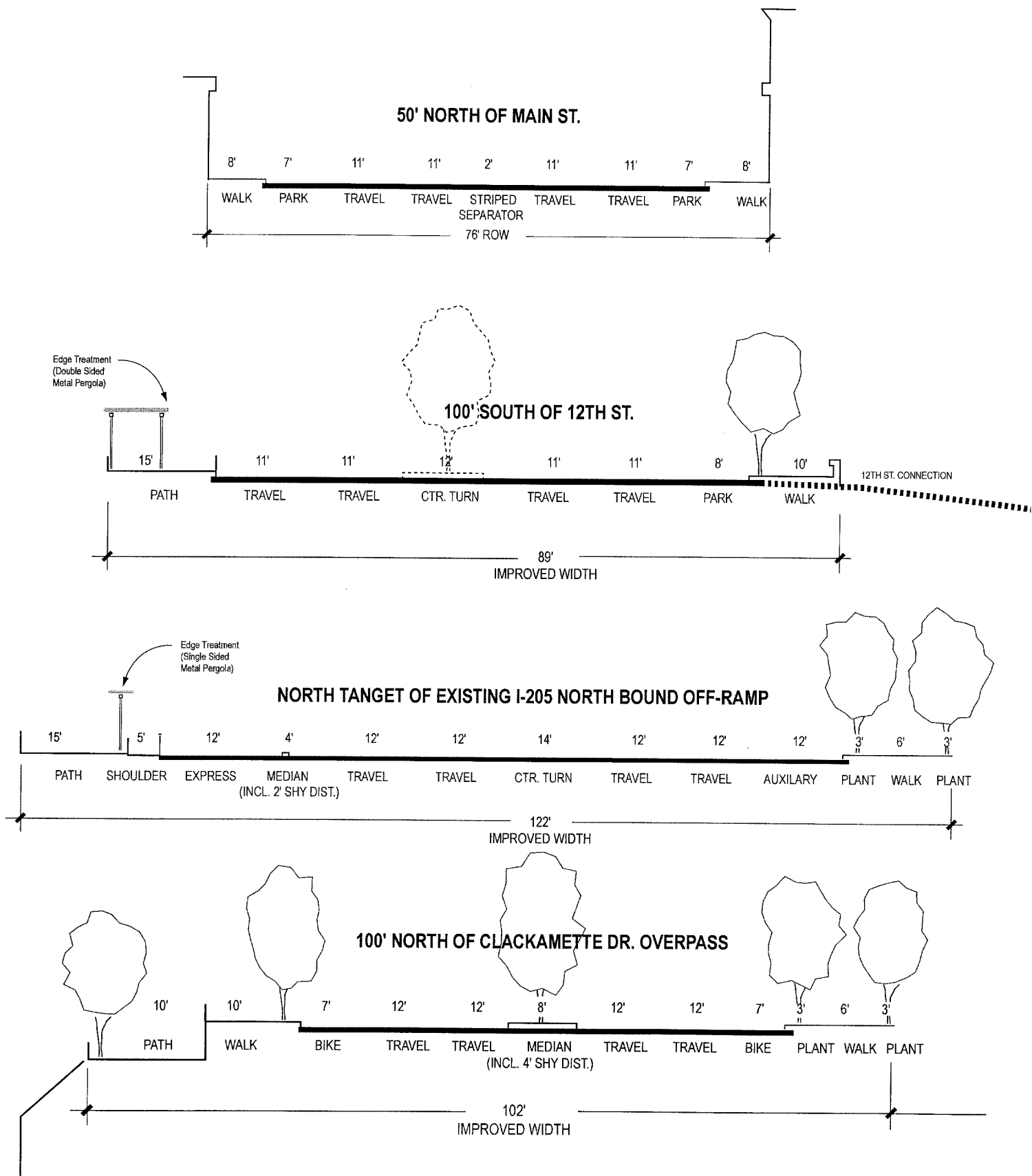
### ***Corridor Access Strategies***

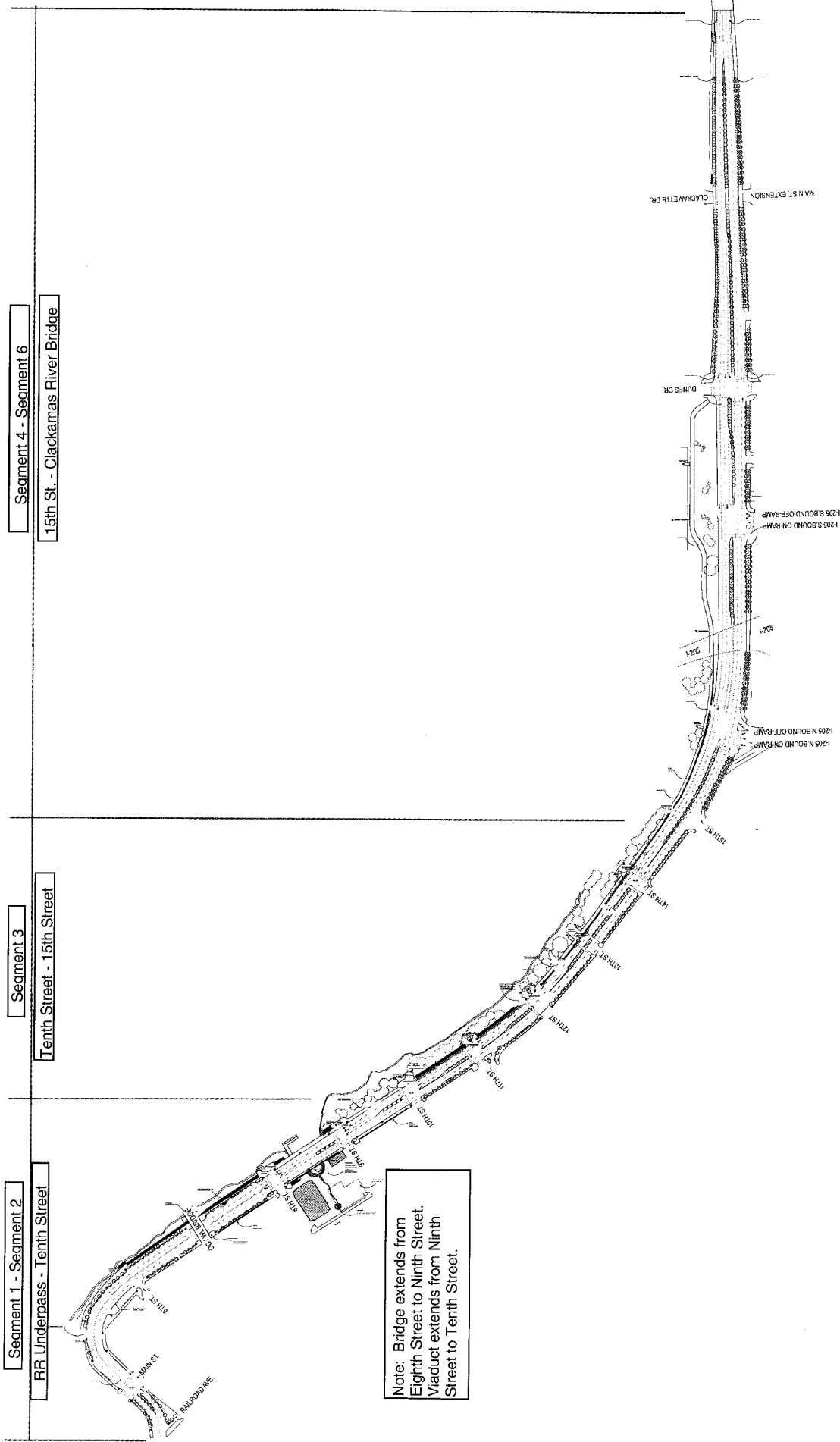
- The McLoughlin Boulevard Enhancement Plan is a conceptual design for long-term roadway improvements that coordinate with property redevelopment to create a multi-modal friendly environment that connects downtown Oregon City to the Willamette River waterfront. The overall project will be implemented in several phases. Implementation of the plan is not intended to adversely impact safe access to existing properties along McLoughlin Avenue. During design of each phase, the City will work with pre-existing uses to develop access options that maintain and enhance safe access and circulation that will accommodate the needs of the pre-

- existing uses. However, as redevelopment occurs along the corridor, property orientation and access restrictions to McLoughlin Boulevard will be pursued to fully implement the conceptual design and meet ODOT access spacing requirements.
- The parking and access configuration for implementing the conceptual design between 5th Street and 6th Street (at the pull-out shown near 6th Street) will be determined during project development for this location, with an overall objective of providing reasonable access to the adjacent business, considering the size, type of land use, and amount of traffic generated by the existing business.

U:\kggriffin\Projects\Mcloughlin\Final Report 10\_6\_2005.doc









June 17, 2019

Metro  
600 NE Grand Ave  
Portland, OR 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – The Willamette Falls Shared Use Path & 99E Corridor Enhancement Project

Dear Grant Selection Committee:

The Downtown Oregon City Association supports the 2022-2024 Regional Flexible Funds Allocation (RFFA) grant application for complete streets and pedestrian and bicycle and design improvements along 99E from the tunnel to 10th Street in Oregon City.

