



99E Bike & Pedestrian Improvements

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



Project Development
\$673,000

Alternatives Identification & Evaluation
Preliminary Design (up to 30%)

Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project will provide project development funding for the final phase of the adopted 2005 McLoughlin Boulevard Enhancement Plan. The project is located on OR 99E, or more commonly referred to as McLoughlin Boulevard,

which is an Oregon Department of Transportation facility. The corridor is identified as a **Regional Bikeway, Pedestrian Parkway**, and a **frequent transit service** runs parallel to the corridor. This remaining phase of the McLoughlin Boulevard Enhancement Plan has been the most

complicated to complete as it is **interwoven with the OR 99E viaducts**. Lack of proper lighting, crumbling sidewalks not wide enough to provide a barrier from adjacent fast-moving traffic and dilapidated railings make transit users and pedestrians feel unsafe.

The project has **two main goals** that address barriers to investing and revitalizing properties that front McLoughlin Boulevard in Oregon City:

1. **Close the gap and provide safe pedestrian and bicycle access.**
2. **Provide a complete street design for McLoughlin Boulevard from 10th Street to the 99E tunnel.**

BACKGROUND

Taking Steps Forward to Complete This Key Corridor

- ❖ **McLoughlin Boulevard Enhancement Plan** adopted in 2005.
- ❖ **Special Transportation Area (STA)** designation by the Oregon Transportation Commission in January 2014, which identifies a corridor where the convenience of movement is focused upon pedestrians, bicycle traffic, and transit modes. The primary objective of an STA is to provide access to and circulation among community activities, businesses, and residences and to accommodate pedestrian, bicycle, and transit movement along and across the highway.
- ❖ **Mixed-Use Multi-Modal Area** adopted in October 2014, with a different set of values that places importance on multi-modal travel and compact, mixed-use development.
- ❖ **Phase Accomplishment** – Design and construction of **McLoughlin Boulevard – Phase 1** (I-205 to 10th Street - 2009) and **McLoughlin Boulevard – Phase 2** (Dunes Drive to Clackamas River Bridge - 2012).



LEVERAGE & COMMUNITY SUPPORT

Working Together as a Catalyst to Generate a Viable Downtown

- ❖ The **Willamette Falls Legacy Project** partners (Metro, Clackamas County, State of Oregon, and Oregon City) have worked together for many years to advance this site.
- ❖ In August, the **Confederated Tribes of the Grande Ronde** announced their purchase of the Willamette Falls Legacy Project site.
- ❖ **Metro** continues to work toward construction of the Riverwalk Phase 1 which is anticipated to begin in 2020. Phase 1 is funded with \$11 million raised by the partners and \$7 million donated by the **Willamette Falls Trust**.
- ❖ Oregon City is actively working on implementing the adopted **Transportation Demand Management Plan** through a \$150,000 Regional Travel Options Grant. This work strives to implement a **“Park Once”** philosophy in downtown Oregon City.
- ❖ The **Downtown Oregon City Association** continues to support improvements in this corridor and works toward creating a welcoming environment in our historic downtown.
- ❖ The City is working on a **Comprehensive Plan Update** that will strive to seek policy to better support reduced vehicle trips.

CLIMATE CHANGE & CONGESTION

Implementing a “Park Once” Philosophy

- ❖ Develop options to **reduce delay and improve reliability for transit** in this key corridor.
- ❖ Provide a **safe, convenient, and comfortable setting** that encourages visitors of Willamette Falls Legacy Project, Riverwalk, and historic downtown Oregon City to come by walking, biking or taking transit.
- ❖ Implement the **Oregon City Transportation Demand Management (TDM) “Park Once”** philosophy where visitors feel comfortable parking once within our Regional Center and walking to their various destinations in our award-winning downtown.

EQUITY & SAFETY

Keeping Equity and Safety at the Forefront on McLoughlin Blvd.

