

# Technical Memorandum

## Oregon City Loop Trail Refinement Plan

October 6, 2022 – DRAFT

Prepared by Fehr & Peers

<b>Introduction.....</b>	<b>2</b>
Purpose.....	4
The Loop Trail.....	4
Opportunities & Constraints.....	7
<b>Meyers-Beavercreek Shared Use Path - S22.....</b>	<b>8</b>
<b>Meyers Road Shared Use Path - S23 .....</b>	<b>17</b>
<b>Gaffney Lane Elementary Shared Use Path - S24.....</b>	<b>23</b>
<b>Orchard Grove-Hazelnut Shared Use Path - S30.....</b>	<b>27</b>



## Introduction

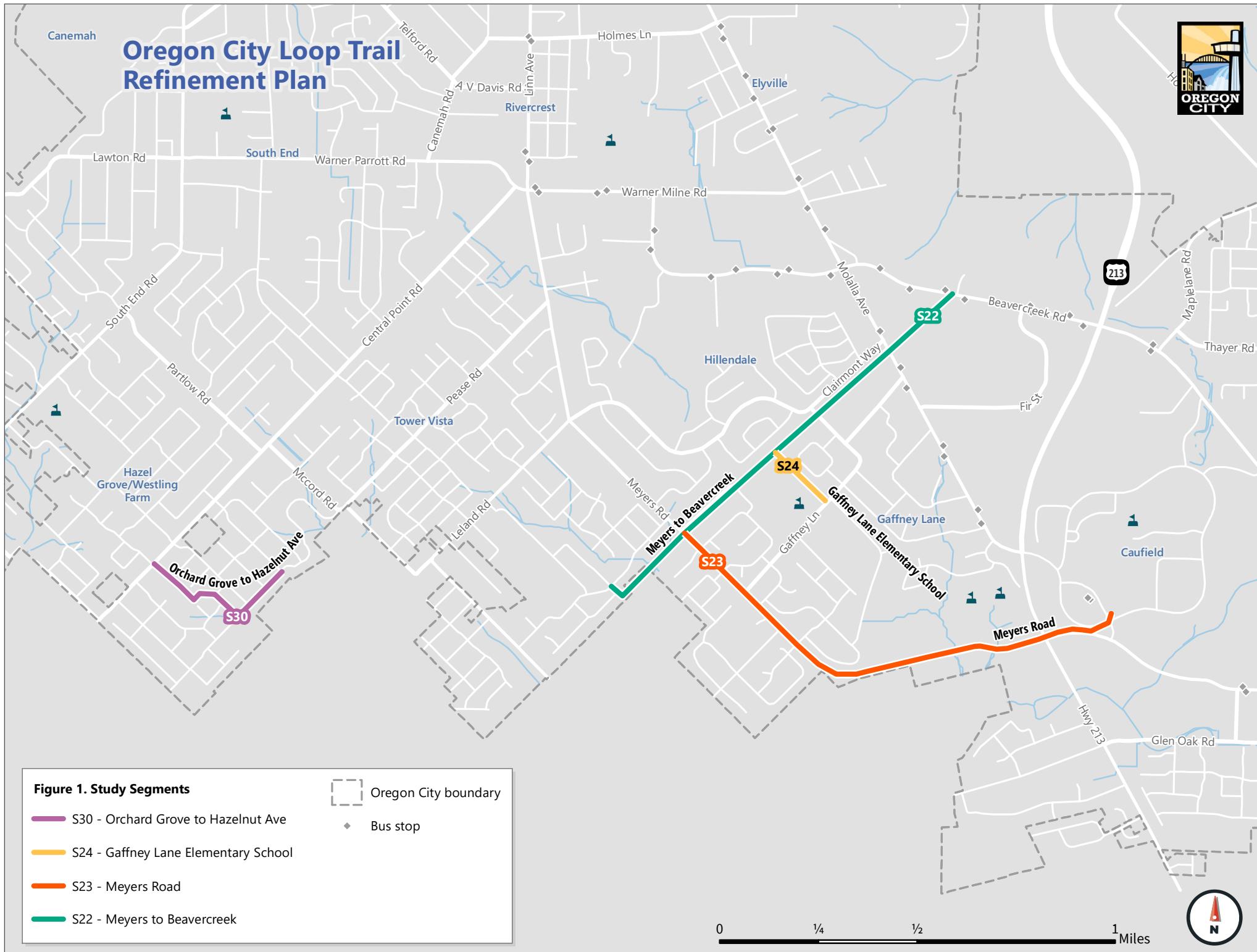
The Oregon City Loop Trail, identified in the City's Trails Master Plan, will create a loop around Oregon City providing travelers with both off-street connections and connections along local roadways. The City's Transportation System Plan (TSP) also identifies ancillary shared use paths that will connect people walking, biking, and using other other small mobility devices to the Loop Trail. The Oregon City Loop Trail Refinement Project presents an opportunity to further define two path segments of the Loop Trail and two ancillary paths. While the general route for these connections is known, this project will refine the shared use path alignment along existing roadways, through planned subdivisions and along property lines, and will identify the appropriate cross-section for each of the segments to meet the needs of anticipated users. This project will result in a planning document that will provide guidance for Development Review Staff to condition new development to design and construct portions of the path, position the City to add projects to the Capital Improvement Program (CIP) that would design and construct portions of the path, and most importantly, position the City to secure grant funding to support design and construction.

The four segments, shown on **Figure 1**, that will be refined as part of this project are:

- S22 – Meyers-Beavercreek Shared Use Path
- S23 – Meyers Road Shared Use Path
- S24 – Gaffney Lane Elementary Shared Use Path
- S30 – Orchard Grove-Hazelnut Shared Use Path



# Oregon City Loop Trail Refinement Plan





## Purpose

One focus of the City's TSP, adopted in 2013, was to emphasize a multimodal approach to solving transportation issues, including improving options for people walking and biking within the city. This approach is woven throughout the TSP goals, objectives, and the project list.

Goal 1 of the TSP states that the City should "Ensure that the transportation system maintains and improves individual health, safety and security by maximizing the comfort and convenience of walking, biking and transit options, public safety and service access." By beginning the process of refining the four segments identified for this study, this effort is positioning the City to advance the objective of providing a network of family-friendly walking and biking routes. This refinement plan will also identify potential funding sources that the City can use to design and construct these trail segments, aligning with the City's goal of identifying transportation investments that can be made with available funding.

## The Loop Trail

The Oregon City Loop Trail will create a loop around Oregon City for people walking, biking, and using other small mobility devices and provide a connection to other planned local and regional trails. In addition to the four segments being evaluated in more detail, early information gathering for this effort also focused on answering questions about two segments of the trail that will be key pieces to connecting the loop, the portion of the trail that will cross Canemah Bluff and the portion that will use the alignment for the old Willamette Valley Southern Railway line through Newell Creek Canyon.

To understand priority for those segments at the regional level and next steps that would be needed to move development of the segments forward, the project team reached out to Metro staff as part of the stakeholder interviews. A summary of all stakeholder interviews is included as **Appendix A** of this document.

In 2018, the City completed the McLoughlin to Canemah Trail Plan, which evaluated options for connecting Canehmah Buff to the McLoughlin Promendae as part of the Loop Trail. The plan identified interim and permanent recommendations for the trail. For the segment of the trail that would connect to the McLoughlin to Canemah Trail and traverse Canemah Bluff Metro shared that developing the trail in this area is a long-term priority due to the resources required and the understanding that this will be a challenging segment to construct due to the need to protect existing wildlife habitats and the challenge of navigating private property in the area.

For the segment through Newell Creek Canyon, Metro shared that much of the property needed to complete that connection is currently held by Metro and efforts to purchase remaining properties needed to complete the connection continue. The existing property owned by Metro along the railroad alignment is shown on **Figure 2**, below. To move development of this segment

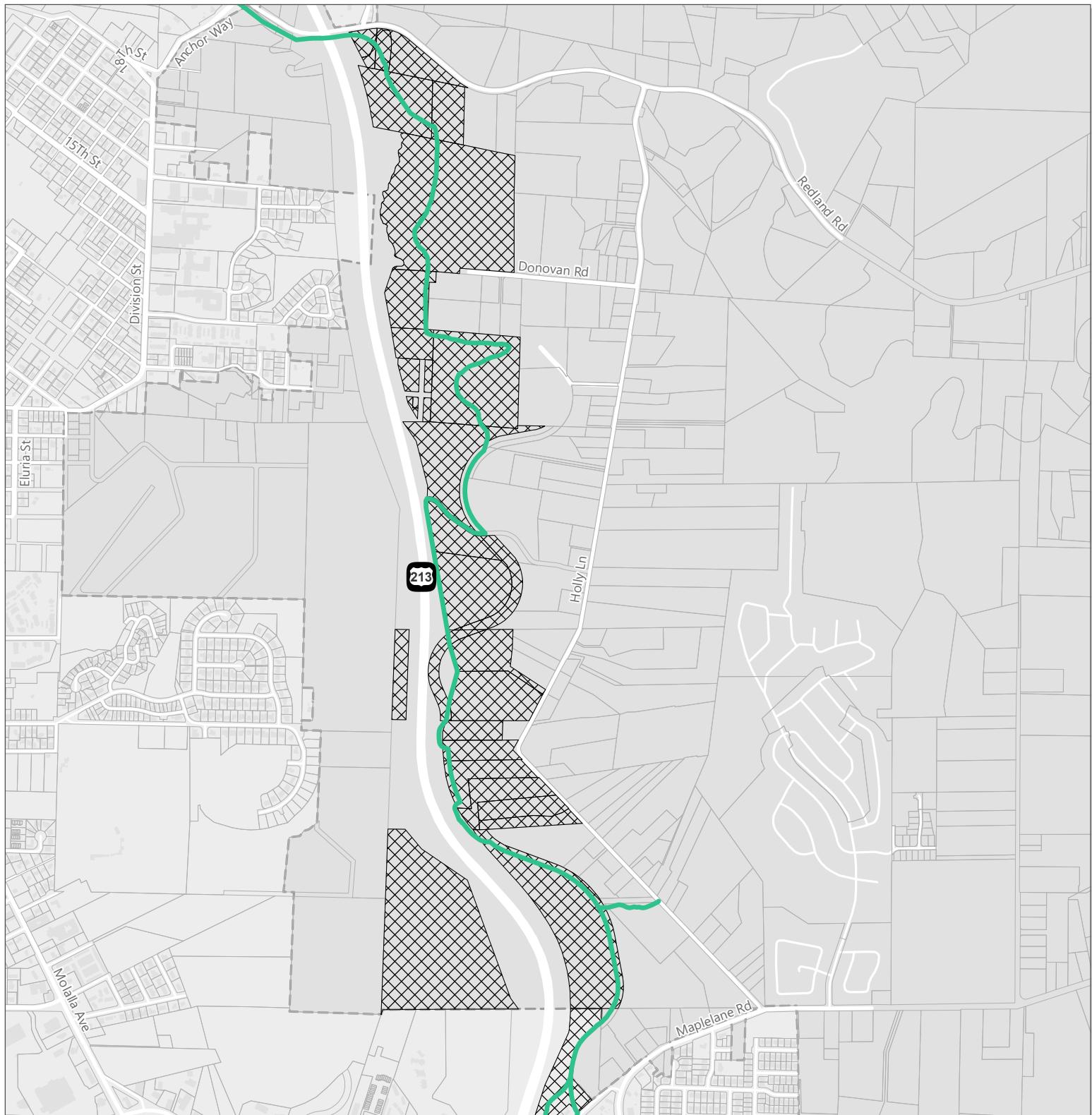


of the trail forward, the City would need to initiate and fund development of the trail as a local partner.



## Oregon City Loop Trail Refinement Plan

### Figure 2. Clackamas County Community College to Downtown



— Oregon City Loop Trail System

▨ Metro Owned Property

▫ Oregon City Boundary

0  $\frac{1}{4}$   $\frac{1}{2}$   
Miles



## Opportunities & Constraints

This technical memorandum will serve as the baseline for the refinement study, documenting opportunities, constraints, and issues for each of the segments that will need to be considered as the alignments and cross-sections are developed. Each topic area reviewed is described below.

