



CITY OF OREGON CITY

Staff Report

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To: City Commission
From: Public Works Director John M. Lewis, PE

Agenda Date: 09/06/2023

SUBJECT:

Willamette Falls Path/OR 99E Enhancement: 10th Street to Railroad Avenue Project (CI 22-002) Update

BACKGROUND:

In June 2019, Oregon City nominated the Willamette Falls Shared Use Path and OR 99E Corridor Enhancement Project for the RFFA Grant Program. The project scored well in the technical evaluation process, and also received positive comments during the public comment process. The project was also well received during the subregional prioritization process with C4.

On January 16, 2020, Metro Council awarded Oregon City a \$673,000 grant to assist the City in project development of the Willamette Falls Shared Use Path and OR 99E Corridor Enhancement Project. 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 and 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 and it crosses the Hwy 43 bridge alignment. 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.

On December 15, 2021 the City Commission approved Miscellaneous Contract and Agreement No. 35219/73000 with the Oregon Department of Transportation for the project. This agreement identifies the roles and responsibility of delivering this federally funded project.

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 complete street design for McLoughlin Boulevard from 10th Street to the 99E tunnel/Railroad Avenue.

In 2005, the McLoughlin Boulevard Enhancement Plan, which completed the Planning Phase and Alternatives Identification and Evaluation, was adopted. Since then, we have completed Phase 1 and Phase 2 of this key corridor. The plan assumed the viaducts (located between 8th Street and 10th Street) would be replaced in the near future, allowing the identified cross sections to be implemented. However, the viaducts are not expected to be replaced with a widened structure that would support the widened sidewalk, so we need to update the options within this section of the corridor to provide needed bicycle and pedestrian access. This grant funding will allow the City to complete the Alternatives Identification and Evaluation to determine how we address this critical gap in our active transportation network. Once a preferred alternative is identified, we would continue forward with Preliminary Design to 30%.

UPCOING TASKS:

The project team is kicking off work now, early work includes the following:

- Public Involvement & Communications Plan, which includes identifying interested parties, public involvement activities, engagement tools & strategies, as well as outreach tools to be used during this work.
- Corridor Vision and a Purpose & Need Statement
- Reviewing Background Materials, identifying all plans & policies that apply to the corridor and will assist in identifying the opportunities and constraints that exist along the corridor.
- Development of Alternatives along the corridor.
- Development of criteria which the alternatives will be reviewed against during the evaluation process.