



CITY OF OREGON CITY

Staff Report

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To: Planning Commission

Agenda Date: 09/25/2023

From: Christina Robertson Gardiner, Senior Planner
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SUBJECT:

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

BACKGROUND:

Oregon City nominated the Willamette Falls Shared Use Path and OR 99E Corridor Enhancement Project for the RFFA Grant Program in June 2019.

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 (OR99 E) 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.