### Topic Areas

	<b>Previous Planning Efforts:</b> A review of planning documents that identify or provide direction for each of the segments that serve as a starting point for this effort.
	<b>Surrounding Land Use &amp; Context:</b> The existing and planned land uses surrounding each segment, including identification of uses likely to generate bicycle and pedestrian trips such as schools and parks.
	<b>Land Ownership &amp; Right-of-Way (ROW):</b> A review of ownership for the properties that may be needed to construct each of the segments and available ROW.
	<b>Existing Infrastructure:</b> An inventory of the roadway, bicycle, and pedestrian network in the area surrounding each segment.
	<b>Utilities:</b> An inventory of existing utilities within the anticipated alignment of each segment that will need to be considered in the refinement process.
	<b>Environmental Constraints:</b> A description of constraints including geologic hazards, water, and natural resources that will influence alignment and cross-section options.

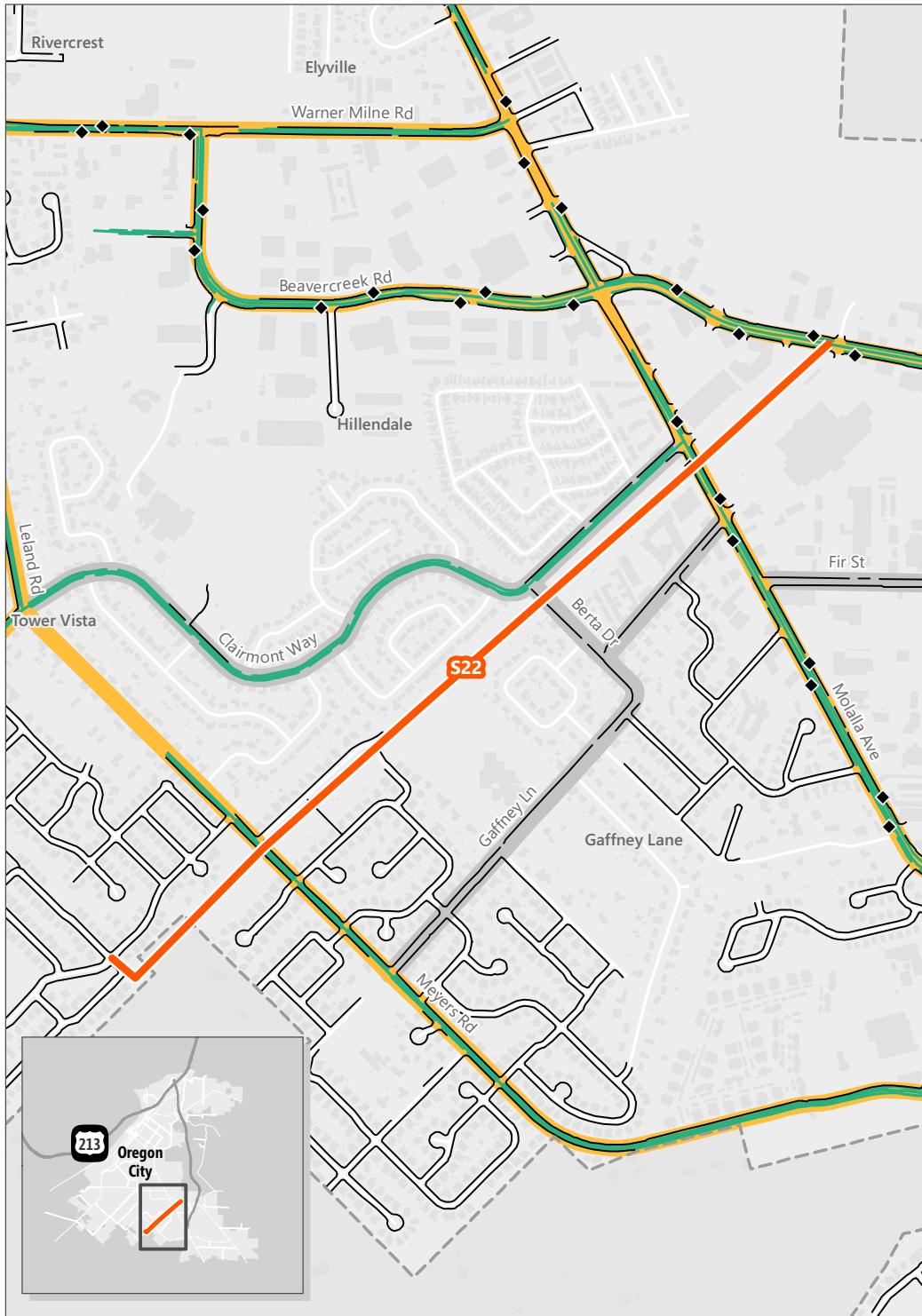
Stakeholder interviews were also completed with key stakeholders, identified by the City, for each segment. Takeaways for each segment are documented in the following sections and a full summary is included in **Appendix A**.



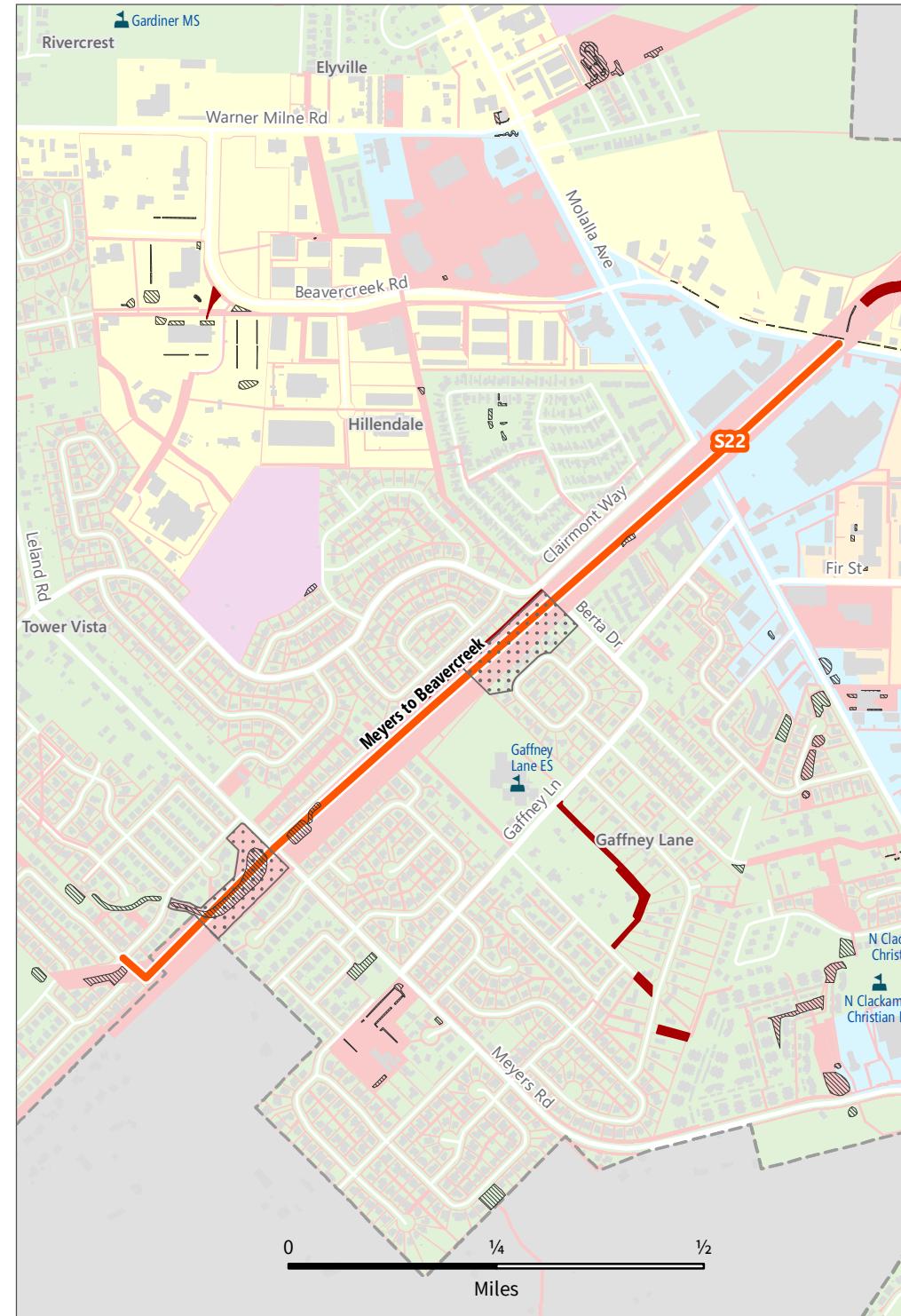
## Oregon City Loop Trail Refinement Plan

### Figure 3. S22 - Meyers to Beavercreek

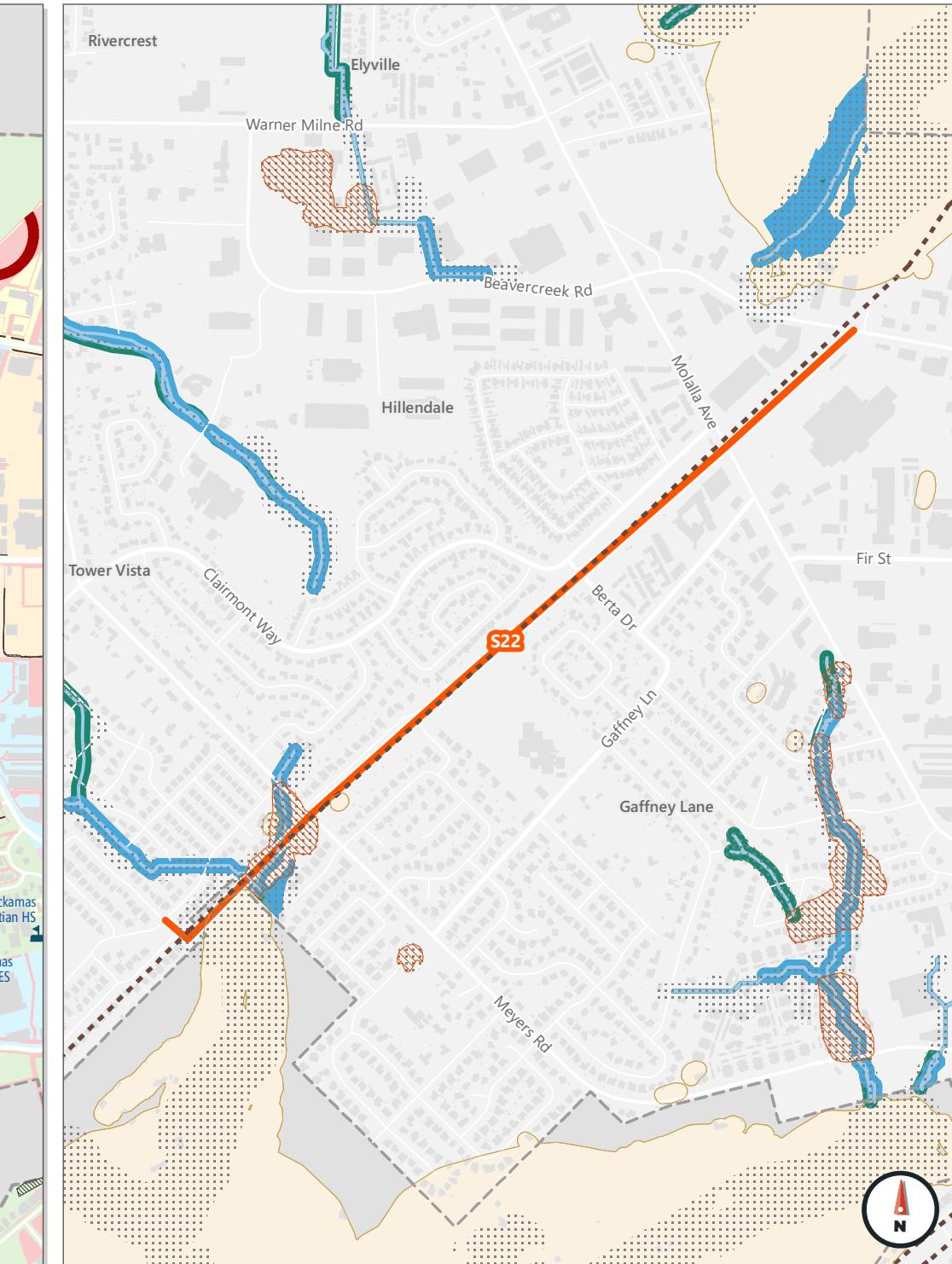
#### Transportation



#### Land Use



#### Utilities & Environmental



##### Functional Class

Freeway

Collector

Arterial

Local

##### ♦ Bus stop

Sidewalk

Bike lane

Oregon City Boundary

##### Easement

Storm detention basin

Unimproved ROW

##### Privately Owned Tax Lot

School

Oregon City Boundary

##### Zoning

Commercial

Industrial

Institutional

##### Natural Resource Overlay District (NROD)

Wetland

Riparian area

##### Potential vegetated corridor

Geologic hazard area

Oregon City Boundary

##### — Powerline

Stream



## Meyers-Beavercreek Shared Use Path - S22

The Meyers-Beavercreek Shared Use Path is an ancillary path that is intended to provide an off-street connection for people walking, biking, and using other small mobility devices from Beavercreek Road to Meyers Road. **Figure 3** shows the proposed connection, existing infrastructure, surrounding land use, utilities, and environmental constraints. A summary of issues and opportunities is provided below, followed by a detailed description of each of the topic areas.



