

Technical Memorandum

August 15, 2023

Project# 19531.016

To: Dayna Webb, PE
City of Oregon City

From: Marc Butorac, PE, PTOE, PMP; Amy Griffiths; Nicholas Gross; Sophia Semensky

CC: Mahasti Hastings, Oregon Department of Transportation

RE: Final TM#1: Corridor Vision
Willamette Falls Path/OR99E Enhancement: 10th St. – Railroad Ave.

CORRIDOR VISION STATEMENT

The purpose of this memorandum is to present the Corridor Vision Statement for the Willamette Falls Path/OR99E Enhancement Project. The Corridor Vision Statement has been crafted based on a review of City of Oregon City plans and policy documents. The Corridor Vision Statement has been used to inform the selection of an urban context identified in the Oregon Department of Transportation (ODOT) Highway Design Manual (HDM).

Intended Outcomes

The project aims to develop and identify a preferred alternative for the Willamette Falls Shared-Use Path. The shared-use path will detail pedestrian, bicycle, and streetscape enhancements to provide a safe route for people walking and biking along the OR99E corridor between 10th Street and Railroad Avenue, providing access to the future Willamette Falls Riverwalk and the tumwata village development in Oregon City, Oregon.

Corridor Vision Statement

As described in the following sections, the Corridor Vision Statement is crafted based on the review of Oregon City plans and policy background material, as well as the identified future land use context for the segment of OR99E within the study area.

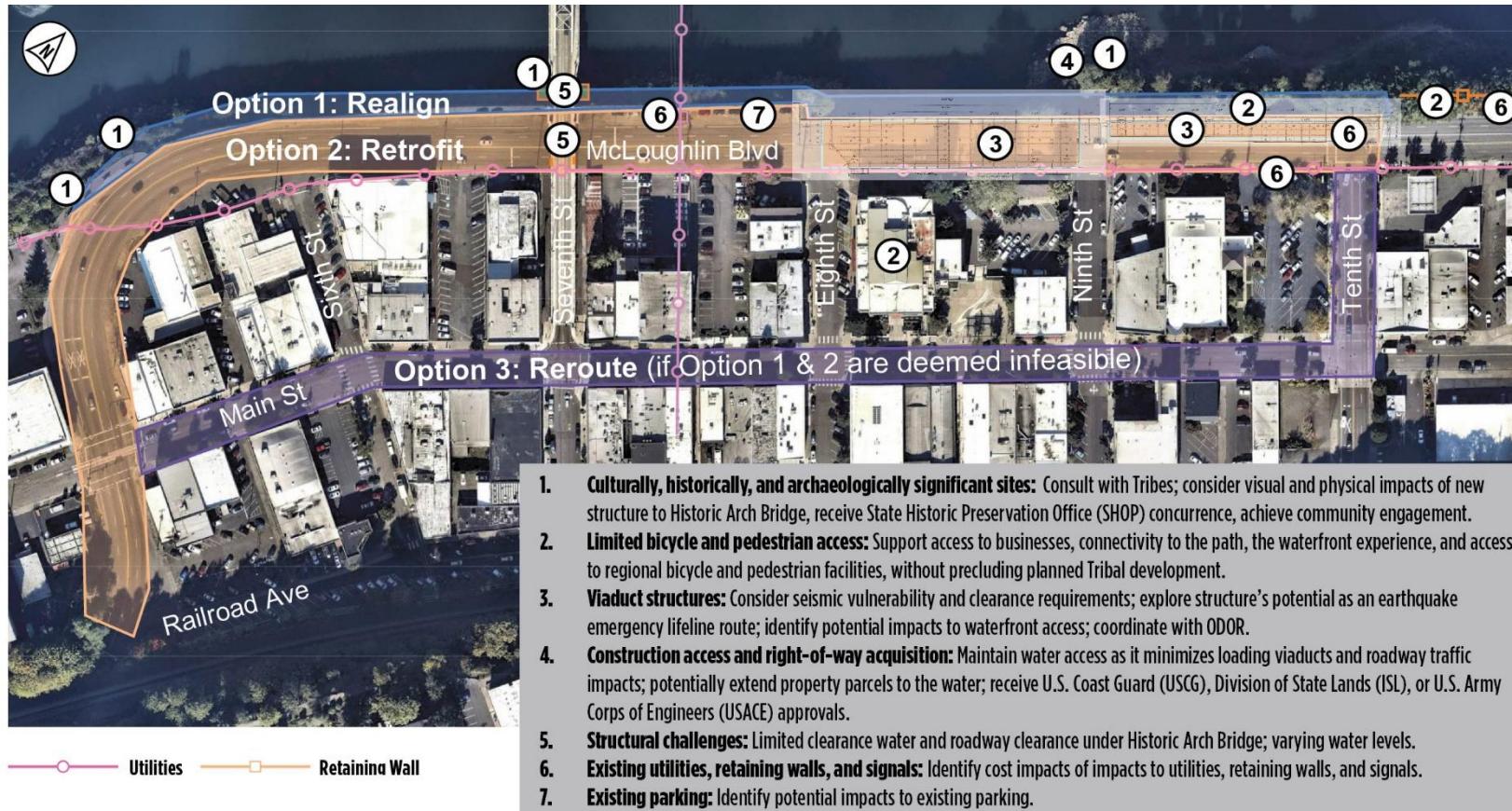
"The proposed Willamette Falls Path extension contributes to the sense of place and community identity desired by residents, business and property owners, and visitors to Oregon City. The path provides a regional link accessible to users of all ages and abilities, filling a key active transportation gap and providing connectivity to planned Willamette Falls Riverwalk and tumwata village, and potential future envisioned Oregon City-West Linn pedestrian-bicycle bridge. The proposed path provides access to recreation along the Willamette River and preserves the historical and cultural significance of the site. The proposed path is representative of the local needs and priorities of the Oregon City community and has been developed as an implementable and fundable alternative."

