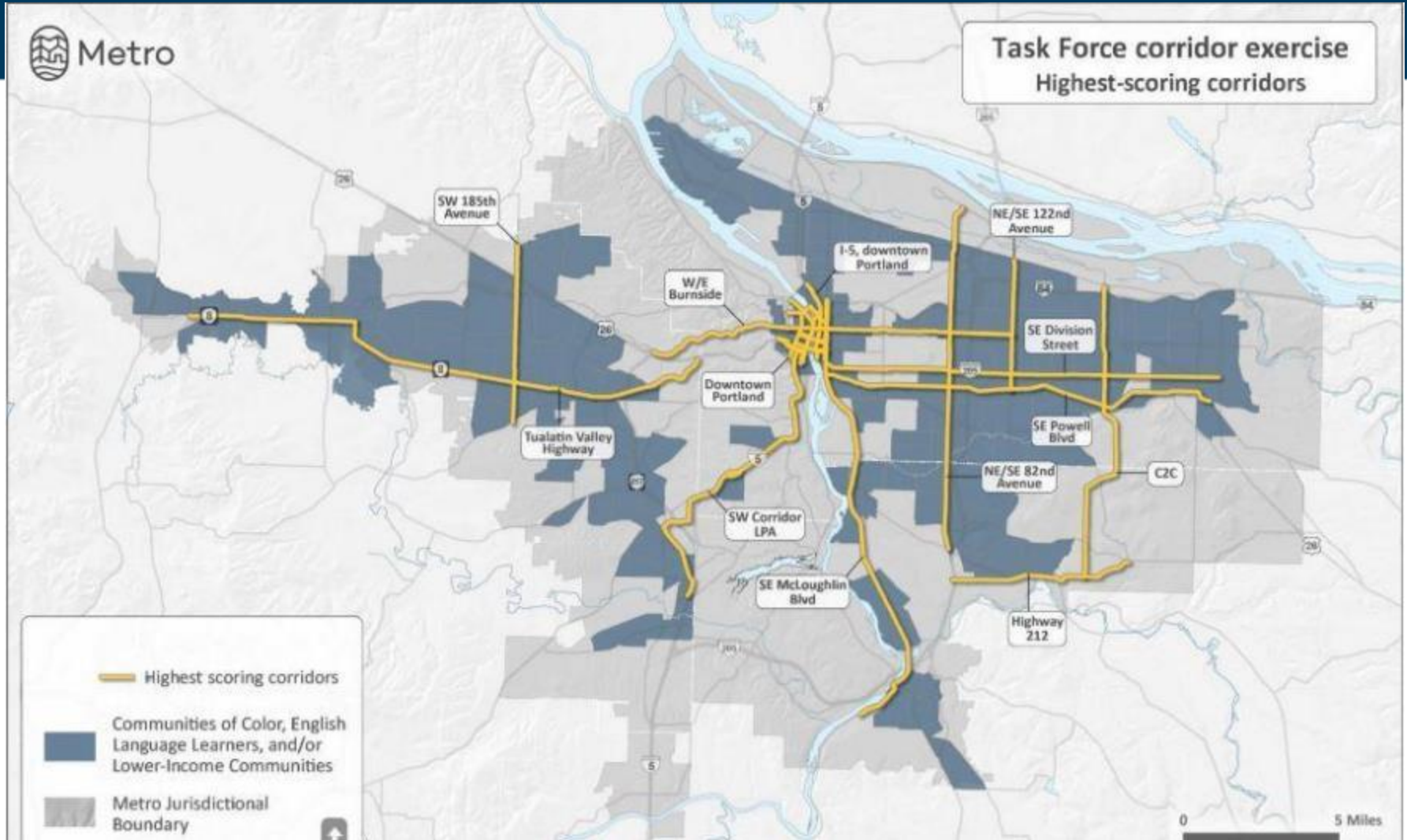




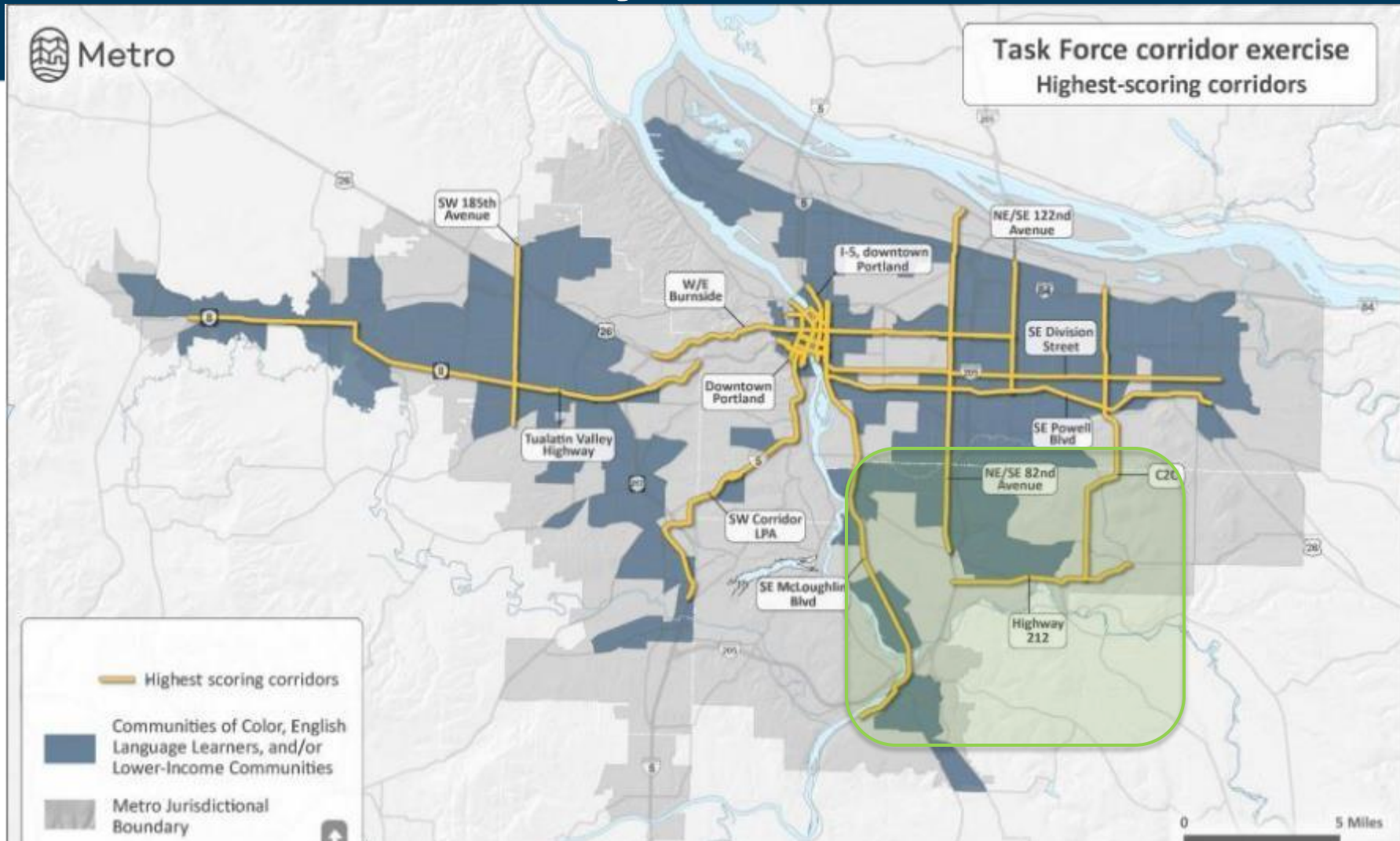
Local Investment Team (LIT) Corridor Tours: McLoughlin Boulevard

