

From: [Paul Edgar](#)
To: [Laura Terway](#)
Cc: [Smith, Tootie](#); [Martha Schrader - County Commissioner](#); [Paul Savas - County Commissioner](#); [Jim Bernard - CC.Commission](#); [John Ludlow - Chair BOCC](#); [Christina Robertson-Gardiner](#); [Tony Konkol](#); [Tom Hughes - Metro Chair](#); [Carlotta Collette](#)
Subject: Fwd: Some Critical Thinking Is Needed, to create reasonable solutions when a possible 6,000 new people come daily to Oregon City's WFLP
Date: Monday, April 11, 2016 10:47:51 AM

TO: PC & TAC, joint meeting 4/11/2016, Oregon City

Submittable Comments

The PC and TAC will decide together this evening as to if public comments will be allowed at the joint work session, so here are my written comments in advance.

I had Christina Robertson-Gardiner, one of the Chief Planners for the Willamette Falls Legacy Project tell me, "we are going to have to live with a new level of congestion, here". She was talking about Oregon Highway 99E, going through Oregon City, which is critical to Clackamas County, Canby and area's south. The congestion on OR Hwy 99E is terrible (LOS "F"), with today's traffic going through Oregon City.

I had taken a moment to attempt to talk to her on how to mitigate, with options and thinking of what could realistically make a difference. I am just afraid that most everyone has their heads in the sand, on how great the congestion problem could truly become, or that they do not care.

I think you guy's have to get involved, or OR Hwy 99E will be shutdown with everyone screaming and those who need a free flowing highway for the people and commerce will have their backs against the wall.

I just believe ODOT is looking in another direction, (I question the leadership) just like what they accepted allowing for the creation of unacceptable levels of congestion at Oregon Highway 213 and Beaver Creek Road. They are on what appears to be a plan, where they will allow the use of Volume over Capacity (V/C) methods and criteria, over that of Level of Service (LOS) which is the only ODOT standard for measuring congestion on State of Oregon Highways, as this (I believe) can lead to challenges, at LCDC.

Oregon City changed how congestion is measured on these two State of Oregon Highways to this V/C methodology, which creates an ability where Strategic/Critical Urban Freight Routes to achieve unacceptable costly levels of congestion, that hurts the overall regions economies.

When congestion gets to a point, where it causes the cost to operate a business and/or when it makes businesses become unprofitable, we all loose.

I support the vision of the Willamette Falls Legacy Project and this first effort in creating the "River Walk", but they are not even close to getting a handle on the logistics of getting people in and out of Oregon City.

Thanks, we need your help, Paul Edgar

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From:Paul Edgar <pauloedgar@q.com>

Subject:Some Critical Thinking Is Needed, to create
reasonable solutions when 6,000 new people come
daily to Oregon City's WFLP

Reply-To:pauloedgar@q.com

To:Jon Makler - ODOT Region 1, Planning Mgr

Cc:Rian Windsheimer - ODOT, Matthew L. Garrett -
ODOT

Message-ID:<57047AB5.9060207@q.com>

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We need new accurate Trip Counts for OR - Hwy-99E, to advance the Willamette Falls Legacy Project (WFLP).

If some of the projections are half way correct, new incidents of travel can ramp up, bringing in 2,000, 4,000 or maybe even 6,000 people into this WFLP site, daily.

It appears that OR-Hwy-99E at Main St. in Oregon City is at LOS - F in the PM Peak Period - for about 3-hours - every weekday afternoon, right now. As we know it is a strategic Urban Freight Route at the same time.

AM Peak Period and through out the day has equally high activity, because of Canby and their commercial and residential needs.

We need new accurate new trip counts to establish V/C.1 Rating .

We also need to arrive at reasonable assumptions on how these people will arrive in Oregon City, by mode of vehicle. What percentage will be in: cars, buses, commuter rail, limo's, boats, bike and PED.

How can we distribute this number of additional vehicles, where do you put them? Cars will probably represent the dominate mode of travel and most people believe cars will bring in greater then 80% of all

people.

The additional problem/opportunity is "Cars (in that many) in totality - on the highways, arriving at one place" as a significant critical issue to plan for, with ODOT.

Just creating a place to park these cars, which might well require creating parking places, a quarter or half mile away that results in limiting negative impacts creating unacceptable to congestion of this Oregon HWY 99E Urban Freight Route is a big time opportunity.

Then you need to create some reasonable alternative modes, that will transit these people from a distance to the main gate/entry point and it then also another big deal.

You need a head start on this!!!!!!

Paul

PS: You should get a copy of the April 2009 - Findings and Recommendations of the "Downtown Oregon City Parking Study". It is only 7-years old and very accurate.