The following sections describe the project study area, existing urban context, planning context, and recommended future land use context.

Study Area

The study area focuses on OR99E between 10th Street and Railroad Avenue in downtown Oregon City as well as a parallel route on Main Street between 10th Street and OR99E. The study area is classified as Mixed Use-Downtown according to the Oregon City Comprehensive Plan land use designations. OR99E runs northeast-southwest through Oregon City along the Willamette River, connecting Oregon City to Portland through Milwaukie and Gladstone to the north and Canby to the south. OR99E connects to I-205, providing local connections to West Linn over the I-205 bridge and regional connections throughout Oregon. Figure 1 illustrates the study area, critical design considerations, and potential design option solution sets.

Figure 1. Critical Elements and Potential Design Option Solution Sets



Establishing the Urban Context

The ODOT HDM approach to context-sensitive design should be considered when planning and designing state roadways. Identifying the study area's urban context provides design guidance to inform roadway characteristics, roadway user types, and travel demand expectations. It also offers additional support for the vision and goals of the project.

The bolded rows indicate this existing land use context, as well as the selected urban context (Urban Mix).

Table 1 summarizes the six types of land use contexts as described in the HDM. The last row of the table provides the existing land use context for the study area. The bolded rows indicate this existing land use context, as well as the selected urban context (Urban Mix).