Clackamas County
July 30, 2019

Task Force Corridors of Interest



Local Investment Team – Clackamas County

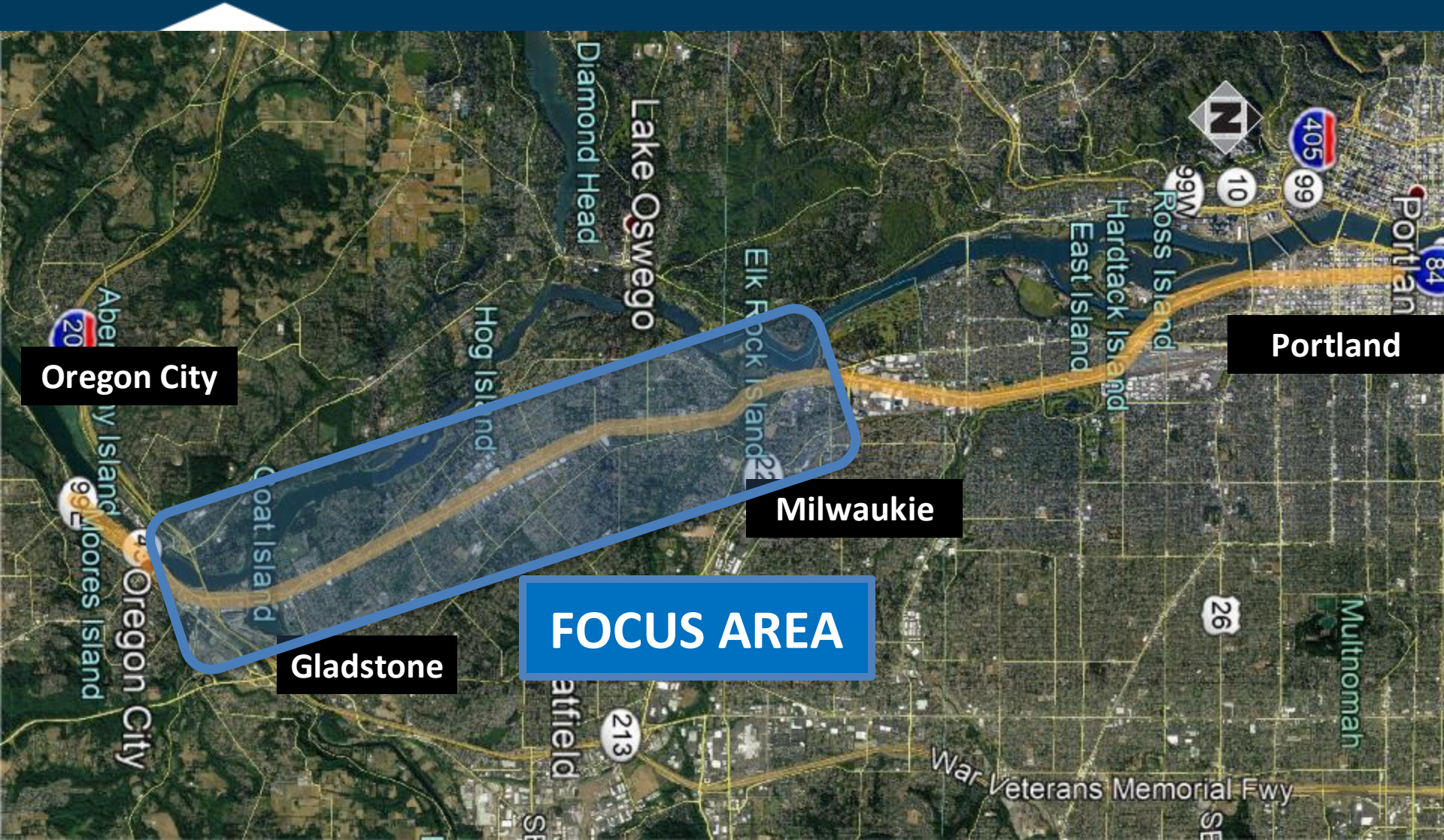


McLoughlin Boulevard

Presentation Outline

- Corridor overview
 - Regional, local, safety
- Projects/opportunities
- Tour follow-up

McLoughlin Blvd (Oregon City to Central Eastside)



Regional Role:

- Connects communities in Clackamas and Multnomah counties to jobs, housing, and transit.
- TriMet identifies McLoughlin as a key corridor to increase ridership.
- Serves as an alternative to I-205 and other routes between Portland and Clackamas County

Local Role:

