



December 2023 Virtual Open House Summary

McLoughlin Boulevard Enhancements:
10th Street to tumwata village



Oregon City, Oregon
January 3, 2024

December 2023 Open House Summary

Introduction

The City of Oregon City (City) and the Oregon Department of Transportation (ODOT) are partnering to evaluate options for a shared-use pedestrian and bicycle path and streetscape enhancements on both sides of McLoughlin Boulevard between 10th Street and Tumwata village. This project is the last and most complex phase of Oregon City's McLoughlin Boulevard Enhancement Plan, which has been in progress for the past 20 years.

This project will enable the City to complete the Alternatives Identification and Evaluation phase to determine how to address this gap. Once a preferred alternative is identified, the City will proceed with a more detailed design and apply for grants to build all or portions of the alignment. HDR Engineering, Inc.'s (HDR's) services include strategic-communications support to inform Oregon City residents and the Clackamas County community about the proposed project.

The public outreach process encourages participation from local community members to learn about the project and provide feedback on the proposed design alternatives. Their feedback is critical in the City and ODOT's decision to select a preferred alternative.

This summary provides an overview of the virtual open house event held from December 6–22, 2023.

Virtual Open House Goals

The open house goals are as follows:

- Provide project information and engagement opportunities that are accessible, approachable, and inclusive
- Solicit public input on the initial set of alignment alternatives
- Create awareness about the project and its benefits and potential burdens or impacts
- Communicate how input and feedback shape project outcomes
- Create robust collaboration between agency partners and interested parties to facilitate the selection of a shared-use path preferred alternative

Virtual Open House Overview

From December 6–22, 2023, community members were invited to participate in a virtual open house hosted by HDR and posted on the City's project website. Users were invited to provide feedback on the proposed design alternatives and priorities for the McLoughlin Boulevard corridor.

The following topics were shared on the online platform:

- Project Overview
- Project Timeline
- Project Purpose and Need

- Corridor Vision
- Evaluation Criteria & Performance Measures
- Overview of Design Alternatives and Opportunity for Input
- Opportunity for Input on Shared-Use Path Priorities?

The webpage also included a general comment form where users could submit other feedback regarding the project. **See [Appendix A](#) for screenshots of the virtual open house.**

Overall, 169 users accessed the virtual open house, and 154 comments were received through the virtual open house, project website, and emails. Forty-seven percent of users (81 users) were identified using a device to access the virtual open house from Oregon City or Portland.

Comments were received regarding the following topics:

- Purpose and Need (13 comments)
- Corridor Vision (11 comments)
- Evaluation Criteria (7 comments)
- Input Opportunity: Design Alternatives (21 comments)
- Input Opportunity: Your Priorities (18 comments)
- Comment Form (2 comments)
- Emailed Comments (2 comments)
- Website Comment Form (60 comments)

The following themes were identified from the comment submissions:

- Improving traffic flow on McLoughlin Boulevard
- Upgrading access and safety for pedestrians and cyclists
- Enhancing safety for all users
- Building and improving connections to the future tumwata village development, downtown Oregon City, Willamette River, and nearby cities
- Increasing maintenance, monitoring, and cleanup work along the corridor

Overall, the majority of community members voted for Alternative 1B: High Route, a design with a new pathway structure at street level next to McLoughlin Boulevard. This path would connect to McLoughlin Boulevard near 10th Street and reconnect near the future tumwata village development. Participants also voted for a pathway design through the Historic Arch Bridge columns, as shown in Alternatives 1B and 1C. Please see the **[Open House: Results and Comment Themes](#)** for a complete summary of these results.

Notifications and Materials

The project team publicized the virtual open house using printed and digital notifications, described below. **See [Appendix B](#) for samples of these materials.**

Fact Sheet: The fact sheet included information about the project, benefits and needs, anticipated timelines, and public engagement opportunities.

Direct Mail: Project staff designed a postcard to notify neighboring residents about the informational session. The postcard was mailed to approximately 345 residents on November 27, 2023. City staff printed and distributed 300 additional postcards to downtown Oregon City businesses and residents.

Web Page: The project website (bit.ly/McLoughlinBlvd3) was updated with new graphics, maps, and approved content. The City also shared the virtual open house link on the website via a website banner.

Email: City staff sent three email notifications about the event to the City's notification list subscribers. This list includes local Oregon City and Clackamas County community groups.

Social Media: Oregon City staff shared the open house link and a City-produced project video on Facebook and Twitter/X. The posts directed visitors to the website to learn more about the project and the virtual open house event.

Digital Advertising: The City purchased a digital ad campaign on Oregon City News (oregoncitynewsonline.com), including 30,000 impressions to publicize the virtual open house. Ads were produced in several formats to accommodate mobile, desktop, and tablet devices.

Project Topics

The following project topics were shared at the virtual open house:

- **Project Overview:** This slide included general information about the project, including background details about the McLoughlin Boulevard Enhancement Plan, the identified study area, and project benefits.
- **Project Timeline:** A general project schedule was shared on this slide, including relevant public engagement, planning, and design milestones. Community members were informed about the public engagement process and participation opportunities. This slide detailed the alternative development phase and the timeline for selecting a preferred alternative.
- **Project Purpose and Need:** The Purpose and Need Statement describes the transportation problems in the corridor and provides context for decision makers as they consider the best design options. Community members were invited to share their thoughts regarding this statement.
- **Corridor Vision:** The Corridor Vision includes several statements regarding the proposed Willamette Falls Path extension and streetscape enhancements. Community members were invited to share their thoughts regarding this project topic.
- **Evaluation Criteria & Performance Measures:** This slide informed visitors about the selected evaluation criteria and performance measures. The evaluation criteria were developed based on the project's Purpose and Need Statement and the goals of Oregon City's Transportation System Plan. The project team developed a set of performance measures to assess and differentiate between the design alternatives. These measures will provide a framework for selecting a preferred alternative.

