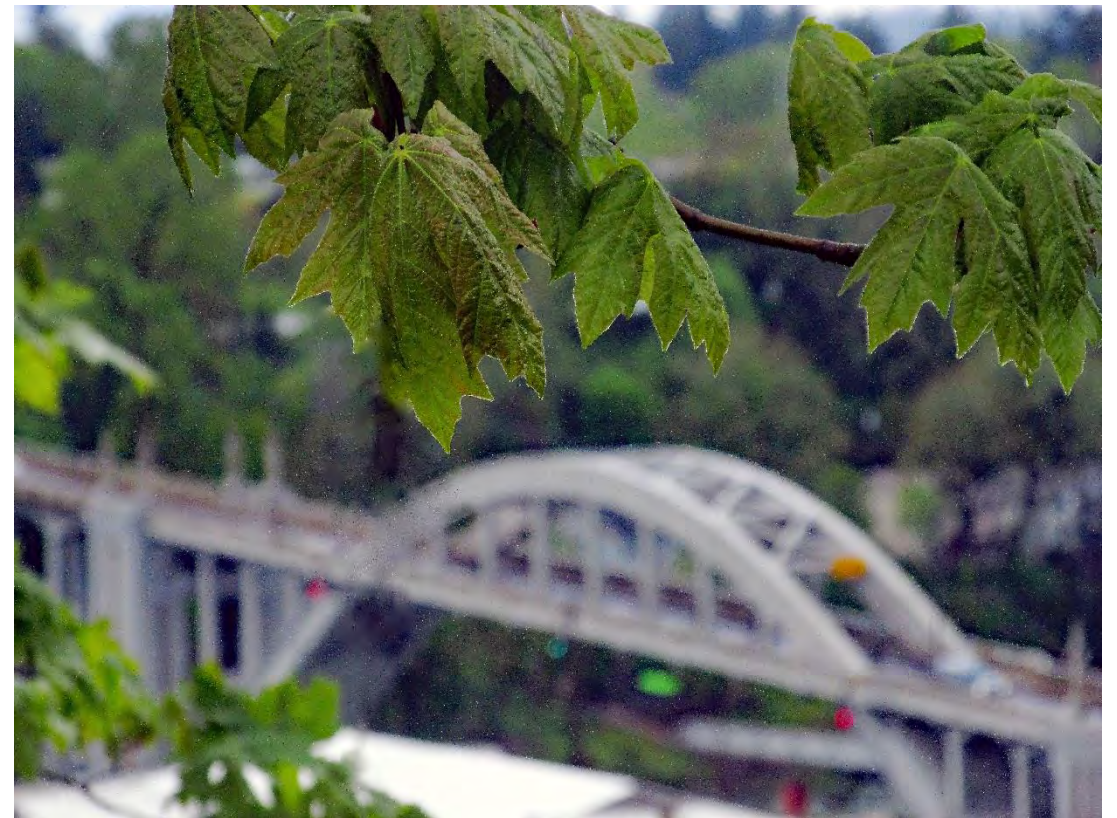


# McLoughlin-Canemah Trail Plan

December, 2017





## Connecting City Parks and Amenities

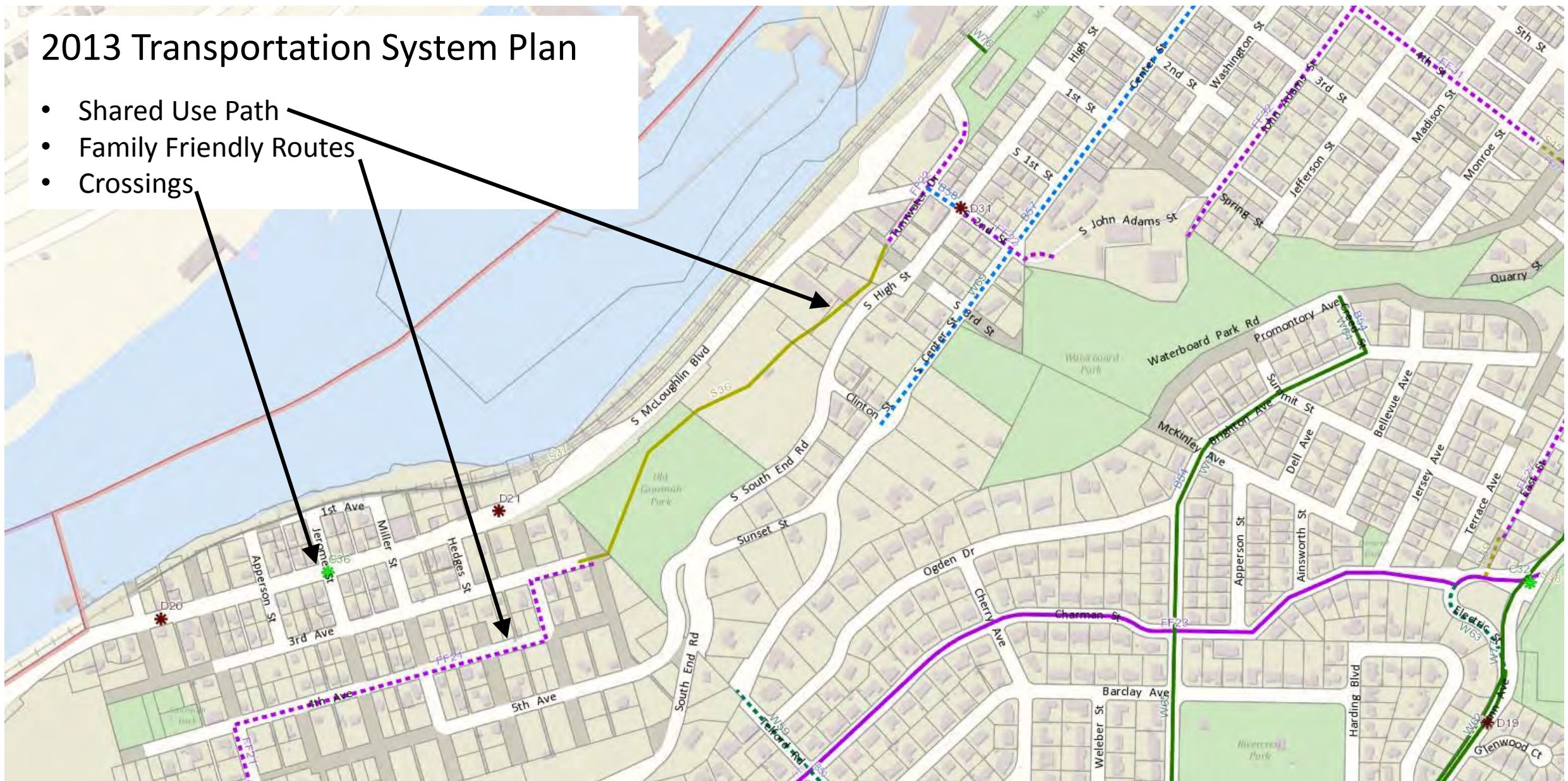
- Canemah Children's Park
- Old Canemah Park
- Willamette Falls Riverwalk
- McLoughlin Promenade



