

Bypass #9 - Oregon City Bypass, OR 213, Cascade Highway South, Highway 160 (MP 0.00-3.59)

Description: The bypass is located at the edge of the Oregon City and Metro urban growth boundary. The bypass begins and ends within the UGB, but almost two miles are outside the UGB. The bypass was constructed with four lanes to Redland Road and two lanes to Clackamas Community College. A median was constructed on parts. Limited access was provided at four signalized intersections.

Draft Environmental Impact Statement: 1979

Construction: 1989

Purpose and need: The purpose of the project was to construct a non-freeway primary arterial bypass around downtown Oregon City from the Park Place Interchange at I-205 to Clackamas Community College to remove through traffic and slow traffic flow from downtown streets. Highway 213 through the city was over capacity (14,00-25,600 average weekday travel).

Land use: The Draft Environmental Impact Statement anticipated additional development pressure at the intersections. The Columbia Region Association of Governments passed a resolution requiring that the project be designed as a limited access facility; development be discouraged at intersections; and Clackamas County control development on land adjacent to and south of the highway. The county plan said OR 213 was an expressway. The city comprehensive plan also saw the bypass as limited access with no private drive accesses. County zoning was basically single-family residential and industrial park.

Traffic volumes: Volumes in 1989, the first year the bypass was open, were 26,100 ADT. They grew to 40,000 by 2000.

Crash rate: The bypassed highway had an accident rate 96% higher than the state average in 1977. In 1976 the accident rate per million vehicle miles from the north terminus to 7th Street was 18.58; from 7th Street to the south terminus the rate was 7.12 while the statewide average for all urban, primary non-freeways was 5.28. The 1998-2000 average crash rate on the bypass is 1.37 per million vehicle miles traveled, lower than the statewide average for urban highways. The top collision types were rear end, sideswipe overtaking, and turning movement and fixed object.

Analysis: The Oregon City Bypass has remained limited access; access is only available at intersections near or at the termini. Land uses along the bypass outside the UGB appear unchanged. Commercial and residential development is impacting traffic flow at the intersections on the north and south ends of the bypass. There are joint Clackamas County-Oregon City projects to improve the intersections in both areas. A home improvement business at the north end on an old landfill (an unanticipated development at the time the bypass was constructed) has forced improvements to the intersection of the bypass. The bypass has improved safety.

Primary source: Park Place-Clackamas Community College (Oregon City Bypass), Cascade South Highway 160-ORE 213, Draft Environmental Impact Statement, June 1979