- **Input Opportunity:**

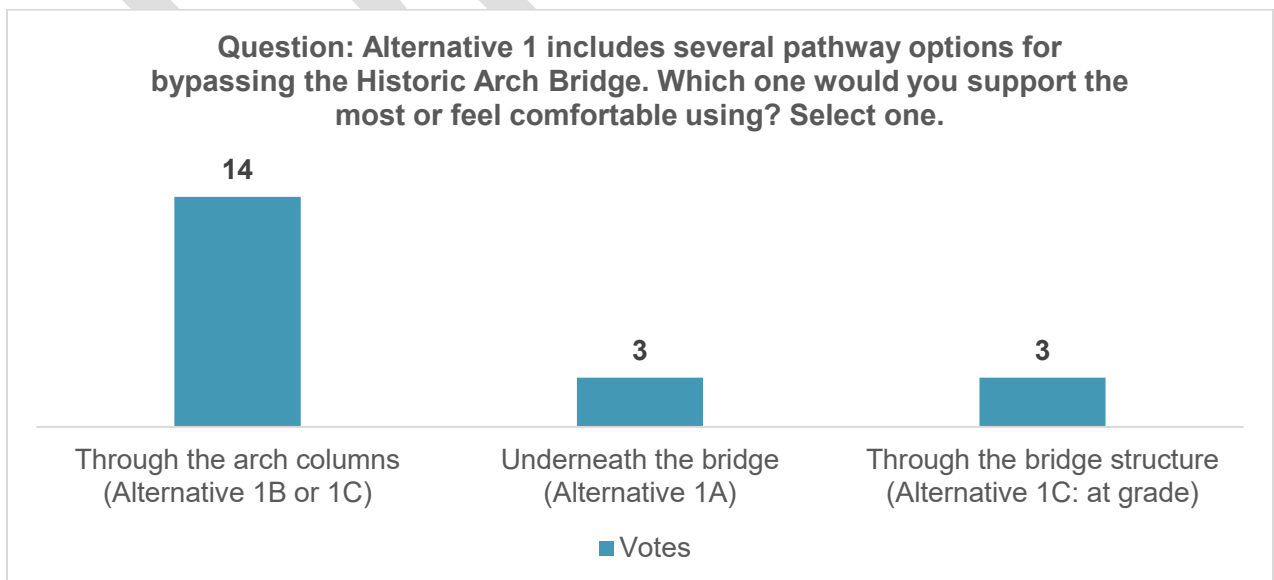
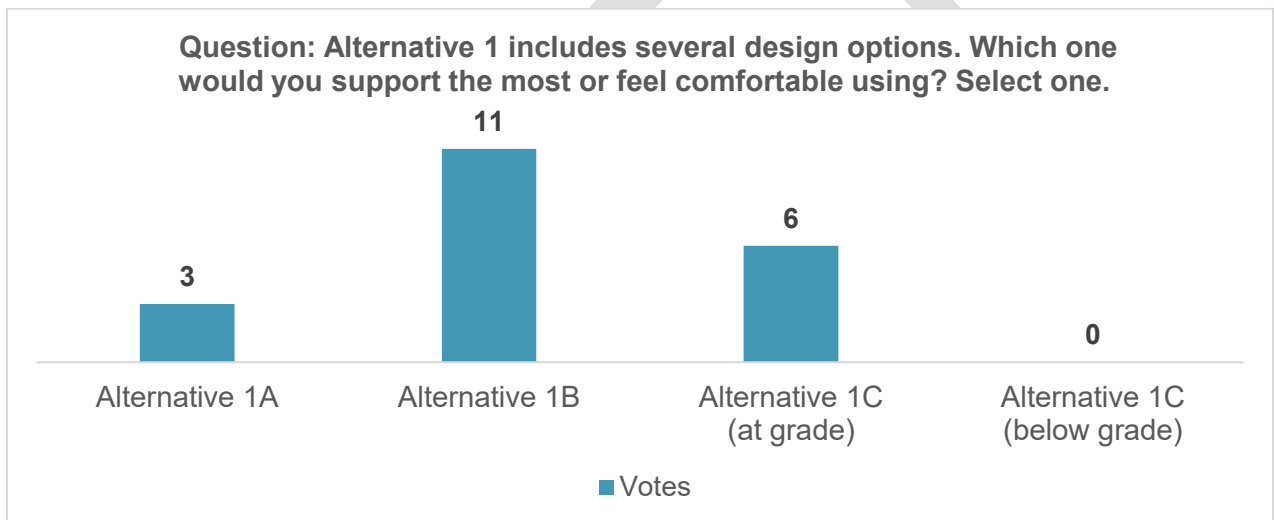
- **Design Alternatives:** Visitors were invited to provide input on several design alternatives as part of the project.
- **Your Priorities:** The City collected feedback from community members about community transportation priorities along McLoughlin Boulevard.

