City of Canby

CANBY CITY COUNCIL & PLANNING COMMISSION

Joint Work Session Notice

September 10, 2012
6:00 PM
City Council Chambers
155 NW 2nd Avenue
Canby, Oregon

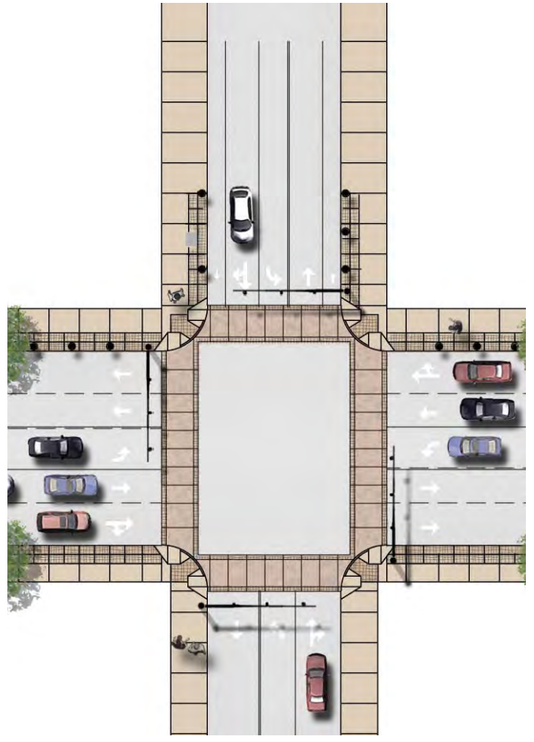
This Work Session will be attended by the Mayor, City Council, and Planning Commission to inform attendees of the contents of the final draft of the OR 99E Corridor and Gateway Design Plan.

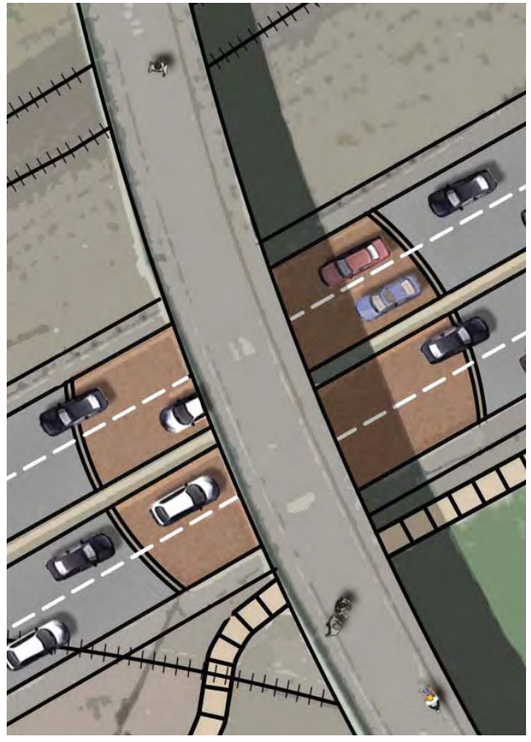
For information regarding this meeting, please contact City Hall at 503.266.4021.

**The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Kim Scheafer at 503.266.4021 ext. 233. A copy of this notice can be found on the City's web page at www.ci.canby.or.us.*

SPECIAL NOTE: This Work Session is in place of the regularly scheduled Planning Commission meeting for September 10, 2012.

Canby OR 99E Corridor and Gateway Design Plan





City of Canby
OR 99E

June 2012

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Acknowledgements

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List of Tables and Figures

TABLES

FIGURES

Table of Contents

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Project Overview

The Canby OR 99E Corridor and Gateway Plan (Plan) was recently completed by the City of Canby and will guide future improvements on the section of OR 99E within city limits. The Plan illustrates potential highway improvements and design concepts for four segments of the highway and three community gateways along OR 99E. The Plan envisions a safe and efficient multi-modal highway with design elements that reflect the city's "Oregon's Garden Spot" theme. Highway design elements enhance motorist awareness as they transition from rural to suburban to urban settings, support community livability, accommodate multi-modal activity, and provide statewide travel and freight movement.

Public and Agency Participation

The Plan was prepared with public and agency participation. It was developed in close coordination with the City of Canby and Oregon Department of Transportation (ODOT) staff and received input and direction from the Gateway Plan Advisory Committee (GPAC), which was formed specifically to advise the City and consultant team in the preparation of this Plan.

The Plan also received input from interested citizens through City staff efforts to visit businesses along the highway, at two public open houses, and at the GPAC meetings, which were open to public attendance and participation. Work sessions and hearings with the Planning Commission and City Council were also held to allow elected officials and citizens to comment on the Plan, make suggestions, voice concerns, and provide feedback.

Planning Context

The Plan supplements the recently adopted *City of Canby Transportation System Plan (TSP)*[1] in three ways. It replaces the standard cross-sections for OR 99E within Canby city limits, refines the non-capacity improvements for the designated Special Transportation Area (STA) on OR 99E between Elm and Locust Streets, and identifies additional corridor improvements outside the STA. Furthermore, the adopted Plan will be forwarded to the Oregon Transportation Commission (OTC) for their approval, as an amendment to the *Oregon Highway Plan (OHP)* as it applies to OR 99E in Canby.

Funding the Improvements

To fund improvements, the City will rely in part on existing sources of revenue identified in the TSP, such as gas taxes, urban renewal funds, and system development charges (SDCs). However, the estimated total cost exceeds that of projected revenue of the City; therefore, additional funding sources will be necessary. Several potential supplemental sources of funding for transportation improvements include state and county contributions, developer exactions, urban renewal, increases to the City's transportation SDC, local improvement districts, special assessments, and grants. Some of these, such as ODOT's Transportation Enhancement (TE) grant may be appropriate for funding improvements identified in the Plan, and could be combined with ODOT highway preservation projects along the highway corridor.

Right-of-Way and Construction

The highway cross-section and gateway design improvement concepts would primarily be constructed within the OR 99E right-of-way and on public structures (such as the Molalla River Pathway Bridge and on lighting and signal poles). However, in some locations, the cross-sections for OR 99E identified in the Plan will require the purchase or dedication of additional right-of-way width (typically ranging from 11- 15 feet) to provide the full build-out of design concepts. Some of this right-of-way acquisition may include easements obtained from private property. Additional right of way may also be needed at intersections to meet standards for truck turning radii. However, to avoid impacting existing development, only partial improvements (for example, narrower sidewalks) could be provided until opportunities arise to acquire additional right-of-way through dedication at the time of site redevelopment or redevelopment.

As properties along OR 99E within the Plan area develop or redevelop, the City's development code will allow the City to require right-of-way dedication and frontage improvements consistent with the adopted corridor segment cross-sections. When only a small portion of a highway frontage improvements would be modified, and the results would be inconsistent with the surrounding conditions, a fee-in-lieu mechanism is being considered for the City of Canby as an alternative to requiring the improvements. With the fee-in-lieu, the City could charge the development an amount equal to the cost of constructing the improvements and then use those funds at a later date to fund the improvement when the timing is appropriate. Currently, the City does not have a formalized process for accepting in-lieu fees for transportation-related improvements.

Time Frame and Phasing

The Plan is intended to be implemented over 20 years longer. Construction of the improvements identified in the Plan is contingent on the availability of funding and will likely occur incrementally. The timing of corridor property development or redevelopment would also affect project feasibility. For example, if a number of properties along one segment of OR 99E were to redevelop and dedicate right-of-way and fees-in-lieu for frontage improvements, the City could prioritize funding improvements for that segment. Timing may also depend on the availability of state and federal funds.

Informally, the City has identified the Molalla River Pathway Bridge improvements and the Downtown and Molla River Pathway Bridge gateways as priority projects; however, these projects are not proposed to be included on the financially constrained project list in the Canby TSP. The implementation of these priority improvements will be based on funding availability.

Gateway Plan Advisory Committee

The GPAC served as the primary citizen and agency reviewers throughout the project and provided valuable input that informed the conceptual designs. Citizens involved included property owners, business owners, and residents. Representatives from the City's Planning Commission, City Council, Chamber of Commerce, and Bike and Pedestrian Advisory Committee also participated. Agency involvement included City staff from Planning, Economic Development, Public Works, the Main Street programs, Canby Area Transit (CAT), City Engineer, andODOT staff.

1 *Canby Transportation System Plan (TSP), December 2010.*

Vision and Guiding Principles

The Vision and Guiding Principles for the Plan were established to provide direction for the development of the Plan and ensure the final product supports the interests of the City of Canby, ODOT, other stakeholders, and the community at large. They reflect the goals and objectives from prior planning efforts in Canby, such as the TSP[2], as well as current state and local policies. As part of the project's public involvement effort, the Vision and Guiding Principles were refined based on input from the GPAC and at public meetings. Improvement alternatives and strategies developed through this project were evaluated for conformance with the final Vision and Guiding Principles, as is demonstrated in subsequent chapters.

OR 99E Corridor and Gateway Plan Vision

The vision for the Plan is a safe and efficient multi-modal highway with design elements that reflect the city's "Oregon's Garden Spot" theme. Highway design elements enhance traveler awareness as the highway transitions from rural to suburban to urban settings, support community livability, accommodate multi-modal travel modes, and provide for regional travel and freight movement.

Guiding Principles

When highway design is integrated with community planning, the result is a balance of technical, functional, and economic considerations that support a "sense of place" for the community. The community is defined by what physically surrounds the roadway because the highway creates both a first and last impression for visitors. To ensure this planning effort achieves its vision, the following guiding principles were developed to serve as evaluation criteria for proposed elements of the Plan. These principles can continue to provide guidance as implementation occurs.

Guiding Principle 1: Design and Character

Design OR 99E to tell a story to highway travelers that Canby is "Oregon's Garden Spot" and is an attractive location to live and recreate.

Objective a. Provide gateways at transition areas or locations that call attention to unique features and destinations.

Objective b. Protect Canby's "small town" character.

Objective c. Beautify the corridor by providing aesthetic improvements and addressing maintenance needs.

Objective d. Promote context-sensitive transportation facility design, which fits the physical context, responds to environmental resources, yet maintains safety and mobility.

Objective e. Ensure that highway design reflects adjacent land uses and has appropriate transitions from rural to highway commercial to downtown commercial settings.

Objective f. Improve the aesthetics and operational coordination between OR 99E and the Union Pacific Railroad (UPRR).

Guiding Principle 2: Multi-Modal Integration

Integrate pedestrian, bicycle, transit, and motor vehicle facilities to provide multi-modal access to local destinations and encourage downtown pedestrian activity.

Objective a. Construct a seamless and coordinated transportation system that is accessible to all members of the community, including children, seniors, and people with low incomes or disabilities.

Objective b. Provide bikeway and walkway systems that recognize their users as "design vehicles" of the transportation system.

Objective c. Create pedestrian and bicycle-friendly streetscapes that reflect the transition from rural to urban conditions.

Objective d. Coordinate with CAT to ensure improvements are consistent with transit plans and objectives, including bus stops and a potential park-and-ride lot or relocated transit center.

Guiding Principle 3: Safety

Develop and maintain a safe and secure transportation corridor.

Objective a. Follow best practices for designing and maintaining safe and secure pedestrian and bicycle ways (or parallel routes) along and across OR 99E and the UPRR.

Objective b. Follow best practices for designing and maintaining safe motor vehicle facilities.

Objective c. Increase the safety of bus stops along OR 99E.

Objective d. Reduce the barrier effect by facilitating bicycle and pedestrian crossings of OR 99E and the UPRR.

2 *Canby Transportation System Plan (TSP), December 2010.*

Guiding Principle 4: Economic Vitality

Enhance the economic vitality of the City and local businesses by efficiently funding and constructing transportation improvement projects that both encourage and serve future growth.

Objective a. Integrate bicycle and pedestrian facility improvements into all street planning, design, construction, and maintenance activities.

Objective b. Coordinate with ODOT to install landscaping and other aesthetic treatments as part of highway projects or as conditions of adjacent development. Establish City-ODOT maintenance agreements for special roadway features and gateways.

Objective c. Minimize private property impacts. This includes ensuring that driveway accesses are not impacted by center medians or street trees along OR 99E.

Objective d. Balance local access with the need to serve regional traffic needs.

Objective e. Ensure that OR 99E supports existing and planned land uses throughout the city, consistent with the City's Comprehensive Plan.

Objective f. Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for transportation projects and maintenance.

Guiding Principle 5: Sustainability

Provide a sustainable transportation corridor that meets the needs of present and future generations.

Objective a. Provide transportation options that reduce reliance on the automobile and increase the use of other modes to minimize transportation system impacts on the environment and cultural resources.

Objective b. Practice stewardship of air, water, land, wildlife, botanical, and cultural resources. Take into account the natural environments in the planning, design, construction and maintenance.

Objective c. Incorporate natural stormwater drainage systems and/or reduce surface storm water run-off where feasible.

Guiding Principle 6: Reliability and Mobility

Develop and maintain a well-connected transportation system that reduces travel distance, improves reliability, and manages congestion.

Objective a. Plan for the construction of all applicable Financially-Constrained Solutions Package projects identified in the Canby TSP.

Objective b. Ensure safe, efficient, and continuous operation to allow timely freight movement to, from, and through Canby on OR 99E.

Guiding Principle 7: Plan Process and Implementation

Involve the appropriate stakeholders in the plan process and provide tools to facilitate the implementation of the highway design features.

Objective a. Coordinate and cooperate with ODOT to develop a unified streetscape design concept for the City of Canby. Ensure the transportation improvements included in the plan benefit and are consistent with the standards of the city, region, and state as a whole.

Objective b. Advocate for ODOT programming of identified improvements into the State Transportation Improvement Program.

Objective c. Engage property owners, the public at large, and other stakeholders to obtain feedback and build consensus. Ensure that public input is respected and considered.

Objective d. Prepare implementation and maintenance plans that are consistent with applicable adopted policies and regulations of the City of Canby and ODOT. Ensure the plans clarify roles and responsibilities.

Recommended Design Concepts

Corridor Segments and Cross-Sections

Four corridor segments of OR 99E were identified and are illustrated in Figure 1. Existing land uses, existing right-of-way and roadway conditions, and posted speeds are the distinguishing characteristics.

Segment 1 - Molalla River Pathway Bridge to Elm Street

Segment 1 is located at one end of the STA and is intended to serve the adjacent urban areas while also helping highway traffic transition between the nearby urban-rural areas and downtown Canby. It includes the Berg Parkway Gateway.

Segment 2 - Elm Street to Locust Street

The City of Canby TSP recommended the establishment of a Special Transportation Area for OR 99E between Elm Street and Locust Street, which was recently approved by the OTC. The STA designation provides greater flexibility for streetscape design and is supportive of a multi-modal downtown. The City's vision is for a more pedestrian friendly highway with narrower travel lanes, wider sidewalks, reduced speeds, and features to improve pedestrian crossings.

Segment 3 - Locust Street to Molalla River Pathway Bridge

Segments 3 is located at one end of the STA and is intended to serve the adjacent urban areas while also helping highway traffic transition between downtown Canby and the nearby urban-suburban areas. It includes the Molalla River Pathway.

Segment 4 - Molalla River Pathway Bridge to Territorial Road

Segment 4 is located in the suburban-rural transition area on the east side of OR 99E through Canby. There is future development potential along the southeast side of the highway in this section. However, on the northwest side, the UPRR line runs immediately adjacent to the highway and precludes development.

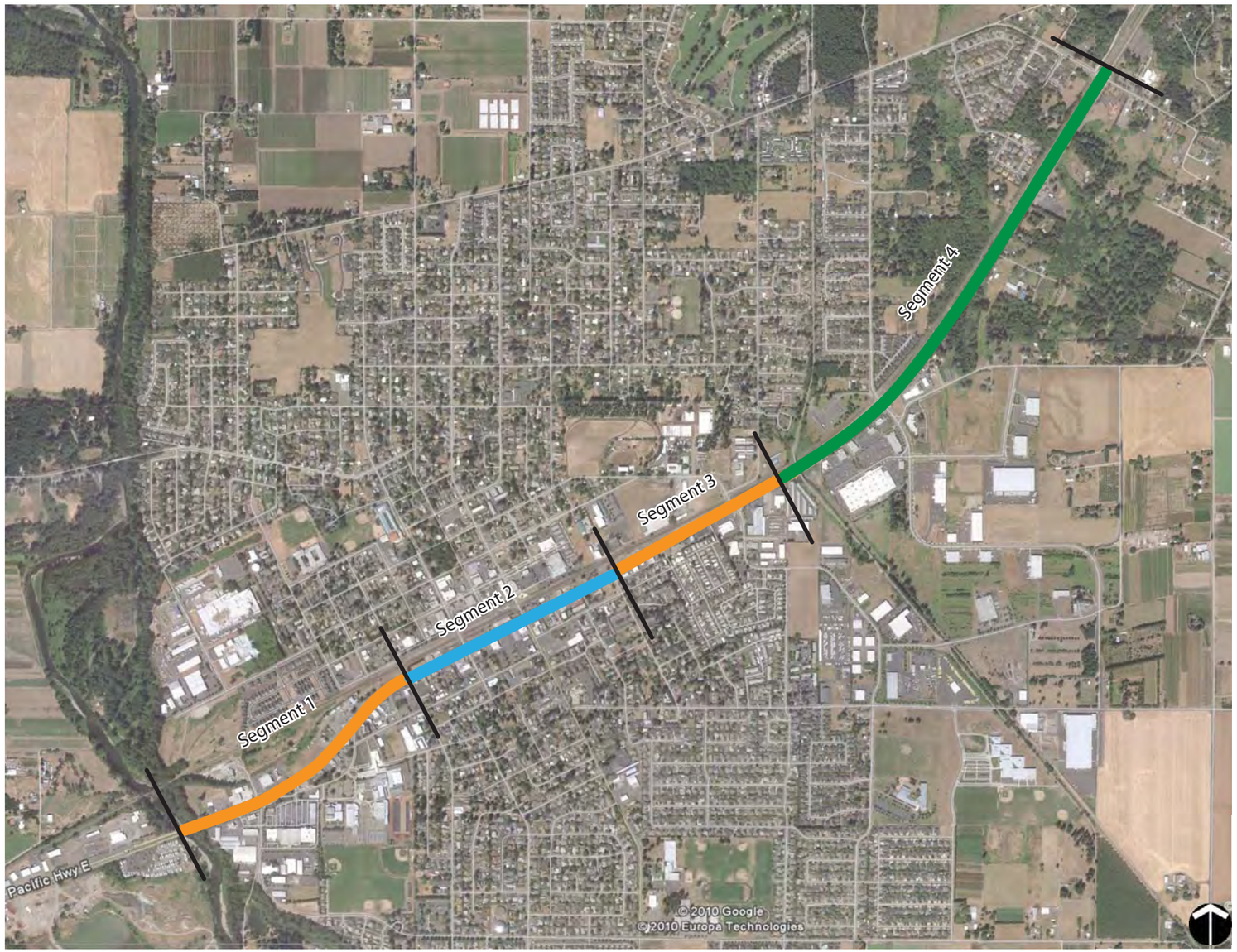


Figure 1 – OR 99E Corridor Design Segments

Recommended OR 99E Cross-Sections

Cross-section standards have been developed for each corridor segment. Segment 1 and 3 will have the same cross-section, which is consistent with the *ODOT Highway Design Manual* standard. Segment 2 through the STA will require a design exception, which has received preliminary support from ODOT. Table 1 lists the highway segments and associated cross-section standards.

Table 1: OR 99E Highway Segments

Highway Segment	Location	General Description	Cross-Section Standard
Segment 1	West City Limits to Elm Street	Urban area outside the STA	Shoulder Bike Way
Segment 2	Elm Street to Locust Street	STA through downtown	Wide Sidewalks for Pedestrians and Bicycles
Segment 3	Locust Street to the Molalla Forest	Urban area outside STA with adjacent railroad track on north side	Shoulder Bike Way
Segment 4	Molalla River Pathway Bridge to East City Limits	Rural-urban transition area with adjacent railroad track on north side	ODOT Urban Standard for 45 MPH

Cross-Section Design Considerations

The following design considerations were factors in developing and apply to all three OR 99E cross-sections. They reflect ODOT functional requirements and design standards, community aspirations and preferences for specific design features that were initially proposed.

Bicycle Facilities. State law requires that bicycles be accommodated on arterials and collectors, such as OR 99E, or on approved alternate routes. Using the railroad right-of-way to construct a multi-use trail (as recommended in the City's TSP) subsequently was determined to be infeasible. In addition, while it would be beneficial to accommodate bicyclists on NW/NE 3rd Avenue and SW/SE 2nd Avenue, ODOT staff did not consider these alternate bike routes to be adequate to eliminate bike facility needs on OR 99E. Bikeway-shoulders also provide a place for vehicle breakdowns out of the travel lanes.

Bike facilities along OR 99E considered include standard bike lanes, buffered bike lanes, a cycle track (which is located on one side of the road and serves two-way bicycle traffic), or wide sidewalks. Based on public and ODOT feedback, the recommendation is to accommodate bicycles by providing a wide sidewalk on the north side in the STA and bike lanes-shoulders on the other segments. Crossing treatments (to connect the eastbound bike lanes on the south side of OR 99E to the wide sidewalk on the north side of OR 99E) and bike ramps between the bike lanes and sidewalks (which may require additional sidewalk width) will need to be provided at Elm Street and Locust Street.

Freight Accommodations. OR 99E is a freight route on the national highway system. The ODOT Freight Advisory Committee has reviewed and approved the recommended OR 99E cross-sections, and the ODOT Region 1 Freight Mobility liaison has been engaged. To ensure that there are no freight capacity reductions introduced by highway improvements, all curb-to-curb distances must be greater than the existing pinch points that exist at the Molalla River Pathway Bridge on the west end of town. In addition, adequate turning radii must be provided where City truck routes intersect OR 99E (e.g., Elm Street, Pine Street, and Sequoia Parkway).

On-street parking. ODOT would allow on-street parking in sections of OR 99E where speeds are at or below 35 mph. The community did not support on-street parking on OR 99E due to the motor vehicle speed and heavy truck volumes.

Transit. Bus pull-outs may be incorporated into the cross-sections in the future, but no specific locations have been identified at this time.

Railroad Quiet Zone. The City is working with Union Pacific to obtain a Quiet Zone designation through town. Therefore, planned railroad crossings improvements should facilitate achieving a quiet zone. Additional discussion regarding a Quiet Zone is provided in the Canby TSP.[3]

Overhead Utilities. The goal is to replace overhead utility poles and power lines by underground power lines when feasible with highway reconstruction (i.e., it can be coordinated with utility providers and accommodated within project budget). However, this is not expected to be feasible for the high-voltage steel utility poles on the north (railroad) side of OR 99E, where poles are expected to be located within or next to the sidewalk area.

Medians. The community did not generally support raised medians on the highway as they would limit driveway access. There was, however, support for a pedestrian refuge island at Locust Street to provide safer crossing opportunities and for a short median as part of the Berg Parkway Gateway.

Bioswales. The community did not express interest in incorporating bioswales to manage and treat stormwater run-off within the OR 99E right-of-way.

Segment 1

Segment 2

Segment 3

3 *Canby Transportation System Plan (TSP), December 2010.*

Recommended Design Concepts

Corridor Segments and Cross-Sections

OR 99E is a state highway so development of proposed roadway cross-sections was coordinated with multiple ODOT disciplines (e.g., preliminary design, bicycle and pedestrian program, freight mobility, planning, and District 2B). Their technical review was necessary to define the mobility parameters, highway speeds, design speeds, baseline over-dimensional freight, and highway classifications for OR 99E that affect design of any new features within the right-of-way. Coordination included formal meetings with ODOT staff and continued meetings and correspondence with ODOT design staff to review cross-section alternatives—with special emphasis placed on the STA—that would be acceptable to ODOT. The graphics to the right show the recommended cross-section for each of the corridor segments that would be supported by ODOT. Additional information about the cross-section is provided in the notes.

Segments 1 and 3 - Urban Areas Outside the STA

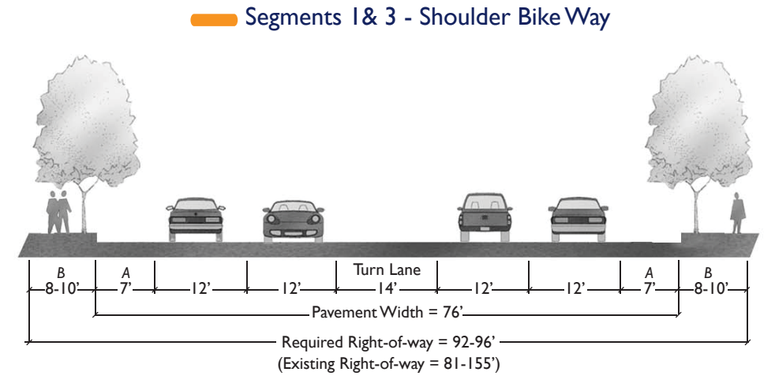
In these segments, the roadway cross-section needs to facilitate transitions into the downtown focused STA as well as back out of the urban business environment and into a more rural highway context. How to accommodate bicycle travel was one of the primary design considerations. Buffered bike lanes were initially considered for these highway segments, and supported by ODOT. However, due to increased right-of-way needs, the GPAC did not support the buffered bike lanes option. The roadway shoulder, which serves as a break-down lane for temporarily disabled vehicles, will provide the bikeway.

Segment 2 - Special Transportation Area

The recommended STA cross-section has a 14-foot wide sidewalk on the north (railroad) side of the highway and is expected to best meet the City's objectives for the STA. ODOT has reviewed the concept and indicated their support of a design exception needed to eliminate the standard shoulder-bikeway. Two other potential cross-sections for the STA were identified during the course of the project and were also approved by ODOT for the City's consideration (see Evaluation Report in the Technical Appendix provided as a separate document). One option was to use the standard STA cross-section indicated in the TSP. A second option was to add a 2-foot striped buffer to the bike lanes. However, the improvements supported by the GPAC and community input are reflected in Figure 2.

Segment 4 - Rural-Urban Transition

The recommended cross-section for this highway segment is based on higher vehicle speeds. The wider and striped bike lane for cyclists and the clear zone setback for vertical elements such as street trees are both reflections of safety concerns at posted highway speeds of 45 mph. This corridor segment is likely to see the adjacent land to the south develop in the future. No other optional cross-sections were considered during the planning process.



Notes:

A) Roadway shoulder, and bikeway

B) Sidewalks on both sides narrow to approximately 5-6' at right-of-way pinch-points

C) Wide sidewalk on north side is intended to be used by pedestrians and bicyclists

D) Sidewalks on both sides narrow to approximately 9-10' at right-of-way pinch-points

For segments 1,2 and 3 approximately 11-15 feet of total right-of-way would need to be acquired to fully implement the cross-sections. Right-of-way acquisition will occur on both sides of OR 99E. Specific locations and property impacts will be identified during future planning.

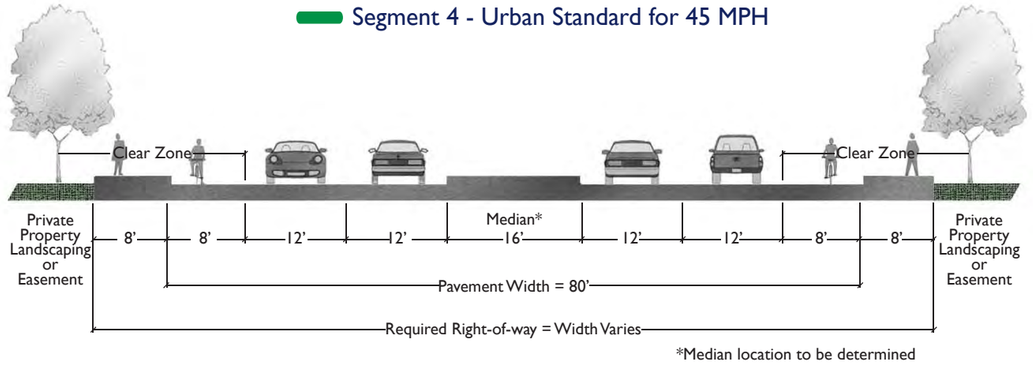


Figure 2 – Corridor Segment Cross-Sections

Gateways

Figure 3 – Corridor Gateways

The highway offers locations for two types of gateway treatments for Canby. Community gateways are best located near the city limits on the rural-to-urban transitional segments. For travelers, these gateways will announce arrival into the community and become highway landmarks over time. A Downtown Gateway will be a visual marker for the uniqueness of the STA segment and can reinforce awareness of downtown. The following themes for OR 99E gateway locations were developed with community input:

Garden Spot Theme. Highlights Canby as "The Garden Spot" using landscaping as an important element, provided a stable maintenance funding source can be identified.

Downtown Gateway. Gateway features should be consistent with styles used in other City design projects, particularly the NW 1st Avenue improvements and on decorative fencing for the railroad right-of-way. Use simple designs and continuous elements.

Size of Features. The scale of the gateway features needs to match vehicle speeds, allowing them to been seen while not distracting drivers.

Community Art. The artistic elements of the gateways could be prepared by local artists, through a submission and selection process that involves interested citizens.

Maintenance. Maintenance of landscaping and other non-standard features will be City of Canby's responsibility. This should be carefully considered when any gateway improvements are made, and a funding source should be identified.

Implementation Priorities. The Downtown Gateway should be constructed first if funding becomes available. However, if funding specific to Molalla River Pathway Bridge Gateway is identified first, then it should be constructed while funding for the Downtown Gateway is sought. The Berg Parkway Gateway is lowest priority.

Existing Berg Parkway Gateway

Existing Downtown Gateway

Existing Molalla River Pathway Bridge Gateway

Recommended Design Concepts

Molalla River Pathway Bridge Gateway

The Molalla River Pathway Bridge (also known as the Logging Road Trail Bridge Path - see Figure 10) provides an exceptional opportunity to create a new community gateway on the east side of Canby. The gateway will alert motorists that they are entering Canby and should prepare for a business and downtown environment. Pedestrians and cyclists routinely use the pathway, which enhances the gateway significance. The bridge needs to be re-painted, so it would be beneficial for the gateway treatments to be installed at the same time as the bridge painting if the necessary funding sources are available.

The design should reflect artful blending of two themes: Canby as "The Garden Spot" and as a "gateway." It should include the following design elements:

- Continue the decorative railroad fencing and traditional theme from the Clackamas County Fairgrounds to the bridge (agricultural/garden motifs);
- Pedestrian-scale lighting on the bridge walkways and along the pathway approaches to the bridge;
- Architectural accent lighting for the bridge structure;
- Column decoration using stonework (similar to the Clackamas County Fairgrounds sign)[4] with possible architectural lighting on the columns;
- Enhance the bridge with artistic metal work consistent with "The Garden Spot" theme (using a competitive artistic design process);
- Decorative paving consistent with other gateways (ensure simple designs and durable materials); and
- Landscaping[5] (removal of the existing vegetation around the bridge abutments and replacement with attractive gateway landscaping).

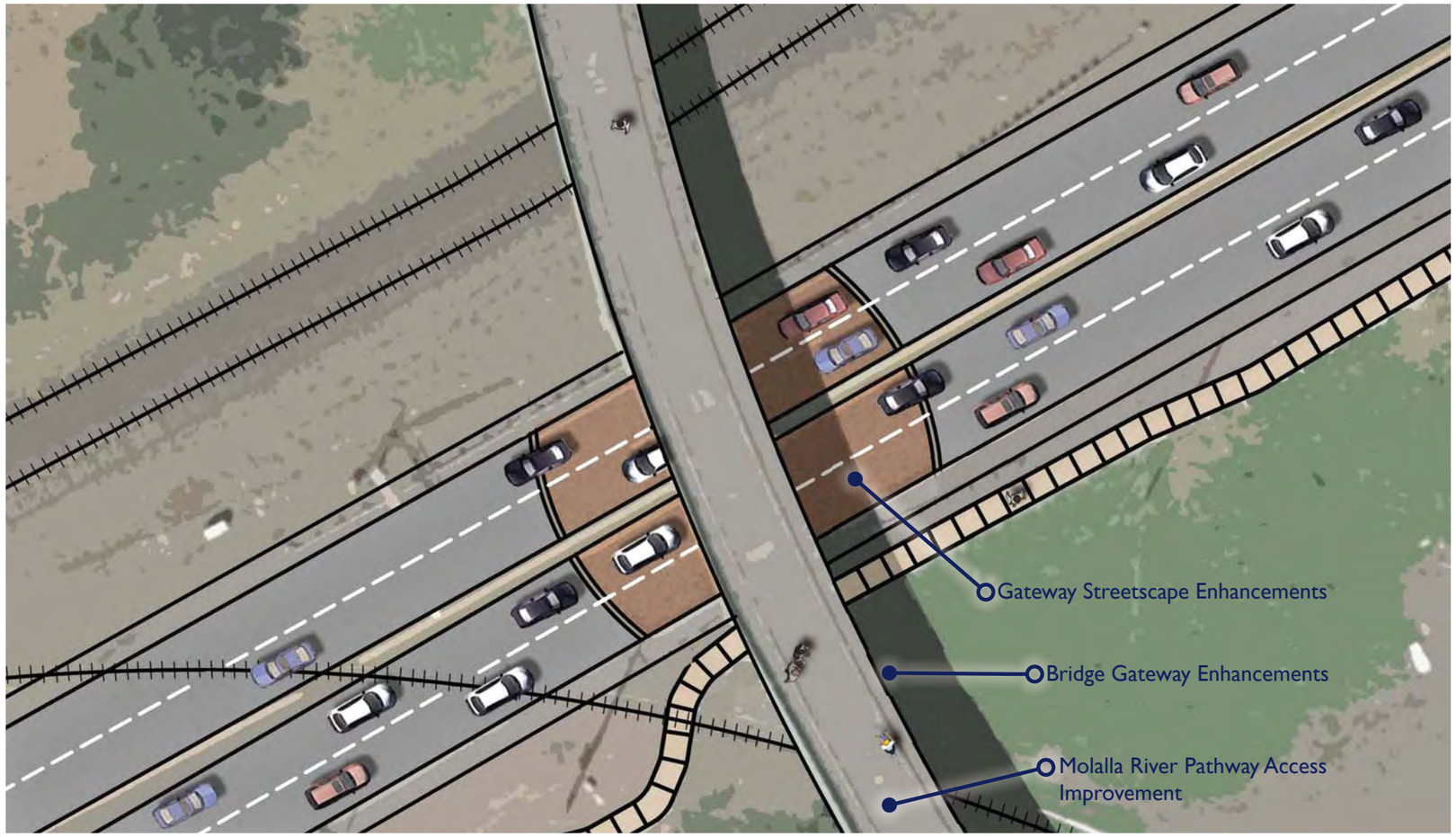


Figure 4 – Molalla River Pathway Bridge Gateway Enhancements

[4] *Confirmation would be needed that applying this type of material to the bridge would not compromise any structural or seismic qualities or impeded visual inspections of the bridge's condition.*

[5] *Implementation of new landscaping should take place only when an on-going maintenance fund has been identified and approved by City Council.*

Molalla River Pathway Bridge Gateway - Decorative Fencing

Figure 5 – Opportunity to add Decorative Fencing

Traditional Design Elements

The addition of decorative fencing to the existing bridge barrier is a key opportunity to create a gateway presence at the trail bridge over OR 99E. Many styles of fencing were presented by the consultant team and considered by the GPAC and the public. A traditional looking, picket-style fence, fabricated from tubular steel, was the most widely supported option. The fence should be designed and sized with details that are complementary to ornamental steel fencing installed along the railroad tracks. This style of fencing will also be cognitively consistent with many of the traditional downtown design elements along NW 1st and NW 2nd Streets. Once the design and materials for the fencing have been selected, the bridge barrier can be repainted in a complementary color.

Traditional Design Elements and Materials

Picket style fencing similar to railroad fencing

Architectural iron work added to picket style fencing

Recommended Design Concepts

Molalla River Pathway Bridge Gateway - Decorative Fencing

Garden Design Elements

The theme of Canby as "The Garden Spot" also inspired several options for ornamental bridge fencing. One approach was to express that by referencing the agricultural history, perhaps including elements of a covered bridge. However, there was preference for elements more suggestive of garden flowers and vines. It was suggested that these elements could be better integrated with the more simple design and proportions of the traditional fence. Some consideration was also given to using metal flower-design sculpture for "landscaping" around the bridge, especially if actual landscaping around the bridge abutments could not be included due to lack of stable maintenance funding.

Figure 6 – Opportunity to add Decorative Fencing

Decorative Fencing with Garden or Artistic Themes

Flower and vine metal work

Agriculture metal work

Metal decorative additions

Metal decorative silhouettes

Molalla River Pathway Bridge Gateway - Lighting

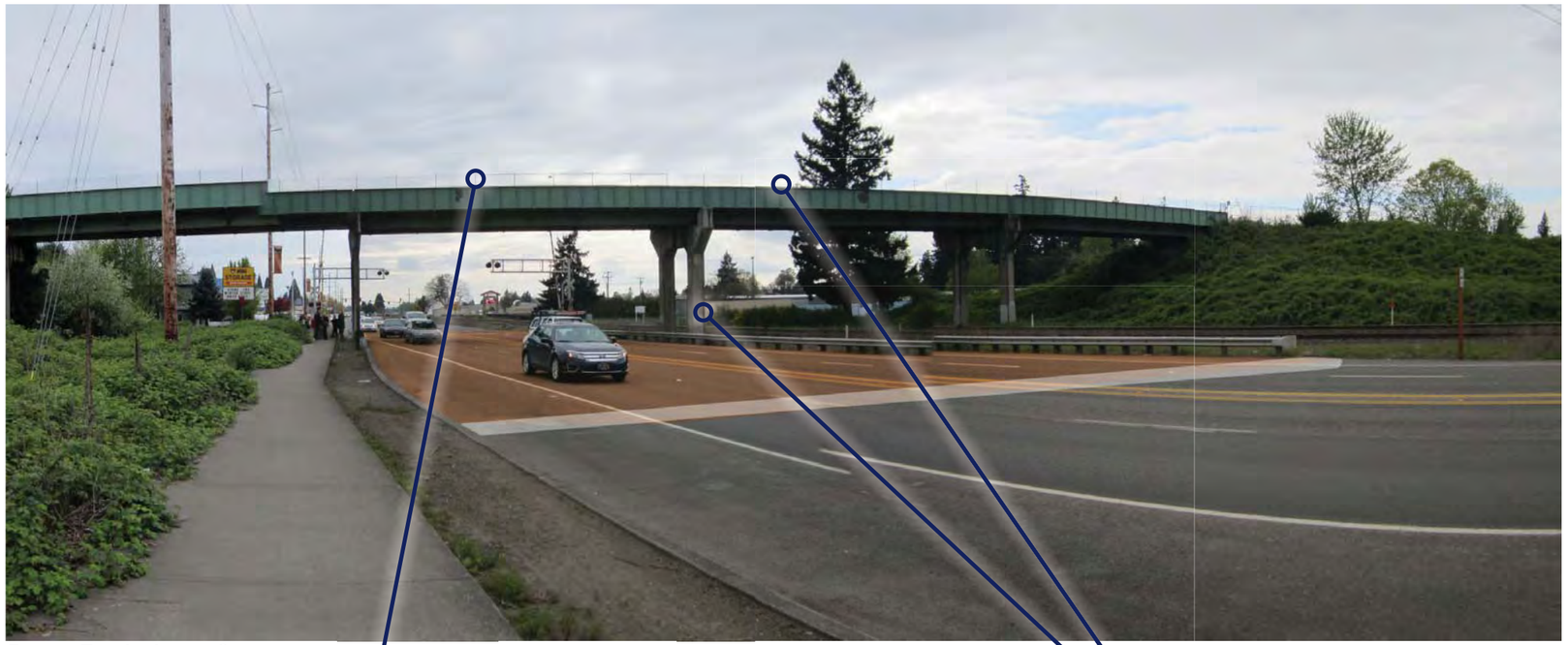
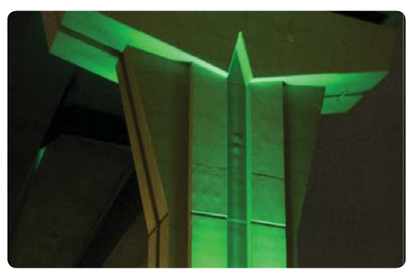


Figure 7 – Lighting Options

Creating a Nighttime Presence for the Gateway

Aesthetic lighting of bridge features has grown in popularity, both regionally and nationally. While lighting was once primarily used on bridges over waterways, aesthetic lighting is becoming as more common feature along highway overcrossings, even freeway interchanges. It is a way for communities to say "Welcome to Town, the Lights are On." For the Molalla River Pathway Bridge Gateway, two types of special lighting will create a distinctive presence. Pedestrian-scale lighting with a traditional and ornamental style for the poles and fixtures will be placed on the bridge as pathway lighting. This lighting will improve user safety and comfort, as well as illuminating the decorative fencing. Also, soft glow uplights will be used to accentuate the bridge substructure. Light-emitting diodes (LED) lamps will be used throughout to increase longevity and reduce electricity consumption and maintenance. The exact color scheme and array of fixtures will be determined during design of the gateway.

Ornamental pathway lighting



Lighting for bridge structures

Recommended Design Concepts

Molalla River Pathway Bridge Gateway - Streetscape

Figure 8 – Streetscape Enahancements

Muted color paving

Event Center stonework

Attractive landscape design creates a good fit between highway and content. Whenever motorists are surveyed, they consistently cite landscaping as important to their perception of attractiveness.

The existing vegetation around the bridge abutments will be removed and replaced with attractive gateway landscaping. The chosen design should reflect the Canby as "The Garden Spot" theme. Implementation of new landscaping should take place only when an on-going maintenance fund has been identified and approved by City Council.

Molalla River Pathway Bridge Gateway - Access Improvements

Figure 9 – Potential Future Access to Molalla River Pathway to the North of OR 99E

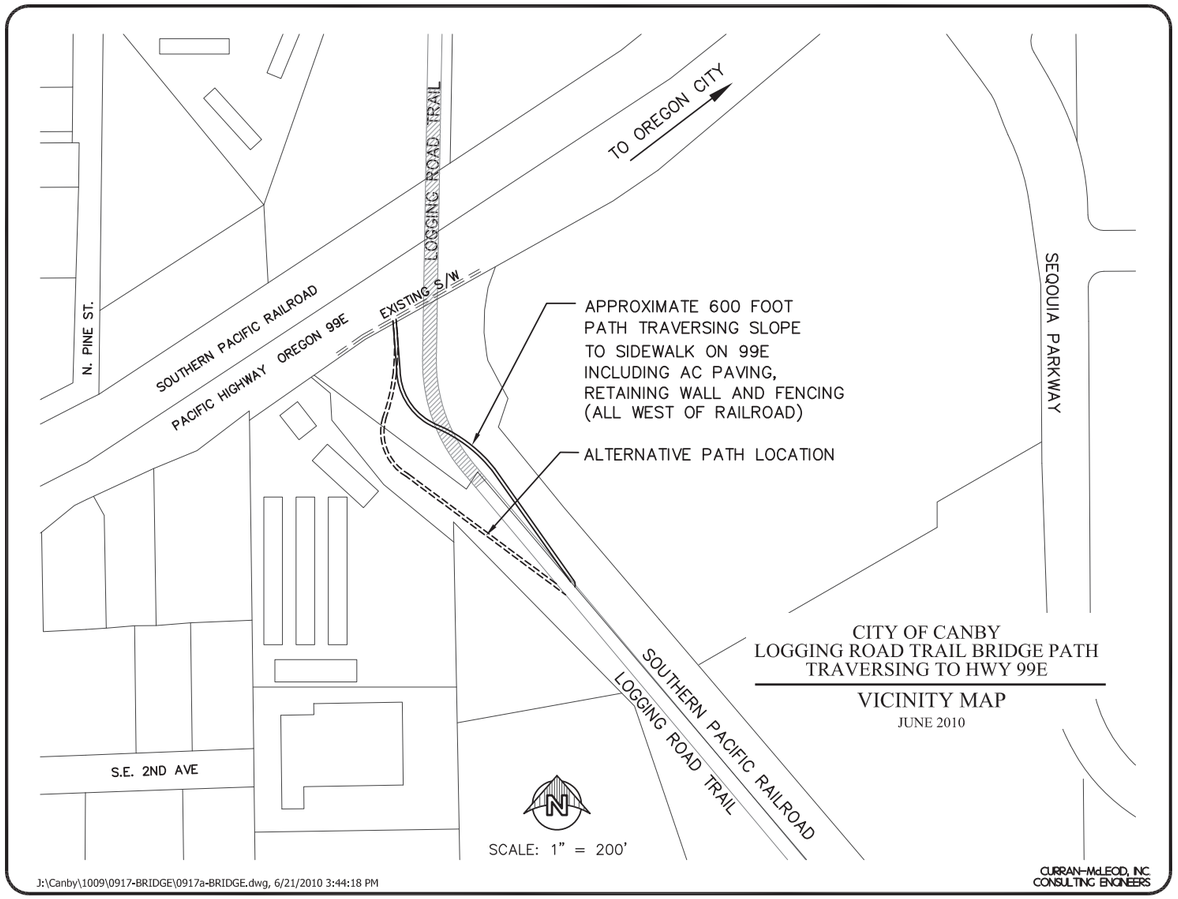


Figure 10 – Potential Future Access to Molalla River Pathway to the South of OR 99E

Future Trail Access Improvements

The trail does not have a useable connection directly to the highway. The City is currently planning to provide access between the south side sidewalk on OR 99E and the Molalla River Pathway by constructing the planned 600-foot path, which will require a retaining wall and fencing due to the slope traversal (two trail alignment options have been identified). Gateway improvements should also provide access to the north side of the Molalla River Pathway. This access could be developed in conjunction with the Pine Street improvements recommended in the TSP and the relocation of the Depot Museum.

Molalla River Pathway Access Improvements

- Provide access to the north side of the Molalla River Pathway in conjunction with the Pine Street improvements and the relocation of the Depot Museum
- Provide access between the south side sidewalk on OR 99E and the Molalla River Pathway by constructing the planned 600-foot path, which will require a retaining wall and fencing due to the slope traversal (two trail alignment options have been identified)

Bridge ornamentation that suggests covered bridges or agricultural practices where considered but not widely supported by the GPAC or through public comment. The preference was for elements more suggestive of garden flowers and vines integrated with the traditional look of the decorative fencing. Some consideration was also given to using metal flower-design sculpture for "landscaping" around the bridge. The consensus preference was for actual landscaping subject to available maintenance funding.

Recommended Design Concepts

Downtown Gateway

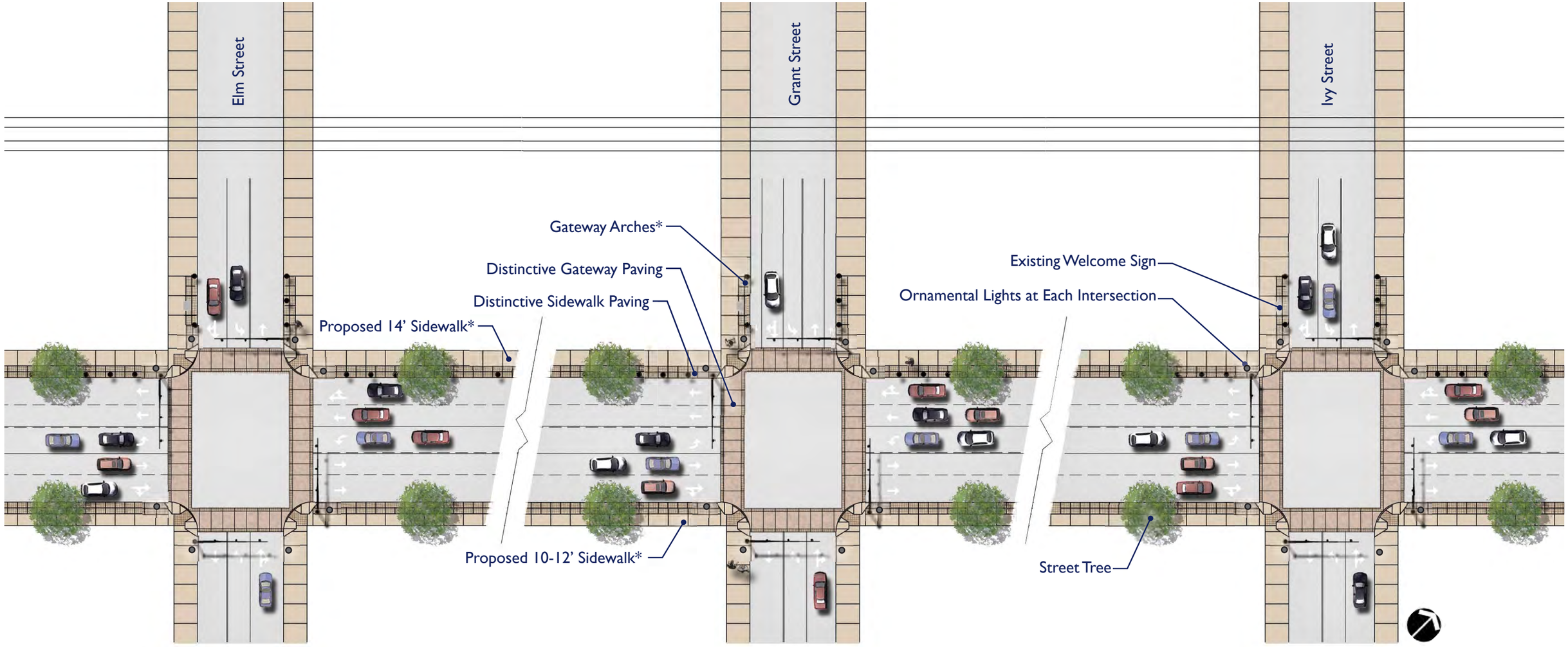
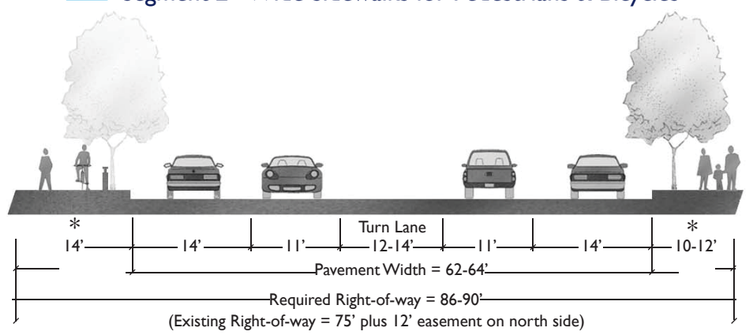


Figure 11 – Downtown Gateway

Segment 2 - Wide Sidewalks for Pedestrians & Bicycles



Bollard examples

* Notes:

- Gateway arch location and final concept to be determined.
- Proposed sidewalks on both sides narrow to approximately 9-10' at right-of-way pinch-points.
- Wide sidewalk on north side is intended to be used by pedestrians and bicyclists.
- For this segment approximately 11-15 feet of total right-of-way would need to be acquired to fully implement the cross-section. Right-of-way acquisition will occur on both sides of OR 99E. Specific locations and property impacts will be identified during future planning.

