



Legislative File LE 17-02
McLoughlin-Canemah Trail Plan Adoption
Narrative and Responses to Review Criteria

Proposed Project

The proposal is to update and amend the Oregon City Transportation System Plan (2013), the Parks Master Plan, and Trails Master Plan by adopting the McLoughlin-Canemah Trail Plan. These plans are Ancillary Documents to the Oregon City Comprehensive Plan.

According to the 2004 Oregon City Comprehensive Plan (Introduction, “Implementing the Plan” Page 4): “Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan.”

Project Goals and Objectives

In 2016, the City of Oregon City, in partnership with the Oregon City Trail Alliance, the McLoughlin Neighborhood Association, and the Clackamas County Historical Society, was granted a Nature in Neighborhoods grant of \$25,000 to fund a planning effort for the McLoughlin-Canemah Trail (MCT), a segment of the larger Oregon City Loop Trail. The objective of the grant-funded trail plan project was to determine an alignment for a permanent trail, and to identify an interim trail alignment and safety upgrades. While each entity had its own priorities and reasons for supporting the project, the overall objectives were to create a safer pedestrian and bicycle route between the two neighborhoods, connecting city amenities along the way.

Goals for this trail were developed based on the results of a survey taken by the project’s Community Advisory Group members, and from conversations with group members and city staff. The Community Advisory Group approved the goals after its first meeting in July 2017. These goals were used to develop the trail alternatives and to evaluate the alternatives against each other. Goals are listed below.

MCLOUGHLIN-CANEMAH TRAIL GOALS:

- Provide an attractive route of travel for people walking and biking between the McLoughlin Promenade and Canemah Children’s Park that connects residential areas, parks, and businesses.
- Strive to provide facilities that serve all ages and abilities, including people with disabilities or mobility limitations
- Minimize risk and conflicts between automobile traffic, bicycle traffic, and pedestrians.

- Provide a trail design that is context-sensitive, particularly to the Canemah National Register Historic District, McLoughlin Promenade, and the McLoughlin Conservation District.
- Provide experiences and views of Willamette Falls
- Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor
- Discourage criminal activity and provide a secure environment for all users
- Responsibly utilize public funds to provide a high-quality trail experience both now and into the future
- Avoid use of private property in the Canemah National Register Historic District.

Relevant Projects and Plans

The City of Oregon City adopted a [Trails Master Plan](#) in 2004. That plan identified dozens of planned and proposed trails to create a trail network throughout the City. The Oregon City Loop Trail was identified as a regional trail within the Master Plan. As a regional trail, the Oregon City Loop Trail was envisioned as a wide shared use path to serve people walking and bicycling, people in wheelchairs and in some cases, equestrians. In the Master Plan, the McLoughlin-Canemah Trail was also identified as a shared use path and links the Loop Trail to trails in the downtown area. The City is currently working to update the Loop Trail to include all the connections, so that the MCT is officially considered part of the Loop Trail.

In 2014, the City conducted an analysis identifying gaps in the sidewalk and trail network between the Promenade and the Canemah Children's Park. This internal work set the stage for the public planning process for the MCT.

The concept design for the Willamette Falls riverwalk, which will provide public access to Willamette Falls from downtown Oregon City, was finalized in June 2017. The riverwalk includes a pedestrian bridge from the old Blue Heron Mill site up to the McLoughlin Promenade. While the concept plan leaves open a few options for the exact location of that pedestrian bridge, it will be located near the VFW building on the bluff. Adopted plans show the MCT connecting to the Promenade and the pedestrian bridge.

The Oregon City [Transportation System Plan](#), adopted in 2013, includes two shared use paths and family friendly routes within the MCT corridor, along with crossing improvements that could be part of the trail. The following TSP Projects are within the vicinity of the MCT.