Open House: Results and Comment Themes

The project team received several comments during the virtual open house event. **See [Appendix C](#) for a complete list of comments received.**

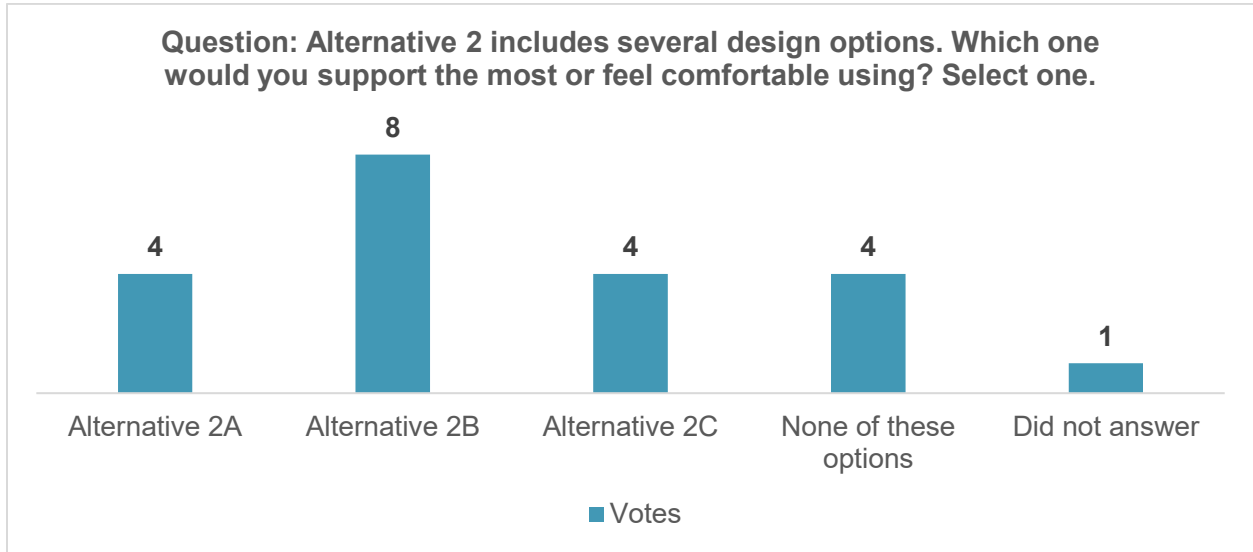
The following graphs summarize the feedback received regarding the project's design alternatives.

Input Opportunity: Alternative 1



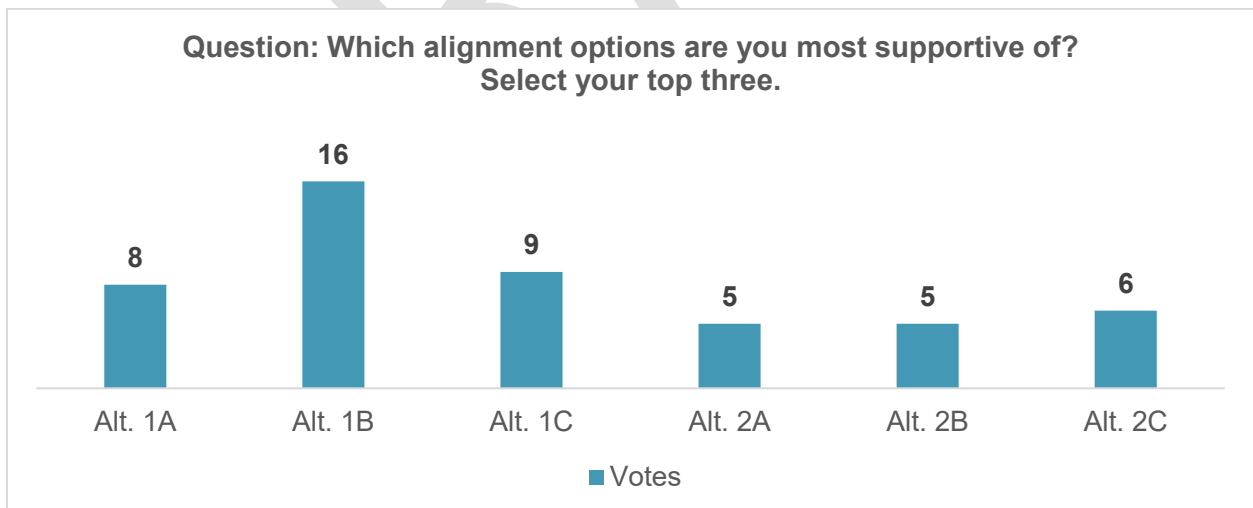
When asked which alignment they would support within Alternative 1, most participants selected Alternative 1B. Participants also preferred a pathway design through the arch columns, as shown in Alternatives 1B and 1C (14 votes), over the other two proposed alternatives (6 total votes).

