

Public Works Report

TRANSPORTATION ADVISORY COMMITTEE

OCTOBER 24, 2023



Washington Street & 9th Street Crosswalk



Washington Street & 9th Street Crosswalk



Public Works Report



MEMORANDUM

TO: Transportation Advisory Committee
FROM: Dayna Webb, P.E., City Engineer
Vance Walker, Assistant Public Works Director
DATE: October 16, 2023
SUBJECT: Crosswalk Review: Washington Street at 9th Street

Background

Upon request, Ben Simmons and Raymond Rendleman, members of the Transportation Advisory Committee attended the McLoughlin Neighborhood Association meeting on September 7, 2023. Residents expressed concerns in relation to safety, limited visibility and conditions of the Washington and 9th Street crosswalk. It was recommended that a representative from the McLoughlin Neighborhood Association attend a Transportation Advisory Committee meeting.

Carlee Brounstein, McLoughlin Neighborhood Association representative attended the September 19, 2023, Transportation Advisory Committee Meeting and provided twelve (12) signed letters of support from neighbors in advance of the meeting.

Existing Conditions

Washington Street is classified as a Minor Arterial, and in this section functions as an uncontrolled two-lane roadway with parking on both sides of the street. The speed limit on Washington Street is 25 mph and has an Average Daily Traffic (ADT) of ~10,000 vehicles. 9th Street is classified as a local street, two lane roadway with parking on both sides of the street. Traffic on 9th Street is stop controlled where it intersects with Washington Street.

Currently the intersection of Washington Street and 9th Street contains a marked crosswalk on the southwest leg of the intersection. The current crosswalk is a high visibility longitudinal bar or ladder style crosswalk. The crossing includes standard Manual of Uniform Traffic Control Devices (MUTCD) signage, including W11-2 Pedestrian Sign and W16-7P Downward Diagonal Arrow plaque on both approaches, as well as advanced pedestrian warning signs on both approaches that includes W11-2 Pedestrian Sign and W16-9P Ahead plaque.



W11-2*

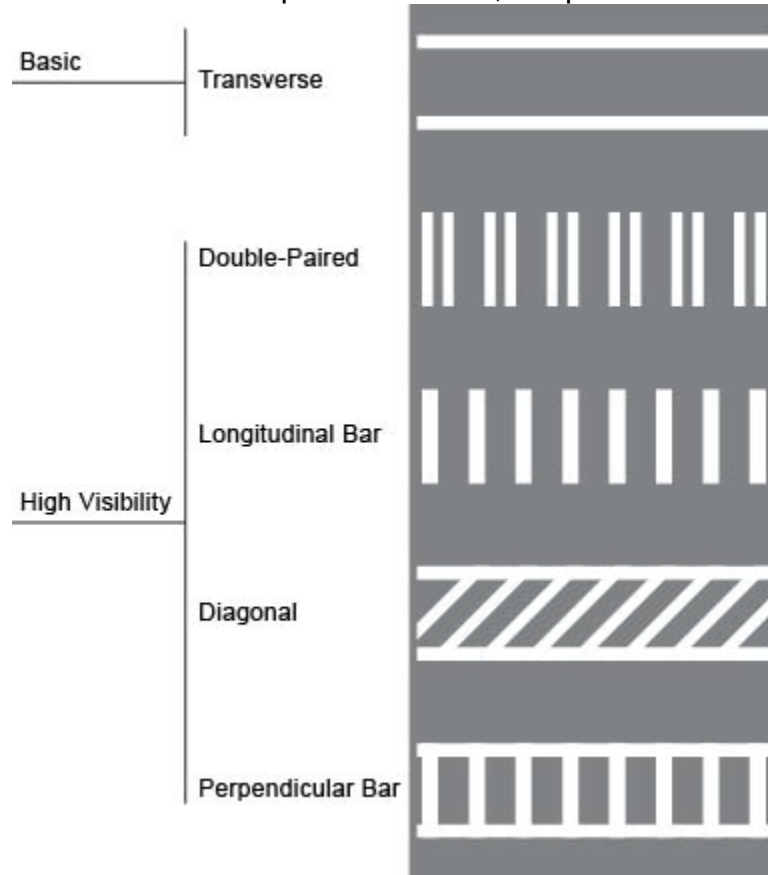


W16-7P



W16-9P

There are many options for marking crosswalks as shown below. Oregon City uses the longitudinal bar, or ladder style on all newly installed crosswalks. All new crosswalks are installed as thermoplastic material, not paint.



A review of the curb ramps shows that they meet current Americans with Disabilities Act (ADA) standards.

Crosswalk Review: Washington Street at 9th Street

October 24, 2023

Page 3

The intersection has one existing PGE cobra head style streetlight located just to the northwest of the intersection (shown as a yellow triangle on the map). This streetlight is owned by PGE.

The adopted Transportation System Plan (long-range transportation master plan) does not include a crossing enhancement project at this location.

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2023/10/02 15:26>

FILENAME: 1B00109.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <100>

TOTAL VEHICLES = 42245

MINIMUM SPEED = 10

MAXIMUM SPEED = 46

AVERAGE SPEED = 25.46

50th PERCENTILE = 26

85th PERCENTILE = 29

TEN MILE PACE = 22 to 31



 Pedestrian Ahead Sign

 PGE Street Light

Crash History

Crash data along Washington Street from 10th Street to 8th Street was reviewed. There was a total of 3 reported crashes within the corridor between 2017 to 2021. There were no bike or pedestrian involved crashes and no fatalities within the corridor during this period. The corridor does not experience a higher than average number of crashes for a corridor of this type.