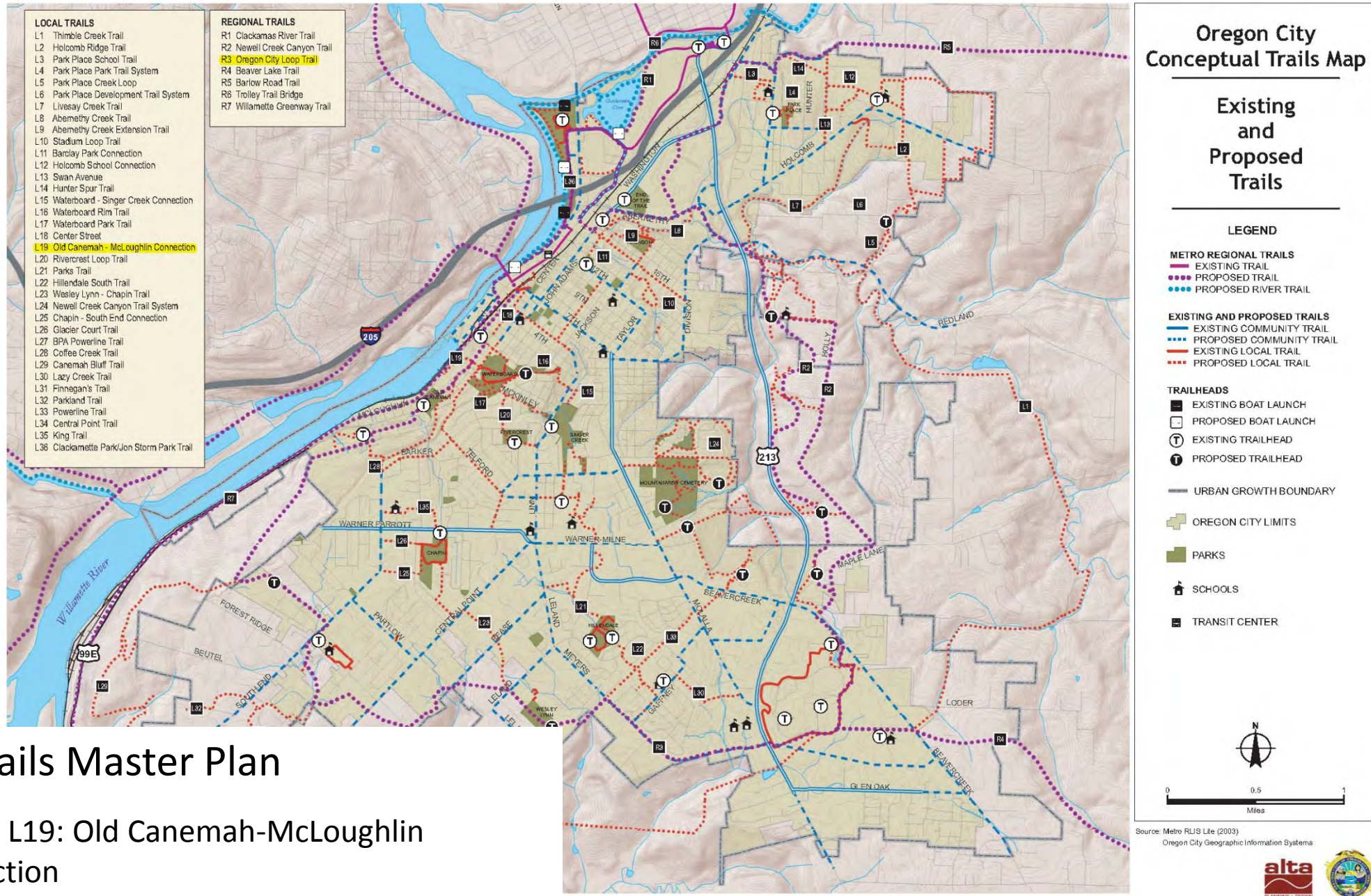


# 2013 Transportation System Plan

- Shared Use Path
- Family Friendly Routes
- Crossings



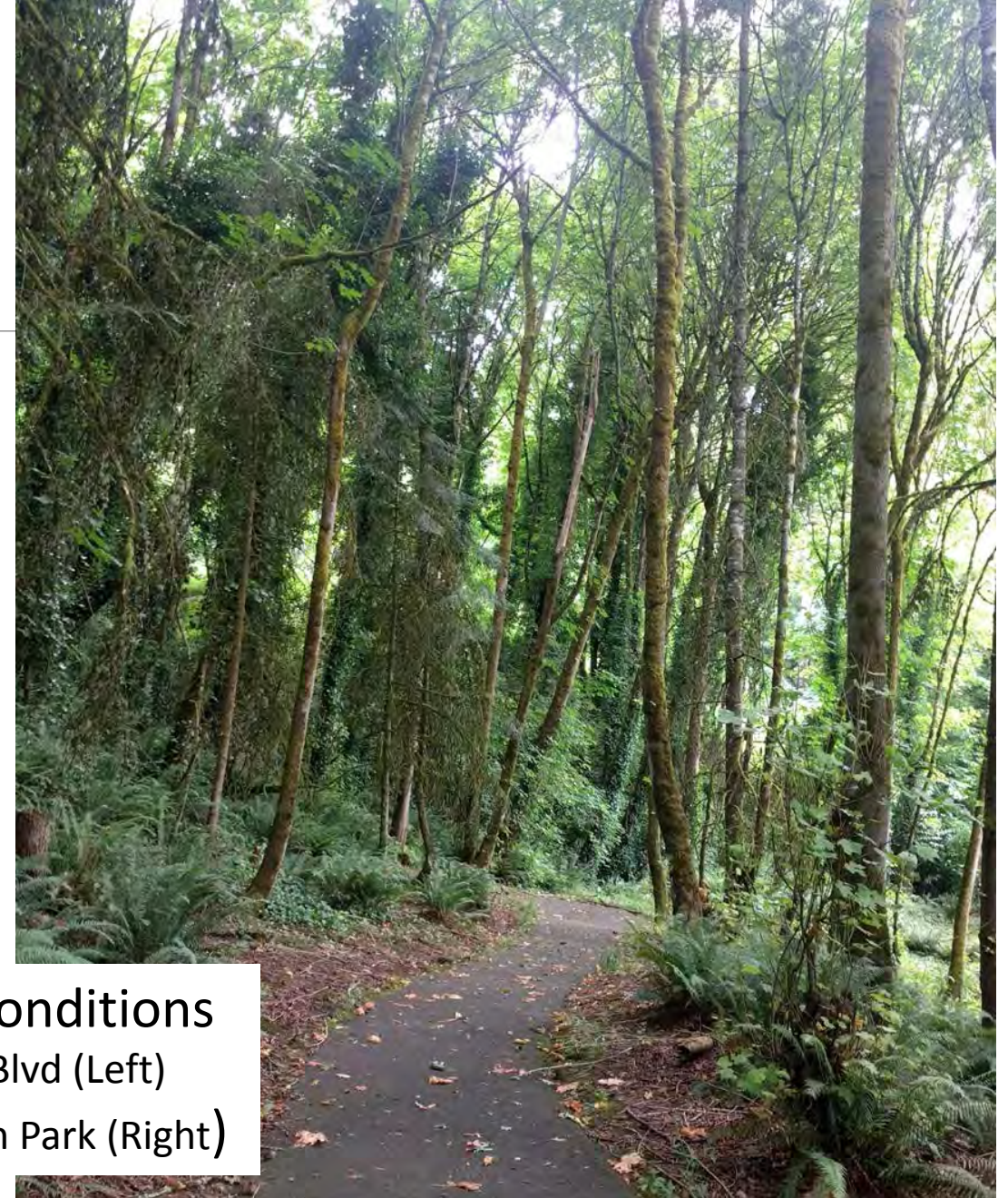




## 2004 Trails Master Plan

- Project L19: Old Canemah-McLoughlin Connection





Existing Conditions  
McLoughlin Blvd (Left)  
Old Canemah Park (Right)





## Existing Conditions

3<sup>rd</sup> Avenue in Canemah

- No sidewalks
- 18-22 foot street width
- National Register Historic District





Existing Conditions  
High Street/South End Rd (Left)  
McLoughlin Blvd at Hedges Street(Right)



# Community Engagement



Public Event or Meeting	Date	Approximate Number of Attendees
Site Walk	June 27, 2017	18
PGE Meeting	June 27, 2017	8
ODOT Meeting	June 27, 2017	6
Advisory Group Meeting #1	July 11, 2017	18
Greenway for a Day	July 29, 2017	80
Online Survey	July 29 – August 7	56
Advisory Group Meeting #2	August 15, 2017	18
Advisory Group Meeting #3	September 21, 2017	15
McLoughlin Neighborhood Association	September 7, 2017	25
Canemah Neighborhood Association	September 14, 2017	15
Parks and Recreation Advisory Committee	September 28, 2017	10
Transportation Advisory Committee	October 17, 2017	10
Historic Review Board	October 24, 2017	10
Meeting with VFW	November 27, 2017	6
Advisory Group Meeting #4	December 14, 2017	20



# Community Advisory Group

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- About 16 stakeholder representatives
- Established goals and evaluation criteria for the trail
- Reviewed alignment alternatives in a series of three meetings



## Advisory Group Roster

- Canemah Neighborhood Association
- McLoughlin Neighborhood Association
- Portland General Electric
- Oregon Dept. Of Transportation
- Metro
- Veterans of Foreign Wars (VFW)
- Citizen Involvement Committee
- Natural Resources Committee
- Transportation Advisory Committee
- Parks and Rec Advisory Committee
- Oregon City Trail Alliance or local trail advocate
- Area Property Owners/Residents (multiple)



# Greenway for a Day

From 9am to 1pm  
on **Saturday**

July **29**

the **McLoughlin-  
Canemah Trail**  
is open!



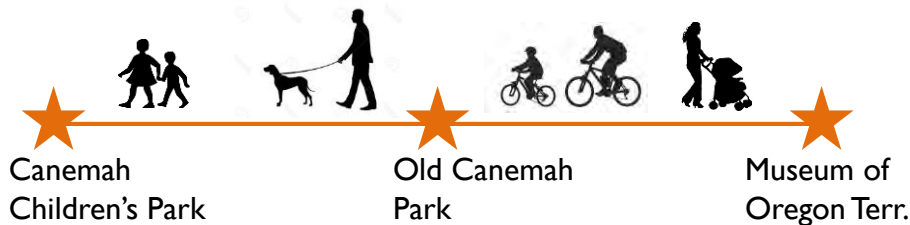
During the event, 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> Avenues in Canemah will be restricted to local traffic only and users should expect increased pedestrian and bicyclist activity on the street. Residents are encouraged, but not obligated, to limit vehicle travel during the event. Come outside and join your neighbors on the Greenway! The greenway has some small hills and dirt/gravel sections – durable strollers are recommended! All participants must obey the rules of the road.

Join us to learn about the proposed McLoughlin-Canemah Trail plan and give input on trail design.