Table. 1 TSP Projects within the vicinity of the McLoughlin-Canemah Trail

Project Number	Project Name	Project Extent	Description	Priority
S36	Tumwater-4th Shared-Use Path	Tumwater Drive to 4th Avenue	Add a shared-use path through Old Canemah Park connecting 4th Avenue to the Tumwater/South 2 nd intersection	Long-term

S37	OR 99E (south of Railroad Avenue) Shared-Use Path	Railroad Avenue to UGB	Add a shared-use path along the north side of the street. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street	Long-term Phase 2
C36	Pedestrian Crossing at Jerome St and 99E	OR 99E/Jerome Street	Install crosswalk and pedestrian activated flasher on OR 99E in Canemah	Long-term Phase 2
FF21	Canemah Family Friendly Route	Old Canemah Park to Cemetery Road	This site is located within the Canemah National Register District. Add wayfinding and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. Route via 5th Avenue, Blanchard Street, 4th Avenue, Ganong Street and 3rd Avenue	Long-term Phase 4
FF22	Tumwater-South 2 nd Family Friendly Route	Waterboard Park to Tumwater-4th Shared-Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Tumwater Drive, South 2nd Street and Waterboard Park Road	Long-term Phase 4

Regional plans that include the MCT and/or the Oregon City Loop Trail include the Metro [Regional Transportation Plan](#) and [Regional Trails Plan](#).

Public Involvement and Public Comment

The McLoughlin-Canemah Trail will pass through an urban area with many neighbors and stakeholders. These include:

- VFW – The VFW operates out of a building on the bluff where the McLoughlin Promenade currently ends.
- Clackamas County Historical Society - CCHS operates the Museum of the Oregon Territory, which sits at the end of the Promenade next to the VFW and is an important destination along the future trail.
- McLoughlin and Canemah Neighborhoods – McLoughlin and Canemah both boast active neighborhood associations. McLoughlin encompasses the historic Promenade and is the location of some of Oregon City's oldest homes. Canemah encompasses the Canemah National Register Historic District, Old Canemah Park, Canemah Children's Park, and the Canemah Bluff Natural Area.

- Oregon City Trail Alliance – OCTA is a nonprofit advocacy organization whose purpose is to support a strong network of walking and biking trails to support active transportation and health in the community.
- Oregon City Parks Foundation – The Oregon City Parks Foundation is a nonprofit formed to support maintenance and enhancement of Oregon City’s parks and trails.
- Local Businesses – Local businesses in the trail corridor are located along 99E and include the Highland Stillhouse, Falls View Tavern, Bud’s Towing, and Gerber Collision.
- Local residents and property owners – Local residents in the area are potential future trail users and will be affected by the trail alignment and design.
- City Committees – The City’s standing committees for Historic Review, Natural Resources, Parks and Recreation, Transportation, and Citizen Involvement all have an interest in various facets of the trail plan.
- Downtown Oregon City Association – DOCA is the stakeholder-steward of Downtown Oregon City, and aims to stimulate economic vitality and investment in the downtown and in Oregon City. DOCA sees trails and nature as an important part of the economic vitality of Oregon City.

Public Engagement Process

The City brought together a Community Advisory Group for the trail planning process that included many of the stakeholders and partners listed above. The 16 member Community Advisory Group’s purpose was to guide the process to establish project goals, evaluate alternatives, and provide a recommendation to the City Commission for the final trail alignment.

The advisory group began its work with a site walk on June 27, 2017. The group began at the VFW and crossed S 2nd St, walked along 99E, behind the PGE substation, and into Old Canemah Park, taking 4th avenue to the Canemah Children’s Park. They returned to the VFW using the Canemah staircase, 3rd Avenue, crossing 99E, and walking on the 99E Boardwalk to the light at S 2nd St. Along the way, the group stopped to discuss the opportunities and challenges of various trail options.

Advisory Group Meetings

Over the course of three meetings, the Community Advisory Group crafted project goals, reviewed community input, evaluated various trail alignments, and arrived at consensus for a preferred trail alignment recommendation. Meeting notes are included in the Appendices of this report.

Greenway for a Day

To gather input from residents and other future trail users, the project team organized a temporary trail event called Greenway for a Day on Saturday, July 29. The event invited citizens to experience existing conditions within the McLoughlin-Canemah Trail project corridor, to walk one of the trail alignment alternatives, and to provide comments about their experience and preferences.

Participants traveled from the Museum of the Oregon Territory to Canemah Children's Park, following the one-mile temporarily marked trail alignment. The event attracted approximately 70-80 participants over the four-hour event.

Stations were set up at the Museum of the Oregon Territory and Canemah Children's Park with surveys, games, refreshments, maps of the alignment alternatives, and design toolbox boards showing a range of design strategies that could be employed within the trail corridor. The project team received 56 survey responses.

By far, the most common response for the best part of the trail experience was Old Canemah Park. People liked the access to nature and the view of Willamette Falls from the heavily wooded park. A frequent response to the least favorite part of the experience was the portion along 99E. Some comments mentioned the existing gravel path, others mentioned the traffic, and others mentioned concern for safety of that segment.