## Meyers-Beavercreek Shared Use Path Opportunities & Constraints

	<ul style="list-style-type: none"><li>Identified as project S22 in the City's TSP, this project is part of the Not Likely to be Funded Transportation System. As a Long-term Phase 2 project, it is a high priority after the Likely to be Funded Transportation System is implemented.</li><li>As a Local Trail, the City's Trails Master Plan states that this shared use path should be designed to provide access for most, if not all, trail users with a width of between 6 to 12 feet and a paved or other smooth surface.</li></ul>
	<ul style="list-style-type: none"><li>Between Beavercreek Road and Molalla Avenue, options for accommodating the path within the developed retail centers or alternate routes will need to be considered.</li><li>The predominate land use along the planned alignment is single-family residential.</li><li>Gaffney Lane Elementary School and Wesley Lynn Park are the primary generators for bicycle and pedestrian trips along the planned path.</li></ul>
	<ul style="list-style-type: none"><li>Much of the planned alignment is along property owned by the City of Oregon City and Oregon City School District.</li><li>There is 12 feet of unimproved ROW between single-family homes from S Berta Drive to Gaffney Lane Elementary; however, several homes have fences that extend into the ROW.</li><li>There is an existing easement, granted to Portland General Electric (PGE), from Beavercreek Road to Frontier Parkway that follows the powerlines and is approximately 225 feet wide.</li></ul>
	<ul style="list-style-type: none"><li>The primary consideration for roadways in the area will be how to create a safe crossing for the shared use path. Clairmont Way, Moccasin Way, and Frontier Parkway offer low-speed alternatives if an off-street connection is deemed infeasible or too expensive.</li><li>On-street bicycle lanes and sidewalks are provided in the area surrounding the planned path; however, if on-street alternatives are identified, enhancements to the existing on-street bicycle lanes will likely be needed to create a route that is comfortable for users of all ages and abilities.</li><li>This path will connect to the planned Gaffney Lane Elementary Shared Use Path, creating an off-street connection to the elementary school between Beavercreek Road and Meyers Road.</li></ul>
	<ul style="list-style-type: none"><li>From Beavercreek Road to Frontier Parkway, the alignment follows high-voltage transmission lines that will require 50 feet of horizontal clearance from the shared use path and any street furniture.</li><li>There are two stormwater management areas, located on either side of Meyers Road, in areas where the shared use path is identified as providing an off-street connection.</li></ul>



## Meyers-Beavercreek Shared Use Path Opportunities & Constraints



- Water and natural resources in the area between Meyers Road and Frontier Parkway will need to be considered as off-street options in that area are considered.
- The only geologic hazard present along this path alignment are slopes. Areas with slopes greater than 25% are located near the two stormwater management areas.



### Previous Planning Efforts

Two planning documents, the City's TSP and Trails Master Plan, include details and guidance related to refinement of this shared use path. As the long-term guide for the City's transportation investments, the TSP provides a starting point for project refinement, while the Trails Master Plan provides design guidance based on the path's purpose and intended users.

#### TSP

The Meyers-Beavercreek Shared Use Path is identified as project S22 in the City's 2013 TSP. The project is identified as part of the Not Likely to Be Funded Transportation System. The Not Likely to Be Funded Transportation System is a list of projects that are not reasonably expected to be implemented by 2035 but will provide important connections for the transportation system.

The TSP project description states that this project will "Add a shared-use path under the power lines between Morrie Drive and Beavercreek Road. Will require a portion of the parking lot between Molalla and Beavercreek." The project limits are Morrie Drive to Beavercreek Road and it is identified as a Long-term Phase 2 project estimated to cost \$1.2 million. Because this project is identified as a Long-term Phase 2 project, it is considered one of the highest priority projects after the Likely to be funded Transportation System is implemented.

#### Trails Master Plan

The City's Trails Master Plan, completed in 2004, provides guidance on trail designs based on the facility type, the types of anticipated users, available width, and surface options. The Trails Master plan also provides guidance on trail-roadway crossings that will need to be considered for this segment.

The Meyers-Beavercreek Shared Use Path is identified as a proposed local trail in the Trails Master Plan. The Master Plan states that "City trails provide access for most, if not all, trail users within neighborhoods, parks, greenspaces, and other recreational areas. They are similar to regional trails in that they typically have their own right-of-way and serve only non-motorized users. These trails should be at least six feet wide and at least eight feet wide if bicycle use is anticipated. All



efforts should be made so that at least one ADA accessible trail is available and serves the most desirable parts of the area (i.e., picnic areas, viewpoints, playground equipment, etc.)."

Based on the Trail Design Types and Standards in the Master Plan, these trails should be designed with a width of between 6 and 12 feet and should be a paved or other smooth-rolling surface to accommodate all trail users.

This shared use path may have up to four roadway crossings at:

- Beavercreek Road
- Molalla Avenue
- S Berta Drive
- Meyers Road

The Trails Master Plan will be referenced to provide guidance on three potential crossing solutions that will be explored as part of this refinement phase:

- Unprotected/Marked
- Route Users to an Existing Intersection
- Signalized/Controlled

Guidance in the Trails Master Plan will be used to determine which crossing types may be appropriate and what enhancements may be needed based on traffic volume, speed, and line of sight.



#### ***Surrounding Land Use & Context***

Today, there are three land uses adjacent to the identified alignment for the shared use path: commercial, residential, and institutional.

At the northeast end of the path, from Beavercreek Road to just south of Molalla Avenue, the surrounding land use is retail. The area is zoned as General Commercial and designated as an Enterprise Zone.

The area between the retail use just south of Molalla Avenue and S Berta Drive is zoned as High-Density Residential District; however, along the identified alignment, the land is undeveloped and currently serves as a construction staging area for the city.

Between S Berta Drive and McVey Lane, land use zoning allows for low density residential uses. Today, there are single-family homes on both sides of the proposed shared use path and an elementary school. From McVey Lane to Morrie Drive, the land use is zoned as R-8, another low-density residential use. There is no development between Red Hawk Drive and Meyers Road due



to a stormwater management area. There is also a stormwater management area located directly across Meyers Road. Except for the stormwater ponds, the land use surrounding the shared use path is fully built out.

Today, the primary land use that would generate bicycle and pedestrian trips along the shared use path is the elementary school. When constructed, this path would provide a connection from the Gaffney Lane neighborhood to Wesley Linn Park, another key destination for people walking, biking, and using other small mobility devices in this part of the city.



#### ***Land Ownership & Right-of-Way (ROW)***

Properties along the proposed alignment are owned by a mix of private and public owners as shown on **Figure 3**. Undeveloped properties along this path alignment are owned by:

- Settlers Point Homeowners Association
- The City of Oregon City
- Oregon City School District

Other property owners along the proposed alignment include:

- Fred Meyer Stores
- Wesberg Family Properties LLC
- Private residence owners

There is an existing easement, the length of the proposed path, that is approximately 225 feet wide between Beavercreek Road and Frontier Parkway. The easement, granted to PGE, allows the land to be used for power lines and includes wooden distribution poles and transmission lines.

Conversations with the School District also indicate that the district is open to collaborating with the City on an easement allowing access and use of their property outside the fenced area that provides access to the school and playground.

In addition to the parcels owned by the City, there are also 12 feet of unimproved ROW between parcels located on Eastborne Drive and Tina Street. This ROW runs from S Berta Drive to about halfway through the parcel owned by the School District. While this ROW appears to be available for public use, several property owners have built privacy fences that extend into this ROW and block access.



## ***Existing Infrastructure***

### **Vehicles**

There are seven roadways that will be considered as the design for this shared use path is refined. A brief description of each is provided below.

**Beavercreek Road** is a four-lane roadway with a posted speed limit of 35 miles per hour (mph) and is identified as a Major Arterial by the City's Functional Roadway Classification System. The primary challenge for this roadway will be determining where and how shared use path users should cross to connect to planned trails northeast of Beavercreek Road.

**Molalla Avenue** is a two-lane roadway with a center turn lane, a posted speed limit of 35 mph, and is identified as a Major Arterial. Where and how the shared use path crosses Molalla Avenue is the primary challenge for this roadway.

**S Fir Street** is a two-lane roadway with on-street parking permitted on both sides and a posted speed limit of 25 mph. Identified as a Collector, S Fir Street may be considered as an alternative to a connection through the existing retail area, if needed.

**Clairmont Way** is a two-lane Collector with a posted speed limit of 25 mph and is adjacent to the shared use path alignment between Molalla Avenue and S Berta Drive. On-street parking is permitted on both sides of the road.

**Moccasin Way** is a two-lane Local Street with a posted speed limit of 25 mph that serves only as residential access for the homes along it. On-street parking is permitted on both sides of the road. Moccasin Way may be considered as an alternative to constructing the shared use path through the parcel with the stormwater pond.

**Meyers Road** is a two-lane Minor Arterial with a posted speed limit of 35 mph and no on-street parking permitted near the shared use path. Creating a safe connection across Meyers Road will be the primary challenge for this roadway.

**Frontier Parkway** is a two-lane Local Street with on-street parking permitted on both sides of the street and a posted speed limit of 25 mph. Frontier Parkway connects to Wesley Lynn Park and may be considered as an alternative to constructing the shared use path through the stormwater retention area southwest of Meyers Road.

### **Bicycle and Pedestrian**

Today, on-street bicycle lanes are provided on the following roadways:

- Beavercreek Road
- S Fir Street (from Beavercreek Road to approximately 0.25 miles south of the intersection)



- Molalla Avenue
- Clairmont Way
- Meyers Road

Except for Molalla Avenue, the on-street bicycle lanes are unprotected and do not have a buffer. On Molalla Avenue, the recent streetscape project included the addition of buffered bicycle lanes.

Sidewalks are also prevalent in the area surrounding this shared use path alignment. Only the south sides of Clairmont Way and Moccasin Way are missing sidewalks.

When constructed, this path will connect to the Gaffney Lane Elementary Shared Use Path, creating an off-street connection to the elementary school between Beavercreek Road and Meyers Road.

### **Transit**

When constructed, this shared use path could provide an off-street connection to transit stops on Beavercreek Road and Molalla Avenue.

Bus stops near the shared use path alignment on Molalla Avenue are served by TriMet Route 33 and 99, which provide connections to Clackamas Town Center and downtown Portland, respectively. On Beavercreek Road, the shared use path would connect travelers to Route 32, which provides service to Milwaukie.



### **Utilities**

Existing powerlines and stormwater facilities are the primary utilities that will need to be considered along the shared use path alignment.

**Powerlines:** The proposed alignment follows the powerlines from Beavercreek Road to Frontier Parkway. Within the proposed alignment, there are seven lattice towers used for transmission lines and several wooden poles with distribution lines. PG&E owns the transmission and distribution lines. Wooden distribution poles can be relocated, as needed, to provide space for the shared use path. Based on documentation provided by PG&E, 50 feet of clearance will be required between the shared use path and the higher voltage transmission lines. Access for maintenance vehicles, including vehicles as large as a bucket truck, should also be maintained as the shared use path alignment is refined.