**Complete the 1-mile trail and win prizes!**

**Take a survey about future trail design**

**Play lawn games with your neighbors and enjoy free treats in your local parks**



**See detailed map on reverse side of this postcard**

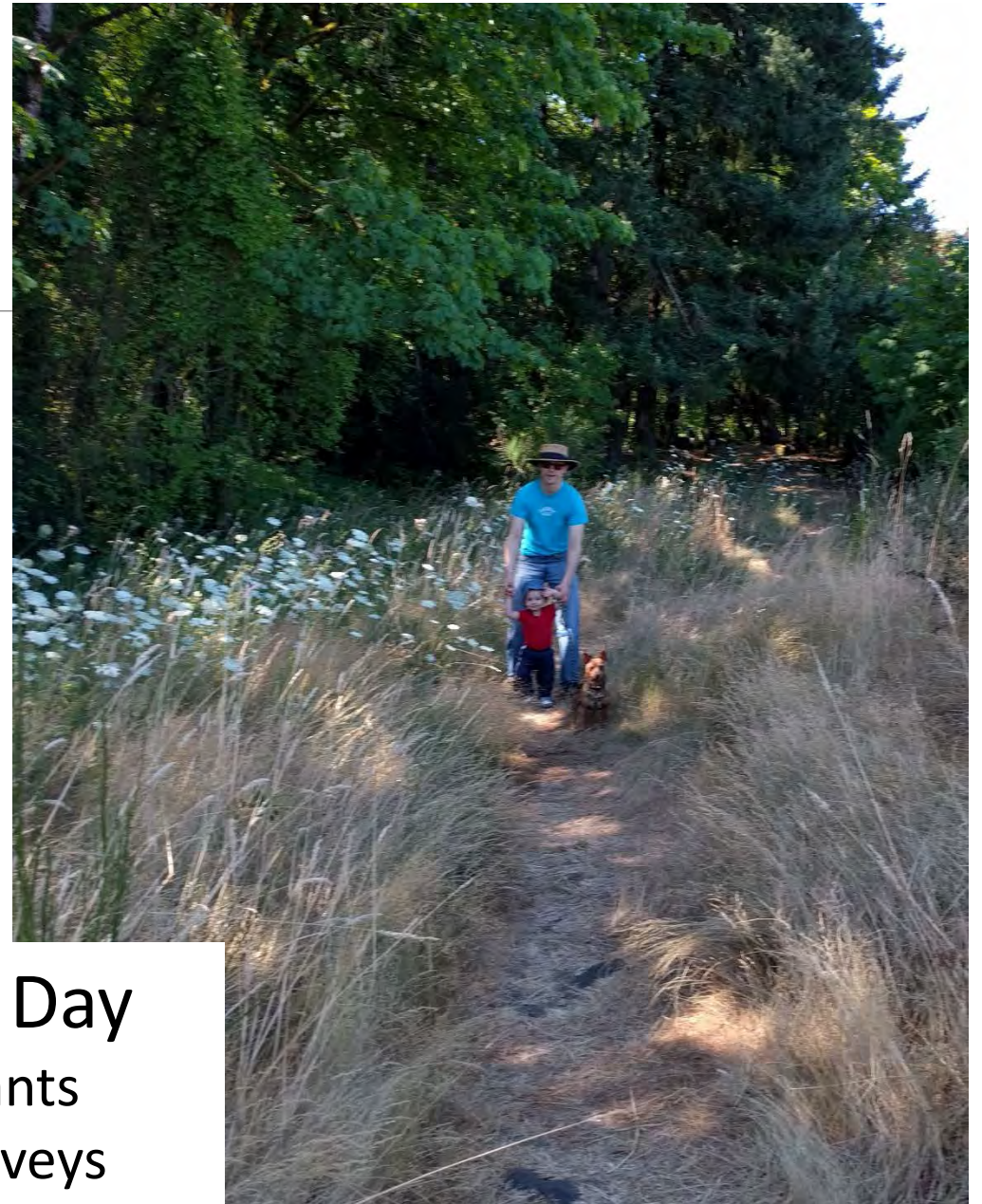
To learn more about the trail project and the Greenway event, go to <https://www.orcity.org/planning/mcloughlin-canemah-trail-plan>





## Greenway for a Day

- About 80 participants
- Over 50 online surveys







# Greenway for a Day Survey

*What was your favorite part of the trail?*

"Walking through the Old Canemah Park. It was quiet and rather peaceful and the views of the falls were great."

"All of it. I didn't know this area was here and I have lived in OC 38 years!"

"Access to downtown area made known. Enjoyed the field area with river views."



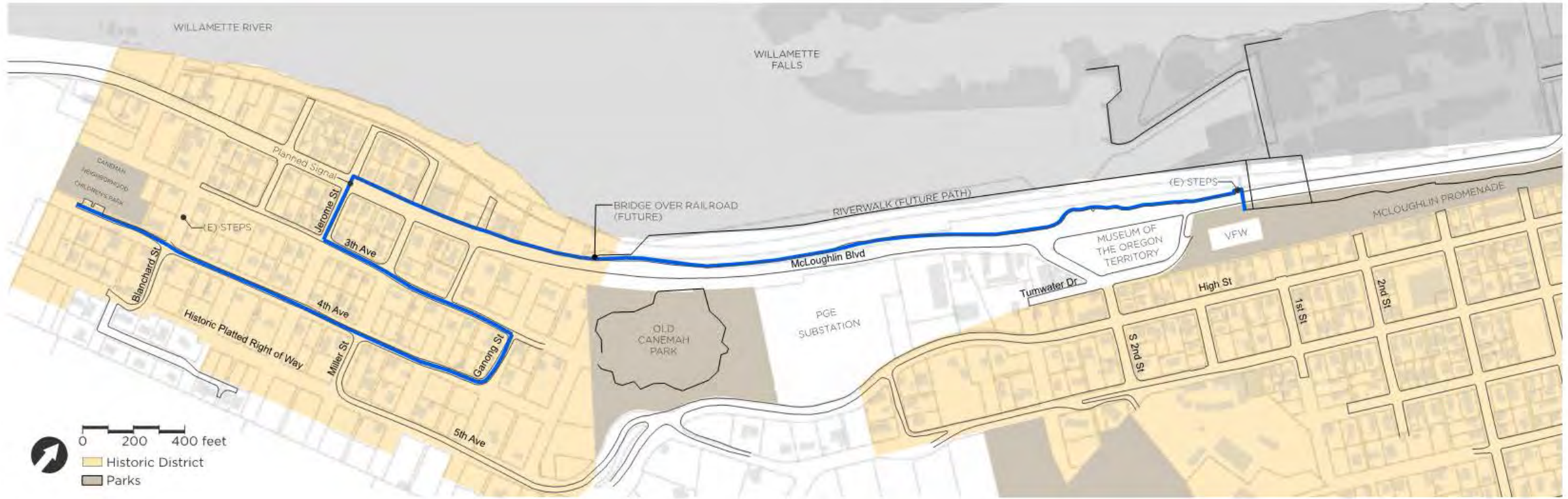
# Alignment Alternatives

The Advisory Group considered multiple trail segments (shown right) that were then consolidated into three trail alignment alternatives, A, B, and C.





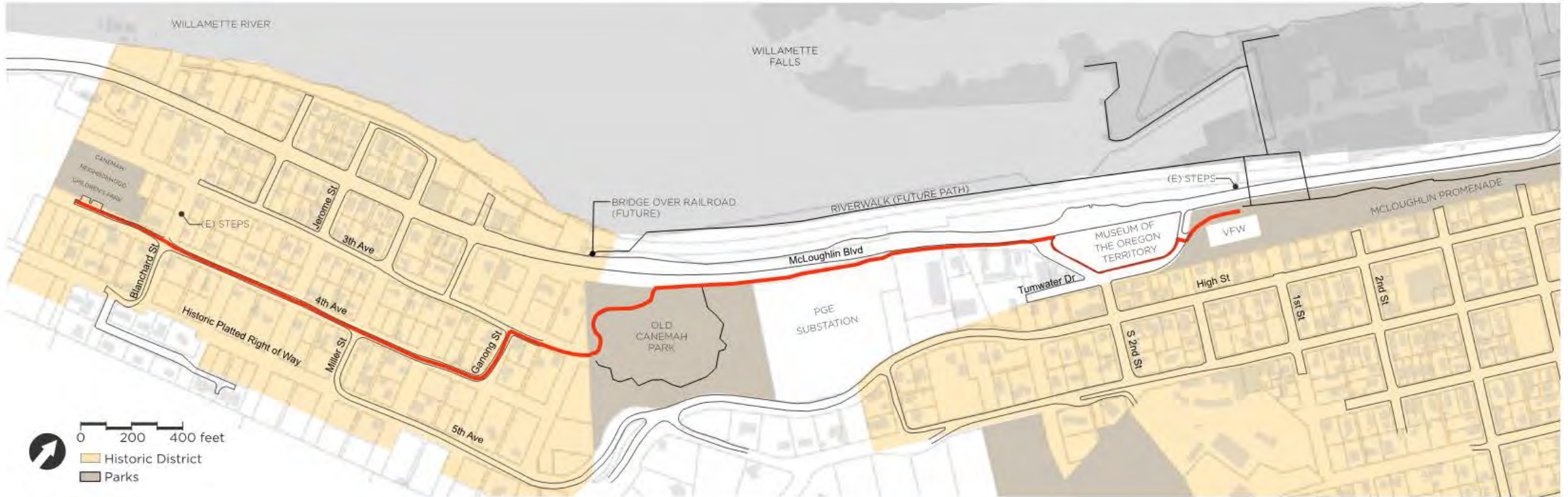
## ALIGNMENT - A



- Utilizes boardwalk on McLoughlin Blvd.
- ADA issues (staircase)
- Excludes Old Canemah Park
- Requires crossing of McLoughlin Blvd at Jerome St.
- Provides great views of the Falls