Participants pointed out that there is currently not a safe and reasonable route for riding a bicycle between the Canemah Historic District/Children's Park and the Museum of the Oregon Territory area. This is a critical need especially as more families who want to commute to downtown Oregon City move to the neighborhood. The steep grades on Ganong Street between 3rd and 4th are challenging for cyclists and McLoughlin Blvd is unsafe in its current condition. South End Road potentially offers the best route for cyclists but only if width could be increased, traffic calmed, and travel speeds significantly decreased to provide safe facilities for cycling.

Many participants mentioned a need for traffic calming for sections where people walking and biking would share the roadway with vehicles. Many felt uncomfortable walking adjacent to McLoughlin Blvd without any kind of protection or buffer.

Participants mentioned that there is a general need for trail and park wayfinding in Oregon City and that wayfinding for this project (with its many alignment jogs) will need special consideration. Specifically, people noted that a sign would be needed at Ganong Street to direct users to 4th Street to avoid the stairway on 3rd Street. The stairway entrance should also be better defined, if it is to be part of the trail alignment.

Proposed Trail Alignment

Three trail alignments were considered by the Community Advisory Group. The group's recommendation includes an interim and long term permanent trail alignment. See attached application materials for complete trail maps and alignments.

INTERIM ALIGNMENT RECOMMENDATION

The Interim trail alignment recommendation begins at the McLoughlin Promenade and connects via 2nd Street to High Street. From there, the trail turns onto S. 2nd Street and continues west to McLoughlin Blvd/Hwy 99E, or users may cross at High Street and walk along the south side of S. 2nd Street. Using the existing traffic signal crossing, the trail continues on the east side of McLoughlin Blvd/Hwy 99E until reaching the Portland General Electric (PGE) substation entrance.

From the PGE entrance, the Interim and Permanent trail recommended alignments are identical. The trail connects between the PGE substation and McLoughlin Blvd/Hwy 99E, enters Old Canemah Park, and connects to the Canemah National Register District neighborhood.

The route through the neighborhood follows Marshall Street and 3rd Avenue west/southwest , turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children’s Park.

DESIGN ASSUMPTIONS – INTERIM TRAIL

- Wayfinding and shared use signage and pavement markings between 2nd Street and McLoughlin Blvd
- Widen trail through Old Canemah Park
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave.
- Reinforcement at top of basalt cliff along McLoughlin Blvd

PERMANENT TRAIL ALIGNMENT RECOMMENDATION

The Permanent trail alignment recommendation begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway. From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest on Tumwater Drive through re-developed parcels, turning toward McLoughlin Blvd/Hwy 99E just north of the Portland General Electric (PGE) substation property.

From the PGE entrance, the Interim and Permanent trail recommended alignments are identical. The trail connects between the PGE substation and McLoughlin Blvd/Hwy 99E, enters Old Canemah Park, and connects to the Canemah National Register District neighborhood.

The route through the neighborhood follows Marshall Street and 3rd Avenue west/southwest , turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children’s Park.

DESIGN ASSUMPTIONS – PERMANENT TRAIL

- New automobile connection to/from VFW via 1st Street allows dedicated ped-bike connection to Tumwater Dr. Left turn from McLoughlin Blvd/Hwy 99E onto Tumwater is permanently closed.
- Widen sidewalk to shared use path width along Tumwater Dr
- Intersection crossing at S 2nd Ave and Tumwater Drive re-designed for safety
- Re-development of parcels between McLoughlin Blvd and Tumwater Dr south/southwest of S. 2nd Avenue.
- Widen trail through Old Canemah Park
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave.
- Cost estimate includes reinforcement at top of basalt cliff.

DECISION-MAKING CRITERIA:

Oregon City Comprehensive Plan

According to the 2004 Oregon City Comprehensive Plan (Introduction, “Implementing the Plan” Page 4): “Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments

through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan.”

As an ancillary plan, the Transportation System Master Plan requires findings for consistency with applicable Comprehensive Plan Goals and Policies and also with Statewide Planning Goals. These findings are presented below.