**Stormwater:** There are two stormwater management areas located along the shared use path alignment. One is located on the northeast corner of Moccasin Way and Meyers Road on land owned by the City. The second pond is located directly across Meyers Road on land owned by the Settlers Point Homeowners Association.



### ***Environmental Constraints***

For this path, the only area with environmental constraints is the area surrounding the stormwater management areas at the southwest end of the path.

**Water and Natural Resources:** The area between Meyers Road and Frontier Parkway is home to water and other natural resources that will need to be considered in evaluating off-street options in this area. Those resources include:

- A stream that runs from the northeast side of Meyers Road across Frontier Parkway
- Wetlands
- Riparian Area
- A vegetated corridor

**Geologic Hazards:** The only geologic hazards that will need to be considered are slopes. In this area, there are small areas with slopes greater than 25% near the stormwater management areas.



## Meyers Road Shared Use Path - S23

The Meyers Shared Use Path is a portion of the Oregon City Loop Trail that will connect people walking, biking, and using other small mobility devices from Oregon Route 213 (OR-213) to the Meyers-Beavercreek Shared Use Path. **Figure 4** shows the proposed connection, existing infrastructure, surrounding land use, utilities, and environmental constraints. A summary of issues and opportunities is provided below, followed by a detailed description of each of the topic areas.

### Meyers Road Shared Use Path Opportunities & Constraints

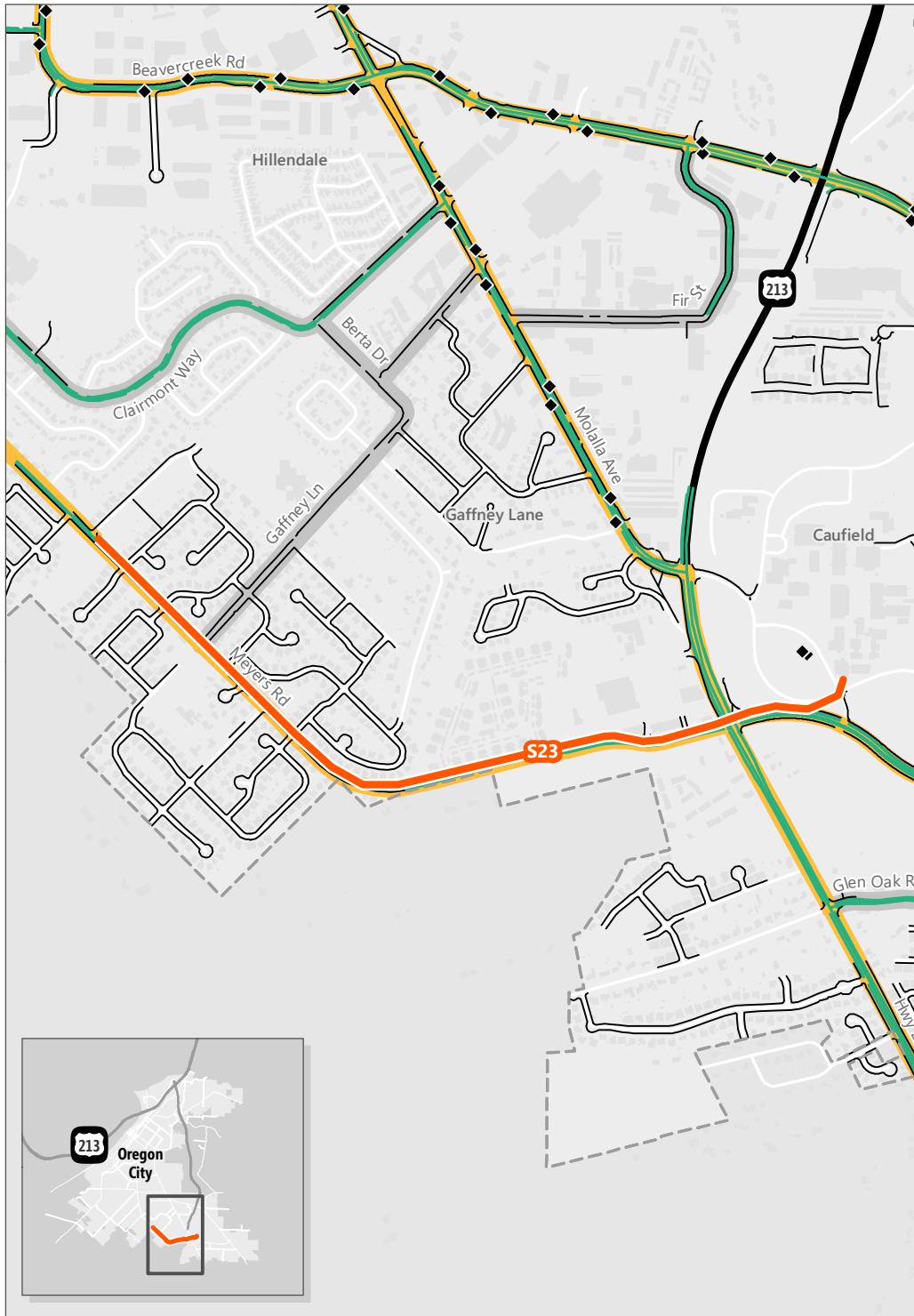
	<ul style="list-style-type: none"><li>Identified as project S23 in the City's TSP, this project is part of the Not Likely to Be Funded Transportation System. As a Long-term Phase 3 project, it is part of the lowest priority projects after the Likely to be Funded Transportation System is implemented.</li><li>As a Regional Trail, this shared use path may be eligible for regional funding. The City's Trails Master Plan indicates that the trail should be designed to provide two-way travel for people walking and biking with a width of between 10 and 12 feet.</li><li>The Linn Avenue, Leland Road, and Meyers Road Corridor Plan identified a preferred cross-section for Meyers Road from Moccasin Way to Leland Road that was created to guide development of the corridor and ensure that when completed the corridor reflected the priorities identified in the City's TSP.</li></ul>
	<ul style="list-style-type: none"><li>Land use along the corridor is predominantly single-family homes, with areas of high-density residential and commercial at the Meyers Road and OR-213 intersection.</li><li>This shared use path would provide an important multimodal connection from the residential areas to the west of OR-213 to Clackamas County Community College and Oregon City High School, located just east of OR-213.</li></ul>
	<ul style="list-style-type: none"><li>Coordination with private land owners will be required if connecting existing sidewalks along Meyers Road is identified as the most feasible solution for people walking.</li></ul>
	<ul style="list-style-type: none"><li>Major generators of users are located at the east section of the proposed shared use path. Generators include retail stores, Clackamas Community College, and Oregon City High School.</li></ul>
	<ul style="list-style-type: none"><li>There are no significant on-street utilities along Meyers Road other than utility access holes, catch basins, fire hydrants, electricity poles, and electricity cabinets.</li></ul>
	<ul style="list-style-type: none"><li>There are no significant environmental limitations to align the shared use path along Meyers Road.</li></ul>



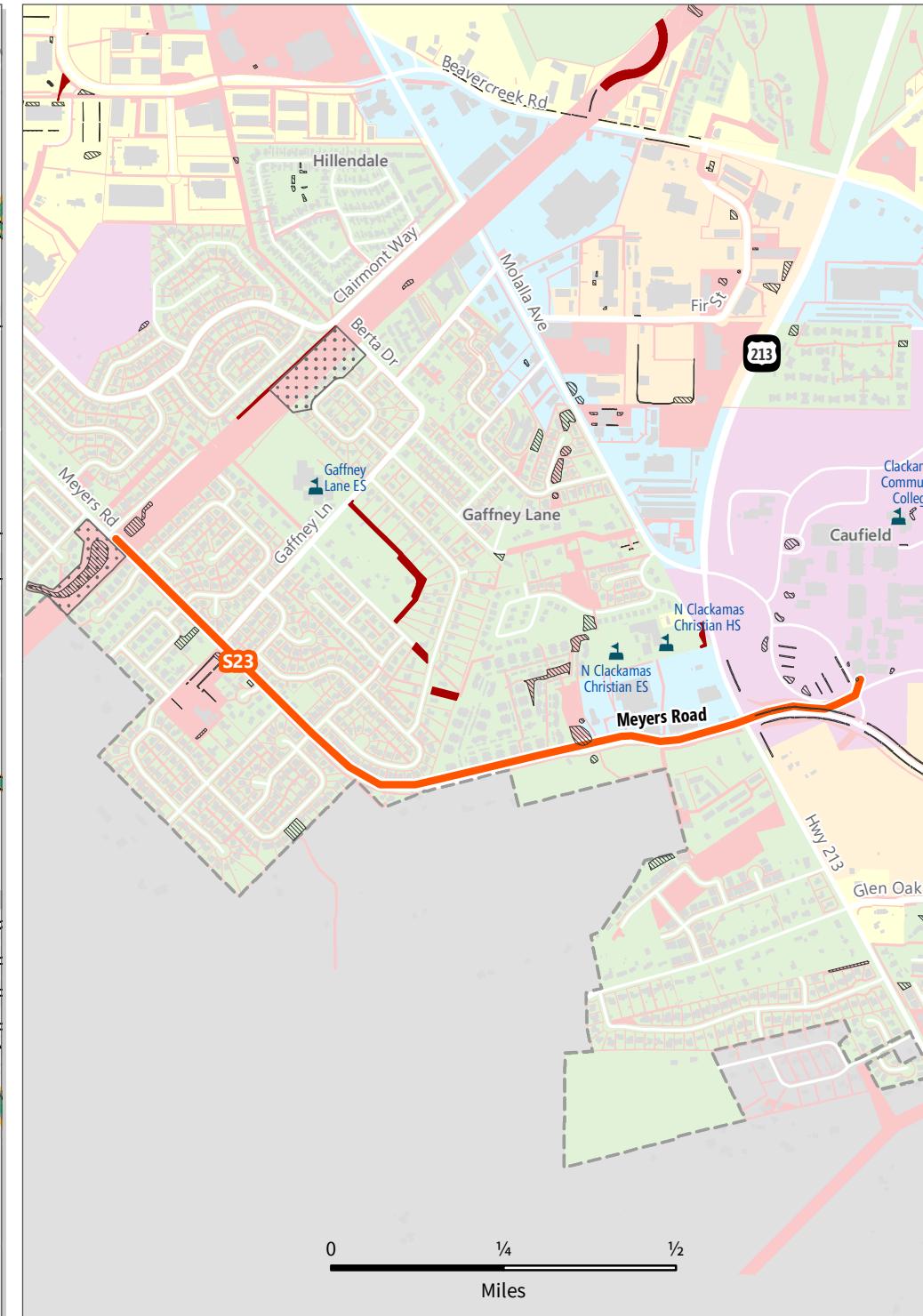
## Oregon City Loop Trail Refinement Plan