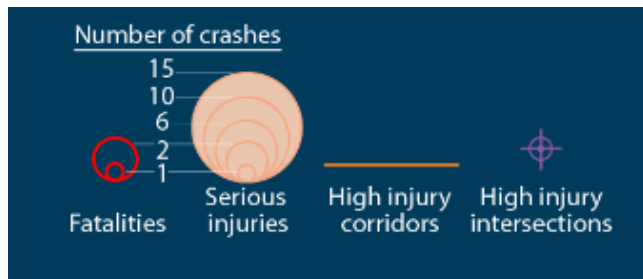
- Downtown or main street for various communities
- Provides local access and circulation
- Existing and proposed regional trail crossings and connections
- Connector between communities

Safety: Powell - Milwaukie

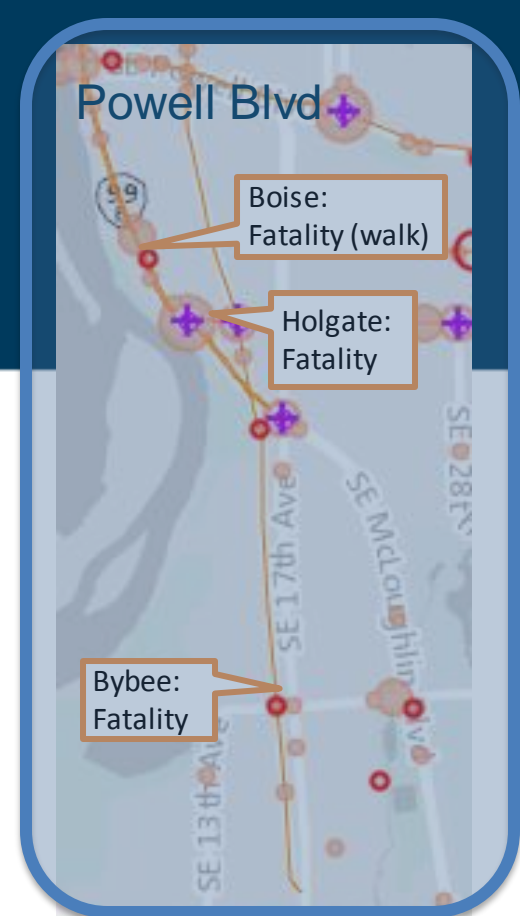
2007 – 2016 data

- **5 Fatalities** including 1 walking
- **28 Serious injuries** including 2 walking and 2 biking

**Focus area: 2 Fatalities
and 6 Serious injuries**

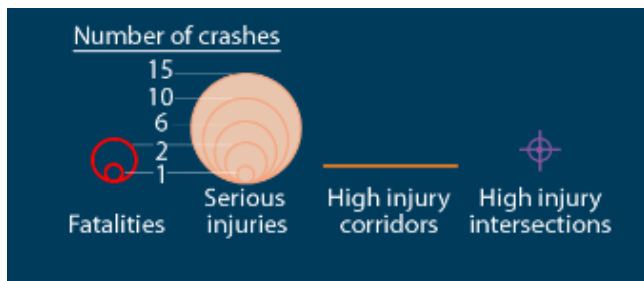


FOCUS AREA

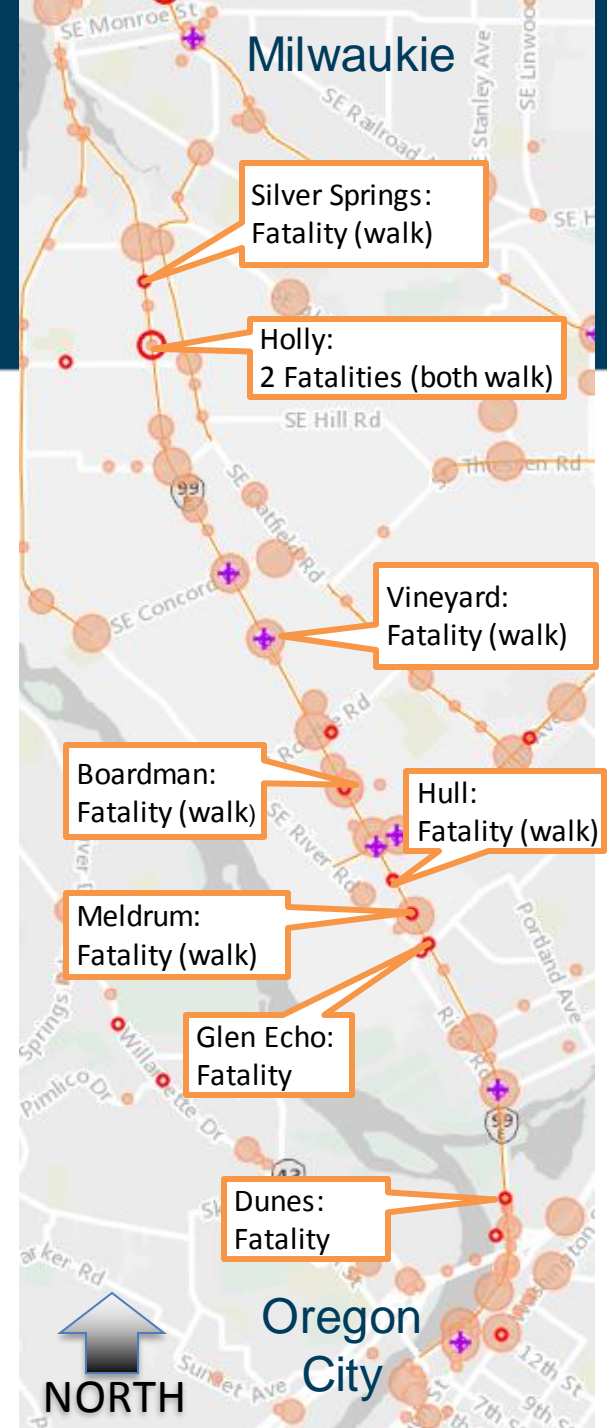


Safety: Milwaukie – Oregon City

- **9 Fatalities** including 7 walking
- **87 Serious injuries** including 11 walking and 4 biking