Consistency with Oregon City Comprehensive Plan

Chapter O of the 2004 Oregon City Comprehensive Plan, Comprehensive Plan Maintenance and Update, contains criteria for approving changes to the comprehensive plan and plan map. Review of the comprehensive plan should consider:

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

Chapter O. Comprehensive Plan Maintenance and Update

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

- ***Plan implementation process;***

Finding: The McLoughlin-Canemah Trail Plan is a special purpose plan that is part of the City’s Transportation System Plan, an adopted Ancillary Document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review in order to maintain and update it. The applicant, Oregon City Public Works Department, has presented the update for input by the residents, affected agencies, property owners, the Parks and Recreation Advisory Committee, the Historic Review Board, Transportation Advisory Committee, Neighborhood Associations, Planning Commission and City Commission in accordance with the recommended method described in the Comprehensive Plan and pursuant to the applicable process described in Oregon City Municipal Code section 17.50.170. The plan implementation process is consistent with the Comprehensive Plan.

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

Finding: The McLoughlin-Canemah Trail Plan provides an analysis of existing conditions and provides direction for future development, funding and needs. A review of the Natural Resources Overlay District and reconnaissance level wetlands review has shown that the trail may impact regulated natural resources and will be required to follow permitting requirements.

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

Finding: The McLoughlin-Canemah Trail Plan was created through a robust public engagement process in order to reflect community needs, desires, attitudes, and conditions.

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

Finding: The McLoughlin-Canemah Trail Plan includes an analysis of existing conditions including reconnaissance of natural resources and slopes.

Consistency with Oregon City Comprehensive Plan Goals and Policies

Section 1 Citizen Involvement

Goal 1.2 Community and Comprehensive Planning

Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

Goal 1.4 Community Involvement - Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.

Policy 1.4.1 - Notify citizens about community involvement opportunities when they occur.

Goal 1.5 Government/Community Relations -Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities.

Finding: The City brought together a Community Advisory Group for the trail planning process that included many of the stakeholders and partners listed above. The 16 member Community Advisory Group's purpose was to guide the process to establish project goals, evaluate alternatives, and provide a recommendation to the City Commission for the final trail alignment. The City also hosted Greenway for a Day to engage the larger community, and held an online survey available to all. The event was advertised to all residents and property owners in the vicinity of the trail, and was covered in the local media.

Letters were mailed to property owners along the potential trail routes three times during the process: at the beginning of the process, for the Greenway event, and as part of the land use notice requirements.

Section 2: Land Use

Goal 2.1 Efficient Use of Land

Ensure that property planned for residential, commercial, office, and industrial uses is used efficiently and that land is developed following principals of sustainable development

Finding: No change to land uses are proposed. The trail aims to connect residents to commercial areas.

Section 5: Natural Resources

Goal 5.4 Natural Resources

Identify and seek strategies to conserve and restore Oregon City's natural resources, including air, surface and subsurface water, geologic features, soils, vegetation, and fish and wildlife, in order to

sustain quality of life for current and future citizens and visitors, and the long-term viability of the ecological systems.

Policy 5.4.1 - Conserve and restore ecological structure, processes and functions within the city to closely approximate natural ecosystem structure, processes, and functions.

Policy 5.4.2 - Cooperate with Clackamas County, Metro and other agencies to identify and protect wildlife habitat, distinctive natural areas, corridors and linkages and other ecological resources within the Urban Growth Boundary and incorporate the information into the Urban Growth Management Agreement with Clackamas County.

Policy 5.4.4- Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating and assessing costs of City actions.

Policy 5.4.8 - Conserve natural resources that have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation and fish, and wildlife habitat.

Policy 5.4.9 - Protect and enhance riparian corridors along streams in Oregon City to increase shade, reduce streambank erosion and intrusion of sediments, and provide habitat for a variety of plants, animals, and fish.

Policy 5.4.12 - Use a watershed-scale assessment when reviewing and planning for the potential effects from development, whether private or public, on water quality and quantity entering streams.

Finding: The trail plan included an analysis and on-the-ground reconnaissance of natural resources. Areas with wetlands and streams were considered in the alternatives, but ultimately ruled out. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources.

Section 6: Quality of Air, Water and Land Resources

Goal 6.1 Air Quality -Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.2 -Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.

Finding: The trail plan included an analysis and on-the-ground reconnaissance of natural resources. Areas with wetlands and streams were considered in the alternatives, but ultimately ruled out. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources.

Section 11: Public Facilities

Goal 11.1 Provision of Public Facilities

Serve the health, safety, education, welfare, and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.