### Figure 4. S23 - Meyers Road

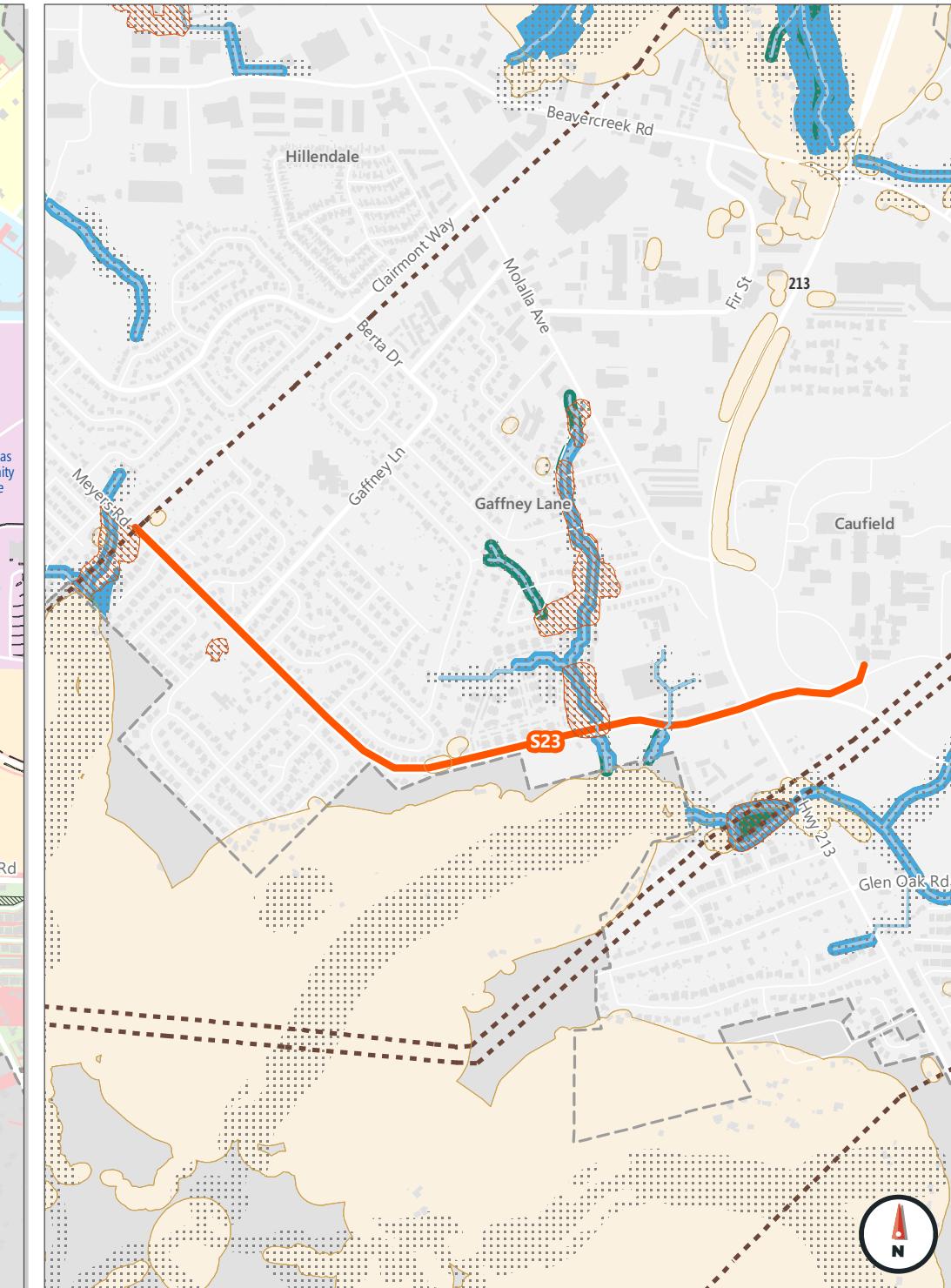
#### Transportation



#### Land Use



#### Utilities & Environmental



##### Functional Class

- Freeway
- Collector
- Arterial
- Local

##### ♦ Bus stop

- Sidewalk
- Bike lane
- Oregon City Boundary

##### Easement

- Storm detention basin
- Unimproved ROW

##### Privately Owned Tax Lot

- School
- Oregon City Boundary

##### Zoning

- Commercial
- Industrial
- Institutional

##### Natural Resource Overlay District (NROD)

- Wetland
- Riparian area

##### Potential vegetated corridor

- Geologic hazard area
- Oregon City Boundary

##### Powerline

- Stream



### **Previous Planning Efforts**

Three planning documents provide guidance related to refinement of this shared use path: the City's TSP; the Trails Master Plan; and the Linn Avenue, Leland Road, and Meyers Road Corridor Plan.

#### **TSP**

The Meyers Road Shared Use Path is identified as project S23 in the City's TSP and is included in the list of projects identified as not likely to be funded prior to 2035.

The TSP project description states that this project will "Add a shared-use path on the south side of Meyers Road between the Meyers-Beavercreek Shared Use Path and the Clackamas Community College Shared Use Path." The project is estimated to cost \$1.1 million with project limits defined as between the Meyers-Beavercreek Shared Use Path and OR-213. The project is identified as a Long-term Phase 3 project, meaning it is in the second set of projects identified for implementation after the Likely to be Funded Transportation System is complete.

#### **Trails Master Plan**

In 2004 the Trails Master Plan identified Meyers Road as a potential roadway to implement bike lanes to expand the bike network connecting the city in the north-south directions. Meyers Road was also identified as a corridor for the Oregon City Loop Trail. Oregon City Loop Trail is classified as a regional trail, part of the Metro's Regional Transportation Plan (RTP), which makes this section of the shared use path on Meyer Road eligible for regional funding.

According to the City's Trails Master Plan, regional trails should be designed for two-way bicycle and pedestrian traffic with its own ROW and should be able to accommodate maintenance and emergency vehicles. Based on the design guidelines the shared use path should:

- Be between 10 and 12 feet wide with 2 feet of soft shoulders
- Have a paved or other smooth rolling surface to accommodate all trail users, which include bicyclists, pedestrians, wheelchairs, baby strollers, equestrians, and skaters.

This shared use path may have up to nine roadway crossings at the roadways listed below. Except for the OR-213 crossing, these crossings will be unprotected/marked crossings of residential and collector streets. Likely crossings include:

- OR-213
- Squire Drive
- S Nobel Road
- S Gerber Woods Drive
- Gaffney Lane



- Century Drive
- Andrea Street
- S Moccasin Way
- Frontier Parkway

Based on the Trails Master Plan, Type 1 and Type 2 crossings may be appropriate along this segment. Type 1 crossings are unprotected but marked crosswalks, with no additional devices to slow down the traffic. Type 2 crossings are required within 250 feet of existing signalized intersections, and all trail users are diverted to the crosswalk of the existing intersection by using signs and barriers where the trail meets the roadway.

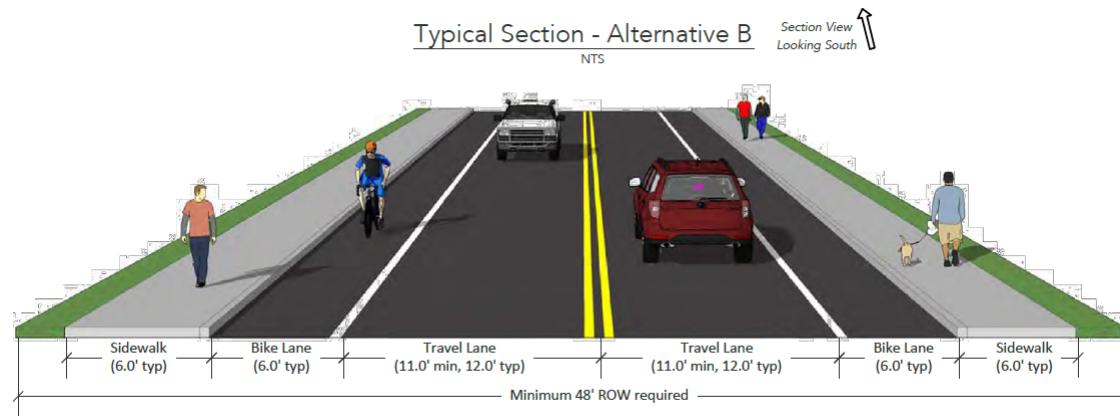
The Trails Master Plan will be referenced to provide guidance as to what enhancements may be needed based on traffic volume, speed, and line of sight for unprotected or marked crossings.

### **Linn Avenue, Leland Road & Meyers Road Corridor Plan**

The Linn Avenue, Leland Road & Meyers Road Corridor Plan was completed in 2015 to guide development along the corridor from Jackson Street to Moccasin Way, the beginning of the Meyers Road Shared Use Path.

This planning effort proposed closing the gaps on the sidewalk and bike networks by building the missing sidewalks and bike lanes along the corridor, enhancing options for residents to travel along the corridor using alternative modes of transportation.

The final cross-section design was defined within 48 feet of right-of-way with two 12-foot travel lanes, one 6-foot-wide bike lane in each direction, one 6-foot sidewalk on each side of the street, see the illustration below.



Source: Linn Avenue, Leland Road, and Meyers Road Corridor Plan 2015.



### ***Surrounding Land Use & Context***

The primary land use along Meyers Road is low-density residential as shown on **Figure 4**.

At the intersection of Meyers Road and OR-213, zoning allows for high-density residential and commercial uses.

Between Moccasin Way and Pioneer Ridge, land use along the corridor is fully built out with single-family homes. Between Pioneer Ridge and OR-213 on the north side of Meyers Road, there is multi-family housing and general commercial. The south side of Meyers Road is zoned for high-density residential but has not been developed.

Across OR-213, this shared use path will connect to Clackamas County Community College and Oregon City High School. The Meyers Road Shared Use Path will connect people living in the residential areas west of OR-213 to the institutional land uses to the east.

Data analyzed by Clackamas County Community College in 2020, found that the Gaffney Lane neighborhood is home to many students that attend Clackamas County Community College, with most of the neighborhood having a student density of nearly 15 students per quarter mile. Multi-family developments near the college have a student population density of nearly 60 students per quarter mile, indicating that the college could be a substantial generator of bicycle and pedestrian trips along the corridor if safe and comfortable facilities are provided.



### ***Land Ownership & Right-of-Way (ROW)***

As shown on **Figure 4**, all properties along Meyers Road between OR-213 and Moccasin Way are privately owned. Most properties on the south side of Meyers Road have a slope easement granted to the City of Oregon City that is 12 feet in width. There are three properties within the city that do not have an existing easement, and one property located outside the city limits that does not have an easement. On the north side, there are no gaps in the easement between OR-213 and Moccasin Way and the easement varies from 10 feet to 23 feet.



### ***Existing Infrastructure***

#### ***Vehicles***

**Meyers Road** is a classified as minor arterial which connects local streets and collectors with major arterials such as OR-213. It is a two-lane corridor with a posted speed limit of 35 mph. Between OR-213 and Moccasin Way, there are no signalized intersections or on-street parking.

#### ***Bicycle and Pedestrian***

Today, Meyers Road has on-street bicycle lanes that provide dedicated space for people biking in both directions. The bicycle lanes are 5-feet wide with no buffer or separation from vehicle travel



lanes. There are several utility accesses covers and storm drain covers located in the bicycle lanes, which, due to the narrow width of the bicycle lane, can be a hazard for people biking.

For people walking, the north side of Meyers Road has continuous sidewalks that are 7-feet wide in most locations and largely free of obstructions. Curb ramps are also present at all intersections on the north side of Meyers Road. On the south side of Meyers Road, there are several gaps in the sidewalks and locations without curb ramps. The largest gap is an approximately half-mile segment from OR-213 to the west end of the Pioneer Ridge development.

## Transit

Clackamas County operates the Clackamas County Connects Shuttle Service which connects underserved portions of Oregon City and the Clackamas Industrial Area. The shuttle operates between 6 AM and 6 PM with a route that connects people to destinations between the Oregon City Shopping Center and Clackamas County Community College. There is one stop located just north of Moccasin Way and three stops along the shared use path alignment, one at Gaffney Lane and two stops near the Pioneer Ridge apartment complex.



### Utilities

There are two storm ponds located on the north and south side of Meyers Road in the Meyers Road Natural Resource Area. On the north side, the pond is located just eight feet from the road. On the south side, the pond is located 35 feet from the road. The Millennium Park Basin storm pond is also located on Meyers Road just south of the Century Drive intersection. Street lighting is provided by overhead light poles between OR-213 and Moccasin Way. On the south side of Meyers Road, wooden distribution poles are in the ROW between Moccasin Way and Nobel Road.



### Environmental Constraints

The Meyers Road Natural Resource Area surrounds the stream that passes under Meyers Road just east of Pioneer Ridge, as shown on **Figure 4**. This area includes a Title 3 riparian area and wetlands and is part of a natural resource overlay district.