Downtown Gateway

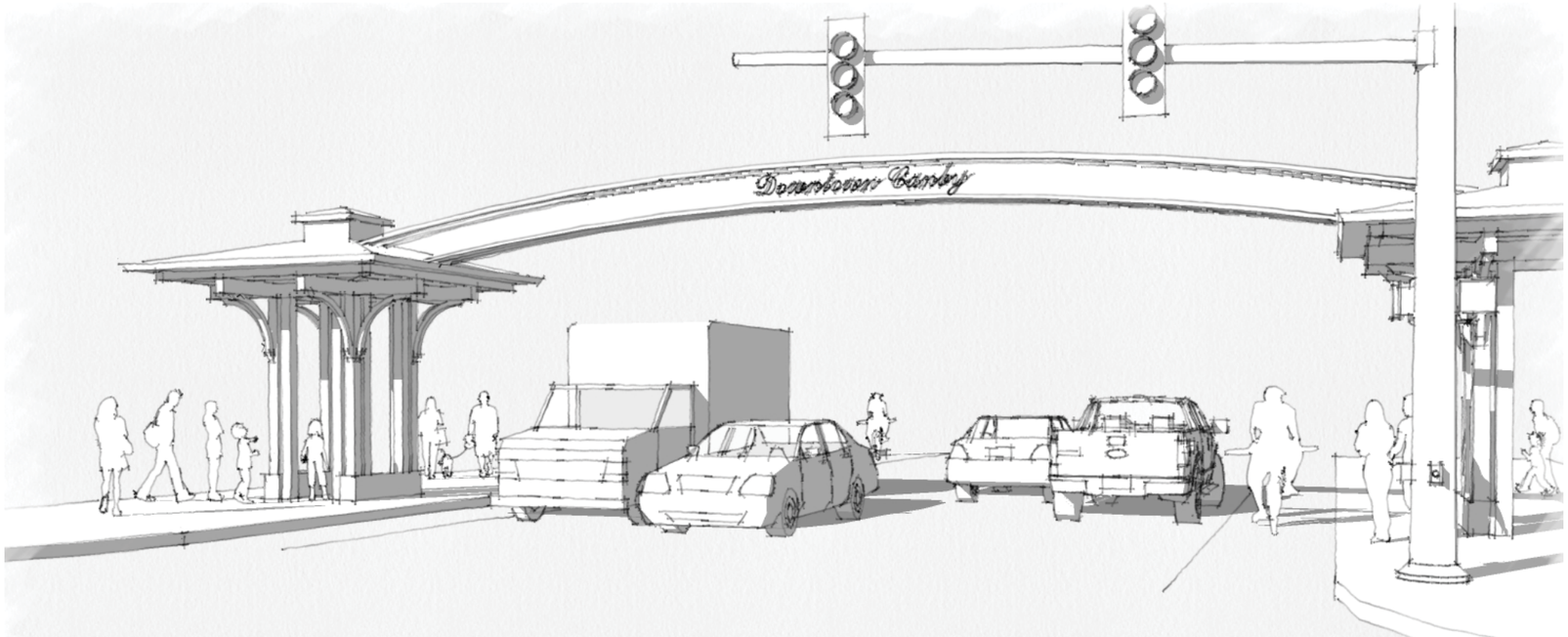
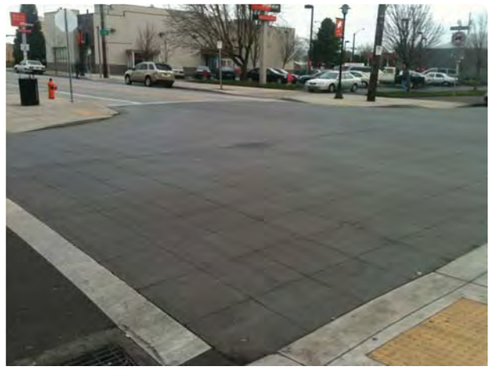


Figure 12 – Gateway Arch Study for Grant, Elm, and Ivy Streets

Ornamental street light



Distinctive gateway paving

Proposed NW 1st Avenue improvements

Continuous Streetscape Features as a Gateway

The Downtown Gateway is a continuous a streetscape design within the STA segment of the highway from Elm Street to Ivy Street. Concern was expressed by local businesses along NW 1st Avenue that the large pine trees on the north (railroad) side of OR 99E block visibility to their storefronts. If possible, the Downtown Gateway elements should support motorists in finding businesses located just off the highway. For example, with the 1st Avenue improvements there may be opportunities to use the back side of the new parking lot fence for placing signs to attract highway traffic to downtown, though permissions would be needed.

The concept builds on the roadway cross-section recommended for this segment and the design features being proposed for the NW 1st Avenue Improvement Project. Key features include:

- Distinctive gateway paving (consistent with other gateways)
- Distinctive sidewalk paving and ornamental bollards (simple designs with potential for lighting at night)
- Potential gateway arches or other vertical elements on Grant Street, Ivy Street, and or Elm Street (consistent with the final NW 1st Avenue improvements)

Revisions to the concept may be needed based on coordination with the NW 1st Avenue project.

Gateway Arch Study for Grant, Elm and Ivy Streets

Community discussion about arches over streets has been part of multiple planning processes for downtown. Most of those discussions have been focused on some kind of gateway arch over Grant Street, near the intersection with OR 99E. Community outreach for this project expanded that discussion to include the possibility of arches over all three of the gateway streets (Elm, Grant and Ivy). The support for arches as gateway element was mixed. It is the recommendation of this plan that continued community discussion about gateway arches should be facilitated. The discussion should include location, design character and materials based on the constructed design of NW 1st Avenue.

Recommended Design Concepts

Berg Parkway Gateway

Enhancing an Existing Gateway

The concept for a Berg Parkway Gateway builds on an existing gateway at that location. The gateway elements should be designed to avoid impacting the OR 99E/Berg Parkway intersection, and consideration should be given to whether they would affect a planned future Berg Parkway bridge.

Recommended features are:

- Distinctive gateway paving (consistent with other gateways);
- Planted or paved median with optional columnar or vase-shaped street trees or low landscaping;[6]
- Replace existing ornamental street lights with poles and fixtures consistent with those used in the downtown core
- Future speed reduction (from 45 mph to 35 mph)

The median is critical to the design. It creates a sense of passage into a more urban environment. The median would prohibit left-turns from being made directly into the Panda Express site, but vehicles coming from the west would have access to the site via the signalized intersection at Berg Parkway. There were some concerns raised about eliminating the ability for a two-stage left turn out of the Safeway site onto OR 99E with the proposed median, but that site has an alternate access to Berg Parkway. The GPAC also discussed the high volume of pedestrian crossings that this location (including high school students) and wondered if the median could be designed as a pedestrian refuge island; however, a refuge island is not likely to be permitted by ODOT due to the proximity to the signalized crossing at Berg Parkway.

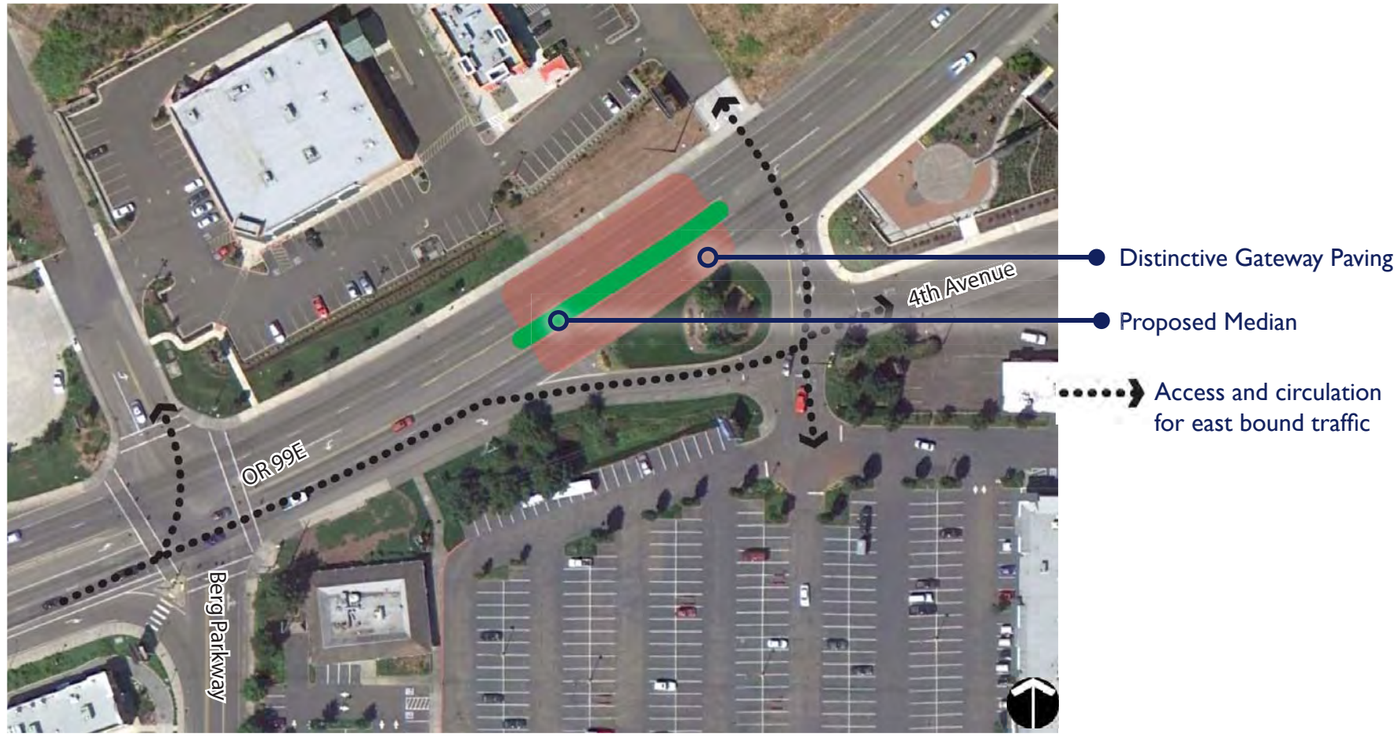
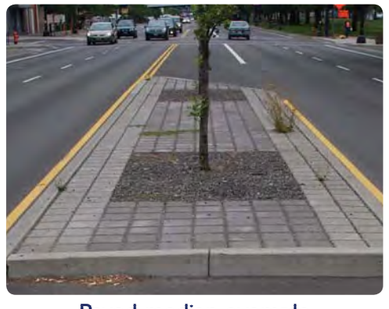


Figure 13 – Enhancing an Existing Gateway

Planted median example



Paved median example

[6] *All proposed features within the OR 99E right-of-way are subject to ODOT approval. Median street trees should be used with posted speeds of 35 miles per hour (mph) or less and conform to all other requirements in the Highway Design Manual (HDM).*

The recommended strategies to implement the Plan include:

- Planning-level cost estimates
- Funding strategies
- Recommended time frame and phasing for improvements
- Actions to protect and obtain right-of-way for future improvements
- Recommended amendments to the Canby TSP and *Canby Municipal Code* (CMC) as needed to implement the Plan.

ODOT regulates access to OR 99E, supported by City TSP policies. No new policies or standards for access management are being considered as part of this Plan.

Planning Level Cost Estimates

Planning level cost estimates were prepared for the improvements proposed in the Plan and are listed in Table 1. The cost estimates are intended to assist the City in obtaining funds and allocating budget for the projects and were developed using similar assumptions as the Canby TSP. They are based on general unit costs for transportation improvements, but do not reflect many of the unique project elements that could significantly increase project costs. As projects are pursued, each of these project costs will need further refinement to determine right-of-way requirements, costs associated with special design details, maintenance, and other project-specific needs.

Many of the Downtown Gateway elements consist of ornamental or decorative upgrades that would be installed as part of the OR 99E Segment 2 (STA) corridor improvements. To account for the upgrades, the Downtown Gateway cost estimates provided in Table 1 only include the difference in costs between the decorative items and the standard design features. Higher costs would be incurred if the Downtown Gateway improvements were to be constructed separately from the OR 99E Segment 2 (STA) corridor improvements because they would require removal and replacement of infrastructure.

Table 2: Planning-level Cost Estimates for Corridor and Gateway Improvements

Improvement Project	Description	Cost Estimate
Corridor		
OR 99E Segment 1: West City Limits to Elm Street (0.6 miles)	Typical lane widths with shoulder bikeway	$5,100,000
OR 99E Segment 2 (STA): Elm Street to Locust Street (0.5 miles)	Narrow lane width with wide sidewalks on north side for pedestrians and bicycles (TSP Motor Vehicle Project N1)	$4,700,000[a]
OR 99E Segment 3: Locust Street to Molalla River Pathway Bridge (0.5 miles)	Typical land widths with shoulder bikeway	$3,900,000
OR 99E Segment 4: Molalla River Pathway Bridge to Territorial Road (1.1 miles)	Typical lane widths with shoulder bikeway and wide center median (ODOT Urban Standard for 45 miles per hour)	$8,800,000
Gateway		
Berg Parkway Gateway	Decorative street paving, planted or paved median with street trees or low landscaping, and ornamental lights	$600,000
Downtown Gateway	Decorative intersection paving and sidewalk treatments; ornamental traffic signal poles, street lights, and bollards; and a potential gateway arch	$900,000[b]
Molalla River Pathway Bridge Gateway	Decorative street paving, railroad fencing, bridge railing, and columns; pedestrian-scale and architectural lighting; and landscaping	$900,000
Other		
Molalla River Pathway Access Improvements	Provide access between the south side sidewalk on OR 99E and the Molalla River Pathway (TSP Pedestrian Project T1)	$360,000[c]
	Total Cost	**$25,250,000**

[a] *Costs for the OR 99E Segment 2 (STA) corridor improvements (Motor Vehicle Project N1) were identified in the Canby TSP. However, a higher cost is now assumed because additional information is known regarding right-of-way needs on the north side of OR 99E (due to an existing easement). In addition, this project will construct the crosswalk and ramp improvements identified in the TSP at the three signalized intersections (see Pedestrian Projects C1, C2, and C3).*

[b] *Costs of Downtown Gateway improvements are based on construction of decorative upgrades at the time of OR 99E Segment 2 (STA) corridor improvements.*

[c] *Costs for the Molalla River Pathway Access Improvements (TSP Pedestrian Project T1) were identified in the Canby TSP.*

Funding Strategies

Table 7-6 of the Canby TSP lists the financially constrained motor vehicle projects and includes non-capacity improvements to OR 99E between Elm and Locust Streets associated with the STA designation for this portion of OR 99E. Those improvements include repaving the highway and providing bikeway shoulders and sidewalks. To fund the projects on the TSP financially constrained projects list, the City will rely in part on existing sources of revenue such as gas taxes, urban renewal funds, and SDCs. However, the TSP notes that the estimated total cost for the financially constrained project list exceeds that of projected revenue and therefore, additional funding sources will be needed. Furthermore, the corridor improvements identified in the Plan outside the STA are not included in the financially constrained package, meaning additional funding sources will be needed to implement those improvements.

The TSP (p. 9-8) identifies several potential supplemental sources of funding for transportation improvements; these include state and county contributions, developer exactions, urban renewal, increase to the City's transportation SDC, local improvement districts, special assessments, and grants. Some of these may be appropriate for funding improvements identified in the Plan, as follows:

Developer exactions and fee-in-lieu. As properties along the OR 99E corridor develop or redevelop, the City will have the ability to require right-of-way dedication and frontage improvements consistent with current practice (and provided for in Chapters 16.49 and 16.86). Frontage improvements typically include sidewalks and curbs, planting strips, street trees, associated drainage and any other improvements specified between the curb and building lines. If a development is anticipated to contribute a high volume of traffic to OR 99E intersections, the City may also be able to exact roadway (adjacent or off-site) improvements proportionate to the anticipated impacts on the facilities. Examples include traffic signal upgrade, new or lengthened turn lanes, traffic channelization or pedestrian crossing enhancements. As an alternative to requiring actual construction of the improvement, the City could require a fee in-lieu equal to the cost of constructing the improvements. The City could use those funds at a later date to fund the improvement when the timing is right. Currently, the City does not have a formalized process for accepting in-lieu fees for transportation-related improvements. City staff has expressed interest in incorporating fee-in-lieu language in the CMC. Therefore, a section from the City of Milwaukie's development code is included as an an example in the Technical Appendix.

Advance financing. The City also has an advance financing option for funding public improvements (CMC Chapter 4.12). This option allows the City to require that new development pay for and construct public improvements which need to be in place to accommodate site traffic, but that will also benefit multiple surrounding properties. As the surrounding properties develop or redevelop, the City can require them to contribute their proportionate share of the improvement, which the City then conveys to the developer who funded the construction. Some improvements identified in the Plan could be required by the Planning Commission (upon assessment and recommendation by the Public Works Department) as a condition of approval for a subdivision, land partition or conditional use application. The City may only require improvements that are shown on an approved master planning document such as the TSP. Sections 4.12.030 through 4.12.080 contain language that describes the process for approving advance financing, the rates of reimbursement, and collection of fees.

State and Federal Grants. The City could pursue federal and state grants, a number of which are described in the Canby TSP Implementation Strategy. One such opportunity is the federal TE grant program which funds projects that expand transportation choices and enhance the transportation experience through 12 eligible activities relating to surface transportation. Eligible activities include pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and beautification, historic preservation, and environmental mitigation. Many of the improvements identified in the Plan could qualify for this program.

Urban renewal. An urban renewal district (URD) is a tax-funded district within the City that is supported by the incremental increases in property taxes resulting from the construction of applicable improvements. As directed by the City and its URD board, the funds raised by a URD can be used for transportation projects located within the URD boundaries.

The City currently has a URD for its downtown core and the Canby Pioneer Industrial Park, including OR 99E and properties on either side of the highway between approximately Birch Street and the Molalla River Pathway Bridge. The primary purpose for the URD is "to eliminate blighting influences found in the Renewal Area, to implement goals and objectives of the *City of Canby Comprehensive Plan*, and to implement development strategies and objectives for the Canby Urban Renewal Area." The *Canby Urban Renewal Plan* indicates that projects eligible for funding include street and sidewalk improvements and acquisition of necessary right-of-ways. The City could use urban renewal funds to cover a portion of the costs of improvements already within the URD boundary and/or consider expanding the URD boundary to include Plan transportation projects outside the URD boundary.

Local improvement districts (LID). The City may set up LIDs to fund specific capital improvement projects within defined geographic areas, or zones, of benefit. LIDs impose assessments on properties within its boundaries and may only be spent on capital projects within the geographic area. LIDs may not fund ongoing maintenance costs, therefore they require separate accounting. Furthermore, because citizens representing 33 percent of the assessment can terminate a LID and overturn the planned projects, LID projects and costs must meet with broad approval of those within the LID boundaries to be implemented.

Statewide Transportation Improvement Program (STIP). When ODOT programs a pavement preservation project on OR 99E, it may be an opportunity for the City to simultaneously implement some of the Plan improvements, with potential cost savings for combining projects.

Time Frame and Phasing

The Plan is intended to be implemented over 20 or more years. Construction phasing of the improvements identified in the Plan is contingent on the availability of funding, and will likely occur incrementally. The timing of corridor property development or redevelopment will also affect project feasibility. For example, if a number of properties along one segment of OR 99E were to redevelop and dedicate right-of-way and fees-in-lieu for frontage improvements, the City could prioritize funding improvements for that segment. Timing may also depend on the availability of state and federal funds.

Informally, the City has identified the Molalla River Pathway Bridge improvements and the Downtown and Molalla River Pathway Bridge Gateways as priority projects.; however, these projects are not proposed to be included on the Canby TSP's financially constrained project list. Timing of these priority improvements will be primarily based on funding availability.

Actions to Protect and Obtain Right-of-Way

The cross-sections for OR 99E identified in the Plan will require additional right-of-way width (typically ranging from 11- 15 feet) in order to be constructed. Additional right of way may also be needed at intersections in order to provide adequate radii for truck maneuvers.[7] As properties along OR 99E within the Plan area develop or redevelop, the City will require dedication of adequate right-of-way consistent with the corridor segment cross-sections identified in the Plan and consistent with ODOT highway design standards in place at the time of construction.

CMC Chapter 16.86.020, VII Street Alignments will allow the City to protect and obtain right-of-way for the cross-sections identified in the Plan (which will also be adopted into the City's TSP). It contains the following language that requires dedication of right-of-way at the time of development and prohibits development within identified future roadway alignments:

A. The Transportation System Plan shall be used to determine which streets are to be arterials, collectors, and neighborhood connectors. All new streets are required to comply with the roadway design standards provided in Chapter 7 of the TSP. The city may require right-of-way dedication and/or special setbacks as necessary to ensure adequate right-of-way is available to accommodate future road widening projects identified in the TSP.

B. Right-of-way widths and cross section standards for new streets shall be in conformance with the Canby Transportation System Plan and the Public Works Design Standards.

C. The Public Works Director shall be responsible for establishing and updating appropriate alignments for all streets.

D. No building permit shall be issued for the construction of a new structure within the planned right-of-way of a new street, or the appropriate setback from such a street as established in Division III.

E. Existing structures which were legally established within a planned road alignment or abutting setback shall be regarded as nonconforming structures.

The above requirements would be triggered by any project that requires a building permit. In practice, the City will only require right-of-way dedication for projects that also trigger site design review, which typically include new development and remodels representing 60 percent or more of the assessed tax value of a building. For smaller projects, right-of-way dedication will likely not be required; however, the project will have to comply with (D) above which prohibits new structures from being built within future street alignments.

If the City or ODOT develops a project to construct an improvement for which adequate right-of-way has not yet been dedicated by all abutting properties, then the agency conducting the project would need to purchase right-of-way from impacted property owners.

Recommended Plan and Code Amendments

This section contains suggested *City of Canby Comprehensive Plan and Canby Municipal Code* amendments that are intended to support and implement the Plan. Recommended amendments include:

- New language in the TSP to adopt and reference the Plan.
- TSP language to clarify or replace cross-sections for OR 99E through the Plan area.
- Language in several sections of the zoning code to implement sidewalk improvements and eliminate conflicts in sidewalk width standards.

The recommended new language and deleted language are shown in the Technical Appendix.

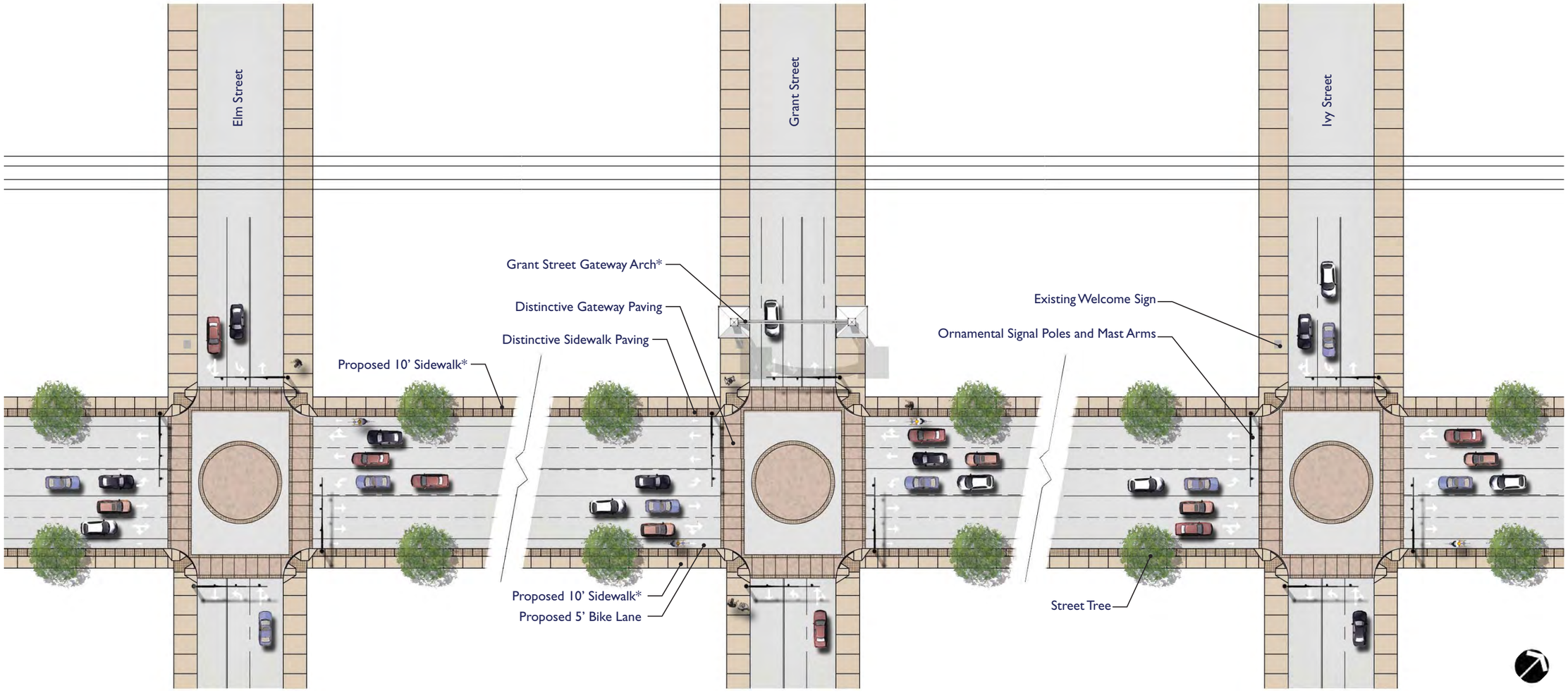
7 *Turning radii standards are located in Canby's Public Works Standards and not in the CMC. The City should review those public works standards to ensure they will support and implement the improvements indicated in the Plan.*

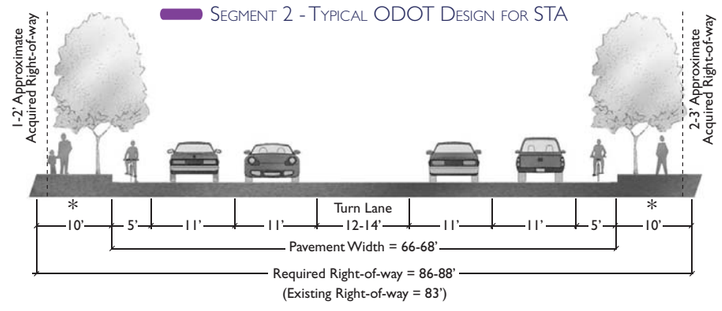
Alternative Concept Plans

The preferred concept for the Downtown Gateway is illustrated on page 20. Two other alternatives were developed and considered by the GPAC during the course of the project, and have been included on the following pages. Each alternative reflects roadway cross-sections for the STA segment of OR99E proposed during concept design development for the project. A primary reason that these alternatives were not preferred is that both include an on-street bicycle lane in this segment, which was not the strongly supported by the GPAC or other community input.

Appendix

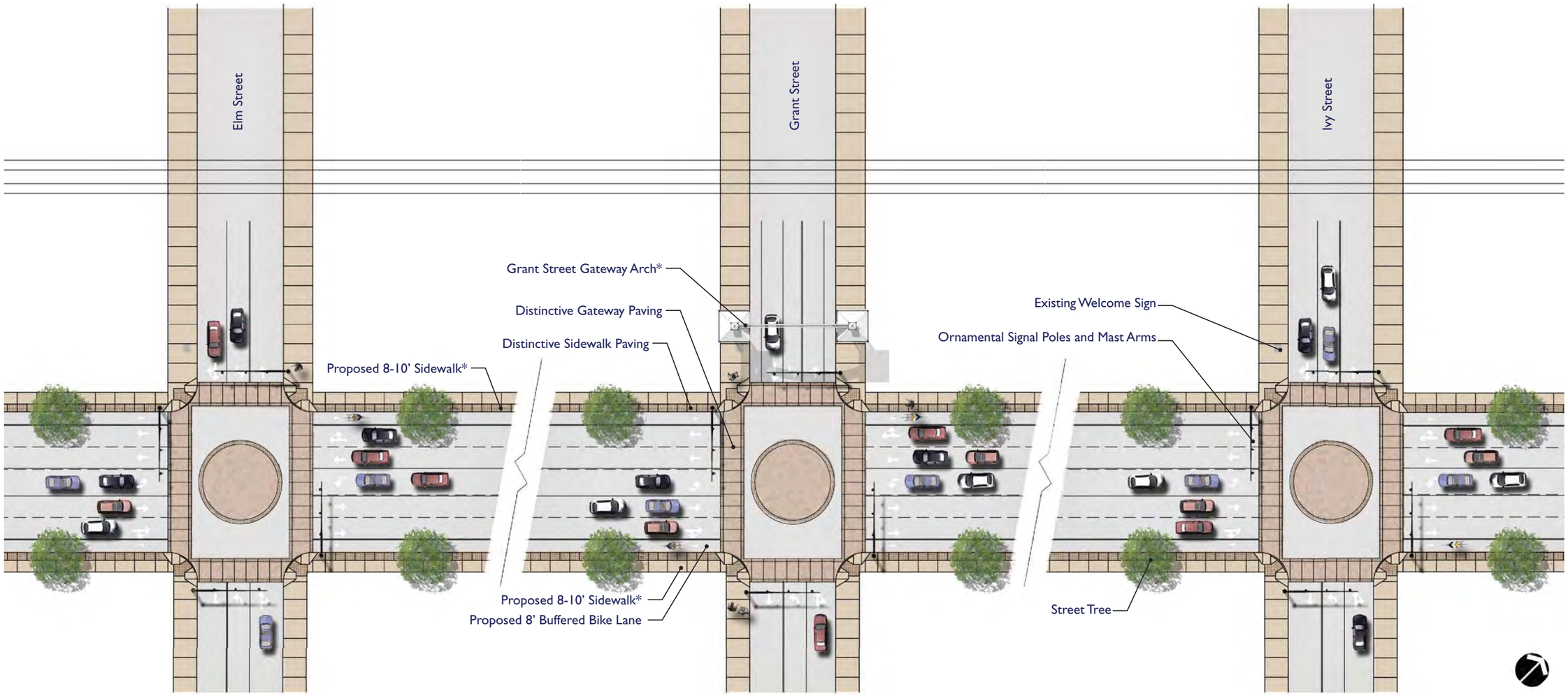
Downtown Gateway - Option A

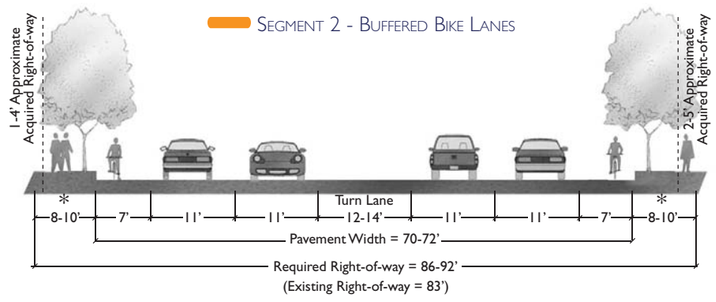




* Notes:
-Grant Street Gateway Arch Location and final concept to be determined.
-Proposed 10' sidewalks on both sides narrow to approximately 7-8' at right-of-way pinch-points.

Downtown Gateway - Option C





* Notes:
- -Grant Street Gateway Arch Location and final concept to be determined.
- -Proposed 8-10' sidewalks on both sides narrow to approximately 5-6' at right-of-way pinch-points.

Technical Appendix

Appendix A: Meeting Notes and Public Feedback

Appendix B: Existing, Future, and Planned Conditions (Previously intended to be Chapter 3)

Appendix C: Corridor and Gateway Design Toolbox

Appendix D: Conceptual Designs

Appendix E: Evaluation Criteria and Scoring Methodology

Appendix F: Evaluation Report

Appendix G: Implementation Strategy

Appendix H: Cost Estimates

Appendix A: Meeting Notes and Public Feedback

Canby OR 99E Corridor and Gateway Plan
Gateway Plan Advisory Committee Meeting #1 and Tour Summary
May 5, 2011 (2:30-5:00 p.m.)
Hope Village Community Center (Canby, Oregon)

GPAC Members:	Curt McLeod (Curran-McLeod); Ami Keiffer and Renate Mengelberg (City of Canby); Liz Belz-Templeman (Bike and Pedestrian Advisory Committee); Ryan Oliver (Oliver Insurance); Jan Milne (Canby City Planning Commission); Ryan Sexton (ODOT District 2B); Ron Yarbrough (Designs West); Greg Parker (Canby City Councilor)
Project Team:	Matilda Deas (City of Canby); Sonya Kazen and Avi Tayar (ODOT Region 1); Tom Litster (Otak); Chris Maciejewski and Brad Coy (DKS)

Purpose of this GPAC meeting: to introduce the project objectives and process for the Canby OR 99E Corridor and Gateway Plan. Information gathered to-date will be summarized. The group will discuss a Draft Vision and Guiding Principles document that has been prepared based on community and agency input to date (this was instead assigned as homework). The committee will then have the opportunity to join our project team on a tour of the highway corridor to discuss key characteristics and improvement potential.

Meeting

1) Introductions

2) Presentation
   a) Purpose: Overview of where we are going . . . input from TSP, Community Meeting #1, and ODOT Meeting #1
   b) Feedback and other important points to consider
      i) Possibly tie gateway and corridor improvements to some of the other TSP projects
      ii) Possible factors affecting corridor treatments (try to correspond treatment environments along corridor to these)
         (1) Land use
         (2) Speeds
      iii) Make sure adequate coordination is performed between agency staff members working on this project and the 1st Avenue project as the consultant teams are different

3) Homework for GPAC Members = Review Vision and Guiding Principles chapter
   a) Return to Matilda at new planning department offices (2 weeks = Thursday, May 19th)

b) Liz requested that it be added to GoogleDocs as a means to allow shared editing

Tour of Canby

1) OR 99E Study Corridor (comments received throughout the tour)
   a) Would like to underground as much of the utility poles and power lines as possible
      i) Curt - High-voltage steel utility poles on north side of OR 99E are pretty new and are not feasible to adjust
   b) Constructing an esplanade along the highway (i.e., a large sidewalk that can be used by pedestrian and bicyclists) may be a better option rather than providing a bike trail near the railroad track (due to right-of-way availability concerns)
   c) Traffic volume, speed, and noise making being on the roadway uncomfortable...not bicycle friendly

2) Vietnam Memorial
   a) Consensus that this site is good and does not need additional improvement

3) Canby sign and landscaping just east of Berg Parkway
   a) Like this gateway as well

4) Elm Street intersection
   a) Business owners on NW 1st Avenue have complained that large pine trees on north side of OR 99E (i.e., between OR 99E and railroad tracks) block visibility to store fronts
   b) Current sign on NW corner of intersection would have been better on NE corner
   c) The current sign is too small to be a gateway treatment
   d) Can we replace signal span wires with mast arms?
   e) There is a lot of clutter at the intersection and not much space for a gateway treatment

5) Grant Street intersection
   a) Bushes on NE corner are good example of landscaping that does not limit business visibility
   b) Current sign pointing to downtown is too far off of OR 99E to be noticeable to motorists

6) Pine Street intersection/Fairgrounds
   a) Potential gateway treatment should be visible to WB traffic
   b) Realignment of Pine Street behind the train museum could be an opportunity for ROW for a gateway, or a location for a multi-use trail to the logging road

7) Bike/Pedestrian Bridge (logging road overpass)
   a) Potential gateway treatment should be visible to WB traffic
   b) Significant clearing/landscaping is needed to make it an attractive feature
   c) Curt has designs that show how a multi-use path could connect to the logging road

8) SE 13th Ave/S Ivy St intersection
   a) Only drove by this intersection
   b) There is a sign on the intersection's NE corner

Next Steps

1) GPAC to review and provide feedback on Vision and Guiding Principles chapter
2) Consultant to prepare upcoming deliverables
   a) Design Toolbox
   b) Evaluation Matrix
3) Project team and participants to attend next round of meetings
   a) ODOT Meeting #2
   b) GPAC Meeting #2 (tentatively scheduled for June 23)

Gateway Advisory Committee

May 5, 2011

	Name	Company	Address	Email	Telephone
1	CURT McLEOD	CURRAN-McLEOD, INC	6655 SW HAMPTON, PORTLAND	CJM@CURRAN-McLEOD.COM	503-684-3478
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3	Renate Mengelberg	Bike & Ped Adv. Com	500 NE 12th		899-2490
4	Liz Belz-Templeman				
5	RYAN OLIVER	OLIVER INSURANCE			
6	Jan Milne	Plan. Comm.	668 NW 12th Ave.		
7	RYAN SEXTON	ODOT DIST 2B		ryan.sexton@odot.state.or.us	971 673 6200
8	Sonya Kazen	ODOT R1	123 NW Flanders PDX 97209	Sonya.B.Kazen@odot.state.or.us	
9	RON YARBROUGH	DESIGNS WEST	486 NW 2ND, CANBY	DESIGNSWEST@CANBY.COM	971-322-7411
10	TOM LITTLE	~~otak~~		tom.little@otak.com	
11	Chris Maciejewski	DKS		csm@dksassociates.com	503 243-3500
12	Brad Coy	DKS		bbc@dksassociates.com	503-391-8773
13	Avi TAYHAR	ODOT		ABRAHAM.TAYHAR@ODOT.STATE.OR.US	503-731-8221
14	Greg Parker	councilor			
15	Mayor	city of Canby			
16	[redacted]	[redacted]			
17	[redacted]	[redacted]			
18					
19					
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Canby OR 99E Corridor and Gateway Plan
Gateway Plan Advisory Committee Meeting #2
July 6, 2011 (2:30-4:00 p.m.)
Hope Village Community Center (Canby, Oregon)

GPAC Members Present:	Ryan Oliver (owner); Roger Skoe (citizen); Ron Yarbrough (Designs West); Bev Doolittle (Canby Area Chamber of Commerce); Ami Keiffer (City of Canby); Greg Parker (Canby City Councilor); Charles Burden (business owner); Curt McLeod (Curran-McLeod); Julie Wehling (Canby Area Transit); Francisco (El Chilito)
Project Team Present:	Matilda Deas (City of Canby); Sonya Kazen (ODOT Region 1); Tom Litster (Otak); Chris Maciejewski (DKS)
GPAC Members Absent:	Ryan Sexton (ODOT District 2B); Renate Mengelberg (City of Canby); Liz Belz-Templeman (Bike and Pedestrian Advisory Committee); Ryan Oliver (Oliver Insurance); Jan Milne (Canby City Planning Commission)
Project Team Absent:	Avi Tayar (ODOT Region 1); Brad Coy (DKS)

Purpose of this GPAC meeting: to present Design Toolbox and draft Evaluation Matrix and scoring protocols for the Canby OR 99E Corridor and Gateway Plan, and then to discuss pros and cons of each design concept and record input for the Evaluation Matrix.

Discussion Items

1) Evaluation Criteria
   a) Comments needed by July 19th

2) OR 99E Cross-Section
   a) Charlie – Review objectives and make sure we say something about medians/trees not limiting access

   b) Greg – Does 99E serve some regional bike function we should be careful to plan around?
      i) Sonya – ODOT only has shoulder standard in rural section, no unique route plan

   c) Sonya – Part of not providing bike lanes is to sign alternate parallel bike routes

   d) Sonya – Be aware that freight has to review and approve the cross-section

e) Sonya – Check again with ODOT design about trees in medians when speed is 45 mph

f) Charlie – Concerned about green section shoulders
   i) Need enough space for right turning vehicles to access his site
   ii) His access can't be widened
   iii) Needs to follow up with the project team

g) Ryan – Who is paying for sidewalks all the way to Territorial?

h) Bev – What is the starting point for the street trees?
   i) Territorial, UGB?

3) STA Treatments
   a) Ron – What is a furnishing zone?

   b) Ami – What are lighting requirements in STA? Do we need unique lights for pedestrians?

   c) Ron – Doesn't like pavers; they are difficult to maintain and become uneven

   d) Sonya – If city obtained TE grant, they may not have to pay for ornamental "extras," but would still have to maintain them

   e) Julie – Might be able to fold in transit grants to help with streetscape

   f) Francisco – Does he have issues/comments at this point?
      i) No

4) Corridor-Wide
   a) Julie – CAT has permits for transit stops on highway today (10 of them)

   b) Signs
      i) Sonya – Do we need a plan to remove existing signs on corridor?
      ii) Charlie – Make sure lettering is easy to read

   c) Bev – Concerned with in-road treatments on highway
      i) Gets worn
      ii) Hard to maintain
      iii) The good part of downtown is to the north
      iv) Limit use of in-road treatments on 99E

5) Gateway on Northeast End of Corridor

a) Greg – Likes having Otto Road gateway included

b) Bev and Ryan – Don't like gateway at Otto Road, instead like it at Territorial Road

c) Chris – Territorial and Otto could be identified as potential gateways to be addressed with NE Master Plan

d) Charlie – Make sure we have a theme they would use, tie it all together.

6) Downtown 1st Ave Coordination
   a) Matilda – We need to connect to 1st
      i) Grant Street is the most important gateway
      ii) Help pull people to 1st Ave

   b) Bev – Make sure our design are compatible with 1st Ave
      i) Review their plans—Kiosks

   c) Ron – Agrees with Bev that OR 99E should have been done first
      i) Infuse "Garden spot" into design

   d) Julie – Consider that 1st Ave will be building RR fence
      i) Opportunities to use back of fence for attracting people from the highway

Gateway Corridor Plan Advisory Committee Sign in Sheet 7.6.11

NAME	ORGANIZATION	PHONE	EMAIL
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Ami Knifter	City of Canby		knifferva@ci.canby.or.us
Greg Parker	City Council		parkersg@ci.canby.or.us
Matilda Deas	planner		deasm@ci.canby.or.us
Sonya Kazen	ODOT		
Curt M'Cleod	civil engineer		cjm@curran-mcleod.com
Charles Burden	business owner		chaseburden@msn.com
Chris M.	DKS		
Tom L.	ODOT		
Julie Wehling	CAT		wehlingj@ci.canby.or.us
Francisco	El Chilito		mrofcardenas@yahoo.com

Canby OR 99E Corridor and Gateway Plan
Gateway Plan Advisory Committee Meeting 3
January 31, 2012 (2:30-4:00 p.m.)
Hope Village Community Center (Canby, Oregon)

GPAC Members Present:	Liz Belz-Templeman (Bike and Pedestrian Advisory Committee); Loretta Kieffer (ODOT); Ryan Oliver (business owner); Steve Miller (business owner); Ron Yarbrough (Designs West/Chamber); Renate Mengelberg (City of Canby); Annie Tran (City of Canby Main Street); Julie Wehling (Canby Area Transit);; John Proctor (City of Canby); Greg Parker (Canby City Councilor); Tom Scott (property owner)
Other Participants:	Janice Chandler (MEC Northwest); Tina Wilson (Napa Auto Parts); Jeff Feller (Canby Ford); Dan Drentlaw (City of Canby) Dan McGlone (Total Car Care); Bryan Brown (City of Canby); Mary Laudon-Flores (Canby Shell Gas); Bev Doolittle (Canby Area Chamber of Commerce); Keith Galitz (Canby Telcom);
Project Team Present:	Matilda Deas (City of Canby); Sonya Kazen (ODOT Region 1); Tom Litster (Otak); Chris Maciejewski (DKS)
GPAC Members Absent:	Ryan Sexton (ODOT District 2B); Curt McLeod (Curran-McLeod); Francisco Cardenas (El Chilito); Debra Libel (Hulbert's Flowers); Darren Monen (Wild Hare); Gail Wilson (Napa Auto Parts); Zac Marcinkeiewicz (Marcinkeiewicz Co.); James R. Frackowiak (Plan-it Financial); Brian Hodson (Starbucks) Derek Hill (Advanced Mortgage)
Project Team Absent:	Avi Tayar (ODOT Region 1); Brad Coy (DKS)

Purpose of this GPAC meeting: to obtain GPAC input on the draft conceptual designs that have been prepared for the Corridor and Gateway treatments. This input will give the project team direction on developing the final recommended planning-level designs in preparation for completing the Recommended Canby OR 99E Corridor and Gateway Design Plan.

Discussion Items

1) Welcome
   a) Matilda briefed everyone on ODOT's signal upgrade project
      i) Can we work with them on signal/mast arm upgrades?

(1) Yes, to a certain extent based on what is permitted, what the additional cost would be to the City, and maintenance agreements.

ii) Can we use this project to help push forward with the Quiet Zone?
(1) Our plan should endorse that [the Quiet Zone]

2) Material Overview – Clarification Questions
   a) Berg
      i) Is it safe for vehicles to cross via the jug-handle instead of turn left?
         (1) The movement would cross two traffic streams instead of one. Vehicles would be able to use the signal at Berg and access the development through the Walgreens site.
      ii) Can pedestrians use the median as a crossing refuge?
         (1) While you may not sign/stripe it for this use (due to the proximity of the signal), it would likely be used this way and provide a refuge island.
      iii) Does Safeway still have adequate egress?
         (1) Left-turns could still be made from the site, but it would be a full turn manuever (not utilizing the two-way center turn lane for a 2-stage left turn). Safeway would still have its full egress to Berg Parkway.

   b) Downtown
      i) Did we consider power pole utility conflict on the north side?
         (1) They would not be relocated and would be within or next to the sidewalk area.
      ii) Can we do 3 arches? No arches?
         (1) Any of those configurations are possible.

   c) Cross Sections
      i) Do we have to have bike lanes?
         (1) Outside the STA - yes to comply with ODOT standards
      ii) Are we impacting freight mobility in the STA?
         (1) We have presented the information to the Oregon Freight Advisory Committee and received their approval, in addition to working with the ODOT Freight liaison.
      iii) Can we take into account truck turning movement where truck routes intersect 99E?
         (1) Call this out in the plan

3) Specific Design Comments
   a) Berg
      i) Make sure it doesn't impact turn movements @ Berg
      ii) Make sure banner is durable or replaceable
      iii) Make sure median is sustainable (e.g., drainage treatments)

b) Overall
   i) Consider locations for freight turning movements
      (1) Do we need something special at Elm? Consider increasing curb radii.
      (2) Account for the three main industrial areas
      (3) Do street trees impact their sight distance?
         (a) Do we need code to require sight distance for truck driver eye height?

c) Downtown
   i) Mixed feeling on street trees → visibility to 1st Avenue
   ii) Consider no archway, but still include kiosk vertical elements at each street (Grant being the largest)
   iii) Make sure style matches 1st Avenue
   iv) Is there too much going on with mast arm, archway, railroad gates?
   v) Is 1st a better location for the arch?
   vi) Don't like the arch
      (1) Too much visibility
      (2) Spend money elsewhere
   vii) Does the railroad fence need to be integrated?
      (1) Check with the Main Street Program

d) Logging Road
   i) Like the lighting options
      (1) For use of trail and for beautification
   ii) Style should try to match Berg
   iii) Like combination of Dahlias (smaller – can be manufactured in Canby!) and the valley scene
   iv) Clear blackberries on the slopes up to the bridge
   v) Commission an artistic process to design the bridge (provide parameters)
   vi) Scale needs to match speed of drivers (so they can see the features while driving)
   vii) Home of the Cougars vs. The Garden Spot for a theme?

e) Cross Section
   i) Concern with property impacts due to additional buffered bike lane widths outside of the STA (between Locust and Pine)
   ii) STA
      (1) Wide sidewalks is preferred
      (2) Mention flexibility to Council/Commission with buffered bike lanes (e.g., ability to modify striping later and pursue something like on-street parking if desired).

GPAC Sign In Sheet 1.31.12

NAME	ORGANIZATION	PHONE	EMAIL
Liz Beltz-Templeman	B&P Adv. Com		
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Steve Miller	Business Owner	503-261-4086	Steve@HiwayTireFactory.com
Tina Wilson	Business owner	503-784-0596	tina@wilsonsnapa.com
RON YARBROUGH	DESIGNS WEST	971-322-7411	designswest@canby.com
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GPAC Sign In Sheet 1.31.12

NAME	ORGANIZATION	PHONE	EMAIL
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Tom Liester	Otak	503-212-3734	
Mary Lauda-Flores	Canby Shell Gas	503 266-8595	
Ben Doolittle	Chamber		
Greg Parker	City		
Keith Galitz	Canby Telcom	503-266-8200	kgalitz@canbytel.com
Tom Scott	Property Owner	503.266.5488	

OR 99E Corridor and Gateway Design Plan

Gateway Advisory Committee, March 7, 2012

Draft Comment Summary

Opportunities for creating visually attractive community gateways along OR 99E were reviewed with the Gateway Advisory Committee (GPAC). The opportunities were based on the Draft Conceptual Design Plan, previous input from the GPAC workshops and the input from a Community Workshop.

Features with a clear consensus for support was evident are indicated by √
Feature with no clear consensus for support are indicated by **NC**

Molalla River Pathway Bridge Gateway	**Very Important**	**Somewhat Important**	**Not Important**
How important is this gateway?	√		

Summary of Comments

This pathway bridge over OR99E has been identified as a significant gateway opportunity in past planning studies. It should still be considered a great gateway opportunity. Pedestrians and cyclists routinely use the pathway, which enhances the gateway significance.

The bridge needs to be re-painted, so this is an opportunity to do more than just painting.

Decorative Fencing for the Bridge	**Like**	**Dislike**	**Not Sure**
Traditional or historic design	√		
Agricultural or garden design	√		
Artistic Interpretation			**NC**
Decorative Additions	√		
Paint or Mural			**NC**

Summary of Comments

There was strong support for both the more traditional design approach and the theme of agricultural/garden motifs. One suggestion was to utilize a more traditional design, linked visually to the decorative railroad fencing, and then attach some decoration metalwork additions as shown in the presentation.

A suggestion was to add stone facing to the bridge structure. The stone should match the stone used for the downtown Welcome to Canby signage. Confirmation would needed that applying this type of material to the bridge would not compromise any structural or seismic qualities or impeded visual inspections of the bridge's condition.

Lighting for the Bridge	Like	Dislike	Not Sure
Architectural bridge lighting	√		
Pedestrian-scale pathway lighting	√		

Summary of Comments

Lighting the bridge was strongly supported. There were favorable views of both approaches to lighting that were presented. Several GPAC members suggested prioritizing the pedestrian-scale lighting since it increased safety and user comfort for the pathway. They suggested that lighting could be extended for some distance along the pathway as it approaches the bridge.

That pedestrian lighting could be supplemented with a limited amount of architectural lighting, especially lighting for the bridge columns. All lighting costs and on-going energy usage would be the responsibility of the City.

