

McLoughlin-Canemah Trail Plan

Greenway for a Day Event | July 29, 2017

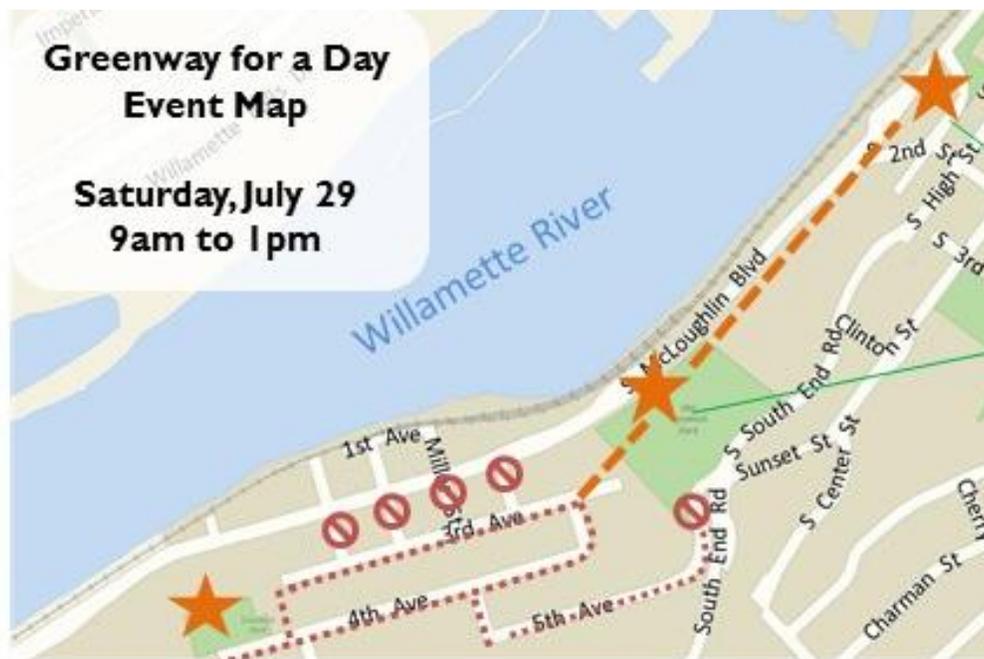
Report and Results

About the Event

City of Oregon City staff, Alta Planning + Design staff, and project stakeholders organized a Greenway for a Day public event on Saturday, July 29. The event invited citizens to experience existing conditions within the McLoughlin-Canemah Trail project corridor, to walk one of the trail alignment alternatives, and to provide comments about their experience and preferences.

Participants traveled from the Museum of the Oregon Territory to Canemah Children’s Park, following the one-mile temporarily marked trail. Many people began at the museum, but others began elsewhere along the path. Most people were walking, but a few people biked the trail, and one family pulled their kids in a bike trailer. The event attracted approximately 70-80 participants over the four-hour event.

Stations were set up at the Museum of the Oregon Territory and Canemah Children’s Park with games, refreshments, maps of the alignment alternatives, and design toolbox boards showing a range of design strategies that could be employed within the trail corridor. Participants (including children) were invited to complete a written or online survey and to express preferences for design strategies by placing green dot stickers on the illustrative boards.



Over 40 surveys were filled out at the event, and dozens of people completed the green dot activity to give feedback on the safety toolkit options. The online survey gained an additional 16 responses. Detailed survey and green-dot activity results are included on the following pages.

What we Heard

Trail Highlights

By, the most common response for the best part of the trail experience was Old Canemah Park. People liked the access to nature and the view of Willamette Falls from the heavily wooded park. A frequent response to the least favorite part of the experience was the portion along McLoughlin Blvd, or Highway 99E. Some comments mentioned the gravel, others mentioned the traffic, and others mentioned concern for safety of that portion.

Bicycling

Participants pointed out that there is currently not a safe and reasonable route for riding a bicycle between the Canemah Historic District/Children's Park and the Museum of the Oregon Territory area. This is a critical need especially as more families who want to commute to downtown Oregon City move to the neighborhood. The steep grades on Ganong Street between 3rd and 4th are challenging for cyclists and McLoughlin Blvd is unsafe in its current condition. South End Road potentially offers the best route for cyclists but only if width could be increased, traffic calmed, and travel speeds significantly decreased to provide safe facilities for cycling.