Date & Time	Crash Severity	Crash Type	Conditions Report Crash Cause
12/5/2017	Possible Injury	Turning Movement	Clear, Dry & Dusk Failed to Yield No bike or pedestrian involved
3/23/2019	Possible Injury	Rear End	Clear, Dry & Dusk Failed to avoid parked vehicle No bike or pedestrian involved
2/25/2021	Property Damage Only	Fixed Object	Clear, Dry & Daylight Improper driving No bike or pedestrian involved

Crosswalk Review

The city does not have a locally adopted policy or guide to support installation of counter measures at uncontrolled pedestrian crossings. Therefore, this review uses the *Federal Highway Administration Guide for Improving Safety at Uncontrolled Crossing Locations* (guide). A technical review of the crosswalk was completed using the guide, found here:

https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf.

Using Table 1, Application of Pedestrian Crash Countermeasures by Roadway Feature, from the guide, the intersection was reviewed and the following countermeasures identified:

- Should Always be Considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location
 - High visibility crosswalk markings - exist
 - Parking restrictions on crosswalk approach – does not exist
 - Adequate nighttime lighting levels – light levels could be reviewed
 - Crosswalk warning signs - exist
- Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location
 - In-street pedestrian crossing sign – historically these are damaged regularly by turning movements and become expensive to maintain when not within a median
 - Curb extension – would recommend if a corridor project is funded

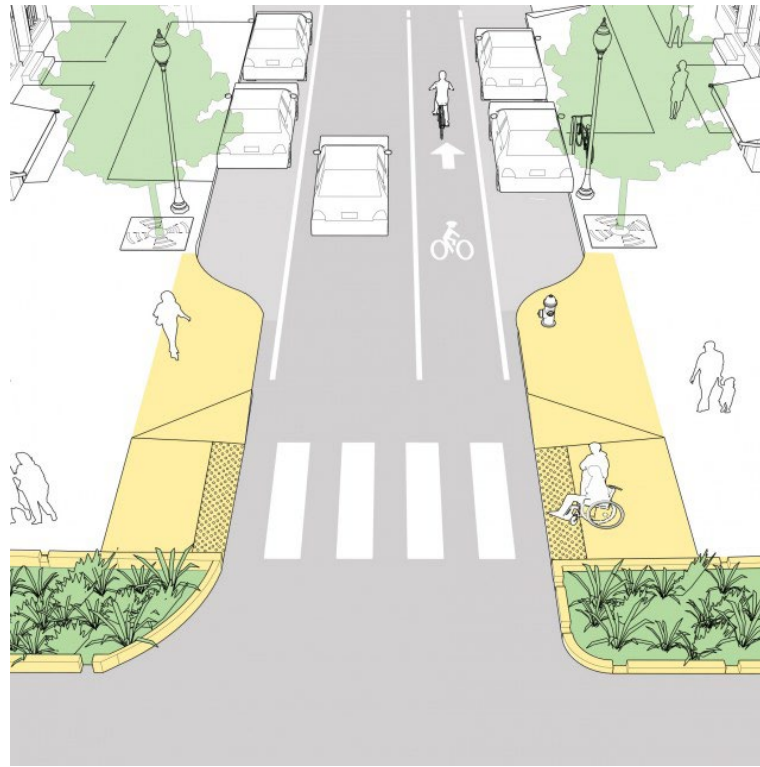
- Pedestrian refuge island – would not be recommended due to lack of center turn lane and the presence of on-street parking.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ 9	① 4 5 6	① 5 6 7 9	① 5 6 ⑦ 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 5 7 9	① 5 ⑦ 9	① 3 4 5	① 5 ⑦ 9	① 5 ⑦ 9	① 3 4 5	① 5 ⑦ 9	① 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6	① 5 6 7 9	① 5 6 9	① 3 4 5 6	① 5 6 ⑦ 9	① 5 6 9	① 3 4 5 6 7 9	① 5 6 9	① 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① 5 7 8 9	① 5 7 8 9	① 5 8 9	① 5 7 8 9	① 5 ⑦ 8 9	① 5 8 9	① 5 ⑦ 8 9	① 5 8 9	① 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 7 8 9	① 5 6 ⑦ 8 9	① 5 6 8 9	① 5 6 ⑦ 8 9	① 5 6 8 9	① 5 6 8 9
<p>Given the set of conditions in a cell,</p> <p># Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.</p> <p>● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.</p> <p>○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*</p> <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p> <p>1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs</p> <p>2 Raised crosswalk</p> <p>3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line</p> <p>4 In-Street Pedestrian Crossing sign</p> <p>5 Curb extension</p> <p>6 Pedestrian refuge island</p> <p>7 Rectangular Rapid-Flashing Beacon (RRFB)**</p> <p>8 Road Diet</p> <p>9 Pedestrian Hybrid Beacon (PHB)**</p>									

Staff Recommendations of Countermeasures:

- **Short Term**
 - Parking restrictions adjacent to the crossing
 - Review street lighting with PGE
- **Long Term**
 - Curb extensions could be installed if a Washington Street corridor project is able to be funded. Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians.