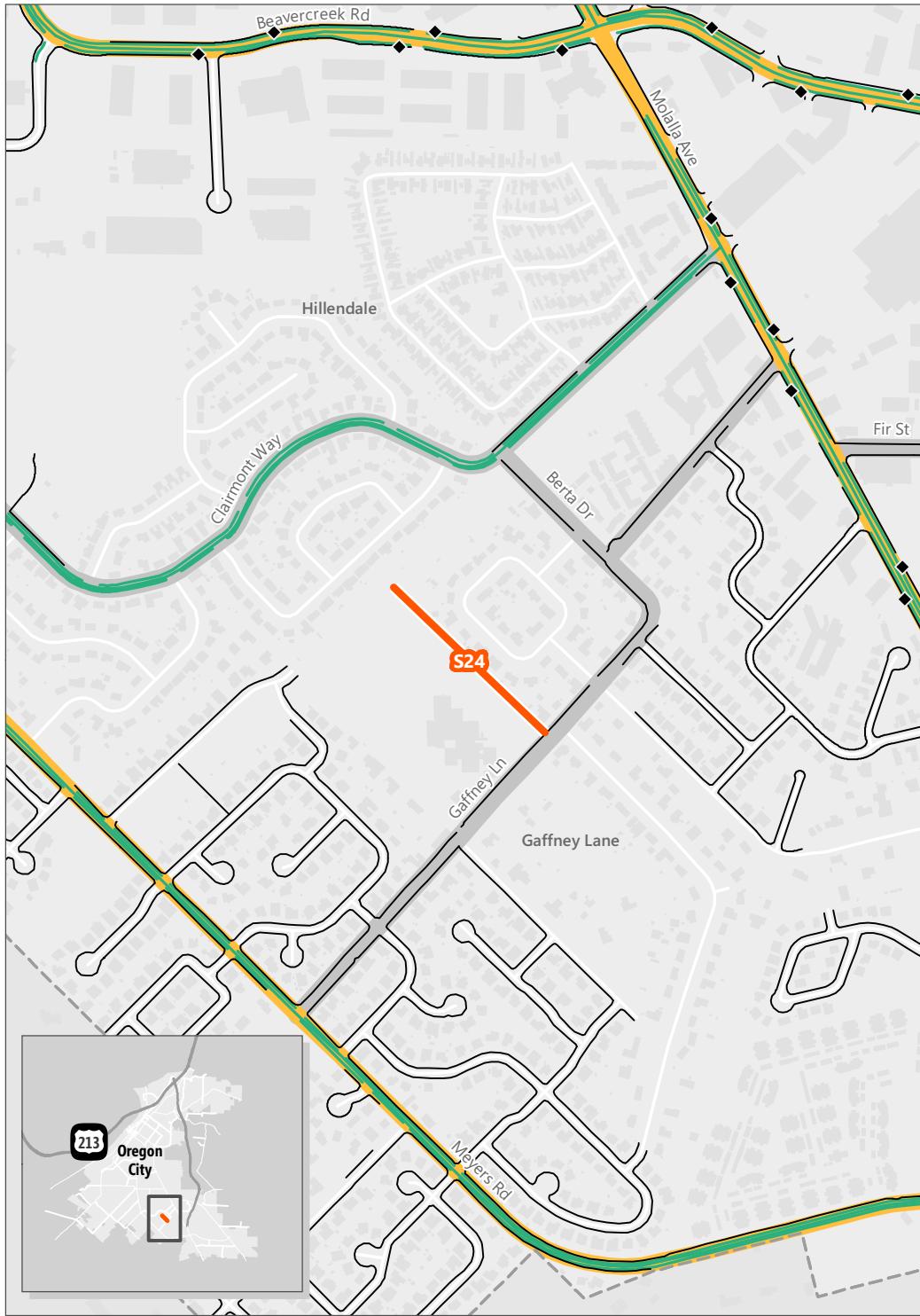
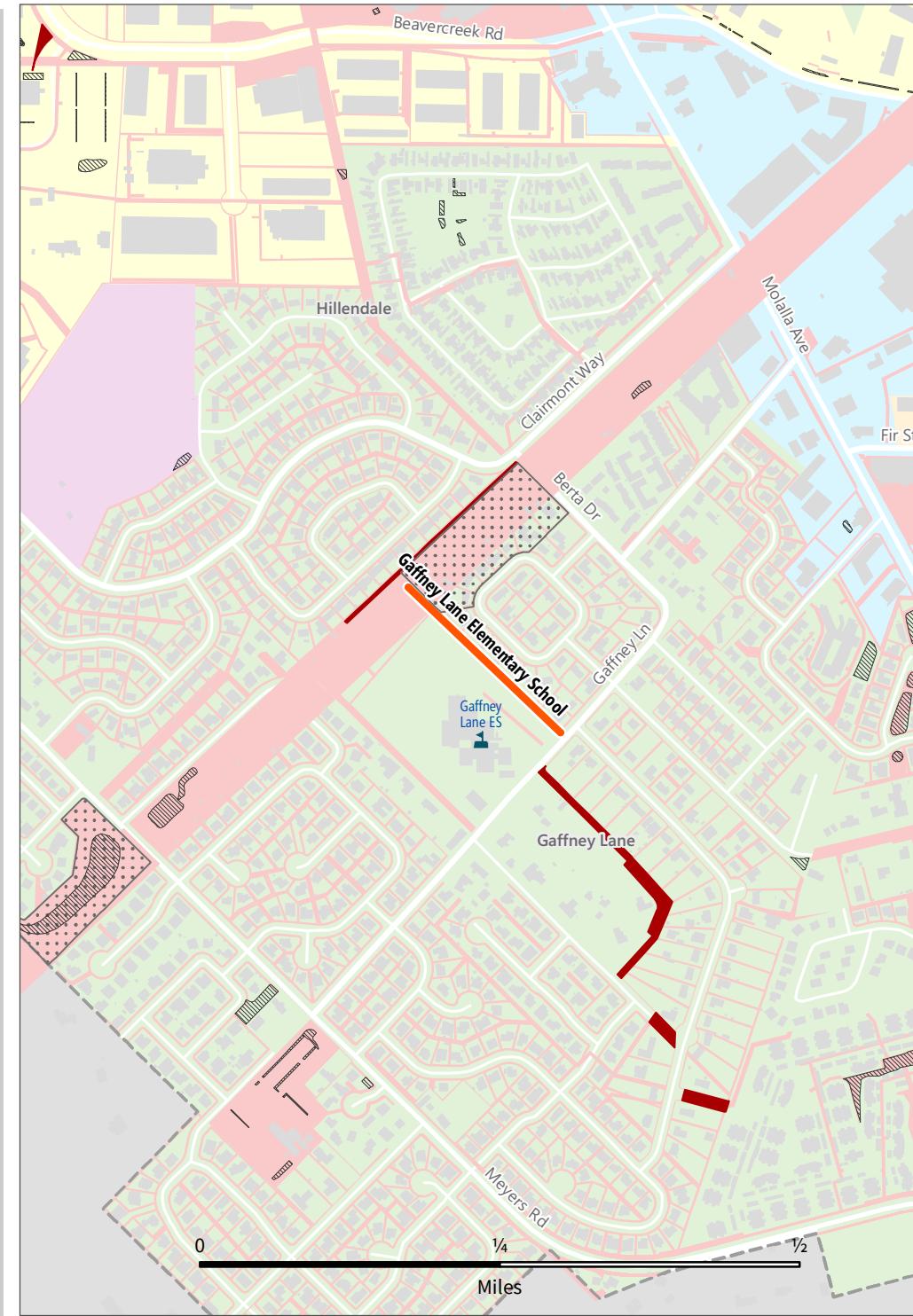
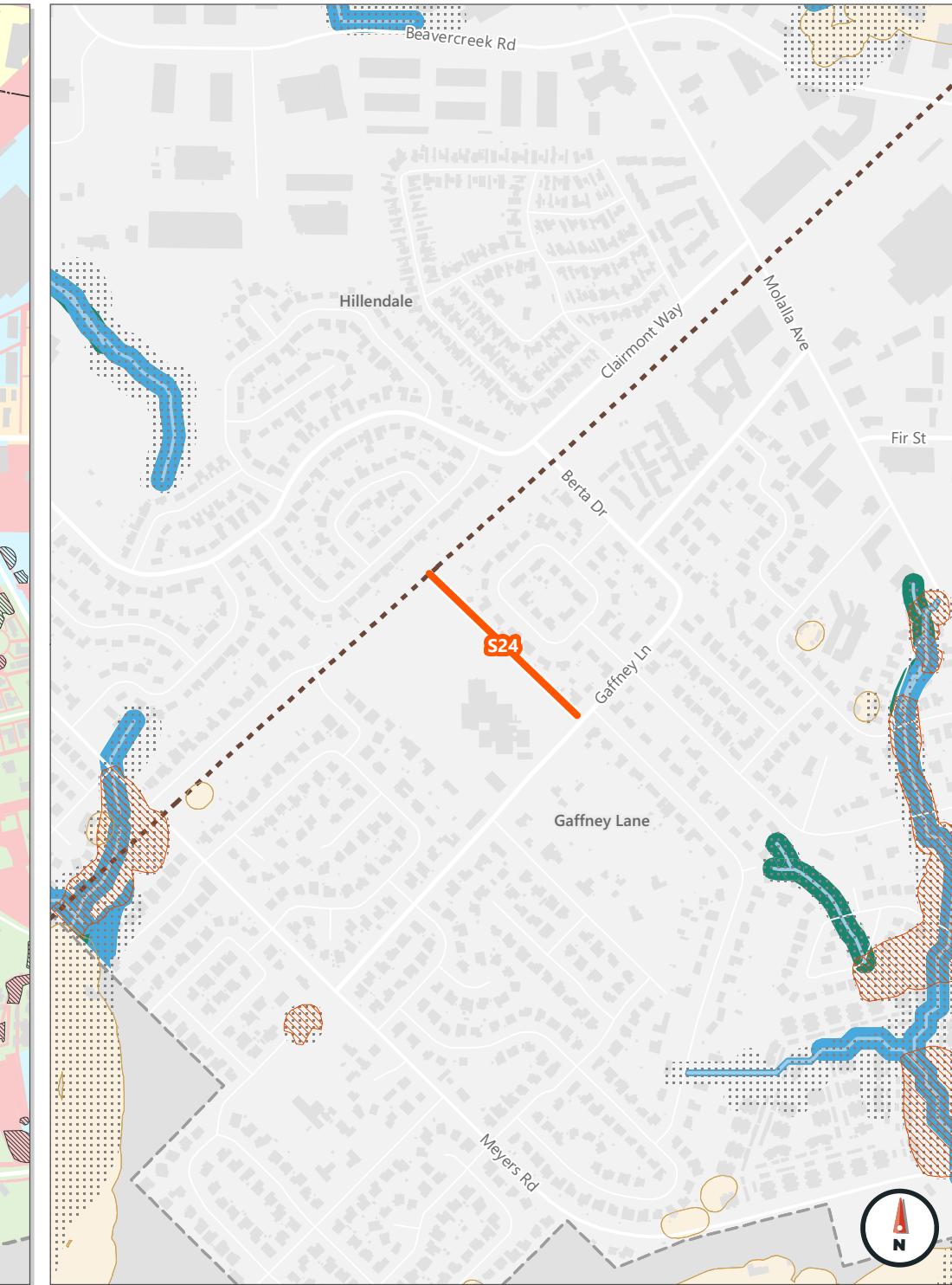


## Gaffney Lane Elementary Shared Use Path - S24

The Gaffney Lane Elementary Shared Use Path is an ancillary path that would connect the Gaffney Lane neighborhood to the Meyers-Beavercreek Shared Use Path (S22), which will provide a connection to the Loop Trail. **Figure 5** shows the proposed connection, existing infrastructure, surrounding land use, utilities, and environmental constraints. Unlike the other segments being evaluated as part of this effort, the alignment for this path already exists. This effort will need to focus on identifying the appropriate width, surface, and potential funding sources for this connection. A summary of issues and opportunities is provided below, followed by a detailed description of each of the topic areas.