Input Opportunity: Alternative 2



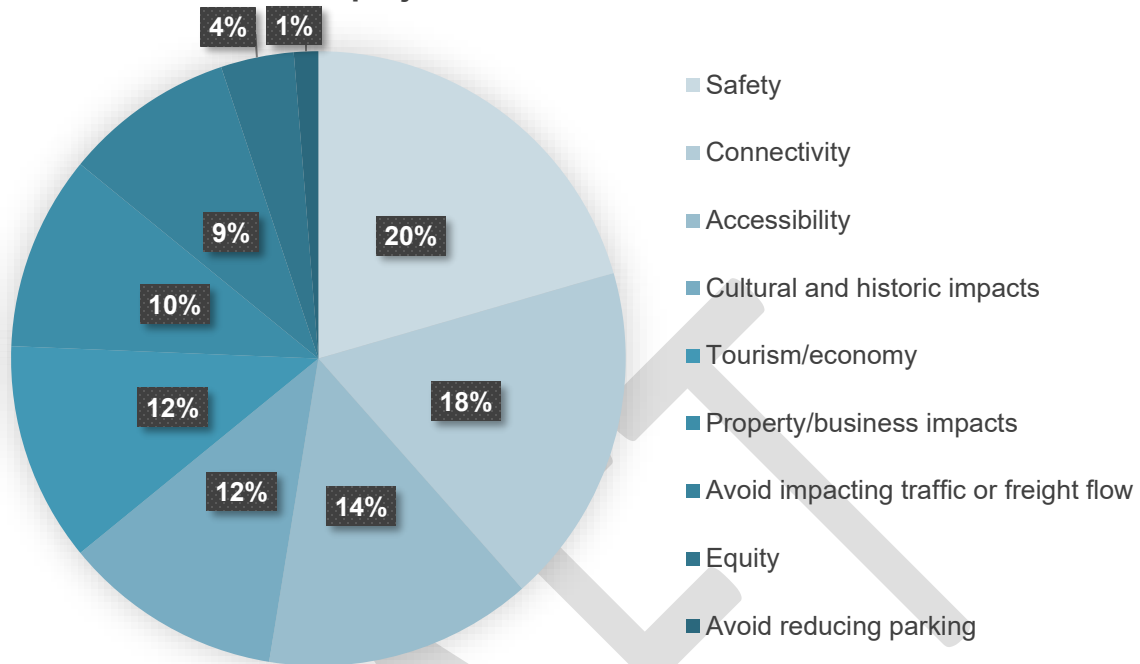
When asked which alignment they would support within Alternative 2, most participants selected Alternative 2B (8 votes).

Input Opportunity: Design Alternatives



When asked which alignment options they would support, community members favored Alternative 1B (16 votes), followed by Alternative 1C (9 votes) and Alternative 1A (8 votes). The three designs within Alternative 2 (2A, 2B, and 2C) were ranked as the least supported designs compared to the other alternatives.

Question: What are the most critical issues you believe the project should address?



Participants identified safety (16 votes), connectivity (14 votes), and accessibility (11 votes) as the top issues that the project should address.

Community members also shared the following concerns regarding safety for pedestrians and cyclists on McLoughlin Boulevard:

- Inattentive drivers
- Uncomfortable proximity to high-speed vehicle traffic from the sidewalk
- Marginal lighting in some areas along the corridor
- Decreased maintenance, monitoring, and cleanup work along the corridor
- Lack of connectivity between the river and downtown businesses
- Homeless populations camping on the trail and sidewalk
- Narrow sidewalks without railings and curb ramps

Of the alternatives shown, the following elements were identified as attractive options from a safety, security, and aesthetics perspective:

- A path that is visible or at street level
- At- or above-grade design alternatives that do not narrow the roadway
- A separate facility from McLoughlin Boulevard
- Physical barriers from traffic
- Connections to the river and future tumwata village

Community members suggested several future access amenities that they would like the City to consider, as the shared-use path is linked to existing and future upstream and downstream river access:

- A pedestrian bridge over McLoughlin Boulevard that allows people to access the downtown area without using a crosswalk
- Working with the tribe to access the historic locks between the upper and lower Willamette Falls
- Connections to future transportation projects like the Oregon City–West Linn Pedestrian Bridge and Public Riverwalk Project
- Accessibility to other areas without barriers or disconnects
- Commuter ferry along the Willamette River
- Floating pavilion at the tumwata village area (using the ramps proposed in Alternative 1A)
- Parking structure within downtown Oregon City
- Improved access to downtown Oregon City through the existing viaduct and Americans with Disabilities Act (ADA) ramps near the existing courthouse
- Benches and improved lighting
- Safe pathways to ride to Canby and Willamette

Participants shared the following thoughts regarding other sections of McLoughlin Boulevard:

- Interest in a walking path and pedestrian access across the Clackamas River by Clackamette Park
- Create a safe bike/pedestrian route that connects the McLoughlin Boulevard pathway to the Clackamas River Trail
- Remove the left-turn option at Main Street from Oregon Route 99E (OR99E) heading south
- Complete the links along the corridor to accommodate transit
- Request for a higher level of commitment from the City to maintain the corridor (e.g., garbage removal, railings, lighting repairs, and vegetation management)
- Transform the design of OR99E to preserve the historical and cultural aspects of downtown Oregon City
- Raise the bike lanes south of the OR99E bridge over the Clackamas River

Next Steps

Following the virtual open house, the project team will work to evaluate several design alternatives before the preferred alternative is adopted. Public input collected at the December 2023 virtual open house event will help inform the City's decisions as it selects a preferred alternative. Additional traffic, environmental, and technical analysis will also be completed during the design process. The City will select the preferred alternative that is technically feasible and reflects the community's vision.



Appendix A: December 2023 Virtual Open House

Virtual Open House



McLOUGHLIN BLVD
ENHANCEMENTS

10th Street to tumwata village

Project Overview

Project Timeline

Project Purpose and Need

Corridor Vision

Evaluation Criteria & Performance Measures

Input Opportunity: Design Alternatives

Input Opportunity: Your priorities?