2007-2016 data



Presentation Outline

- Corridor overview
 - Regional, local, safety
- **Projects/opportunities**
- Tour follow-up

Regional Transportation Plan Projects

- Boulevard improvements in Oregon City as part of downtown riverfront connections.
- Intersection improvements at River Road.
- Portland to Milwaukie Trail (Trolley Trail) gap closures and crossings.
- Reedway Street pedestrian overcrossing of MAX and Union Pacific RR

Current Local Opportunities--Corridor

- Connect bike and ped routes to improve safety and comfort (gap closures, ADA treatments)
- Transit supportive elements and proven safety countermeasures (pedestrian scale lighting, enhanced crossings)
- Enhanced transit corridor (ETC) and high capacity transit (HCT)

Current Local Opportunities – Site Specific

- SE Reedway Street overcrossing
- Kellogg Creek Dam Removal
- Trolley Trail (River) Crossing (planning work)
- Clackamas River Bridge (interim treatments)
- I-205 overcrossing
 - Add left-turn lanes and widen I-205 ramps
 - Improve walking/biking facilities

SE Reedway Street Overcrossing

- Adds a pedestrian/bicycle overcrossing spanning McLoughlin, Orange Line, and UPRR
- No existing crossings for more than a mile (Bybee to SE 17th)



Photo: TriMet

Kellogg Creek Dam Removal

- Requires new McLoughlin bridge over creek
- Adds multimodal facilities along east side
- Under pass for walk access to riverfront park



Expand Park Avenue Park & Ride

- Adds 250-300 spaces to existing 492-space lot
- Structure was planned for two additional floors of parking



Photo: TriMet

Current Opportunities

Milwaukie to Oregon City corridor

- Systemic connectivity and safety opportunities
- Enhanced Transit Corridor (ETC)

We will provide more detail on these in a minute...

Trolley Trail (River) Crossing

- Planning work to evaluate feasibility of a new trail bridge over Clackamas River in Gladstone
- Reduces almost a mile of out-of-direction travel
- Old railroad bridge in this location washed away in 2014



Clackamas River Bridge

- Address connectivity gap for those biking
- Signal solution and in-lane striping at pinch points for bikes



Example Signal Solution at pinch point

- Flashing lights or traffic signal for bicyclist safety



“Bikes on
Roadway
When Lights
Flash”

Example In-Lane Striping at Pinch Point

In-lane striping can help alert drivers to roadway changes (bicycles in lane) and encourage slower speeds