Streetscape Features at the Bridge	Like	Dislike	Not Sure
Distinctive roadway paving	√		
Distinctive sidewalk design	√		
Sidewalk bollards			√
Landscaping	√		

Summary of Comments

Of the roadway paving images shown, the more simple designs and muted gray colors were preferred by most GPAC members. They emphasized the need for durability.

Removing the blackberry brambles and adding landscaping around the bridge abutments and along the sidewalks would be a great gateway addition. However, a maintenance fund should be identified before making that initial investment.

Downtown Gateway Streetscape (from Elm to Ivy)	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*	√		
Distinctive intersection design	√		
Ornamental lighting and signal poles		√	
Sidewalk Bollards and Distinctive sidewalk design	√		
Street trees			NC

Summary of Comments

Again, a simple but durable design for the intersection paving was preferred. Special sidewalk design and adding bollards along the curb would be important if those elements were carried through all three gateway locations, creating a unified design theme.

If the bollards could be lit at night that would be nice additional feature in the Downtown Gateway.

Two types of upgrades for the traffic signal poles and mast arms were discussed: adding a painted color (black or dark green)to the standard ODOT poles or using a completely different decorative pole. There is an immediate opportunity to do some kind of upgrade since ODOT has plans for a signal replacement project next year. It may be difficult for the City to quickly find funding to pay cost differential between standard poles and more ornamental poles. The City would only have to pay the cost differential, not the whole cost.

Downtown Gateway Arches (at Elm, Grant and Ivy)	**Very Important**	**Somewhat Important**	**Not Important**
Gateway arch at Grant Street			√
Gateway arches at Elm and Ivy Streets			√
Design similar to NW 1st Avenue		√	
Nighttime lighting			√

Summary of Comments

Using the motif of arches over the street was not supported. Many GPAC members expressed concern over the visual effectiveness of archways given the "visual clutter" already present along the highway. However, some kind of additional entry monuments could be nice if the existing entry signs were not impacted.

If there is sidewalk space to repeat something like the kiosks being proposed for NW 1st Avenue, that would be a nice way to connect the two streetscapes.

Berg Parkway Gateway	**Very Important**	**Somewhat Important**	**Not Important**
How important is this gateway? *If important, please consider the following:*		√	
Median with decorative poles and banner	√		
Distinctive roadway paving treatments	√		
Additional landscaping			NC

Summary of Comments
All the features shown would be nice, but make sure the banners are durable. Don't obscure any existing business signs.

If you could develop one of the gateways right away, which once would your choose?

The majority of the GPAC favored implementing the Downtown Gateway first, if funding were available. However, if funding specific to the Mollala River Pathway Bridge Gateway were identified they would be supportive of moving ahead with that while a full funding source for the Downtown Gateway is identified.

GPAC Sign In Sheet 3.7.12

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Greg Parker	City		

GPAC Sign In Sheet 3.7.12

NAME	ORGANIZATION	PHONE	EMAIL
Tom Scott	Property owner	503-266-5488	
Ryan Oliver	Property owner	266-2715	
LR Belt-Templeman	B&P Adv. Com		
M Dias	Sandy Planning		

Preference Survey
OR 99E Corridor and Gateway Design Plan

Opportunities for creating visually attractive community gateways along OR 99E have been discussed tonight. The opportunities are based on the Draft Conceptual Design Plan, your input throughout the project and the input from the Community Workshop held in January of 2012. Please consider your ideas, along with the ideas you heard from others, and let us know how you feel.

Molalla River Pathway Bridge Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway?	✓		
If important, please indicate preferences for features below.			

Is there an overall theme or visual look you feel is important this gateway?
artful flowers & VEGETABLES

Decorative Fencing for the Bridge	Like	Dislike	Not Sure
Traditional or historic design	✓		
Agricultural or garden design			✓
Artistic Interpretation	✓		
Decorative Additions	✓		
Paint or Mural		✓	

Are other approaches to decorative fencing that should be considered?
a mix of flowers & in powder coated metal

Lighting for the Bridge	Like	Dislike	Not Sure
Architectural bridge lighting	✓		
Pedestrian scale pathway lighting	✓		

Are there other uses for lighting that should be considered?
lighting that will enhance the flowers on the bridge
nice to be able to change the colors and turn off.

Streetscape Features at the Bridge	Like	Dislike	Not Sure
Distinctive roadway paving		✓	
Distinctive sidewalk design	✓		
Sidewalk bollards	✓		

Are there other streetscape features that should be considered?

Downtown Gateway Streetscape (from Elm to Ivy)	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*	✓		
Distinctive intersection design		✓	
Ornamental lighting and signal poles	✓		
Sidewalk Bollards and Distinctive sidewalk design	✓		
Street trees			✓
Extra wide sidewalk (north side)			✓

Should the look of this gateway be strongly linked to specific downtown streetscape features?
yes, it should be the same as 1st Ave - we should have metal flowers and veg. & fruit along side of the road.

Downtown Gateway Arches (at Elm, Grant and Ivy)	Very Important	Somewhat Important	Not Important
Gateway arch at Grant Street	✓		✓
Gateway arches at all three streets	✓		✓
Design similar to NW 1st Avenue	✓		✓
Nighttime lighting	✓		

Is there an overall theme or visual look you feel is important this gateway feature?
want these to match 1st ave.
& I like the drawing done by him with arch @ grant and 1st Ave. structure @ Elm & Ivy.

Berg Parkway Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*		✓	
Median with decorative poles and banner			✓
Distinctive roadway paving treatments			✓
Additional landscaping			✓

Should the look of this gateway be strongly linked to specific downtown streetscape features?

yes, should match 1st Ave. design

If you could develop one of the gateways right away, which once would your choose?

ELM, GRANT & IVY

Make 99E a community street

~~Draw~~ Draw ~~upper~~ attention to North town

get people off of 99E to down town

Preference Survey

OR 99E Corridor and Gateway Design Plan

Rilly Ragain 3/7/12

Opportunities for creating visually attractive community gateways along OR 99E have been discussed tonight. The opportunities are based on the Draft Conceptual Design Plan, your input throughout the project and the input from the Community Workshop held in January of 2012. Please consider your ideas, along with the ideas you heard from others, and let us know how you feel.

Molalla River Pathway Bridge Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway?	X		
If important, please indicate preferences for features below.			

Is there an overall theme or visual look you feel is important this gateway?

Decorative Fencing for the Bridge	Like	Dislike	Not Sure
Traditional or historic design	X		
Agricultural or garden design	X		
Artistic Interpretation	X		
Decorative Additions		X	
Paint or Mural	X		

I like flower + agriculture

Are other approaches to decorative fencing that should be considered?

could you mix both one of the options and a mural?

Lighting for the Bridge	Like	Dislike	Not Sure
Architectural bridge lighting	X		
Pedestrian scale pathway lighting	X		

Are there other uses for lighting that should be considered?

I like the lighting, it looks professional.

Streetscape Features at the Bridge	Like	Dislike	Not Sure
Distinctive roadway paving	X		X
Distinctive sidewalk design	X		
Sidewalk bollards	X		

Are there other streetscape features that should be considered?

I don't like this particular one in the picture.

like purple concrete

Downtown Gateway Streetscape (from Elm to Ivy)	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*	X		
Distinctive intersection design		X	
Ornamental lighting and signal poles	X		
Sidewalk Bollards and Distinctive sidewalk design	X		
Street trees	X		
Extra wide sidewalk (north side)		X	

Should the look of this gateway be strongly linked to specific downtown streetscape features?

I love the signal poles, they will look A LOT better
I think black will look best
The street light on top I think we should make something creative out of it.

Downtown Gateway Arches (at Elm, Grant and Ivy)	Very Important	Somewhat Important	Not Important
Gateway arch at Grant Street			
Gateway arches at all three streets			
Design similar to NW 1st Avenue			
Nighttime lighting			

Is there an overall theme or visual look you feel is important this gateway feature?

I like the lighted + festive arches.

Berg Parkway Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*			
Median with decorative poles and banner			
Distinctive roadway paving treatments			
Additional landscaping			

Should the look of this gateway be strongly linked to specific downtown streetscape features?

If you could develop one of the gateways right away, which once would your choose?

Canby is the "garden spot" so I think it would be pretty to have Canby written in flowers by the bridge.

Preference Survey
OR 99E Corridor and Gateway Design Plan

Kim Ragan

Opportunities for creating visually attractive community gateways along OR 99E have been discussed tonight. The opportunities are based on the Draft Conceptual Design Plan, your input throughout the project and the input from the Community Workshop held in January of 2012. Please consider your ideas, along with the ideas you heard from others, and let us know how you feel.

Molalla River Pathway Bridge Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway?	X		
If important, please indicate preferences for features below.			

Is there an overall theme or visual look you feel is important this gateway?

Decorative Fencing for the Bridge	Like	Dislike	Not Sure
Traditional or historic design	X		
Agricultural or garden design	X		
Artistic Interpretation			X
Decorative Additions			
Paint or Mural		X	

Are other approaches to decorative fencing that should be considered?

may like this but I don't like any of the examples used.

Lighting for the Bridge	Like	Dislike	Not Sure
Architectural bridge lighting	X		
Pedestrian scale pathway lighting	X		

Are there other uses for lighting that should be considered?

Just say no to "festive" lighting

Streetscape Features at the Bridge	Like	Dislike	Not Sure
Distinctive roadway paving	X		
Distinctive sidewalk design	X		
Sidewalk bollards	X		

Are there other streetscape features that should be considered?

I agree that we need to get rid of the blackberry bushes.

Downtown Gateway Streetscape (from Elm to Ivy)	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*			
Distinctive intersection design I like it!		X	
Ornamental lighting and signal poles	X		
Sidewalk Bollards and Distinctive sidewalk design	X		
Street trees	X		
Extra wide sidewalk (north side)	X		

Should the look of this gateway be strongly linked to specific downtown streetscape features?

I like the idea of lit bollards

Downtown Gateway Arches (at Elm, Grant and Ivy)	Very Important	Somewhat Important	Not Important
Gateway arch at Grant Street			
Gateway arches at all three streets			
Design similar to NW 1st Avenue			
Nighttime lighting			

Is there an overall theme or visual look you feel is important this gateway feature?

If we do arches, or one, make it simple, like the sketch shown. I think I like the idea of lit bollards leading to downtown.

Berg Parkway Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*			
Median with decorative poles and banner			
Distinctive roadway paving treatments			
Additional landscaping			

Should the look of this gateway be strongly linked to specific downtown streetscape features?

If you could develop one of the gateways right away, which once would your choose?

Preference Survey
OR 99E Corridor and Gateway Design Plan

Opportunities for creating visually attractive community gateways along OR 99E have been discussed tonight. The opportunities are based on the Draft Conceptual Design Plan, your input throughout the project and the input from the Community Workshop held in January of 2012. Please consider your ideas, along with the ideas you heard from others, and let us know how you feel.

Molalla River Pathway Bridge Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway?	X		
If important, please indicate preferences for features below.			

Is there an overall theme or visual look you feel is important this gateway?

- Highlight "The Garden spot" theme.

Metal flower work. Floral theme. Decorative to distinguish Canby from Oregon City. as people enter the City.

Decorative Fencing for the Bridge	Like	Dislike	Not Sure
Traditional or historic design	X		~~X~~
Agricultural or garden design	X		
Artistic Interpretation			X
Decorative Additions		X	
Paint or Mural		X	

Are other approaches to decorative fencing that should be considered?

matches the rest of the existing fence along railroad. consistent.

However, to maximize the gateway, garden designs can ~~match~~ accentuate the semi-visible downtown gateway signs.

Lighting for the Bridge	Like	Dislike	Not Sure
Architectural bridge lighting	X		
Pedestrian scale pathway lighting	X		

Are there other uses for lighting that should be considered?

I prefer more architectural lighting. uplighting and underlighting of bridge. Arch would be nice.

Streetscape Features at the Bridge	Like	Dislike	Not Sure
Distinctive roadway paving	X		
Distinctive sidewalk design			X
Sidewalk bollards			X

to match end and beginning berg.

Are there other streetscape features that should be considered?

This would work only if Oregon City is walkable too to transition smoothly..
like the idea of decorative, metal, floral, public art instead of heavy landscaping

Downtown Gateway Streetscape (from Elm to Ivy)	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*			
Distinctive intersection design		X	
Ornamental lighting and signal poles	X		
Sidewalk Bollards and Distinctive sidewalk design	X		
Street trees	X		
Extra wide sidewalk (north side)		X	

Should the look of this gateway be strongly linked to specific downtown streetscape features?

Should match lighting features.
medium and transperent trees. varying colors throughout the year.
Scored pavement - Straight asphalt.
purple colored pavement.

Downtown Gateway Arches (at Elm, Grant and Ivy)	Very Important	Somewhat Important	Not Important
Gateway arch at Grant Street	X		
Gateway arches at all three streets			X
Design similar to NW 1st Avenue	X		
Nighttime lighting	X		

Is there an overall theme or visual look you feel is important this gateway feature?

Not too extravagant. Simpe, yet traditional and obvious gateway
Should consider level of pedestrian safety - very well lit so it feels safe to walk in the early evenings.
I think gateway arches at all 3 streets is too excessive.

Berg Parkway Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*			
Median with decorative poles and banner		X	
Distinctive roadway paving treatments	X		
Additional landscaping		X	

Should the look of this gateway be strongly linked to specific downtown streetscape features?

purple poured/scoured concrete?
Simple. Textured to signal speed change.
maybe metal art instead of landscaping.
~~Decorative~~ or more lamp posts.

If you could develop one of the gateways right away, which once would your choose?

Logging Road first, then Berg and downtown last.

To separate and distinguish Canby from Oregon city. Lots of traffic coming into the city this way, high visibility.

Preference Survey
OR 99E Corridor and Gateway Design Plan

Opportunities for creating visually attractive community gateways along OR 99E have been discussed tonight. The opportunities are based on the Draft Conceptual Design Plan, your input throughout the project and the input from the Community Workshop held in January of 2012. Please consider your ideas, along with the ideas you heard from others, and let us know how you feel.

Molalla River Pathway Bridge Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway?			
If important, please indicate preferences for features below.			
Is there an overall theme or visual look you feel is important this gateway?			

Decorative Fencing for the Bridge	Like	Dislike	Not Sure
Traditional or historic design	X		
Agricultural or garden design		X	
Artistic Interpretation	X		
Decorative Additions		X	
Paint or Mural	X		
Are other approaches to decorative fencing that should be considered?			

- Maintain & clean Rock

Lighting for the Bridge	Like	Dislike	Not Sure
Architectural bridge lighting			X
Pedestrian scale pathway lighting	X		
Are there other uses for lighting that should be considered?			

→ Important. Really Like.

Streetscape Features at the Bridge	Like	Dislike	Not Sure
Distinctive roadway paving	X		
Distinctive sidewalk design	X		
Sidewalk bollards		✓	

Are there other streetscape features that should be considered?

Downtown Gateway Streetscape (from Elm to Ivy)	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*			
Distinctive intersection design			
Ornamental lighting and signal poles			
Sidewalk Bollards and Distinctive sidewalk design			
Street trees			
Extra wide sidewalk (north side)			

Should the look of this gateway be strongly linked to specific downtown streetscape features?

Downtown Gateway Arches (at Elm, Grant and Ivy)	Very Important	Somewhat Important	Not Important
Gateway arch at Grant Street			X
Gateway arches at all three streets			X
Design similar to NW 1st Avenue			X
Nighttime lighting			X

Is there an overall theme or visual look you feel is important this gateway feature?

Don't like them

Berg Parkway Gateway	Very Important	Somewhat Important	Not Important
How important is this gateway? *If important, please consider the following:*			
Median with decorative poles and banner			X
Distinctive roadway paving treatments		X	
Additional landscaping		X	

Should the look of this gateway be strongly linked to specific downtown streetscape features?

Like the electric poles.

If you could develop one of the gateways right away, which once would your choose?

Canby OR 99E Corridor and Gateway Plan
Gateway Plan Advisory Committee Meeting 4
May 23, 2012 (2:00-3:30 p.m.)
Hope Village Community Center (Canby, Oregon)

GPAC Members Present:	Liz Belz-Templeman (Bike and Pedestrian Advisory Committee); John Proctor (City of Canby Planning Commission); Greg Parker (Canby City Councilor); Curt McLeod (Curran-McLeod); Renate Mengelberg (City of Canby);
Other Participants:	Jim McKune (Canby Vietnam Era Veterans Memorial Fund); Bev Doolittle (Canby Area Chamber of Commerce); Tim Dale (Canby City Councilor)
Project Team Present:	Matilda Deas (City of Canby); Sonya Kazen (ODOT Region 1); Tom Litster (Otak); Chris Maciejewski (DKS); Brad Coy (DKS)
GPAC Members Absent:	Loretta Kieffer (ODOT); Ryan Oliver (business owner); Steve Miller (business owner); Ron Yarbrough (Designs West/Chamber); Annie Tran (City of Canby Main Street); Julie Wehling (Canby Area Transit); Tom Scott (property owner); Ryan Sexton (ODOT District 2B); Francisco Cardenas (El Chilito); Debra Libel (Hulbert's Flowers); Darren Monen (Wild Hare); Gail Wilson (Napa Auto Parts); Zac Marcinkeiewicz (Marcinkeiewicz Co.); James R. Frackowiak (Plan-it Financial); Brian Hodson (Starbucks) Derek Hill (Advanced Mortgage)
Project Team Absent:	Avi Tayar (ODOT Region 1)

Purpose of this GPAC meeting:

To obtain the final input from the GPAC as the project team wraps up work on the Canby OR 99E Corridor and Gateway Design Plan. The specific deliverables that were reviewed included the revised Corridor and Gateway Design Concepts, Evaluation Report, and Implementation Strategy. Based on feedback from the GPAC, the final report will be prepared and will consist of a compilation of the prior deliverables prepared throughout this planning process.

Discussion Items:

<u>Overview of Today's Purpose (Led by Chris M.)</u>

- Greg would like delineation on where we go next
    - City would adopt plan

  - OTC would acknowledge it
  - Design exception is one thing for ODOT to formally sign off on
  - The entire process sought feedback so that the adoption process can be as smooth as possible
- We are buttoning up our work effort now
- No additional agenda items requested by attendees

Introductions

Revised Design Graphics (Led by Tom L.)

- Not a whole lot has changed
- Cross-sections
  - This is the portion of the plan where more coordination was needed, especially with ODOT
  - Segment 1 (Molalla River to Elm) and Segment 3 (Locust to Molalla Forest Road Bridge)
    - Shoulder bikeway is one of defining characteristics (not marked as bike lane but expected to accommodate bicyclists who want to ride on highway)
  - Segment #2 (STA, Elm to Locust)
    - Asymmetrical (wide sidewalk on one side)
    - Would acquire right of way as opportunity arise; would not be impacting existing buildings unless redevelopment occurs
  - Bev wants visual of existing cross-sections (concern was that businesses would need to tear out sidewalks)
    - We initially offered to send the existing cross-section to her later (it is included in prior memos and documents); however . . .
    - Because there was internet connection, we were able to measure the cross-section on Google Earth an provide her with an approximate measurement that resolved her concern:
      - 8ft sidewalk, 14ft TWLTL, 12ft inner lane, 13-15 outer lane (varies)
      - O'Rileys sidewalk appears to be approximately 8ft
  - Segment #4 (northeast of Molalla Forest Road Bridge)
    - Provides a little more buffer for cyclists – could be wide shoulder or buffered bike lane
    - Otherwise it is just the typical ODOT cross-section standard
    - Median, is it raised the entire way?
      - Answer = no
      - Design shows it raised (concept), please show it without raised median because community has expressed opposition except at isolated locations
  - There will also be transition sections

        - Particularly near Locust due to pedestrian refuge . . . about 100 ft to accommodate transition (including wider cross-section needs of pedestrian island)

- Gateways
    - Berg Pkwy
        - Can have street trees (skinny) but not banners
        - Landscaping is City's decision; primary consideration should be what to maintain
        - Decoration paving = durable paving or colored concrete but has to be set in concrete! Concrete is the key word because of durability
    - Downtown Gateway
        - Decorative paving = city would pay cost-differential versus ODOT project
        - Specific designs still needed
        - Inconclusive arches discussion, 3 questions to answer (the City has some time before these answers are needed)
            - 1) Are arches important?
            - 2) Should they be install for all 3 streets into downtown?
            - 3) What should their design be? Recommendation is to maintain consistency with the NW 1st Ave design
        - Signal pole decorations
            - Options include painting (collar and powder coating) or replacing with better pole
                1. City decided to not pursue opportunity at this time because of short time frame of current ODOT signal replacements
                2. ODOT designers also mentioned that project may not happen if there are delays (for example, the city wanting to have them put in ornamented poles)
                3. Also, the City is not wanting to dedicate money at this time
                4. The plan should still leave signal pole decorations in the conceptual design for potential future opportunities
        - Elm's NW corner has radius to be widened for trucks
    - Forrest Road Bridge Gateway
        - People liked both lighting concepts (i.e., architectural and pedestrian use)
            - Design options could be consistent with downtown
            - LED fixtures would be the likely preferred option in the future
        - Recommendation for the decorative fencing would be to try to get an artist and then to do a picket fence look (more traditional) with some decorative features
            - Not sure how, but a combination of decorative and traditional concepts are good concepts to refine
        - Could have bollards or column stonework
            - Seismic/structural needs must be considered for columns

        - Landscaping if can MAINTAIN!
        - Also including access to trail on north and south sides of OR 99E
            - Kids already create own trail – access connection plans include closing fence to discourage back door access to Fred Meyer

- Some cost concerns
    - Some money has been set aside for gateways, but it has the stipulation that it can't be used for maintenance – the City is having an ongoing struggle to know how to get funds for maintenance
        - Current ODOT signal project is planning to relocate some poles
        - ODOT also considering doing a project that would include paving between curbs through Canby (considering a 3-mile section that extends beyond Canby
            - There is potential that the project may not happen, though City is lobbying for it to happen because something is better than nothing
            - If City wants to perform cross-section improvements at the same time, then any extra cost would need to be covered by the City
        - City is pursuing an enhancement grant
        - City Council is considering the allocation of $700,000 for gateway treatments at its 5/24/12 meeting

- Feedback from Attendees on Design Concepts
    - Liz = all is looking good
    - Bev = only concern was with the existing cross-sections but the GoogleEarth measurements resolved her concerns and now all is looking good
    - Greg = looking for money
    - Curt = primary concern is if we can fund it
        - Also recommended that the design plans call out landscaping on the south side of Logging Road gateway

- Additional feedback regarding business concerns
    - Bev wanted assurance that this is a working document that can be revisited
        - Sonya – once adopted it does become a plan
        - Tom – as a plan, it becomes more difficult to revise though the plan does have some flexibility built in to it
    - Bev – Overall feel is that business don't get involved w/planning because they feel that planners don't listen to them anyway, common frustration
        - For example, NAPA has mentioned their fear that widening sidewalk and narrowing their driveway would detract from business; they don't want anyone messing with current foot print
        - Businesses are struggling, which is informing their perspective

- We need to tell the businesses loud and clear that nothing in the plan would happen until redevelopment
  - City (Matilda) has been doing outreach. As soon as businesses are well informed, then Matilda has felt they have been relieved and grateful
  - Matilda asked to be informed of anyone who has this fear so she can talk to them and help resolve their concerns
  - Chris – We can prepare a one page 'what does this mean for Canby businesses' handout that can be presented at the adoption hearing, put up on the City's website, etc.
  - Sonya – It may also be beneficial to explain the concept of "fee-in lieu," which allows the City to collect funds that can be set aside and reserved for a future opportunity for building full improvements all at the same time (rather than having scattered improvements business by business)

Implementation

- Entire package costs approximately $25 million
  - ODOT repaving would contribute some of this
  - Gateways may be bigger bang for buck because lower cost and clear visual benefit
- City doesn't have fee in lien, so it is being considered as new part of code
  - Curt would like the code to be silent on a sunset period so that the City can keep the money indefinitely rather than being required to give it back after a set number of years
- Another option would be for projects to become part of urban renewal district so that UR funding could be used
- Planning commission member (John Proctor) agreed to review the implementation memo and provide feedback within a week

Take Aways

- Some minor edits are needed to some of the design concept graphics
- We need to prepare a document that helps provide implementation information to community members
  - Only one page long because any longer than this reduce likelihood of it getting read
  - Matilda and Bev agreed to work on this

GPAC Sign In Sheet 5.23.12

NAME	ORGANIZATION	PHONE	EMAIL
Jim McKune	CANBY VIETNAM ERA VETERAN'S MEMORIAL FUND	503 777-5531	JMCKUNE@EMERICK.COM
Bev Doolittle	chamber		
Liz Beltz-Tompkeman	Canby Bike & Ped		
Tim DALE	CITY Council		dalet@ci.canby.or.us
Tom Cutsner	~~OTAK~~		
mbees	City of Canby		
Brad	DKS		
chris	DKS		
Sonya K	UDOT		
John Proctor	PC		john.proctor.ryft@statefarm.com
Greg Parker	CC		
Curt McLeod	city Engineer		
Renate			
Ann.			

Canby OR 99E Corridor and Gateway Plan
Community Meeting #1 – Meeting Summary

Meeting Date:	Thursday, April 7, 2011 6:30 pm – 8:30 pm
Location:	Hope Village Community Center (Canby, Oregon)
Project Team Attendance:	Matilda Deas, City of Canby Sonya Kazen, ODOT Tom Litster, Otak Chris Maciejewski, DKS Brad Coy, DKS
Community Attendance:	13 people

Workshop Purpose:

The purpose of the first public workshop was to introduce the Canby OR 99E Corridor and Gateway Plan and the associated planning process to the community, including how this project is different from the prior TSP Update efforts. In addition, its purpose was to facilitate collection of community input for OR 99E, with emphasis on desired visions, gateway locations, and types of desired improvements.

Flow of the Workshop:

Matilda Deas, the City project manager, began the workshop by welcoming participants, discussing the context of the meeting, and introducing the consultant and agency team members. Chris Maciejewski (DKS) and Tom Litster (Otak), the consultant team leaders, then led a PowerPoint presentation comprised of the posters on display for the community meeting. They reviewed the applicable results from the TSP, presented some additional information gathered for the current gateway and corridor plan, identified some example gateway and corridor treatment concepts, and discussed the desired feedback that the project team hoped to obtain from the community meeting.

Following the presentation, the attendees separated into three groups. Each group spent approximately 20 minutes at each of the three stations (which were facilitated by City leaders or consultant staff):

- Desired Visions (Greg Parker, City Council)
- Gateway Locations (Tom Litster, Otak)
- Desired Corridor Improvements (Jan Milne, City Planning Commission)

At these stations, the groups brainstormed ideas, provided input, and expressed concerns related to the given topics. The facilitators used questions to guide the discussions. Then, the entire group was reassembled, and each facilitator summarized the community input received at his or her station. The meeting ended at approximately 8:30 p.m.

Public Input:

Public input was principally provided at the three information and input stations during the workshop. Public input was noted on maps and boards at each station, and station facilitators also took notes. The summarized feedback for each area of emphasis is listed below. Detailed notes and poster comments are attached to this summary.

Station 1: Desired Visions (Greg Parker, City Council)

Participants were asked about their desired vision for the OR 99E Corridor through Canby (i.e., what story they wanted the corridor to tell highway users). They were also asked their opinions about the current look and function of OR 99E. The key feedback included the following:

- Landscaping and greenery along the corridor should tell highway users that Canby really is "Oregon's Garden Spot"
- Make sure there is first class maintenance and support for any design features (it has to look nicely cared for)
- Don't like poorly maintained UPRR right of way, which is an eyesore
- Vietnam memorial has a lot of positive impact
- Railroad has both history (home to oldest train station) and limitations; potential to use RR as part of design features in addition to "Oregon's Garden Spot" theme
- Would like to tie together inconsistent architecture along the highway; also, building and private property upkeep and maintenance are concerns
- Sidewalk treatments may be best way to do something special rather than pavement on the road (particularly if roadway pavement treatments are not an option)

Station 2: Gateway Locations (Tom Litster, Otak)

Participants were asked about their preferred gateway locations and the gateway treatments they would like to see. The key feedback included the following:

- Provide gateway to industrial area
- Use old logging bridge
- Landscaping is key
- Finer details may be visible in STA area due to lower speeds (should call attention to downtown gateways)
- Otto Road is too far away to have a city gateway (unless the focus is on the industrial park when the new Otto Road connection is constructed)

Station 3: Desired Corridor Improvements (Jan Milne, City Planning Commission)

Participants were asked about their preferred corridor treatments, with emphasis on multi-modal Improvements. The key feedback included the following:

- Like parallel bike path separate from highway
- Not much support for pedestrian refuge islands
- Like idea of street trees on the east and west ends of the corridor (but not in the STA)
- Some support for landscaped median at edges of town
- Not much support for bioswales
- No support for on-street parking

- Full medians are not desirable (one reason is the significant negative impact to providing fire service to north side of OR 99E)
- Want to put the utilities underground
- Use same lighting theme as downtown
- Different design in STA than elsewhere on corridor
- Would like to see moderately-sized public art (selected based on citizen's vote)

Demographics of Workshop Participants:

Thirteen community members attended the workshop. Some of the attendees included City of Canby staff and other representatives (e.g., fire, on-call engineers, and transit).

Public and Media Outreach

Matilda Deas, Senior Planner for the City of Canby, managed the public and media outreach for the workshop by posting a meeting notice in The Canby Herald, the city's local newspaper. The 8 ½ x 11 notice was published in the April 2nd edition of the newspaper. In addition, a flier was posted at the Canby Public Library, Hope Village Community Center, the Canby Planning Department, the Canby City Hall public notice bulletin board, and on the City of Canby's Web site two weeks prior to the meeting. Spanish Fliers were posted at the same locations. The fliers indicated that a Spanish speaking staff member would be available at the meeting.

Gateway Project Community Meeting

April 7, 2011

	Name	Company	Address	Email	Telephone
1	Todd Gary	Canby Fire Dis	221 S Pine	tgary@canbyfire.org	503-266-581
2	Bryan Brown	City Planning			
3	Jan Milne	citizen	668 NW 12th Ave	janmilne@canby.com	503-266-5352
4	Roger Skoe		1853 N Teakwood Circle	skoe@canby.com	503 266-1321
5	RYAN OLIVER	OLIVER INSURANCE	701 N IVI	ryan@oliverinsurance.net	503 266 2715
6	Charles E Burden	Ray L. Burden Family Trust	23230 S. Hwy 99E Canby	chaseburden@msn.com	503-266-4071
7	CURT McLEOD	CURRAN-McLEOD, INC	6655 SW HAMPTON STE 210 PORTLAND	CJM@CURRAN-MCLEOD.COM	503-684-3478
8	Bev Doolittle	Chamber		margelberg@ci.canby.or.us	503 266 7091
9	Renate Mengelberg	City			
10	Nancy Muller	CITY – CANBY AREA TRANSIT		mullern@ci.canby.or.us	503-266 4021 x217
11	Julie Wehling	Canby Area Transit		wehlingj@ci.canby.or.us	503-266-4024 251
12	Darren	city planning			
13	Ron Yaworsky	Fire dist Board / bus owner			
14	Greg Parker	city Councilor			
15	Sonya Kazen	ODOT			
16	Tom, Chris, Brad	consultant team			
17					
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Canby OR 99E Corridor and Gateway Design Plan
Community Meeting #1 – Small Group Charette Ideas

Desired Visions (City Counselor?)	Gateway Locations (Kaitlin?)	Desired Improvements (Planning Commissioner?)
Desired Feedback: • Any concerns about current look and function of OR 99E today • Overall vision of preferred corridor • Prioritization of objectives (including support or resistance to specific ideas) • Sufficiently detailed feedback to use for development of evaluation criteria Possible Information to Present: • Purpose is to improve the following (based on TSP findings): o Highway operations o Highway safety o Features that support pedestrian, bicycle, and transit mobility and access along and across OR 99E • Specific draft plan objectives (which we will have developed from): o Comprehensive Plan o 2010 TSP • Definition of STA (know ground rules of what we have to work with in this project) • List of all improvements identified in TSP that affect OR 99E (just show Ped, Bike, and MV improvement figures?) Posters: • Plan purpose and objectives poster (with STA definition) o Downtown Canby Framework Diagram (from current City code) o Standard cross-section TSP figure • TSP recommendations poster (with improvement figures) . . . should this go here or in desired improvements station?	Desired Feedback: • Preferred gateway locations • Preferred story to motorist • Preferred gateway elements (same for all, or unique elements at each different gateway?) Possible Information to Present: • Past gateway concept: Figure 2-1 (Downtown Canby Framework Diagram) • Current transportation maps: Figure 2-3 (Aerial and Land Use) and/or Figure 2-4 (Transportation Network) • Photos of example gateways in other communities • List of possible gateway elements Posters: • Gateway locations poster: o Aerial base map with potential gateway locations (would Figure 2-4 be a good base for this because it shows roadway functional classes?) • Gateway elements poster: o Images of example gateway improvements o List of possible gateway elements	Desired Feedback: • Preferred improvement types • Preferred improvement locations • Prioritization of potential improvements (and locations) • Any improvements of concern (i.e., not sure of or don't like) Possible Information to Present: • Current and standard cross-sections: Figure 2-2 (Standard Cross-Sections) • List of applicable OR 99E improvements identified in TSP • Aerials to use for reference when thinking of specific ideas: Figure 2-5a/b/c (Close Aerials) • List (with example images) of potential improvements; specific ideas include: o Gateway treatments to providing an appropriate highway transition from rural land uses into the City corridor and within the downtown o Sidewalks (potentially including landscape buffers and tree wells) o Bike lanes, paths, or sidewalk use o On-street parking bays o Bus pull outs and stop improvements (e.g., shelters, landing pads, sidewalk access) o New pedestrian crossings of OR 99E (with crossing treatments) o Improved crossings at traffic signals (with crossing treatments) o Street lighting o Access management (e.g., medians, driveway narrowing, turn restrictions, consolidation, or closures) to reduce intersection and approach conflicts o Anything we are missing? Posters: • Potential improvements poster o Images of example improvements • All figures from Ch. 2: Figures 2-3, 2-4, and 2-5a/b/c

Other Thoughts:

- Should we show the project schedule on any posters (of is this part of the overall presentation)?
- Should the comment forms have specific questions or just be a half page with lines?

Meeting notes
Canby 99E Gateway Plan Workshop
April 7, 2011
Report from Desired Visions table
Notes by Greg Parker

Positives:

1. New Viet Nam memorial is a big hit. It works on several levels:

- It is uniquely Canby. Other cities have Walgreens and KFC greeting you, no one else has this.
- It says something about the commuity
    1. A community that cares about service
    2. A community that can work together
2. Entrance signs are a positive – at Safeway and Industrial Park
3. New Event Center sign is a welcome replacement to the seedy looking sign of the past.
    1. It looks cool and modern.

Negatives:

1. Older building are run down.
2. Railroad does not maintain its right of way. Looks shabby.
3. Overhead lines
4. Truck sales: generally keeps trucks nicely lined up but there is a junky shed and garbage that needs to be cleaned up. Perhaps landscape.

Opportunities

1. Build on a theme, something that is Canby
    1. Garden Spot?
2. Georgia Pacific building: site of mural?
3. Grassy area next to Hulberts: site of a “Welcome to Bend-like” mound
4. Sidewalk treatment: 99 needs to be repaved for the hard wear it gets so no use of decorative bricks-- but maybe a consistent sidewalk treatment, maybe stamped concrete (as seen in Barcelona)
5. UP right of way: perhaps a low maintenance treatment like red rock.
6. Railroad theme for Canby
    1. Trestle- retro or modern steel cut metal art of railroad theme
    2. Caboose in more prominent position on 99
    3. Oldest train station should be featured
    4. Key off railroad theme and history: public art along 99 – maybe celebrating historic railroad signs.
    5. Railroad tracks are here – make it part of the draw and attraction of city.

Jan Milne Notes (Improvements Station)

STA = Elm to Locust. Intent: bikes & peds 1st, cars 2nd.

bike path on 3rd (eventually to Redwood)

st. lites to mimic downtown.
Underground util.
Better crossing access
Artwork in STA areas, consistent w/ theme and st. trees outside those areas
Medians too high-maint.
Bike trail = no room — could use 3rd
Take art examples to Rotary, HOAs, businesses, for voting
No gateway @ Otto

Canby 99E Corridor and Gateway Plan
Community Workshop
March 7, 2011

A. As it is today, do you think Highway 99E works well as a community street? Please explain what you think works well and what does not.

The memorial / new Canby signs / New Fair Sign

B. List three improvements to the highway that you would like to see done right away if project funding were available?

Transit pull outs / big lighted street signs with arrows pointing to down town

C. What long term changes to the highway would have the biggest positive impact?

Canby 99E Corridor and Gateway Plan
Community Workshop
March 7, 2011

A. As it is today, do you think Highway 99E works well as a community street? Please explain what you think works well and what does not.

NO- NEED BETTER, MORE ACCESSIBILITY TO DOWNTOWN. ~~NEED BE#~~

FOR EXAMPLE IT IS A LONG STRETCH ~~OF AT~~ ~~SIDE~~ BETWEEN IVY ST AND PINE STREET.

UNSAFE FOR PEDESTRIANS/BICYCLISTS

B. List three improvements to the highway that you would like to see done right away if project funding were available?

- SIDEWALKS (~~to~~ BOTH SIDES) WITH DISABLED ACCESS
- WIDER TURN LANES AT SIGNALED INTERSECTION
- PULLOUTS FOR TRANSIT

C. What long term changes to the highway would have the biggest positive impact?

BURY OR RAISE THE RAILROAD!
I KNOW THIS IS UNREALISTIC
BUT IT WOULD HAVE A
BIG POSITIVE IMPACT

Canby 99E Corridor and Gateway Plan
Community Workshop
March 7, 2011

A. As it is today, do you think Highway 99E works well as a community street? Please explain what you think works well and what does not.

NOT AS A COMMUNITY STREET. IT'S A HIGHWAY VERY COMMERCIAL LOOKING.

B. List three improvements to the highway that you would like to see done right away if project funding were available?

PROPER ALIGNMENT OF INTERSECT'S @ GRANT, ELM & IVY ST.
PUT ALL ELECTRICAL, CABLE & TELEPHONE UNDERGROUND

C. What long term changes to the highway would have the biggest positive impact?

A GATEWAY THAT HIGHLIGHT THE THEME OF THE CITY & A WAY TO SLOW THE TRAFFIC DOWN SO PEOPLE CAN SEE THAT THEIR IS A CITY HERE.

~~Build~~ DEVELOPE THE ~~EAST~~ SOUTH SIDE OF THE HIGHWAY AS A NEWER CITY.

Canby OR 99E Corridor and Gateway Plan
Community Meeting #2 – Meeting Summary

Meeting Date:	Tuesday, January 10, 2012 6:30 pm – 8:00 pm
Location:	Hope Village Community Center (Canby, Oregon)
Project Team Attendance:	Matilda Deas, City of Canby Tom Litster, Otak Kaitlin North, Otak Chris Maciejewski, DKS Brad Coy, DKS
Community Attendance:	23 people signed in

Meeting Purpose:
The purpose of the community meeting was to solicit input on the draft conceptual designs that have been prepared for the Corridor and Gateway treatments.

Flow of the Workshop:
Matilda Deas, the City project manager, began the workshop by welcoming participants, discussing the context of the meeting (including the project status), and introducing the consultant and agency team members. Chris Maciejewski (DKS) then provided an overview of the stations and posters situated around the room. After describing the general layout of stations and content of posters, Chris provided an opportunity for the group to ask questions. After answering the questions, the attendees were invited to roam around the room and provide feedback at each individual station. The meeting ended at approximately 8:00 p.m.

Public Input:
Public input was provided at the stations during the meeting. Each station was manned by a consultant staff member who recorded feedback on sticky notes, which were then posted to the applicable poster. Detailed notes and poster comments are attached to this summary.

In addition, comment forms were available for each attendee to fill out. These forms were formatted to solicit specific feedback (e.g., like, dislike, or not sure) on the conceptual gateway and cross-section treatments. Attendees were given the option of filling the forms out at the meeting or returning them to Matilda at a later date. The forms that have been received to-date are attached to this summary.

Demographics of Workshop Participants:
Twenty three community members attended the workshop. Some of the attendees included City of Canby staff, City Council and Planning Commission members, and other interested parties (e.g., the Chamber of Commerce, Canby Garden Club, and Hope Village staff members).

Public and Media Outreach

Matilda Deas, Senior Planner for the City of Canby, managed the public and media outreach for the meeting by posting a meeting notice in The Canby Herald, the city's local newspaper. The 8 ½ x 11 notice was published in the January 4th edition of the newspaper. In addition, a flier was posted at the Canby Public Library, Hope Village Community Center, the Canby Planning Department, the Canby City Hall public notice bulletin board, and on the City of Canby's Web site two weeks prior to the meeting. Spanish Fliers were posted at the same locations. The fliers indicated that a Spanish speaking staff member would be available at the meeting. Invitations were also hand delivered to all businesses adjacent to 99E within the project boundaries (i.e., City limit to City limit).

Open House Sign In Sheet 1.10.12

NAME	ORGANIZATION	PHONE	EMAIL
Roger Skoe			skoe@canby.com
BUZZ WEYGANDT			GARDEN HOME@CANBY.COM
Bob Kauffman	Hope Village		
Bart HERR	Hope Village		
Arline HERR	Hope Village		
Arlene Peterson	Hope Village		
Bryan Brown	City of Canby		
Annie Tran	City of Canby		TRANA@CI.CANBY.OR.US
CHUCK KOCHER	PLANNING COMM		
Shawn Hensley			
Randy Carson	City		
Walt Daniels	City		
BRIAN Hulse	City		
Bev Doolittle	Chamber		
Tim DALE	CITY		

Open House Sign In Sheet 1.10.12

NAME	ORGANIZATION	PHONE	EMAIL
Greg Park	City		
Renate Mengelberg	City	503 266 7001	mengelbergr@ci.canby.or.us
[illegible]	Canby Garden Club	503 260-5095	
Sylvia Morrison	Canby Garden Club	971-409-6743	SylviaMorrison@Canby.com
Jeff Scott		503-266-2549	
Traci Hensley	City		
Paul Davidson	Hope Village	503-266-9666	
Kevin Batridge	Bike + Ped Adv. Committee	651 3282	burlbatman@canby.com

CANBY GATEWAY DESIGN PLAN
COMMUNITY MEETING COMMENTS
Otak Project #16010

BOARD TITLE	COMMENTS
Corridor Plan Gateways	No comments
Corridor Plan Segments	No comments
Standard STA: Right-of-Way Impacts (DKS Poster)	• Prefer no bike lanes, no wide sidewalks (OR 99E is not downtown), no arch at Grant, no street trees (want 1st Ave to be visible)
Wide Sidewalks: Right-of-Way Impacts (DKS Poster)	• Why 14 feet on north side?
Buffered Bike Lanes: Right-of-Way Impacts (DKS Poster)	No comments
Logging Road Trail Bridge Gateway – Access Improvements	• Access to Fred Meyer is very important
Logging Road Trail Bridge Gateway – Design Options (1)	• Remove blackberries from slope • New colors and flowers • Use LED lighting – there is not much existing lighting • Reduce the part under the word "Canby" • Like how it matches Canby's theme

BOARD TITLE	COMMENTS
Logging Road Trail Bridge Gateway – Design Options (1) Cont.	• Banners on logging road? • Like the color of the concrete; make sure it's durable
Logging Road Trail Bridge Gateway – Design Options (2)	• Garden spot…of Oregon • The second railing design example looks too weeded • Use Irises • Like the use of iron work – use a little on the sides combined with the theme • Make the metal work new Canby/old Canby
Logging Road Trail Bridge Gateway – Design Options (3)	• Like lighting options • Light the bridge to improve safety of the pedestrians using it • Tree, shrub, and rose plantings?
Downtown Gateway Option A	• Please use durable materials
Downtown Gateway Option B	• Put bike lanes on 1st Avenue • Bikes and pedestrians do not mix • Prefer bike lanes that are not in the roadway; use wide sidewalks for bike and pedestrian use
Downtown Gateway Option C	• No bike lanes; bring them downtown • No trees; block views of 1st Avenue businesses

BOARD TITLE	COMMENTS
Downtown Gateway Option C Cont.	• No arch; a little "too much" for our small town feel • Three arches, not one
Downtown Gateway Features	• Like the nice traffic signals (gateway arch and ornamental signal poles and mast arm)
Berg Parkway Gateway (1)	• Love the plants used in the planted median example. Use something colorful that catches the eye • Maintenance is political will issue – allocation of funds • Zeroscaping • Would like a little extra effort to have plants and landscaping • Use the right plant in the right place; using the right plants will cut down on maintenance • Consider transporting water one day a week using a truck • Safety concern for landscape maintenance • If you don't have landscaping, use pavers or something textured rather than ugly concrete • Are there ways to tie the different treatments together for consistent themes and features? • Pedestrian crossing for high schoolers going to Panda Express - possibly in center of landscaped media • Concerned for business especially vacant lot; would new business traffic have to travel through full parking lot?

BOARD TITLE	COMMENTS
Berg Parkway Gateway (1) Cont.	• How to mirror both ends of town? Consistency of message • How willing would ODOT be to give full access to new development?
Berg Parkway Gateway (2)	• The existing gateway is a great start to build on • Would be nice to improve the traffic situation in the "goofy" area by the high school • Like the additional treatments and how they enhance the current gateway – rendition looks really good • Like the current gateway; additional improvements may be nice but not necessary • A median may encourage high school students to be even more willing to cross than they already are • Any discussion of overhead lines? Can they be moved to one side? This would be a huge visual benefit • Landscaping looks ice but what about maintenance? Other cities seem to be taking out landscaping and putting in pavement • Prefer stamped concrete rather than bricks (move around) especially for walkways and crosswalks to emphasize pedestrian crossings • Ask the experts about roadway paving – those who install and repair. Ideas are good, but realize who the real experts are

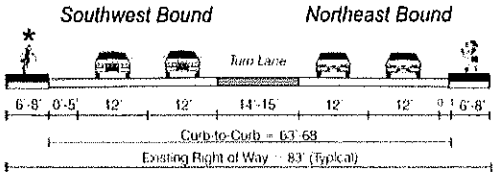
Preference Survey

Canby OR 99E Corridor and Gateway Design Plan

Draft recommendations for improving OR 99E have been presented tonight. The improvements are based on coordination with ODOT and input from citizens, property owners, and City staff. Please consider these recommendations and let us know how you feel.

1. OR 99E Cross-Section Options Through Downtown (Elm to Locust)

Existing



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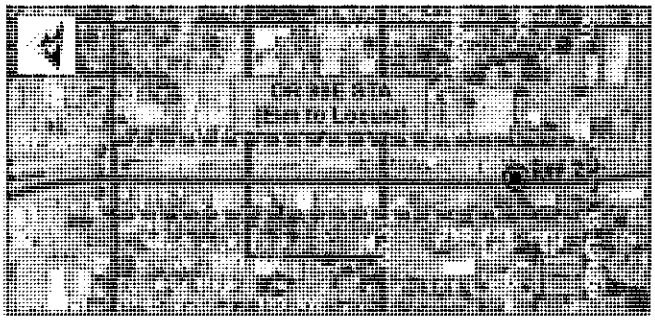
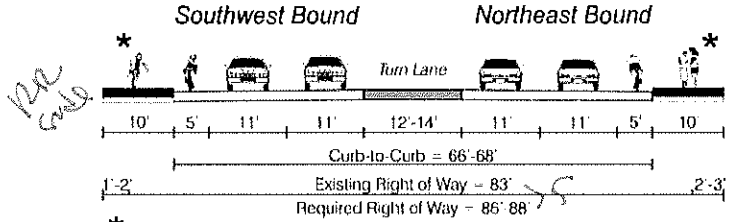


Please let us know which of the following cross-section options you prefer and whether the remaining two options are acceptable or unacceptable. Feel free to provide additional comments.

Standard Special Transportation Area (STA)



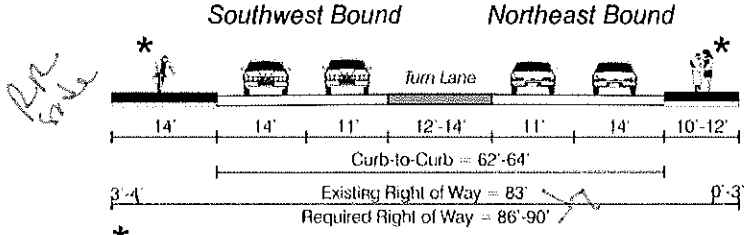
*Sidewalks on both sides narrow to approximately 7'-8' at right of way pinch-points.

Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

Wide Sidewalks for Pedestrians/Bikes



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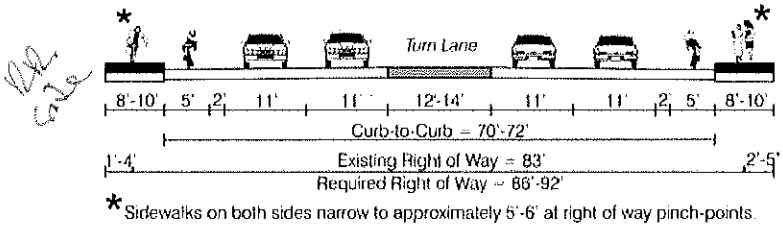
Please circle one:

Preferred / Acceptable / Unacceptable

Comments: Best for bikes & trucks

Buffered Bike Lanes



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Please circle one:

Preferred / Acceptable / Unacceptable

Comments: Will never get the right-of-way. Bikes don't like being on 99E anyway

2. OR 99E Cross-Sections (Outside of Downtown)

	Like	Dislike	Not Sure
Buffered bike lanes		(circled)	

Comments and Other Considerations:
Bikes avoid 99E! too dangerous. Don't waste $ + right of way to do.
2 [illegible] S 2nd & N 3rd

3. Berg Parkway Gateway

	Like	Dislike	Not Sure
Median and banners			
Distinctive paving in the roadway			
Additional landscaping for existing entry sign			

Comments and Other Considerations:

4. Downtown Gateway Streetscape Elements

	Like	Dislike	Not Sure
Grant Street arch			
Ornamental signal poles and bollards			
Distinctive intersection treatments			
Distinctive sidewalk treatments			
Street trees			

Comments and Other Considerations:

5. Molalla River Pathway Bridge

	Like	Dislike	Not Sure
Ornamental bridge fencing			
Nighttime lighting for bridge			
Distinctive paving in the roadway			

Comments and Other Considerations:

Can you summarize your preferences into a vision for OR 99E as a community street for Canby?