Policy 11.1.1

Ensure adequate public funding for the following public facilities and services, if feasible:

- *Transportation infrastructure*

Policy 11.1.2

Provide public facilities and services consistent with the goals, policies and implementing measures of the Comprehensive Plan, if feasible.

Policy 11.1.5

Design the extension or improvement of any major public facility and service to an area to complement other public facilities and services at uniform levels.

Policy 11.1.7

Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary.

Finding: The trail plan is a refinement of several projects found in the City's adopted Transportation System Plan. The plan includes prioritization and cost estimates for trail elements.

Goal 11.6 Transportation Infrastructure

Optimize the City's investment in transportation infrastructure.

Policy 11.6.1

Make investments to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.

Finding: The McLoughlin-Canemah Trail Plan includes solutions to create a safer and more connected environment for walking and biking. It includes shared-use paths, family-friendly facilities, and crossings. It will better connect residential areas to the regional center by connecting with the McLoughlin Promenade, which allows direct access to downtown via the elevator.

Section 12: Transportation**Goal 12.1 Land Use-Transportation Connection**

Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

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.

Finding: The trail will create a safer walking environment in Canemah and will add pedestrian facilities where they are lacking. It will also better connect residential areas in Canemah and McLoughlin to the regional center by connecting with the McLoughlin Promenade, which allows direct access to downtown via the elevator.

Goal 12.3 Multi-Modal Travel Options

Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

Policy 12.3.1 -Provide an interconnected and accessible street system that minimizes vehicle miles traveled and inappropriate neighborhood cut through traffic.

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 12.3.3 - Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.

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

Policy 12.3.5 -Promote and encourage a public transit system that ensures efficient accessibility, mobility, and interconnectivity between travel modes for all residents of Oregon City.

Policy 12.3.6 -Establish a truck route network that ensures efficient access and mobility to commercial and industrial areas while minimizing adverse residential impacts.

Policy 12.3.8 -Ensure that the multi-modal transportation system preserves, protects, and supports the environmental integrity of the Oregon City community.

Policy 12.3.9 -Ensure that the city's transportation system is coordinated with regional transportation facility plans and policies of partnering and affected agencies.

Finding: The McLoughlin-Canemah Trail Plan provides opportunities to facilitate increased travel opportunities for, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The trail connects important destinations (parks, schools, residences, and employment) with multiple modal options.

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 12.5.2 -Identify and implement ways to minimize conflict points between different modes of travel.

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

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing.

Goal 12.7 Sustainable Approach

Promote a transportation system that supports sustainable practices.

Policy 12.7.4 - Promote multi-modal transportation links and facilities as a means of limiting traffic congestion.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing. The trail will give local residents more choices about how they travel, which can alleviate traffic by reducing vehicle trips.

Goal 12.8 Implementation/Funding

Identify and implement needed transportation system improvements using available funding.

Policy 12.8.1 - Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, without adversely impacting neighboring jurisdictions and facilities.

Finding: The proposed projects in the corridor plan will maximize the efficiency of the transportation system by providing multi-modal connectivity throughout the corridor and the surrounding areas. By combining several projects into a more detailed analysis and study, the plan, when adopted, leverages developer requirements, grant funds and local funds for more comprehensive and planned projects.

CONSISTENCY WITH STATEWIDE PLANNING GOALS

STATEWIDE PLANNING GOAL 1:

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: This goal is implemented through the applicable Goals and Policies in Section 1 of the Oregon City Comprehensive Plan: Citizen Involvement. Development of the plan included an extensive public involvement effort. Oregon City has presented the project to the public at a series of meetings including the Parks and Rec advisory Committee, Transportation Advisory Committee, Neighborhood Associations, Historic Review Board, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

STATEWIDE PLANNING GOAL 2:

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: This goal is implemented through the applicable Goals and Policies in Section 2 of the Oregon City Comprehensive Plan: Land Use. Because the plan is an ancillary document to the City's Transportation System Plan and Comprehensive Plan, the application was processed pursuant to the legislative hearing process outlined in Section 17.50.170 of the Oregon City Municipal Code.