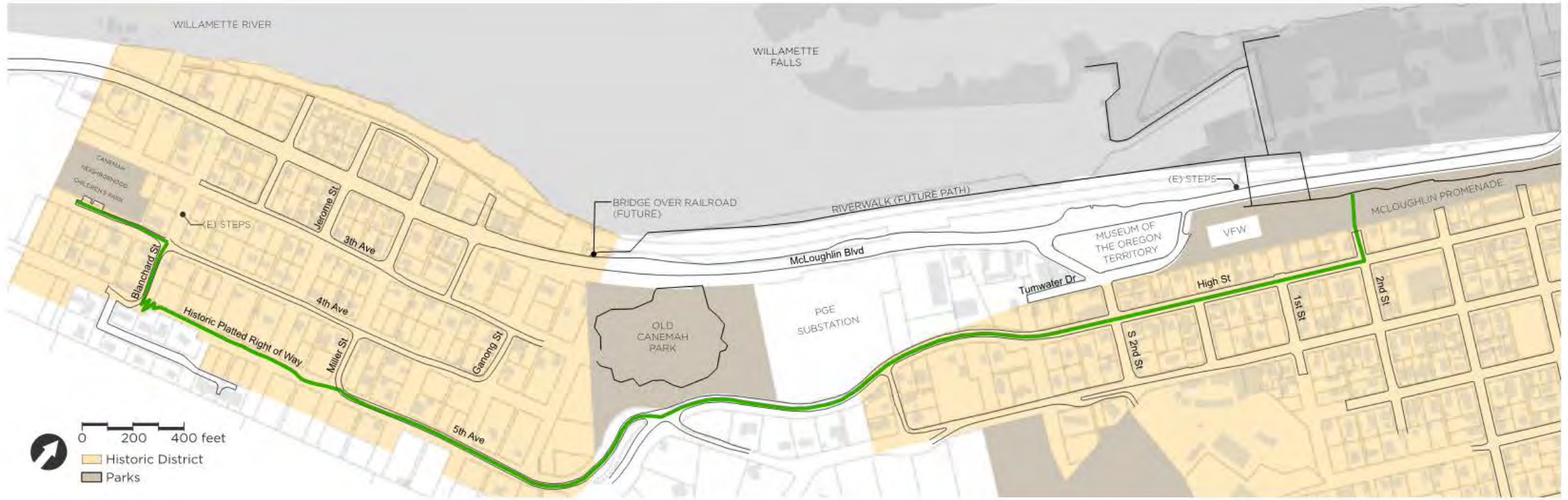
## ALIGNMENT - B



- Utilizes Tumwater Drive, McLoughlin Blvd, trail in Old Canemah Park, and streets in Canemah
- Requires traffic calming in Canemah
- Requires crossing of South 2<sup>nd</sup> St.
- Provides great views of the Falls and access to nature



## ALIGNMENT - C






































- Utilizes High Street, South End Rd, and 5<sup>th</sup> Avenue
- Requires switchbacks in steep area
- Crosses wetland in Canemah
- Requires widening of South End Rd.
- Limited views of the Falls
- No access to Old Canemah Park



# Evaluation Criteria

TABLE 1. ALIGNMENT ALTERNATIVES - EVALUATION MATRIX

 Not Advisable     Major Constraint     Moderate Constraints     Minor Constraints     Optimal

QUALITY			SAFETY		PROPERTY		CONSTRAINTS		OVERALL EVALUATION		RECOMMENDATIONS		
QUALITY OF EXPERIENCE	WILLAMETTE FALLS VIEWS	ALL AGES & ABILITIES	VEHICLE CONFLICT RISK	CRIME RISK	HISTORIC DISTRICT	CANEMAH IMPACTS	PROPERTY IMPACTS	GEOTECH CONSTRAINTS	ENVIRONMENTAL IMPACTS	OVERALL SCORE	ORDER OF MAGNITUDE COST	INTERIM RECOMMENDATION	PERMANENT RECOMMENDATION
ALIGNMENT ALTERNATIVE - A													
											\$6.0 - \$6.5 M	Not Recommended	Not Recommended
ALIGNMENT ALTERNATIVE - B													
											\$2.1 - \$2.6 M		
ALIGNMENT ALTERNATIVE - C													
											\$2.6 - \$3.0 M	Not Recommended	Not Recommended



## INTERIM TRAIL RECOMMENDATION



- Utilize High Street and South 2<sup>nd</sup> sidewalks
- Improve safety along McLoughlin Blvd
- Install traffic calming and new signage in Canemah
- Utilize existing trail in Old Canemah Park





Connect Promenade to High  
Street via 2<sup>nd</sup> Street

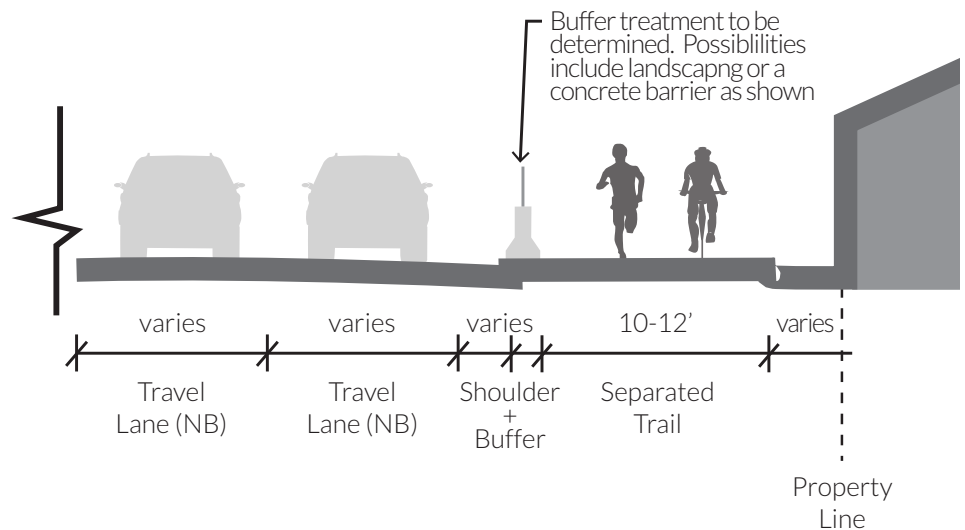


### McLoughlin Blvd/99E, Proposed Design

The proposed design for McLoughlin Blvd/99E protects MCT users by providing a buffer of landscaping or potentially a vertical barrier, such as a concrete jersey barrier, between the travel lanes and the trail. The 10-12' trail replaces the existing sidewalk (depending on location). The design will require further refinement and a design exception(s) from ODOT standards.



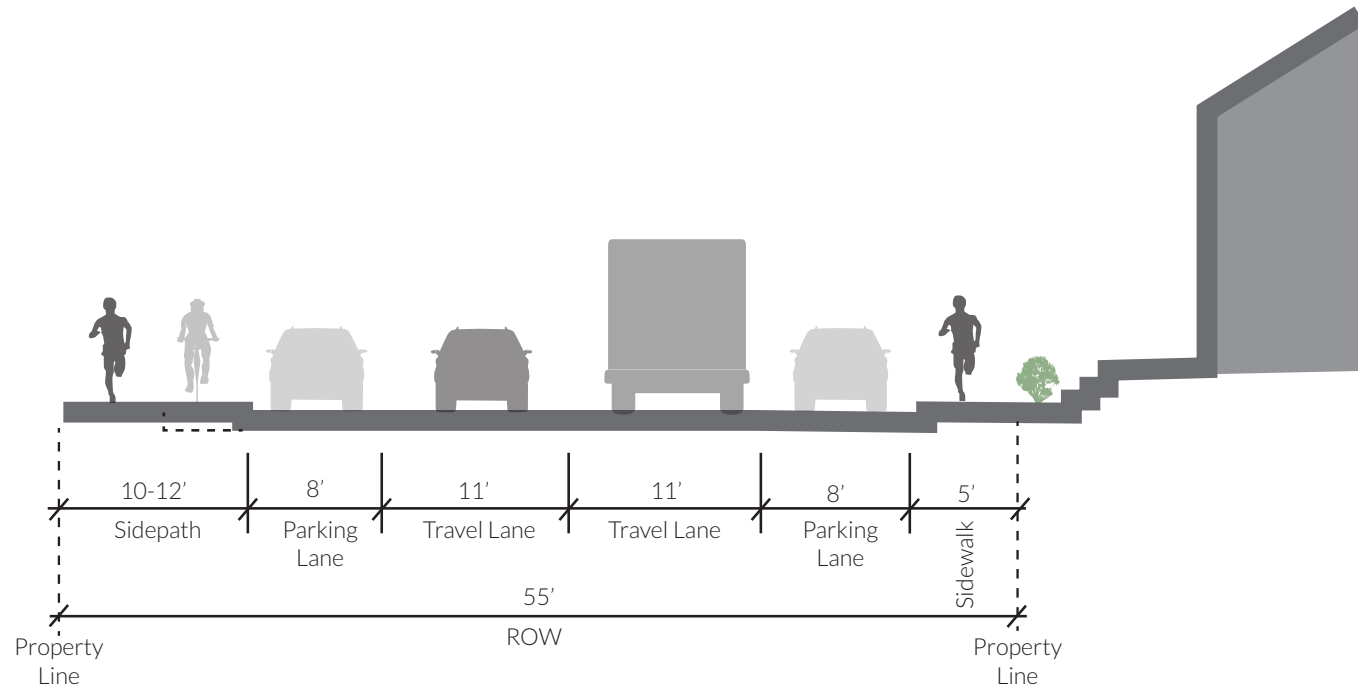
ODOT facility near Portland Expo Center showing protected sidepath w/ shoulder and concrete barrier. A similar facility could potentially be provided along McLoughlin Blvd.