TriMet Survey

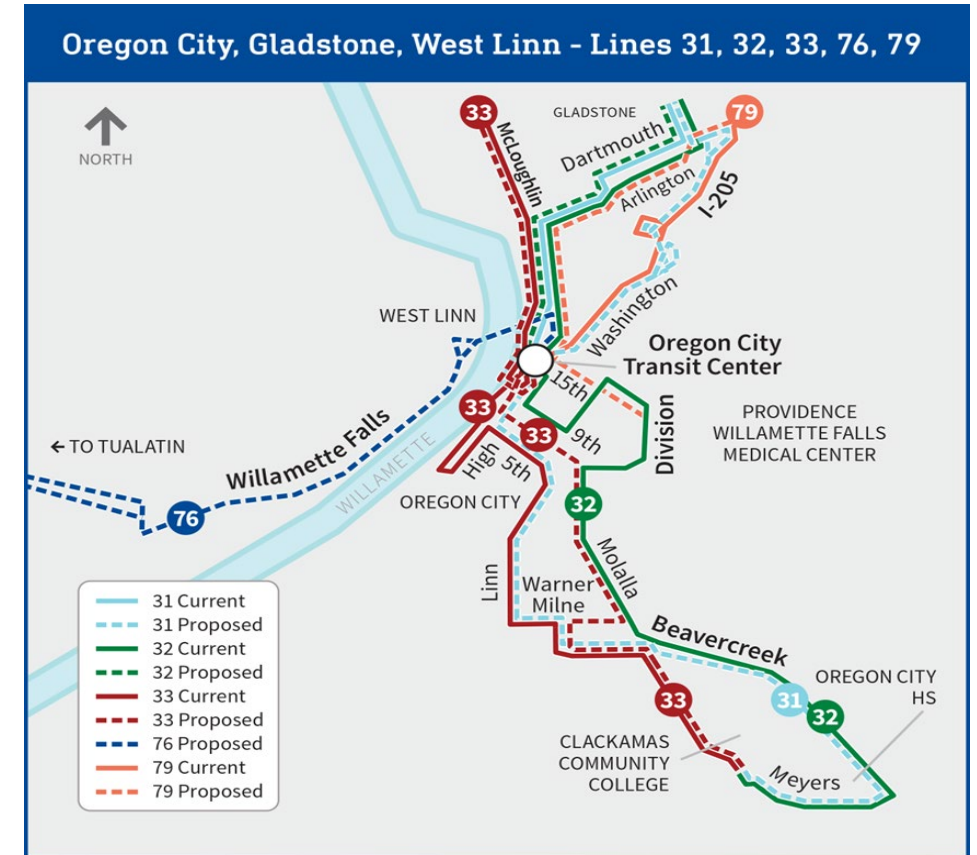
Forward Together Service Concept



Forward Together Service Concept TriMet Survey

TriMet is excited to continue implementing the [Forward Together Service Concept](#) focused on growing ridership and improving connections for people with low and limited incomes. Lots of things have changed as a result of the COVID-19 pandemic, including how and where people ride TriMet. As we restore our bus operator workforce, we anticipate growing our bus service by more than 30% over current levels in the coming years. Working with the community, we're looking into changes and improvements to our bus service that would help more people get to more places and ensure that TriMet is meeting current and future riders' needs. While the full implementation of Forward Together will take 3–6 years, we are proposing changes that riders will see as early as August 2024. We want your feedback! If you have comments or suggestions about these proposals, please let us know by Oct. 31, 2023. <https://trimet.org/betterbus/servicechanges-fy25proposed.htm>

- In Oregon City the proposal includes route changes to lines 31, 32, 33, 76 and 79.



Public Works Report

McLoughlin Boulevard Enhancements: 10th Street to tumwata village

TRANSPORTATION ADVISORY COMMITTEE
OCTOBER 24, 2023





CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee
From: City Engineer, Dayna Webb

Agenda Date: 10/24/2023

SUBJECT:

McLoughlin Boulevard Enhancements: 10th Street to tumwata village Project (CI 22-002) Overview

BACKGROUND:

Oregon City nominated the Willamette Falls Shared Use Path and OR 99E Corridor Enhancement Project for the Metro Regional Flexible Funds Allocation (RFFA) Grant Program in June 2019. We've since updated the name to McLoughlin Boulevard Enhancements: 10th Street to tumwata village to clarify the extents of the project.

The project is located on OR 99E, also known as McLoughlin Boulevard, an Oregon Department of Transportation facility. The corridor is designated as a Regional Bikeway and Pedestrian Parkway, with frequent transit service running parallel to the corridor. However, the final phase of the [McLoughlin Boulevard Enhancement Plan](#) has proven to be the most challenging, as it is intertwined with the OR 99E viaducts and crosses the Highway 43 bridge alignment. Transit users and pedestrians often feel unsafe due to inadequate lighting, narrow sidewalks, and deteriorating railings that fail to provide a barrier from adjacent fast-moving traffic.