Preference Survey

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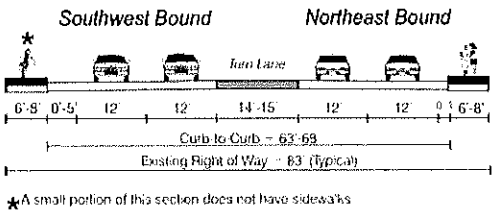

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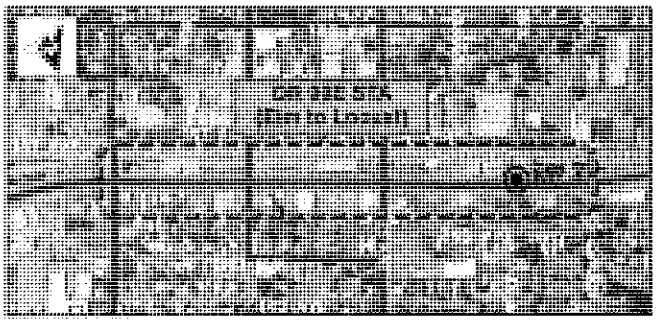

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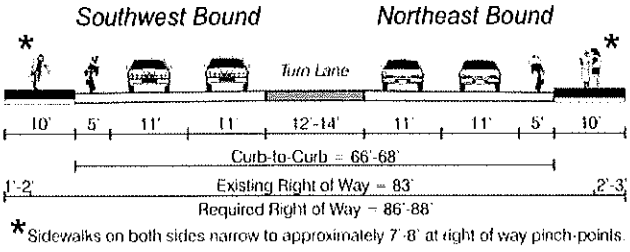

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Please circle one:

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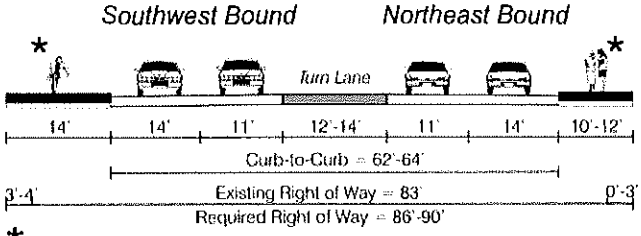
Comments:

no bike lanes
bring them through downtown on 1st Ave

Wide Sidewalks for Pedestrians/Bikes



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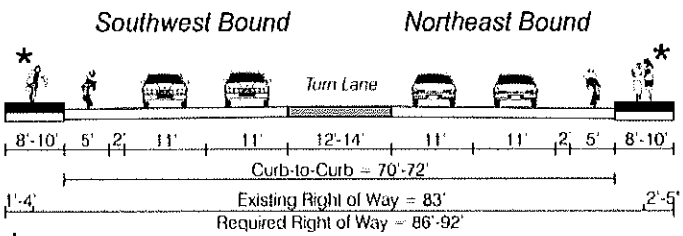
Comments:

Buffered Bike Lanes



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Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

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2. OR 99E Cross-Sections (Outside of Downtown)

	Like	Dislike	Not Sure
Buffered bike lanes			

Comments and Other Considerations:

3. Berg Parkway Gateway

	Like	Dislike	Not Snre
Median and banners	✓		
Distinctive paving in the roadway	✓		
Additional landscaping for existing entry sign		X	

Comments and Other Considerations:

landscape requires maintenance

4. Downtown Gateway Streetscape Elements

	Like	Dislike	Not Sure
Grant Street arch		X	too much for our little town
Ornamental signal poles and bollards			
Distinctive intersection treatments			
Distinctive sidewalk treatments			
Street trees		X	

Comments and Other Considerations:

no trees - they block the view of 1st Ave businesses

5. Molalla River Pathway Bridge

	Like	Dislike	Not Sure
Ornamental bridge fencing	✓		
Nighttime lighting for bridge	✓		
Distinctive paving in the roadway	✓		

Comments and Other Considerations:

Can you summarize your preferences into a vision for OR 99E as a community street for Canby?

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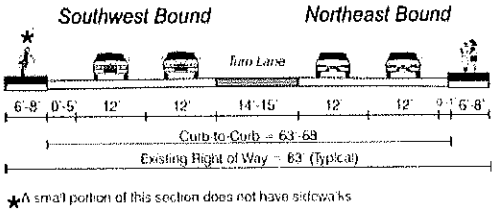

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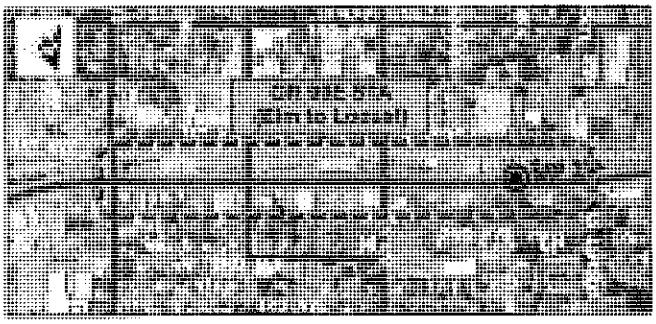

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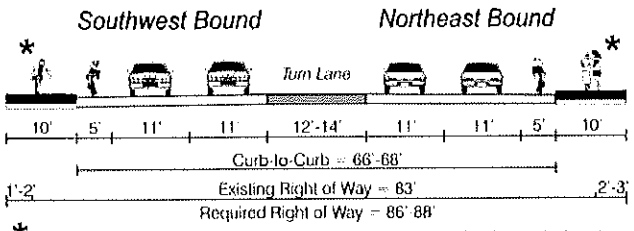

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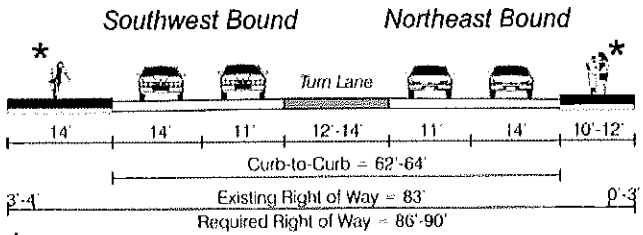

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Comments:

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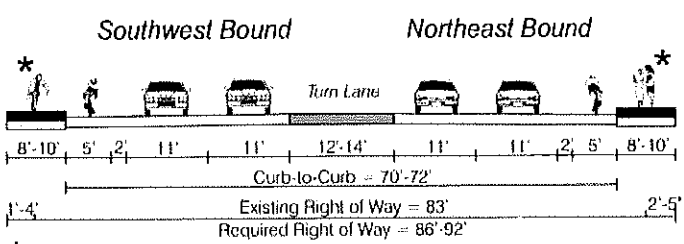

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Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

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2. OR 99E Cross-Sections (Outside of Downtown)

	Like	Dislike	Not Sure
Buffered bike lanes		X	

Comments and Other Considerations:

We don't need bike lanes on 99

3. Berg Parkway Gateway

	Like	Dislike	Not Sure
Median and banners	X		
Distinctive paving in the roadway	X		
Additional landscaping for existing entry sign	X		

Comments and Other Considerations:

4. Downtown Gateway Streetscape Elements

	Like	Dislike	Not Sure
Grant Street arch		X	
Ornamental signal poles and bollards	X		
Distinctive intersection treatments	X		
Distinctive sidewalk treatments	X		
Street trees		X	

Comments and Other Considerations:

5. Molalla River Pathway Bridge

	Like	Dislike	Not Sure
Ornamental bridge fencing	X		
Nighttime lighting for bridge	X		
Distinctive paving in the roadway	X		

Comments and Other Considerations:

Can you summarize your preferences into a vision for OR 99E as a community street for Canby?

Preference Survey

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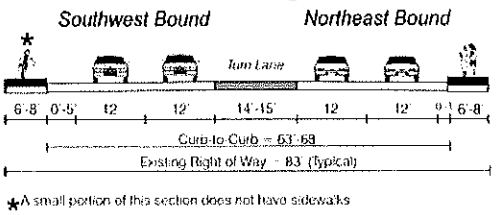

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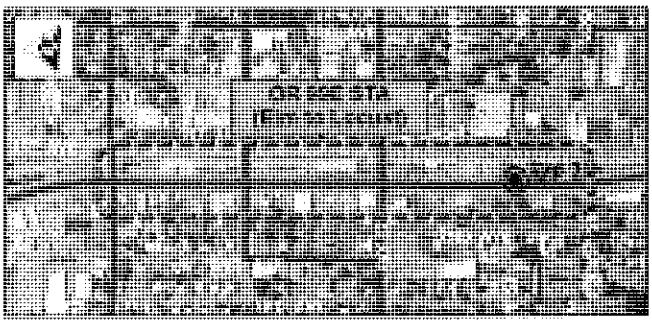

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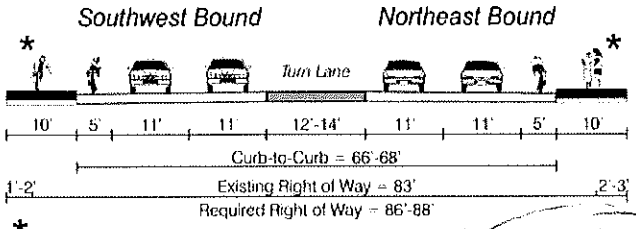

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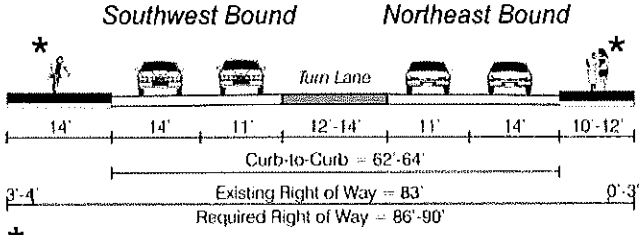
Comments:
No Bike lanes on 99E.

Wide Sidewalks for Pedestrians/Bikes



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Please circle one:

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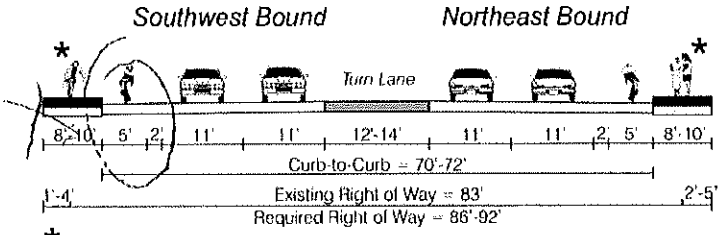
Comments:
- No Bike lanes on 99E
- 10'-12' on Both sides

Buffered Bike Lanes



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Please circle one:

Preferred / Acceptable / Unacceptable

Comments:
- No Bike lanes on 99E

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2. OR 99E Cross-Sections (Outside of Downtown)

	Like	Dislike	Not Sure
Buffered bike lanes		X	

Comments and Other Considerations:
99E is not DOR will be Conducive to bikes.

3. Berg Parkway Gateway

	Like	Dislike	Not Sure
Median and banners	X		
Distinctive paving in the roadway	X		
Additional landscaping for existing entry sign	X		

Comments and Other Considerations:

4. Downtown Gateway Streetscape Elements

	Like	Dislike	Not Snre
Grant Street arch		X	
Ornamental signal poles and bollards	X		
Distinctive intersection treatments	X		
Distinctive sidewalk treatments		X	
Street trees			

Comments and Other Considerations:
INTERSECTION TREATMENTS Should be Colored All thru the Concrete NOT Painted ~~NOT~~ NO PAVERS.

5. Molalla River Pathway Bridge

	Like	Dislike	Not Sure
Ornamental bridge fencing			
Nighttime lighting for bridge	X		
Distinctive paving in the roadway	X		

Comments and Other Considerations:
PAVING Should be Like ABOVE, NO PAVERS NOT PAINTED.

Can you summarize your preferences into a vision for OR 99E as a community street for Canby?

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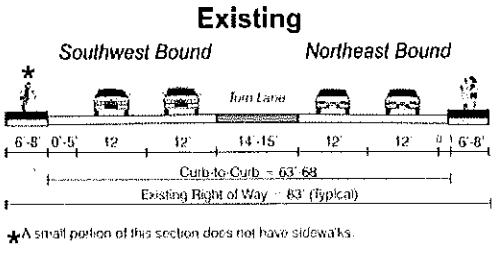

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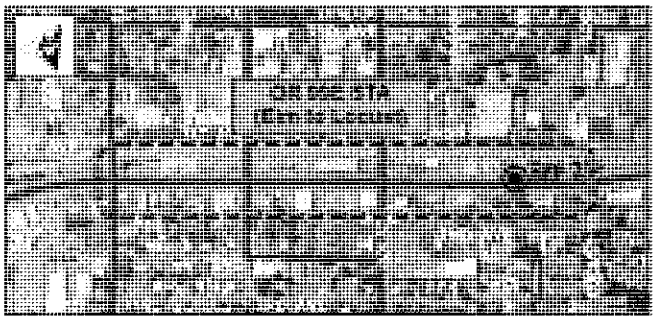

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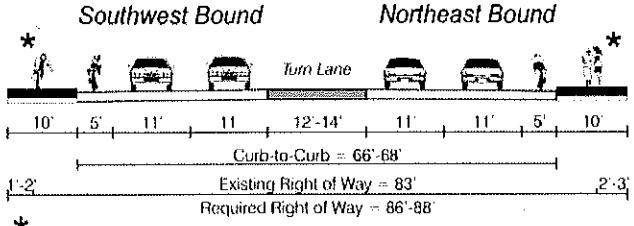

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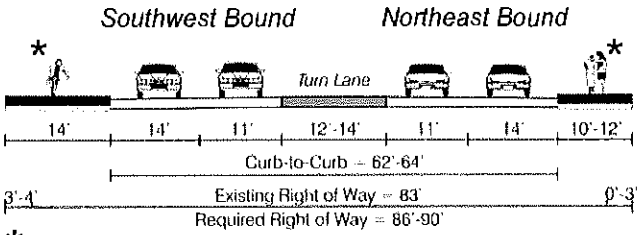
Comments:

Wide Sidewalks for Pedestrians/Bikes



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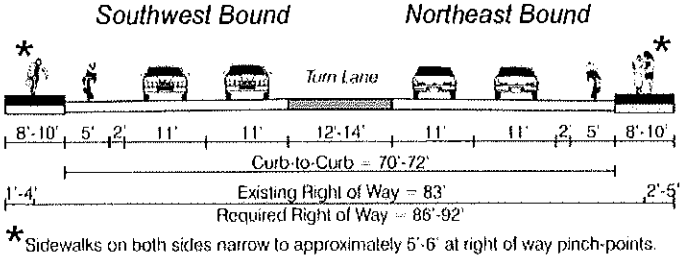
Comments:

Buffered Bike Lanes



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Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

---

2. OR 99E Cross-Sections (Outside of Downtown)

	Like	Dislike	Not Sure
Buffered bike lanes			X

Comments and Other Considerations:

3. Berg Parkway Gateway

	Like	Dislike	Not Sure
Median and banners	X		
Distinctive paving in the roadway	X		
Additional landscaping for existing entry sign	X		

Comments and Other Considerations:
NO BRICK'S

4. Downtown Gateway Streetscape Elements

	Like	Dislike	Not Sure
Grant Street arch		X	
Ornamental signal poles and bollards			X
Distinctive intersection treatments	X		
Distinctive sidewalk treatments			X
Street trees	X		

Comments and Other Considerations:

5. Molalla River Pathway Bridge

	Like	Dislike	Not Sure
Ornamental bridge fencing			X
Nighttime lighting for bridge	X		
Distinctive paving in the roadway		X	

Comments and Other Considerations:
MAYBE SOME

Can you summarize your preferences into a vision for OR 99E as a community street for Canby?

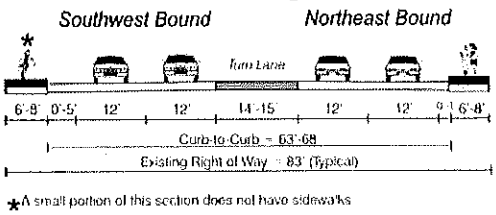
Preference Survey

Canby OR 99E Corridor and Gateway Design Plan

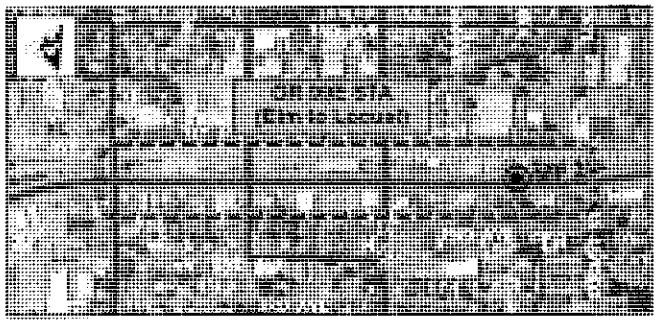
Draft recommendations for improving OR 99E have been presented tonight. The improvements are based on coordination with ODOT and input from citizens, property owners, and City staff. Please consider these recommendations and let us know how you feel.

1. OR 99E Cross-Section Options Through Downtown (Elm to Locust)

Existing

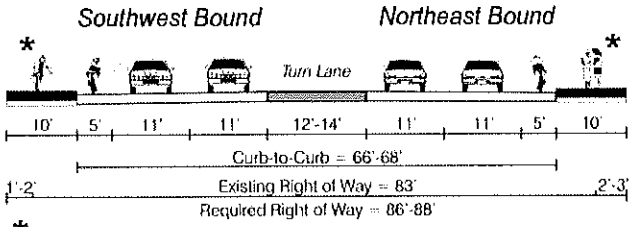


*A small portion of this section does not have sidewalks



Please let us know which of the following cross-section options you prefer and whether the remaining two options are acceptable or unacceptable. Feel free to provide additional comments.

Standard Special Transportation Area (STA)



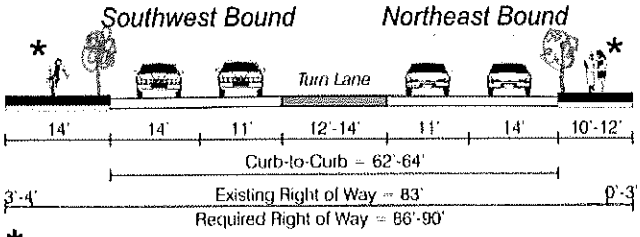
*Sidewalks on both sides narrow to approximately 7'-8' at right of way pinch-points.

Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

Wide Sidewalks for Pedestrians/Bikes



*Sidewalks on both sides narrow to approximately 9'-10' at right of way pinch-points.

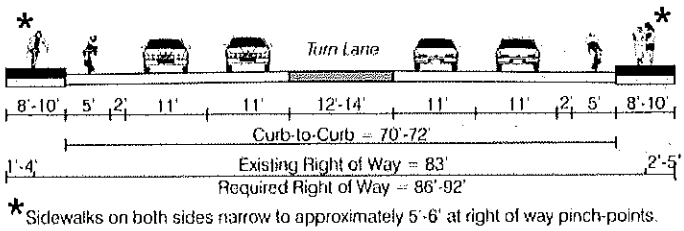
Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

Bikes rarely use 99 thru Canby
re-route them off to 1st Ave
Add trees to separate sidewalk users from roadway

Buffered Bike Lanes



*Sidewalks on both sides narrow to approximately 5'-6' at right of way pinch-points.

Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

---

2. OR 99E Cross-Sections (Outside of Downtown)

	Like	Dislike	Not Sure
Buffered bike lanes	Y		

Comments and Other Considerations:
Improve bike access throughout town, Bike tourism is growing in Clackamas County

3. Berg Parkway Gateway

	Like	Dislike	Not Sure
Median and banners			Y
Distinctive paving in the roadway	Yes		
Additional landscaping for existing entry sign			Y

Comments and Other Considerations:

4. Downtown Gateway Streetscape Elements

	Like	Dislike	Not Sure
Grant Street arch			Y
Ornamental signal poles and bollards			Y
Distinctive intersection treatments	Y		
Distinctive sidewalk treatments	Y		
Street trees	Y		

Comments and Other Considerations:
Arch all 3 streets, What's so special about Grant St? Ivy gets much more traffic!

5. Molalla River Pathway Bridge

	Like	Dislike	Not Sure
Ornamental bridge fencing	Yes		
Nighttime lighting for bridge	Yes		
Distinctive paving in the roadway	Yes		

Comments and Other Considerations:
Light the bridge to offer safe passage and invite people to use it, rather than deterring them

Can you summarize your preferences into a vision for OR 99E as a community street for Canby?

Kevin Bartridge
651 3282

Preference Survey

Canby OR 99E Corridor and Gateway Design Plan

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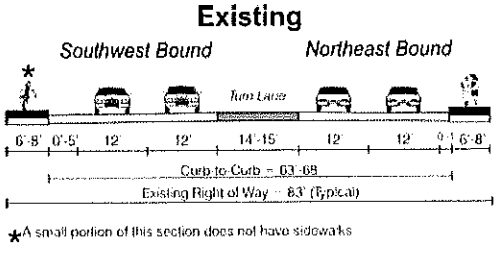

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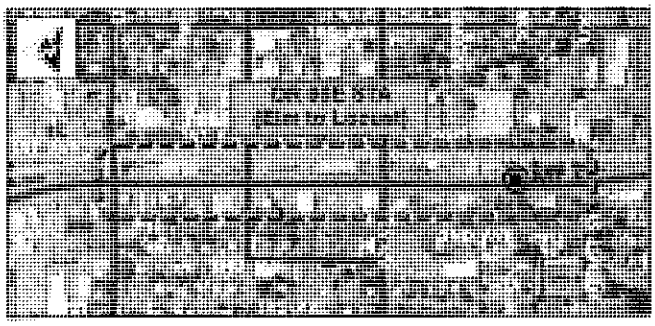

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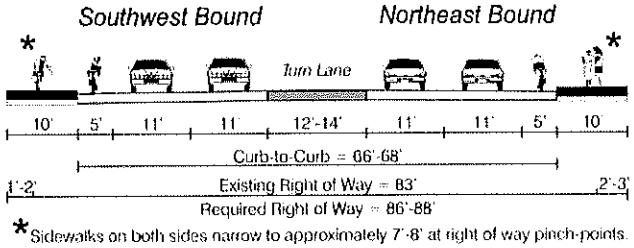

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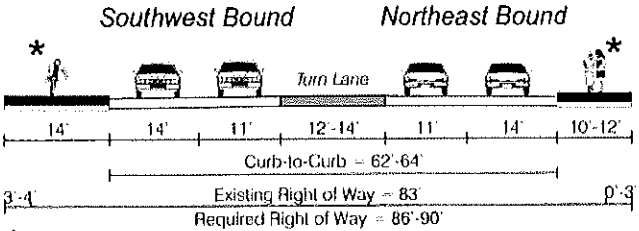
Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

Wide Sidewalks for Pedestrians/Bikes



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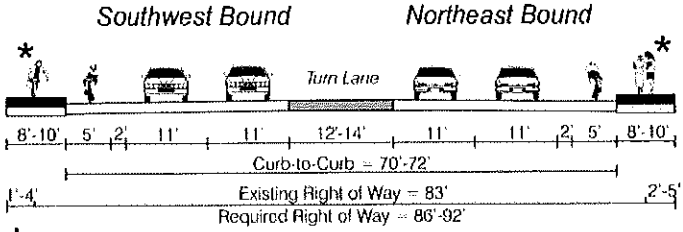
Please circle one:

(Preferred) / Acceptable / Unacceptable

Comments:

Buffered Bike Lanes



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Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

---

2. OR 99E Cross-Sections (Outside of Downtown)

	Like	Dislike	Not Sure
Buffered bike lanes			

Comments and Other Considerations:

3. Berg Parkway Gateway

	Like	Dislike	Not Sure
Median and banners		✓	
Distinctive paving in the roadway			
Additional landscaping for existing entry sign			

Comments and Other Considerations:

4. Downtown Gateway Streetscape Elements

	Like	Dislike	Not Sure
Grant Street arch		✓	
Ornamental signal poles and bollards	✓		
Distinctive intersection treatments	✓		
Distinctive sidewalk treatments	✓		
Street trees	one first only		

Comments and Other Considerations:

5. Molalla River Pathway Bridge

	Like	Dislike	Not Sure
Ornamental bridge fencing simple	✓		
Nighttime lighting for bridge	✓		
Distinctive paving in the roadway			

Comments and Other Considerations:

Can you summarize your preferences into a vision for OR 99E as a community street for Canby?

Preference Survey

Canby OR 99E Corridor and Gateway Design Plan

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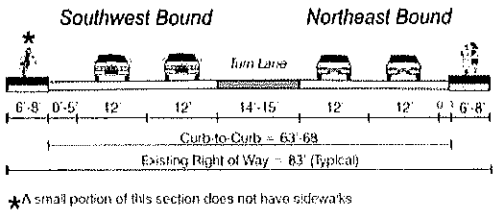

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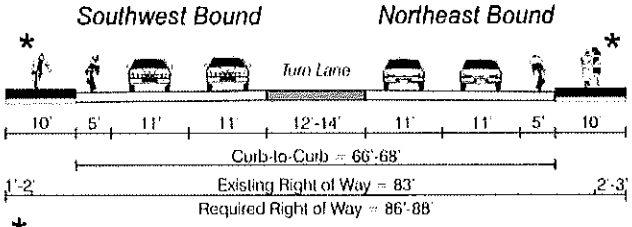


*Sidewalks on both sides narrow to approximately 7'-8' at right of way pinch-points.

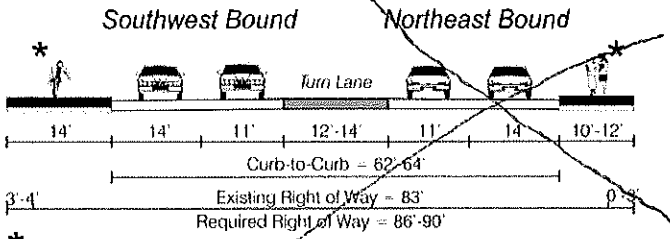
Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

NO BIKE LANE
10-12 Sidewalks

Wide Sidewalks for Pedestrians/Bikes



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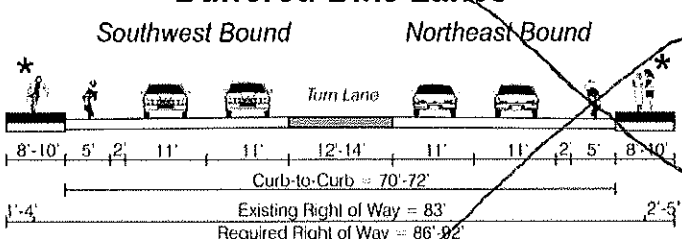
Comments:

Buffered Bike Lanes



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Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

---

2. OR 99E Cross-Sections (Outside of Downtown)

	Like	Dislike	Not Sure
Buffered bike lanes			

Comments and Other Considerations:
NO BIKES ON 99E!!!

3. Berg Parkway Gateway

	Like	Dislike	Not Sure
Median and banners		X	
Distinctive paving in the roadway		X	
Additional landscaping for existing entry sign	X		

Comments and Other Considerations:

4. Downtown Gateway Streetscape Elements

	Like	Dislike	Not Sure
Grant Street arch -NO - NO - NO		X	
Ornamental signal poles and bollards	X		
Distinctive intersection treatments			X
Distinctive sidewalk treatments		X	
Street trees -NO - NO - NO		X	

Comments and Other Considerations:

5. Molalla River Pathway Bridge

	Like	Dislike	Not Sure
Ornamental bridge fencing		X	
Nighttime lighting for bridge			
Distinctive paving in the roadway			X

Comments and Other Considerations:

Can you summarize your preferences into a vision for OR 99E as a community street for Canby?

- Bike path — ped/Bike — what is vision of 99
- ? send to all advisory - outreach - field of dreams →

Preference Survey

Canby OR 99E Corridor and Gateway Design Plan

Draft recommendations for improving OR 99E have been presented tonight. The improvements are based on coordination with ODOT and input from citizens, property owners, and City staff. Please consider these recommendations and let us know how you feel.

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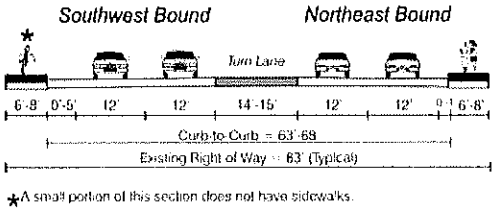

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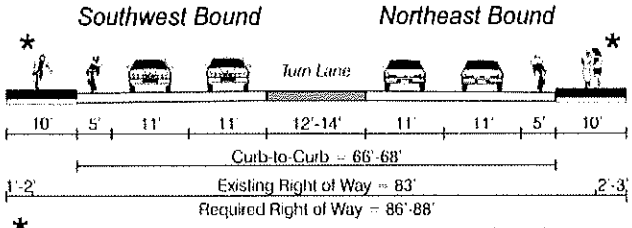

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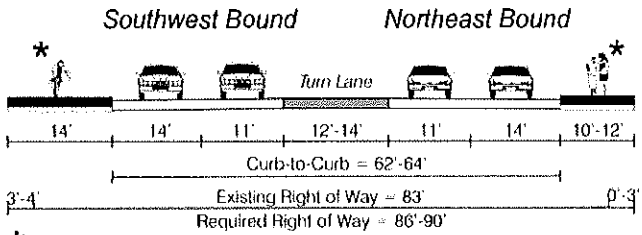

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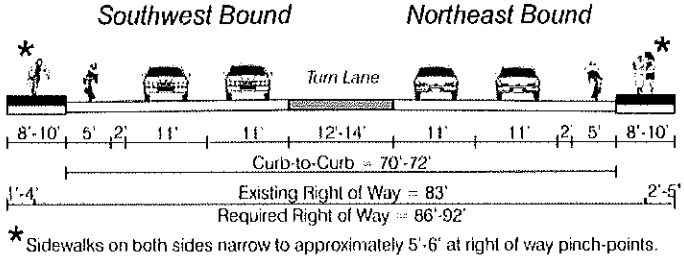
Comments:

Buffered Bike Lanes



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Please circle one:

Preferred / Acceptable / Unacceptable

Comments:

---

2. OR 99E Cross-Sections (Outside of Downtown)

	Like	Dislike	Not Sure
Buffered bike lanes			

Comments and Other Considerations:

3. Berg Parkway Gateway

	Like	Dislike	Not Sure
Median and banners			
Distinctive paving in the roadway			
Additional landscaping for existing entry sign			

Comments and Other Considerations:

4. Downtown Gateway Streetscape Elements

	Like	Dislike	Not Sure
Grant Street arch			
Ornamental signal poles and bollards			
Distinctive intersection treatments			
Distinctive sidewalk treatments			
Street trees			

Comments and Other Considerations:

5. Molalla River Pathway Bridge

	Like	Dislike	Not Sure
Ornamental bridge fencing			
Nighttime lighting for bridge			
Distinctive paving in the roadway			

Comments and Other Considerations:

Can you summarize your preferences into a vision for OR 99E as a community street for Canby?

CANBY CITY COUNCIL AND PLANNING COMMISSION
WORK SESSION MINUTES
March 12, 2012

Mayor and Council Present: Randy Carson, Rich Ares, Traci Hensley, Brian Hodson, Walt Daniels, Greg Parker, and Tim Dale.

Planning Commission Present: Dan Ewert, Misty Slagle, Sean Joyce, Charles Kocher, Tyler Smith. Commissioners Randy Tessman and John Proctor were absent.

Staff Present: Greg Ellis, City Administrator; Matilda Deas, Senior Planner, Bryan Brown, Planning Director; and Laney Fouse, Office Specialist.

Others Present: Tom Litster, Sonja Kazen, Chris Maciejewski, Curt Howland, Judd Palmer, Bev Doolittle, Dave Wichman, Jerry Rothi, and Ron Berg.

Planning Commission Chair Ewert called the Work Session to order at 6:00 p.m. in the City Council Chambers.

The City Council and Planning Commission met to discuss the Canby 99E Corridor and the Gateway Plan.

Matilda Deas, Senior Planner, stated the Work Session was called to explain the purpose, goals, public involvement process, and next steps of the project.

Chris Maciejewski, DKS Associates, was the Consultant Project Manager. He gave a background on the project and the draft design plan that had been developed. He discussed the vision of Canby as the Garden Spot and the goals of the project including creating multi-modal access, encouraging downtown activity, and maintaining safety along the corridor. The project looked at 99E from the Molalla River to Territorial Road. He then discussed the cross section elements and standards.

There was discussion regarding the requirements for sidewalks and bike lanes.

Sonja Kazen, ODOT Region 1, stated federal policy had changed in regard to bike lanes and cities were being encouraged to make provisions for alternative modes of transportation even on highways like 99E.

Mr. Maciejewski explained the three options for the sidewalks and bike lanes on 99E. Option 2 was the preferred option with the wider sidewalks. He gave an outreach summary and explained the input that had been received.

Tom Litster, OTAK, talked about the gateways along 99E and how to make them feel like they belonged to the community. There were three major gateway locations identified: the Molalla River Logging Road Bridge, Elm to Ivy, and Berg Parkway. He explained the potential enhancements to each.

Ms. Deas said the advisory committee and project team would review the draft recommendations and create a final plan. There would then be hearings in front of the Planning Commission and Council and if approved, it would be implemented and staff would look for funding sources. The plan needed to be completed by the end of June.

Mayor Carson wanted to make sure in the design plans they looked at a quiet zone for the railroad crossings.

Chair Ewert talked about Berg Parkway and how the improvements might be affected if a new bridge ever went in. He was also concerned about the businesses losing width due to the sidewalks. He asked if there was a way to make a bike/pedestrian thoroughfare near the railroad instead of on 99E.

Mr. Maciejewski explained there was not enough space for a thoroughfare.

An audience member discussed the option of putting bike lanes on neighborhood streets instead of 99E.

Bev Doolittle, Canby Chamber of Commerce Executive Director, said this was a highway and there was truck traffic and very little pedestrian traffic. She asked that the City reach out to the businesses along 99E to discuss their concerns. They needed to stay in business and the reduced speed and beautification would not really matter to their businesses. She asked when bikes and pedestrians became more important than commerce in the community.

Chair Ewert adjourned the Work Session at 7:19 p.m.

Kimberly Scheafer, MMC	Randy Carson
City Recorder	Mayor

Assisted with Preparation of Minutes – Laney Fouse and Susan Wood

Canby OR 99E Corridor and Gateway Plan
ODOT Meeting #1 Summary
April 11, 2011 (2:00-3:30 p.m.)
ODOT Region 1 (Conference Room 325)

Project Team Members: Matilda Deas (City of Canby); Sonya Kazen (ODOT Region 1); Chris Maciejewski (DKS); Tom Litster and Kaitlin North (Otak)

ODOT Staff: Tony Coleman (Freight Mobility Construction Coordinator, ODOT Region 1), Canh Lam (Preliminary Design, ODOT Region 1)

Purpose of this TAC meeting: to guide the consultant's subsequent work on the project by defining the mobility parameters, highway speeds, design speeds, baseline over-dimensional freight, and highway classifications for OR 99E.

Meeting Discussion

1) Tony
   a) Medians
      i) If you have them now, which define pinch-point widths, then you can put more in at that width. (This controls, not a specific width.)
      ii) If you landscape medians be careful with trees; they can't overhang the median.
      iii) Sonya
         (1) This plan should suggest certain tree species that are allowed in medians (Armstrong Maple)
         (2) Vary by zone, speed, etc.?

   b) Landscaping
      i) ODOT will not maintain landscaping

   c) Oversized vehicles
      i) Don't pull new permits for now
      ii) Just don't create new pinch points

   d) OR 99E is a reduced capacity route

   e) STA Width 14'/11'/14'/11'/14'
      i) 11' travel lanes are ok when 35 mph or less

   f) Design Speed
      i) Not a freight delay corridor
      ii) Is an OHP freight route + NHS Route
      iii) Region Traffic Engineer + Roadway Engineer have to coordinate and agree

iv) Design exception is needed to not put in bike lanes
    (1) Consider 14' shared lane
v) Narrowing median from 14' to 12' is not preferred
vi) Design speed is 25-30 mph per the STA designation even though the posted speed is still 35 mph

g) Speed Limit Change in STA
    i) Canh will check with Dennis about process for changing posted speed in the STA and in the transition areas connecting to the STA

h) Cross Sections
    i) Need constrained and ultimate cross sections

i) Tree Setback
    i) Issue with no bike lane or on-street parking, even in the STA
        (1) Setback (6ft)

j) Logging Road Overcrossing
    i) Height is ok
        (1) 23-22' clearance today

k) Freight Window
    i) 17' height requirement

l) Lighting
    i) If unique style, city would have to maintain
    ii) Flower baskets hung off of luminaire poles are ok

m) Signs
    i) Need to talk to Mony Mau if unique sign types are desired

n) Storm Water
    i) ODOT is responsible
    ii) Talk to Loretta Keifer

o) Colors/Textures
    i) Freight carrier is OK with this application
    ii) District to approve
    iii) Maintenance could be a City responsibility

p) Outside STA
    i) Do we want landscape strip?
    ii) Railroad

(1) Need 50’ row from centerline of main track

q) Right-of-way research
   i) Check with Loretta

r) Look at Tom’s Sandy cross-sections, which include trees and speeds, as a good example

Canby OR 99E Corridor and Gateway Plan
ODOT Meeting #2 Summary
June 20, 2011 (10:30 a.m. – 12:00 p.m.)
ODOT Region 1 (Conference Room 325)

Project Team Members: Matilda Deas (City of Canby); Chris Maciejewski (DKS); Tom Litster (Otak)

ODOT Staff: Basil Christopher (Pedestrian and Bicycle Program Coordinator, ODOT Region 1); Mark Johnson (Preliminary Design, ODOT Region 1); Tony Coleman (Freight Mobility Construction Coordinator, ODOT Region 1)

Purpose of this ODOT meeting: to review the Design Toolbox for the Canby OR 99E Corridor and Gateway Plan.

Meeting Discussion

1) Tony – Important to have 35 mph when using 11' lanes for freight carrier
   a) Only question is the tapers
      i) Shifting from 12' lanes to 11' lanes, what does that look like from driver's perspective?
      ii) New ORS says bike lanes can be used for freight clearance requirements– our proposal should be ok

2) Basil – Shared path
   a) If not 5' separated, consider positive barrier (e.g., a guard rail) to meet the definition of a shared path
   b) What happens when some people still ride on the south side? What is community expectation context? Might be OK considering the local street grid to the south.
   c) Does this meet Oregon Statutes?
   d) Maintenance – Who maintains outside of curb?
   e) Don't call the wide sidewalk a "path", otherwise it needs be separated with a positive barrier.
   f) Routing and access to path makes sense from both sides of community, use local streets to access correct side

3) Mark – STA in HDM
   a) Design exception needed because 5' bikeways are not provided
      i) Need to show why we can't do 5' shoulder
      ii) Sheila Lyons needs to review/approve
      iii) Need to show truck %

iv) Consider shoulder in at least one direction
v) Talk to Sonya about addressing the design exception as part of this plan
vi) If design exception isn't done before plan is finished, don't publish specific dimensions.

b) Did we think about south side versus north side for the path?
   i) South side has better parallel local street grid
   ii) South side has greater driveway density
c) Cross-section widths
   i) In publishing widths, if not standard, need exception first
   ii) Have Sonya check everything with traffic

Appendix B: Existing, Future, and Planned Conditions (Previously intended to be Chapter 3)

Chapter 3. Existing, Future, and Planned Conditions

Introduction

This chapter provides a summary of existing, future, and planned improvements for all travel modes on OR 99E through Canby. Primarily, it references the OR 99E findings in the Canby Transportation System Plan (TSP).[1] Related figures are provided at the end of the chapter.

Study Area

The study area for the Canby OR 99E Corridor and Gateway Design Plan includes OR 99E (Pacific Highway East) between the Molalla River and Territorial Road within the Canby Urban Growth Boundary (UGB) and includes the geographic area approximately 400 feet (i.e., one city block) on either side of the highway. OR 99E is a state Regional Highway designated as an NHS truck route (but not a state Freight Route), and is the main corridor providing regional access for the City and surrounding rural areas to the Portland Metro area. In addition, the Oregon Transportation Commission (OTC) recently approved designation in the *Oregon Highway Plan* (OHP) for a Special Transportation Area (STA) for OR 99E between Elm Street and Locust Street.

The Union Pacific Railroad (UPRR) runs parallel on the north side of OR 99E through Canby and is a major barrier to north/south travel across the city for all transportation modes. Public rail crossings are regulated by ODOT. Therefore, coordination with ODOT Rail section, as well as Region 1 will be important as improvement projects involving the rail crossings and highway intersections are designed.

Existing and Future Needs

An existing conditions analysis (based on 2009 inventories) is provided in TSP Chapter 3. A future no-build analysis for year 2030 conditions is provided in TSP Chapter 4. These analyses consider all transportation modes. The future no-build analysis assumed build-out of the City's management area within the Urban Growth Boundary (UGB) consistent with economic projections and the City's Comprehensive Plan zoning, except for the Northeast Canby Concept Plan area (where land uses consistent with the Northeast Canby Concept Plan[2] were assumed).

[1] *Canby Transportation System Plan (TSP)*, December 2010.

[2] *Draft NE Canby Concept Plan*, Prepared by Parametrix; June 8, 2005; A review of the plan can be found in Appendix A (Technical Memorandum #2: Background Document Review).

Planned Improvements

Based on the existing and future needs, multimodal system plans were developed for Canby and are provided in TSP Chapter 5 Pedestrian, Chapter 6 Bicycle, Chapter 7 Motor Vehicles, and Chapter 8 Other Modes (including rail and transit). Further details can be found in the TSP document. To address future congestion concerns, two solutions packages were developed. (Estimated costs of the entire packages are provided in parenthesis):

- Financially-Constrained Solutions Package ($36.8 million)
- Preferred Solutions Package ($91.5 million)

These two packages identify multiple improvement projects throughout Canby and along OR 99E. The main system capacity-related difference between these packages is that the Preferred Solutions Package includes a potential Otto Road Overcrossing.[3] This overcrossing would include a bridge over both OR 99E and the adjacent Union Pacific Railroad along with a frontage road connecting to North Pine Street. While this project would play a significant role in reducing congestion on OR 99E through Canby, it is beyond the financial projections for the City and would require significant property and building acquisitions. Therefore, only the improvements included in the Financially-Constrained Solutions Package are considered feasible through the year 2030. The Financially-Constrained Solutions Package is summarized below for each transportation mode.

Pedestrian and Bicycle Strategies and Improvements

Pedestrian and bicycle strategies recommended for Canby are documented in TSP Chapters 5 and 6, which also identify needed programs to develop an ADA accessibility plan, sidewalk design standards, bicycle parking provisions, and policies addressing land development contributions. Pedestrian and bicycle improvements in Canby are focused on closing network gaps, providing multi-modal connections to improve safety and livability. OR 99E would be improved to provide bikeway-shoulders, or bikes would be accommodated on parallel routes. The Financially-Constrained Solutions Package includes the following eight pedestrian and bicycle projects on or in the vicinity of OR 99E:

- Install sidewalks on north side of OR 99E from Knott Street to Locust Street
- Improve crosswalk, ramps, and rail crossings on Elm Street at OR 99E and UPRR
- Improve crosswalk, ramps, and rail crossings on Grant Street at OR 99E and UPRR
- Improve crosswalk, ramps, and rail crossings on Ivy Street at OR 99E and UPRR
- Install a pedestrian refuge island on OR 99E between Ivy Street and Locust Street
- Improve crosswalk, ramps, and rail crossing on Pine St-NE 4th Ave at OR 99E and UPRR
- Connect the Molalla Forest Rd multi-use Trail to sidewalks on south side of OR 99E
- Construct a 12'-wide multi-use trail (parallel bicycle route to OR 99E) along the rail corridor between Elm Street and Molalla Forest Road Trail

[3] The Preferred Solutions Package also includes the Berg Parkway Extension and Sequoia Parkway Extension. Both of these extensions help to improve system connectivity by including expensive bridges over railroad tracks However, neither is expected to significantly contribute to system capacity or improved OR 99E operations.

Motor Vehicle Strategies and Improvements

Motor vehicle strategies recommended for Canby are documented in TSP Chapter 7. These include applying classifications and designations to the roadways (i.e., network functional classification and truck routes), establishing roadway standards (i.e., roadway cross-sections, access management, and traffic signal spacing), implementing other plans or programs (i.e., local street connectivity, Neighborhood Traffic Management, and Transportation Demand Management), and constructing roadway improvement projects that provide capacity and connectivity. The Financially-Constrained Solutions Package includes the following four motor vehicle projects on or in the vicinity of OR 99E:

- Construct multi-modal improvements consistent with STA design standards on OR 99E from Elm Street to Locust Street and repave the highway
- Convert all traffic signals on OR 99E within Canby to adaptive signal system
- Install a traffic signal at OR 99E/Otto Road intersection (as part of the Otto Road Improvement Project)
- Improve the OR 99E/Pine Street intersection and adjacent Union Pacific Railroad crossing by installing westbound right-turn lane, converting southbound approach to two left turn lanes and a shared through-right lane (additional lane across railroad tracks), relocating southbound approach stop bar behind railroad tracks, and adjusting signal timing to run with split phases for northbound and southbound approaches

Transit Plan

Canby Area Transit (CAT) is currently in the process of preparing a Transit Master Plan. This process is separate from the TSP update and was commenced in 2007 and 2008 through a series of public outreach events. The result of the process will be a stand-alone Transit Master Plan that is based on a 10-year outlook. The Transit Master Plan should be referred to for the latest information, though TSP Chapter 8 provides preliminary findings.

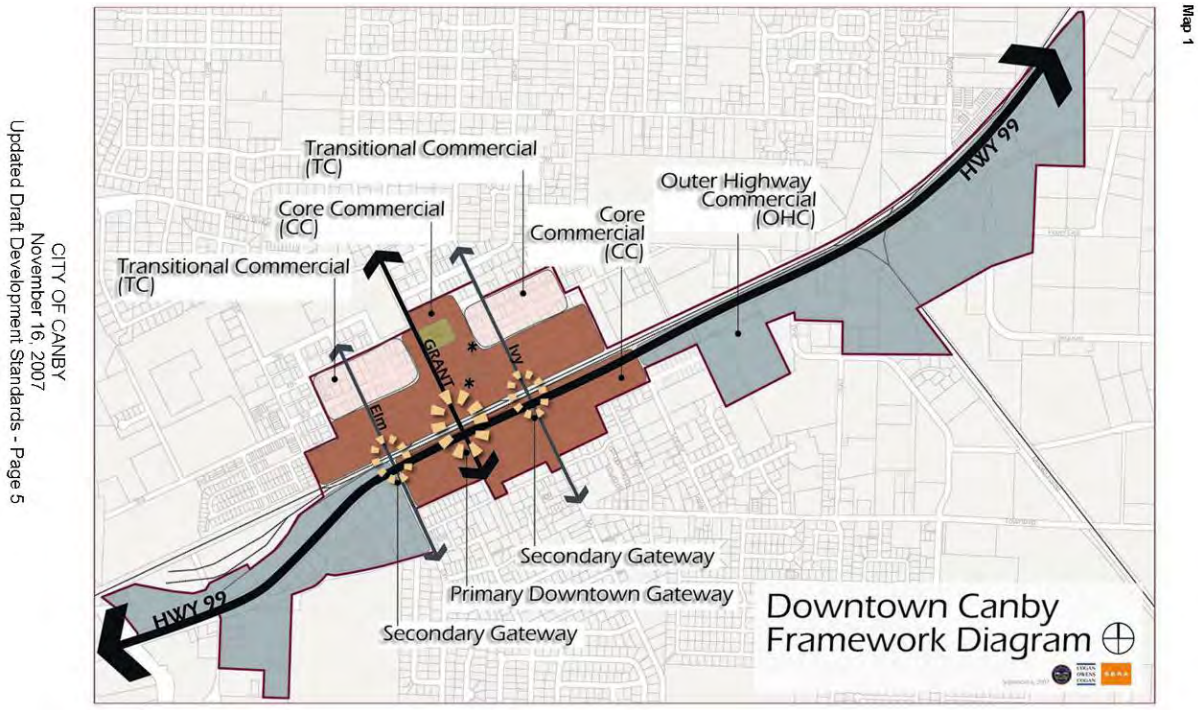
Urban Design Practices

Canby desires to maintain a distinct downtown environment within its traditional downtown core. The downtown is located both north and south of OR 99E surrounding the designated STA section. Currently, mixed use commercial-office-residential development in the downtown district is supported by City comprehensive plan policies, plan and zoning map, and the development code. The City recently updated its development code to require new development to conform to traditional main street design patterns, and includes standards for building and parking lot placement, bicycling and transit amenities, on-street and shared parking, consolidated access, plazas, landscaping, and architectural design elements. In addition, the City is participating in the Oregon Main Street Program and has a Main Street Manager to assist with implementation.

OR 99E Corridor Figures

The following figures are provided with this chapter:

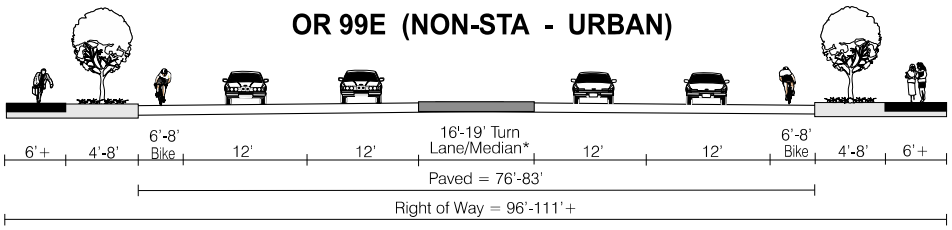
- Figure 3-1 is the Downtown Canby Framework Diagram from the *City of Canby Development Standards*. This diagram indicates that Core Commercial (CC) design standards apply along OR 99E between Elm Street and Locust Street. It also identifies primary and secondary gateways into Canby's downtown area.
- Figure 3-2 are the OR 99E standard cross-sections shown in TSP Figure 7-3.
- Figure 3-3 is an aerial photograph of the OR 99E corridor and Canby's Comprehensive Plan zoning. The zoning along OR 99E is primarily Commercial/Manufacturing west of Elm Street, Highway Commercial from Elm Street to Pine Street, a mix of commercial and industrial zoning between Pine Street and Otto Road, and Low Density Residential east of Otto Road.
- Figure 3-4 shows existing motor vehicle facilities along the OR 99E corridor. It includes highway mile points and speed limit zones, as well as TSP functional classifications and planned roadway connections.
- Figure 3-5a/b/c are enlarged aerial photographs showing existing roadway cross-sections, intersection lane configurations, tax lots, and the names of current businesses on OR 99E.