Need for traffic calming/protection

Many participants mentioned a need for traffic calming for sections that might share the roadway with vehicles. Many felt uncomfortable walking adjacent to McLoughlin Blvd without any kind of protection or buffer.



Need for wayfinding

We heard that there is a general need for trail and park wayfinding in Oregon City and that wayfinding for this project (with its many alignment jogs) will need special consideration. Specifically, we heard that a sign would be needed at Ganong Street to direct users to avoid the stairway on 3rd. The stairway entrance should also be better defined, if it is to be part of the trail alignment.



Appendix: Detailed Survey Results

Survey Question: What was your favorite part of the walk?

Access to downtown area made known. Enjoyed the field area with river views.

ALL OF IT!!!

All of it. I didn't know this area was here and I have lived in OC 38 years

At Canemah Park

Canemah Park

Discovering new parts of Oregon City and separate bike and walking trail in Canemah Park

Discovering the picnic tables overlooking the river - what a great lunch spot!

going up and down hills

grassy area overlooking the river

Having a destination for the kids (park). Shaded areas were awesome to have

Old Canemah Park

Old Canemah Park Bluff/overlook

Path through Canemah Park

portions west of the substation

riding in the bike trailer

Riding through Old Canemah

river views

Seeing the river and meeting other neighbors

stairs

The off road

The organization

the park

the park

The park and the view

The part around the Power Lines to make it more useful

The scenery is great.

The scenic walk through Old Canemah, as well as the exercise.

The stairs and walking through the treed areas and the views

The stairs, good exercise and good walkway

the swings

the view of the river

the view!

The views

The views from the ridge above 99e

The walk through Old Canemah Park

Trails above children's park

Views of the falls

Walking through the Old Canemah Park. It was quiet and rather peaceful and the views of the falls were great.

Well marked and scenic

Survey Question: What was your least favorite part?

99E by collision/body shop

Along 99E - I wouldn't use this route you've done, too narrow there old Canemah they the neighborhood wouldn't appreciate the invasion of their peace and quiet.

Beginning going by collision repair shop & PGE sub station. Need to go out on boardwalk

Cars were kinda scary, but I was OK

Dogs

End St too hilly for biking

Getting bit breaking up a dog fight due to another's dog off leash and ran up to my dog):

going home

gravel surface

I enjoyed the whole walk

It's hot

Liked it all

lots of cars

McLoughlin Stretch

Need landscaping at 2nd St.

No complaints - beautiful day, nice stroll, helpful people & I saw a dragonfly

Non

Path along 99E

Path along PGE fence

PGE/McLoughlin walk

Poison oak along trails at the children's park

portions east of the substation

power plant area

stairs

Steep terrain

The amount of traffic worries me as a cyclist with kids.

The commercial area by 99

The potential for poison oak.

The small area on the highway

the stairs

The stairs, poison ivy.

The street

The walk across 99

The walk through Canemah streets and up a hill (but really no big)

Traffic on highway 99

walking along 99

Walking along the power station

Walking along the south side of McLoughlin/99E. Without a barrier of some type it seems risky!

Walking through the grass at the power plant

Survey Question: Comments on Alignments

#7 & 8 are where it feels unsafe

#27 a crossing here would be wonderful!!

#28 & 29 sidewalk improvements would be great, it feels unsafe with traffic so close

#33 we have tried this path and it seems unsafe with the traffic that goes by so fast and the path gets so narrow

5th St seems like a bad option

-A1/A2 preferred

-Flat biking trails preferred

Clearly mark where to go for stairs or path for baby's strollers & no stairs

Family friendly streets.

Good idea for the community, marked pedestrian paths are preferred

I don't like to take trails which share traffic areas.

I really like the County trail that circles Stonecreek Golf Course. This type would draw me to the city.

I would just drive to Canemah Park with kids - they enjoy the hike to the cemetery

I would like to preserve parking but want a trail to downtown OC. I bike from our neighborhood all week

Include 3rd Ave alternative with lighting on the stairs :)

Just do it!

Leave out walking/biking between Old Canemah Park to children's park

Like the idea of developing the walk along 99 - the boardwalk

Looks good

McLoughlin on riverside seems easier, but A1 alignment through Old Canemah would be nice as well.