As the stakeholder-stewards of downtown Oregon City, we work together as facilitators, coordinators, and together with partners as a catalyst to generate a positive downtown image, preserve historic and cultural landmarks, and stimulate economic vitality and investment in our downtown and in Oregon City.

We see downtown Oregon City as a thriving and vibrant mix of economically viable and unique businesses, activities, restaurants and housing that attracts local residents and visitors and that entices future residents and businesses to relocate into the area. As the heart and soul of our historic community, downtown connects us with each other, to our rich heritage as the first city of the Oregon Territory and to the larger metropolitan area.

Downtown Oregon City is uniquely situated at the base of a bluff alongside the Willamette River. As the first Main Street in Oregon, its small-town feel is unlike any other in the metro region. It is a convenient and relaxed destination offering quality dining, shopping, and entertainment that builds on its long history of industry, innovation, and culture. It is simultaneously the "living room" of Oregon City and a principal part of the Pacific Northwest' cultural heritage.

The need to close this identified gap in safe pedestrian and bike access is also vital for our organization, and abutting property owners wishing to invest in their properties. This grant project also aligns with the work we are collaborating with the city to implement the Transportation Demand

#### **2019 Board**

President  
Zach Stokes

Vice President  
Mike Mitchell

Treasurer  
Craig Morrow

Secretary  
Brian Slack

Board Members  
Michael Brand (non-voting)  
Don Scott  
Gene Gligorea  
Erik Orton  
Denyse McGriff (non-voting)  
Andy Spicer

Executive Director  
Liz Hannum

814 Main Street, Oregon City, OR 97045 | [info@downtownoregoncity.org](mailto:info@downtownoregoncity.org) | p 503.802.1640  
Taxpayer ID: 26-2907232

Downtown Oregon City Association is a 501(c)(3) non-profit that leads revitalization efforts of Oregon City's 175r-old downtown.

Management Plan which looks at improvement pedestrian and bike access downtown to increase to universe of trips, and encourage people to park once and walk through downtown to reach their destination. All these actions reduce the need to provide additional parking spaces in a constrained topography and decrease the perception of lack of parking and unsafe walking and biking conditions downtown, which all help to create a vibrant and successful downtown and Regional Center.

Thank you for your time and consideration

Sincerely,

A handwritten signature in black ink, appearing to read "Liz Hannum". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Liz Hannum  
Executive Director



June 13, 2019

Metro  
600 NE Grand Ave  
Portland, OR 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – The Willamette Falls Shared Use Path & 99E Corridor Enhancement Project

Dear Grant Selection Committee:

The Willamette Falls Trust strongly supports the 2022-2024 Regional Flexible Funds Allocation (RFFA) grant application for complete streets and pedestrian and bicycle and design improvements along 99E from the tunnel to 10<sup>th</sup> Street in Oregon City.

Our mission is to champion and sustain a world-class Willamette Falls experience that offers year-round access to the grandeur of the Falls, historic and cultural interpretation, healthy habitat, public open spaces, and that showcases the hospitality of historic Oregon City. Willamette Falls Trust is the organization bringing people and communities together to make the new vision for a world-class public space along the Willamette River in Oregon City, Oregon a reality.

We are raising the funds and creating the partnerships to support the first phase of transformation, which includes an overlook at the precipice of the Falls, a connection to Oregon City's downtown, and opportunities for Oregonian to access, Willamette Falls, a nationally significant treasure.

The need to close this identified gap in safe access is also vital for our ability to successfully raise money to implement the full Riverwalk vision as it is a major crack in the Willamette Falls Shared Use Path, a major regional trail and part of the Willamette Falls Riverwalk. Phase I of the Riverwalk is anticipated to begin construction in 2020 and active transportation access to Willamette Falls is a major goal of the Riverwalk. Unsafe gaps, like what is currently found along the viaduct, will do great harm in public perception of the ease to navigate this section via biking or walking. The regional goal of the Riverwalk being an urban transformation project is jeopardized by a real perception that 99E is unsafe to walk and visitors must drive to access the Riverwalk. Closing this gap, even at the design phase, can provide certainty that the investment for pedestrian and bike safety will occur.

Thank you for your time and consideration

Sincerely,

A handwritten signature in black ink, appearing to read "AM", written over a horizontal line.

Andrew Mason  
Executive Director