SW Barbur Blvd

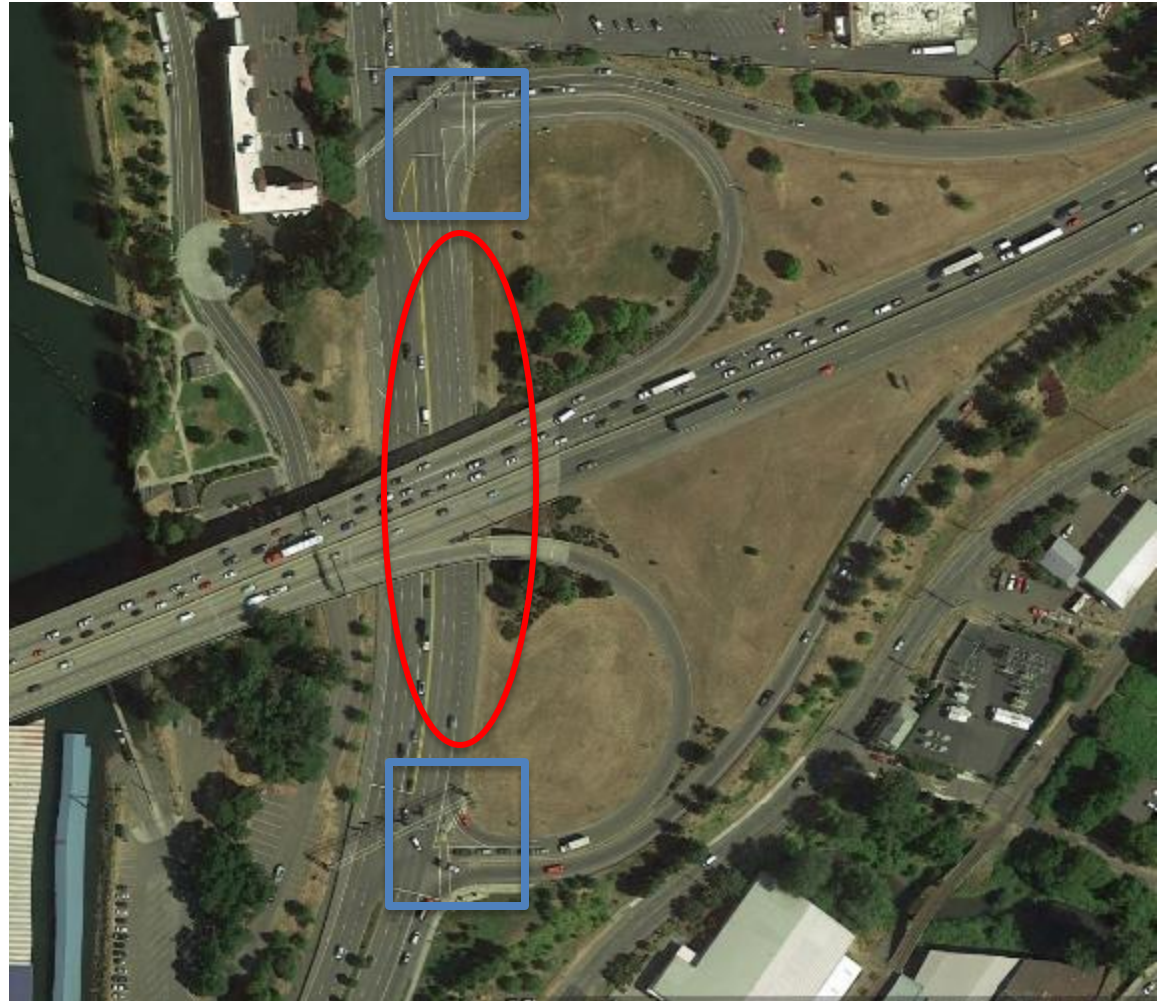
I-205 Bridge

- Add lighting, sidewalks, and bicycle facilities under the bridge

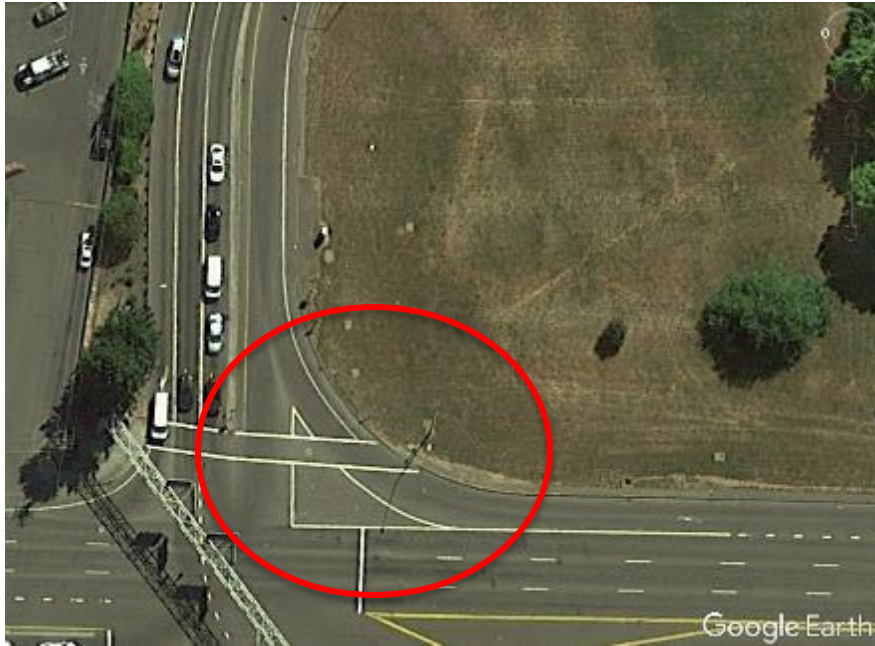


I-205 Ramps

- Improve sight lines and reduce turning speeds
- Reduce weaving between ramps



I-205 Ramp: I-5 Example



I-205 and McLoughlin

- Larger turn radius, higher speeds
- No bike or ped facilities

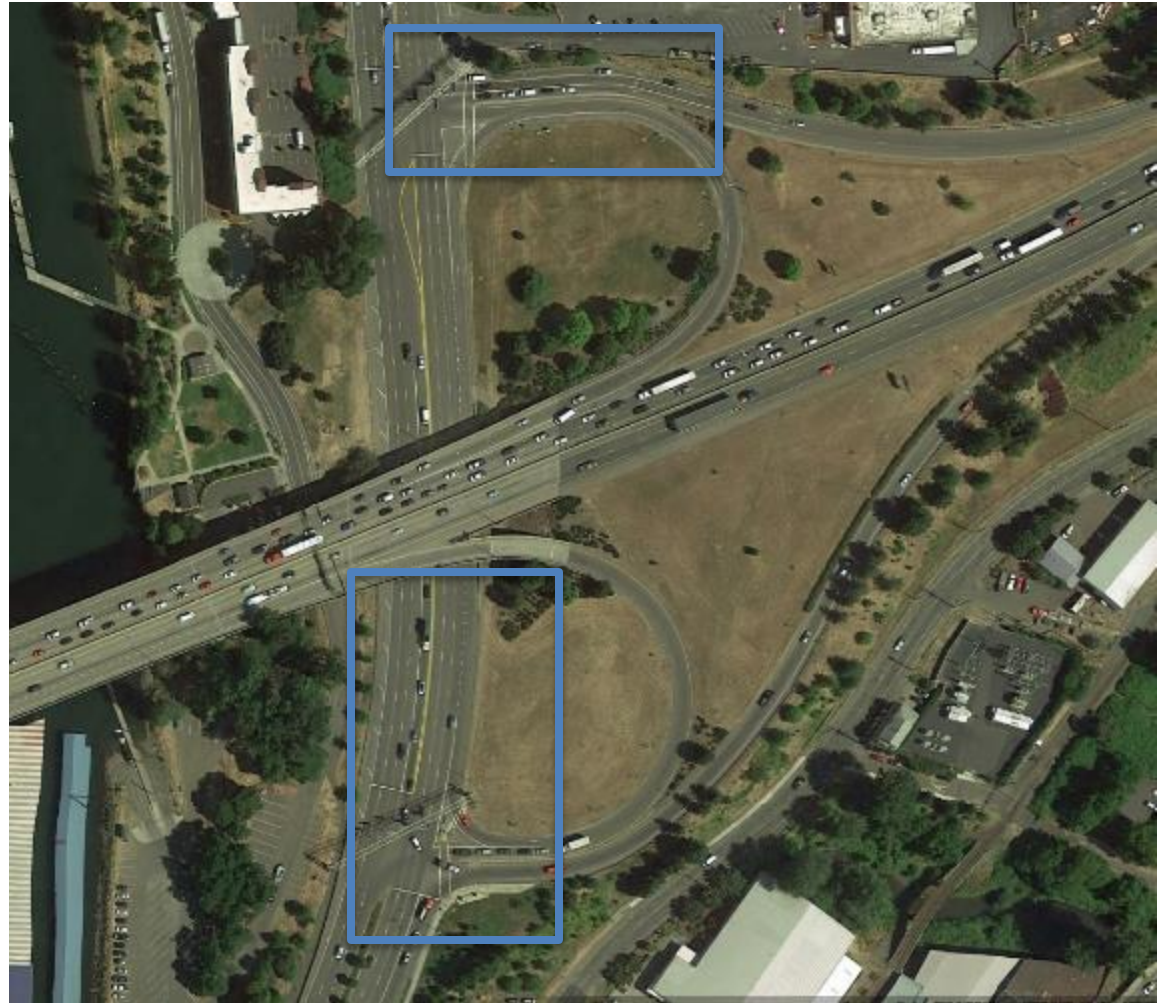


I-5 and Pacific Highway

- Smaller turn radius, lower speed
- Bike lanes and sidewalks

I-205 Ramps

- Add dual-left turn lanes from McLoughlin and widen ramps for traffic capacity



Walking/biking connectivity Downtown Or City to Willamette Falls

- South of 10th Street, there are no bike facilities and sidewalks are narrow and uncomfortable
- Planning needed to develop solutions



