

## Jakob Wiley

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**From:** Paul O. Edgar <pauloedgar1940@gmail.com>  
**Sent:** Sunday, November 5, 2023 1:42 PM  
**To:** Denyse McGriff; Frank O'Donnell; Rocky Smith, Jr.; Adam Marl; Mike Mitchell; John M. Lewis; Tony Konkol; Recorder Team  
**Cc:** Cheryle A. Kennedy; Stacia Hernandez - Grand Ronde Tribal Council; Savas, Paul; Raymond Rendleman; Senator Mark Meek - District 20; Rep Hartman; Tootie Smith - Chair Clackamas County  
**Subject:** McLoughlin Blvd Enhancements, City work-session 11/07/2023, Citizen Comments

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### [McLoughlin Blvd Enhancements | Oregon City, OR \(orcity.org\)](https://www.orcity.org)

Will there be an ability for additional citizen input on the McLoughlin Blvd Enhancements and the need for additional detailed data collection and evaluation.

This need to think smart and pragmatic with this section of Hwy 99E/McLoughlin Blvd with all of the future dynamics of Tumwata Village and Tolling Diversion, creates additional needs for laying out and considering all possible thoughts and criteria within decision making. An extended effort to me is advisable and needed, within identifying and valuing (weighted values and priorities) of all criteria to be applied within a "Critical Thinking" process.

Grand Ronde - Tumwata Village plans and future expectations and potentials of visitor traffic in it's numbers, methods and modes of arriving into Oregon City from outside the city needs to be part of decision making. The Main Street and Hwy 99E/McLoughlin Blvd Traffic Light/Crosswalk Light and its effects on regional commerce and the flow of traffic are so very, very dynamic. I have personally done stop watch studies, within an attempt to identify the impacts of what change could represent, in future impacts. This is one of those fun places, where analyst minds, can follow so many threads.

The growth in vehicle activity we are experiencing, that has taken place over the last 10-years, in vehicle miles driven, new trucks traffic coming and going north and south with all of this new commercial activity. What we are seeing of this activity on roads, side-streets, Highways like 43 and 99E, I-205 Corridor, that exists now, much without adequate capacity or even addressing needed safety considerations. The Dismal impacts of the Transit Mode, Bike and PED and what they can bring to the table within the dynamics of the regional topology and the Willamette River require honest assessments of the real world impacts on identifying practical solutions on what is happening now and needs to be extrapolated into the future and evaluated.

Historically people will drive up to 12 to 15 miles, out of their way, just to not pay a Toll, that the great majority cannot justify or afford. The plan and efforts underway to make Tolling Happen January 2026, (million and million are being spent right now) on the I-205 Abernethy Bridge Tolling infrastructure and that can result in maybe 50,000 to 70,000 vehicle trip daily that currently cross the that bridge, to where people will be making real world daily decisions as how to bypass those Toll Points, and the analyst in me says Oh Shit, what will happen, what could go wrong!!!!

The importance of this moment and what you do, say and justify, can have far reaching implication.

***Paul Edgar***