### Gaffney Lane Elementary Shared Use Path Opportunities & Constraints

	<ul style="list-style-type: none"><li>Identified as project S24 in the City's TSP, this project was included in the Likely to be Funded Transportation System and prioritized for implementation between 2023 and 2035.</li><li>The City's Trails Master Plan identifies this shared use path as part of the Hillendale South Trail which will connect the Gaffney Lane neighborhood to Hillendale Park.</li></ul>
	<ul style="list-style-type: none"><li>Land use surrounding the shared use path alignment is entirely built out with single-family homes located east of the path and Gaffney Lane Elementary School located to the west of the path.</li></ul>
	<ul style="list-style-type: none"><li>The shared use path alignment is located on two lots, both owned by Oregon City School District who is open to formalizing use of the space by the City for the purpose of the shared use path.</li></ul>
	<ul style="list-style-type: none"><li>The alignment for the shared use path is already in place along the first lot owned by the School District. Today, there is approximately 150 feet of asphalt path before a gravel section, which is approximately 250 feet long. The alignment will be refined and specifically designed to enhance the existing conditions.</li></ul>
	<ul style="list-style-type: none"><li>There are no utilities that need to be considered until the connection with the planned Meyers-Beavercreek Shared Use Path.</li></ul>
	<ul style="list-style-type: none"><li>The proposed alignment does not have any environmental constraints.</li></ul>

**Figure 5. S24 - Gaffney Lane Elementary School****Transportation****Land Use****Utilities & Environmental****Functional Class**

Freeway

Collector

Arterial

Local

**♦ Bus stop**

Sidewalk

Bike lane

Oregon City Boundary

**Easement**

Storm detention basin

Unimproved ROW

Oregon City Boundary

**Privately Owned Tax Lot**

School

Oregon City Boundary

**Zoning**

Commercial

Industrial

Institutional

**Natural Resource Overlay District (NROD)**

Wetland

Riparian area

**Potential vegetated corridor**

Geologic hazard area

Oregon City Boundary

**Powerline**

Stream



### ***Previous Planning Efforts***

Two planning documents were reviewed for guidance related to refinement of this shared use path, the City's TSP and Trails Master Plan.

#### **TSP**

The Gaffney Lane Elementary Shared Use Path is identified as project S24 in the City's TSP and is included in the Likely to be Funded Transportation System. Identified as a long-term project, this project is slated for implementation between 2023 (10 years after adoption of the TSP) and 2035.

The TSP project description states that this project will "Add a shared use path along the northern boundary of the Gaffney Lane Elementary School between the Eastborne Drive path and Falcon Drive." The project is estimated to cost \$216,000 with the project limits defined as Eastborne Drive to Falcon Drive.

#### **Trails Master Plan**

The City's Trails Master Plan identifies this shared use path as part of the Hillendale South Trail, which creates a connection from Gaffney Lane to Hillendale Park. This trail is identified as a local trail and planned to utilize sidewalks to connect from the planned Meyers-Beavercreek Shared Use Path to Hillendale Park and continue onto a paved trail along the school's property.

As a local trail, the shared use path should be designed to provide access for most, if not all, users. The trail should have its own right-of-way, serve only non-motorized users, and be at least six feet wide and at least eight feet wide if bicycle use is anticipated. All efforts should be made so that at least one ADA accessible trail is available and serves the most desirable parts of the area (i.e., picnic areas, viewpoints, playground equipment, etc.)."

Based on the Trail Design Types and Standards in the Master Plan, these trails should be designed with a width of between 6 and 12 feet and should be a paved or other smooth-rolling surface to accommodate all trail users.



### ***Surrounding Land Use & Context***

The area surrounding the shared use path alignment is zoned for low-density residential. Today, there are single-family homes to the east of the path from Gaffney Lane to the power lines. The shared use path is located on the Gaffney Lane Elementary School property.

The primary generator for bicycle and pedestrian trips for this shared use path is Gaffney Lane Elementary School. When completed, this path would provide an off-street connection to the Meyers-Beavercreek Shared Use Path and residential areas located along it, expanding the number of families able to reach the elementary school using off-street facilities.



### ***Land Ownership & Right-of-Way (ROW)***

The proposed alignment of the Gaffney Lane Elementary Shared Use Path spans two lots, both owned by the Oregon City School District. Stakeholder interviews completed with representatives from Oregon City School District indicate the school district is open to formalizing use of the alignment for the shared use path.



### ***Existing Infrastructure***

#### **Vehicles**

The shared-use path will be off-street and will not interact with any roadways or vehicle traffic.

#### **Bicycle and Pedestrian**

Today, an asphalt path that is approximately five feet wide exists for 150 feet beginning at Gaffney Lane. The alignment for the shared use path continues after the asphalt path to the end of the school's first lot but is not paved.

#### **Transit**

There are no transit stops located on or near the shared use path alignment.



#### ***Utilities***

There are no constraints related to existing utilities for this shared use path.



#### ***Environmental Constraints***

This shared use path does not have any water, natural resources, or geologic hazards that will need to be considered.

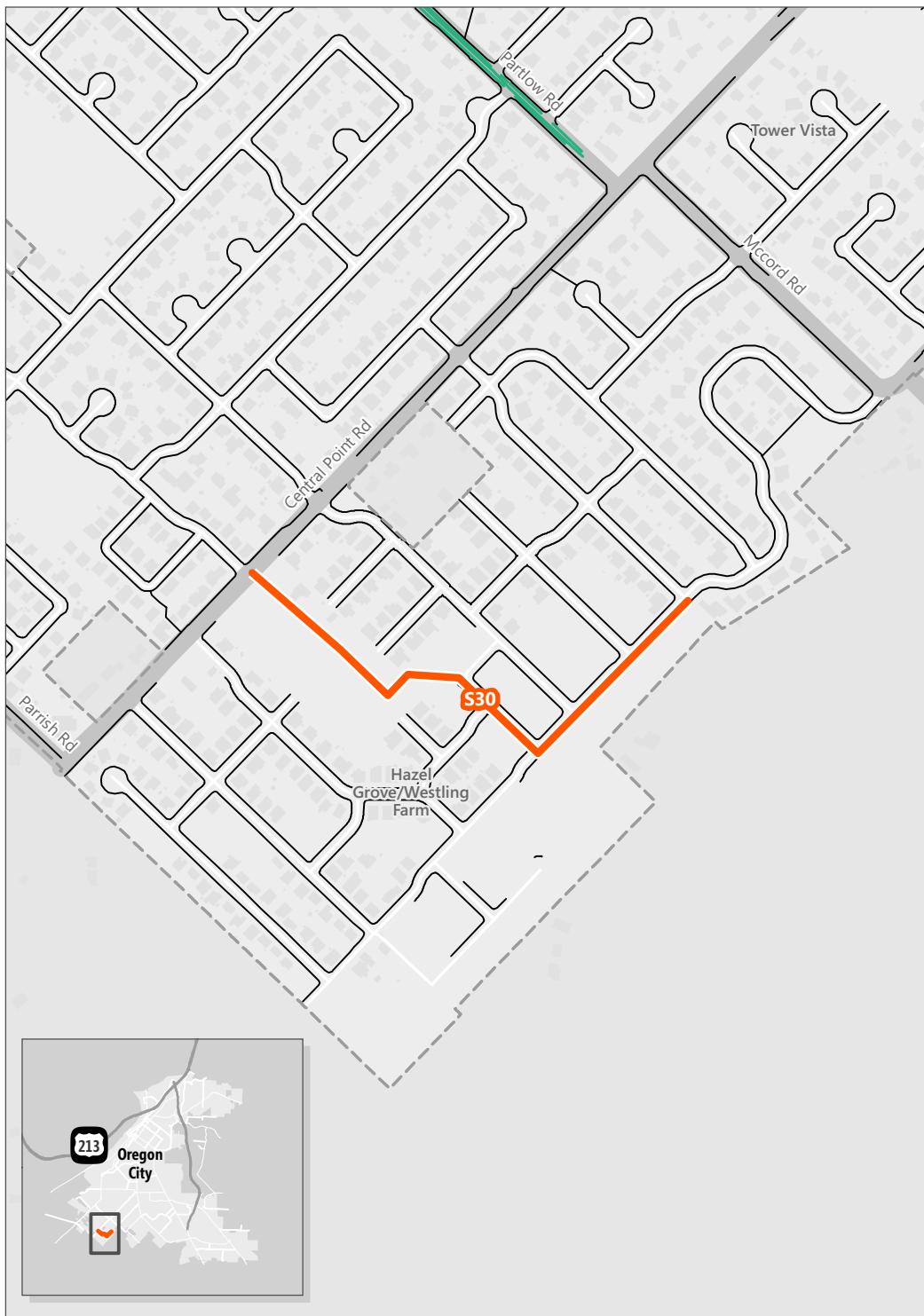
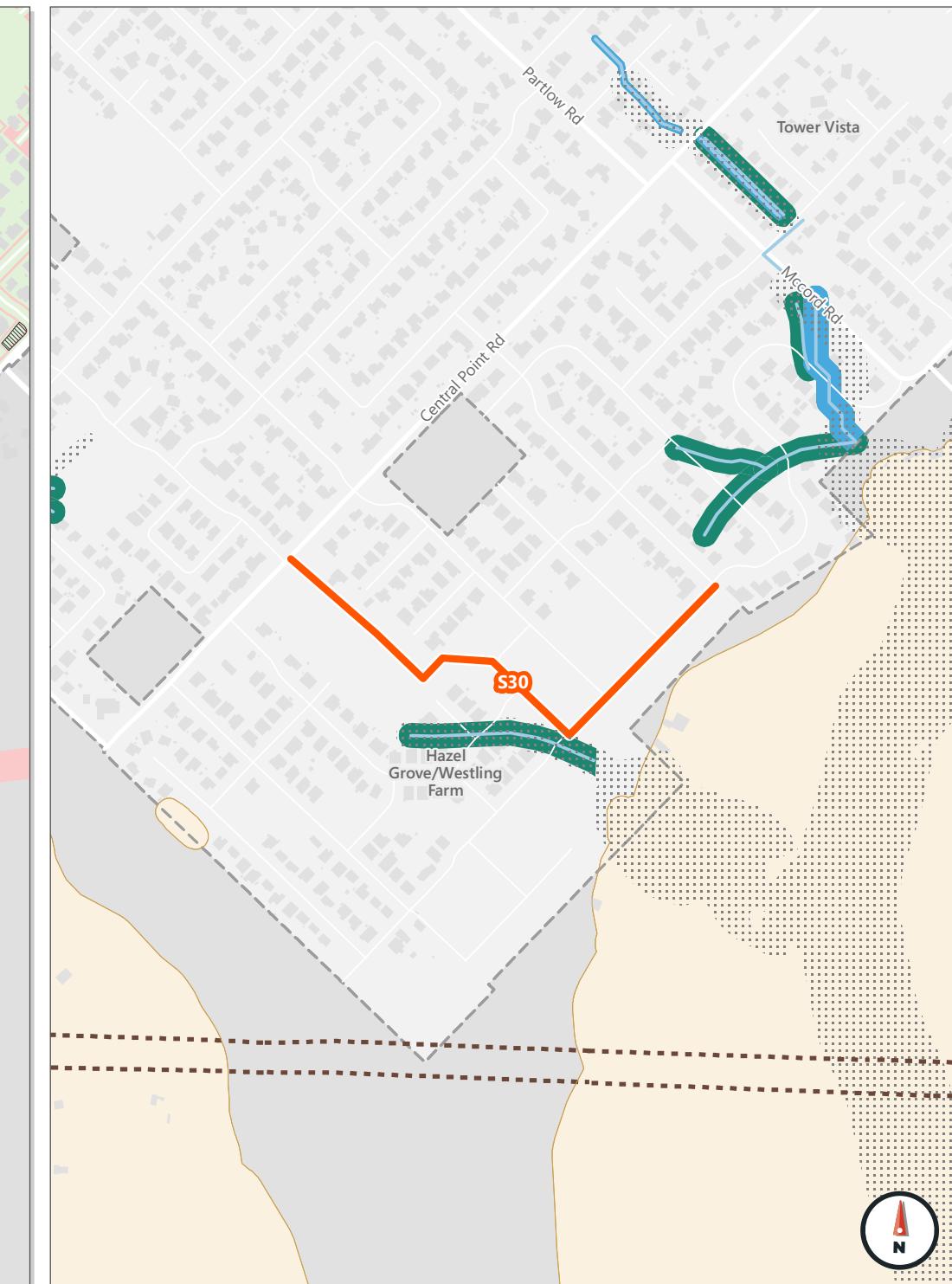


## Orchard Grove-Hazelnut Shared Use Path - S30

The Orchard Grove-Hazelnut Shared Use Path is a portion of the Loop Trail that will connect people walking, biking, and using other small mobility devices from Orchard Grove Drive to Hazelnut Court, Hazelwood Park, and John McLoughlin Elementary School. This portion of the effort will serve as guidance for private developers which will be in charge to fund and build this portion of the Loop Trail. **Figure 6** shows the proposed connection, existing infrastructure, surrounding land use, utilities, and environmental constraints. A summary of issues and opportunities is provided below, followed by a detailed description of each of the topic areas.

