

DATE:

TO: Oregon Transportation Commission

FROM: Matthew Garrett, Director

SUBJECT: **City of Canby Highway Segment Designation**

Requested Action:

Adopt a minor amendment to the *Oregon Highway Plan* that designates a Special Transportation Area (STA) on OR 99E in Canby, Oregon

Background:

The City of Canby is in the process of updating its Transportation System Plan. The work was jointly funded by the ODOT-DLCD Transportation Growth Management (TGM) program and the City of Canby. City is scheduling adoption hearings this summer. The Canby TSP update includes a recommendation for *Oregon Highway Plan* designation of an STA for the half mile section of OR 99E that bisects downtown and is subject to the City's downtown development standards.

Future projections indicated major capacity constraints on OR 99E, a Regional highway on the national freight network, through the City of Canby. To address this, the plan includes many future improvements to enhance local street connectivity, several grade separated highway/rail crossings as well as intersection projects and a local north-south one way couplet. The TSP does not anticipate adding through lanes to OR 99E.

In recent years, the City adopted strong downtown design standards, and constructed major enhancements to downtown streets. The City is participating in the state Main Street program, and hopes to purchase several blocks adjacent to the UPRR right of way to build a downtown plaza/community center.

Currently, OR 99E through downtown Canby is inconsistent with its downtown surroundings and multi-modal use. Speed is posted at 35 mph, there are limited sidewalks, and there are no bicycle lanes or on-street parking.

The TSP update includes cross sections for the OR 99E Corridor and STA that meet or exceed Highway Design Manual Standards. The City has applied for a TGM grant for 2010-12 to conduct an OR 99E Corridor and Gateway Plan; this project will refine the cross section and serve as an STA management plan. Motor Carrier Transportation Division, freight stakeholders, as well as ODOT technical staff and local stakeholders will have the opportunity to participate in the plan's development.

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

Summary of Change:

The following highway segment is recommended to be designated as a Special Transportation Area:

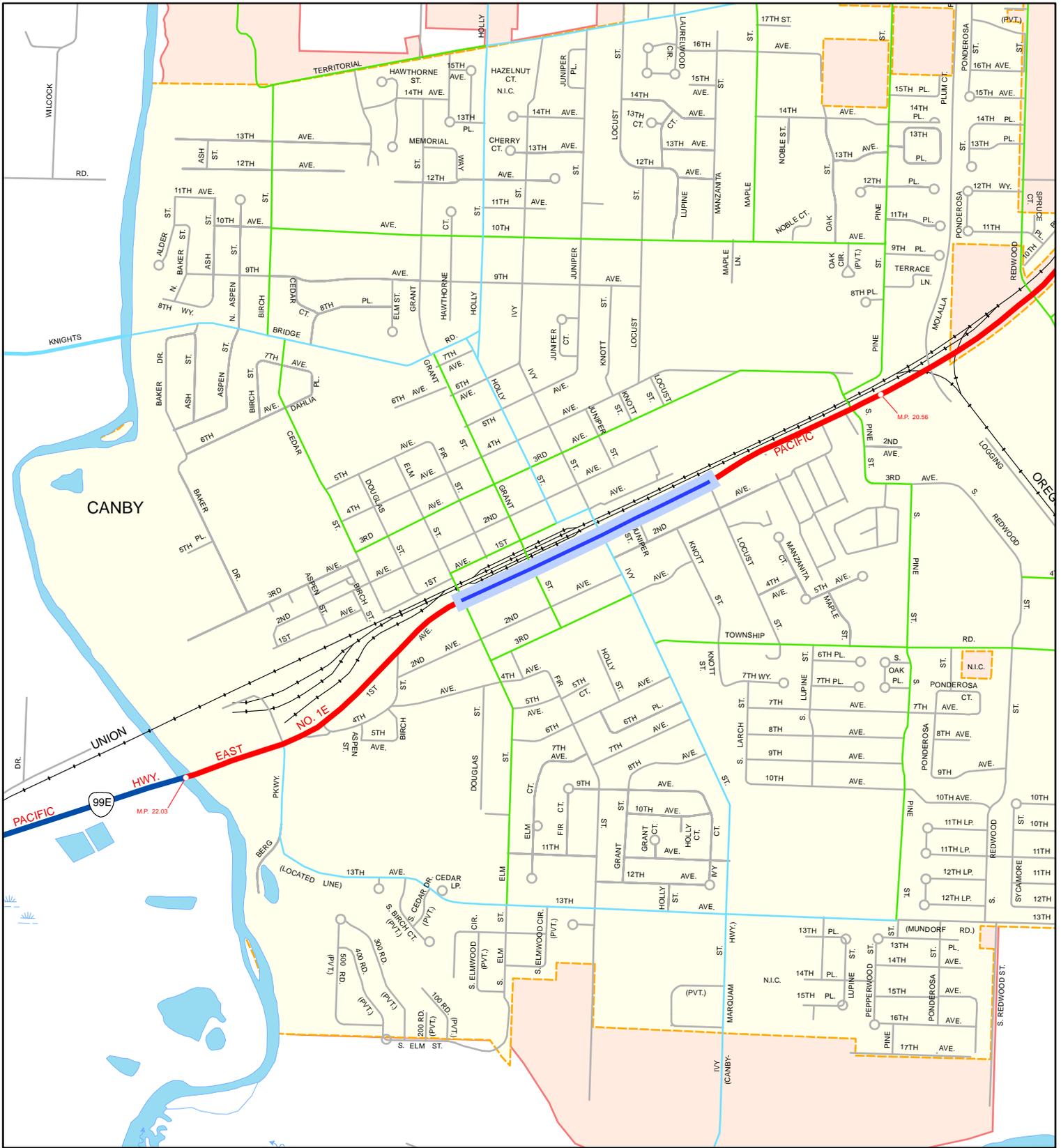
OR 99E, Pacific Highway East No 081; MP 20.92 to 21.42

