

DATE: April 15, 2009
TO: Oregon Transportation Commission
FROM: Matthew Garrett, Director
SUBJECT: Aurora Highway Segment Designation

REQUESTED ACTION:

Adopt a minor amendment to the Oregon Highway Plan that designates a Special Transportation Area (STA) in Aurora, Oregon.

BACKGROUND:

The City is currently in the process of updating its transportation system plan (TSP). The Technical Advisory Committee for the TSP update recommended the City pursue the STA designation for the portion of Pacific Highway East (OR 99E) between Liberty Street and 4th Street. The proposed Downtown STA segment currently resembles a “Main Street” with sidewalks, bicycle lanes, and commercial buildings with storefronts facing the roadway which meets the traffic and design characteristics of an STA. An STA along this segment also provides consistency with the existing Aurora downtown National Historic District designation.

The OTC packet contains a spread sheet that delineates the limits (by milepoint) of the designated area, a segment map of Aurora and a letter from the City requesting the designation.

SUMMARY OF CHANGE:

The following highway segment would be designated as a Special Transportation Area:

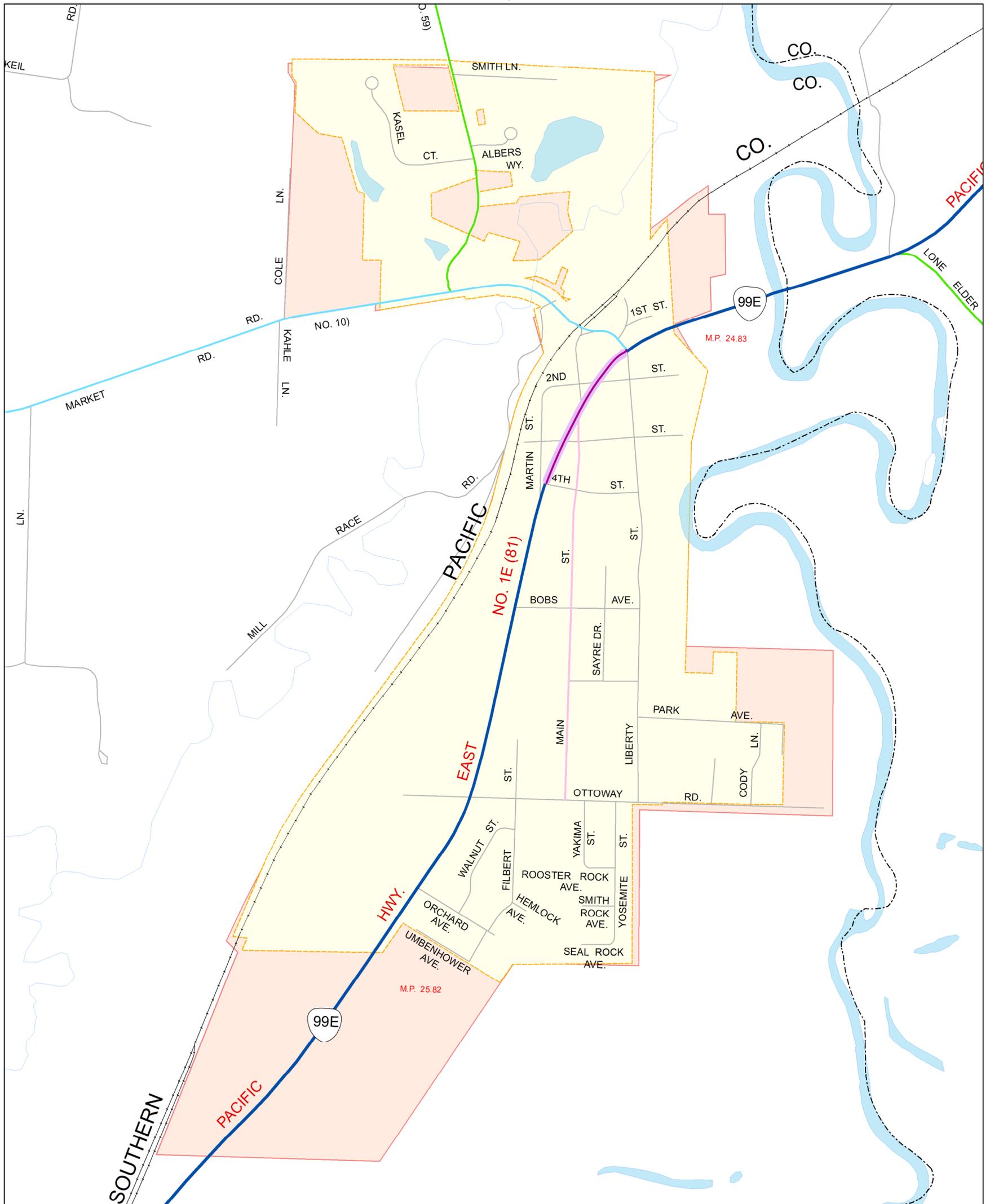
OR 99E, Pacific Highway East No. 81: MP 24.88 to MP 25.10

Attachments:

- A. Table of Characteristics of the Designation Area
- B. Segment Map
- C. Letter from the City of Aurora

DRAFT
 PROPOSED HWY. SEGMENT DESIGNATION
 AURORA, OREGON

February 2009



- | | | |
|-------|-------|--|
| STATE | OTHER | |
| | | INTERSTATE |
| | | PRINCIPAL ARTERIAL |
| | | MINOR ARTERIAL |
| | | URBAN COLLECTOR/ RURAL MAJOR COLLECTOR |
| | | MINOR COLLECTOR |
| | | LOCAL ROAD |

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."