Table 1. ODOT Urban Context Matrix

Land Use Context	Setbacks Distance from the building to the property line	Building Orientation Buildings with front doors that can be accessed from the sidewalks along a pedestrian path	Land Use Existing or a future mix of land uses	Building Coverage Percent of area adjacent to the right-of-way with buildings, as opposed to parking, landscape or other uses	Parking Location of parking in relation to the building along the right-of-way	Block Size Average size of blocks adjacent to the right-of-way
Traditional Downtown/CBD	Shallow/none	Yes	Mixed (residential, commercial, park/recreation)	High	On-street/garage/shared in back	Small, consistent block structure
Urban Mix	Shallow	Some	Commercial fronting, residential behind or above	Medium	Mostly off-street/single row in front/in back/on side	Small to medium blocks
Commercial Corridor	Medium to large	Sparse	Commercial, institutional, industrial	Low	Off-street/in front	Large blocks, not well defined
Residential Corridor	Shallow	Some	Residential	Medium	Varies	Small to medium blocks
Suburban Fringe	Varies	Varies	Varied, interspersed development	Low	Varies	Large blocks, not well defined
Rural Community	Shallow/none	Some	Mixed (residential, commercial, institutional, park/recreation)	Medium	Single row in front/in back/on side	Small to medium blocks
Study area existing land use context	Varies (none, large)	Some	Commercial, institutional	Medium	Off-street (in front/on side)	Small to medium blocks

Existing Urban Context

Based on a review of current land uses along OR99E, the existing urban context is **Urban Mix**. The north side of OR99E is bounded by the Willamette River. Due to this geographical constraint, there are no active land uses on this side.

Background Planning Context

Oregon City has citywide and area-specific plans that guide future decisions and actions for the City. These specific plans and policies in the study area include the following:

- Oregon City Comprehensive Plan
- Oregon City Transportation System Plan
- McLoughlin Boulevard Enhancement Plan
- Oregon City Downtown Circulation Plan
- Oregon City Downtown Community Plan
- Oregon City-West Linn Pedestrian-Bicycle Bridge Concept Plan (unadopted)
- Willamette Falls Riverwalk Master Plan (Private property-owner plan)
- Visioning for Blue Heron and Redevelopment Plans (tumwata village, private-property owner plan)

A desire for a shared-use path along the segment of OR99E within the study area has been called out in planning documents as early as 1999, and several documents expressed goals related to improving pedestrian, bicycle, and transit through downtown and along OR99E.

Background Material Considerations

Key considerations identified for the project from these efforts include the following:

- The Comprehensive Plan includes land use and economic development policies that encourage higher density, walkable neighborhoods, infill development and redevelopment, and more mixed-use land use types within neighborhoods.
- The Transportation System Plan (TSP) includes a project for a shared-use path (Project S3; page 87 of the TSP Volume 2-2) on the segment of OR99E within the study area, as well as various bicycle improvements (Projects B1, B2, B3, and B5; page 56 of the TSP Volume 1) near the study area. It also includes goals and policies related to improving the comfort and convenience of walking, biking, and transit options and ensuring that land development policies support these modes.
- The McLoughlin Boulevard Enhancement Plan provides initial recommendations for the cross-section of McLoughlin Boulevard from the railroad underpass to the Clackamas River Bridge.
- The Oregon City Downtown Circulation Plan and Oregon City Downtown Community Plan provide visions and recommendations for downtown Oregon City, including enhancements to OR99E.
- The recent, unadopted Oregon City-West Linn Pedestrian-Bicycle Bridge Concept Plan highlights alignments for a pedestrian-bicycle bridge and details a vision for pedestrian, bicycle, and transit connectivity to the Willamette Falls Downtown District.
- The Willamette Falls Riverwalk Master Plan outlines a long-term vision to guide development of the Willamette Falls Riverwalk, which includes a promenade, trails, public plaza, gathering space, habitat restoration, and redevelopment of industrial uses along the Oregon City waterfront. The shared-use path along the segment of OR99E within the study area would be a key connector to the Willamette Falls Riverwalk.
- The Visioning for Blue Heron and Redevelopment Plans (tumwata village) detail concepts from the Confederated Tribes of Grand Ronde for an enhanced riverbank at the former Blue Heron site, which is directly west of the segment of OR99E within the study area.

Recommended Future Land Use Context

Based on existing land uses, planning documents, the community vision, and desired outcomes identified in this memorandum, as well as the envisioned modal priorities for Oregon City, **Traditional Downtown/CBD** is recommended as the HDM context that is most appropriate and best aligns with the community vision.

Next Steps

The urban context established within this document will be used to inform the performance-based design decision framework and ultimate conceptual design alternative development.