Enclosures:

- A. Spread Sheet / Table of Characteristics of the Designation Area
- B. Segment Map
- C. Letter from Walt Daniels, Council President

HWY. SEGMENT DESIGNATION

Canby, Oregon
Pacific Highway East



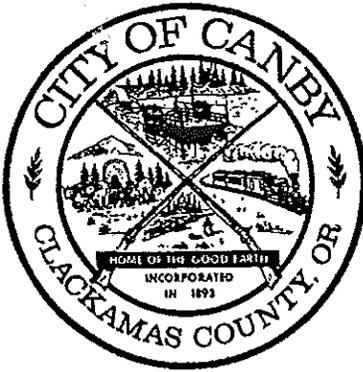
FUNCTIONAL CLASSIFICATION	STATE	OTHER	
			INTERSTATE
			PRINCIPAL ARTERIAL
			MINOR ARTERIAL
			URBAN COLLECTOR/ RURAL MAJOR COLLECTOR
			MINOR COLLECTOR
			LOCAL ROAD

STA SEGMENT

0 0.3

Miles

PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - June 2010
GIS No. 23-62



City of Canby

General Administration Office

June 2, 2010

Elaine Smith, Planning Manager
ODOT Region 1
123 SW Flanders Street
Portland, OR 97209

Re: STA Designation for a Portion of OR 99E in Canby

Dear Ms. Smith,

The City of Canby is requesting the Oregon Transportation Commission designate a *Special Transportation Area (STA)* in the *Oregon Highway Plan* for the half mile section of OR 99E that bisects the core downtown. The 2010 City of Canby TSP update recommends the STA be established between Locust Street on the east (milepost 20.92), to Elm Street on the west (milepost 21.42).

Canby's downtown has land use characteristics consistent with an STA. In 2001 the City adopted the Canby Downtown Plan, which focuses the City's direction for revitalization through marketing, strengthening the connection between the downtown and OR 99E, and design improvements to the downtown. In 2009 the City adopted Core Commercial downtown development codes that further support mixed use commercial-office-residential development and require consistency with traditional main street design elements (building and parking lot placement; pedestrian, bicycle and transit amenities; on-street parking/shared parking, consolidated access, plazas, landscaping, and architectural elements .)

In addition, the City has joined the Oregon Main Street Program and has hired a Main Street Manager to help with Main Street visioning and implementation.

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The City has an established and highly successful urban renewal district, which includes the downtown, and is currently negotiating with UPRR to purchase a key piece of property located in our downtown commercial core district. This property abuts NW 1st Avenue which is highly visible from OR 99E. The City plans to relocate our historic railroad depot museum back to its original location on this site, and develop a new community plaza and civic buildings.

In recent years, the City has made significant improvements to local streets downtown that support pedestrian activity, consistent with the Canby Downtown Plan. In tandem with the STA designation and future OR 99E STA-designed improvements, these activities will enhance multi-modal access and contribute to a vibrant downtown Canby.

OR 99E in Canby is a Regional Highway. Current speed through the downtown section is 35 miles an hour. Sidewalks are intermittent and there is no on-street parking. The updated TSP contains a placeholder cross section for the OR 99E STA, which the city intends to refine in cooperation with ODOT in the upcoming OR 99E Corridor Gateway planning effort. Although an STA management plan is not required for OR 99E, the OR 99E Corridor Gateway Plan will serve that purpose and provide an avenue: to consider speed reduction; develop STA design features to improve pedestrian, transit and bicycle accessibility, highway aesthetics and downtown livability; reconcile community accessibility and safety with the needs of freight mobility on this NHS national freight network highway; estimate highway improvement costs and consider funding options.

The new Canby TSP includes highway intersection and highway-rail crossing improvements, as well as major enhancements to the local street network. A significant project would convert Ivy and Grant streets, two primary north-south streets, into one way streets through downtown to reduce anticipated future capacity constraints on OR 99E. STA designation would acknowledge the need to balance local access with through travel needs, and allow acceptance of a more relaxed mobility standard. STA designation and future STA-designed improvements on OR 99E are critical elements needed to enhance multi-modal access within downtown Canby.

Please let me know if you have any questions regarding the proposed STA. Thank you for forwarding this request to the Oregon Transportation Commission.

Sincerely,



Walt Daniels
Council President

Milepoint Identification of ODOT Highway Segment Designations

Proposed Designations for the Oregon Transportation Commission

March 2010

Draft

ODOT Region	Location	Route	Highway Name	Rdwy ID	Begin MP	Begin	End MP	End	Mileage	STA, UBA, Com Ctr	OHP Hwy Class	NHS	OTC Approval Date
1	Canby	OR 99E	Pacific Hwy East	1	20.92	Locust Street	21.42	Elm Street	0.50	STA	DistrictNo		Proposed

Total Proposed UBA Mileage	0.00
Total Proposed STA Mileage	0.50
Total Proposed Comm. Center Mileage	0.00
Total Proposed	0.50