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

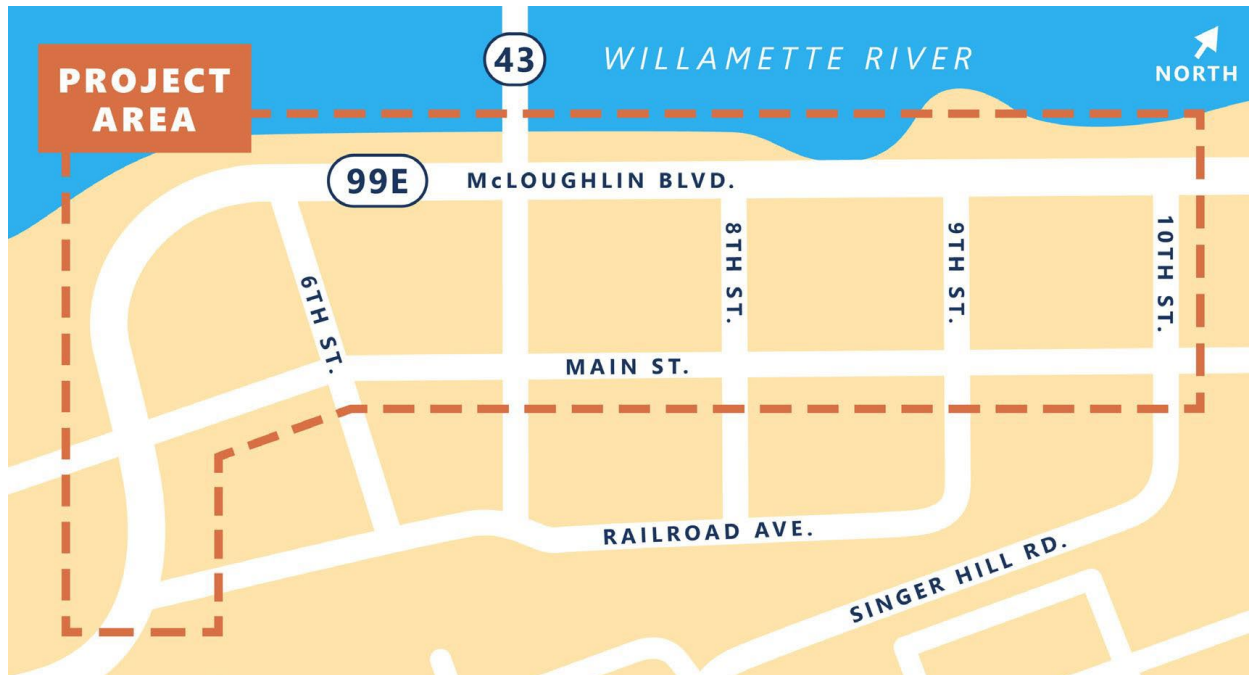
- Close the gap and provide safe pedestrian and bicycle access.
- Provide a conceptual complete street design for McLoughlin Boulevard (both sides) from 10th Street to the 99E tunnel/Railroad Avenue.

The McLoughlin Boulevard Enhancement Plan was adopted in 2005 and has since completed its Planning and Alternatives Identification and Evaluation phases. Phase 1 and Phase 2 of the plan have been completed, but the viaducts located between 8th and 10th streets were expected to be replaced to implement the identified cross sections.

Unfortunately, the viaducts are not expected to be replaced with a widened structure that would support the widened sidewalk, which is necessary to provide the needed width for safe bicycle and pedestrian access. To address this critical gap in our active transportation network, the City needs to update the options within this section of the

corridor. These options could include a separate structure that runs parallel to the viaduct either at the same or different grade.

The grant funding will enable the City to complete the Alternatives Identification and Evaluation phase to determine how to address this gap. Once a preferred alternative is identified, the City will proceed with the Preliminary Design to 30%.



The study area focuses on McLoughlin Boulevard (OR 99E) between 10th Street and tumwata village.

Opportunities for Community Participation and Feedback

Oregon City will be starting public outreach soon, look for more information on the city's website in early October. City staff will provide updates to the Planning Commission as the project moves forward.

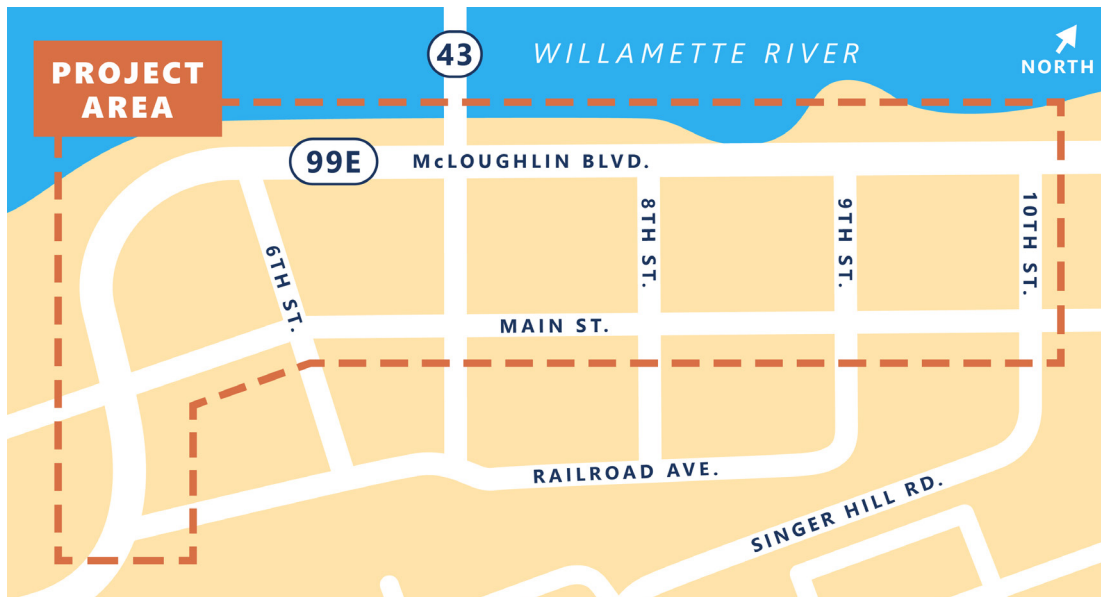
More information on the project can be found on the project website:

<https://www.oregoncity.org/1853/McLoughlin-Blvd-Enhancements>

McLoughlin Boulevard Enhancements 10th Street to tumwata village



Project Overview



Note: The study area focuses on McLoughlin Boulevard between 10th Street and tumwata village.