Translate This Site

Select Language

PROJECT OVERVIEW




The City of Oregon City (City) and the Oregon Department of Transportation (ODOT) want you to help us shape the future of McLoughlin Boulevard.

We are engaging in the third phase of the McLoughlin Boulevard Enhancement Plan, which will evaluate several design options for a shared use path on McLoughlin Boulevard (also known as OR99C) between 10th Street and tumwata village. These improvements will provide safe access and improved facilities for people traveling on McLoughlin Boulevard, connecting communities to downtown Oregon City, Main Street, and the Willamette River.

Your Feedback Matters

Virtual Open House



McLOUGHLIN BLVD
ENHANCEMENTS

10th Street to tumwata village

Project Overview

Project Timeline

Project Purpose and Need

Corridor Vision

Evaluation Criteria & Performance Measures

Input Opportunity: Design Alternatives

Input Opportunity: Your priorities?

Translate This Site

Select Language

PROJECT TIMELINE

The project team will work to identify and evaluate several design alternatives before the preferred alternative is adopted. Public input collected at the open houses will help inform the City's decisions as it selects a preferred alternative. Additional traffic, environmental, and technical analysis will also be completed during the alternative development process. The City will select the preferred alternative that is technically feasible and reflects the community's vision.

	2023												2024											
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
PUBLIC ENGAGEMENT AND HEARINGS																								
Online Open House																								
Oregon City Commission Briefings																								
Planning Commission Public Hearing																								
City Commission Public Hearing																								
PRELIMINARY PLANNING AND DESIGN																								
FINAL ADOPTED DESIGN STUDY																								

Virtual Open House

OREGON CITY

McLOUGHLIN BLVD ENHANCEMENTS
10th Street to tumwata village

- Project Overview
- Project Timeline
- Project Purpose and Need**
- Corridor Vision
- Evaluation Criteria & Performance Measures
- Input Opportunity: Design Alternatives
- Input Opportunity: Your priorities?

Translate This Site

Select Language

COMMENT

PROJECT PURPOSE AND NEED

A Purpose and Need Statement describes the transportation problems in the corridor and provides context for decision-makers as they consider the best design options. This statement was developed by City and ODOT technical staff and refined by the City Commission on November 7, 2023.

Purpose

- Create a shared-use path and streetscape that enhances safety for all transportation modes.
- Bridges the missing link for pedestrian and cyclists on McLoughlin Boulevard between 10th Street and Railroad Avenue through well-considered design.

Need

- There is a gap in safe, comfortable, and accessible facilities for people of all ages and abilities who are walking and biking on McLoughlin Boulevard.
- Oregon City's waterfront is currently disjointed and not seen as a continuous amenity.

Virtual Open House

OREGON CITY

McLOUGHLIN BLVD ENHANCEMENTS
10th Street to tumwata village

- Project Overview
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Translate This Site

Select Language

COMMENT

CORRIDOR VISION

The proposed Willamette Falls Path extension and streetscape enhancements contribute to the sense of place and community identity as an urban corridor and community gateway.



The path provides a regional link accessible to users of all ages and abilities, filling a key active transportation gap and providing a continuous link to existing and planned open spaces along the Willamette and Clackamas Rivers, including the tumwata village development, and connections to other transportation links such as a future recreational/commuter river ferry and the Oregon City-West Linn pedestrian-bicycle bridge.


The chosen design will promote safety through context sensitive design that discourages speeding and improves the walking and biking experience along the corridor.

The proposed path is representative of the local needs and priorities of the Oregon City community and has been developed as an implementable and fundable alternative.

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Virtual Open House



COMMENT



McLOUGHLIN BLVD ENHANCEMENTS


10th Street to tumwata village

- Project Overview
- Project Timeline
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- Corridor Vision
- Evaluation Criteria & Performance Measures
- Input Opportunity: Design Alternatives**
- Input Opportunity: Your priorities?

INPUT OPPORTUNITY: EXPLORE THE DESIGN ALTERNATIVES

Community input is an essential component to the evaluation of alternatives. The City is listening to your voice to plan safe, reliable, and effective transportation solutions. We encourage you to provide input on the alternatives presented and stay tuned for additional opportunities for feedback as the project progresses.

As you review the following alternatives, think about how you would use the path. Would it be different from your friends or family members? Is there a particular route that excites you or might give you pause for safety?



Map showing design alternatives for McLoughlin Blvd from 10th Street to Tumwata Village. Alternatives are color-coded: 1A (orange), 1B (green), 1C (blue), 2A (pink), and 2B (purple). The map includes labels for Willamette River, McLoughlin Blvd, 10th St, and various street numbers (43, 408, 406, 404, 402, 400).

Translate This Site

Select Language

Virtual Open House



McLOUGHLIN BLVD
ENHANCEMENTS

10th Street to tumwata village

Project Overview

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Corridor Vision

Evaluation Criteria & Performance Measures

Input Opportunity: Design Alternatives

Input Opportunity: Your priorities?

INPUT OPPORTUNITY:
WHAT ARE YOUR PRIORITIES?

The City wants to hear from you to help assess the most effective options for community transportation needs along McLoughlin Boulevard.

