

AD HOC Committee Report: Addressing Traffic Issues Related to McLoughlin Blvd. Phase II

For the 06/03/2013 CIC Meeting

Discuss the implications of congestion on Highway-99E, where when we are at grid lock from Level of Service "F" conditions, what that means to the economy, investment and creation of new JOB'S/Opportunities. Of critical nature is that this unresolved level of congestion could stop virtually all building permits from being issued in areas of Oregon City, maybe even stop the proposed Cove Project, if 80% of the new incidents of travel generated from this development went through the intersection of Dunes Drive and Highway-99E/McLoughlin Blvd. That intersection cannot be reasonable made worse and comply with State of Oregon Highway standards.

<http://oregon-city.legistar.com/LegislationDetail.aspx?ID=1215949&GUID=E23DA144-CE72-4384-A62B-C14662EF95FC>

If this Cove Project as outlined in these file documents were to happen, or something like it at the Clackamette Cove and each of these Equivalent Dwelling Unit (EDU's), that are identified in this plan were to generated from 8-to 10-new trips/incidents of travel per day, with 80% plus going through the intersection of Dunes Drive & Highway-99E, what would be the subsequent impact on the Level of Service conditions at this intersection?

To me, this intersection is the only logical - common sense way in and out for 80% plus, coming into this area and it is through Dunes Drive & Highway-99E intersection. This makes any new trips/incidents of travel that could be generated, of having a high probability of exceeding the capacity of the Dunes Drive & Highway-99E intersection and making any change very problematic.

The result could be in eliminating the ability to bring in new area investment, create jobs and subsequently issue building permits as a direct result of creating new trips/incidents of travel in excess of the capacity of the intersection.

Any of us who travel through this area can see that south bound Highway-99E vehicle traffic backing up all the way from the I-205 interchange, through Dunes Drive all the way to the Clackamas River Bridge, in Peak Periods. New trip generation/incidents of travel, outlined in the Cove Project would increase that level of congestion, to a new higher levels, that many would consider to be intolerable, exceeding State Highway Code to greater then current LOS "F" Conditions found mostly in Peak Periods to extend through most of the day.

This would strangle most access and businesses in this area of the Highway-99E/McLoughlin Blvd Enhancement Project, where we would find that virtually all traffic cannot get to and through area, and to the right thru lanes of the Dunes Drive intersection that lead thru the City

and which also eliminates virtually the ability turn right at Dunes Drive and get to the River Shore Motel, Marina, McDonald and the Clackamette Cove area, identified in the Cove Project.

With the Oregon City Shopping Center adding more traffic - trips/incidents of travel with new shopping opportunities, I would not like to see the excitement of our city get dampened, with unreasonable congestion at this important Gateway Point of our City and arriving at a negative, first impression and thus the elimination of opportunities for investment.

When an opportunity exists to make critically needed improvements, that can be justified within the framework of this enhancement project reduce congestion and they are not acted on, what does that mean?

Those are some of my thoughts, but the CIC as a whole has to arrive at their own conclusions.

**This report was written and provided by
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