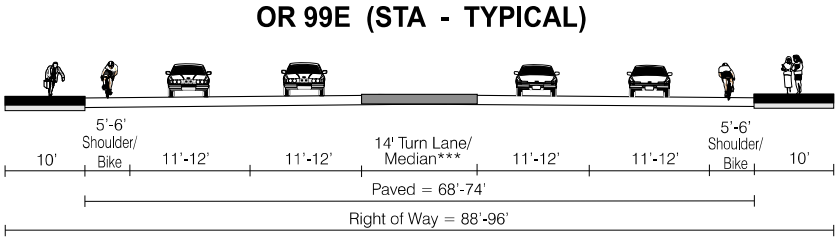


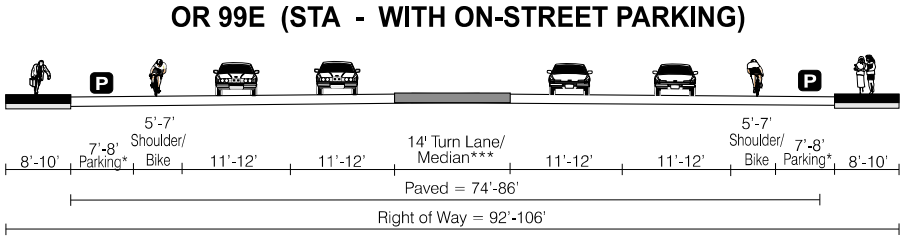
Source: City of Canby Updated Draft Development Standards (November 16, 2007).

Figure 3-1: Downtown Canby Framework Diagram

City of Canby
Transportation System Plan







Notes:

* On-Street Parking may be provided on one or both sides

** Turn lane/median is to be provided except under Molalla Forest Road Multi-Use bridge and at adjacent Oregon Pacific Railroad crossing

*** Turn Lane/Median section may consist of one of the following:
A. 14' Left-Turn Lane or Two-Way Left-Turn Lane with No Raised Median
B. 12' Raised, Landscaped Median with 1' Shy Distance on Either Side
C. 12' Pedestrian Refuge (Level with Roadway) with 1' Shy Distance on Either Side

The OR 99E Cross-Sections are shown to be consistent with ODOT Standards. Specific roadway designs will be developed through a refinement plan or project development process. Design and future improvements to OR 99E must also address ORS 366.215 (Reduction in Vehicle Carrying Capacity) on this national freight network facility.

LEGEND

P - On-street Parking Lane (except at intersections)

Figure 7-3

OR 99E: STANDARD CROSS-SECTIONS

Source: City of Canby TSP (December 2010).

Figure 3-2: Adopted OR 99E Cross-Sections

OR 99E Corridor and Gateway Design Plan

FIGURE 3-3 2008 AERIAL AND COMPREHENSIVE PLAN ZONING

0 250 500 1,000 1,500 2,000 Feet

scale: 1" = 1,000'

- Low Density Residential
- Meduim Density Residential
- High Density Residential
- Residential Commercial
- Downtown Commercial
- Highway Commercial
- Convenience Commercial
- Commercial/Manufacturing
- Light Industrial
- Heavy Industrial
- NE Canby Master Plan Area
- Flood Prone/Steep Slopes
- Public
- Private Recreation
- City Limits
- Urban Growth Boundary

Comprehensive plan zoning from City of Canby TSP (Dec. 2010). Map prepared March 2011 by DKS Associates, Inc. and Real Urban Geographics LLC.

Although the NE Canby Master Plan has not yet been adopted, the Canby TSP assumed the higher density levels associated wtih the plan, namely approximately 9 acres of mixed use, 15 acres of institutional, 14 acres of high-density residential, and 167 acres of flexible residential.

OR 99E Corridor and Gateway Design Plan

FIGURE 3-4 2008 AERIAL AND MOTOR VEHICLE FACILITIES

0 250 500 1,000 1,500 2,000 Feet

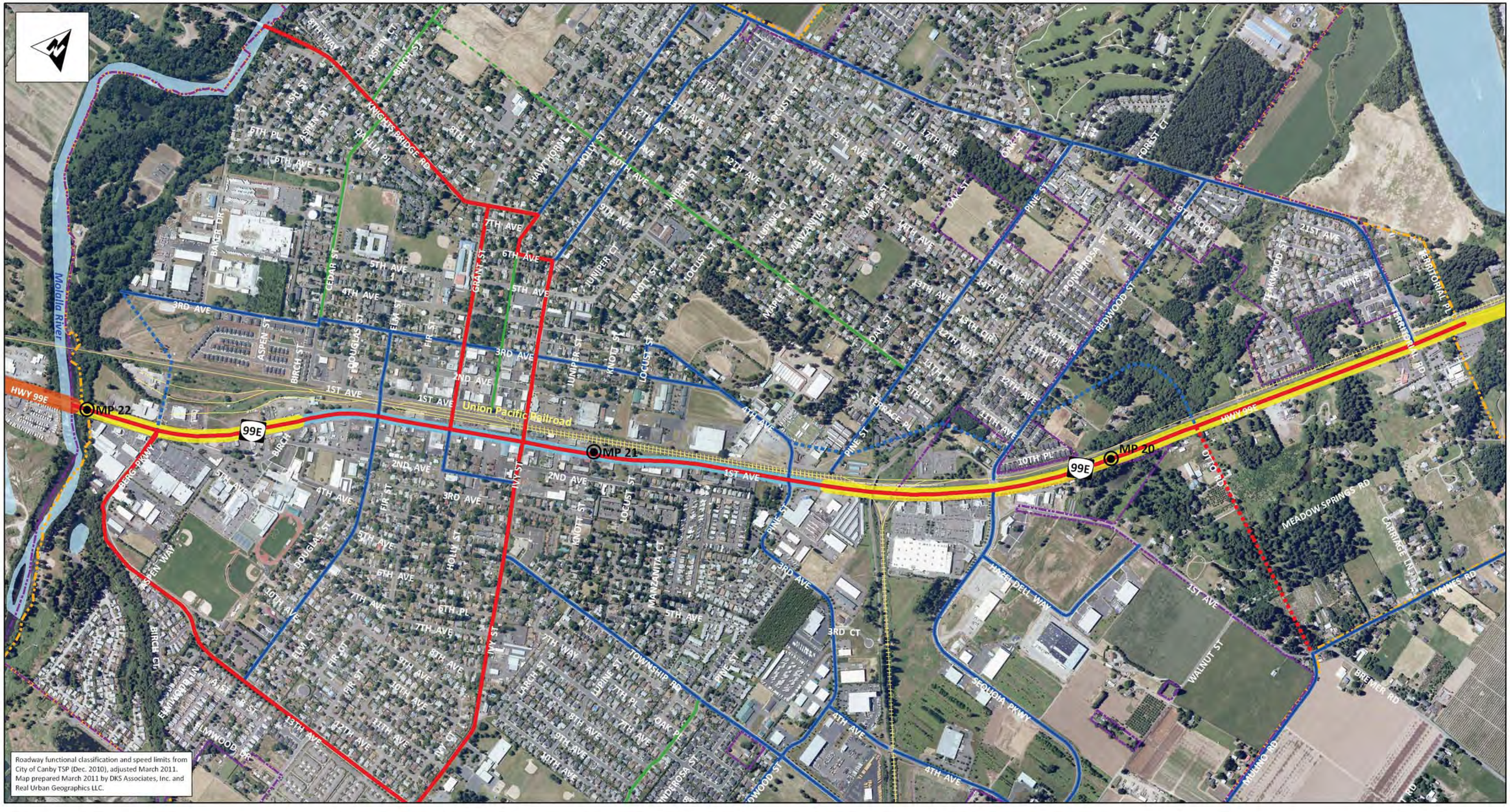
Current and Proposed Roadway Functional Classification

- Arterial
- Future Arterial
- Collector
- Future Collector
- Neighborhood
- Future Neighborhood
- Future Local

Posted Speed Limits, OR 99E

- 35 MPH
- 45 MPH
- 55 MPH

- Mileposts
- City Limits
- Urban Growth Boundary



Roadway functional classification and speed limits from City of Canby TSP (Dec. 2010), adjusted March 2011. Map prepared March 2011 by DKS Associates, Inc. and Real Urban Geographics LLC.

OR 99E Corridor and Gateway Design Plan

FIGURE 3-5a 2008 AERIAL MAP OF PARCELS AND CURRENT BUSINESSES

0 200 400 Feet

scale: 1" = 200'

City Limits

Urban Growth Boundary

Map prepared March 2011 by DKS Associates, Inc. and Real Urban Geographics LLC.

OR 99E Corridor and Gateway Design Plan

FIGURE 3-5b 2008 AERIAL MAP OF PARCELS AND CURRENT BUSINESSES

0 200 400 Feet

scale: 1" = 200'

City Limits

Urban Growth Boundary

Map prepared March 2011 by DKS Associates, Inc. and Real Urban Geographics LLC.

OR 99E Corridor and Gateway Design Plan

FIGURE 3-5c 2008 AERIAL MAP OF PARCELS AND CURRENT BUSINESSES

0 200 400 Feet

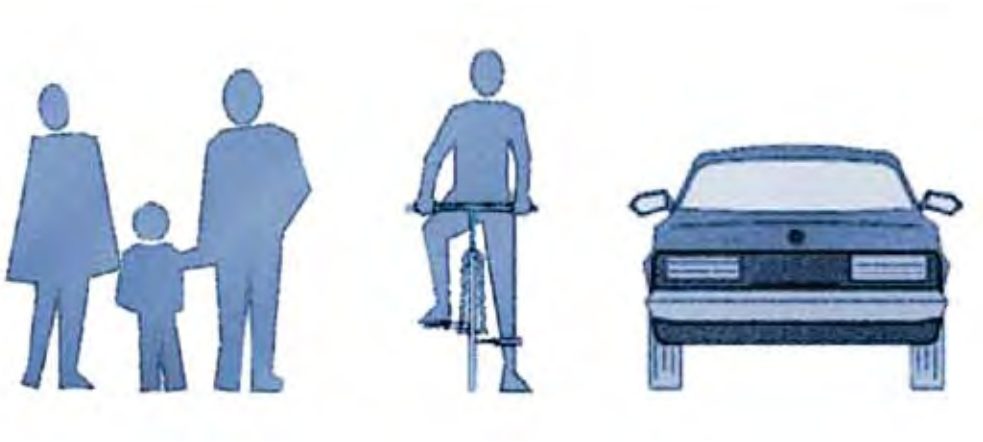
scale: 1" = 200'

City Limits

Urban Growth Boundary

Appendix C: Corridor and Gateway Design Toolbox

Canby Corridor and Gateway Design Toolbox



Corridor & Gateway Design Plan
OR 99E

June 2011

Table of Contents

Prepared for the City of Canby

by Otak, Inc.

A Toolbox for Highway Improvements

This memorandum describes a kit of 'tools' that will guide development of a Corridor and Gateway Design Plan for improvements to OR 99E within the project area. The corridor extends from the Molalla River to Territorial Road and is within the Canby Urban Growth Boundary (UGB). The toolbox suggests general characteristics, dimensions, plus advantages and disadvantages of a variety of design features and improvements to multimodal transportation options, along with an assessment of comparative costs.

The suggested tools are responsive to the input from the community and the Vision and Guiding Principles developed for this project. While each tool provides a benefit in and of itself, they will most effectively improve the function, safety, and qualities of OR 99E when used in combination. The toolbox can also be used by stakeholders and the general public for education and advocacy with regard to their desired qualities and functions of OR 99E within the boundaries of their community.

The corridor plan will illustrate potential highway improvements and design concepts for community gateways. Highway improvements will include physical design features located within the public right-of-way. Gateway designs may include a variety of features that will utilize a combination of highway right-of-way, design treatments for public structures, such overpasses over OR 99E, and easements obtained from private property.

OR 99E is a Regional Highway designated as a National Highway System (NHS) truck route, but is not designated a State Freight Route. It is under the jurisdiction of the Oregon Department of Transportation (ODOT). Improvements are subject to ODOT approval and the Oregon Highway Design Manual (HDM). Consequently, selecting any tools that are not currently consistent with those requirements will require a request for a Design Exception from the State Traffic Engineer with a justification for the exception from specific requirements. The ODOT Highway Design and Traffic Manuals can be found at the links below:

http://egov.oregon.gov/ODOT/HWY/ENGSERVICES/hwy_manuals.shtml

http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/Traffic_Manual_09.pdf

The toolbox reflects three distinct but interrelated aspects of the highway corridor noted below. They can influence interrelated areas and functions that are experienced by all legitimate users—pedestrians, bicyclists, transit, vehicles, and freight. Considering design and improvements for each user is critical to integrating the highway into the community as a multimodal transportation facility.

Corridor Segments and Cross-Sections. Four segments of the corridor have been identified based on posted speeds, urban or rural characteristics recognized by ODOT, and the designation of a Special Transportation Area (STA) within the City limits.

Streetscape Design Features. The tools address the sidewalk areas and the intersection areas of the highway with the intent of improving desired community qualities, safety, and function of the highway. The tools can be thought of as building blocks that can be assembled in different ways to fit within a highway cross-section and develop a distinctive corridor plan for Canby.

Gateway Design Features. Four locations for community gateways have been identified (see Figure 8). The toolbox includes images of design treatments and a discussion of a potential composition of elements for each gateway. In a subsequent task, conceptual plans for these gateways will be developed.

Corridor Segments and Cross-Sections

The four segments of the corridor are illustrated in Figure 1 and the proposed cross-sections (Figure 2) reflect changes in existing roadway conditions, changes in posted speed, and constrained right-of-way at some locations. The proposed segments also correspond to two types of urban highway segments recognized in the 1999 Oregon Highway Plan and the proposed cross-section are intended to apply current Highway Design Manual (HDM) standards within each segment. Where a potential design option deviates from those standards, the need for a Design Exception is noted. The proposed segments and cross-sections are summarized below.

STA Enhanced Standard. The intent for this segment is to have a posted speed of 30 MPH. The segment extends from Locust Street to Elm Street , and is the most closely associated with Canby's downtown. The UBA cross-section could be implemented here as well, but given the existing right-of-way constraints it would be sub-standard. There would be no on-street bike lane and the sidewalk corridors would be approximately 10 feet. The recommendation is to construct 12-foot sidewalks wherever possible. Additional right-of-way would be required to develop the preferred width for sidewalks and bikes would have to share the travel lane or use parallel routes.

A unique aspect of this proposed cross-section is the extra wide sidewalk corridor on the north side of the highway. The added width is intended to function as a shared pathway for bikes and pedestrians since on-street bike lanes cannot be accommodated in this segment. The shared pathway is also intended to meet TSP requirements for a parallel, off-street pathway in this part of the corridor.

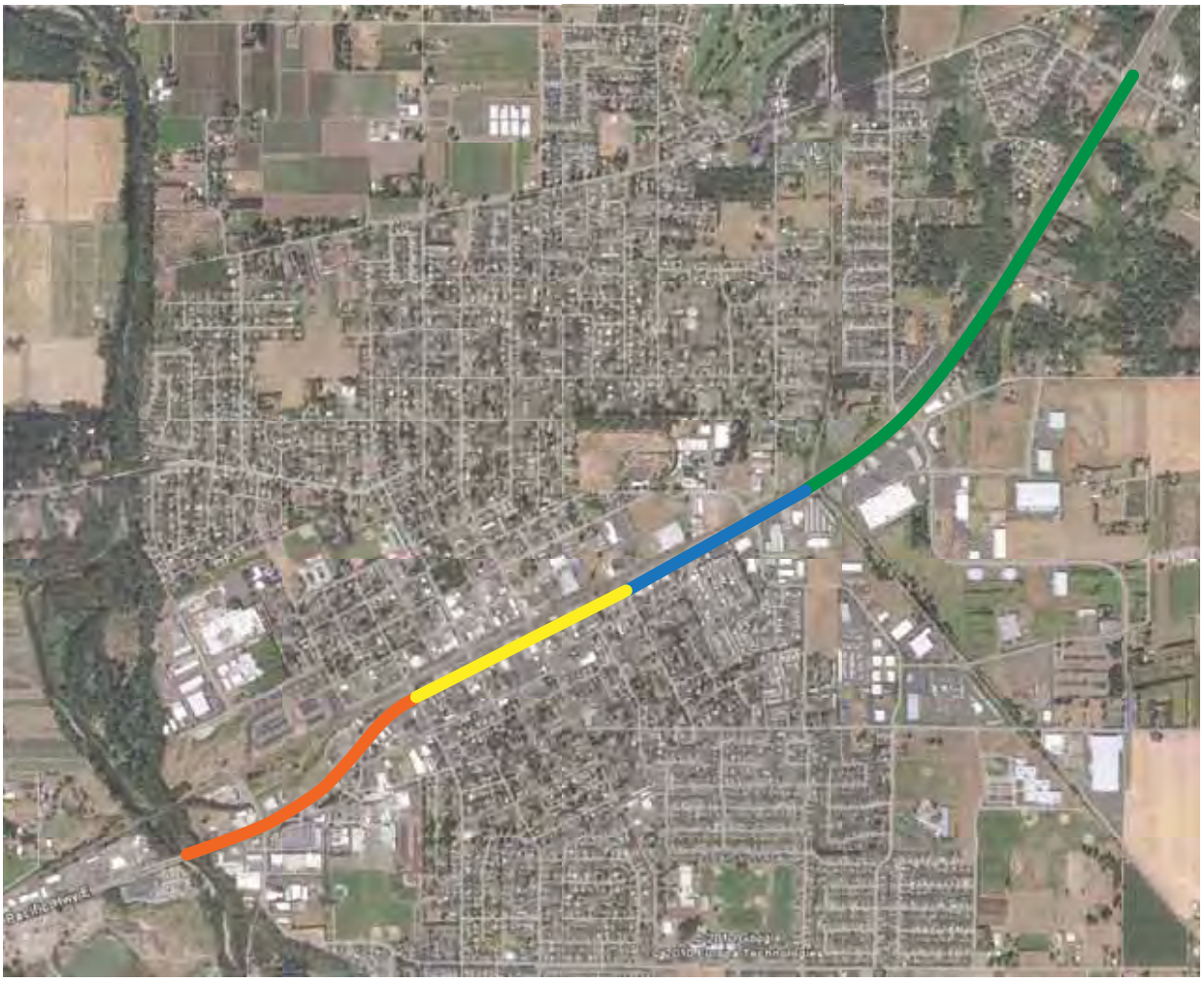
Urban Business Area (UBA). UBAs are urban highways where there is significant commercial activity and vehicular accessibility is important to economic vitality. Over time, land use in these areas is expected to change toward a more dense and urban form. The posted speed is 35 MPH or less. The elements of the roadway (curb-to-curb) and the sidewalk corridor closely resemble a typical urban commercial arterial. An intensification of design elements within the sidewalk corridor may be desirable, such as landscaped tree wells, ornamental lighting, bike racks, and detailed sidewalk paving.

For the OR 99E corridor, an east and west UBA segment have been identified (Figure 2). The key differences are in some constraining aspects of the existing right-of-way.

- **West Segment.** This segment has relatively unconstrained right-of-way (Locust Street to the Molalla River Pathway overcrossing). Standard widths for bike lanes, sidewalk corridors, and medians should be attainable. In this segment, it may also be desirable to continue the shared use pathway from the STA segment to the planned bicycle access ramps for the Molalla River Pathway overcrossing.
- **East Segment.** This segment from Berg Street to the river bridge must make the highway transition from the constrained right-of-way of the STA segment to narrow cross-section of the existing bridge. The standard widths for bike lanes, sidewalk corridors, and medians are not fully attainable.

Urban Standard. For this segment the posted speed 45 MPH. The proposed cross-section would improve the highway with urban arterial design features such as curbs, sidewalks, landscaping, street trees, and street lights. Landscaped medians could be included as part of gateway treatments at locations acceptable to the community, as well as an urban streetscape element and to provide pedestrian refuges at appropriate locations.

Figure 1: Corridor Segments



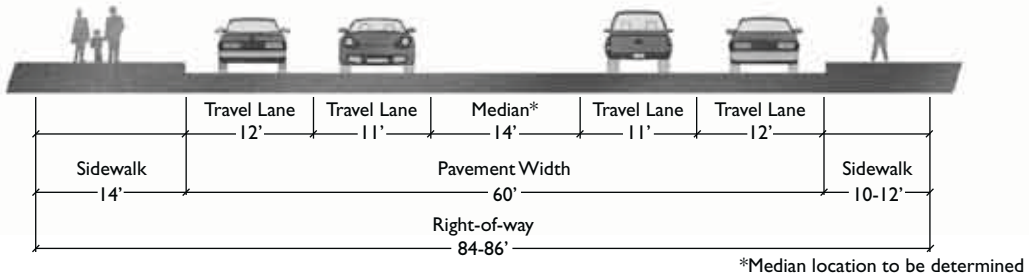
Legend

- (Section A) STA Enhanced Standard for 30 MPH
- (Section B) Narrow Urban Standard for 35 MPH
- (Section C) UBA Standard for 35 MPH (East Segment)
- (Section D) Urban Standard for 45 MPH

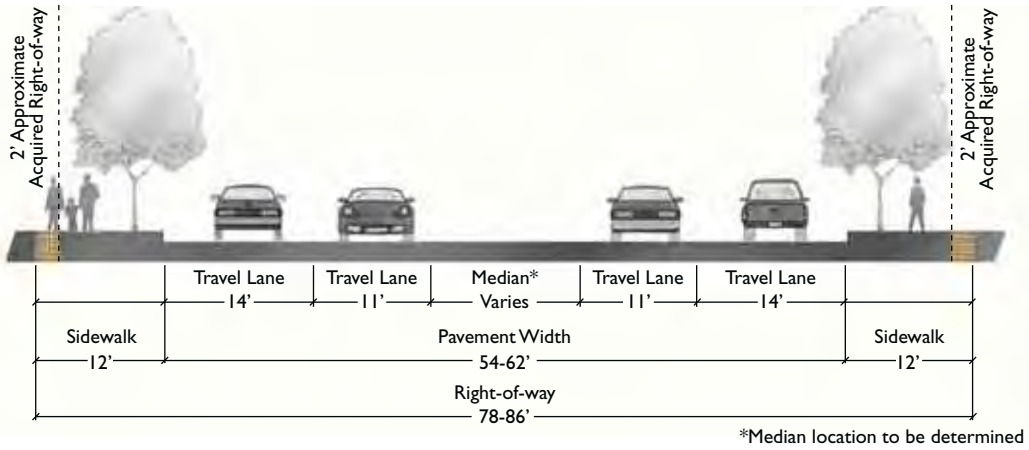
Existing Conditions

Figure 2: Corridor Cross-Sections

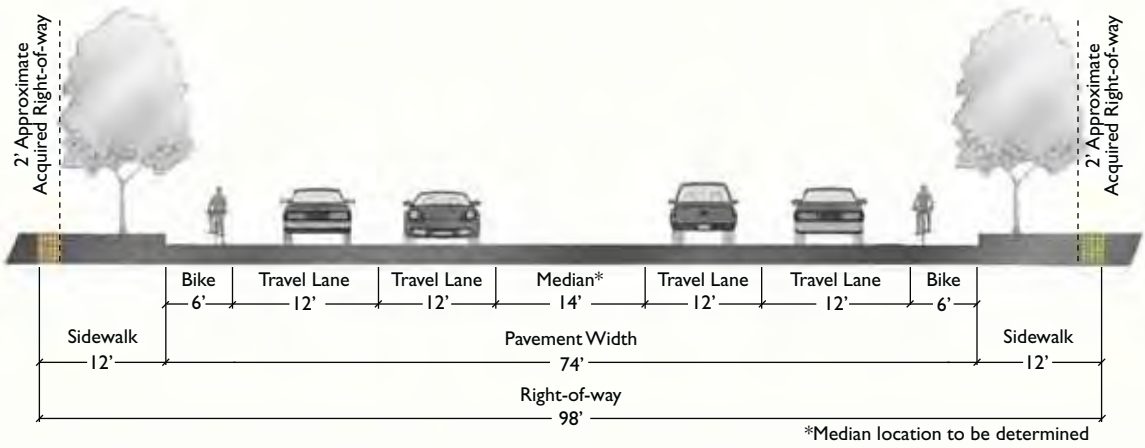
(Section A) STA Enhanced Standard for 30 MPH



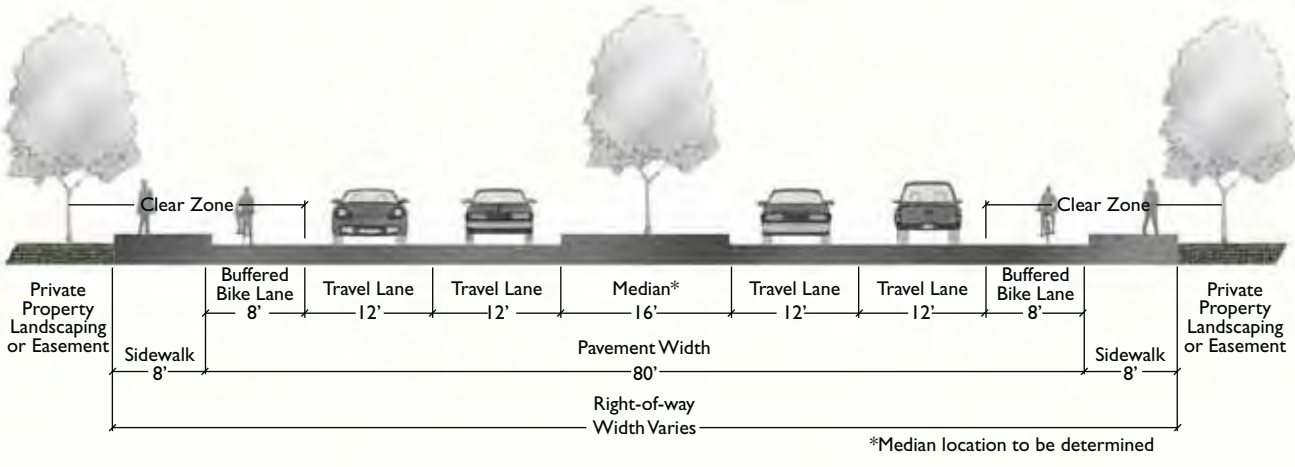
(Section B) Standard for 35 MPH (West Segment)



(Section C) UBA Standard for 35 MPH (East Segment)



(Section D) Urban Standard for 45 MPH



Streetscape Design Features

Design features for the highway streetscape are organized around the two fundamental areas of any streetscape—the Sidewalk Corridor and the Roadway. The suggested design features illustrate general characteristics, placement, and dimensions of the built elements of an urban highway segment. Desired elements might include a sidewalk corridor for pedestrian movement and street furnishings, landscaping, aesthetic improvements at intersections, pedestrian crossing facilities, and bicycle facilities. In most cases, dimensions and the other details provided are meant to give a general idea of the look and proportion of design features. They are not definitive. The tools can be thought of as building blocks that can be assembled in different ways to fit within a highway cross-section and develop a distinctive corridor plan for Canby.

Sidewalk Corridor

The sidewalk corridor is generally considered to be the zone between the curb and the edge of the right-of-way, in other words, the property line of adjacent development. Providing a continuous Sidewalk Corridor within the project area is an identified need from the Transportation System Plan (TSP) update of 2010. At a minimum, an improved Sidewalk Corridor for OR 99E should consist of two functional zones: the *Through Pedestrian Zone* where pedestrians travel, and the *Furnishings Zone* which provides space for streetscape elements. It also accommodates certain pedestrian activities.

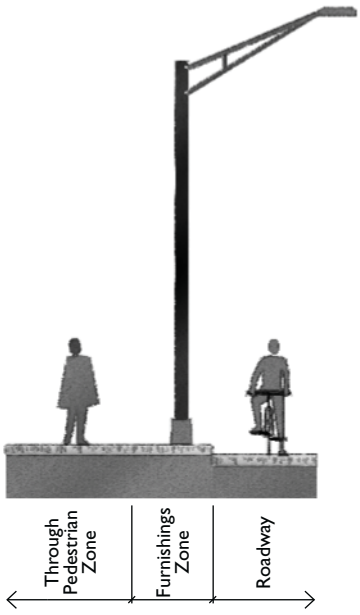
The *Through Pedestrian Zone* should be a sufficient width for two people walking together to pass a third person comfortably. There should also be some kind of buffer or separation from moving vehicles that is part of the sidewalk corridor. The greater the buffer between the walking space and moving cars, the more appealing that environment is likely to be.

The streetscape elements of the *Furnishings Zone* include utility poles, street lights, planters, trees, benches, bike racks, and bus shelters. Potential pedestrian activities occurring there could include waiting for and boarding transit at designated stops and access to bike racks and vending machines.

Sidewalk Corridor Enhancements

Enhancements to sidewalk corridor will increase the appeal of the highway for pedestrian and bicycle travel and create a distinct character for the Urban and STA segments. For the STA segment (Elm Street to Locust Street), a well-designed and distinctive sidewalk corridor, particularly on the north side of the highway, will be a visual landmark for Elm Street, Grant Street, and Ivy Street as streets leading directly into downtown. When the NW 1st Avenue Redevelopment Project is complete, that visual message will be even stronger. We suggest the following for developing enhanced sidewalk options corridor between Elm Street and Locust Street. Each option assumes implementing the STA enhanced standard cross-section.

Sidewalk Corridor



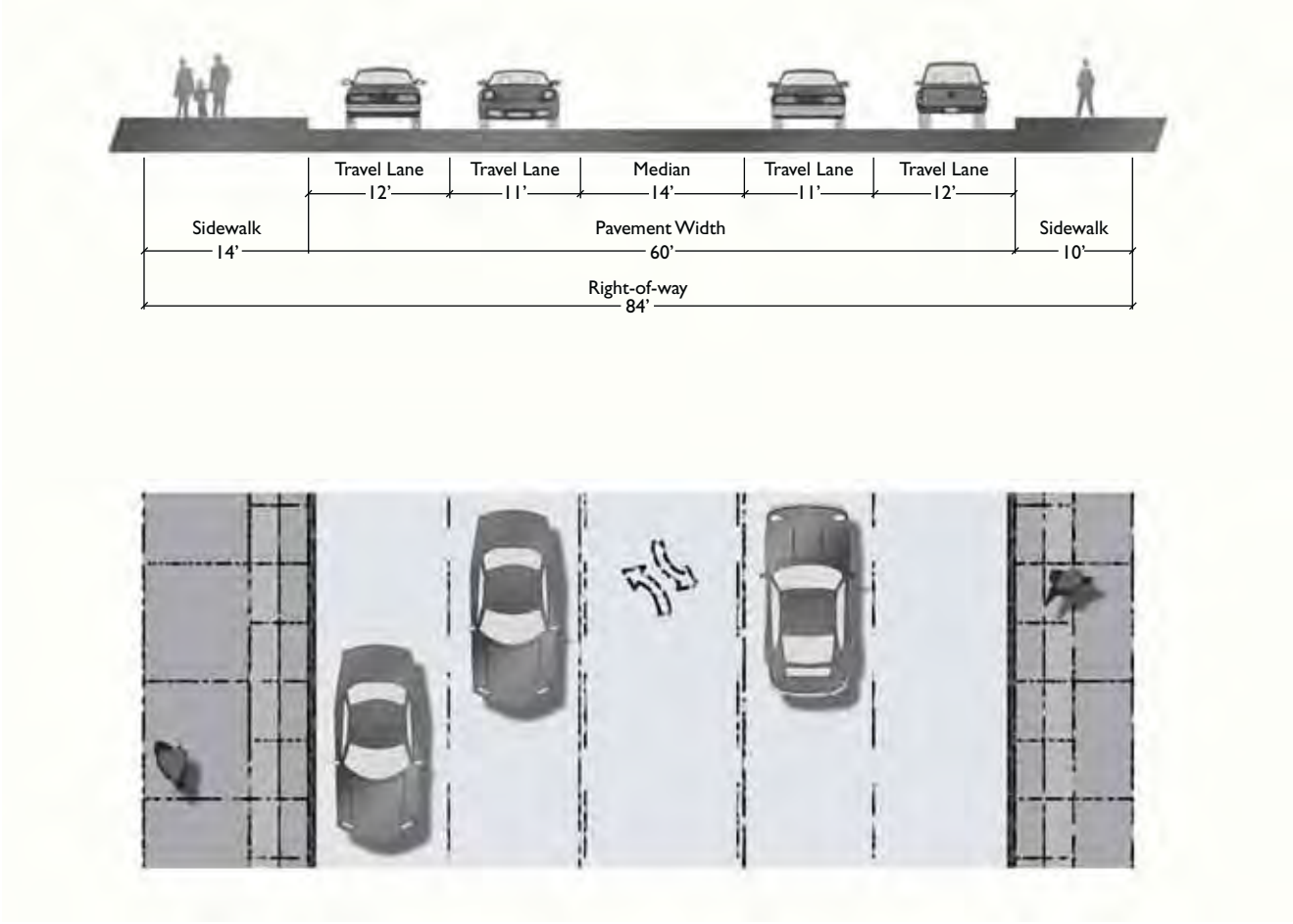
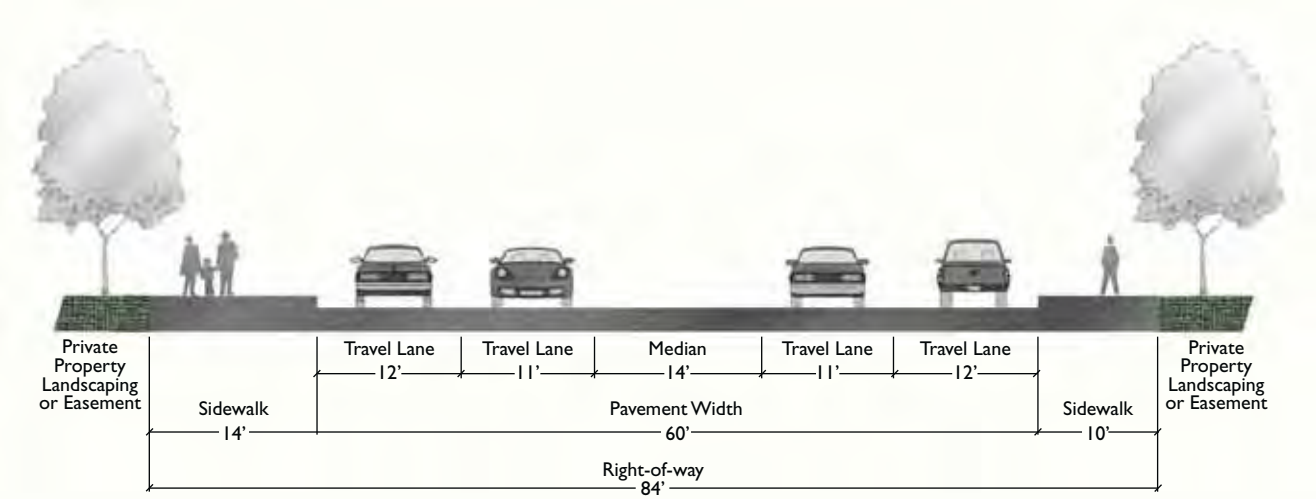
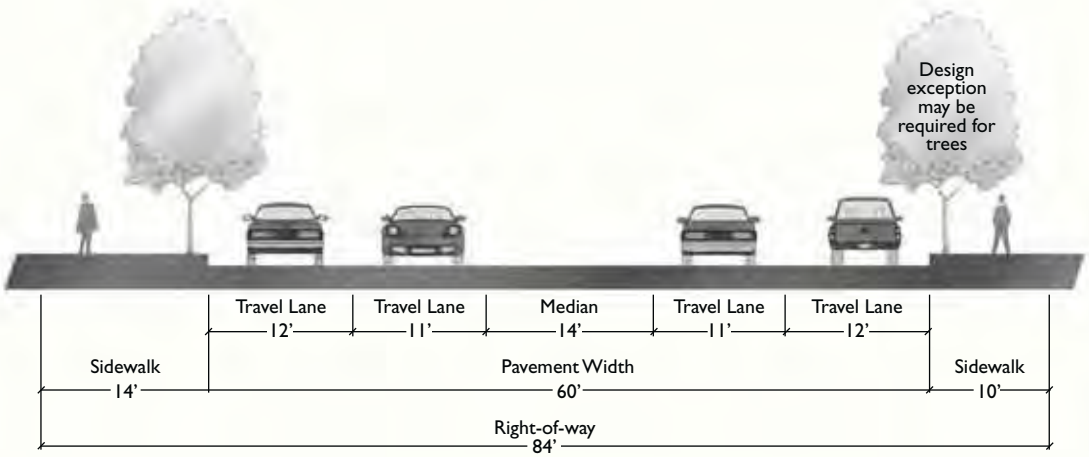


Figure 3: Widened Sidewalk (with distinctive paving). Construct a new highway cross-section within existing right-of-way that includes a 14-foot sidewalk behind the north curb line of the highway. The additional width would be available if the lane and median widths were reduced from the HDM standards (Figure 2). The wider sidewalk could be part of gateway treatments at Elm Street, Grant Street, and Ivy Street. Distinctive pavement treatments could include concrete scoring, colored concrete, or unit pavers. Pavement treatment could be coordinated with options for intersection improvements (pages 13–14).



Landscape Easements

Figure 4: Landscape Easements. In most of the STA and Urban segments, the existing sidewalk corridor is less than 12-feet, making it too narrow to comfortably accommodate street trees with landscaped tree wells. (Note: A 12-foot sidewalk corridor with a furnishing zone allows pedestrians walking in opposite directions to pass comfortably. The recommendation is for 12-foot sidewalk corridors where possible.) Acquiring landscape easements in the front setbacks of the properties along the highway might be an opportunity to increase the 'garden center' qualities of the highway.



35mph Esplanade with Street Trees Cross-section

Figure 5: Furnishing Zone with Street Trees. If the sidewalk corridors were increased to the 12-foot standard or greater through acquiring additional right-of-way, the *Through Pedestrian Zone* and *Furnishings Zone* would be functionally wide enough to accommodate streets within the *Furnishing Zone* behind the curb lines. This is typical of urban commercial streets and provides a pedestrian buffer and visual attractiveness. This would likely require a Design Exception for the trees.

Tree Wells

Tree Grates

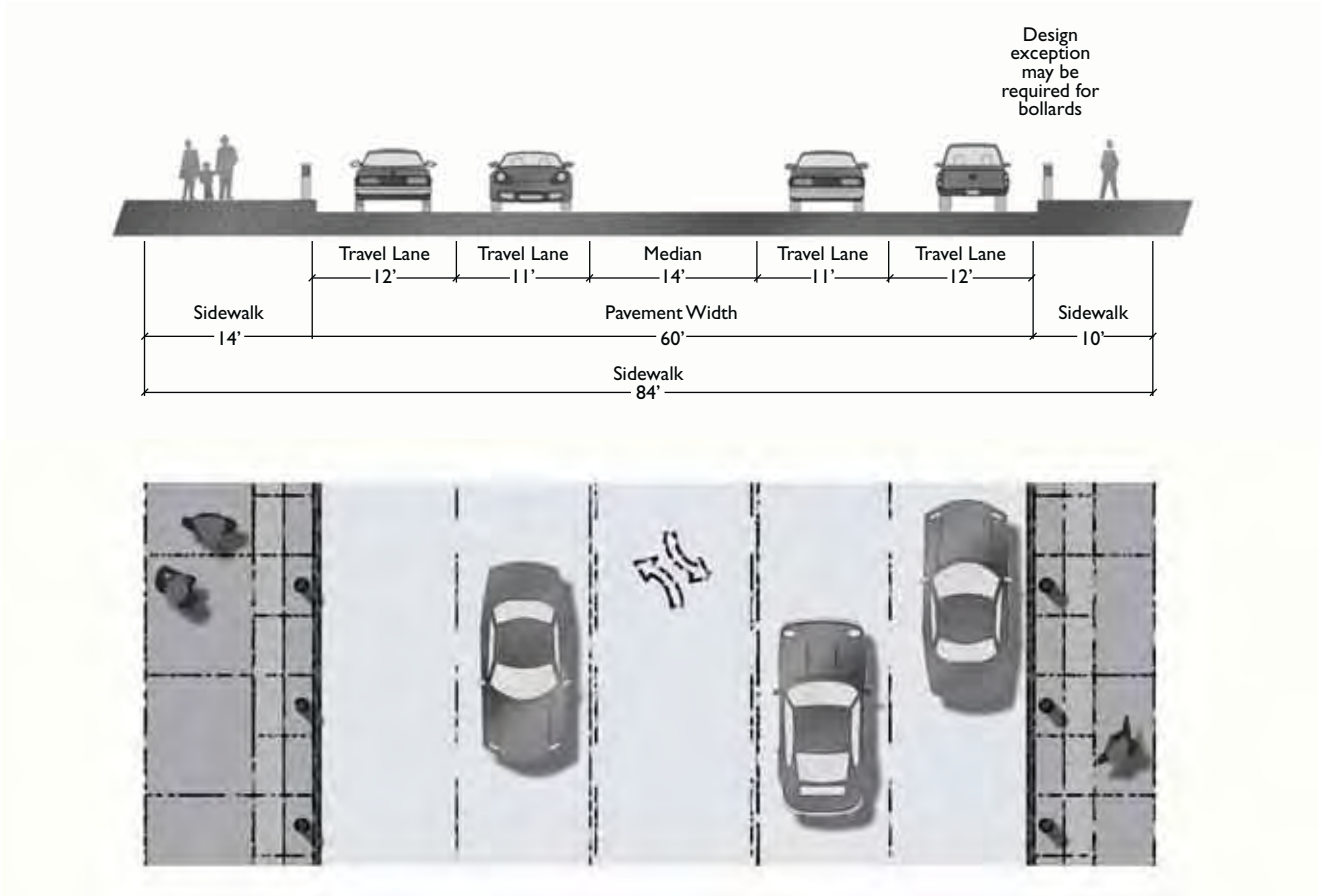


Figure 6: Furnishing Zone with Bollards. An enhancement alternative to street trees and landscaping is ornamental bollards in the *Furnishings Zone*. This could include bollards with low-level nighttime lighting. Any use would likely require a Design Exception.

Enhancement Option	Advantage	Disadvantage
Widened Sidewalk	Provides a the distinctive streetscape for downtown area.	Requires Design Exception from ODOT and street reconstruction.
Landscape Easements	Provides opportunity for street trees and landscaping where right-of-way constraints make it difficult.	May lack streetscape continuity since some properties may not wish or be able to participate, may require maintenance agreements between City and property owners.
Furnishing Zone with Street Trees	Provides pedestrian buffer, distinctive streetscape for downtown area, and reinforces the theme of Canby as a garden center.	Requires a Design Exception from ODOT and additional right-of-way or easements for standard width sidewalks, business concerns about visibility need to be addressed. **
Furnishing Zone with Bollards	Provides pedestrian buffer, distinctive streetscape for downtown area, and lessens concerns about business visibility.	Requires a Design Exception from ODOT, and design care to ensure no unsafe nighttime glare for drivers.

** Note: See Landscaping for further discussion of street trees.

Intersection Enhancements

Intersections are an opportunity for visual enhancements that will stand out when an existing corridor is already visually un-cohevise and cluttered. In the STA segment, intersections are also an important opportunity to create streetscape gateways into downtown at the intersections with Elm Street, Grant Street, and Ivy Street. The following tools could be used to make distinctive intersections within the corridor.

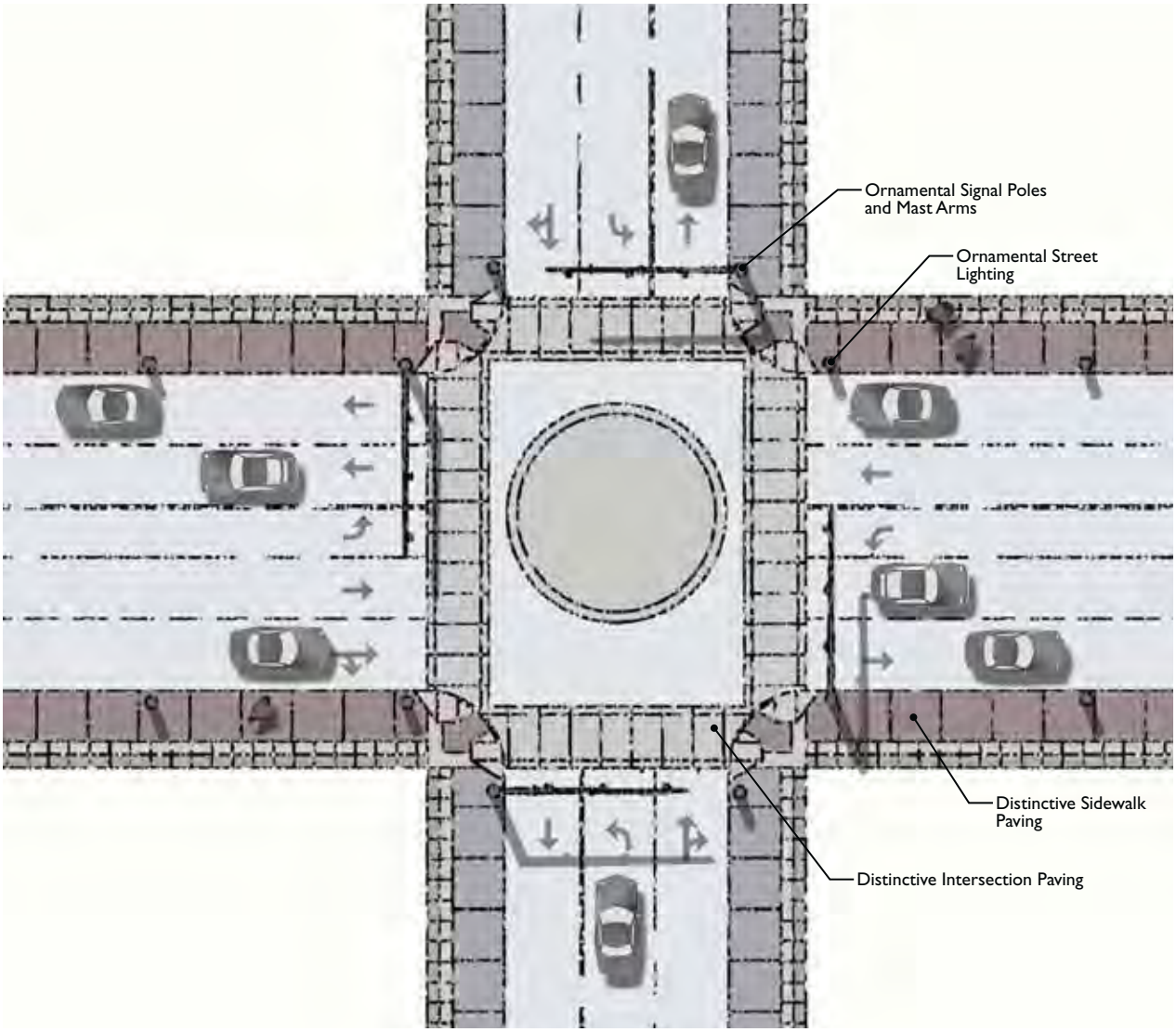
Ornamental Signal Poles and Mast Arms. Existing unattractive signal poles and cables could be replaced with more decorative poles, and mast arms. This would introduce a significant new 'architectural' element into the look of the intersection. ODOT approval would be required, and it is likely that the City would bear the expense of this enhancement.

Ornamental Street Light. Ornamental lighting would also be a distinctive community element, particularly within the STA. The selection of the poles and fixtures could be part of a coordinated ensemble of streetscape elements that included ornamental bollards, signal poles, and mast arms. The lighting could be new LED-type fixtures, reflecting the city's commitment to sustainability by lowering its public energy consumption.

Distinctive Paving. Distinctive paving could be used within the intersection area on for some portion of the sidewalks approaching the intersection. Pavement types would need to be durable and fairly muted in color.

Enhancement Option	Advantage	Disadvantage
Ornamental Signal Poles and Mast Arms	Recognizable characteristic of urban and commercial streetscapes, complements downtown streets.	Potentially expensive aesthetic upgrade, ODOT approval required.
Ornamental Street Lighting	Recognizable characteristic of urban and commercial streetscapes, complements downtown streets.	Low volume, low speeds for primarily residential uses and parking with little through traffic to other destinations.
Distinctive Paving	Increases motorist awareness of the pedestrian use of the highway and the presence of downtown.	Connecting residential areas with activity generators and short-trip destinations.

Figure 7: Intersection Enhancements



Intersection Improvements

Distinctive Paving

Ornamental Street Lighting

Ornamental Signal Poles and Mast Arms

Roadway Features

For purposes of the toolbox, the Roadway is everything between the curbs or shoulders of the highway. The fundamental elements for OR 99E are continuous travel lanes for vehicles, a center median (striped or raised), continuous bicycle facilities, and facilities to enhance the safety of pedestrian crossings. In the future, there may also be places for transit stops or on-street parking, subject to community desires and ODOT approval. Tools for those potential future uses have been included. Intersection enhancements were addressed as part of Streetscape Design Features.

Travel Lanes. ODOT standards require that travel lanes be 12 feet wide. In STA's, travel lanes can be reduced to 11 feet. In the other segments, reduction in the width of vehicle lanes would require approval through a design exception, with reasonable cause showing why narrower lanes should be used. Recommendations for travel lane widths are illustrated in Figure 2, under Corridor Segments and Cross-Sections.

Bicycle Facilities. For a highway segment with 35 MPH or 45 MPH posted speeds, ODOT requires a 6-foot striped bike lane between the curb and the travel lane. Other design options for bike facilities, such the STA shared pathway previously discussed, require design exception approval. For highway segments outside of the STA, where curbs and sidewalks are not part of the streetscape, bike travel will be accommodated on bike shoulders next to the travel lanes.

Center Median. ODOT standards for a center median vary with the posted speed of the highway segment. The median may be striped and function as continuous left turn opportunity or be raised with curbs allowing turning movements at specific locations. Desired median widths vary from 14 feet to 16 feet with the possibility of reducing the width to 12 feet in the STA through the Design Exception process.

Pedestrian Crossings. The Roadway is also the pedestrian crossing area of any street or highway. In Canby, there is a daily need to safely cross the highway. It is vital to provide continuous and safe pedestrian and bike routes between downtown and the neighborhoods south of the highway and between neighborhoods and schools.

Bicycle Facilities

Bicycles are an efficient means of transportation. Providing continuous facilities on OR 99E dedicated to cycle use will likely increase ridership, especially among children and older adults. Frequent driveways and left turns from a continuous center turn lane increase the number of potential conflict points between bikes and vehicles, diminishing the overall safety of bicyclists. The primary tools for enhancing bike travel are:

- Shared pathway in STA Enhanced Urban Cross-Section, as illustrated under Streetscape Design Features.
- Striped bike lanes in Urban Cross-Sections, meeting design requirements of the Highway Design Manual.
- A bike shoulder in Rural-to-Urban Cross-Section, meeting design requirements of the Highway Design Manual.

Center Medians

Whether striped or raised, medians are part of the highway cross-section. The implementation of raised medians as part of the STA and Urban cross-sections, has not been widely supported by community input to date. The stated preference for those segments has been a striped median that allows continuously unrestricted turning movements. The use of raised medians with attractive landscaping has been more widely support as a potentially meaningful element in the design of community gateways near the City limits. Both median design treatments should remain in the toolbox, along with small-scale pedestrian refuge treatments at selected locations.