- ❖ The Willamette Falls Legacy Project 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 many tribes. The project partners have initiated dialogue with each of these tribal governments to include their voices and perspectives in the development and use of the Riverwalk.
- ❖ **Racial diversity** in Oregon City has increased, and there are now **41 different languages** spoken within the Oregon City School District.
- ❖ In Oregon City, **50% of renters** and **28% of homeowners** are **cost burdened** (paying 30% or more of their household income on housing costs).
- ❖ Having **safe access** to jobs and open space is important to historically underrepresented communities. This project will **enhance transit services** to living wage jobs both in downtown and via the transit center.
- ❖ The corridor experiences a variety of crashes. Recent crash data will be reviewed to **improve safety** and **mitigate crashes** in the corridor.

ECONOMIC DEVELOPMENT & EMPLOYMENT

Working to Grow the Oregon City Regional Center

- ❖ The project is located within the **Oregon City Regional Center** and **Historic Downtown Oregon City** and is one block away from the **Oregon City Transit Center**. **Oregon City’s Municipal Elevator** is located two blocks from the project site on 7th Street and connects transit riders, pedestrians, and bicyclists to residences and businesses in the McLoughlin District above the bluff and OR 99E.
- ❖ Regional Center reports show that the **Oregon City Regional Center** has **“room to grow”** and has many steps it can take to become a fully functioning regional center.



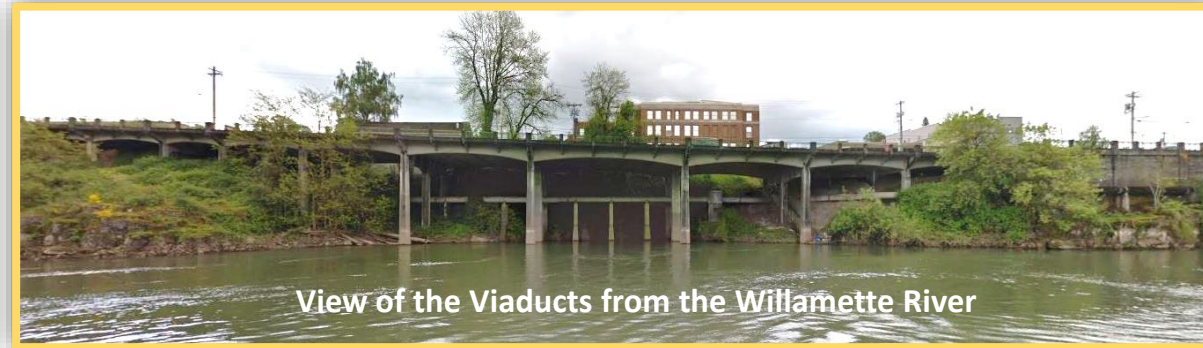


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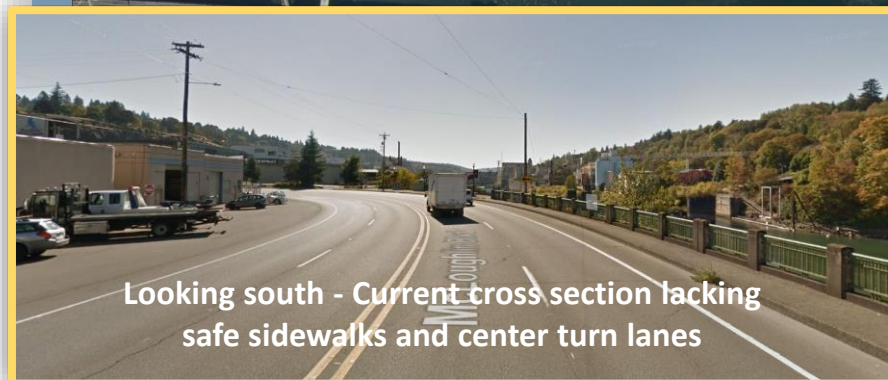
Looking North – Current cross section lacking safe sidewalks and center turn lanes