SPECIAL PROJECT # 1646



- | | |
|-----|--|
| STA | |
| UBA | |

PRODUCED BY ODOT - GIS UNIT - (503)986-3154

Milepoint Identification of ODOT Highway Segment Designations

Proposed Designations for the Oregon Transportation Commission

January 2009

Draft

ODOT Region	Location	Route	Highway Name	Hwy	Rdwy ID	Begin MP	Begin	End MP	End	Mileage	STA, UBA, Com Ctr	OHP Hwy Class	NHS	OTC Approval Date
2	Aurora	OR 99E	Pacific Highway East	81	1	24.88	Liberty Street	25.10	4th Street	0.22	STA	Regional	No	Proposed

Total Proposed UBA Mileage 0.00
Total Proposed STA Mileage 0.22
Total Proposed Comm. Center 0.00
Total Proposed 0.22

---Rdwy IDs of "2" indicate the opposite side of a couplet and are not included in mileage totals.



Old Aurora Colony Ox Barn, Aurora, Oregon Clark Moor Will 1966

City of Aurora

FOUNDED 1856
"National Historic Site"

RECEIVED

DEC 01 2008

Planning Section

November 25, 2008

Sue Geniesse
ODOT TGM Planning
555 13th Street, NE
Salem, OR 97301

Dan Fricke, Senior Transportation Planner
Oregon Department of Transportation
455 Airport Rd SE, Building B
Salem, OR 97301

October, 2008

Dear Sue and Dan:

Thank you for assisting the City of Aurora with our new Transportation System Plan. As you know, Hwy 99E runs through the National Historic District that forms the core of Aurora. This letter is to follow up on the recent discussion regarding the designation of the Downtown segment of Hwy 99E as a Special Transportation Area, and request that a segment of the highway from Liberty St. on the north to 4th Street on the south be designated as an STA.

Special Transportation Areas are described in the Policy Element of the Oregon Highway Plan, which lists eleven desired features for STAs under the heading "Planning and Development Guidance." The eleven features are discussed below. Downtown Aurora has these beneficial features, and thus is suitable for the STA designation.

Buildings are spaced close together and located adjacent to the street with little or no setback;

This road segment has numerous retail businesses located in historic structures. Many have storefronts directly on the sidewalk; others have small setbacks. Many of the buildings are spaced together, though some are spaced consistent with their original placement.

Sidewalks with ample width are located adjacent to the highway and the buildings;

Highway 99E has sidewalks on both sides of the street. A grant has been obtained to construct a new sidewalk on the east side of Highway 99E where none is currently located.

People who arrive by car or transit find it convenient to walk from place to place within the area;

Canby Area Transit's bus stop is located roughly in the center of the highway segment proposed for the STA.

On-street parking, structured parking, or shared, general purpose parking lots are located behind or to the side of buildings;

There is no on street parking, and most private parking is located on the side of commercial structures.

Streets are designed with a pedestrian orientation for the ease of crossing by pedestrians;

The most recent improvements to Highway 99E included new crosswalks at the key intersections of Highway 99E with Main St. and Liberty St.

Public road connections correspond to the existing city block pattern; private driveways directly accessing the highway are discouraged;

The public road connections correspond with the City's existing grid of streets. Most private driveways do not access the highway.

Adjacent land uses provide for compact, mixed-use development with buildings oriented to the street;

The City's commercial zoning district, and the historic district overlay, provide for this type of development. For example, residential uses are allowed on upper floors.

A well-developed parallel and interconnected street network facilitates local automobile, bicycle, transit and pedestrian circulation except where topography severely constrains the potential for street connections;

The existing city street network, especially Main and Liberty Streets, roughly parallel the highway and provide local circulation.

Speeds typically do not exceed 25 miles per hour;

Speeds are typically slow through the commercial core of Aurora. Speed study data is not available.

Plans and provisions are made for infill and redevelopment;

The existing commercial zone allows mixed uses and facilitates infill. Due to the historic nature of downtown Aurora, redevelopment of many properties is not a feasible future scenario.

Provisions are made for well-developed transit stops including van/bus stops, bicycle and pedestrian facilities, and including street amenities that support these modes.

As noted above, the Canby Area Transit stop is well located. Funding for amenities at the bus stop is not yet available, but the City hopes the STA designation will assist with the search for new funding sources.

In summary, downtown Aurora is a National Historic District. The historic development pattern and the current zoning code accommodate a mix of commercial and residential development. The City of Aurora requests the STA designation for Highway 99E between Liberty St. and 4th Ave. to reflect and support the historic downtown core.

Sincerely,



Charles Donald, Mayor