1. What are the most critical issues you believe the project should address? (check all that apply)

☐ Safety

☐ Cultural and historic impacts

☐ Tourism / economy

☐ Equity

☐ Property / business impacts

☐ Construction impacts

☐ Accessibility

☐ Connectivity

☐ Avoid impacting traffic or freight flow

☐ Other

2. Do you feel comfortable biking or walking on McLoughlin Boulevard to get around today? If not, can you share specific

3. Of the alternatives shown, which elements are most attractive to you from a safety, security, and aesthetics

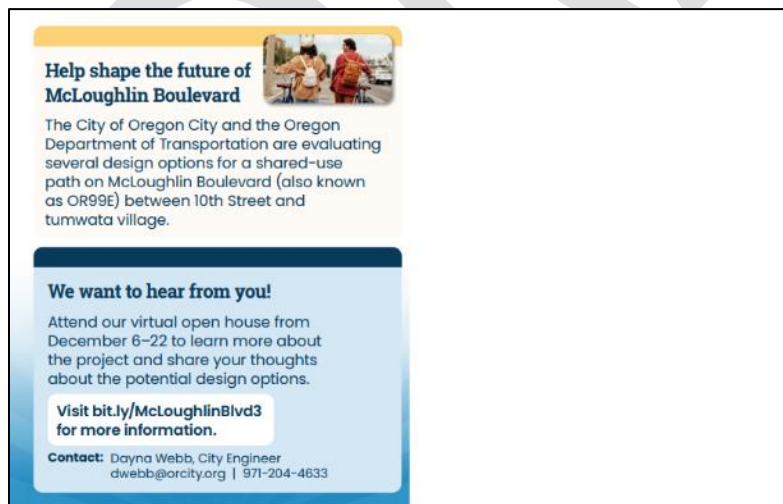
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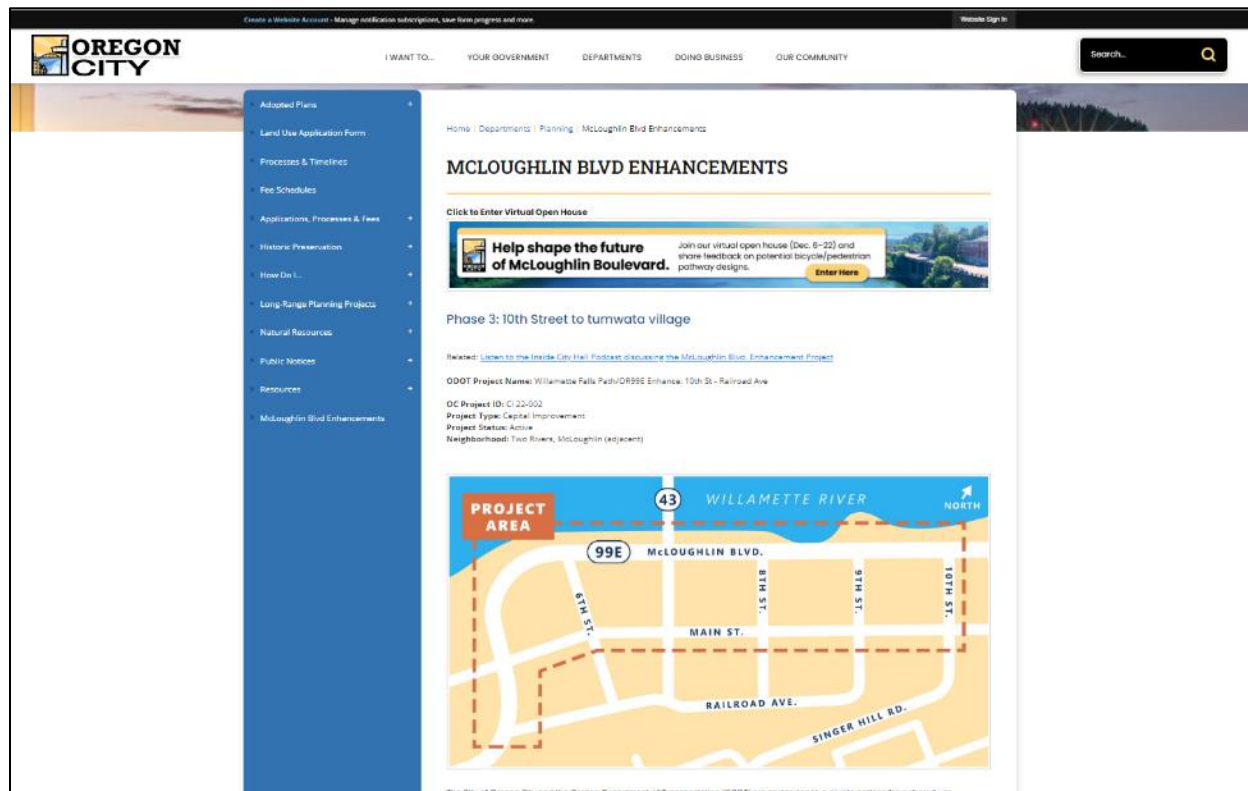
<https://mcloughlin-blvd-enhancements.odot-oregon.gov/feedback>