### Tumwater Drive (north of S. 2nd Street), Proposed Design

The proposed design for Tumwater Drive narrows the travel lanes to 11' to provide space for a 12' elevated side-path on the west side of the street. This new multi-use side-path allows space for both pedestrians and bicyclists.







## Treatments Within Canemah

20 MPH Speed Limit  
On-street Markings  
Visual Narrowing  
Wayfinding Signage  
Stop Signs  
Speed Humps



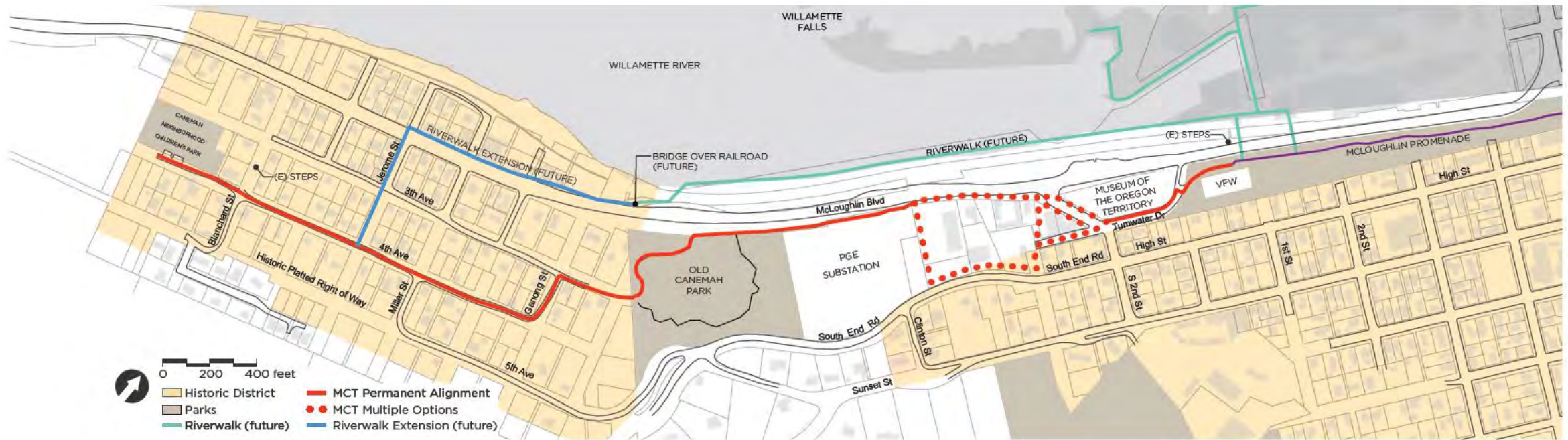
Example of visual narrowing (in Canemah, only paint would be utilized, not curbs)



Example of on-street marking



## Permanent Trail Alignment Recommendation



- Connect through VFW parking lot
- Add safe crossing at Tumwater Dr. and South 2<sup>nd</sup> St.
- Integrate trail with future development on McLoughlin Blvd
- Widen existing trail in Old Canemah Park



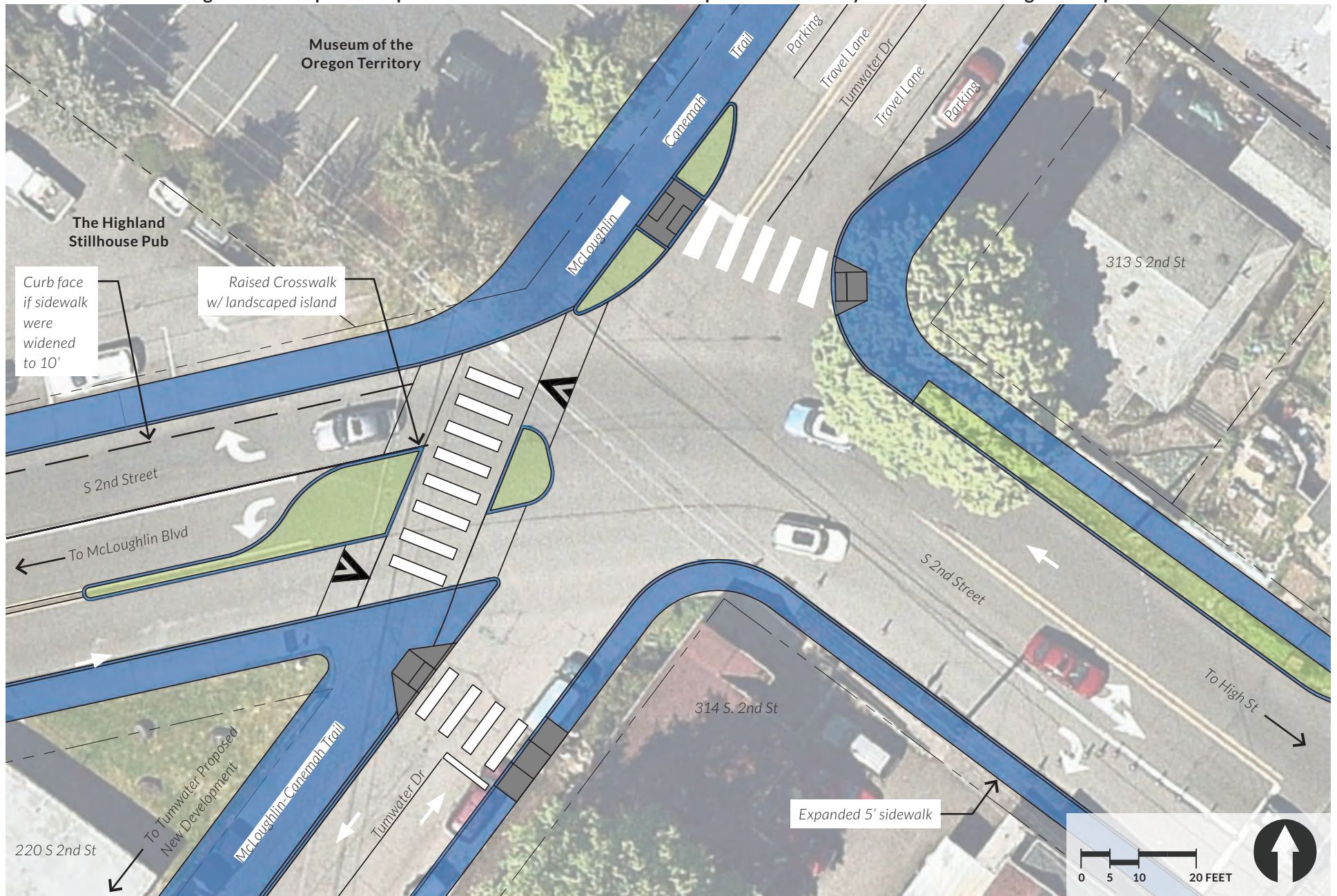


Existing VFW driveway



## TYPICAL CROSS SECTIONS & DESIGN FEATURES

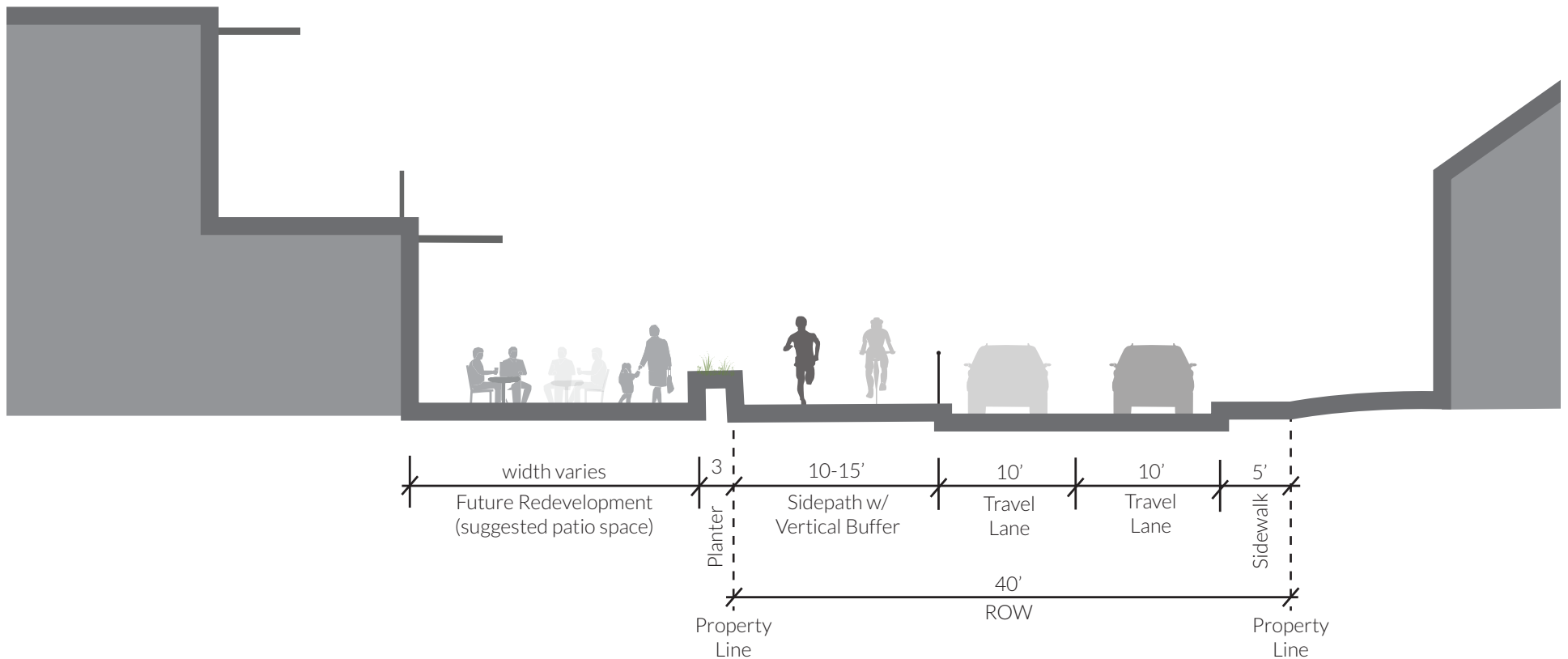
Diagrammatic depiction of potential intersection treatments. Requires further analysis and detailed design development.