The City of Oregon City and Oregon Department of Transportation are partnering to evaluate options for a shared-use pedestrian and bicycle path and streetscape enhancements on McLoughlin Boulevard between 10th Street and tumwata village. Main Street is included as an alternate route. This project is the last and most complex phase of Oregon City's McLoughlin Boulevard Enhancement Plan, which has been in progress for the past 20 years.

Project Benefits and Needs



SAFE ACCESS

The project aims to provide safe access to people who walk, access transit, bike, and roll on McLoughlin Boulevard. Currently it lacks dedicated on-street bike lanes, proper and sufficient sidewalks and railings, and a barrier to fast-moving traffic.



IMPROVE FACILITIES

Improved facilities for people walking and biking will close the regional active transportation gap.



REVITALIZE

Improved facilities will help address the barriers to investing in and connecting people to downtown and the Willamette River.

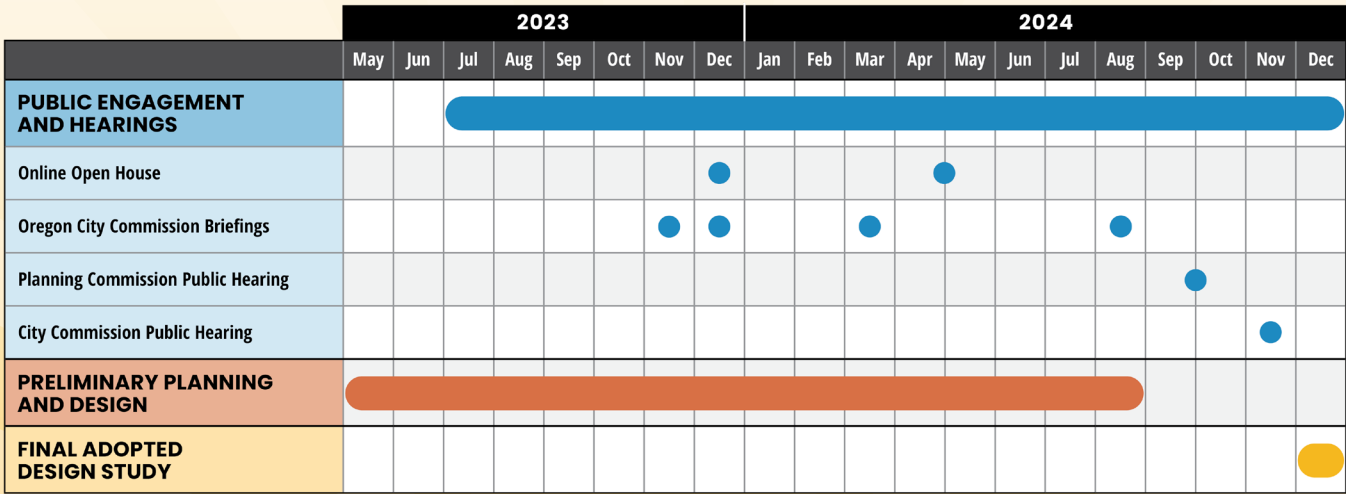
LEARN MORE AT: bit.ly/McLoughlinBlvd3

Anticipated Project Timeline

The project started in mid-2023 and will evaluate options for a shared-use path. A preferred shared-use path alternative will be selected and presented to the Oregon City Commission for adoption in late 2024.

Community Participation and Feedback

The City will host two online open houses (see timeline below), and the community is encouraged to provide comments on the project website at any time.



For More Information

Dayna Webb

dwebb@orccity.org
971-204-4633

Website: bit.ly/McLoughlinBlvd3



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Tonight's Agenda

- Overview of the Project & Goals
- How we got here
- Where we are going
- Expectations



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



Project Overview & Goals

- Overview:

- Project development funding for final, most complicated phase
- Crumbling narrow sidewalks, dilapidated railings, limited street lighting, interwoven with OR 99E viaducts

- Goals:

- Close the gap and provide safe pedestrian and bicycle access
- Provide a complete street design for McLoughlin Boulevard from 10th Street to Railroad Avenue