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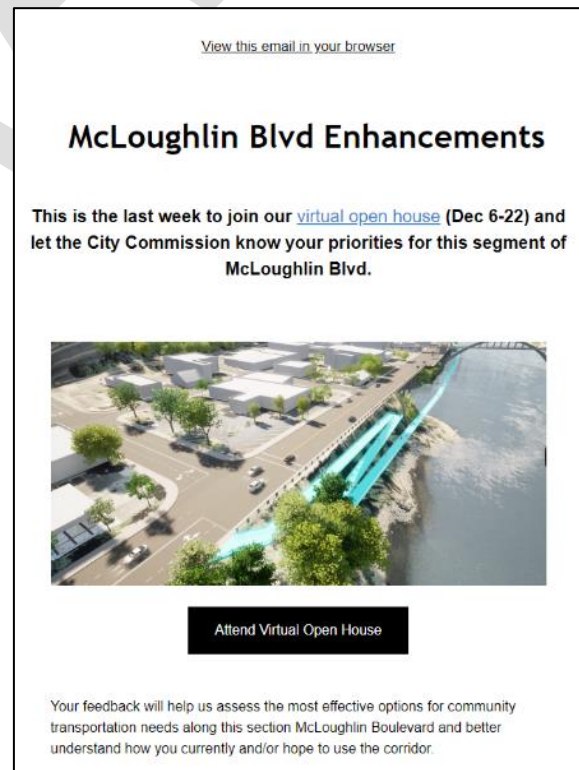
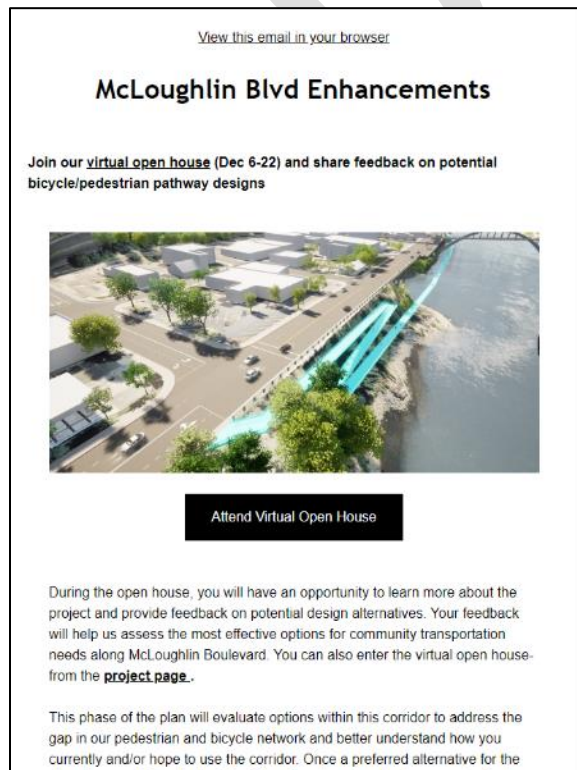
Postcard:



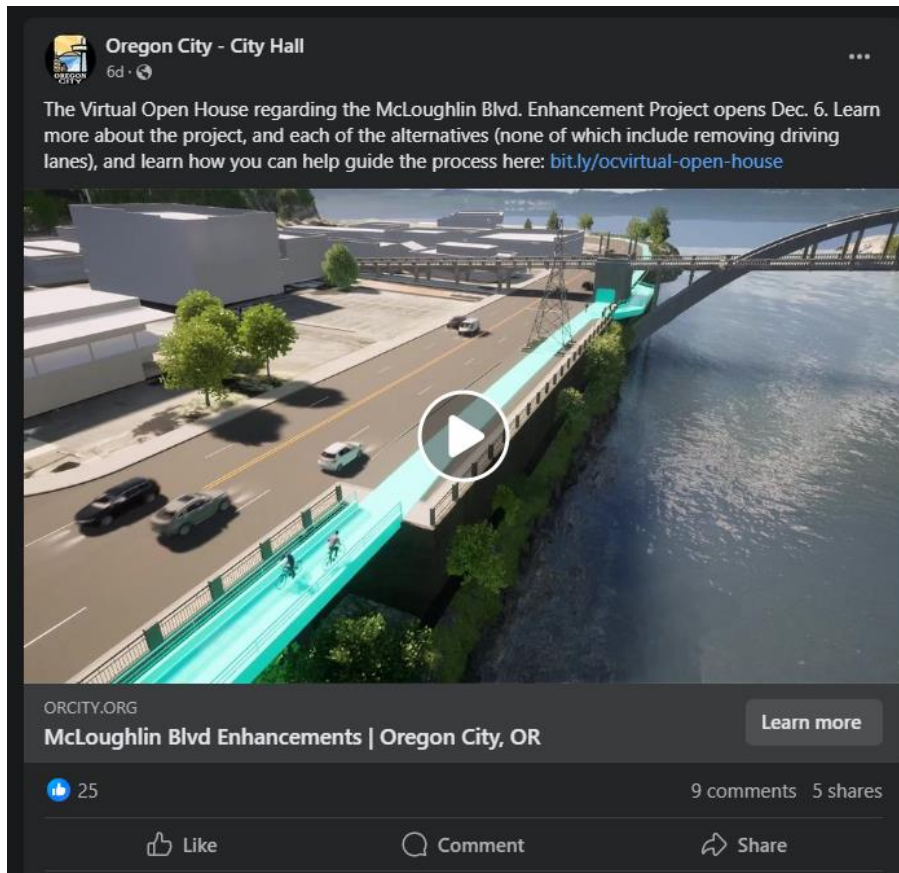
Project Website (bit.ly/McLoughlinBlvd3)



Email Notifications (December 6 and 18, 2023):



Social Media (Facebook and Twitter/X):



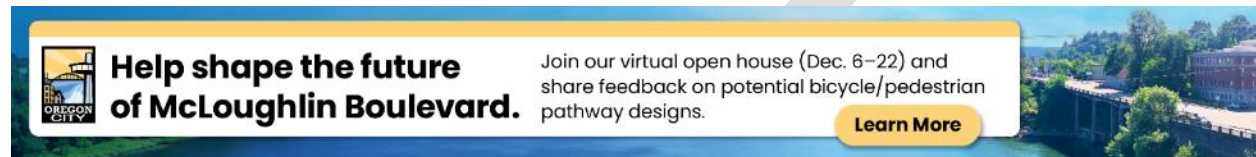
Digital Advertisements:




Help shape the future of McLoughlin Boulevard.