### Tumwater Drive (south of S. 2nd Street), Proposed Design

With the re-development of parcels between McLoughlin Blvd and Tumwater Drive, south of S. 2nd Street, travel lanes are narrowed to 10' in both directions with a 5' sidewalk on the east side of the street. The MCT is designed as a 15" side-path with a vertical buffer. Re-developed commercial parcels should "face" Tumwater Drive by orienting entrances, windows, and seating space toward the trail and roadway.





# Proposed Legislative Amendment

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1. Adopt McLoughlin Canemah Trail Plan as ancillary document to the Transportation System Plan and Parks and Trails Master Plans
2. Amend project lists within each of these plans



# Review Criteria

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Chapter 17.68 of the Oregon City Municipal Code:

- Statewide Planning Goals
- Comprehensive Plan Goals and Policies
- Transportation System Plan, Trails Master Plan, Parks Master Plan

ALSO:

- Oregon Transportation Plan
- Oregon Highway Plan
- Transportation Planning Rule
- Regional Transportation Plan



# Review Criteria

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Comprehensive Plan Goals and Policies

## ***Goal 8.1: Developing Oregon City's Park and Recreation System***

*Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth.*

*Policy 8.1.5 - Identify and construct a network of off-street trails throughout the city for walking and jogging.*

*Policy 8.1.7 - Seek out opportunities to coordinate and partner with other departments, agencies, and jurisdictions to fulfill the aims of the Parks and Recreation Master Plan.*



# Review Criteria

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## Comprehensive Plan Goals and Policies

### **Goal 12.1 Land Use-Transportation Connection**

*Policy 12.1.1 - Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.*

*Policy 12.1.4 - Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.*

### **Goal 12.3 Multi-Modal Travel Options**

*Policy 12.3.2 -Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.*

*Policy 12.3.4 -Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.*



# Review Criteria

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## Comprehensive Plan Goals and Policies

### ***Goal 12.5 Safety***

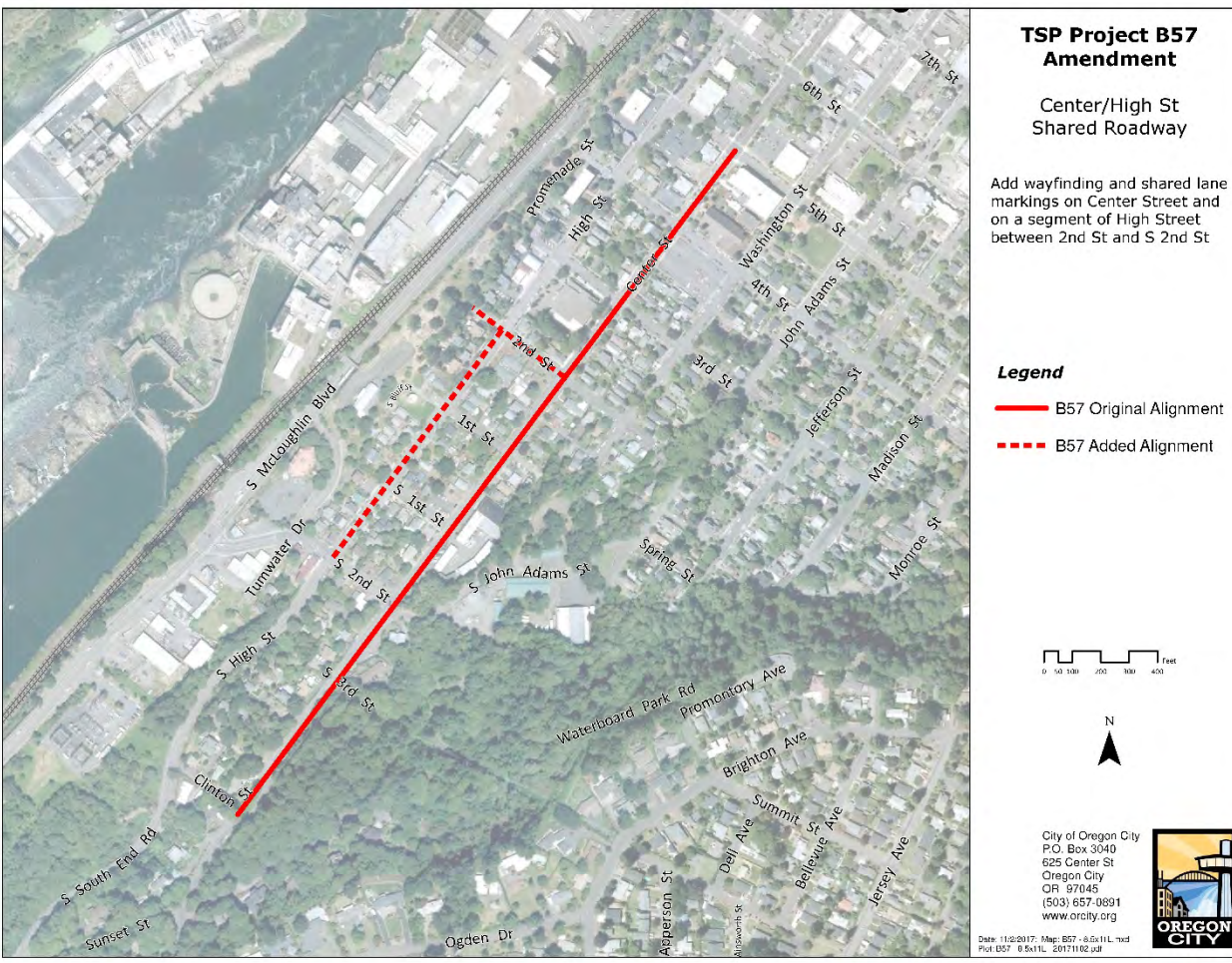
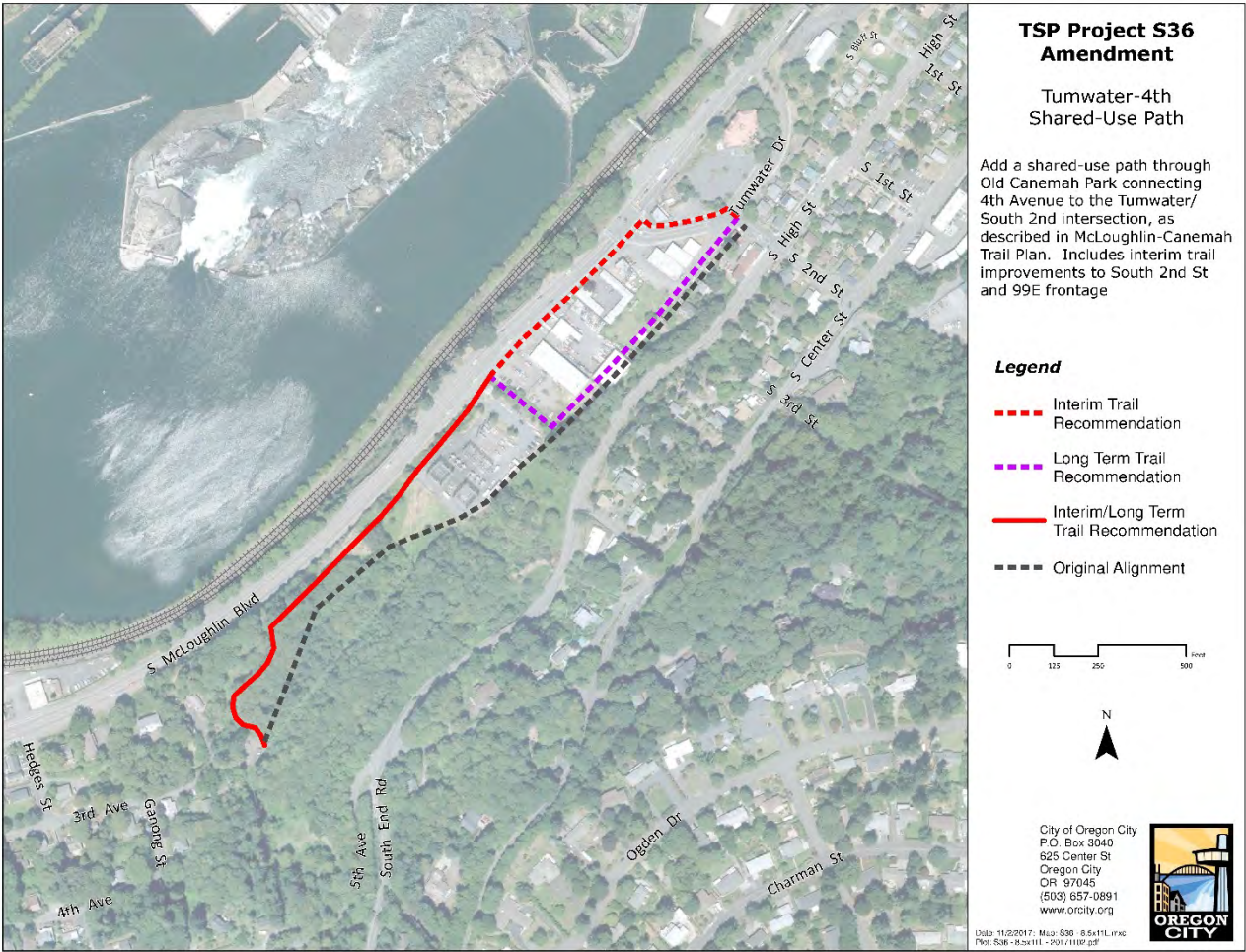
*Develop and maintain a transportation system that is safe.*