Raised medians are preferred in speed zones of 45 MPH or higher. They do not eliminate access to a property, but they may alter how that access is taken. Medians and intersections can be designed to allow U-turns to return to access driveways for properties. Their exact location and the extent which they are continuous between intersections or major driveways is ultimately a preliminary engineering design decision. It will be a process that ultimately involves outreach to affected property owners and to emergency service providers. At the preliminary engineering phase, medians can also be designed with rolled curbs and

mid-block turning locations for emergency vehicles only. Where appropriate, raised medians also provide opportunities for three other significant highway improvements:

- Pedestrian refuge opportunities when crossing the highway between signalized intersections.
- A significant reduction in potential conflict points between vehicles and conflicts of vehicles with pedestrian and bike travel.
- Additional landscaping for an attractive streetscape.

Pedestrian Crossing

Pedestrian Crossings

Currently, traffic signals at Elm Street, Grant Street, Ivy Street, Pine Street, Berg Parkway, and Sequoia Parkway provide a protected movement for the pedestrians to cross the highway. Other locations may provide regular crossings without traffic signals, but the number of lanes and the vehicle speeds and volumes can be daunting, especially for children and older adults. For any pedestrian or cyclist it can be difficult to judge the safety of crossing at a given moment. Design treatments not only make the crossing safer, they make the crossing points more obvious and predictable for motorists. Design tools to consider include:

- Pedestrian refuge islands in the middle of the roadway to provide the means for pedestrians and cyclists to make a 2-stage crossing.
- Marking crosswalks at uncontrolled locations (e.g., not STOP or signal controlled), including locations where a pedestrian refuge has been provided. This requires the approval of the State Traffic Engineer.
- Actuated pedestrian crossings to provide some sort of indication to motorists when pedestrians are crossing the roadway. Rapid Rectangular Flashing Beacon (RRFB) and High-intensity Activated Crosswalk (HAWK) signal are examples of actuated pedestrian crossing treatments.

State Traffic Engineer approval is required for marking uncontrolled crosswalks on state highway facilities and actuated pedestrian crossings.

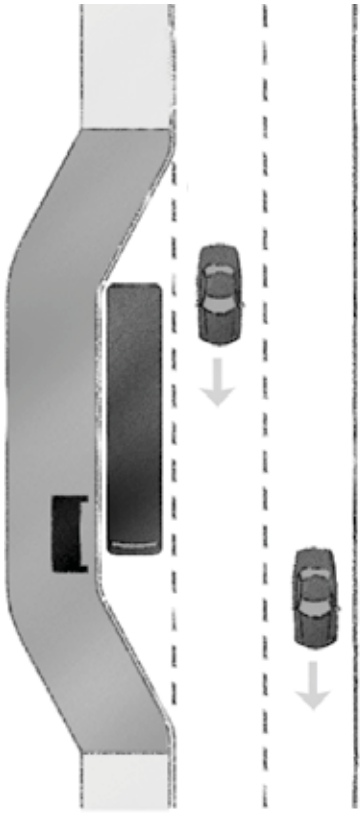
Enhancement Option	Advantage	Disadvantage
Pedestrian Refuge Islands	Inexpensive, improved pedestrian crossing for wide streets, generally does not require special ODOT approvals beyond typical design approval, can be part of an access management strategy.	New fixed object in the roadway that motor vehicles can strike, reduces curb-to-curb distance which might be a freight mobility issue, could conflict with or eliminate vehicle turning movements into/out of side streets and accesses.
Marked Uncontrolled Crosswalks	Can improve visibility of crossing location.	May actually decrease safety on multi-lane roads with moderate to high volumes.
Actuated Pedestrian Crossings (i.e., Rapid Rectangular Flashing Beacons, HAWK signals, etc.)	Provides greater visibility to motorists than just marking the crosswalk, provides information to motorists about pedestrian use of the crosswalk.	Can be confusing to motorists (primarily HAWK signals), difficult to time appropriately with pedestrian walking speeds.

Transit Stops

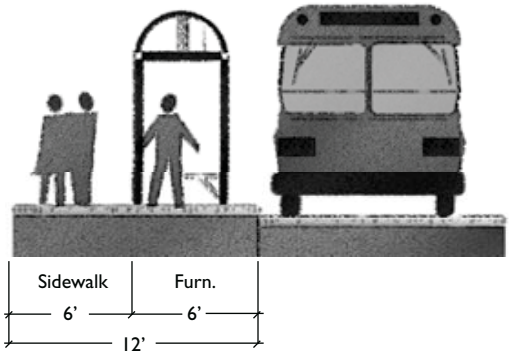
Canby Area Transit (CAT) provides service through connection to other communities (Purple and Orange lines) and within the city (Green and Blue lines). That service involves travel on OR 99E but currently there are no designated bus stops on the highway. If stops are desired in the future as part of a service expansion, the location and design of those stops must be approved by ODOT. Provision of a bus stop will require a bus pull-out that meets ODOT design standards detailed in Chapter 12 of the Highway Design Manual.

From the perspective of the transit passenger, the stops should be located where there is an existing traffic signal or one of the recommended pedestrian crossing improvements. A lack of personal safety in crossing the highway to or from a stop will discourage transit use. The stop location should also include a standard 12-foot sidewalk with a shelter and be well-lighted at night.

Bus Shelters by Transit Provider



Bus Pull-Out

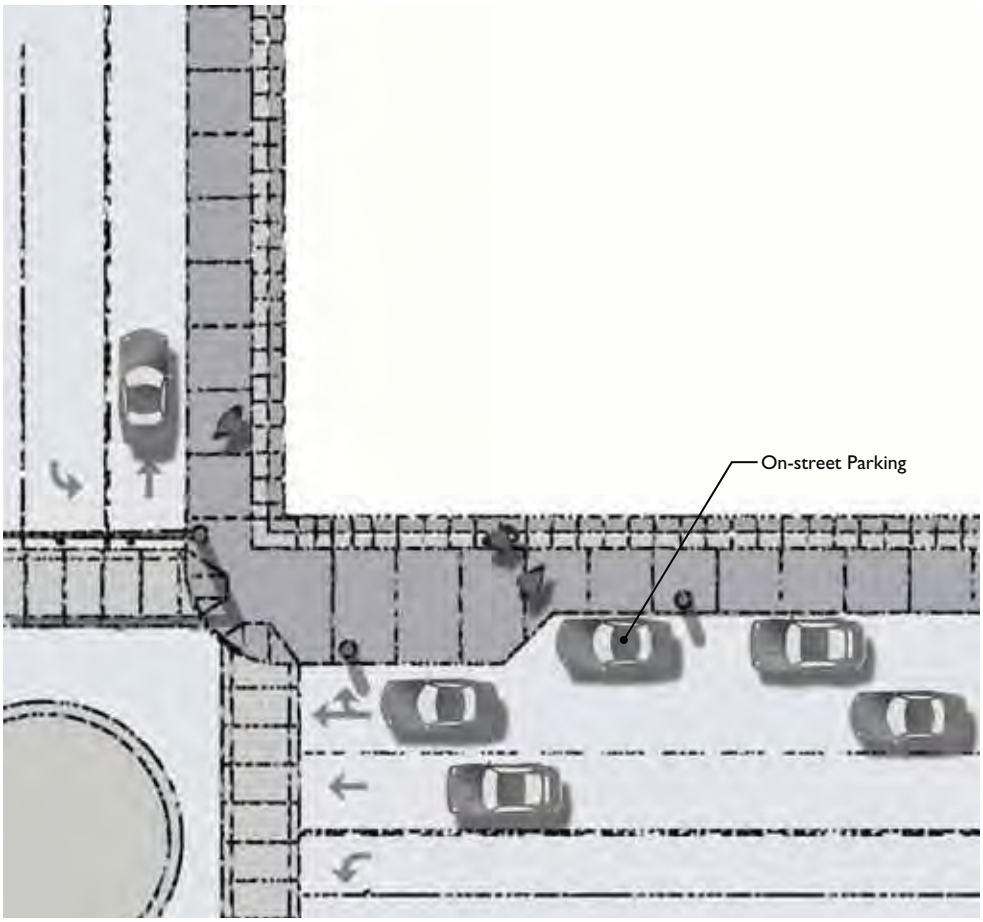


Shelter in Sidewalk Corridor

On-Street Parking

At this point in time for the Canby business community, on-street parking is not widely seen as a significant need for the existing businesses. Over time, business may change and so may the desire for on-street parking. The designation of some segment of OR 99E as a STA would increase the possibility of ODOT approval of that request. However, providing on-street parking would require a significant dedication of right-of-way in these segments of the highway, along with reconstruction of the sidewalk corridor at those locations.

On-Street Parking



Optional On-street Parking

Landscaping

Community input to date has supported a OR 99E corridor that reinforces a community theme of Canby as a "Garden Center". Tools for increasing the prominence of street trees and landscaping should be considered in developing concepts for a corridor streetscape plan with community gateways.

When planning for street trees and landscaping within ODOT right-of-way, it is always necessary to be mindful of the current design standards found in the Highway Design Manual and supporting Technical Bulletins. However, there are opportunities for flexibility in design through the STA designation currently in place for part of the corridor using the Design Exception process and draft documents developed by the ODOT Bike and Pedestrian Program. The Bike and Pedestrian Program recognizes the importance of "good design and context" when planning highway improvements. Specifically, the draft documents reviewed recognize the value of a Complete Streets approach and pleasant pedestrian environment for walking that includes separated sidewalks, shade trees, landscaping, and space for street furnishings. Toolbox options are summarized below.

Enhancement Option	Advantage	Disadvantage
Sidewalk Planter Strips	A more pleasant and safe walking environment away from traffic. Provides traffic calming, is visually attractive and has environmental benefits.	Requires sidewalk reconstruction, may require additional right-of-way and/or a design exception.
Street Trees	A more pleasant and safe walking environment away from traffic. Provides traffic calming, is visually attractive and has environmental benefits.	Requires sidewalk reconstruction, may require additional right-of-way. May also require a design exception with regard to the location.
Landscaped Medians	Visually attractive gateway element, traffic calming and can improve pedestrian crossings.	May be difficult to reach community acceptance depending on location and current property access.
Roadside Landscaping in Clear Zones or Next to Roadway Shoulders	Attractive transition to more urban roadway segments, relatively inexpensive.	Tree setback and clear zone requirements are critical due to higher speeds, potential large areas may be more difficult to maintain.

Gateway Features

The highway offers locations for two types of gateway treatments for Canby (Figure 8). Community Gateways are best located near the city limits on the rural-to-urban transitional highway segments. For travelers, these gateways will announce arrival into the community and become highway landmarks over time. Downtown gateways will be visual markers for the uniqueness of an STA segment and can reinforce awareness of downtown.

As part of the toolbox, draft design programs for four gateway locations have been suggested. Photographic imagery suggesting possible design character and features has also been included. As part of the next task of the project, conceptual designs for each gateway location will be developed based on the final programming and features of the final toolbox.

Enhancing Existing West Gateway. Minimal enhancements are recommended. The existing landscaping around and in front of the entry sign could potentially be made more robust by adding low- to medium-height evergreen shrubs and replacing the mown lawn area with a low-growing ground cover. Nighttime uplighting for the sign face could be added, especially if uplighting became a key element to tie together other gateway features.

Ivy Street to Grant Street. There are two distinct possibilities for gateway elements to create a stronger visual connection between the highway and downtown. The first possibility is the previously discussed 14-foot shared use pathway within the STA segment of the highway. This would be a very distinctive streetscape element that directly parallels the downtown area as well as the currently planned improvements to 1st Avenue and the public parking area (formerly owned by the railroad). Details and elements of the two streetscapes could be effectively coordinated.

As second possibility for gateway elements focuses on individual street corners and intersections. New elements could include any or all of the following features:

- New and more decorative traffic signal poles and mast arms.
- Distinctive paving for the cross-walks or perhaps for whole intersection.
- Ornamental street lights placed on the street corners only.
- Ornamental bollards placed on the street corners only.

Molalla River Pathway Overcrossing. The existing overcrossing of the old Molalla River logging road is a gateway waiting to happen. It is already a significant community asset as part of the Molalla River Pathway and will be functionally improved with on-ramps and off-ramps for pedestrians and cyclists in the future. The structural elements of ramps, bridge, and abutments, along with the surrounding landscape area, are opportunities for exceptional gateway treatments that could include color through painting or applied materials, decorative or public art railings, add-on architectural features, nighttime lighting, and landscaping.

OR 99E and Otto Road Overcrossing. The Otto Road intersection maybe too distant from the central business area and downtown core to become a strong community gateway. However, it could be an effective gateway for the industrial employment area accessed by Otto Road and Mulino Road, and to the future development in this northeastern portion of the city as illustrated in the NE Canby Concept Plan 2005. The concept plan will be updated as part of the project to include the Otto Road-Mulino Road connection and the possibility of a future Otto Road overcrossing of OR 99E. Gateway opportunities and concepts will be influenced by that update. A short-term approach could focus on a new, signalized intersection and the streetscape and street furnishings associated with that. A longer-term approach could focus on the eventual construction of an overcrossing and recognizing that as an opportunity similar to the existing Molalla River Pathway overcrossing as a gateway waiting to happen.

Figure 8: Gateways

Esplanade Gateway

Overpass Gateway

Gateway Sign

What Will It Cost?

The following table provides a general comparison of costs of suggested enhancement tools not likely to be funded as standard construction elements in an ODOT transportation improvements project. In general, it should be assumed that cost for elements or features not typically included in an ODOT section would have to be borne by the City of Canby. In some cases, ODOT may agree to the capital costs for installation but not the on-going maintenance costs. The summary does not assign specific dollar costs or unit costs. The variations in specific design materials, design features, and quantities are too great for that and would need to be determined at project delivery phase of a funded improvements project.

Preliminary Cost Considerations

Improvement Feature	Comparative Cost	Considerations
Sidewalk Corridor — Distinctive Pavement Treatments	Low to Medium	Treatments such as enhanced scoring are inexpensive. Colored concrete or concrete pavers will increase the cost.
Sidewalk Corridor — Street Trees and Landscaping	Low to Medium	Street trees are relatively inexpensive to plant and maintain. Adding landscaped tree wells, tree grates, and other features increases cost.
Sidewalk Corridor — Decorative Bollards	Low to Medium	Cost will depend on the number and design of bollards used. Use of lighted bollards will significantly increase costs.
Intersections — Decorative Signal Poles and Mast Arms	High	Signal poles and mast arms are expensive installations, growing more expensive with decorative features.
Intersections — Ornamental Street Lighting	Medium to High	Ornamental lighting carries a significant cost for installation, increasing with the number of fixtures used. Maintenance will be a City responsibility.
Intersections — Distinctive Pavement Treatments	Medium	Materials need to be more durable than sidewalk pavements and are typically more expensive as a result.
Raised Medians — Enhanced Landscaping	Low	Assuming medians would be constructed as part of the roadway, enhancing and maintaining landscaping is a low additional cost.
Actuated Pedestrian Crossings	High	Can be an expensive installation and may not be funded by ODOT.
Gateway Features	N/A	Costs factors cannot be assessed without specific design concepts.

Appendix D: Conceptual Designs

DRAFT OR 99E Corridor and Gateway Conceptual Designs

City of Canby
OR 99E

September 2011

Corridor Plan Overview

Design concepts illustrated on the following pages illustrate opportunities to celebrate arrival into Canby and to present a unified and attractive streetscape concept for OR 99E. Distinctive gateways provide clear transition points from a largely rural highway into a thriving business district and the downtown core. The suggested concepts will enhance existing entry signage and reinforce the theme of Canby as "Oregon's Garden Spot".

The primary focus of the streetscape enhancements for OR 99E is to create visually attractive street edges and offer a more appealing pedestrian environment. In combination with design features of the gateways, the streetscape enhancements will help to reduce the sense of the highway as a barrier for pedestrians and bikes and a community dividing line between the downtown core and the businesses and residences south of the highway.

The design concepts grew directly from the Vision and Guiding Principles and the Corridor and Gateway Design Toolbox developed earlier in the planning process. The toolbox also contained useful information about comparative costs and the likely maintenance responsibilities of the City of Canby for the design features that were beyond the level of design details or materials typically associated with ODOT highway improvements.

Corridor Streetscape Concepts

The plan identifies four distinctive segments of OR 99E within the Canby Urban Growth Boundary (UGB). A highway cross-section has been identified for each segment. Design features from the design toolbox have been applied, primarily within the sidewalk areas of the right-of-way. The most extensive application of sidewalk design features is between Elm Street and Ivy Street within the Special Transportation Area (STA). It proposes to widen the sidewalk on the north side of the highway by slightly narrowing the travel lanes (no additional right-of-way would be required). The sidewalk enhancement features are also an integral part of the Downtown Gateway concept.

An optional element of the streetscape plan would be to extend the widened sidewalk to Pine Street in order to reinforce the connection between downtown and the Logging Road Trail Bridge. The bridge is part of an important bike and pedestrian facility spanning the highway and is a significant multimodal gateway opportunity appreciated by bikes, pedestrians, and vehicles. Extending the wider sidewalk is primarily a functional enhancement of that multimodal connection and would not necessarily include the Downtown Gateway elements, such as decorative sidewalk bollards, tree grates, and special sidewalk paving treatments. However, street trees should be included.

Additional Design Options

The design toolbox includes the potential to add on-street parking for businesses fronting the highway and bus pull-outs at highway stop locations for Canby Area Transit (CAT). Both options would require approval by ODOT and obtaining additional right-of-way. Neither option has been included in the recommended corridor plan but they could be viable future improvements if a particular business wanted to provide parking and dedicated the necessary right-of-way, or if CAT submitted a formal transit plan and obtained the necessary right-of-way for bus pull-outs. The City of Canby should update their current development codes to address a formal CAT transit plan, stop locations, and future right-of-way dedications.

ODOT Design Exceptions Required

A design exception request to ODOT is in development. Approval will be required for not providing bike lanes on OR 99E in the Special Transportation Area (STA) segment. Providing bike lanes would require significant roadway widening and right-of-way acquisition. Streets parallel to OR 99E will be used for bicycle travel, consistent with the Transportation System Plan (TSP).

Gateway Design Concepts

The plan includes concepts for Community Gateways at two locations and a Downtown Gateway that continues from Elm Street to Ivy Street. These gateways will become highway landmarks over time. The downtown gateway will also be a visual marker to reinforce the regional traveler's awareness of downtown Canby.

Berg Parkway Community Gateway

A significant, landscaped Community Gateway exists on the south side of the highway, just outside the highway right-of-way. The suggested enhancements are intended to introduce highway opportunities for additional landscaping, banner poles, and paving as part of the gateway. The paving element would be similar to paving treatments proposed for the Downtown Gateway and the Logging Road Trail Gateway.

[note: I think we need to add a few lines to the design page that acknowledges that potential issues that some people may with this concept. If it doesn't win acceptance then the existing gateway is fine and no substantial enhancements are recommended.]

Downtown Gateway

The gateway links the three primary street intersections connecting the downtown core to OR99E. The primary design features are a wider sidewalk on the north side, distinctive paving and street furnishings, pavement enhancements and ornamental street lights at intersections, and the potential to aesthetically upgrade the traffic signal poles and mast arms. This would be a very distinctive streetscape element that directly parallels the downtown area.

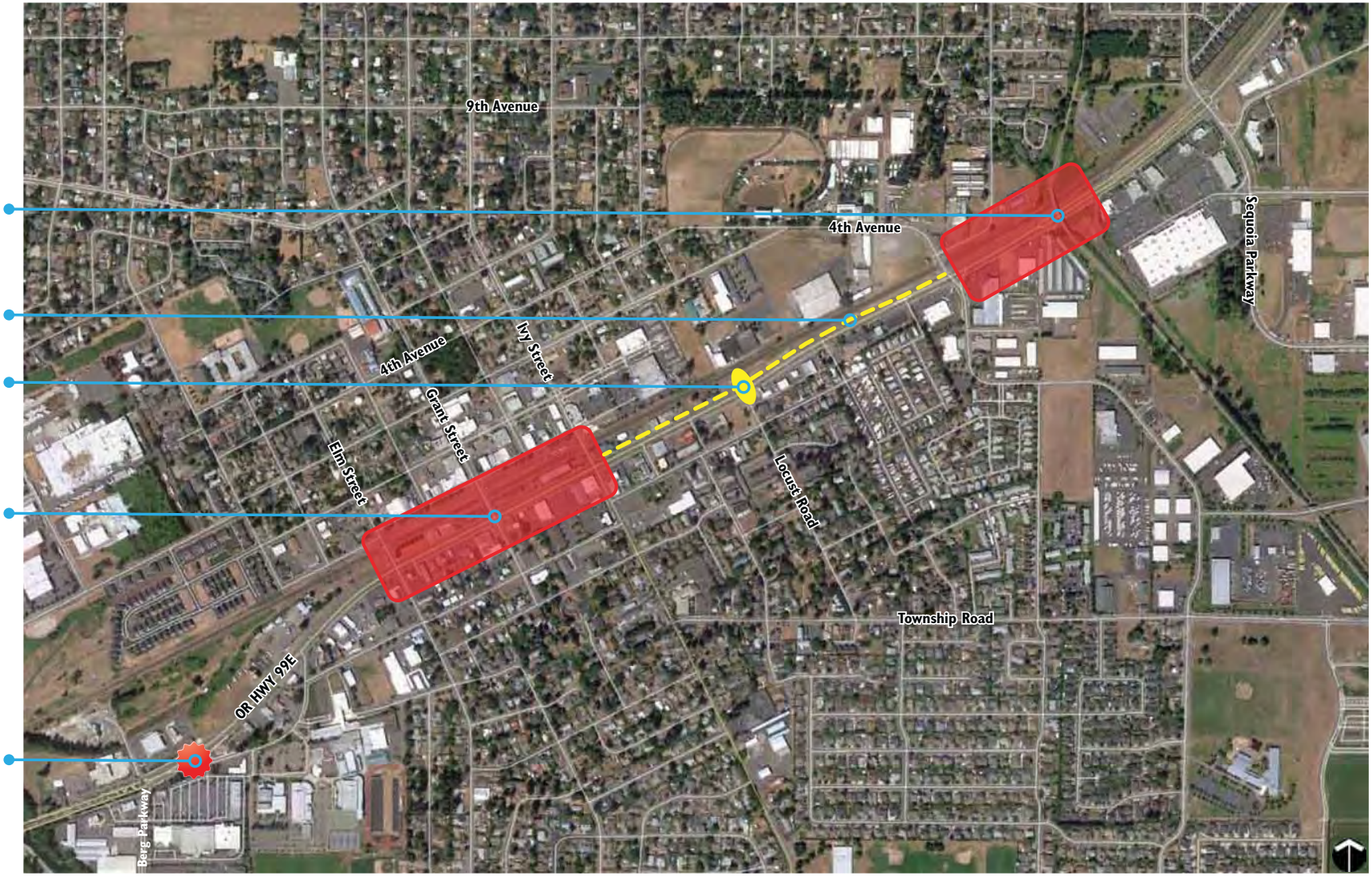
Logging Road Trail Bridge Community Gateway

The existing bridge overcrossing for the Logging Road Trail is an untapped and significant gateway opportunity. It is already a significant community recreational asset and is a visually dominant structure that spans the entire right-of-way. A plan to provide new pedestrian and bike access ramps is in development by the City. Design options include color through painting or applied materials, decorative railings, and nighttime lighting. Lighting could be limited to 'architectural' lighting to highlight the bridge and column structure or could include pedestrian-scale lighting for nighttime use.

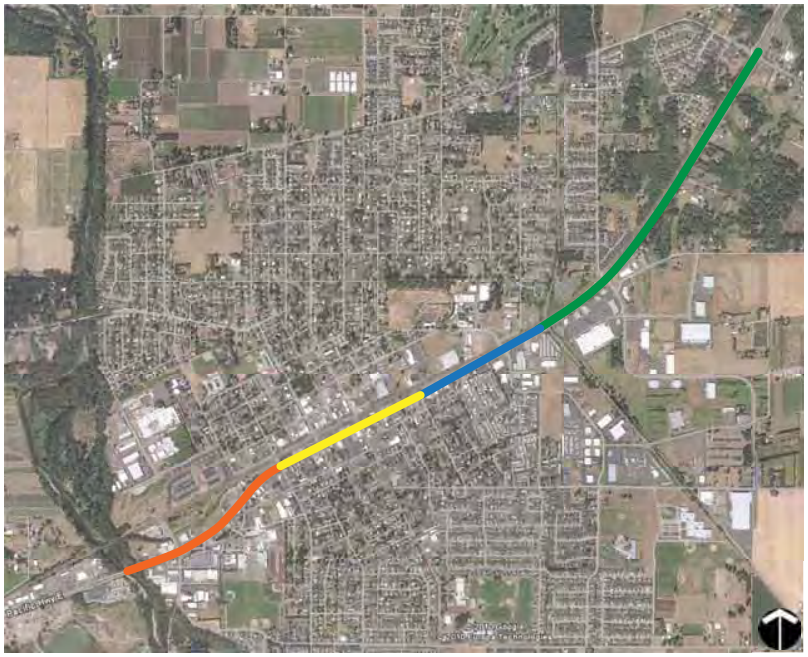
Design Coordination with the NW 1st Avenue Project

It is likely the streetscape and parking improvements of the NW 1st Avenue Project will be completed before any project development for OR 99E improvements begins. Future design development for the proposed Downtown Gateway should look for opportunities to coordinate specific design details and features with those constructed on NW 1st Avenue. Design coordination might include intersection pavement treatments, sidewalk finish and materials, street tree selection, and design of the gateway arch over Grant Street.

Corridor Plan Gateways



Corridor Segments



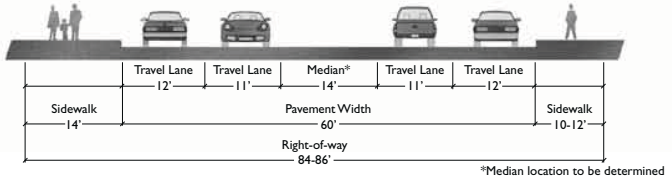
Legend

- (Section A) STA Enhanced Standard for 30 MPH
- (Section B) Narrow Urban Standard for 35 MPH
- (Section C) UBA Standard for 35 MPH (East Segment)
- (Section D) Urban Standard for 45 MPH

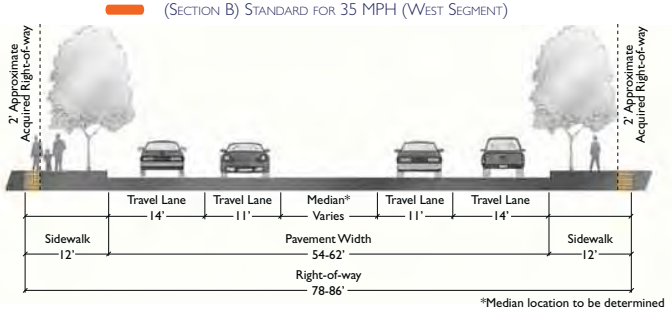
Existing Conditions

Corridor Plan Cross-Sections

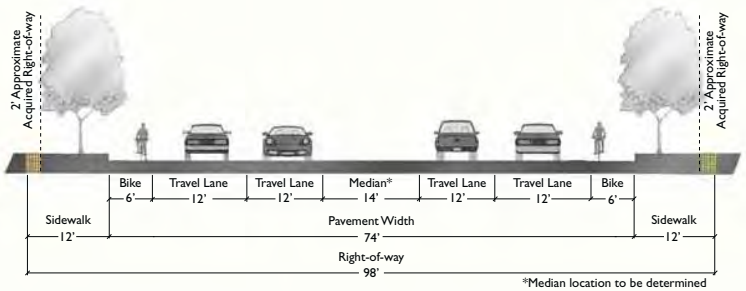
(Section A) STA Enhanced Standard for 30 MPH



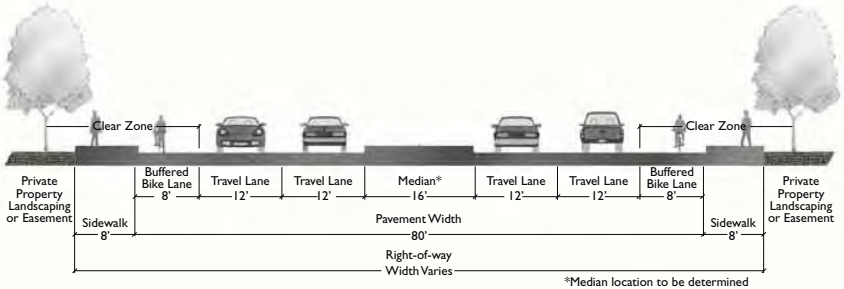
(Section B) Standard for 35 MPH (West Segment)



(Section C) UBA Standard for 35 MPH (East Segment)

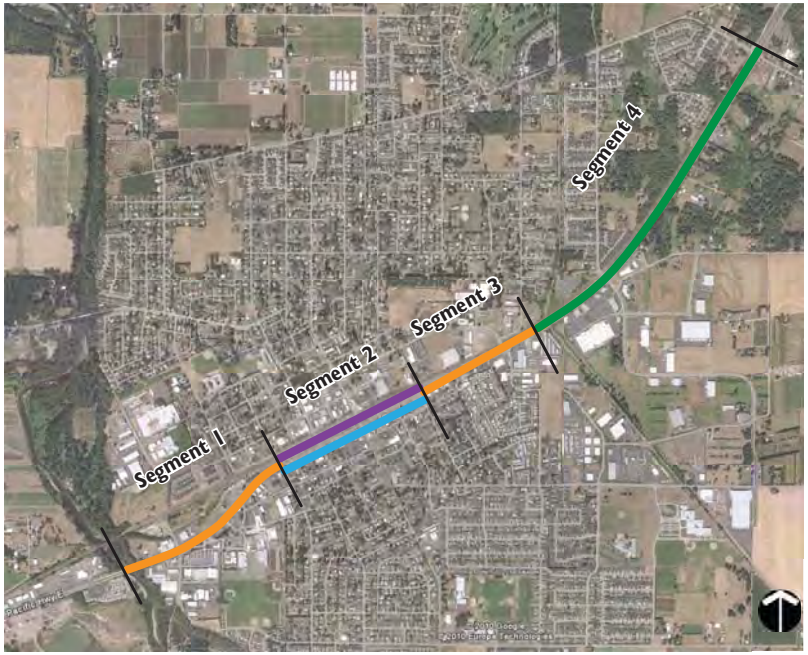


(Section D) Urban Standard for 45 MPH



Corridor Plan Segments

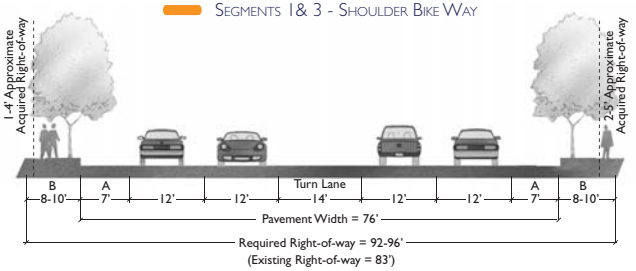
Corridor Segments



Note: Special Transportation Area (STA) from Elm Street to Locust Street

Proposed Pedestrian Refuge Island at Locust Road

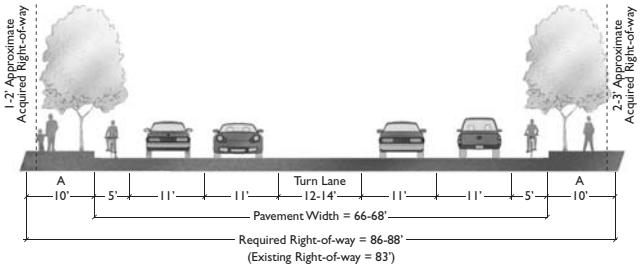
Segments 1& 3 - Shoulder Bike Way



A) Roadway shoulder, and bikeway

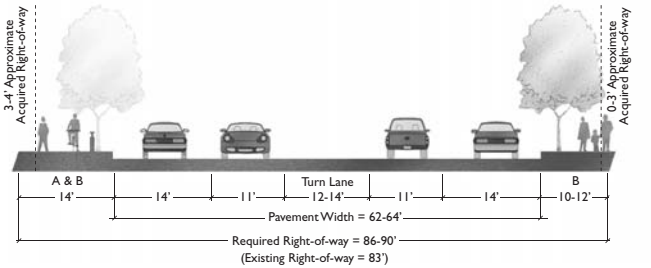
B) Sidewalks on both sides narrow to approximately 5-6' at right-of-way pinch-points

Segment 2 - Typical ODOT Design for STA



A) Sidewalks on both sides narrow to approximately 7-8' at right-of-way pinch-points

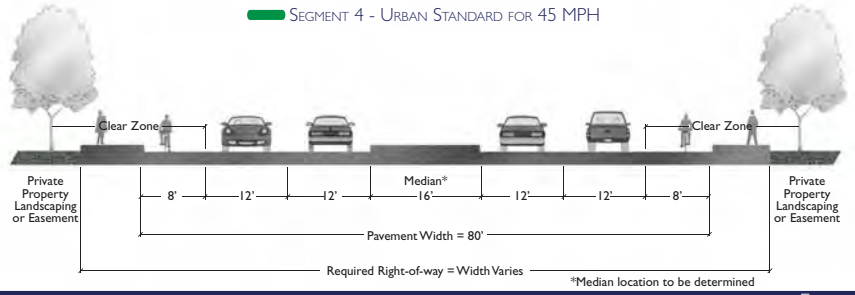
Segment 2 - Wide Sidewalks for Pedestrians & Bicycles



A) Wide sidewalk on north side is intended to be used by pedestrians and bicyclists

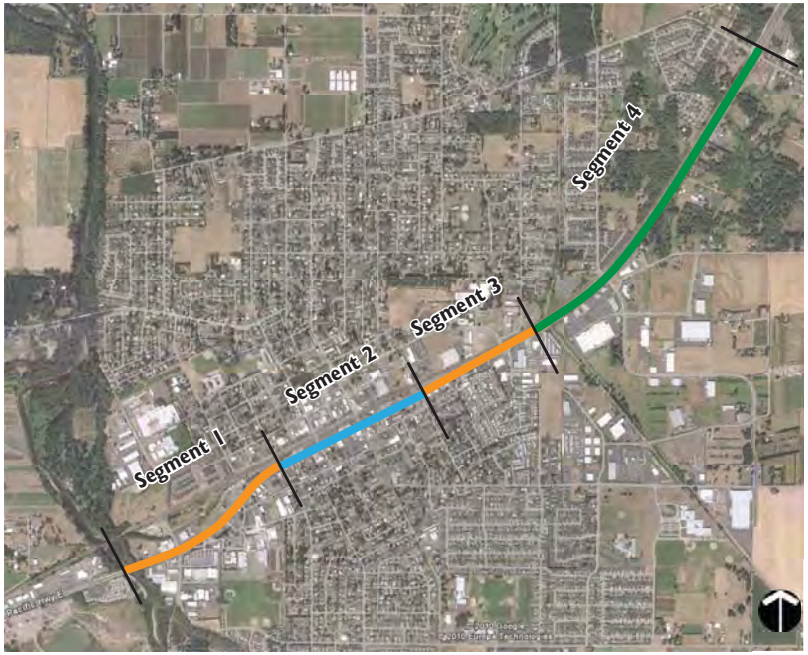
B) Sidewalks on both sides narrow to approximately 9-10' at right-of-way pinch-points

Segment 4 - Urban Standard for 45 MPH



Corridor Plan Segments

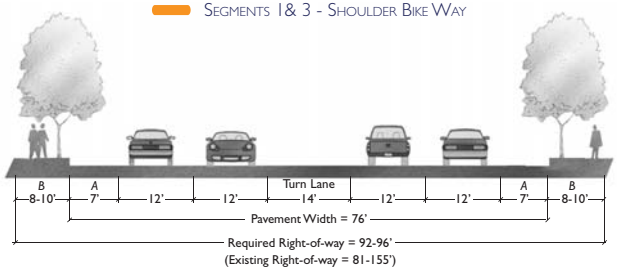
Corridor Segments



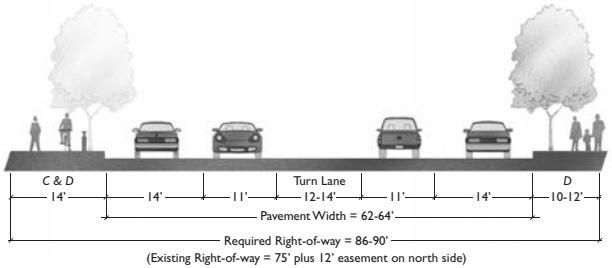
Special Transportation Area (STA) from Elm Street to Locust Street

Proposed Pedestrian Refuge Island at Locust Road

Segments 1& 3 - Shoulder Bike Way



Segment 2 - Wide Sidewalks for Pedestrians & Bicycles



Notes:

A) Roadway shoulder, and bikeway

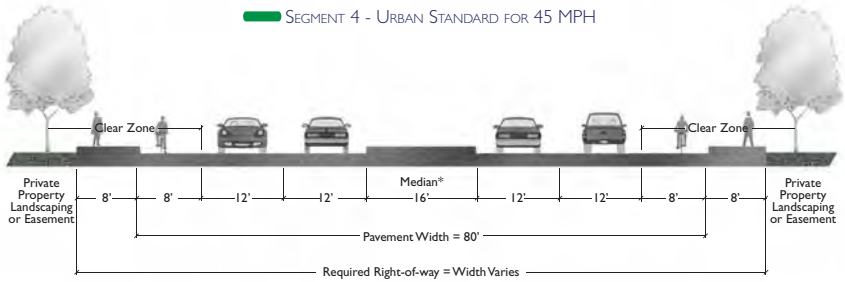
B) Sidewalks on both sides narrow to approximately 5-6' at right-of-way pinch-points

C) Wide sidewalk on north side is intended to be used by pedestrians and bicyclists

D) Sidewalks on both sides narrow to approximately 9-10' at right-of-way pinch-points

For segments 1,2 and 3 approximately 11-15 feet of total right-of-way would need to be acquired to fully implement the cross-sections. Right-of-way acquisition will occur on both sides of OR 99E. Specific locations and property impacts will be identified during future planning.

Segment 4 - Urban Standard for 45 MPH

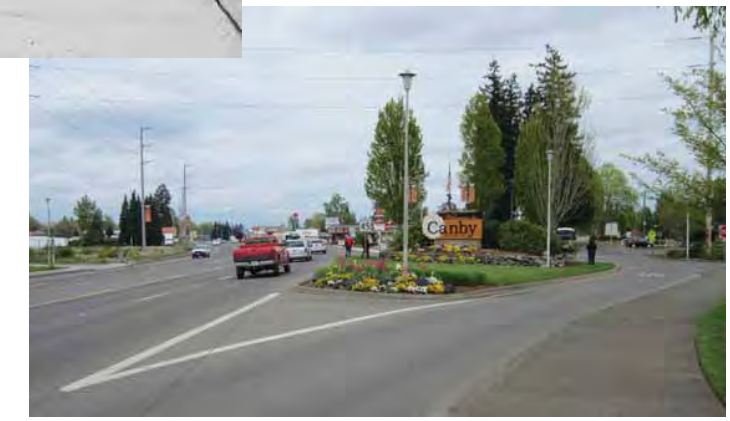


*Median location to be determined

Berg Parkway Gateway

Enhancement Option

The proposed enhancements may raise concerns to be addressed before any implementation of new gateway features is considered. The addition of a raised median should not create freight mobility difficulties since it would not create a highway 'pinch point' more restrictive than a near-by raised median. The new median will alter the circulation and access to Panda Express for eastbound traffic but the property would remain fully accessible (see Gateway Circulation Plan). Landscaping added to the median would be a City maintenance responsibility, but the gateway already includes significant maintained landscaping. If these concerns cannot be satisfactorily addressed, then no changes to the existing gateway are recommended.



Existing Gateway

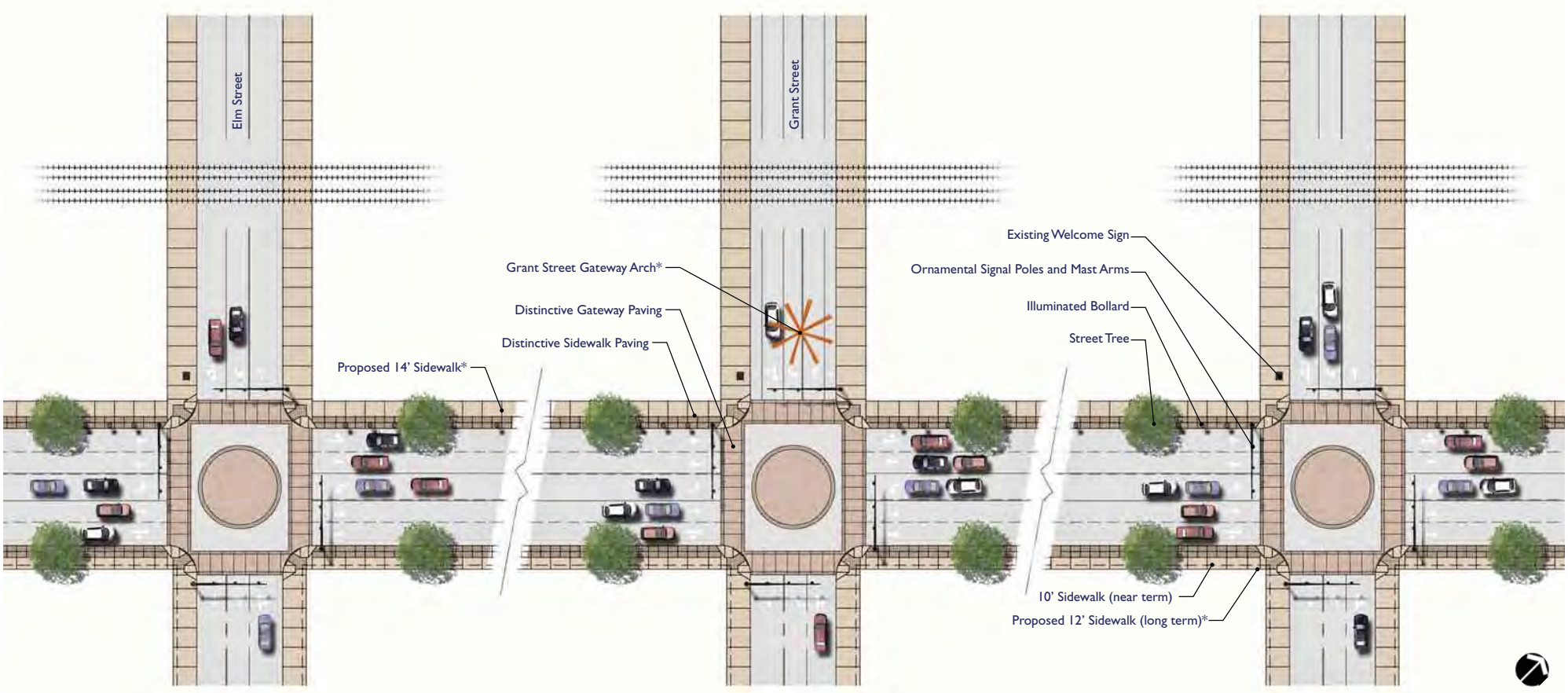
Gateway Circulation Plan

Banner in Median Example

Planted Median Example

Paved Median Example

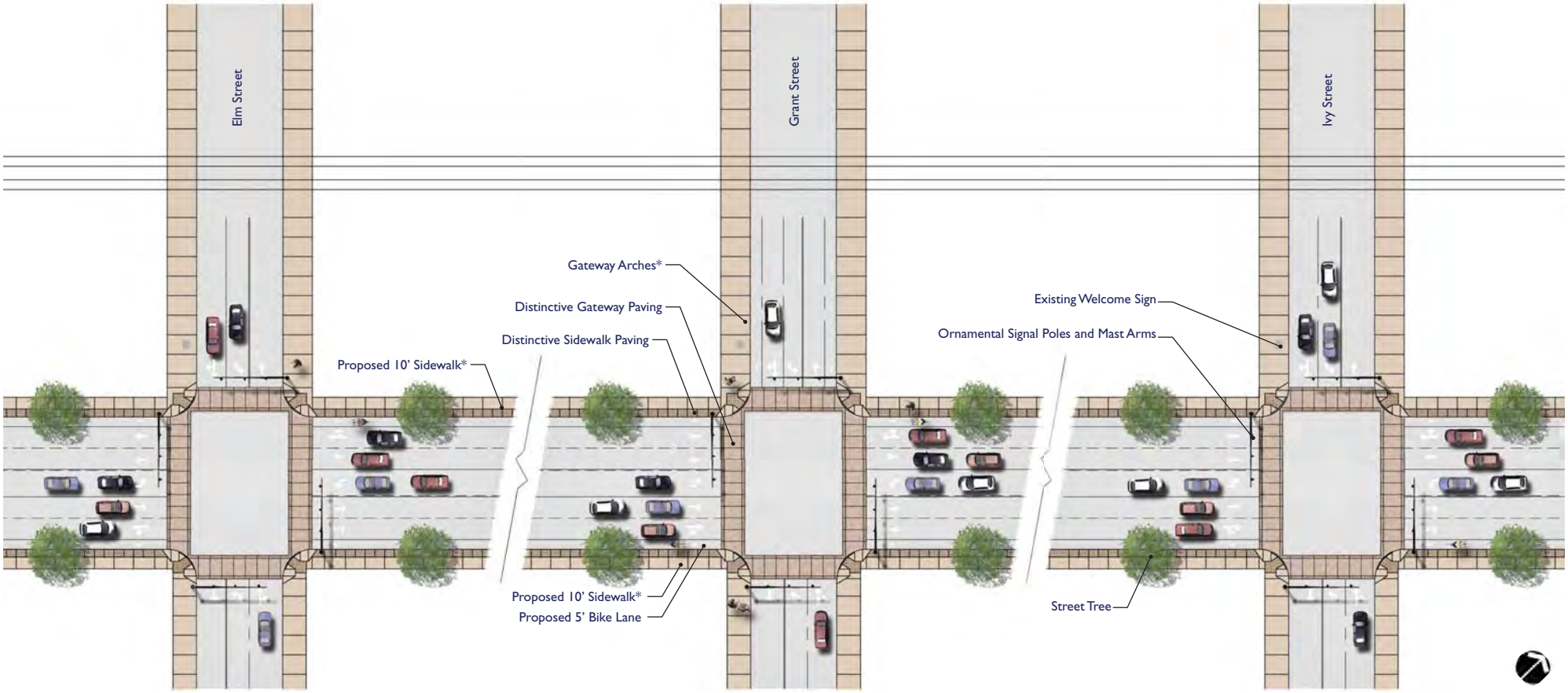
Downtown Gateway

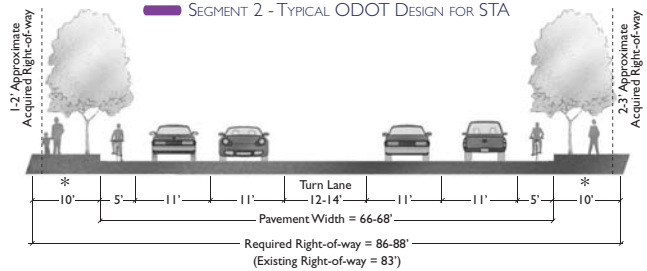


Plan View of OR 99E Enhancements

* Notes:
-Grant Street Gateway Arch Location and final concept to be determined.
-Proposed 12' sidewalk to be implemented over time with redevelopment
-Proposed 14' sidewalk implemented by narrowing travel lanes.

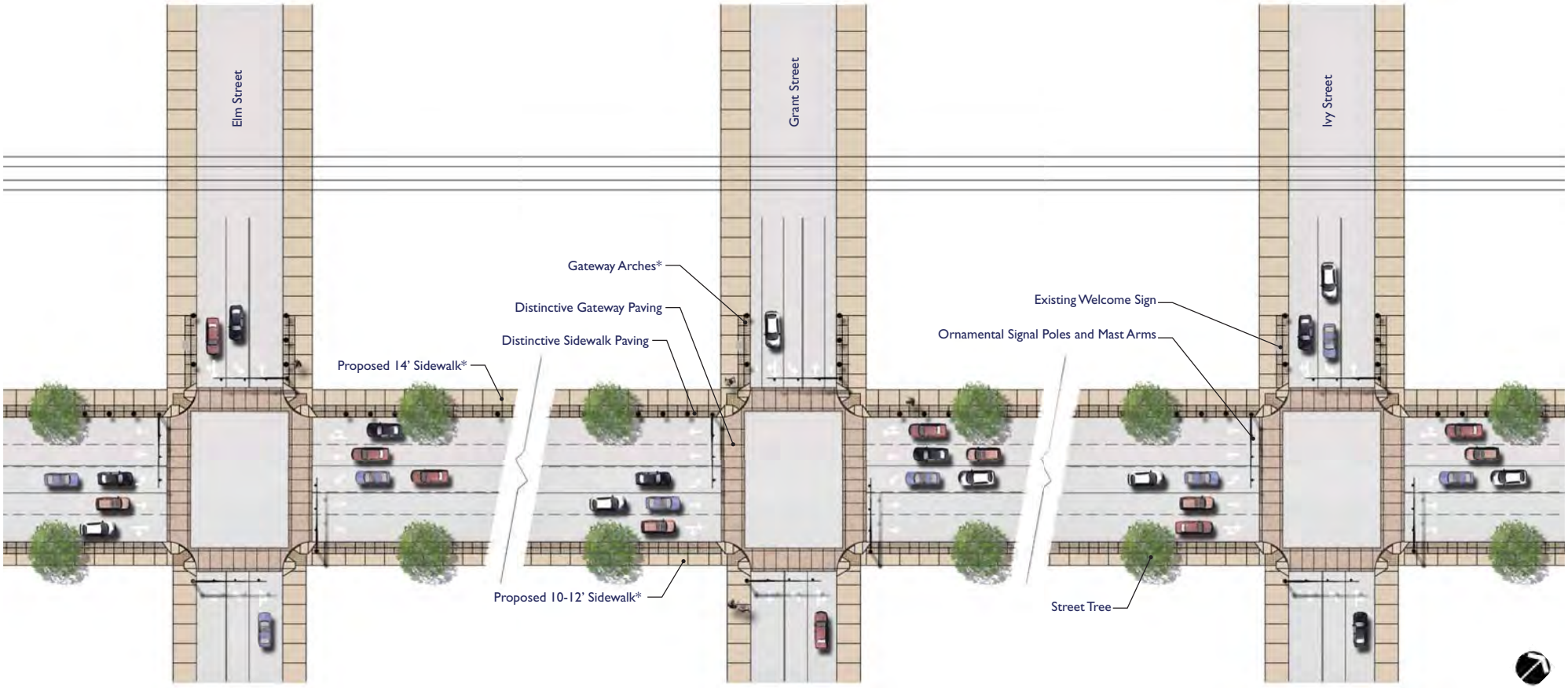
Downtown Gateway - Option A

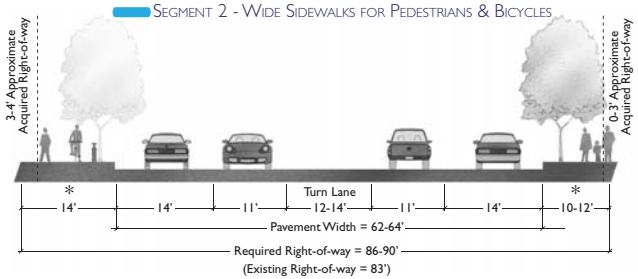




* Notes:
-Gateway arch locations and final concept to be determined. (See figure 7)
-Proposed 10' sidewalks on both sides narrow to approximately 7-8' at right-of-way pinch-points.