STATEWIDE PLANNING GOAL 5:

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: This goal is implemented through the applicable Goals and Policies in Section 5 of the Oregon City Comprehensive Plan: Open Spaces, Scenic and Historic Areas, and Natural Resources. The Oregon City Municipal Code contains review criteria for uses within overlay districts to assure that designated Goal 5 resources are appropriately considered when development is proposed. In particular, the Natural Resource Overlay District designation: "provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within Oregon City. The Natural Resource Overlay District (NROD) implements the Oregon City Comprehensive Plan Natural Resource Goals and Policies, as well as Federal Clean Water Act requirements for shading of streams and reduction of water temperatures, and the recommendations of the Metro ESEE Analysis. Trails, paths, and roads are permitted either outright or with restrictions in the Natural Resource Overlay District as identified in OCMC 17.49.150 as part of a Type II or Type III review process.

Individual construction projects to implement the McLoughlin-Canemah Trail Plan will be reviewed through the land use process pursuant to the above resource protection guidelines.

STATEWIDE PLANNING GOAL 6:

To maintain and improve the quality of the air, water and land resources of the state.

Finding: This goal is implemented through the applicable Goals and Policies in Section 6 of the Oregon City Comprehensive Plan: Quality of Air, Water and Land Resources. By planning system improvements based on projected demand and land use patterns, the plan will ensure that land suited for development will be served efficiently.

The improvements recommended in the plan will result in less pollution by providing a safe opportunity for pedestrian and bicycle travel.

STATEWIDE PLANNING GOAL 11:

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: This goal is implemented through the applicable Goals and Policies in Section 11 of the Oregon City Comprehensive Plan: Public Facilities. As stated in Section 11, the transportation infrastructure in Oregon City is governed by the Oregon City Transportation System Plan (Oregon City TSP). The relevant Public Facilities goals and policies and findings are discussed in greater detail above.

STATEWIDE PLANNING GOAL 12:

To provide and encourage a safe, convenient and economic transportation system.

Finding: This goal is implemented at the local level through the applicable Goals and Policies in the updated TSP, Section 2 (The Vision). This goal is also implemented at the state level through the Transportation Planning Rule (TPR), OAR 660-012. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing

STATEWIDE PLANNING GOAL 13: To conserve energy.

Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

Finding: This goal is implemented through the applicable Goals and Policies in Section 13 of the Oregon City Comprehensive Plan: Energy Conservation. The multimodal transportation system and improvements proposed will support efficient use of land and encourage walking and biking by providing a cohesive transportation system for a variety of modes.

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). A TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The most pertinent OTP goals and policies for city transportation system planning are provided below.

POLICY 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing intersections. It is designed to be as flat as possible to be accessible to people in wheelchairs and pushing strollers.

POLICY 4.1 - Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing. The trail will give local residents more choices about how they travel, which can alleviate traffic by reducing vehicle trips.

POLICY 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing intersections. It is designed to be as flat as possible to be accessible to people in wheelchairs and pushing strollers.

POLICY 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Finding: The City worked with ODOT throughout the process. ODOT was represented on the community advisory group. Clackamas County was consulted during the process as well, and provided comments to the City.

POLICY 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Finding: Development of the plan included an extensive public involvement effort. Oregon City has presented the project to the public at a series of meetings including the Parks and Rec advisory Committee, Transportation Advisory Committee, Neighborhood Associations, Historic Review Board, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

POLICY 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Finding: The planning process was advertised to all neighbors equally and meetings were held in accessible locations at convenient times. The plan will be reviewed through the Legislative approval process.

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the Oregon City TSP are addressed below.

Policy 1G (*Major Improvements*) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.

Finding: The McLoughlin-Canemah Trail Plan will improve both safety and efficiency of the corridor by addressing the needs of alternative transportation users with paths, sidewalks and bicycle lanes and construction of intersection improvements

Policy 2F (*Traffic Safety*) improves the safety of the highway system.

Finding: The McLoughlin-Canemah Trail Plan is aligned along state highway 99E. It includes improvements for bicycles and pedestrian along that segment of 99E which currently lacks facilities.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is “to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Finding: Complies. The McLoughlin-Canemah Trail Plan is in compliance with the TPR through its improvement of non-vehicular travel options. No traffic studies are required.

Regional Transportation Plan

The Regional Transportation Functional Plan (RTFP) directs how Oregon City should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.

Finding: The McLoughlin-Canemah Trail Plan has identified projects listed in the TSP. The TSP is consistent with the RTFP.

Transportation System Plan

Finding: The Transportation System Plan was used as the source to identify the improvement projects recommended in the McLoughlin-Canemah Trail Plan.

The McLoughlin-Canemah Trail Plan affects several projects identified in the 2013 TSP as shown in the attached materials. Projects have been added and modified to reflect the refined trail alignment.