Systemic Safety Opportunities 1/2

Milwaukie to Oregon City

- Provide consistent lighting along the corridor; including pedestrian scale lighting
- Additional enhanced crossings, especially at transit stops
- Fill sidewalk gaps
- Fill bicycle lane gaps and restripe bicycle lanes to be buffered or physically separated

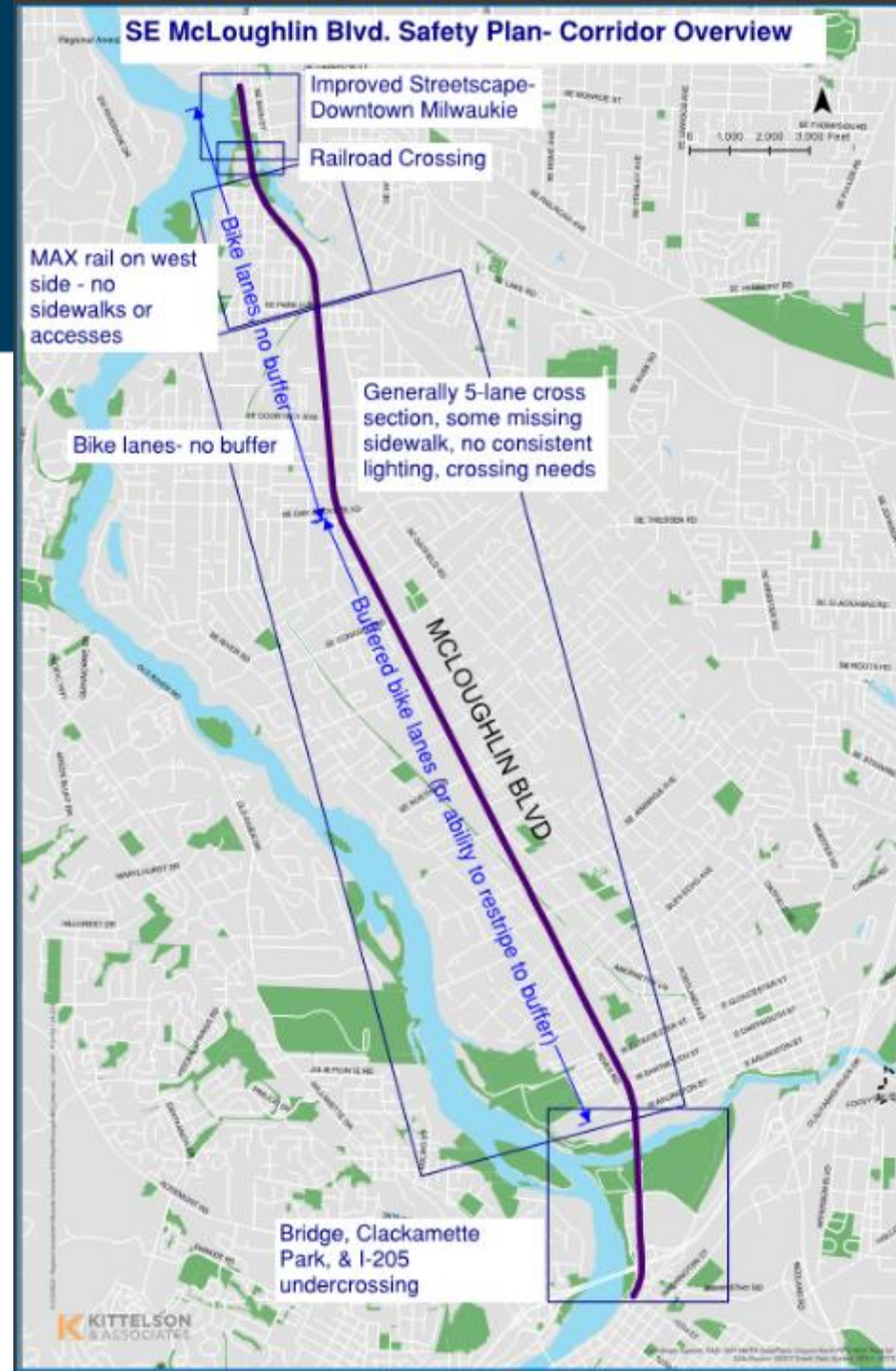
Systemic Safety Opportunities 2/2

Milwaukie to Oregon City

- Access management
 - Median islands (with or without planters)
 - Potential to narrow or consolidate access points
- Consistent and more visible crosswalk striping
- Continued bicycle lane striping through intersections (green skip striping)
- Other intersection treatments:
 - Leading pedestrian intervals at signals
 - Install backplates with retroreflective markings