Downtown Gateway - Option B

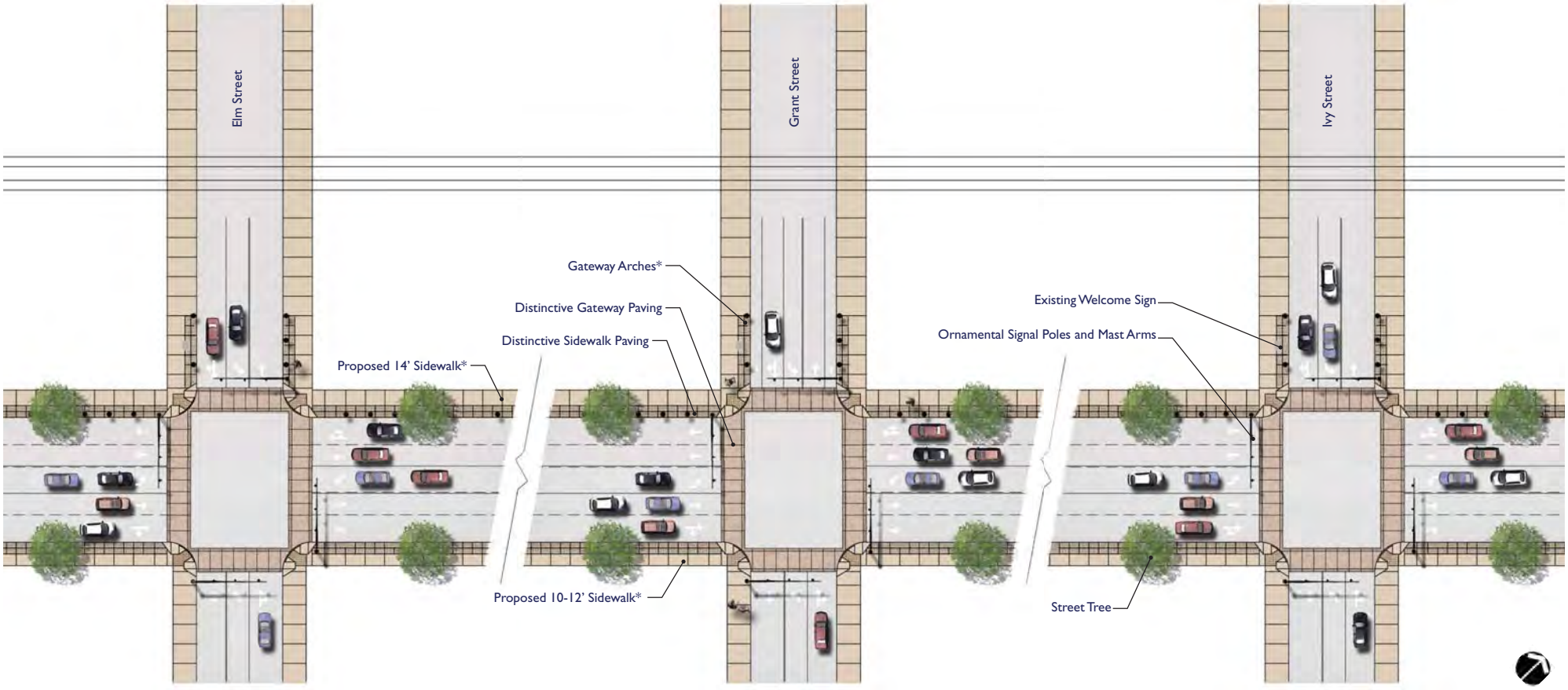




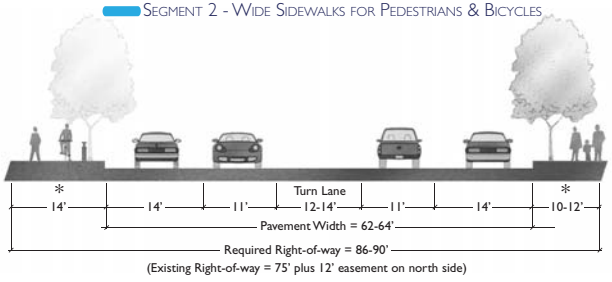
Bollard Examples

* Notes:
-Gateway Arch Location and final concept to be determined. (See figure 7)
-Proposed sidewalks on both sides narrow to approximately 9-10' at right-of-way pinch-points.

Downtown Gateway - Option B



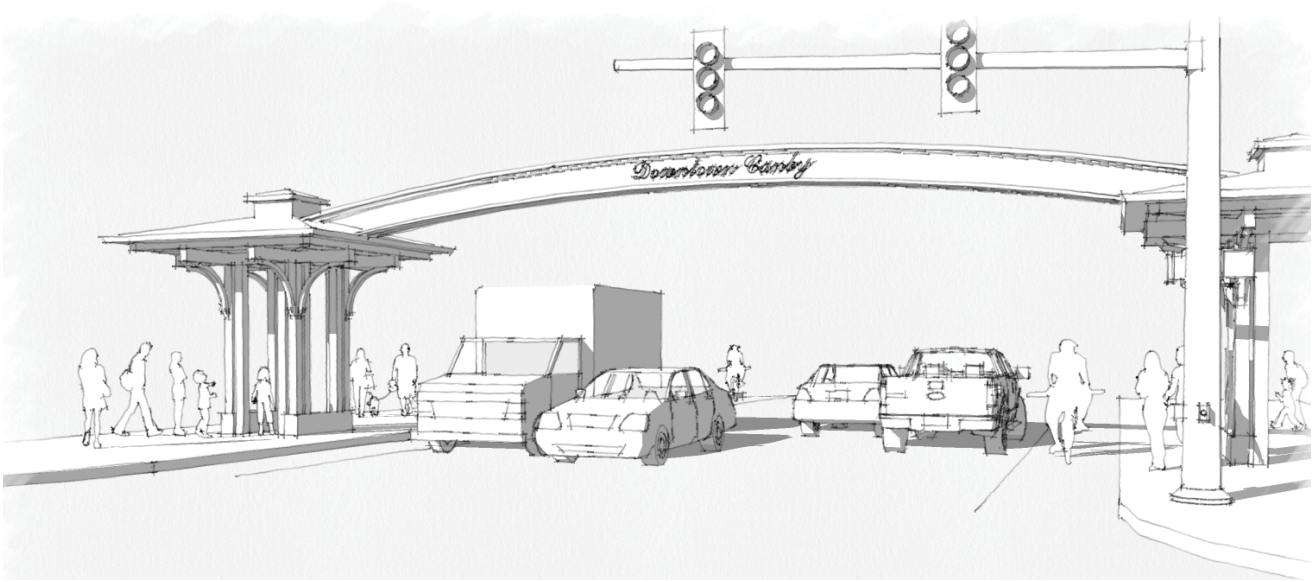
Segment 2 - Wide Sidewalks for Pedestrians & Bicycles



Bollard Examples

* Notes:
- -Gateway Arch Location and final concept to be determined. (See figure 6)
- -Proposed sidewalks on both sides narrow to approximately 9-10' at right-of-way pinch-points.
- -Wide sidewalk on north side is intended to be used by pedestrians and bicyclists
- -For this segment approximately 11-15 feet of total right-of-way would need to be acquired to fully implement the cross-section. Right-of-way acquisition will occur on both sides of OR 99E. Specific locations and property impacts will be identified during future planning.

Downtown Gateway Features



Note:
Design of arches and associated architectural features should be complementary to the NW 1st Avenue streetscape project.

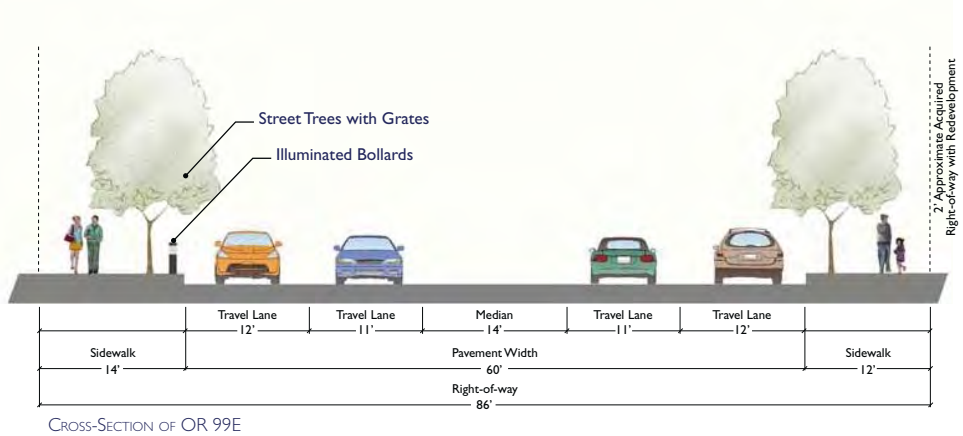
Gateway Arch Study - Elm, Grant or Ivy Streets

Distinctive Gateway Paving Example

Ornamental Signal Poles and Mast Arm Example

Proposed NW 1st Avenue Improvements

Illuminated Bollard Examples



Cross-Section of OR 99E

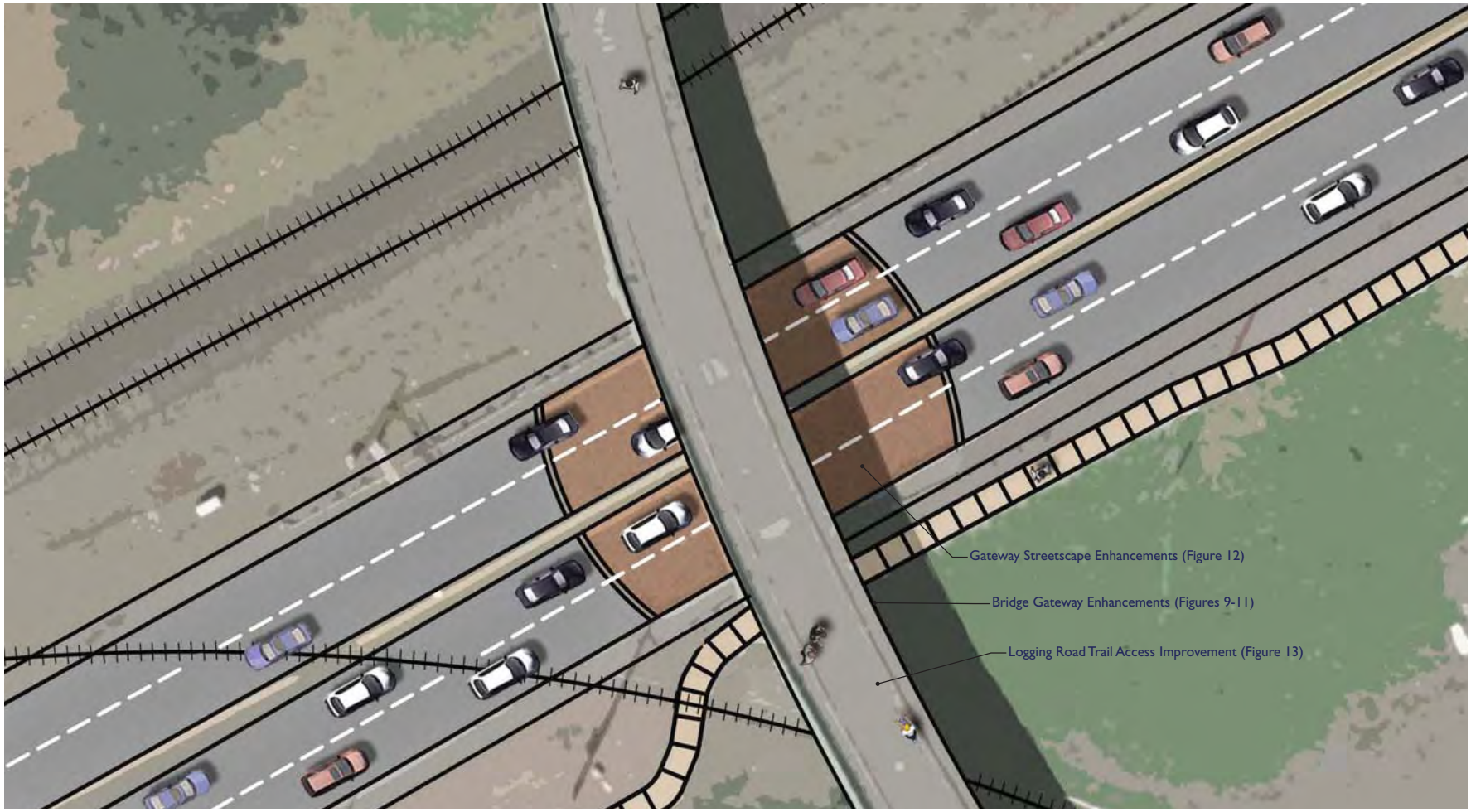
Distinctive Gateway Paving Example

Ornamental Signal Poles and Mast Arm Example

Design features illustrated represent a level of design detail and construction costs beyond highway improvements typically implemented by ODOT. The City would likely be expected to find additional funding for the cost differential between 'standard' and 'enhanced' right-of-way elements in this context. There are state and federal funding and grant opportunities the City could explore to offset those costs. The City should also expect to assume maintenance responsibility for those features.

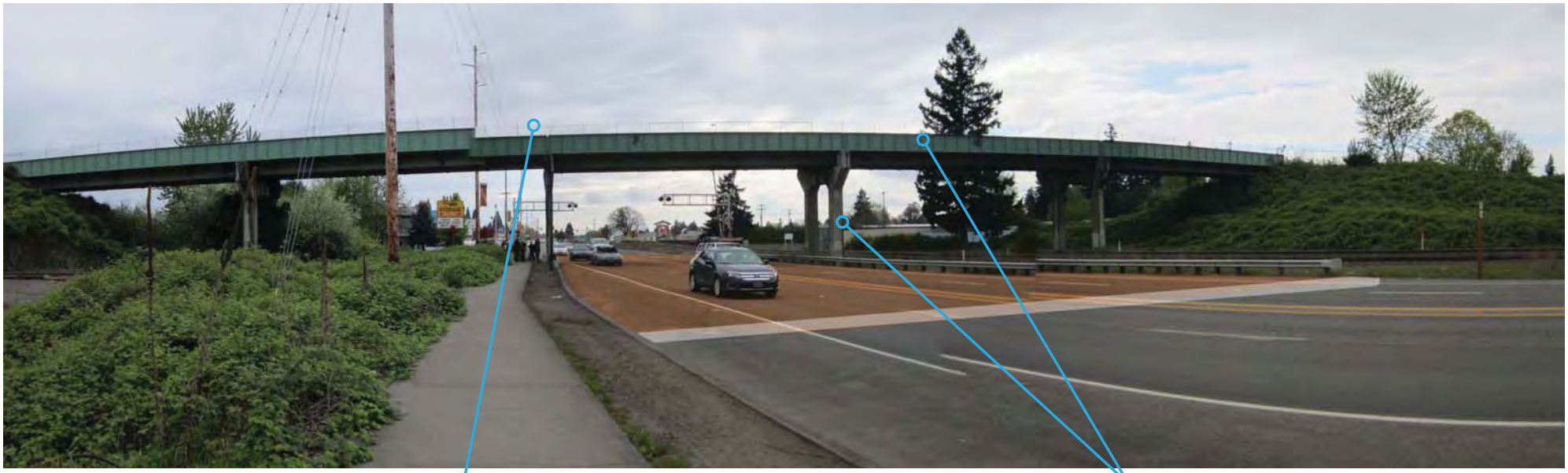
Grant Street Gateway Arch Examples

Logging Road Trail Bridge Gateway – Design Options



Plan View of OR 99E Enhancements

Logging Road Trail Bridge Gateway – Lighting Options



Pedestrian Scale Lighting

Architectural Illumination

Logging Road Trail Bridge Gateway – Traditional Railing Option

Traditional Railing Element

Use similar style fencing along rail road

Enhance with iron details

Logging Road Trail Bridge Gateway – Agricultiure and/or Garden Theme Railing Option

Thematic or Artistic Railing Elements

Flower and vine metal work

Agriculture metal work

Metal decorative additions

Metal decorative silhouettes

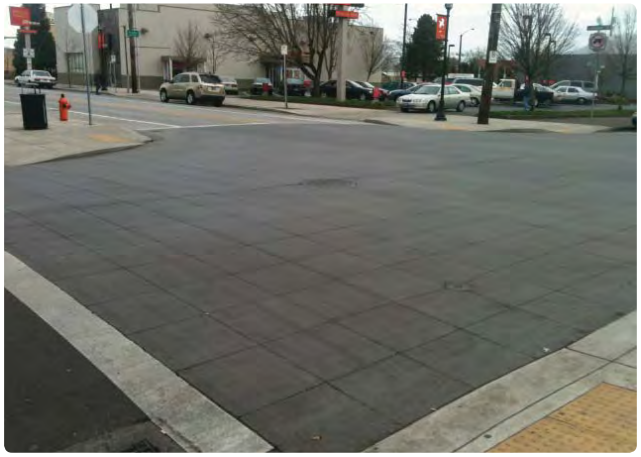
Logging Road Trail Bridge Gateway – Streetscape Options

Sidewalk Enhancements

Decorative Paving

Column Decoration

Bollards and Pedestrian Lighting



Muted color paving

Event Center Stonework

Logging Road Trail Bridge Gateway – Design Options

Painted Bridge Color to Match Existing Canby Sign

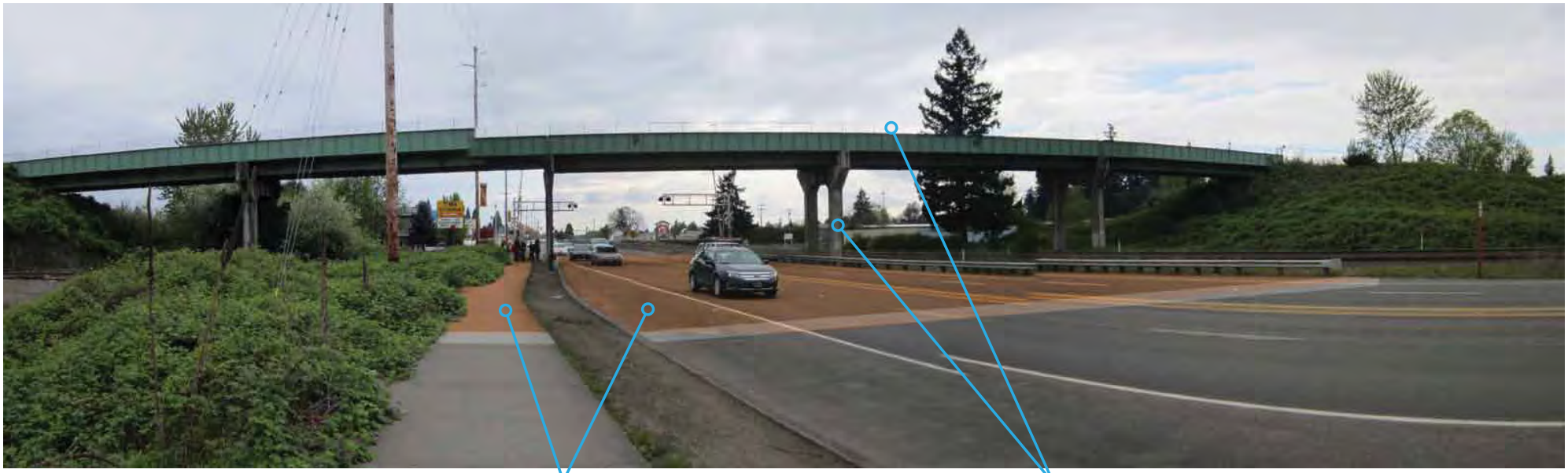
Painted Bridge

Railing Design Example

Railing Design Example

Railing Design Example

Logging Road Trail Bridge Gateway – Design Options

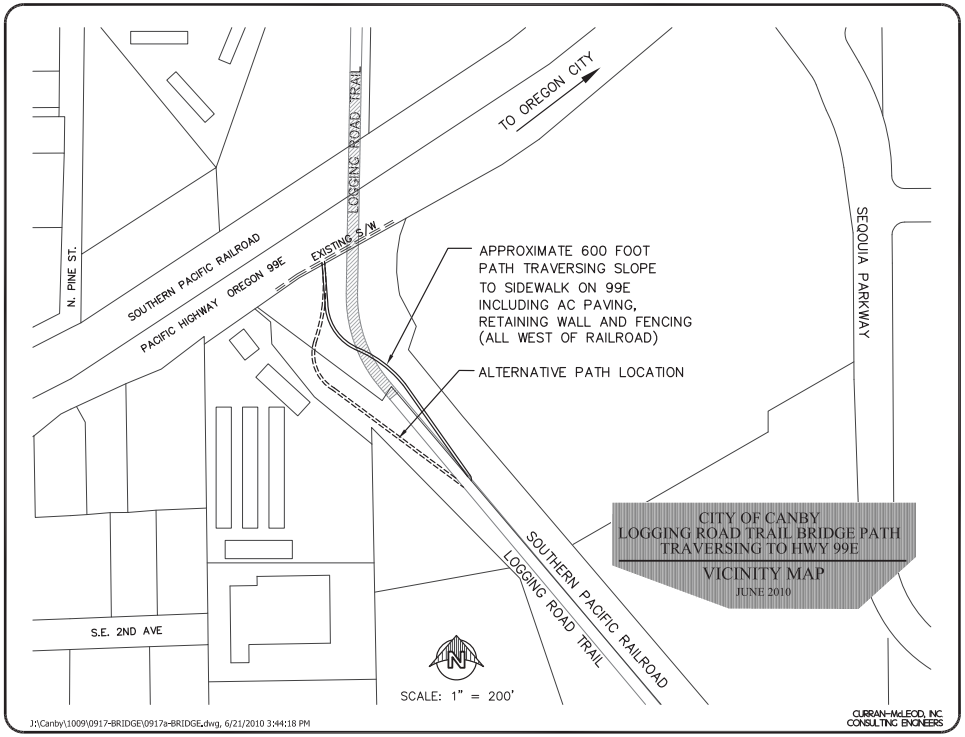


Sidewalk and Street Enhancements with Gateway Paving

Architectural or Pathway Illumination

Potential Future Access to Logging Road Trail to the North of OR 99E

Note:
- This access to be planned and implemented in conjunction with Pine Street improvements and relocation of Depot Museum.



Potential Future Access to Logging Road Trail to the South of OR 99E

Appendix E: Evaluation Criteria and Scoring Methodology

MEMORANDUM

TO: Matilda Deas, City of Canby
Sonya Kazen, ODOT Region 1

FROM: Chris Maciejewski, P.E., P.T.O.E, DKS Associates
Brad Coy, E.I.T., DKS Associates

DATE: August 25, 2011

SUBJECT: **Evaluation Criteria and Scoring Methodology** P10068-004-005

This memorandum defines the evaluation criteria and scoring methodology that will be used to analyze OR 99E Corridor and Gateway alternatives. A point-based technical rating methodology will be used to rate how well proposed design alternatives meet measure of effectiveness criteria. By summing ratings (and weighting if desired), alternatives can be compared. In this way, a consistent method will be used to evaluate and rank the alternatives.

Evaluation Criteria and Scoring Methodology

The evaluation criteria were selected based on the Guiding Principles developed as part of project Task 3.4. The criteria focus on compliance with state and local plans and policies, engineering design requirements, and a desire to maximize positive (and minimize negative) economic, social (livability), and environmental impacts. Table 1 lists the evaluation criteria and the corresponding scoring methodology.

Table 1: OR 99E Corridor and Gateway Evaluation Criteria and Scoring

Measure of Effectiveness	Evaluation Score
Design and Character	
Canby's "Small Town" Character Promotes the close-knit community feel desired by Canby.	+1. Improves Canby's "small town" feel 0. No change -1. Reduces Canby's "small town" feel
Beautification Provides aesthetic improvements that promote Canby as "Oregon's Garden Community".	+1. Improves corridor aesthetics 0. No change -1. Reduces aesthetics

Table continued on next page.

(Continued) Table 1: OR 99E Corridor and Gateway Evaluation Criteria and Scoring

Measure of Effectiveness	Evaluation Score
Design and Character (Continued)	
Context-Sensitive Design Fits the physical context, reflects adjacent land uses, and has appropriate transitions from rural to highway commercial to downtown commercial settings.	+1. Is context-sensitive 0. No change -1. Reduces context-sensitivity
Sustainability Takes into account the natural environments in the planning, design, construction and maintenance.	+1. No environmental impact or improves conditions 0. Low environmental impact -1. Significant negative environmental impact
Multi-Modal Integration	
Pedestrian Facilities Adds sidewalks and crosswalks that fill in system gaps, improve system connectivity, and are accessible to all users.	+1. Improves pedestrian facilities 0. No change -1. Negative impact on pedestrian facilities
Bicycle Facilities Adds bikeways that fill in system gaps, improve system connectivity, and are accessible to all users. A convenient bike route should be provided along the corridor.	+1. Improves bicycle facilities, including addition of bike route along corridor 0. No change or only minor improvements -1. Negative impact on bicycle facilities
Transit Facilities Improves transit facilities and accessibility (for bicycles and pedestrians) along and near the corridor (including the transit center on North Ivy Street).	+1. Improves transit facilities 0. No change -1. Negative impact on transit facilities
Friendly Streetscapes Improves the streetscapes to be pedestrian and bicycle-friendly and reflect the transition from rural to urban conditions.	+1. Improves streetscapes 0. No change -1. Reduces friendliness of streetscapes
Safety	
Geometric Design/Driver Expectations Meets design standards and is consistent with driver expectations.	+1. Meets design standards and driver expectations 0. No change -1. Has potential geometric or user safety concerns

Table continued on next page.

(Continued) Table 1: OR 99E Corridor and Gateway Evaluation Criteria and Scoring

Measure of Effectiveness	Evaluation Score
Safety (Continued)	
Reduced Barrier Effect Reduces the barrier effect by facilitating bicycle and pedestrian crossings of OR 99E and the UPRR.	+1. Reduced barrier 0. No change -1. Greater barrier
Economic Vitality	
Supports Local Business Improves the ability of OR 99E to support existing and planned land uses on the corridor and throughout the city, consistent with Canby's Comprehensive Plan.	+1. Improves OR 99E service to local developments 0. Either no change or offset changes -1. Overall negative impact to local developments
Fundability Available funding sources exist to implement projects in a timely fashion.	+1. Funding sources are available 0. Feasible costs, but no identified funding -1. High costs and no funding expected
Maintenance Either can be maintained by ODOT or is cost-effective and feasible for the City to maintain.	+1. Minimal maintenance costs incurred by City 0. Medium maintenance costs for City -1. Unsustainable maintenance costs for City
Freight Reliability and Mobility Provides safe, efficient, and continuous motor vehicle operation to allow timely freight movement to, from, and through Canby on OR 99E.	+1. Improves corridor's freight movement 0. Maintains current freight accommodations -1. Negative impact on freight movement
Compatibility	
TSP Compatibility Compatible with Financially-Constrained Solutions Package projects identified in the Canby TSP.	+1. Compatible with TSP projects and contributes to their implementation 0. Compatible with TSP projects, but does not necessarily contribute to their implementation -1. Not compatible with TSP projects
Agency Standards Consistent with the standards of the City, Region, and State as a whole.	+1. Consistent with all standards 0. My require some deviations to standards, but likely to be approved -1. Inconsistent with standards and not expected that deviations would be approved

	Design and Character				Multi-Modal Integration				Safety		Economic Vitality				Compatibility		TOTAL	
Design Feature	Canby's "Small Town" Character	Beautification	Context-Sensitive Design	Sustainability	Pedestrian Facilities	Bicycle Facilities	Transit Facilities	Friendly Streetscapes	Geometric Design/Driver Expectations	Reduced Barrier Effect	Suports Local Business	Fundability	Maintenance	Freight Reliability and Mobility	TSP Compatibility	Agency Standards		**Comments (Primarily from Design Plan)**
OR 99E STA Cross-Section through Downtown (Segment 2: Elm to Locust)	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**1**	**14**	**STA provides significant benefit**
Standard Special Transportation Area (5 ft bike lanes, 10 ft sidewalks)	0	1	1	0	1	0	1	1	1	0	1	1	1	1	1	1	12	
Wide Sidewalk for Pedestrians/Bikes (14 ft on north, 10-12 ft on south)	1	1	1	0	1	0	1	1	1	1	1	0	1	0	1	0	11	
Bufferred bike lanes (7 ft) both sides of OR 99E	0	0	0	0	0	1	1	1	1	0	0	-1	1	1	1	0	6	
Buffered Bike Lanes (Segment 1: Molalla River to Elm); 35 mph	**0**	**0**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**1**	**1**	**1**	**12**	**Includes wide sidewalks (8-10 ft), 11-ft travel lanes, buffered bike lanes (7 ft), and street trees**
Buffered Bike Lanes (Segment 3: Locust to Logging Road Trail); 35 mph	**0**	**0**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**1**	**1**	**1**	**12**	**Includes wide sidewalks (8-10 ft), 11-ft travel lanes, buffered bike lanes (7 ft), and street trees**
Urban Standard for 45 mph (Segment 4: Logging Road Trail to Territorial)	**0**	**0**	**1**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**1**	**1**	**1**	**11**	**Includes standard travel lanes (12 ft), buffered bike lanes (8 ft), and street trees**
Berg Parkway Community Gateway	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**These gateway improvements provide good asthetic value, but don't include additional benefits to pedestrian, bicycles, or roadway users**
Distinctive gateway paving	1	1	1	0	0	0	0	1	1	0	1	0	1	0	0	-1	6	
Option 1: Landscaped median	0	1	1	1	0	0	0	1	-1	0	1	0	0	0	0	0	4	The addition of a raised median should not create cause freight mobility difficulties since it would not create a highway 'pinch point' more restrictive than that of a near by raised median. The new median will alter the circulation and access to Panda Express for eastbound traffic but the property would remain fully accessible (see Gateway Circulation Plan). Landscaping added to the median would be a City maintenance responsibility, but the gateway already includes significant City-maintained landscaping. The proposed enhancements may raise concerns that would need to be addressed before any implementation of new gateway features can be considered. If these concerns cannot be satisfactorily addressed, then no changes to the existing gateway would be recommended.
Option 2: Paved median	0	1	1	0	0	0	0	1	-1	0	1	0	1	0	0	0	4	
Matching banners in median	1	1	1	0	0	0	0	1	0	0	1	0	1	0	0	0	6	
Additional landscaping for entry sign	1	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	5	
Downtown Gateway (from Elm Street to Ivy Street)	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**10**	**These gateway improvements score well because they bring attention to downtown businesses and enhance STA)**
Grant St gateway arch	1	1	1	0	0	0	0	1	0	0	1	0	1	0	0	1	7	
Maintain existing welcome signs	1	1	1	1	0	0	0	1	0	1	1	0	0	0	0	0	7	
Ornamental signal poles and mast arms	1	1	1	0	1	0	0	1	0	0	0	-1	0	0	0	1	5	
Illuminiated bollards	0	1	0	1	1	0	0	1	0	1	0	0	0	0	0	0	5	
Distinctive intersection treatments	1	1	1	0	1	1	0	1	1	1	1	0	1	0	1	1	12	
Distinctive sidewalk treatments	1	1	0	0	1	0	0	1	1	1	1	0	1	0	1	1	10	
Street trees	1	1	-1	0	1	0	0	1	0	0	-1	0	0	0	0	1	3	
Design Coordination with the NW 1st Avenue Project (including pavement treatments, sidewalk finish and materials, street tree selection, or design of the gateway arch over Grant Street)	1	1	1	0	1	0	0	1	1	1	1	0	0	0	1	1	10	It is likely the streetscape and parking improvements of the NW 1st Avenue Project will be completed before any project development for OR 99E improvements begins. Future design development for the proposed Downtown Gateway should look for opportunities to coordinate specific design details and features with those constructed on NW 1st Avenue.
Logging Road Trail Bridge Community Gateway	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	**These gateway improvements score well because of their asthetics and the important bike/pedestrian connection between the bridge and OR 99E sidewalks**
Distinctive gateway paving	1	1	1	0	0	0	0	1	1	0	1	0	0	0	0	-1	5	
Colored bridge (using painting or applied materials)	1	1	1	1	0	0	0	1	0	0	1	0	0	0	0	0	6	
Decorative railings (multiple design options)	1	1	1	1	0	0	0	1	0	0	1	0	0	0	0	0	6	
Pedestrian and bike access ramps between logging trail and OR 99E sidewalk	1	0	0	0	1	1	1	1	0	1	1	0	0	0	1	0	8	
Nighttime lighting (architectural)	1	1	1	1	0	0	0	1	0	0	1	0	0	0	0	0	6	
Nighttime lighting (pedestrian-scale for night-time use)	1	0	0	0	1	1	1	1	0	1	1	0	0	0	0	0	7	

Appendix F: Evaluation Report

MEMORANDUM

TO: Matilda Deas, City of Canby
Sonya Kazen, ODOT Region 1

FROM: Chris Maciejewski, PE, PTOE, DKS Associates
Brad Coy, PE, DKS Associates
Tom Litster, Otak
Kaitlin North, Otak

DATE: May 31, 2012

SUBJECT: **Evaluation Report** P10068-004-007

The purpose of this memorandum is to document the rationale behind the selection of the design concepts that are being recommended in the Canby OR 99E Corridor and Gateway Design Plan. The sections of this memorandum document the recommended conceptual design by plan element and include general discussion relating to the development and selection process of each design, including:

- General Overview of Concept Development Process
- OR 99E Cross-Sections
- Community and Downtown Gateways: Molalla Forest Road Pedestrian and Bicycle Bridge, Downtown, and Berg Parkway

General Overview of Concept Development Process

The development and selection process for the OR 99E corridor and gateway design concepts included the following elements:

Convened the Gateway Plan Advisory Committee (GPAC) – The GPAC served as the primary citizen and agency reviewers throughout the project and provided valuable input that informed the conceptual designs. Citizen involvement included property owners, business owners, and residents. In addition, representatives from the City's Planning Commission, City Council, Chamber of Commerce, and Bike and Pedestrian Advisory Committee also participated. Agency involvement included City staff representatives (from Planning, Economic Development, Public Works, and the Main Street Program), Canby Area Transit (CAT) staff, Canby City Engineer, and Oregon Department of Transportation (ODOT) staff.

Sought public feedback – The project team held two community meetings to provide all Canby citizens with opportunities to give input at key points throughout the planning process. At Community Meeting #1, held Thursday, April 7, 2011, the project team introduced the project

and its planning process to the community and collected community input for OR 99E, with emphasis on desired visions, gateway locations, and types of desired improvements. At Community Meeting #2, held Tuesday, January 10, 2012, the project team presented draft conceptual designs of corridor cross-sections and gateway treatments. City staff also provided opportunities for ongoing feedback, including multiple one-on-one meetings with interested parties.

Coordinated with ODOT technical staff – OR 99E is a state highway; therefore, the project team coordinated with multiple ODOT representatives (e.g., preliminary design, bicycle and pedestrian program, freight mobility, planning, and District 2B) throughout the project to ensure that the corridor and gateway concepts being developed would be supported by ODOT. This coordination included two formal meetings with ODOT staff. The purpose of ODOT Meeting #1, held Monday, April 11, 2011, was for ODOT to guide the consultant's subsequent work on the project by defining the mobility parameters, highway speeds, design speeds, baseline over-dimensional freight, and highway classifications for OR 99E. At ODOT Meeting #2, held on Monday, June 20, 2011, staff reviewed the design toolbox. Several additional meetings and correspondence with ODOT design staff were completed to develop optional cross-section alternatives—with special emphasis placed on the Special Transportation Area (STA)—that would be acceptable to ODOT.

Developed guiding principles for the project – During the early stages of the project, the project team developed the following seven guiding principles for the project to inform the development of the improvement alternatives and strategies based on the City's Transportation System Plan (TSP)[1] and on feedback from the GPAC and the public:

- **Design and Character –** Design OR 99E to tell a story to highway travelers that Canby is "Oregon's Garden Spot" and is an attractive location to live and recreate.
- **Multi-Modal Integration –** Integrate pedestrian, bicycle, transit, and motor vehicle facilities to provide multi-modal access to local destinations and encourage downtown pedestrian activity.
- **Safety –** Improve and maintain a safe and secure transportation corridor.
- **Economic Vitality –** Enhance the economic vitality of the City and local businesses by efficiently funding and constructing transportation improvement projects that both encourage and serve future growth.
- **Sustainability –** Provide a sustainable transportation corridor that meets the needs of present and future generations.
- **Reliability and Mobility –** Develop and maintain a well-connected transportation system that reduces travel distance, improves reliability, and manages congestion.
- **Plan Process and Implementation –** Involve the appropriate stakeholders in the planning process and provide tools to facilitate the implementation of the highway design features.

[1] *Canby Transportation System Plan (TSP)*, December 2010.

These guiding principles were used as the basis for developing evaluation criteria and scoring methodology (which are documented in detail in a prior memorandum)[2] to help differentiate between the project alternatives.

Created toolbox of design concepts. One of the initial steps in the concept development process was the preparation of a toolbox of corridor and gateway design options to inform the GPAC and public of a variety of potential features for highway improvements. The toolbox elements incorporated the project's vision and guiding principles, known opportunities and constraints, and ODOT *Highway Design Manual* standards. This toolbox was used as the basis for developing draft design concepts for OR 99E through Canby.

Developed recommended concepts. Based on the initial design concept toolbox and periodic feedback from the GPAC, ODOT, and the public, the project team developed and refined conceptual corridor and gateway designs for OR 99E. The corridor designs include recommended cross-sections for four different segments of OR 99E. The gateway designs include recommended design features for three different gateway locations along OR 99E. Each design concept was evaluated using criteria developed based on the project's guiding principles. The resulting evaluation matrix and scoring are provided in the appendix. Additional design details are provided in the *Revised OR 99E Corridor and Gateway Conceptual Designs*.[3]

OR 99E Cross-Sections

Cross-section standards for the City to adopt have been developed for OR 99E through Canby. Figure 1 shows the locations of the four separate corridor design segments, two of which have the same cross-section standard. Table 1 lists the highway segments and associated cross-section standards, which are consistent with the ODOT Highway Design Manual with the exception of Segment 2 through the STA, where there will need to be a design exception, which has received preliminary support from ODOT.

Table 1: OR 99E Highway Segments and Associated Cross-Section Standards

Highway Segment	Location	General Description	Cross-Section Standard
Segment 1	West City Limits to Elm Street	Urban area outside STA	Shoulder Bike Way
Segment 2	Elm Street to Locust Street	Special Transportation Area (STA) through downtown	Wide Sidewalks for Pedestrians and Bicycles
Segment 3	Locust Street to the Molalla Forest Road pedestrian and bicycle bridge	Urban area outside STA with adjacent railroad track on north side	Shoulder Bike Way
Segment 4	Molalla Forest Road pedestrian and bicycle bridge to East City Limits	Rural-urban transition area with adjacent railroad track on north side	ODOT Urban Standard for 45 MPH

[2] *Canby OR 99E Corridor and Gateway Design Plan: Evaluation Criteria and Scoring Methodology*, memorandum dated August 25, 2011.
[3] *Revised OR 99E Corridor and Gateway Conceptual Designs*, prepared for the OR 99E Conceptual Design Plan, April 2012.

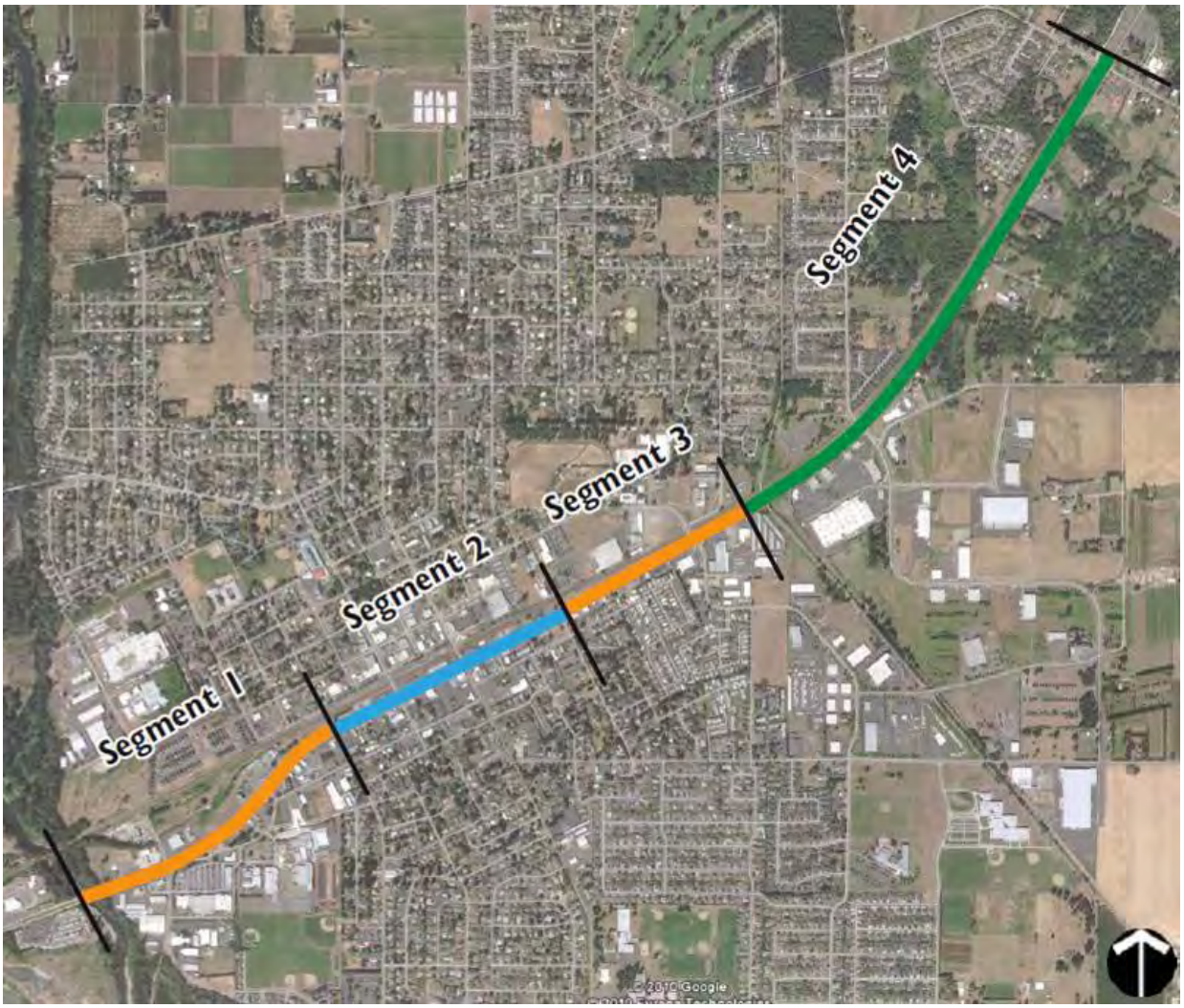


Figure 1: OR 99E Corridor Design Segments

The general recommendations for all cross-sections are first documented, followed by a detailed discussion for each segment.

General Cross-Section Recommendations

The following general recommendations were developed for OR 99E and apply to all three highway cross-sections:

- **Bicycle Facilities:** State law requires that bicyclists be accommodated on arterials and collectors, such as OR 99E, or on an approved alternate route. Using the railroad right-of-way to construct a multi-use trail (as recommended in the City's Transportation System Plan) subsequently was determined to be infeasible. In addition, while it would be beneficial to accommodate bicyclists on NW/NE 3rd Avenue and SW/SE 2nd Avenue, ODOT staff did not consider these alternate bike routes to be adequate to eliminate bike facility needs on OR 99E.

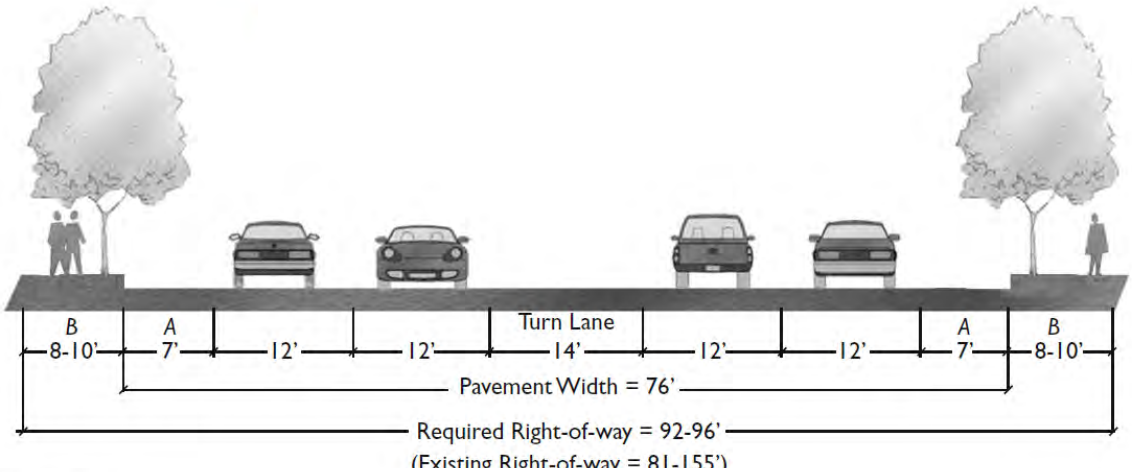
Optional bike facilities along OR 99E considered include standard bike lanes, buffered bike lanes, a cycle track (which is located on one side of the road and serves two-way bicycle traffic), or wide sidewalks. Based on public and ODOT feedback, the recommended option is to accommodate bicyclists by providing a wide sidewalk on the north side in the STA and bike lanes/shoulders on the other segments. Crossing treatments (to connect the eastbound bike lanes on the south side of OR 99E to the wide sidewalk on the north side of OR 99E) and bike ramps between the bike lanes and sidewalks should be provided at Elm Street and Locust Street.

- **Overhead Utilities:** The goal is to replace overhead utility poles and power lines by underground power lines it feasible with highway reconstruction (i.e., it can be coordinated with utility providers and accommodated within project budget). However, this is not expected to be feasible for the high-voltage steel utility poles on the north (railroad) side of OR 99E. Therefore, these poles are expected to be located within or next to the sidewalk area.
- **Freight Accommodations:** OR 99E is a Freight route on the National Highway System. The ODOT Freight Advisory Committee has reviewed and approved the recommended OR 99E cross-sections, and the ODOT Region 1 Freight Mobility liaison has been included in project coordination. To ensure that there are no freight capacity reductions introduced by highway improvements, all curb-to-curb distances must be greater than the existing pinch points that exist at the Molalla River bridge on the west end of town. In addition, adequate turning radii should be provided where City truck routes intersect OR 99E (e.g., Elm Street, Pine Street, and Sequoia Parkway).
- **Transit:** Bus pull-outs may be incorporated into the cross-sections in the future, but no specific locations have been identified at this time.
- **Medians:** The community did not support raised medians on the highway where they would limit driveway access. However, there was support for the placement of short medians at Locust Street to accommodate a planned pedestrian refuge island at the recommended crossing and at the Berg Parkway gateway.
- **Railroad Quiet Zone:** The City is working with Union Pacific to obtain a Quiet Zone designation through town. Therefore, planned railroad crossings improvements should facilitate achieving a quiet zone. Additional discussion regarding a Quiet Zone is provided in the Canby TSP.[4]
- **On-street parking:** ODOT would allow on-street parking in sections of OR 99E where speeds are at or below 35 mph. The community did not support on-street parking on OR 99E due to the motor vehicle speed and heavy truck volumes.
- **Bioswales:** The community did not express interest in incorporating bioswales.

[4] *Canby Transportation System Plan (TSP)*, December 2010.

Segments 1 and 3: Urban Area Outside STA

Segments 1 and 3 of OR 99E are located on either end of the STA and are intended to serve the adjacent urban areas while also helping highway traffic transition between downtown Canby and the nearby urban-rural areas. Figure 2 shows the recommended cross-section for each of these segments. Additional information about the cross-section is provided in the Figure 2 notes.



Notes:

A) Roadway shoulder and bikeway

B) Sidewalks on both sides narrow to approximately 5-6' at right-of-way pinch-points

For segments 1,2 and 3 approximately 11-15 feet of total right-of-way would need to be acquired to fully implement the cross-sections. Right-of-way acquisition will occur on both sides of OR 99E. Specific locations and property impacts will be identified during future planning.

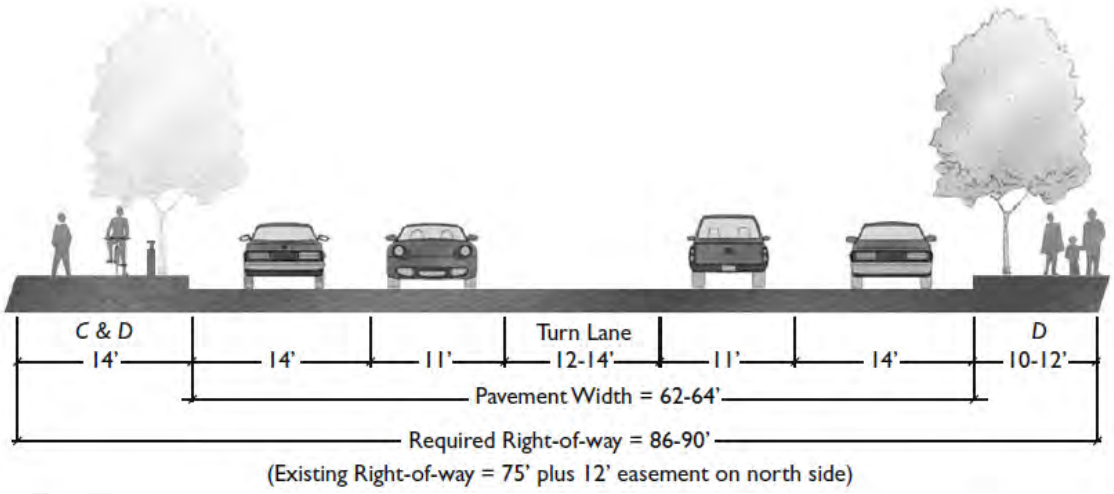
Figure 2: Recommended OR 99E Segments 1 and 3 Cross-Sections (Shoulder Bike Way)

Buffered bike lanes were also considered for these highway segments. However, in order to reduce right-of-way needs, the GPAC did not recommend the buffered bike lanes option. The roadway shoulder, which serves as a break-down lane for temporarily disabled vehicles, also provides a bikeway.