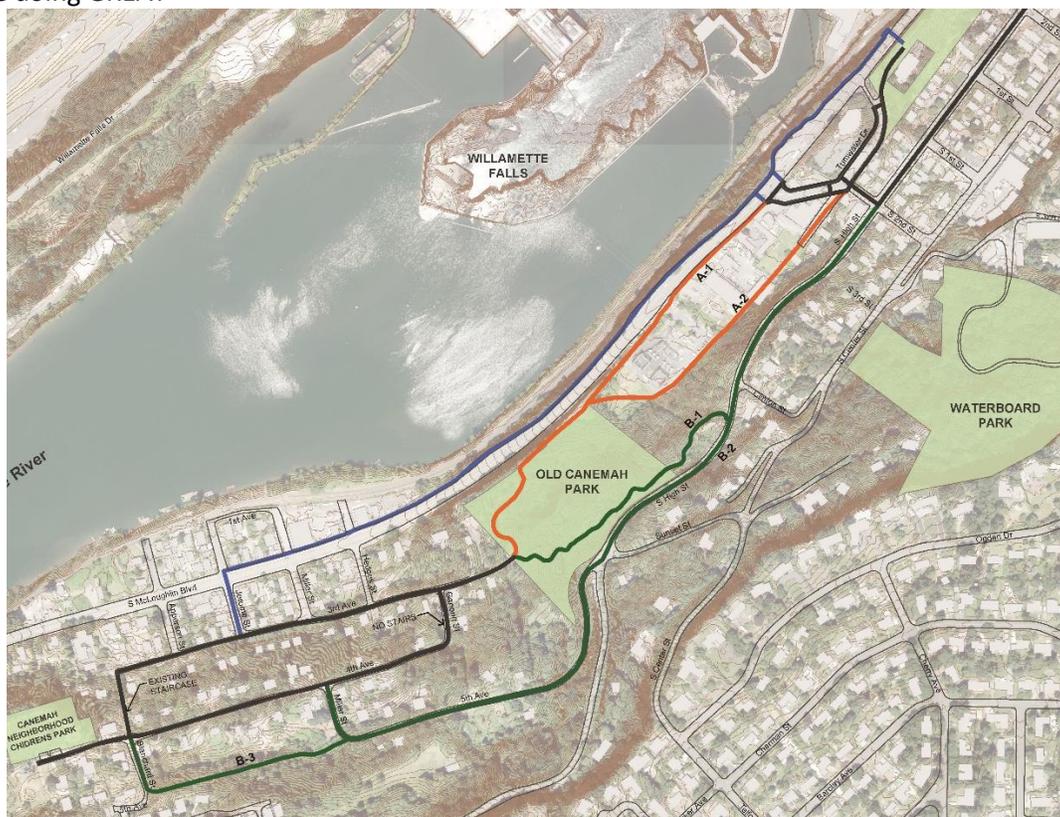
Need a couple of ped crossings across McLoughlin

No, Great job!

Really love cycle across as neither 99E or South End save for peds/cycles to travel Canemah -> downtown

Try to keep off McLoughlin

You're doing GREAT



Survey: Other comments and safety suggestions

- A crossing at Jerome would improve safety and any traffic calming in the Canemah neighborhood would be helpful. As it is now, people tend to drive too fast in the neighborhood
- A safe crossing at 99E, a bike parking, Traffic calming
- Add crossings on 99E; Master plan for Oregon City Loop Trail
- All of the above and slower traffic signs for S High St. Keep drivers from using gravel road from Tumwater up to S High
- Bike improvements are my priority
- If you want me to visit the city to walk / bike then I need a public parking area and a map of the trails for the entire city.
- Just keep it near the falls, and trim some of those maples!
- Lighting and police patrol
- Lower speed limits. Could even be 30mph for a portion of 99E if a portion of the trail must be on that highway.
- More shade
- Ped Crossings! Yes
- Safe crossing at 99E is a great idea
- Safe crossing of 99E
- These sound great! Making easy access to Main Street area is welcome and wanted! We are residents of Canemah and REALLY want access directly to downtown/main area. We were disappointed the railway connection was removed from Phase I, but hopeful access will come.
- Would love bike lane on South End
- Yes to a safe crossing of 99E and yes to traffic calming measures... Traffic going too fast in neighborhood. Bike path on streets please!

Toolkit Preference Results