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



Willamette Falls Path/OR 99E Enhancement: 10th Street to Railroad Avenue



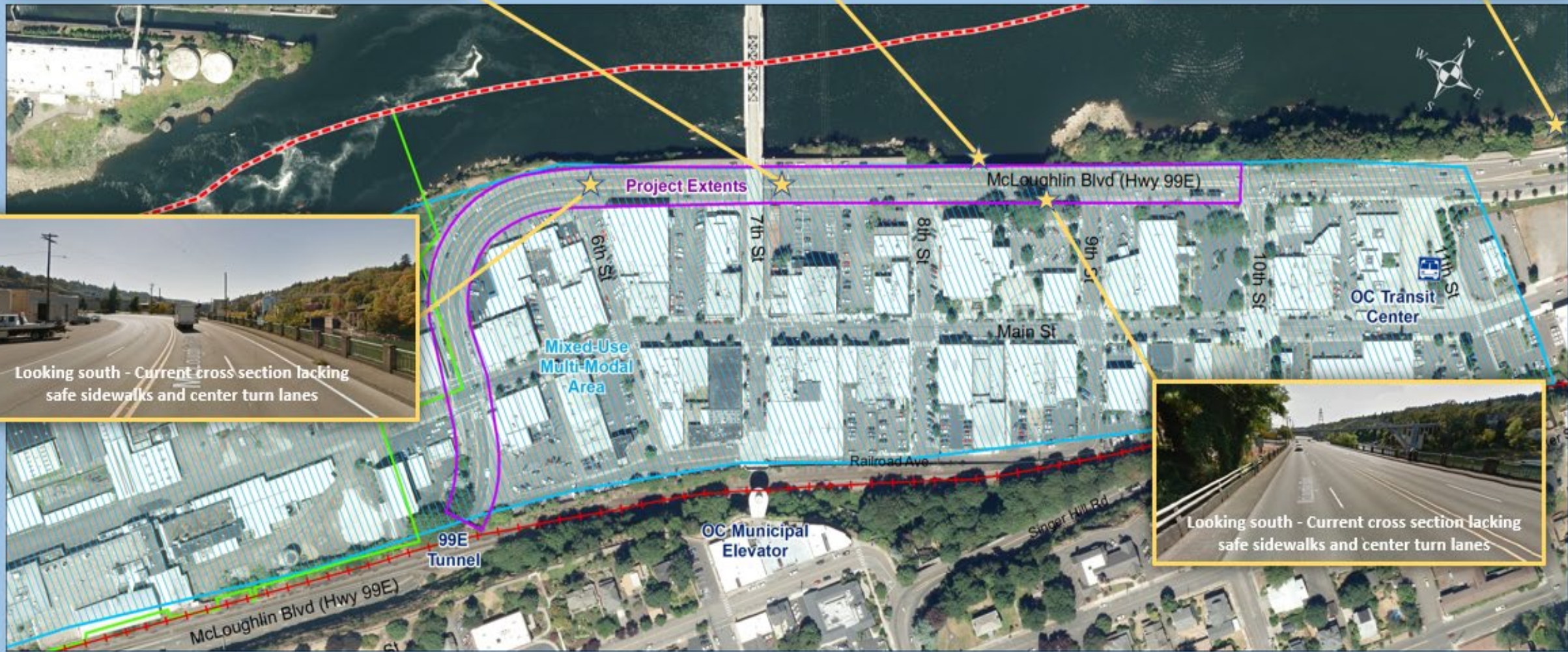
Looking North – Current cross section lacking safe sidewalks and center turn lanes



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



Regional Flexible Funds Grant

- Awarded \$673,000 in 2020 for Project Development
 - Alternatives Analysis & Evaluation
 - How will we provide a shared-use path along the viaducts/partial viaduct?
 - How will the path incorporate and/or make its way around the Historic Arch Bridge?
 - Will the path stay at street level or drop down towards the river?
 - Final Phase of Oregon City Community vision to eliminate years of neglect towards the river, better integrate McLoughlin Boulevard into the downtown area, and reestablish a safe and appealing community and tourism connection.
 - Work kicking off now



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



Taking Steps Forward to Complete This Key Corridor

- 2005: McLoughlin Boulevard Enhancement Plan Adoption
- 2009: Phase 1 Construction: I-205 to 10th Street
- 2012: Phase 2 Construction: Dunes Drive to Clackamas River
- 2014: Special Transportation Area Designation
- 2014: Mixed-Use Multi-Modal Area Adoption