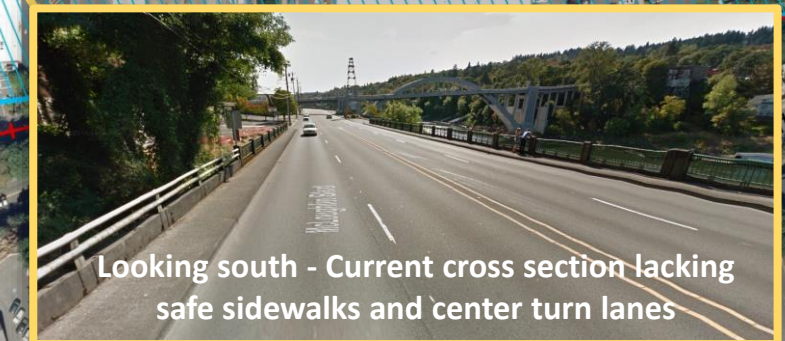
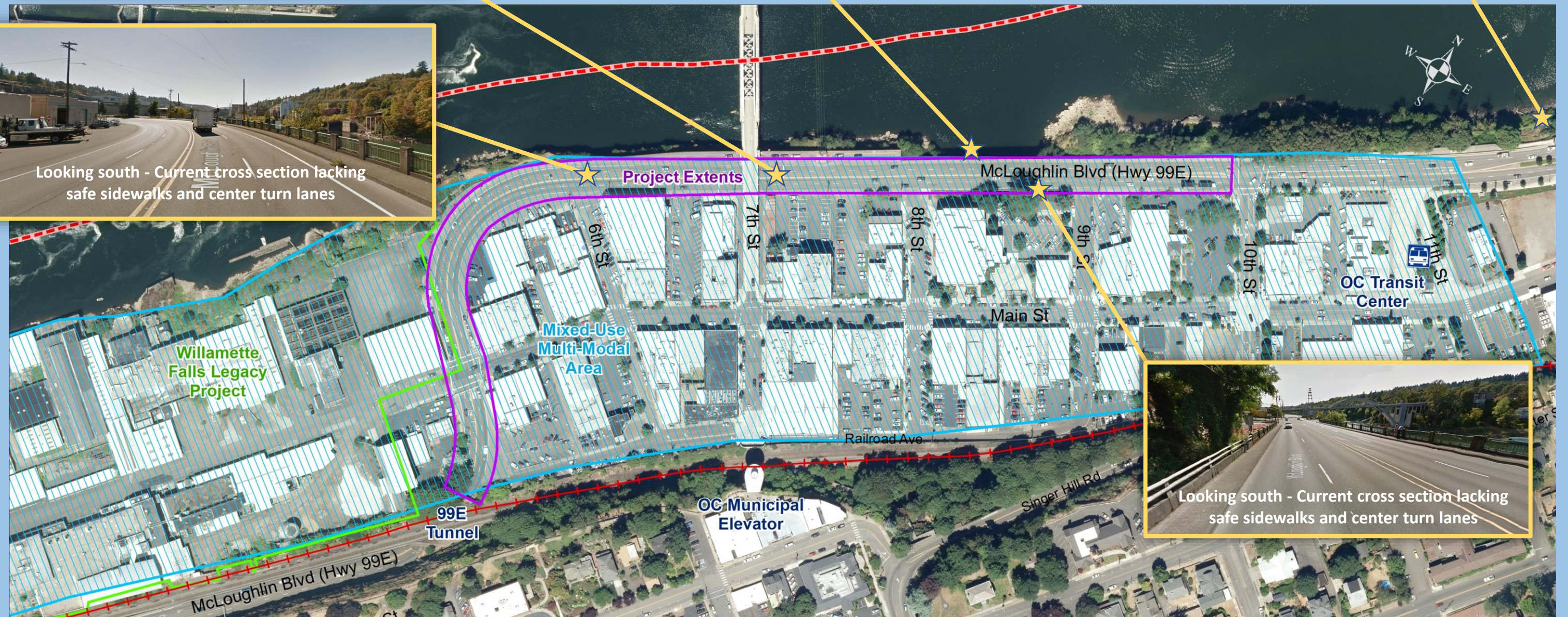
View of the Viaducts from the Willamette River



View of Phase 1 with safe sidewalks, landscaped medians, and center turn lanes



Looking south - Current cross section lacking safe sidewalks and center turn lanes



Looking south - Current cross section lacking safe sidewalks and center turn lanes