Corridor Safety Overview

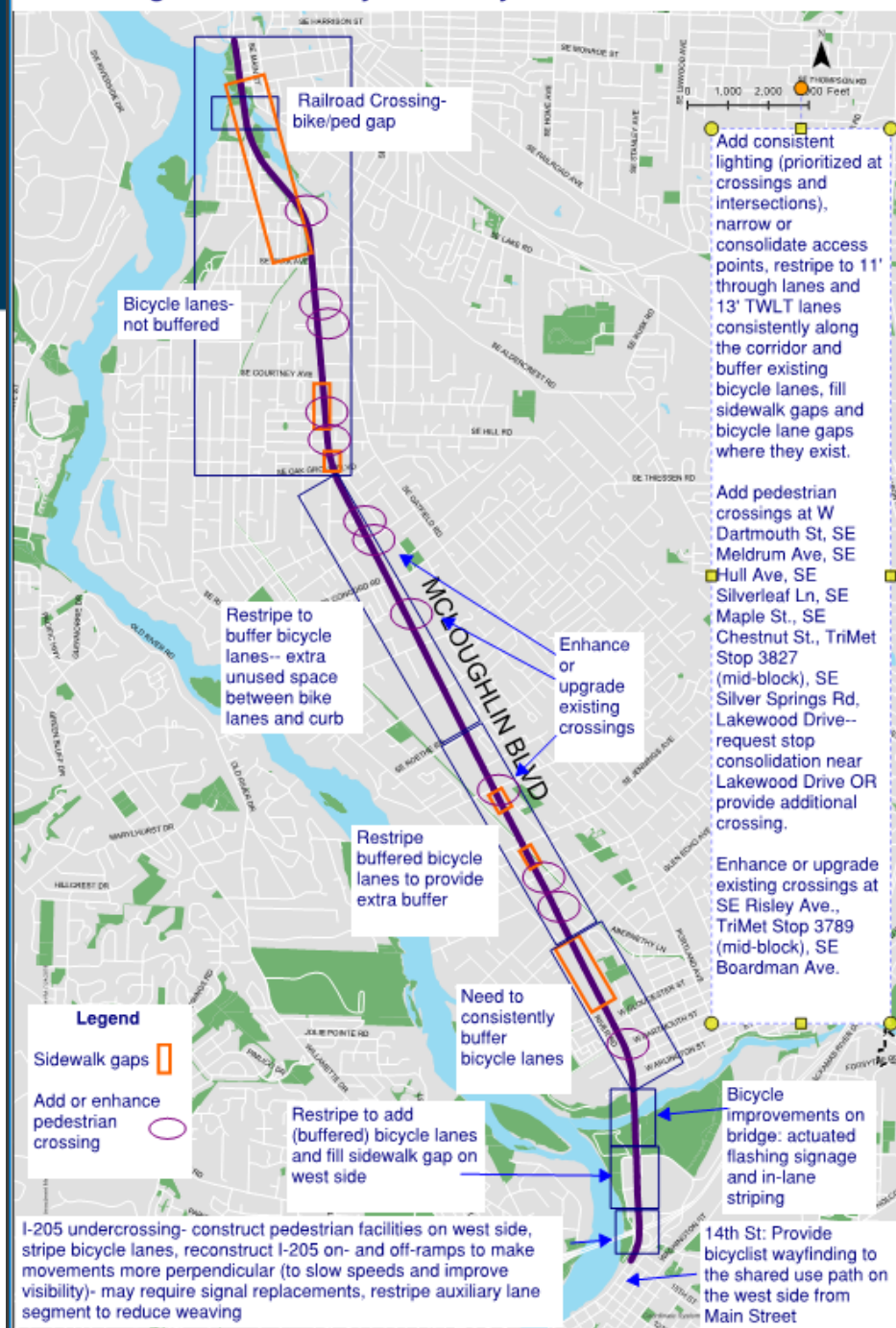
- Unique context zones from Milwaukie to Oregon City.
- Opportunities to create a contiguous corridor with consistent messages to all users.



Corridor Safety Opportunities

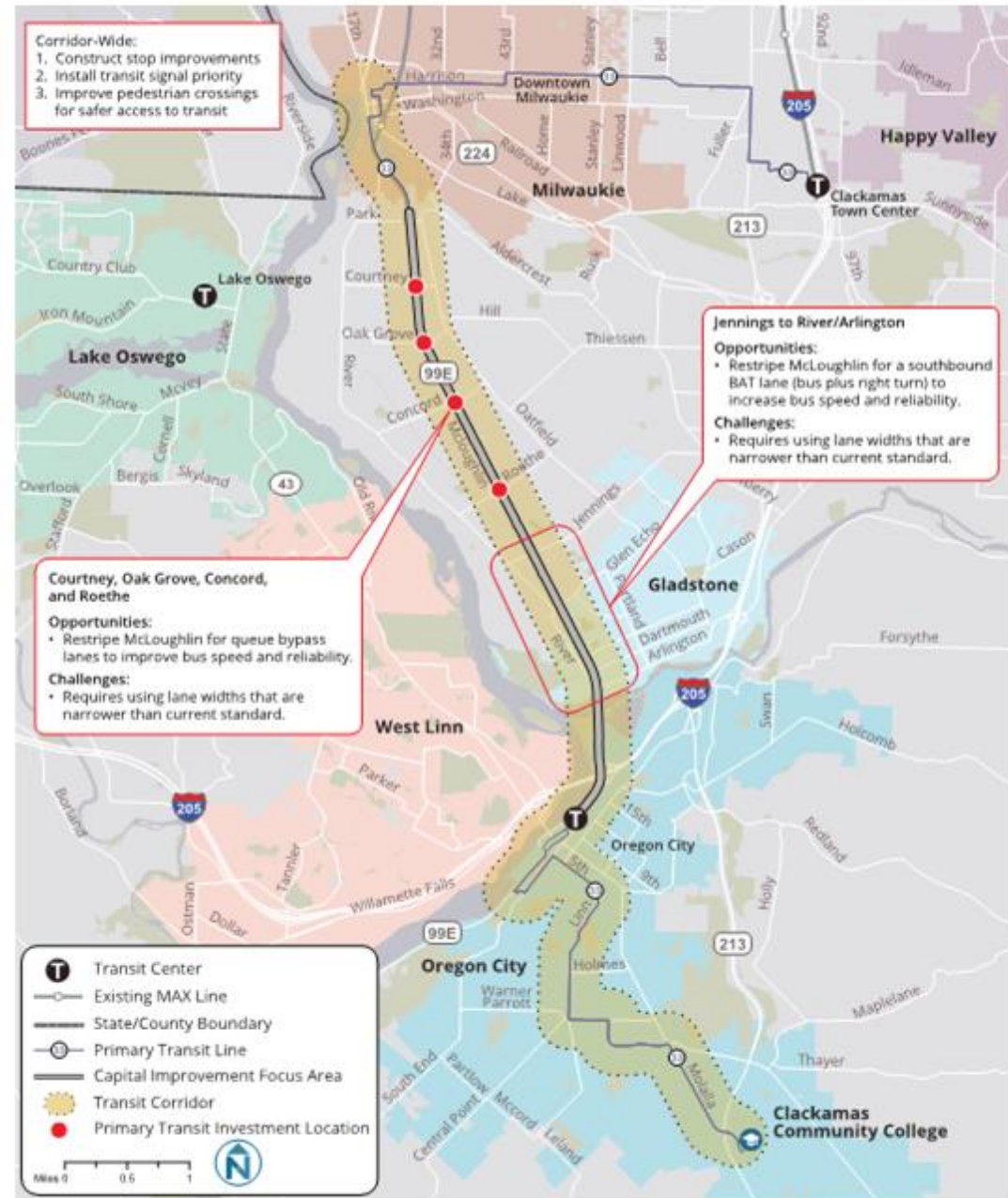
- Examples of the types of investments to improve safety along corridor