### Orchard Grove-Hazelnut Shared Use Path Opportunities & Constraints

	<ul style="list-style-type: none"><li>The Transportation System Plan described this section of the regional trail as part of the Not Likely to be Funded Transportation System. As a Long-term Phase 3 project, it is part of the lowest priority projects after the Likely to be Funded Transportation System is implemented.</li><li>This segment is identified as part of the Oregon City Loop Trail.</li></ul>
	<ul style="list-style-type: none"><li>The surrounding land use and zoning is low-density residential.</li><li>Major generators for the planned trail include Hazel Grove Park and John McLoughlin Elementary School.</li></ul>
	<ul style="list-style-type: none"><li>The off-street portion of the proposed alignment crosses land that is privately owned and undeveloped.</li><li>This segment of the Loop Trail will be constructed by private development as it occurs.</li></ul>
	<ul style="list-style-type: none"><li>Orchard Grove Drive and Wheeler Way are local streets with a 25-mph speed limit.</li><li>There are no existing on-street bike lanes in the study area; except for a small gap on Orchard Drive, sidewalks are provided on all existing streets.</li><li>When implemented, this portion of the Loop Trail will connect people walking, biking, and using small mobility devices to parks and schools using sidewalks and on-street facilities appropriate for the residential context and slow neighborhood streets.</li></ul>
	<ul style="list-style-type: none"><li>There are no significant utilities along the proposed alignment.</li></ul>
	<ul style="list-style-type: none"><li>There are no significant environmental constraints along the proposed alignment.</li></ul>

**Figure 6. S30 - Orchard Grove to Hazelnut Ave****Transportation****Land Use****Utilities & Environmental**

Functional Class

- Freeway
- Collector
- Arterial
- Local

♦ Bus stop

- Sidewalk
- Bike lane
- Oregon City Boundary

Easement

- Storm detention basin
- Unimproved ROW
- Oregon City Boundary

Privately Owned Tax Lot

- School
- Oregon City Boundary

Zoning

- Commercial
- Industrial
- Institutional

Natural Resource Overlay District (NROD)

- Wetland
- Riparian area

Potential vegetated corridor

- Geologic hazard area
- Oregon City Boundary

Powerline

- Stream



### ***Previous Planning Efforts***

Two planning documents were reviewed for guidance related to refinement of this shared use path, the City's TSP and Trails Master Plan.

#### **TSP**

The Orchard Grove-Hazelnut Shared Use Path is identified as project S30 in the City's TSP. The project is included in the City's Not Likely to Be Funded Transportation System and identified as a Long-term Phase 3 project.

The TSP project description states that this project will "Add a shared use path between Orchard Grove and Hazelnut Court." Based on the project description in the TSP, the project is estimated to cost \$375,500.

#### **Trails Master Plan**

The Orchard Grove – Hazelnut Shared Use Path is part of the Oregon City Loop Trail described in the City's Trails Master Plan.

As part of a regional trail, the path should be designed for two-way bicycle and pedestrian traffic with its own ROW and should be able to accommodate maintenance and emergency vehicles. Based on the design guidelines the shared use path should:

- Be between 10 and 12 feet wide with 2 feet of soft shoulders
- Have a paved or other smooth rolling surface to accommodate all trail users which include bicyclists, pedestrians, wheelchairs, baby strollers, equestrians, and skaters.

For this segment, it is expected that the Type 1 crossings recommended by the City's Trails Master Plan will be used to create safe crossings where necessary.

The Trails Master Plan will be referenced to provide guidance as to what enhancements may be needed based on traffic volume, speed, and line of sight for unprotected or marked crossings.



### ***Surrounding Land Use & Context***

The primary land use surrounding this planned shared use path is single family residential. While the area around the proposed path is generally built out, the undeveloped area the trail will cross is zoned as R-10, low-density residential.

The primary generators for bicycle and pedestrian trips in the surrounding area is Hazel Grove Park, just north of the planned shared use path, and John McLoughlin Elementary School.



### ***Land Ownership & Right-of-Way (ROW)***

The section along Orchard Grove Drive between Hazelnut Avenue and Wheeler Way is developed with single-family homes that are privately owned. The section between Wheeler Way and S Central Point Road is undeveloped and privately owned.

This study will refine the preferred alignment of the shared use path, such that when development of the vacant lot occurs, construction of the shared use path can be included in the Conditions of Approval for development.



### ***Existing Infrastructure***

#### **Vehicle**

**Orchard Grove Drive** and **Wheeler Way** are defined as local residential streets that provide one lane of travel in each direction and have a posted speed limit of 25mph. On-street parking is allowed on both streets.

**Central Point Road** is defined as a two-lane minor arterial with a posted speed of 35 mph. On-street parking is permitted where there is available space.

#### **Bicycle and Pedestrian**

There are no bicycle facilities in the area; however, sidewalks that are generally seven feet wide and include a planted buffer are provided on all roadways. Today, there is only one gap in the sidewalks, a 230 foot segment on the south side of Orchard Grove Drive where there are no existing sidewalks.

#### **Transit**

There are no public transportation routes close to the proposed alignment of this shared use path or in the vicinity of the neighborhood. The closest bus stop is located at S Central Point Road and S McCord Road, approximately half a mile from the planned shared use path.



#### ***Utilities***

There are no major utilities that will need to be considered as part of this alignment.



#### ***Environmental Constraints***

There are no major environmental constraints that will need to be considered as part of this alignment.



## Appendix A: Stakeholder Interviews



# Oregon City Loop Trail Stakeholder Interview Summary

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## Clackamas County Community College

**Interviewee: Bob Cochran – Dean of Campus Services**

**Date: 6/6/2022**

- Recent projects have constructed sidewalks connecting from Beavercreek Road and the Meyers Road into the campus, ideally the Loop Trail project will connect to the sidewalks and connections of the Community College entrance at the entrance of S Douglas Loop and Keyser Way and improve sidewalks at the entrance.
- Today, most people commuting to the college drive. People biking to the college are limited despite bike racks on campus.
- There is an opportunity to connect the Oregon City Loop Trail with the existing exercise and trail loop on Campus and connecting with the High School east of the community college. Today, the campus loop is highly used by people who drive and park on campus to access the trail.

## Deering Management

**Interviewee: Lacey Wright – Property Manager (Oregon/Washington)**

**Date: 6/14/2022**

- Cut-through traffic from Beavercreek Road to access Fred Meyer is a concern today. If there is an opportunity to close the existing access between this property and Fred Meyer to eliminate this, that would be a positive for this project.
- The speed of vehicles in the parking lot is also a concern for safety of people in the parking lot and potential trail users.
- There is concern about providing a direct connection from the area to the east into the site and question about who would use the trail, specifically if there are no changes to the land use and connections to other recreational areas to the east of the property.
- Recent construction on Molalla Avenue was impactful to access to the property and the landscaping.



## Gaffney Lane Association

**Interviewee: Ray Atkinson – Transportation Systems Analyst Clackamas Community College / Gaffney Lane Resident**  
**Date: 6/9/2022**

**Note:** Ryan is the transportation analyst at Clackamas Community College, a member of the Gaffney Lane Neighborhood Association, and a member of the Oregon City Transportation Advisory Committee.

- Clackamas County Community College is primarily a commuter school; however, there are many students that live within two miles of the Campus and could bike if there were safe and comfortable facilities that would help to make biking more attractive.
- Clackamas Community College will be restarting the bike program, for students and staff, which allows students to rent bicycles for the semester. The program has up to 10 bikes that can be rented out.
- Along Meyers Road and Gaffney Lane existing bike infrastructure is insufficient, making it uncomfortable to bike or walk. Bike lanes are narrow, there are section with sidewalks gaps, and at points the bike lane disappears, forcing bikes to the edge of the road which is typically covered with gravel.
- Bikeshare programs, including ebikes and scooters, could be an option incentivize more users to use alternative modes of transportation on the existing and proposed multi-use paths and trails and address first- and last-mile gaps.
- This project should consider how it connects to the local network, for example connecting Hillendale Park to the Gaffney Lane neighborhood with bike infrastructure and multi-use paths that use local streets and allows people biking to avoid major roads will make biking more attractive to students and families that live in the area.
- Neighborhood members may be concerned about who will use the trail
- If possible, this project should evaluate options to the pair the trail under the power lines with more active uses such as food trucks.

## Oregon City Parks Department

**Interviewee: Justin Moore – Administrative Assistant, D Conrad, Kendall Reid, Jonathan Waverly – Parks Operations Manager**  
**Date: 6/16/2022**

- For the Power Lines Trail alignment, Parks has considered that area for an off-leash dog park either adjacent to or replacing the area where the City currently stores construction materials.
- At this time, Parks is not planning to add more parks and is not interested in the addition of pocket parks along the trail.



- There are likely to be significant environmental challenges to navigate the stormwater runoff pond at the intersection of Meyers, Moccasin, and Frontier. Based on Parks investigation of this area, using Frontier Street for on-street connections in this area is likely to be the most feasible options.
- Off-street paths, trails and bike infrastructure are maintained by Oregon City Street Division (Public Works). In the future, Parks may oversee the full maintenance of the Loop Trail but at this time they do not have staff or budget to take on additional responsibilities.
- Parks is just starting a project to update the City's Parks Master Plan. The update will include community outreach to identify what are the need and the desires are related to parks and connections to existing parks. The project is estimated to take a year and should be complete in Summer 2023.

## Portland General Electric - PGE

**Interviewee: Jessica North Utility Large Project and Design Engineer Manager, Deanna Kaneshiro – Municipal Program Manager**

**Date: 6/7/2022**

- This group manages distribution lines and the wooden poles in the study area alignment. The transmission towers are managed by a different group, but they will provide additional contacts and documentation related to those towers.
- For the distribution poles, there are no requirements for a multi-path trail and those poles can easily be relocated.
- As the alignment is refined, additional coordination with PGE will be needed if there are illumination needs and to ensure that PGE can continue to access their infrastructure.
- The path should be wide enough to allow truck access to those poles and the large transmission towers. The Bucket Truck would be the primary vehicle that would need access to the infrastructure.
- Transmission lines and towers require 50 feet of clearance as to maintain safety. This standard should be considered with the design of the cross-section and alignment of the multi-use path.

## Metro

**Interviewee: Alex Gilbertson – Landscape Architect  
Robert Spurlock – Regional Trails Planner  
Rod Wojtanik - Parks and Nature Planning Manager**

**Date: 7/7/2022**

- Metro has expressed that the section of the city loop trail on Canemah Bluff Nature Area is on the long-term plans. There are concerns related to the topography of the area, wildlife protection and the door or access to the trail.



- The section of the loop on the northeast end of the city (by OR-213) is well advanced, Metro has purchased and now owns most of the land along the proposed route; there are some sections that are still missing but looks promising.
- Metro team expressed the approach to trail development. Metro does acquire and own the land but looks for partnerships that build and manage such trails. Following this approach, Metro intends to get an agreement with Oregon City to build and manage the trail close to OR-213.
- Metro does not have standards for the cross-section, materials, or users of the trails. It is suggested that these two trails should have multiple users, including bikes. Some regionals trails do not allow for bikes, these city trails should also consider not only asphalt surfaces for bikes, but it should also include probably gravel or dirt to include possible mountain bikes on the trails.

## Oregon City School District

**Interviewee: Michael Sweeten – Director of Operations and Capital Projects**

**Date: 6/10/2022**

- The school district shared support for both the Gaffney Lane Elementary Shared Use Path and the Meyers Beavercreek Shared Use Path.
- The school district would be open to a maintenance and access agreement with the City to allow access to both paths similar to the agreement being developed at Gardiner Middle School.
- Primary concerns the school district shared were related to ongoing maintenance of the path.
- The school has fenced off all areas used by students and limits access during the day so there are no concerns regarding security and proximity to the paths.