

## Audrey Meeker

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**Subject:** FW: Thank you for advancing and getting this "Enhancement Grant" to study the Hwy 99E/McLoughlin Blvd, that includes it's intersection with Main Street.

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**Sent:** Wednesday, October 25, 2023 10:31 AM

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**Subject:** Thank you for advancing and getting this "Enhancement Grant" to study the Hwy 99E/McLoughlin Blvd, that includes it's intersection with Main Street.

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Please share this and make these comments part of the record of my comments 10/24/2024 before the Oregon City Transportation Committee meeting.

Many years ago, as a member of the Oregon City Urban Renewal Commission, during a period when we were providing some initial funding for the "River Walk to the Falls" the analyst in me said, that could compound and create this nightmare of congestion at one of the most critical intersections in all of Oregon City at Main Street and Hwy 99E/McLoughlin Blvd.

I went down and did some timing and observations of what could be the impacts of significant increases in the numbers of people using this cross walk, to go in and out of, what is now tumwata village. I was attempting to do some preliminary reviews to gain a better understanding of what could be the potential impacts on the flow of traffic. Now, 10 plus years ago on Hwy 99E/McLoughlin Blvd what I saw will be much, much worse, in negative impacts. Just envision. If there were 500, 1,000, 2,000 visitors/pedestrians going in and out (that is two trips) of tumwata village daily, what would be their impact on congestion at this one intersection.

The dynamics of this one intersection have changed, 1st with these increases in the numbers of new incidents of travel that now exist and generated over the last 10-years. 2nd, the importance of the industrial and commercial traffic going north and south, on Hwy 99E that has also quadrupled over the last 10 years. There has been this massive growth in Canby's Industrial area and companies like Columbia Distributing with there 514,500 Sq. Ft. under one roof, just to name one. Maybe 80% of Columbia Distributing truck activity and marketplace is north of Canby. 3rd, is population growth due to availability and affordability of single family housing outside of the

UGB. More and more people are now part of those experiencing much longer commutes, because of this lack of affordable single family housing in Greater Portland's UGB.

More and more businesses are equally relocating outside of the UGB, where the costs are much less and where there are available potential employees, where these employees can afford live. However, the marketplace and the supply chain hub is still in Greater Portland, thus the foreseeable numbers of incidents of travel, in critical corridors like Hwy 99E/McLoughlin Blvd, will only go up. 4th, is that Hwy 99E/McLoughlin Blvd is the singular critical connection for many people and businesses, going and coming to and from the Interstate Highway System of the I-205 Corridor and its connection with the I-5 Corridor.

Therefore, any disruption and added congestion in this inherent need and ability to have a free-flowing Hwy 99E/McLoughlin Blvd can have catastrophic impacts that can ripple and create more than a headache. Somehow, we need to create and put a dollars and cents calculation to all that depend on having a free-flowing Hwy 99E/ McLoughlin Blvd corridor. I think it is in the Billions of Dollars and this is important to the economy, livelihoods and quality of life of so many that depend on getting through this one intersection, as this will be a major test.

Now, the foreseeable and planned ODOT, "Tolling of the I-205 Abernethy Bridge" which will more than quadruple - plus, the inevitable number of trips/incidents of travel on the Arch Oregon City - West Linn Bridge within diversion, just to not pay a toll. This new traffic from diversion will equally come from significant new diversion traffic from coming and going and on Hwy 43 and Hwy 99E/McLoughlin Blvd. Maybe 70% of the new incidents of travel on the Arch Bridge will flow to this intersection of Hwy 99E/McLoughlin Blvd and Main Street. All of this will create a perfect storm and bring foreseeable gridlock to a degree, that no-one has ever thought of, as to what could happen.

Building a knowledge base will be critical within the future assessments of the impacts of Tolling Diversion, if the I-205 Abernethy Bridge is allowed to be tolled as is now planned to take place. Everything needs to be quantified, and this McLoughlin Blvd Enhancements Grant to study an area from 10th Street to tumwata village, including the Hwy 99E tunnel under the Union Pacific Rail Road tracks and pedestrian access is so critical.

***Paul O. Edgar***, Concerned Citizen