McLoughlin Boulevard
Enhancement Plan

Preferred Plan
FINAL REPORT

Adopted May 18, 2005
Ordinance 05-1004

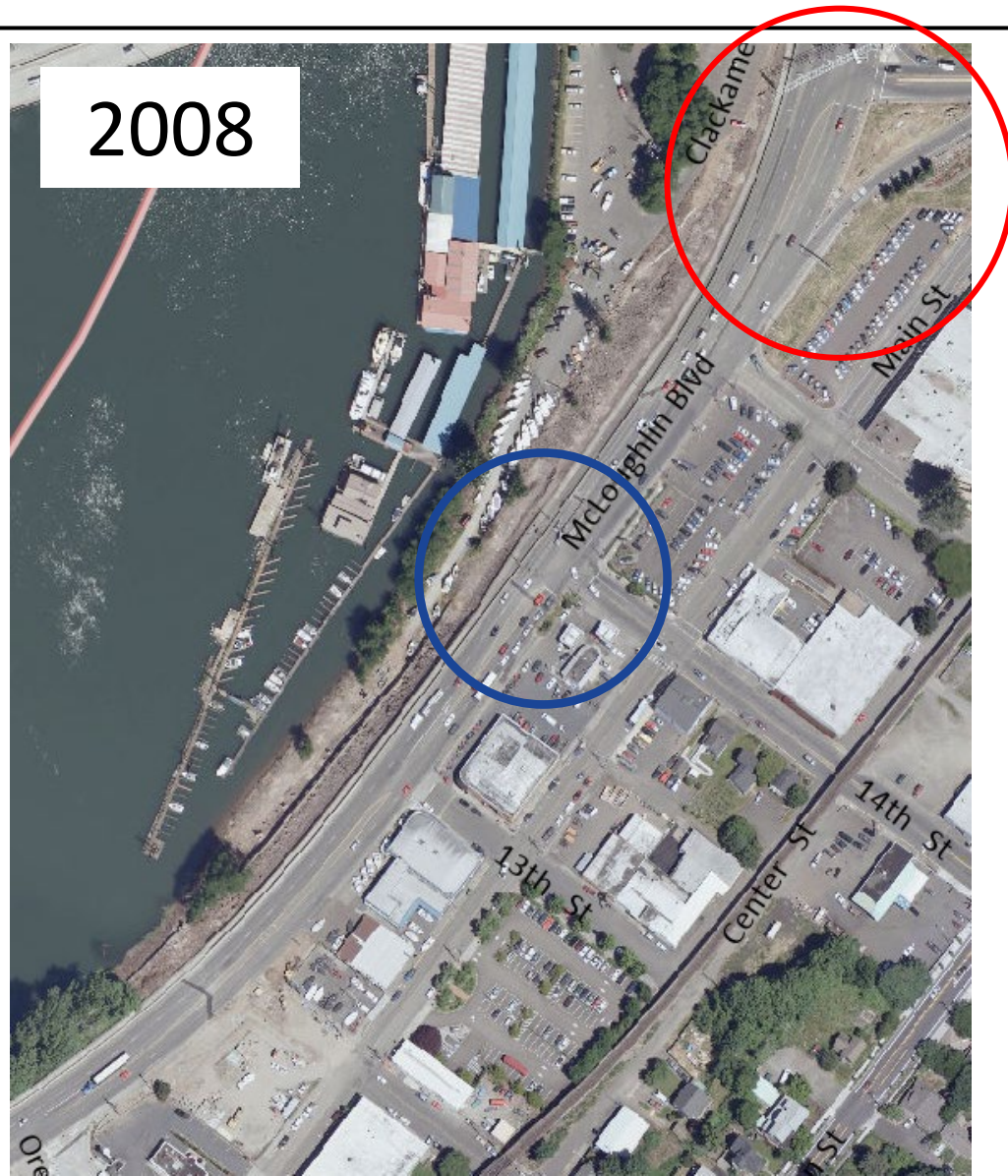
November 1, 2005
City of Oregon City



Willamette Falls Path/OR 99E Enhancement: 10th Street to Railroad Avenue



Phase 1





Phase 1 2007 & 2023 (14th & McLoughlin Blvd)

Phase 2



Phase 3

2022



Oregon City's Front Door



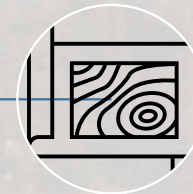
Safety



Tourism



Economic
Development



Cultural



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**

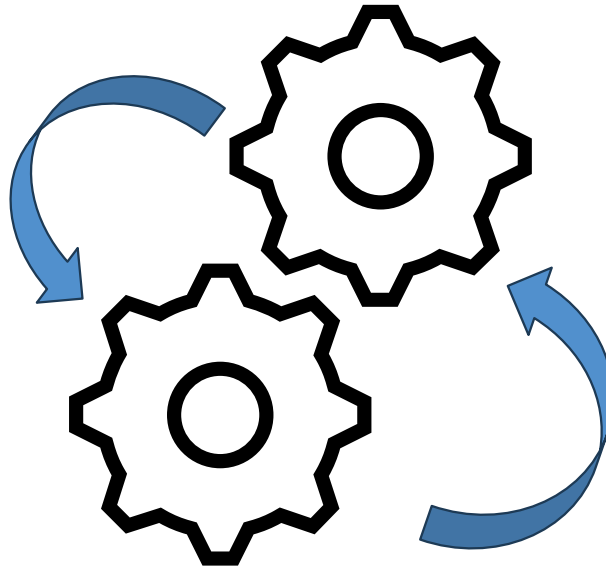
Adoption Process

Technical Investigations

Tribal Outreach (ODOT)

General and Targeted Outreach

- Business and property owners
- Bike, pedestrian, and transit users
- Tourism
- General public
- Equity approach- who is missing from the conversation?



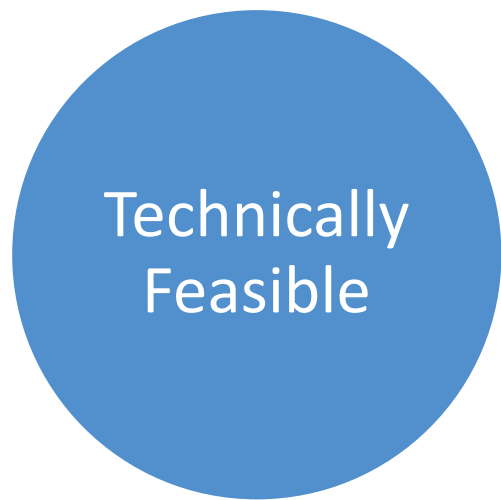
Adoption

- Preferred conceptual approach adopted into the Transportation System Plan.
- Apply for additional grant funding to refine the design.
- Look for grants to build all or portions of the project.

City Commission Design Direction
(4 meetings as project advisory team)



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



**Technical Investigations
Tribal Outreach (ODOT)**

**General and Targeted
Outreach**

**Preferred conceptual
approach adopted into the
Transportation System
Plan.**

What do you want our waterfront to be?