SE McLoughlin Blvd. Safety Plan- Bicycle and Pedestrian Facilities



Enhanced Transit Corridor

- Queue bypass lanes
- Business access transit (BAT) lanes south of Jennings
- Add shelters and lighting to transit stops



Other projects or opportunities?

Summary of opportunities

- Reedway overcrossing **\$10-20M**
- Kellogg Dam removal **\$10-20M**
- Expand Park Ave LRT Park & Ride **\$25-30M**
- Transit Enhancements (ETC) **\$60-65M**
- Safety Improvements from Milwaukie – Or City **\$5-10M**
- Trolley Trail bridge over Clack. River (planning) **\$1M (plan)**
- I-205 Ramp Improvements **\$5-10M**
- Access to Willamette Falls ped/bike (planning) **\$1M (plan)**

McLoughlin Blvd (Northern Portion) (Tacoma Street to Central Eastside)



McLoughlin Blvd (Center Portion) (Oak Grove to Tacoma Street)



McLoughlin Blvd (Southern Portion) (Oregon City to Oak Grove)



Oregon City

Oak Grove

Gladstone

I-205

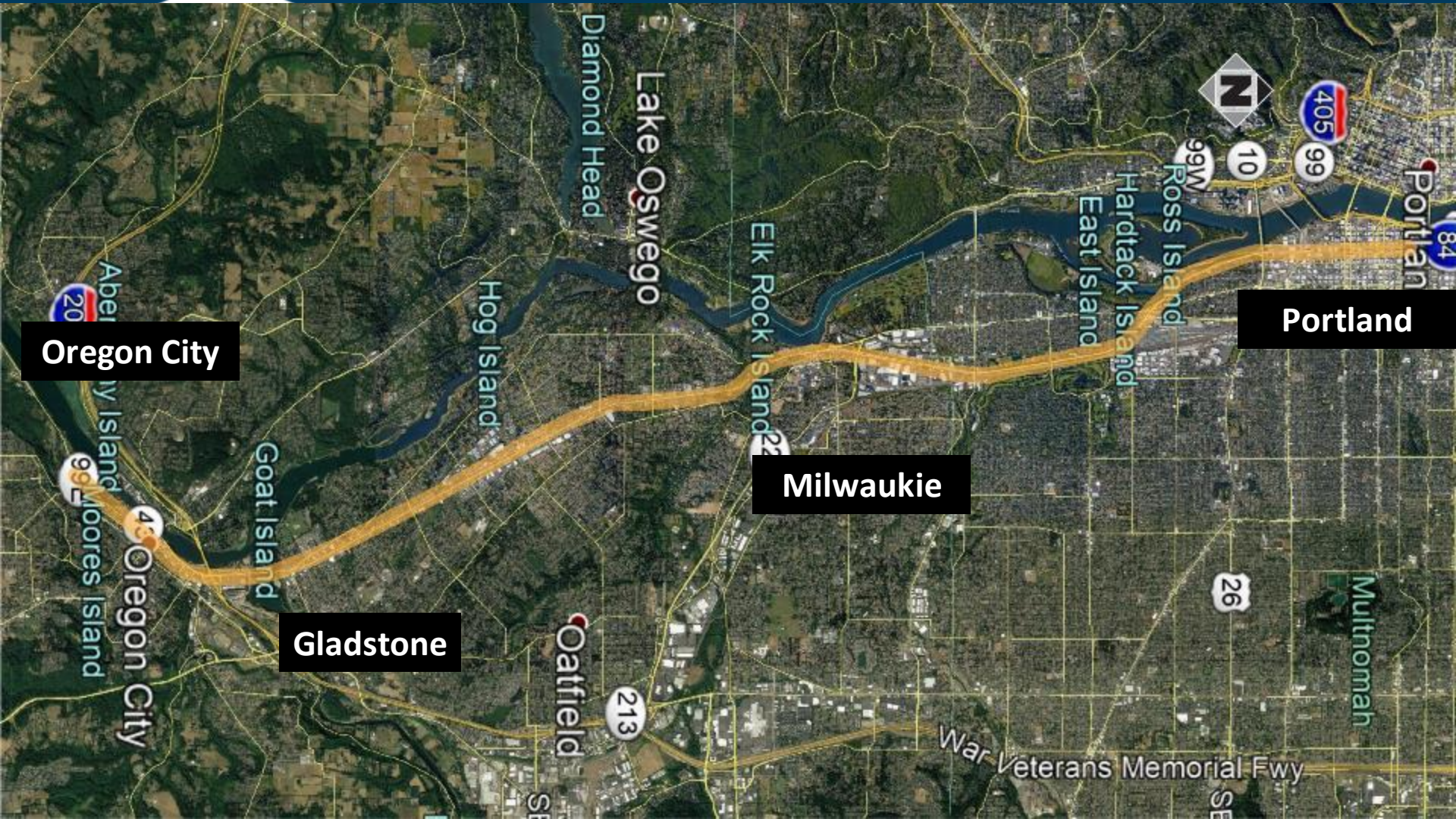
Issues and Opportunities:

- Dangerous for pedestrians to cross
- Pedestrian crossing spacing is limited in some sections
- Intersection capacity constraints at I-205
- High transit ridership potential
- Inconsistent facility type with varying operating speeds

Presentation Outline

- Corridor overview
 - Regional, local, safety
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- Tour follow-up

What else did you notice on the tour?



Key Questions and Considerations

- Which investments on McLoughlin are the highest priorities to you?

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