Segment 2: Special Transportation Area (STA)

The City of Canby TSP recommended the establishment of a *Special Transportation Area* for OR 99E between Elm Street and Locust Street, which was recently approved by the Oregon Transportation Commission (OTC). One of the goals for obtaining the STA designation was to provide greater flexibility for streetscape design that supports a multi-modal downtown while still providing for local and through vehicular travel needs. The City's vision was to convert this section of OR 99E to a more pedestrian friendly highway with narrower travel lanes, reduced vehicle speeds, wider sidewalks, and features to improve pedestrian crossings.

Figure 3 shows the recommended STA cross-section, which has a 14-foot wide sidewalk on the north (railroad) side of the highway and is expected to best meet the City's objectives in relation to the STA designation. While this cross-section would require a design exception for not providing a shoulder bikeway, ODOT has reviewed the concept and indicated their support of the design exception. Additional information about the cross-section is provided in the Figure 3 notes.



Notes:

C) Wide sidewalk on north side is intended to be used by pedestrians and bicyclists

D) Sidewalks on both sides narrow to approximately 9-10' at right-of-way pinch-points

For segments 1,2 and 3 approximately 11-15 feet of total right-of-way would need to be acquired to fully implement the cross-sections. Right-of-way acquisition will occur on both sides of OR 99E. Specific locations and property impacts will be identified during future planning.

Figure 3: Recommended OR 99E Segment 2 Cross-Section (Wide Sidewalks for Pedestrians and Bicycles in STA)

Two other potential cross-sections for the STA were identified during the course of the project and were also approved by ODOT for the City's consideration. Figure 4 shows these two cross-sections, which consist of the standard STA cross-section as well as an option to add a 2-foot striped buffer to the bike lanes.

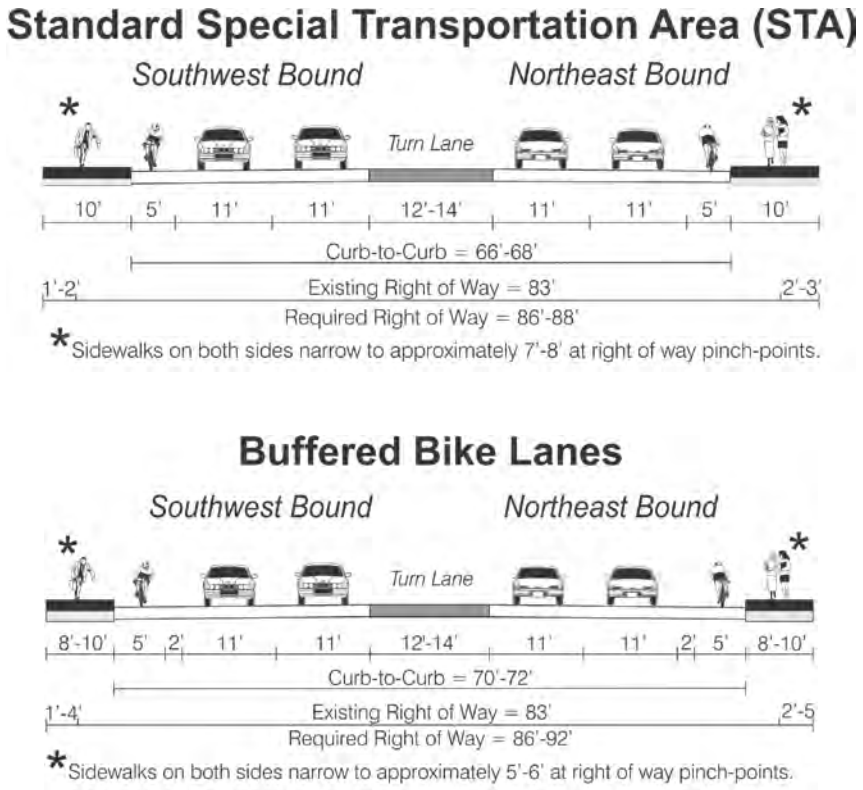


Figure 4: OR 99E STA Cross-Sections that Were Not Recommended

These options did not receive as much community support, primarily due to the constrained right-of-way and the inclusion of bike lanes on the highway. The community felt they would give preference to bikes on the highway rather to both pedestrians and bicyclists on the wider sidewalks. They also have a wider curb-to-curb distance, which would increase the pedestrian crossing distance and contribute to the feeling that the highway is still primarily focused on automobiles. Both the wider 14-foot sidewalk and parallel bicycle facilities discussed in the Canby TSP were determined to be adequate and preferred for providing bike access on the highway through downtown Canby.

Segment 4: Rural-Urban Transition Area

Segment 4 is located in the rural transition area on the east side of OR 99E through Canby. There is future development potential along the southeast side of the highway in this section. However, on the northwest side, the Union Pacific Railroad line runs immediately adjacent to the highway and precludes development. Figure 5 shows the recommended cross-section for the highway as the adjacent land to the south develops. No other optional cross-sections were considered during the planning process.

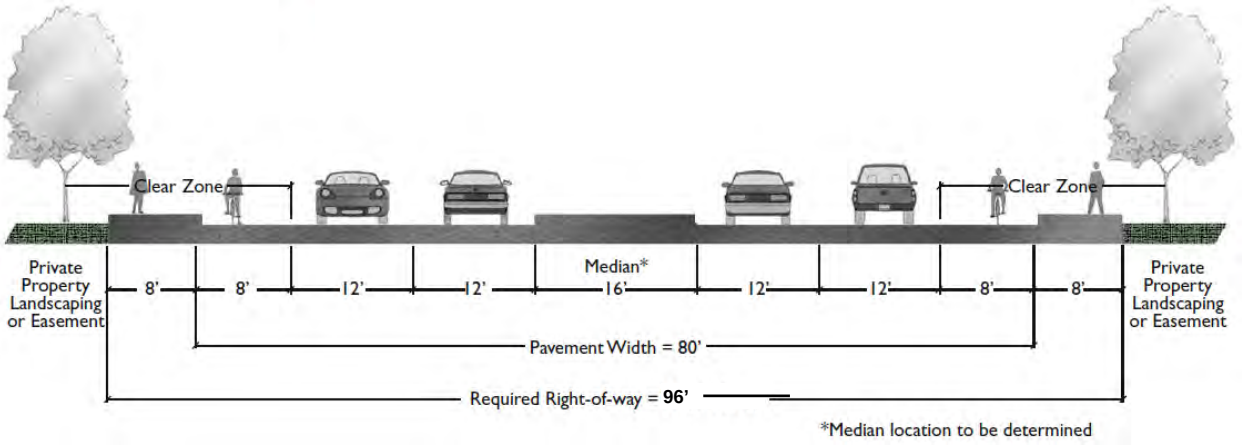


Figure 5: Recommended OR 99E Segment 4 Cross-Section (ODOT Urban Standard for 45 mph)

Gateways

There are three recommended gateways on OR 99E in Canby. Two of them are on either end of the City and would primarily be visible for traffic entering the City. The third gateway is located along the highway between Elm Street and Ivy Street to emphasize the presence of downtown. Figure 6 shows the locations of the three gateways.

Figure 6: OR 99E Gateway Locations

The general recommendations for all gateways are first documented, followed by the specific design recommendations for each gateway location.

General Gateway Recommendations

The following general themes were developed for the three OR 99E gateway locations:

- **Garden Spot Theme:** All of the gateways should use a consistent design that highlights Canby as "The Garden Spot." Therefore, landscaping is an important element but should only be included to the extent that first-class maintenance can be sustained.
- **Consistent with Other City Designs:** The gateway design choices, particularly for the downtown gateway, should be consistent with the style being used for the NW 1st Avenue improvements.

- **Size of Features:** The scale of the gateway features needs to match vehicle speeds. This allows them to take notice while not being distracted from driving.
- **Community Art:** The artistic elements of the gateways could be prepared by local artists or through a submission and selection process that involves interested citizens.
- **Maintenance:** Maintenance is one of the primary concerns and should be closely considered when improvements are made (i.e., landscaping should only be provided if the City is able to identify resources to maintain it).
- **Priority:** The Downtown Gateway should be constructed first if funding becomes available. However, if funding specific to Molalla Forest Road Pedestrian and Bicycle Bridge Gateway is identified first, then it should be constructed while a funding source for the Downtown Gateway is sought. The Berg Gateway is the lowest priority gateway.

Molalla Forest Road Pedestrian and Bicycle Bridge Community Gateway

The Molalla Forest Road Pedestrian and Bicycle Bridge is an optimal feature to use as the basis of creating a new community gateway on the east side of Canby. The gateway will inform motorists that they are entering Canby and should prepare for a more urban highway environment. In addition, pedestrians and cyclists routinely use the pathway, which enhances the gateway significance. Because the bridge needs to be re-painted, it would be beneficial for the gateway treatments to be installed at the same time as the bridge painting if the necessary funding sources are available.

The design should reflect the theme of Canby as a "garden center" community. It should include the following design elements:

Gateway Bridge and Streetscape Enhancements

- Continue the decorative railroad fencing and traditional theme from the Clackamas County Fairgrounds to the bridge (i.e., agricultural/garden motifs)
- Pedestrian-scale lighting on the bridge walkways and along the pathway approaches to the bridge
- Architectural accenting lighting for bridge structure
- Column decoration using stonework (similar to the Clackamas County Fairgrounds sign)[5] with possible architectural lighting on the columns
- Enhance the bridge with artistic metal work consistent with the Garden Spot theme (using a competitive artistic design process)
- Decorative paving consistent with other gateways (ensure simple designs and durable materials)
- Landscaping[6] (e.g., removal of the existing vegetation around the bridge abutments and replacement with an attractive gateway landscape design)

[5] Confirmation would be needed that applying this type of material to the bridge would not compromise any structural or seismic qualities or impeded visual inspections of the bridge's condition.

Molalla Forest Road Trail Access Improvements

- Provide access to the north side of the logging road trail in conjunction with the Pine Street improvements and the relocation of the Depot Museum
- Provide access between the south side sidewalk on OR 99E and the logging road trail by constructing the planned 600-foot path, which will require a retaining wall and fencing due to the slope traversal (two trail alignment options have been identified)

Bridge ornamentation that suggests covered bridges or agricultural practices where considered but not widely supported by the GPAC or through public comment. The preference was for elements more suggestive of garden flowers and vines integrated with the traditional look of the decorative fencing. Some consideration was also given to using metal flower-design sculpture for "landscaping" around the bridge. The consensus preference was for actual landscaping subject to available maintenance funding.

Downtown Gateway

The downtown gateway builds on the roadway streetscape elements being recommended for the STA segment and should tie in with the design features being proposed for the NW 1st Avenue improvement project. The recommended downtown gateway includes the following features. Revisions may be needed following additional coordination with the NW 1st Avenue project:

- STA cross-section for roadway (including wide sidewalks)
- Distinctive gateway paving (consistent with other gateways)
- Distinctive sidewalk paving and ornamental bollards (simple designs with potential for lighting at night)
- Potential gateway arches or other vertical elements on Grant Street, Ivy Street, and or Elm Street (consistent with the final NW 1st Avenue improvements)

A primary concern expressed by local businesses along NW 1st Avenue is that the large pine trees on the north (railroad) side of OR 99E block visibility to their storefronts. Therefore, if possible, the downtown gateway elements should support motorists in finding businesses located just off the highway. For example, with the 1st Avenue improvements there may be opportunities to use the backside of the new parking lot fence for placing signs to attract highway traffic to downtown, though the appropriate permissions would be needed.

In addition, ODOT currently is performing a signal upgrade project on OR 99E at the Ivy Street, Elm Street, and Grant Street intersections. The City should pursue options for supporting and possibly assisting in the funding upgrade elements as needed to ensure that the new traffic signals are consistent with the recommended STA cross-section and gateway design elements. The City would have to pay the cost differential between the ODOT standard designs and upgrades to incorporate the recommended gateway and corridor design concepts. These

[6] Implementation of new landscaping should take place only when an on-going maintenance fund has been identified and approved by City Council.

additional items could include painting or powder-coating the signal poles and mast arms, painting signal controller cabinets, locating the signal poles to not conflict with future cross-section changes, and sizing the mast-arms, poles, and foundations to be compatible with future cross-section changes. At this time, the City has limited resources to pursue some of these options, but there is on-going coordination with the ODOT design team to determine which elements may be practical to incorporate at this time. The City would be responsible for maintaining any non-standard design features.

Berg Parkway Community Gateway

The Berg Parkway gateway builds on the existing gateway elements in place just east of the intersection. The gateway elements should be designed to avoid impacting the OR 99E/Berg Parkway intersection, and consideration should be given to whether they would affect a future Berg Parkway bridge. Figure 7 is a picture of the existing gateway.

Figure 7: Existing Berg Parkway Gateway

Recommended gateway enhancements include the following:

- Distinctive gateway paving (consistent with other gateways)
- Planted or paved median with optional columnar or vase-shaped street trees or low landscaping[7]
- Replace existing ornamental street lights with ornamental street light poles and fixtures consistent with those used in the downtown core

[7] All proposed features within the OR 99E right-of-way are subject to ODOT approval. Median street trees should be used with posted speeds of 35 miles per hour (mph) or less and conform to all other requirements in the Highway Design Manual (HDM).

- Future speed reduction (from 45 mph to 35 mph)

While the median would prohibit left-turns from being made directly into the Panda Express site, vehicles coming from the west would still be able to access the site via the signalized intersection at Berg Parkway. There were some concerns raised about eliminating the ability for a two-stage left turn out of the Safeway site onto OR 99E with the proposed median, but the GPAC identified that the site has an alternate access to Berg Parkway. The GPAC also discussed the high volume of pedestrian crossings that this location (including high school students) and wondered if the median could be designed as a pedestrian refuge island (this would not be likely due to the proximity to the signalized crossing at Berg Parkway).

During the planning process, ODOT staff indicated that the placement of ornamental or business banners within the highway right-of-way would not comply with ODOT standards. Therefore, the concept has been revised to replace poles and banners with street trees.

Appendix G: Implementation Strategy

DRAFT MEMORANDUM

TO: Matilda Deas, City of Canby
Sonya Kazen, ODOT Region 1

FROM: Serah Breakstone, Angelo Planning Group
Matt Hastie, Angelo Planning Group
Chris Maciejewski, DKS Associates
Brad Coy, DKS Associates

DATE: May 31, 2012

SUBJECT: **Canby OR 99E Corridor & Gateway Design Plan - Implementation Strategies**

The purpose of this memorandum is to identify strategies that may be used by the City to implement the *Canby OR 99 Corridor and Gateway Design Plan* (Gateway Plan). Implementation strategies described in this memorandum include:

- Planning-level cost estimates
- Funding strategies
- Recommended time frame and phasing for improvements
- Actions to protect and obtain right-of-way for future improvements
- Recommended amendments to the *City of Canby 2010 Transportation System Plan* (Canby TSP) and *Canby Municipal Code* (CMC) as needed to implement the plan

The City will rely on adopted City policies and ODOT regulations to administer access to OR 99E. No additional policies or standards for access management are being considered as part of this plan.

Planning Level Cost Estimates

Planning level cost estimates were prepared for the improvements proposed in the Gateway Plan and are listed in Table 1. The cost estimates are intended to assist the City in obtaining the needed funds and allocating budget for the projects and were developed using similar assumptions as the Canby TSP. They are based on general unit costs for transportation improvements, but do not reflect many of the unique project elements that can significantly modify project costs. As projects are pursued, each of these project costs will need further refinement to determine right-of-way requirements, costs associated with special design details, and other project-specific needs.

Table 1: Planning-level Cost Estimates for Corridor and Gateway Improvements

Improvement Project	Description	Cost Estimate
Corridor		
OR 99E Segment 1: West City Limits to Elm Street (0.6 miles)	Typical lane widths with shoulder bikeway	$5,100,000
OR 99E Segment 2 (STA): Elm Street to Locust Street (0.5 miles)	Narrow lane widths with wide sidewalks on north side for pedestrians and bicycles (TSP Motor Vehicle Project N1)	$4,700,000[a]
OR 99E Segment 3: Locust Street to Molalla Forest Road Pedestrian and Bicycle Bridge (0.5 miles)	Typical lane widths with shoulder bikeway	$3,900,000
OR 99E Segment 4: Molalla Forest Road Pedestrian and Bicycle Bridge to Territorial Road (1.1 miles)	Typical lane widths with shoulder bikeway and wide center median (ODOT Urban Standard for 45 miles per hour)	$8,800,000
Gateway		
Berg Parkway Gateway	Decorative street paving, planted or paved median with street trees or low landscaping, and ornamental lights	$600,000
Downtown Gateway	Decorative intersection paving and sidewalk treatments; ornamental traffic signal poles, street lights, and bollards; and a potential gateway arch	$900,000[b]
Molalla Forest Road Pedestrian and Bicycle Bridge Gateway	Decorative street paving, railroad fencing, bridge railing, and columns; pedestrian-scale and architectural lighting; and landscaping	$900,000
Other		
Molalla Forest Road Trail Access Improvements	Provide access between the south side sidewalk on OR 99E and the Molalla Forest Road Trail (TSP Pedestrian Project T1)	$360,000[c]
	Total Cost	**$25,260,000**

[a] Costs for the OR 99E Segment 2 (STA) corridor improvements (Motor Vehicle Project N1) were identified in the Canby TSP. However, a higher cost is now assumed because additional information is known regarding right-of-way needs on the north side of OR 99E (due to the existing easement). In addition, this project will construct the crosswalk and ramp improvements identified in the TSP at the three signalized intersections (see Pedestrian Projects C1, C2, and C3).

[b] Costs of Downtown Gateway improvements are based on construction of decorative upgrades at the time of OR 99E Segment 2 (STA) corridor improvements.

[c] Costs for the Molalla Forest Road Trail Access Improvements (TSP Pedestrian Project T1) were identified in the Canby TSP.

Many of the Downtown Gateway elements consist of ornamental or decorative upgrades to the infrastructure needs that would already be installed as part of the OR 99E Segment 2 (STA) corridor improvements. To account for the upgrades, the Downtown Gateway cost estimates provided in Table 1 only include the difference in costs between the decorative items and the more typical options. Therefore, higher costs would be incurred if the Downtown Gateway

improvements are constructed separately from the OR 99E Segment 2 (STA) corridor improvements because they would require removal and replacement of infrastructure.

Funding Strategies

Table 7-6 of the Canby TSP lists the financially constrained motor vehicle projects and includes non-capacity improvements to OR 99E between Elm and Locust Streets associated with the Special Transportation Area (STA) designation for this portion of OR 99E. Those improvements include repaving the highway and providing bikeway shoulders and sidewalks. To fund the projects on the TSP financially constrained projects list, the City will rely in part on existing sources of revenue such as gas taxes, urban renewal funds, and system development charges (SDCs). However, the TSP notes that the estimated total cost for the financially constrained project list exceeds that of projected revenue and therefore, additional funding sources will be needed. Furthermore, the corridor improvements identified in the Gateway Plan outside the STA are not included in the financially constrained package, meaning additional funding sources will also be needed to implement those improvements.

The TSP (p. 9-8) identifies several potential supplemental sources of funding for transportation improvements; these include state and county contributions, developer exactions, urban renewal, an increase to the City's transportation SDC, local improvement districts, special assessments, and grants. Some of these may be appropriate for funding improvements identified in the Gateway Plan, as follows:

- **Developer exactions and fee-in-lieu**. As properties along the OR 99E corridor develop or redevelop, the City will have the ability to require right-of-way dedication and frontage improvements consistent with current practice (and provided for in Chapters 16.49 and 16.86). Frontage improvements typically include sidewalks and curbs, planting strips, street trees, associated drainage and any other improvements specified between the curb and building lines. If a development is anticipated to contribute a high volume of traffic to OR 99E intersections, the City may also be able to exact roadway (adjacent or off-site) improvements proportionate to the anticipated impacts on the facilities. Examples include traffic signal upgrade, new or lengthened turn lanes, traffic channelization or pedestrian crossing enhancements. As an alternative to requiring actual construction of the improvement, the City could require an in-lieu fee of an amount equal to the cost of constructing the improvements. The City could use those funds at a later date to fund the improvement when the timing is appropriate. Currently, the City does not have a formalized process for accepting in-lieu fees for transportation-related improvements. City staff has expressed interest in incorporating fee-in-lieu language in the CMC. Therefore, some language from the City of Milwaukie's development code is included as an attachment to provide an example of such language.
- **Advance financing**. The City also has an advance financing option for funding public improvements (CMC Chapter 4.12). This option allows the City to require that new

development pay for and construct public improvements which need to be in place to accommodate site transportation impacts but that will also benefit multiple surrounding properties. As the surrounding properties develop or redevelop, the City requires them to contribute their proportionate share of the improvement, which the City then conveys to the developer who funded the improvement. Some improvements identified in the Gateway Plan could be required by the Planning Commission (upon assessment and recommendation by the Public Works Department) as a condition of approval for a subdivision, land partition or conditional use application. With the advance financing options, the City may only require improvements that are shown on an approved master planning document such as the TSP. Sections 4.12.030 through 4.12.080 contain language that describes the process for approving the advance financing resolution, the rates of reimbursement, and collection of fees.

- **State and Federal Grants**. The City could pursue federal and state grant opportunities, a number of which are described in the Canby TSP Implementation Strategy. One such opportunity is the federal Transportation Enhancement (TE) grant program which funds projects that expand transportation choices and enhance the transportation experience through 12 eligible activities relating to surface transportation. Eligible activities include pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and beautification, historic preservation, and environmental mitigation. TE projects must relate to surface transportation and must qualify under one or more of the eligible categories. Many of the improvements identified in the Gateway Plan could be eligible under this program.

- **Urban renewal**. An urban renewal district (URD) is a tax-funded district within the City that is supported by the incremental increases in property taxes resulting from the construction of applicable improvements. As directed by the City and its URD board, the funds raised by a URD can be used for transportation projects located within the URD boundaries.

  The City currently has a URD for its downtown core and a portion of the Pioneer Industrial Area, including OR 99E and properties on either side of the highway between approximately Birch Street and the Logging Road bridge. The primary purpose for the URD is "to eliminate blighting influences found in the Renewal Area, to implement goals and objectives of the *City of Canby Comprehensive Plan*, and to implement development strategies and objectives for the Canby Urban Renewal Area." The *Canby Urban Renewal Plan* indicates that projects eligible for funding include street and sidewalk improvements and acquisition of necessary right-of-ways. The City could use urban renewal funds to cover a portion of the costs of improvements already within the URD boundary and/or consider expanding the URD boundary to include additional transportation projects identified in the Gateway Plan which are currently outside the boundary.

- **Local improvement districts (LID).** The City may set up LIDs to fund specific capital improvement projects within defined geographic areas, or zones, of benefit. LIDs

impose assessments on properties within its boundaries and may only be spent on capital projects within the geographic area. LIDs may not fund ongoing maintenance costs, therefore they require separate accounting. Furthermore, because citizens representing 33 percent of the assessment can terminate a LID and overturn the planned projects, LID projects and costs must meet with broad approval of those within the LID boundaries to be implemented.

- **Statewide Transportation Improvement Program (STIP).** If ODOT programs a pavement preservation project on OR 99E, it may be an opportunity for the City to simultaneously implement some of the Gateway Plan improvements, with potential cost savings for combining projects.

Time Frame & Phasing

The Gateway Plan is intended to be implemented over 20 or more years. Construction phasing of the improvements identified in the plan is contingent on the availability of funding, and will likely occur incrementally. The timing of corridor property development or redevelopment will also affect project feasibility. For example, if a number of properties along one segment of OR 99E were to redevelop and dedicate right-of-way and fees-in-lieu for frontage improvements, the City could prioritize funding improvements for that segment over other segments where this has not occurred. Timing may also depend on the availability of state and federal funds.

Informally, the City has identified the Logging Trail Bridge improvements and the Downtown and Logging Road Bridge gateways as priority projects.; however, these projects are not proposed to be included on the financially constrained project list in the Canby TSP. Timing of these priority improvements will be primarily based on funding availability.

Actions to Protect & Obtain Right-of-way

The cross-sections for OR 99E identified in the Gateway Plan will require additional right-of-way width (typically ranging from 11- 15 feet) in order to be constructed. Additional right of way may also be needed at intersections in order to meet standards for truck turning radii.[1] As properties along OR 99E within the plan area develop or redevelop, the City will require dedication of adequate right-of-way consistent with the corridor segment cross-sections identified in the Gateway Plan and consistent with ODOT highway design standards in place at the time of construction.

CMC Chapter 16.86.020, VII Street Alignments will allow the City to protect and obtain right-of-way for the cross-sections identified in the Gateway Plan (which will also be adopted into the City's TSP. It contains the following language that requires dedication of right-of-way at the time of development and prohibits development within identified future roadway alignments:

[1] Turning radii standards are located in Canby's Public Works Standards and not in the CMC. The City should review those public works standards to ensure they will support and implement the improvements indicated in the Gateway Plan.

A. The Transportation System Plan shall be used to determine which streets are to be arterials, collectors, and neighborhood connectors. All new streets are required to comply with the roadway design standards provided in Chapter 7 of the TSP. The city may require right-of-way dedication and/or special setbacks as necessary to ensure adequate right-of-way is available to accommodate future road widening projects identified in the TSP.

B. Right-of-way widths and cross section standards for new streets shall be in conformance with the Canby Transportation System Plan and the Public Works Design Standards.

C. The Public Works Director shall be responsible for establishing and updating appropriate alignments for all streets.

D. No building permit shall be issued for the construction of a new structure within the planned right-of-way of a new street, or the appropriate setback from such a street as established in Division III.

E. Existing structures which were legally established within a planned road alignment or abutting setback shall be regarded as nonconforming structures.

The above requirements would be triggered by any project that requires a building permit. In practice, the City will only require right-of-way dedication for projects that also trigger site design review, which typically include new development and remodels representing 60 percent or more of the assessed tax value of a building. For smaller projects, right-of-way dedication will likely not be required; however, the project will have to comply with (D) above which prohibits new structures from being built within future street alignments.

If the City or ODOT develops a project to construct an improvement for which adequate right-of-way has not yet been dedicated by all abutting properties, then the City would need to purchase the right-of-way from impacted property owners.

Recommended Plan & Code Amendments

This section contains suggested *City of Canby Comprehensive Plan* and *Canby Municipal Code* amendments that are intended to support and implement the Gateway Plan. Recommended amendments include:

- New language in the TSP to adopt and reference the Gateway Plan.
- TSP language to clarify or replace cross-sections for OR 99E through the plan area.
- Language in several sections of the zoning code to implement sidewalk improvements and eliminate conflicts in sidewalk width standards.

Recommended new language is shown in <u>underline</u>, and deleted language is shown in ~~strikethrough~~. An ellipse (…) indicates language that has been omitted because it is not relevant to the proposed amendments.

Transportation System Plan

These recommended amendments to the TSP are intended to adopt the Gateway Plan as an ancillary document and provide reference to the Gateway Plan where appropriate.

Chapter 7. Motor Vehicle Plan

Special Transportation Area (STA) Designation (p. 7-9)

…
Significant multi-modal improvements should be provided along this section of OR 99E for it to better accommodate pedestrian, bicycle, and transit movement along and across the highway consistent with the desired characteristics of an STA. To this end, the Motor Vehicle Master Plan includes an STA implementation project as a priority project. This project (and the identified cost estimate) would include pedestrian, bicycle, transit, and on-street parking improvement projects along the STA designated section of OR 99E.

To implement the desired improvements on OR 99E associated with the STA, the City worked with ODOT to establish the *Canby OR 99E Corridor and Gateway Design Plan*. The Gateway Plan refines the design cross-sections for the OR 99E corridor through the STA and identifies projects to improve the streetscape and support safe and attractive, multi-modal travel within the corridor. The *Canby OR 99E Corridor and Gateway Design Plan* is adopted herein as an ancillary document to the TSP.

~~The City has also expressed interested in working with ODOT to develop a "downtown streetscape" plan for OR 99E in the STA (as well as for the remainder of the OR 99E corridor in Canby). Such a plan would help ensure coordinated efforts between ODOT and the City and also provide guidance to future development along the corridor.~~

Roadway Cross-Section Standards (p. 7-14)

…
Additional design considerations are required for OR 99E. The state highway design considerations are defined in the *Oregon Highway Plan (OHP)* and in the *Highway Design Manual (HDM)*. Any deviation from these standards requires approval of a design exception. Design and future improvements to OR 99E must also address ORS 366.215 (Reduction in Vehicle Carrying Capacity) on this national freight network facility. ~~The City also intends to conduct a future OR 99E corridor plan that will refine the cross-sections, roadway features, and cost estimates for highway improvements in Canby~~

ODOT, as well as the state Freight Stakeholders Committee have indicated support for the proposed OR 99E cross sections and improvements. A "design exception" for non-standard features in the OR 99E STA section has been approved by ODOT.

The City has adopted the *Canby OR 99E Corridor and Gateway Design Plan* to refine the cross-sections, roadway features, and cost estimates for improvements to the OR 99E corridor. The Gateway Design Plan contains OR 99E cross-section standards, including cross sections through the STA between Locust and Elm Streets, which are shown in Figure 7-3.

~~The~~ Additional cross-section standards are provided in ~~Figure 7-3 for of OR 99E,~~ Figure 7-4 for arterial streets, Figure 7-5 for collector streets, and Figure 7-6 for neighborhood routes and local streets.

To ensure suitability for roadway improvements, final cross-section designs must be coordinated with City of Canby staff and are subject to City Staff approval. Design specifications for improvements on OR 99E must also be approved by ODOT.

Notes about the TSP:

- Figure 7-3 in the TSP currently contains three different cross sections for OR 99E that do not match the cross-sections in the Gateway Plan. Those existing cross sections should be deleted and replaced with the cross sections from the Gateway Plan for both STA and non-STA sections of OR 99E.
- This section assumes the Gateway Plan will be adopted in its entirety as an ancillary document to the TSP (although the cross sections will be added to Chapter 7 of the TSP for consistency).
- The future access to Logging Road Trail (north of the highway from Pine Street) may need to be called out in the TSP or added to the project list.
- The recommended code amendments from the 2010 TSP update (Chapter 10: Implementation Plan) do not appear to have been adopted. The city intends to adopt those amendments soon.

Municipal Code Title 16 Planning & Zoning

Many of the improvements identified in the Gateway Plan will take place in public right-of-way and will be constructed by the City or adjacent property owners, particularly improvements to the pedestrian and bicycle elements of the highway facility. Improvements to OR 99E roadway (between the curbs) generally would be constructed by the state except when off-site mitigation is required as conditions of approval for land development. Generally speaking, private properties will be responsible for dedicating right-of-way and constructing building-to-curb improvements (i.e., sidewalks and planting strips) as development or redevelopment occurs. As such, language in the existing code is generally sufficient to support and implement the improvements and design standards identified in the Gateway Plan. This section recommends some amendments intended to eliminate conflicts between standards and implement some specific elements of the Gateway Plan.

Chapter 16.08 GENERAL PROVISIONS
16.08.090 Sidewalks required.

A. In all commercially and industrially zoned areas, the construction of ~~sidewalks and curbs~~ improvements between the building line and curb line (including sidewalks, planting strips, and curbs with appropriate ADA ramps ~~for the handicapped~~ on each street corner ~~lot~~) shall be required as a condition of the issuance of a building permit for

new construction or substantial remodeling, where such work is estimated to exceed a valuation of twenty thousand dollars, as determined by the building code. Where multiple permits are issued for construction on the same site, this requirement shall be imposed when the total valuation exceeds twenty thousand dollars in any calendar year. Width and design of sidewalk improvements shall be consistent with the cross sections identified in the Canby TSP.

Chapter 16.22 C-1 DOWNTOWN COMMERCIAL ZONE
16.22.030 Development Standards

F. Other regulations:

…

2. Sidewalks a minimum of eleven (11) feet in width shall be required in commercial locations unless existing building locations or street width necessitate a more narrow design. For properties with frontage along OR 99E, sidewalk widths shall be consistent with the cross-sections in Figure 7-3 of the TSP.

Chapter 16.28 C-2 HIGHWAY COMMERCIAL ZONE
16.28.030 Development Standards

F. Other regulations:

…

2. Except in cases where existing building locations or street width necessitate a more narrow design, sidewalks eight feet in width shall be required;

   a. In those locations where angle parking is permitted abutting the curb, and

   b. For property frontage along Highway 99-E. However, for properties with frontage along OR 99E within the Gateway Plan area, sidewalk widths shall be consistent with the cross-sections in Figure 7-3 of the TSP.

Chapter 16.30 CM HEAVY COMMERCIAL MANUFACTURING ZONE
16.30.030 Development Standards

F. Other regulations:

…

2. Except in cases where existing building locations or street width necessitate a more narrow design, sidewalks eight feet in width shall be required;

   a. In those locations where angle parking is permitted abutting the curb, and

b. For property frontage along Highway 99-E. However, for properties with frontage along OR 99E within the Gateway Plan area, sidewalk widths shall be consistent with the cross-sections in Figure 7-3 of the TSP.

Chapter 16.32 M-1 LIGHT INDUSTRIAL ZONE
16.32.030 Development Standards
F. Other regulations:

…

5. For those properties with frontage along OR 99E within the Gateway Plan area, sidewalks shall be required consistent with the cross-sections in Figure 7-3 of the TSP.

ATTACHMENT A: EXAMPLE FEE-IN-LIEU LANGUAGE

The following language is from the City of Milwaukie's development code regarding their fee-in-lieu process for transportation improvements. This language is being provided *as an example only* as requested by Canby staff. If the city decides to implement similar language, it should be carefully reviewed for suitability to Canby and to avoid potential conflicts with other city regulations. A review by the city attorney is also recommended.

19.706 FEE IN LIEU OF CONSTRUCTION

If transportation facility improvements are required and determined to be proportional, the City will require construction of the improvements at the time of development. However, the applicant may request to pay a fee in lieu of constructing the required transportation facility improvements. The fee in lieu of construction (FILOC) program ensures that opportunities to improve public transportation facilities are maximized and that the goals and requirements of this chapter are met. This section provides criteria for making FILOC determinations and administering the FILOC program.

19.706.1 FILOC Criteria

The City may accept a fee in lieu of construction of required transportation facility improvements if one or more of the following conditions exist.

A. Required improvements are not feasible due to the inability to achieve proper design standards.

B. Required improvements would create a safety hazard.

C. Required improvements are part of a larger approved capital improvement project that is listed as a funded project in the City's Capital Improvement Program (CIP) and is scheduled for construction within 3 years of the City's approval of the proposed development.

19.706.2 FILOC Findings

If the Engineering Director determines that a fee in lieu of construction satisfies one of the criteria in Subsection 19.706.1 above, the City will accept a fee upon the Engineering Director finding that deferring construction of transportation facility improvements will not result in any safety hazards. If the Engineering Director cannot make such a finding, then the City will not accept a fee and will require construction of the improvements.

19.706.3 FILOC Fees

If determined by the Engineering Director that required transportation facility improvements are eligible for FILOC, the applicant shall pay to the City an amount equal to the estimated cost to construct the required improvements. The amount of the fee shall be determined by the Engineering Director and shall be based on the average cost of the most recent capital improvement project itemized bid prices. All fees shall be paid to the City prior to the issuance of any development permits.

A. If full transportation facility improvements have been assessed with previous development(s) on the development property and the proposed development has additional impacts, the City may only assess additional FILOC fees when there has been a change to the City's street design standards.

B. If partial transportation facility improvements have been assessed with previous development(s) on the development property and the proposed development has additional impacts, the City may assess additional FILOC fees for the balance of the improvements.

19.706.4 FILOC Administration

Fees collected by the City may be used to construct public transportation facility improvements or to leverage additional grant money for larger transportation facility improvement projects. An accounting of fees collected and expended will be made available by the City to the public on an annual basis at the end of the fiscal year. Expenditure of fees is subject to the following:

A. Fees shall be used for construction of public transportation facility improvement projects that benefit the development site and that are within the same Neighborhood District Association (NDA) boundary as the development site, with the following two exceptions.

1. For development within a downtown zone, fees shall be used for construction of transportation facility improvements that benefit the development site and are within one or more of the downtown zones.

2. For development within the Historic Milwaukie NDA and not within a downtown zone, fees shall be used for construction of transportation facility improvements that benefit the development site and that are within the Historic Milwaukie NDA and not within a downtown zone. Fees collected in the Historic Milwaukie NDA may be spent in one or more of the downtown zones with the approval of the Historic Milwaukie NDA.

B. Fees shall be used within 10 years of the date on which they were collected. Fees that have not been used within 10 years of collection will be returned to the owner of the development property at the time the refund is issued.

C. Staff shall identify the transportation facility improvement projects that meet the requirement of benefiting the development site per Subsection 19.706.4.A and that can be constructed within the 10-year time period per Subsection 19.706.4.B. Staff shall coordinate with the neighborhood district associations to prioritize the project lists for each neighborhood. (Ord. 2025 § 2, 2011)

Appendix H: Cost Estimates

Canby OR 99E Corridor and Gateway Plan
Cost Estimate Summary

ROADWAY SECTION: **Molalla River to Elm Street (Segment 1)**
PROJECT DESCRIPTION: Repave OR 99E and include bike lanes
Distance 3050 ft

Project Description:

	UNITS		UNIT COSTS		ESTIMATED COST	
Remove Pavement	231800	SF	$	0.33	$	76,494
Clear & Grub	30500	SF	$	0.05	$	1,525
Remove Curb	4575	LF	$	10.00	$	45,750
Remove Sidewalk	30500	SF	$	1.50	$	45,750
Grading	30500	SF	$	1.25	$	38,125
Pavement	231800	SF	$	8.00	$	1,854,400
Pavement Elevated/Subgrade	0	SF	$	200.00	$	-
Sidewalk	61000	SF	$	4.00	$	244,000
Curb and Gutter	6100	LF	$	14.00	$	85,400
Landscaping	3050	LF	$	12.00	$	36,600
Wall	0	LF	$	120.00	$	-
Lighting	6100	LF	$	60.00	$	366,000
Full Drainage	0	LF	$	100.00	$	-
Drainage Modifications	6100	LF	$	25.00	$	152,500
Driveway Adjustments	20	Driveways	$	2,000.00	$	40,000
Roundabouts	0	EA		$1,000,000	$	-
Traffic Signal Modification	0	Unit	$	50,000.00	$	-
Signing and Striping	3050	LF	$	1.50	$	4,575
SUBTOTAL					$	2,991,119
Traffic Control				5%	$	149,556
Mobiliization				10%	$	299,112
Design/Administration/Management				15%	$	448,668
Contingency				25%	$	747,780
Project Development				5%	$	149,556
Sales Tax				0.0%	$	-
Right Of Way	15250	SF	$	20.00	$	305,000
PROJECT COST:					**$**	**5,090,790**
					$	**5,100,000**

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = $75.00/LF, assumes storm drain connections only at $28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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Canby OR 99E Corridor and Gateway Plan
Cost Estimate Summary

ROADWAY SECTION: **Elm Street to Locust Street (Segment 2)**
PROJECT DESCRIPTION: Repave OR 99E and Install STA-Related Improvements
Distance 2650 ft

Project Description:

	UNITS		UNIT COSTS		ESTIMATED COST	
Remove Pavement	174900	SF	$	0.33	$	57,717
Clear & Grub	26500	SF	$	0.05	$	1,325
Remove Curb	5300	LF	$	10.00	$	53,000
Remove Sidewalk	31800	SF	$	1.50	$	47,700
Grading	26500	SF	$	1.25	$	33,125
Pavement	169600	SF	$	8.00	$	1,356,800
Pavement Elevated/Subgrade	0	SF	$	200.00	$	-
Sidewalk	68900	SF	$	4.00	$	275,600
Curb and Gutter	5300	LF	$	14.00	$	74,200
Landscaping	2650	LF	$	12.00	$	31,800
Wall	0	LF	$	120.00	$	-
Lighting	5300	LF	$	60.00	$	318,000
Full Drainage	0	LF	$	100.00	$	-
Drainage Modifications	5300	LF	$	25.00	$	132,500
Driveway Adjustments	20	Driveways	$	2,000.00	$	40,000
Roundabouts	0	EA		$1,000,000	$	-
Traffic Signal Modification	0	Unit	$	50,000.00	$	-
Signing and Striping	2650	LF	$	1.50	$	3,975
SUBTOTAL					$	2,425,742
Traffic Control				5%	$	121,287
Mobiliization				10%	$	242,574
Design/Administration/Management				15%	$	363,861
Contingency				25%	$	606,436
Project Development				5%	$	121,287
Sales Tax				0.0%	$	-
Right Of Way	39750	SF	$	20.00	$	795,000
PROJECT COST:					**$**	**4,676,187**
					$	**4,700,000**

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = $75.00/LF, assumes storm drain connections only at $28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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6/12/2012 11:59

Canby OR 99E Corridor and Gateway Plan
Cost Estimate Summary

ROADWAY SECTION: **Locust Street to Logging Road Trail (Segment 3)**
PROJECT DESCRIPTION: Repave OR 99E and include bike lanes
Distance 2450 ft

Project Description:

	UNITS		UNIT COSTS		ESTIMATED COST	
Remove Pavement	186200	SF	$	0.33	$	61,446
Clear & Grub	0	SF	$	0.05	$	-
Remove Curb	2450	LF	$	10.00	$	24,500
Remove Sidewalk	14700	SF	$	1.50	$	22,050
Grading	0	SF	$	1.25	$	-
Pavement	186200	SF	$	8.00	$	1,489,600
Pavement Elevated/Subgrade	0	SF	$	200.00	$	-
Sidewalk	24500	SF	$	4.00	$	98,000
Curb and Gutter	4900	LF	$	14.00	$	68,600
Landscaping	2450	LF	$	12.00	$	29,400
Wall	0	LF	$	120.00	$	-
Lighting	4900	LF	$	60.00	$	294,000
Full Drainage	0	LF	$	100.00	$	-
Drainage Modifications	4900	LF	$	25.00	$	122,500
Driveway Adjustments	20	Driveways	$	2,000.00	$	40,000
Roundabouts	0	EA		$1,000,000	$	-
Traffic Signal Modification	0	Unit	$	50,000.00	$	-
Signing and Striping	2450	LF	$	1.50	$	3,675
SUBTOTAL					$	2,253,771
Traffic Control				5%	$	112,689
Mobiliization				10%	$	225,377
Design/Administration/Management				15%	$	338,066
Contingency				25%	$	563,443
Project Development				5%	$	112,689
Sales Tax				0.0%	$	-
Right Of Way	12250	SF	$	20.00	$	245,000
PROJECT COST:					**$**	**3,851,034**
					$	**3,900,000**

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = $75.00/LF, assumes storm drain connections only at $28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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6/12/2012 11:59

Canby OR 99E Corridor and Gateway Plan
Cost Estimate Summary

ROADWAY SECTION: **Logging Road Trail to Territorial Road (Segment 4)**
PROJECT DESCRIPTION: Repave OR 99E and include bike lanes
Distance 5800 ft

Project Description:

	UNITS		UNIT COSTS		ESTIMATED COST	
Remove Pavement	464000	SF	$	0.33	$	153,120
Clear & Grub	0	SF	$	0.05	$	-
Remove Curb	0	LF	$	10.00	$	-
Remove Sidewalk	0	SF	$	1.50	$	-
Grading	0	SF	$	1.25	$	-
Pavement	464000	SF	$	8.00	$	3,712,000
Pavement Elevated/Subgrade	0	SF	$	200.00	$	-
Sidewalk	92800	SF	$	4.00	$	371,200
Curb and Gutter	11600	LF	$	14.00	$	162,400
Landscaping	5800	LF	$	12.00	$	69,600
Wall	0	LF	$	120.00	$	-
Lighting	11600	LF	$	60.00	$	696,000
Full Drainage	0	LF	$	100.00	$	-
Drainage Modifications	11600	LF	$	25.00	$	290,000
Driveway Adjustments	20	Driveways	$	2,000.00	$	40,000
Roundabouts	0	EA		$1,000,000	$	-
Traffic Signal Modification	0	Unit	$	50,000.00	$	-
Signing and Striping	5800	LF	$	1.50	$	8,700
SUBTOTAL					$	5,503,020
Traffic Control				5%	$	275,151
Mobiliization				10%	$	550,302
Design/Administration/Management				15%	$	825,453
Contingency				25%	$	1,375,755
Project Development				5%	$	275,151
Sales Tax				0.0%	$	-
Right Of Way	0	SF	$	20.00	$	-
PROJECT COST:					**$**	**8,804,832**
					$	**8,800,000**

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = $75.00/LF, assumes storm drain connections only at $28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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6/12/2012 11:59

Canby OR 99E Corridor and Gateway Plan
Cost Estimate Summary

PROJECT DESCRIPTION: Berg Parkway Community Gateway

Project Description:

	UNITS		UNIT COSTS		ESTIMATED COST	
Remove Pavement	15200	SF	$	0.33	$	5,016
Clear & Grub	0	SF	$	0.05	$	-
Remove Curb	0	LF	$	10.00	$	-
Remove Sidewalk	0	SF	$	1.50	$	-
Grading	0	SF	$	1.25	$	-
Pavement	0	SF	$	8.00	$	-
Distinctive Gateway Paving	15200	SF	$	20.00	$	304,000
Sidewalk	0	SF	$	4.00	$	-
Curb and Gutter	400	LF	$	14.00	$	5,600
Landscaping	200	LF	$	12.00	$	2,400
Street Trees	5	Tree	$	350.00	$	1,750
Ornamental Lights	3	Unit	$	8,000.00	$	24,000
Wall	0	LF	$	120.00	$	-
Lighting	0	LF	$	60.00	$	-
Signing and Striping	0	LF	$	1.50	$	-
SUBTOTAL					$	342,766
Traffic Control				5%	$	17,138
Mobiliization				10%	$	34,277
Design/Administration/Management				15%	$	51,415
Contingency				25%	$	85,692
Project Development				5%	$	17,138
Sales Tax				0.0%	$	-
Right Of Way	0	SF	$	20.00	$	-
	PROJECT COST:				**$**	**548,426**
					$	**600,000**

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = $75.00/LF, assumes storm drain connections only at $28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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6/12/2012 11:59

Canby OR 99E Corridor and Gateway Plan
Cost Estimate Summary

PROJECT DESCRIPTION: **Downtown Gateway (from Elm Street to Ivy Street)**
Costs assume that gateway is installed at time of STA cross-section improvements

Project Description:

	UNITS		UNIT COSTS		ESTIMATED COST	
Remove Pavement	0	SF	$	0.33	$	-
Clear & Grub	0	SF	$	0.05	$	-
Remove Curb	0	LF	$	10.00	$	-
Remove Sidewalk	0	SF	$	1.50	$	-
Pavement	0	SF	$	8.00	$	-
Distinctive Gateway Paving	9600	SF	$	12.00	$	115,200
Sidewalk	0	SF	$	4.00	$	-
Distinctive Sidewalk Treatments	38400	SF	$	4.00	$	153,600
Landscaping	0	LF	$	12.00	$	-
Gateway Arches	1	Unit	$	80,000.00	$	80,000
Ornamental Signal Poles and Mast Arms	3	Intersection	$	50,000.00	$	150,000
Illuminiated Bollards	120	Unit	$	300.00	$	36,000
Street Trees	0	Tree	$	350.00	$	-
Wall	0	LF	$	120.00	$	-
Lighting	0	LF	$	60.00	$	-
Signing and Striping	0	LF	$	1.50	$	-
SUBTOTAL					$	534,800
Traffic Control				5%	$	26,740
Mobiliization				10%	$	53,480
Design/Administration/Management				15%	$	80,220
Contingency				25%	$	133,700
Project Development				5%	$	26,740
Sales Tax				0.0%	$	-
Right Of Way	0	SF	$	20.00	$	-
PROJECT COST:					**$**	**855,680**
					$	**900,000**

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = $75.00/LF, assumes storm drain connections only at $28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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6/12/2012 11:59

Canby OR 99E Corridor and Gateway Plan
Cost Estimate Summary

PROJECT DESCRIPTION: **Mollala Forest Road Trail Bridge Community Gateway**
This estimate does not include cost of trail access ramps between logging trail and OR 99E sidewalk

Project Description:

	UNITS		UNIT COSTS		ESTIMATED COST	
Remove Pavement	8000	SF	$	0.33	$	2,640
Clear & Grub	0	SF	$	0.05	$	-
Remove Curb	0	LF	$	10.00	$	-
Remove Sidewalk	0	SF	$	1.50	$	-
Grading	0	SF	$	1.25	$	-
Pavement	0	SF	$	8.00	$	-
Distinctive Gateway Paving	8000	SF	$	20.00	$	160,000
Pavement Elevated/Subgrade	0	SF	$	200.00	$	-
Sidewalk	0	SF	$	4.00	$	-
Curb and Gutter	0	LF	$	14.00	$	-
Landscaping	400	LF	$	12.00	$	4,800
Illuminiated Bollards	40	Unit	$	300.00	$	12,000
Colored Bridge (Painted or Applied Materials)	0	Unit			$	-
Decorative Bridge Railings	350	LF	$	210.00	$	73,500
Decorative Columns	8	Unit	$	2,000.00	$	16,000
Nighttime Lighting (Architectural)	1	Bridge	$	80,000.00	$	80,000
Nighttime Lighting (Pedestrian-Scale for Night Use)	30	Unit	$	7,000.00	$	210,000
Street Trees	0	Tree	$	350.00	$	-
Wall	0	LF	$	120.00	$	-
Lighting	0	LF	$	60.00	$	-
Full Drainage	0	LF	$	100.00	$	-
Drainage Modifications	0	LF	$	25.00	$	-
Driveway Adjustments	0	Driveways	$	2,000.00	$	-
Traffic Signal Modification	0	Unit	$	50,000.00	$	-
Signing and Striping	0	LF	$	1.50	$	-
SUBTOTAL					$	558,940
Traffic Control				5%	$	27,947
Mobiliization				10%	$	55,894
Design/Administration/Management				15%	$	83,841
Contingency				25%	$	139,735
Project Development				5%	$	27,947
Sales Tax				0.0%	$	-
Right Of Way	0	SF	$	20.00	$	-
	PROJECT COST:				**$**	**894,304**
					$	**900,000**

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = $75.00/LF, assumes storm drain connections only at $28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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6/12/2012 11:59