*Policy 12.5.1 -Identify improvements that are needed to increase the safety of the transportation system for all users.*

*Policy 12.5.3 -Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.*

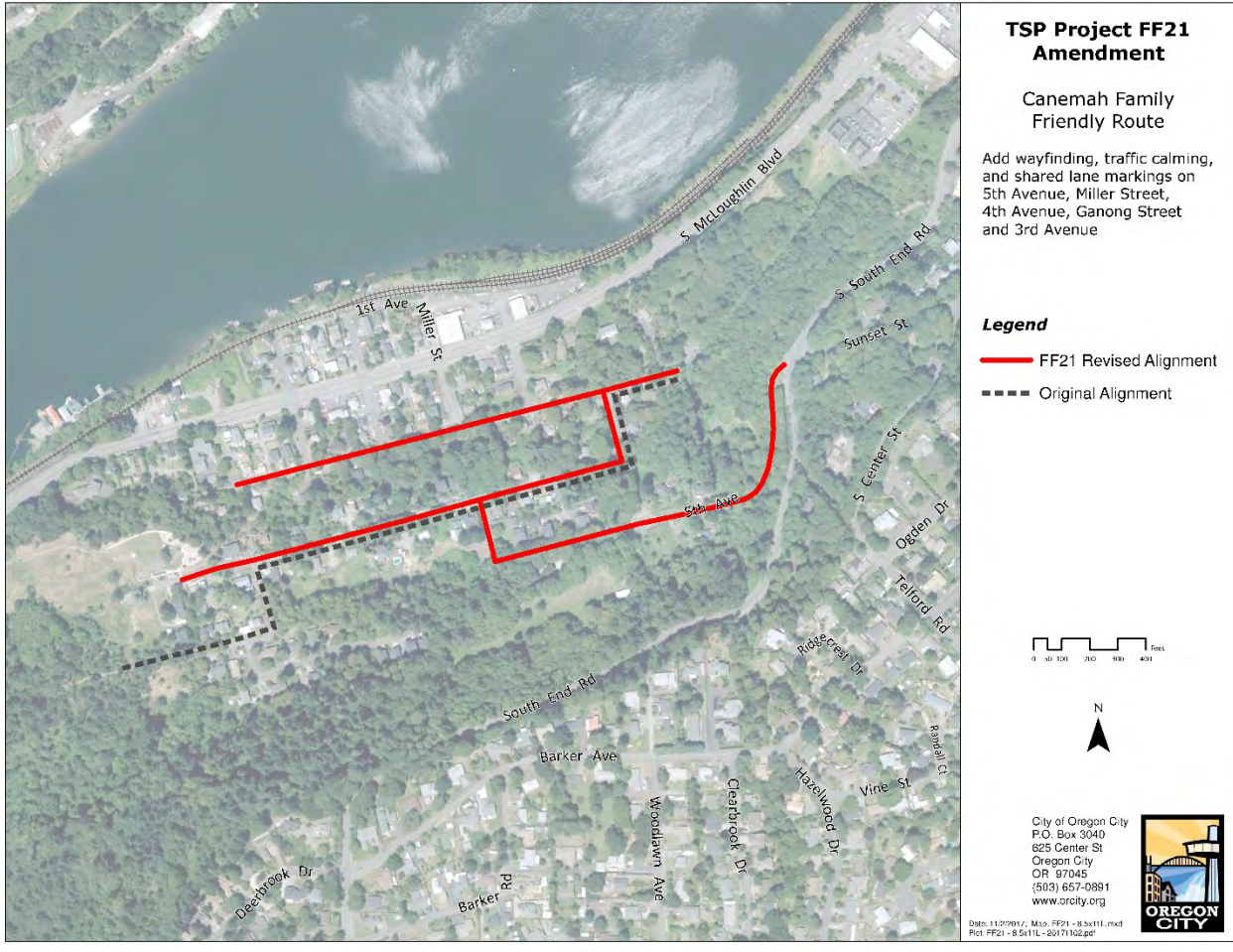
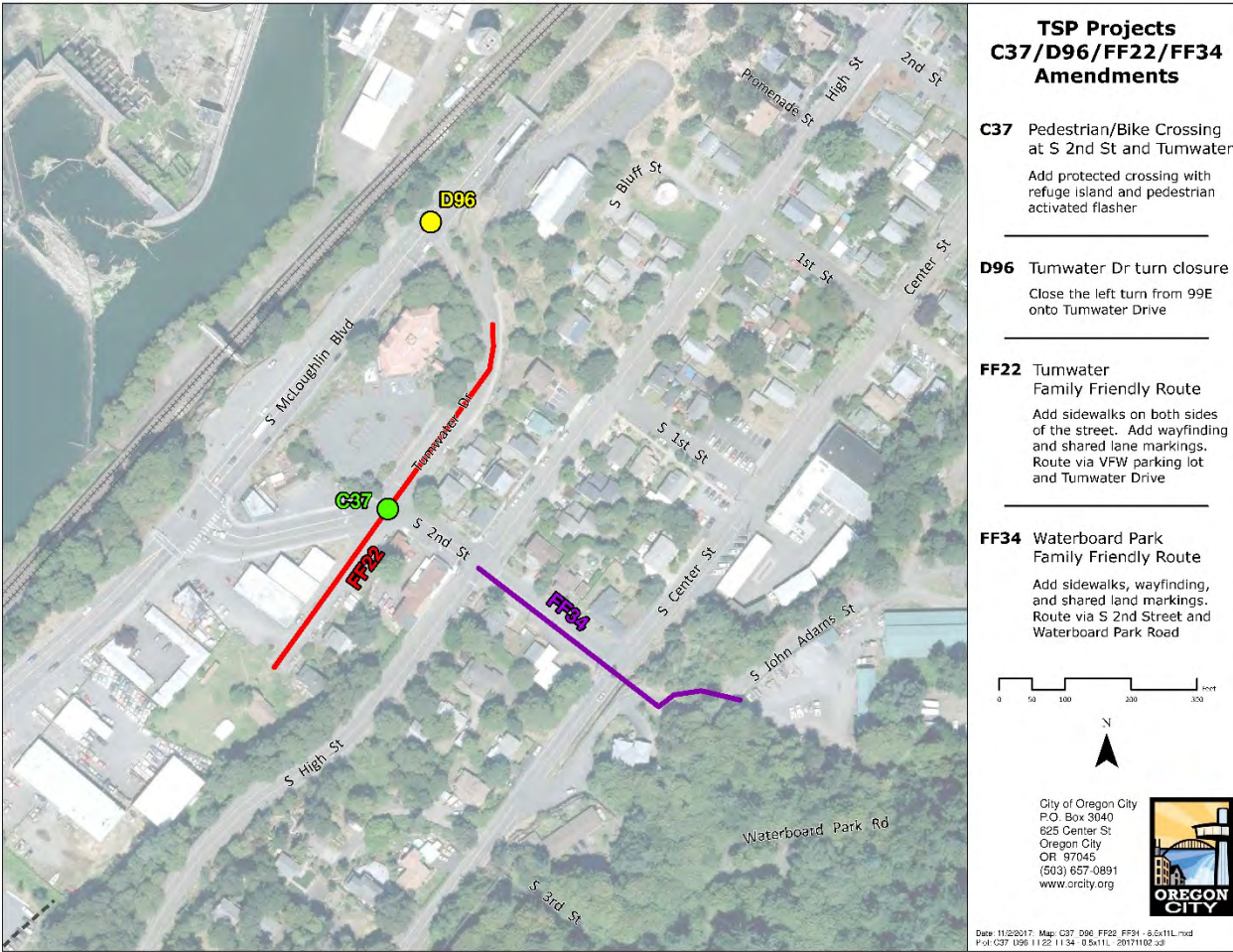


