

Kattie Riggs

Subject: FW: Can you pull out of the Consent Agenda, of the City Commission scheduled meeting for 2 of October 2019

From: Paul Edgar <pauloedgar@q.com>

Sent: Monday, September 30, 2019 12:44 PM

To: Frank O'Donnell <fodonnell@orccity.org>; Rocky Smith, Jr. <rsmith@orccity.org>

Cc: Laura Terway <lterway@orccity.org>; John M. Lewis <jmlewis@orccity.org>

Subject: Can you pull out of the Consent Agenda, of the City Commission scheduled meeting for 2 of October 2019

Could either of you request to pull out of the Consent Agenda the following: **Resolution No. 19-33, Supporting 2022-2024 Regional Flexible Funds for the Highway 99E Biking and Walking Project**, (McLoughlin Boulevard Phase 3)
Sponsors: Community Development Director Laura Terway and Public Works Director John Lewis Staff Report Resolution No. 19-33.

What is being envisioned with the planning of these Active Transportation improvements, what are the goals and possible outcomes within this planning effort ??

Why this concerns me is, that we have within this a critical opportunity to address enhancing alternative modes of "Active Transportation" that will get visitors in and out of the Willamette Falls Legacy Project as part of the "River Walk Phase" of it. This is where we need to get these visitors in and out of Oregon City and into the Willamette Falls Legacy project and to the River Walk where as many of these visitors as possible do not have to walk across Highway 99E at this Main Street Intersection.

This becomes part of finding ways to divert as many people and as we can, from needing to use this intersection as a way of reducing critical negative congestion levels at this intersection getting much - much worse.

How can we entice more people to be part of an Active Transportation and become part of diversion, where we encourage visitors to just walk along the Willamette River to take in nature where they can better experience coming into Oregon City.

We just critically need this "Diversion", where it becomes the best way to get to the River Walk and connecting with Mother Nature, getting up and close to the Willamette River Falls. In doing this, we are creating a major win - win for our City, Clackamas County and the State of Oregon.

Virtually anything we can do to lesson congestion at this intersection is critical to the Region's Economy where the Cost of Congestion results in increasing the Cost of Businesses and the hassle of coming into and through Oregon City. We do not need Oregon City to be seen in a negative light. We need to think out how to minimize congestion where it is not made worse, at this Highway 99E/McLoughlin Blvd/Main Street intersection.

My hope is that this planning effort gets expanded into how we can get thousands or more of visitors daily in and out of Oregon City and into the Willamette Falls Legacy Project. Couple this with the need to find logical places where these visitors can park, and that become a win - win to our City and it does not take us into chaos.

This all goes back to the one of the more logical places where visitors can park and that has always been on the two one acre parcels next to McDonald's and Clackamette Park.

Getting all of these decisions made of what is best for our City and if parking at an enhanced Clackamette Park, parking facility is right and what is also needed that is part of this access to the River Walk equation. This to me is a logical time and place to come up with all of planning including some type of shuttle buses to carry the majority of these visitors in and out of this River Walk, minimizing the activation of the extended Cross Walk Light timing, so that we can reduce the highly negative disruption of this State of Oregon designated Freight Mobility Corridor of Highway 99E.

This can be a great opportunity and time to expand to all of the necessary visioning of providing access, so that all visitors can experience the up close beauty of the Willamette River and the Falls and in doing so creating a diversion where Active Transportation becomes best way in the process.

Long ago there was the Downtown Oregon City Plan which called for putting a Walking Path on a shelf on top of the big Sanitary Sewer pipe. Now is the time and this resolution that can become the vehicle, where we align all of the needed thinking, that would allow people to Park their cars at Clackamette Park and in doing so we bring all of the pieces of the equation together. We plan our way out of not making things worse with greater congestion in and around Main Street Oregon City, with the realization that could result in what could be a fatal blow to Downtown of Oregon City Businesses access and viability.

We will all hear a lot more in the future about the word "Diversion", if we also find that we are going to have the I-205 Corridor become Tolled. You could have maybe double or triple the number of cars coming and going across the Old Oregon City/West Linn Bridge. What that also mean to congestion in Downtown Oregon and this Main Street and Highway 99E Intersection no-one knows.

Thanks, Paul Edgar