Next Steps Winter 2023

City Commission Presentations in November & December

- Corridor Vision
- Purpose & Need Statement
- Alternative Concepts

Outreach

- Targeted and general outreach, online open houses, project website

Technical Team

- Background Materials & Preliminary Planning
- Alternative Development Criteria



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**



- Fee Schedules
- Applications, Processes & Fees +
- Historic Preservation +
- How Do I... +
- Long-Range Planning Projects +
- Natural Resources +
- Public Notices +
- Resources +
- McLoughlin Blvd Enhancements

MCLOUGHLIN BLVD ENHANCEMENTS



Phase 3: 10th Street to tumwata village

ODOT Project Name: Willamette Falls Path/OR99E Enhance: 10th St - Railroad Ave

OC Project ID: CI 22-002

Project Type: Capital Improvement



Questions?



**Willamette Falls Path/OR 99E Enhancement:
10th Street to Railroad Avenue**

Emergency Management Plan for Evacuations



Speed Limits and Delegated Authority & Traffic Counts

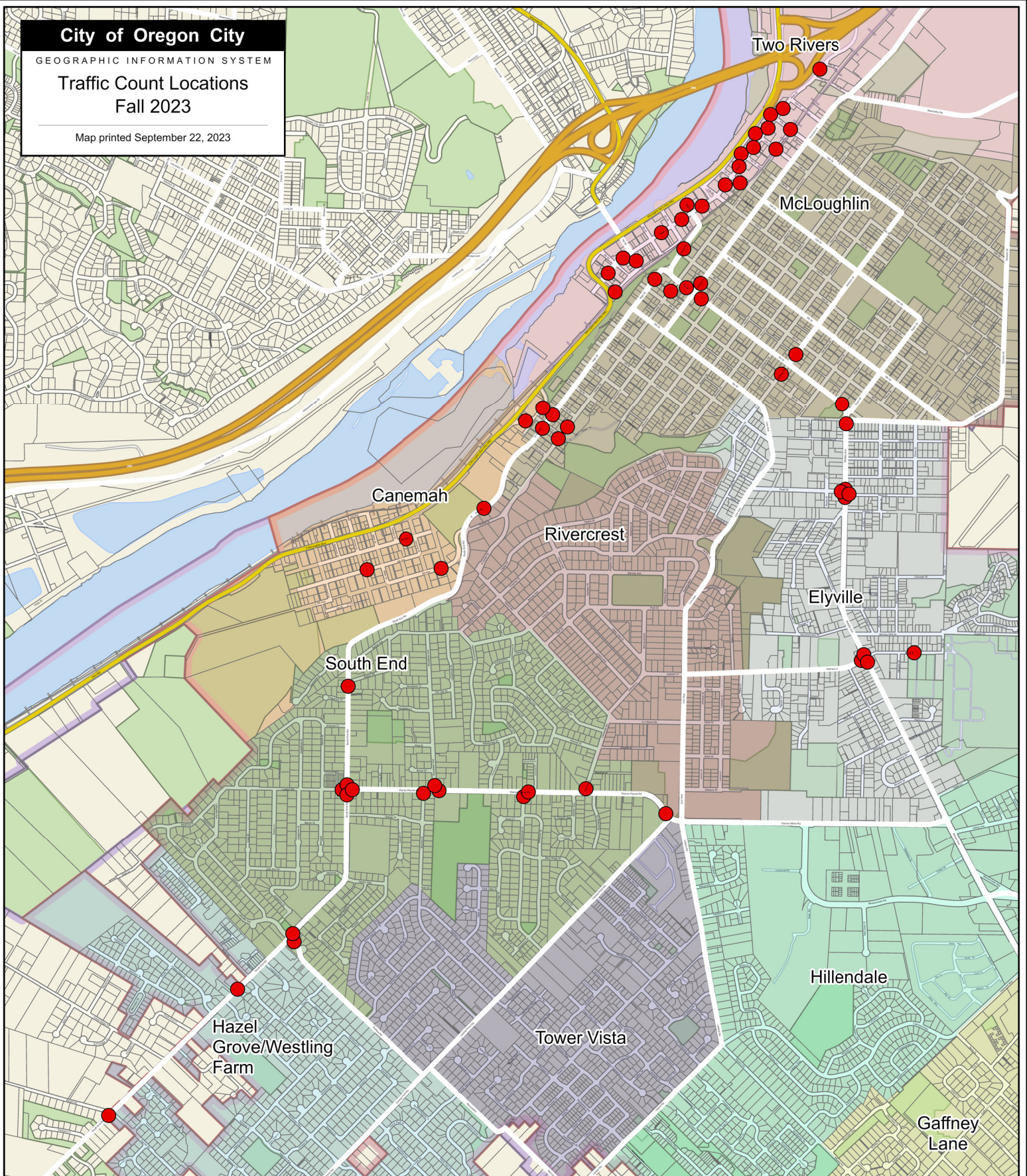


City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Traffic Count Locations Fall 2023

Map printed September 22, 2023



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



0 500 1,000
Feet

1 inch = 1,751 feet

City of Oregon City
P.O. Box 3040
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Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org



Date: September 22, 2023
Map: Traffic Count Locations.aprx|Current Traffic Count Locations
Plots: Traffic Count Locations Yr 1 - 8.5x11P - 20230922.pdf

Questions?



Public Works Report