# Transportation System Plan Project List



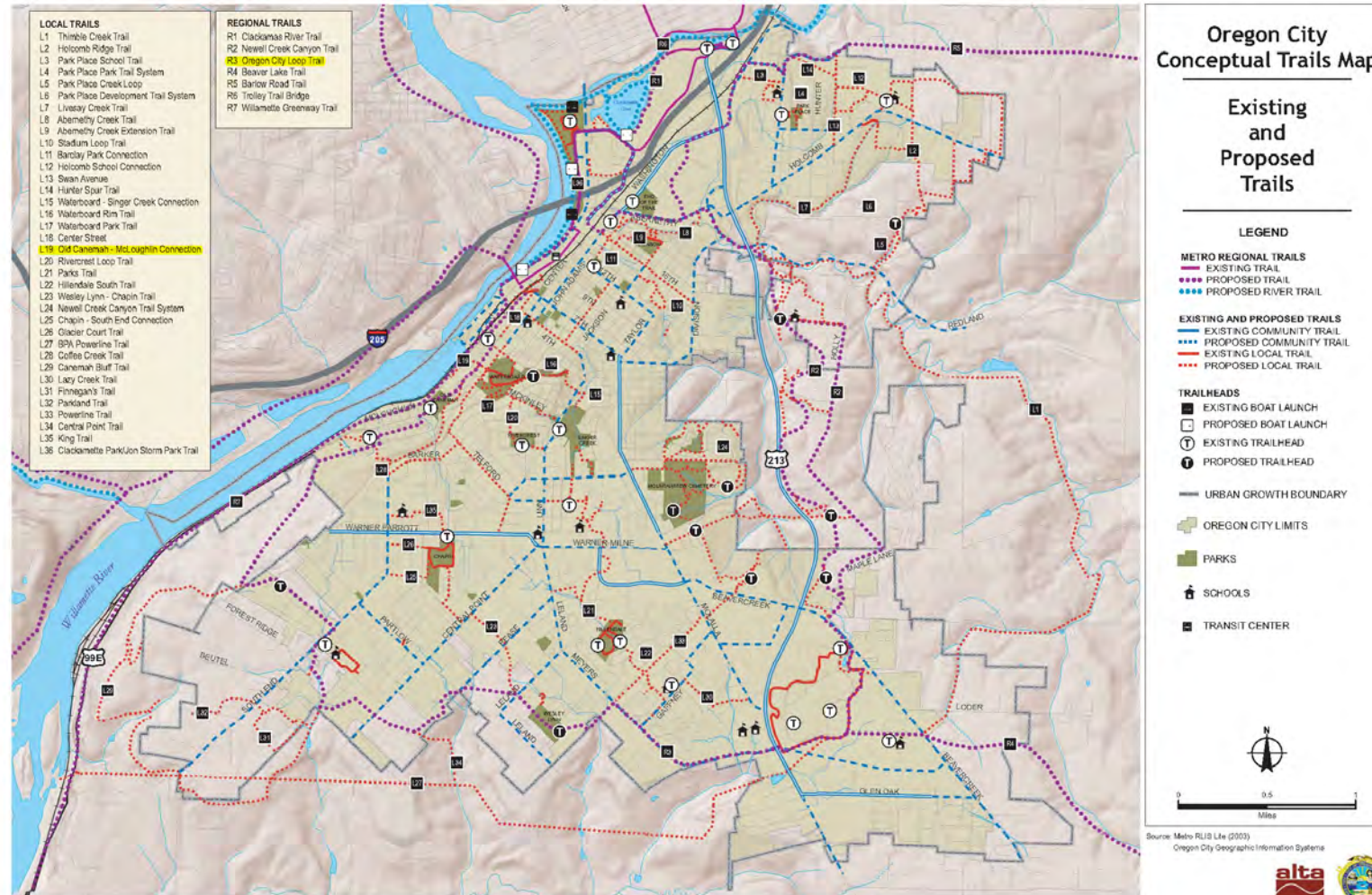


# Transportation System Plan Project List





# Trails and Parks Master Plans Project List



Project R3: Oregon City Loop Trail

Project L19: Old Canemah – McLoughlin Connection



# Trails and Parks Master Plans Project List Changes

## Trails Master Plan and Parks Master Plan Amendments Related to McLoughlin-Canemah Trail

1. Adopt McLoughlin- Canemah Trail Plan Report as Ancillary document to the Trails Master Plan
2. Add project to Parks Master Plan to improve parking lot access to Promenade parking lot (next to VFW) through widening near existing driveway on Tumwater Drive, adding a new driveway at 1<sup>st</sup> street, or both
3. Add project to parks Master Plan to connect Promenade to 2<sup>nd</sup> Street with paved walking path
4. Amend Trails Master Plan Project List:

ID	Trail	From - To	Type	Description	Adopted Plans	In Water Quality Resource Zone?	Acquisition/Easement	Right-of-Way improvement	Other	Crossings	Length (miles)	Ease of Implementation	Lead Responsibility	Priority	Trail Costs
L19	<del>Old Canemah-McLoughlin Connection</del> <u>McLoughlin-Canemah Trail</u>	<del>Old Canemah Park to Tumwater Promenade to Canemah Children's Park</del>	Paved Trail, sidewalk, on-street	<del>An on-street paved trail would extend through the Canemah neighborhood to a paved trail through Old Canemah Park to the PGE substation. The shared used path would continue across S 2<sup>nd</sup> to the VFW and Promenade, and connect to McLoughlin Blvd. Sidewalks would provide facilities to High Street, where trail users would meet up with the Regional Trail.</del>	<u>McLoughlin-Canemah Trail Plan</u>	Yes	Easements needed to cross PGE property to McLoughlin Blvd. <u>Acquisition or dedication of private property between PGE and S 2<sup>nd</sup> St.</u>	Sidewalks on McLoughlin, Tumwater, and S. 2nd St. <u>Shared street markings and traffic calming within Canemah</u>		<del>Type I at High</del> <u>Type 3 at S. 2<sup>nd</sup> St.</u>	<del>0.31</del> <u>0.95</u>	Moderate	Oregon City Parks and Recreation, Oregon City Public Works	2	<del>\$60,361</del> <u>\$2,100,124</u>
R3	Oregon City Loop Trail	Beavercreek Rd. - Hwy. 213 (excludes Newell Creek Canyon Trail section) <u>to Willamette Greenway Trail</u>	Shared Use path, on-street, boardwalk	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along powerline right-of-way, and down the bluff to link up with the Promenade <u>and riverwalk</u> in downtown Oregon City. <u>Includes multiple TSP projects and the McLoughlin-Canemah Trail.</u>	Metro Regional Transportation Plan, <u>McLoughlin-Canemah Trail Plan</u>	Yes, more than 50%	New development, easements on Canemah Bluff	High St., Central Point Rd., Meyers Rd., Beavercreek Rd., Redland Rd., Abernethy Rd., 15th St. <u>streets in Canemah, Tumwater Dr.,</u>	Boardwalk from Meyers to Frontier Parkway	Type I, Type II, <u>Type III</u>	<del>9.5</del> <u>11.2</u>	Difficult	Oregon City, Clackamas County, Metro	1	\$2,469,331



# Next Steps

City staff, with the help of stakeholders, will identify internal resources and apply for additional grant funds to implement the trail. Potential funding sources include Parks System Development Charges, Transportation System Development Charges, ODOT grants, such as Connect Oregon funds, and other local and state grants. This work will include:

No.	Task	Priority / Timeframe	Responsibility
1	Pursue 20 MPH speed limit in Canemah neighborhood	1	Planning, Public Works
2	Design/implement Tumwater Drive closure	1	Planning, Public Works, ODOT
3	Explore interim improvements to 99E	1	Planning, Public Works, ODOT
4	Outreach to Canemah neighbors, add street markings within Canemah	1	Planning, Public Works, Historic Review Board
5	High Street bike route striping	1 (with 2018 resurfacing)	Planning, Public Works
6	Obtain a survey of the trail alignment area	2	Parks and Rec with coordination from PGE
7	Conduct study of S 2 <sup>nd</sup> St. pedestrian crossing options	2	Public Works, Planning, ODOT
8	Develop a trail signage plan	2	Parks and Rec, Public Works
9	Apply for grants for trail construction	2	All stakeholders, especially groups with nonprofit status
10	Construct interim trail improvements	2	Parks and Rec, Public Works, stakeholder volunteers, with coordination from PGE and ODOT
11	Explore and design VFW driveway changes	2	Parks and Rec, VFW
12	Construct permanent trail improvements	3	Parks and Rec, Public Works, with coordination from PGE



# Questions?

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## ACKNOWLEDGMENTS

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Many thanks to all who took part in this trail planning effort, including:

### City Staff:

Kelly Reid, Planner  
Phil Lewis, Community Services Director  
Denise Conrad, Assistant Parks and Recreation Director  
Dayna Webb, Senior Project Engineer  
Martin Montalvo, Public Works Operations Manager  
Jan Holmgren, Utility Maintenance Specialist  
Christina Robertson-Gardiner, Senior Planner  
Chris Wadsworth, Community Outreach & Crime Prevention Coordinator

### Advisory Committee Members:

Andy Houseman, Property Owner  
Ben Deitch, Property Owner  
Dayna Webb, City Public Works  
Dennis Anderson, At Large  
Denyse McGriff, McLoughlin Neighborhood Association  
Doug Neeley, Natural Resources Committee  
Ed Lyman, Transportation Advisory Committee  
Jessica Horning, ODOT  
Jessica Smith, Canemah Neighborhood Association  
Karin Morey, Citizen Involvement Committee  
Larry Moseley, Veterans of Foreign Wars (VFW)  
Linda Baysinger, At Large  
Lisa Novak, Parks and Rec Advisory Committee  
Luke Norman, Trail Advocate  
Mel Huie, Metro  
Paul Edgar, At Large  
Phil Lewis, City Parks and Recreation  
Jennifer Santhouse, Portland General Electric

### Additional Support:

Metro Nature in Neighborhoods Grant Committee  
Clackamas County Historical Society  
Oregon City Parks Foundation  
Clackamas County Transportation Engineering  
Oregon City Trail Alliance  
Downtown Oregon City Association

### Consultant Team:

Mary Stewart, PLA, Alta Planning + Design  
Christo Brehm, Alta Planning + Design  
Katie Mangle, Alta Planning + Design  
Alan Bean, PE., GE, Northwest Geotech, Inc  
John van Staveren, PWS, Pacific Habitat Services, Inc