 Join our virtual open house (Dec. 6–22) and share feedback on potential bicycle/pedestrian pathway designs.

[Learn More](#)



 **Help shape the future of McLoughlin Boulevard.**

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[Learn More](#)



 **Help shape the future of McLoughlin Boulevard. We want to hear from you!**

Map showing the location of McLoughlin Boulevard (99E) and the Willamette River. The map includes labels for 43, 99E, McLoughlin Blvd., Main St., 1st St., 2nd St., 3rd St., 4th St., 5th St., 6th St., 7th St., 8th St., 9th St., 10th St., 11th St., 12th St., 13th St., 14th St., 15th St., 16th St., 17th St., 18th St., 19th St., 20th St., 21st St., 22nd St., 23rd St., 24th St., 25th St., 26th St., 27th St., 28th St., 29th St., 30th St., 31st St., 32nd St., 33rd St., 34th St., 35th St., 36th St., 37th St., 38th St., 39th St., 40th St., 41st St., 42nd St., 43rd St., 44th St., 45th St., 46th St., 47th St., 48th St., 49th St., 50th St., 51st St., 52nd St., 53rd St., 54th St., 55th St., 56th St., 57th St., 58th St., 59th St., 60th St., 61st St., 62nd St., 63rd St., 64th St., 65th St., 66th St., 67th St., 68th St., 69th St., 70th St., 71st St., 72nd St., 73rd St., 74th St., 75th St., 76th St., 77th St., 78th St., 79th St., 80th St., 81st St., 82nd St., 83rd St., 84th St., 85th St., 86th St., 87th St., 88th St., 89th St., 90th St., 91st St., 92nd St., 93rd St., 94th St., 95th St., 96th St., 97th St., 98th St., 99th St., 100th St.

Appendix C: Virtual Open House Comments

Question: Please share any thoughts regarding the Purpose and Need Statement. Are we missing anything?	
Submission Date	Comment
12/6/2023	Everything identified is true. I currently avoid this area as a pedestrian due to the proximity to the roadway which is made worse by speed and volume
12/6/2023	The Study Area on slide 2 states the focus area is from 10th to tumwata village, however in the purpose and need it states creating connection from 10th to Railroad Ave. What is the focus area for this project?
12/6/2023	<p>Everything stated is good, but I wonder about relation between this and access to the rest of downtown and the elevator. Connectivity here is key. There may be no solution, but it would be ideal for there to be some clear preferred connection between the 99E waterfront area and the downtown Main St area. Right now, the 10th street cross of 99E is not great, and other crossings South of that are worse.</p> <p>Typo: "both upstream and downtown of the Willamette River" the phrase "downtown of the river" is nonsense. Maybe someone was thinking of downtown but not "of the river" or they were thinking of "downstream".</p>
12/6/2023	It is the connection to tumwatta village village
12/7/2023	Despite the focus on bikes and walking, our weather and overall location of most people that live near to downtown oregon city means that we first have to use cars. Please do not slow or congest traffic more. Consider ways more parking could help people then access the waterfront.
12/8/2023	I couldn't tell from the photo if this will be something entirely new added to the landscape, or will remove/replace existing infrastructure. Either way, I'm interested in what green infrastructure (or gray infrastructure retrofits) can be incorporated to provide better filtration of rainwater/stormwater, urban habitat, and mitigation of urban heat island effects here.
12/11/2023	Continue to emphasize that this project provides the missing link in a pathway amenity that extends all the way from the Clackamas River Trailhead to Tumwata Village.
12/13/2023	Could mention the need to support whatever redevelopment eventually happens with the current industrial remains on the site.
12/16/2023	The plan focuses on improvements for bicycle, pedestrian and ADA traffic but doesn't seem to include improvements for vehicle traffic on and around 99E. As the Blue Heron project advances, there will be need to address improvements for vehicle traffic. Can that be included in this project?
12/18/2023	I like the fact that there will be improvements for pedestrians and bikes!
12/19/2023	It would be wonderful to also allow another access to the river.
12/22/2023	<p>This is very impressive!!!</p> <p>Every single detail has been considered for the environment, walkers, bikerswhile looking so esthetically pleasing to the eye</p> <p>Well done team</p>

Question: Please share any thoughts regarding the Purpose and Need Statement. Are we missing anything?	
Submission Date	Comment
12/23/2023	Please also consider the aesthetics of your solution. If a solution is the safest option but it ruins the appeal of the downtown area then no one will use it.

Question: Please share any thoughts regarding the Corridor Vision. Did we capture the elements of a successful design?	
Submission Date	Comment
12/6/2023	This area is the key to a future path through Canby to Wilsonville and can connect to the Molalla forest road towards Molalla.
12/6/2023	This makes no mention of the Public Riverwalk project, will this connect to that project or is that project no moving forward?
12/6/2023	Nice!
12/6/2023	Yes
12/7/2023	Please do not slow the speed of traffic through this area. If you do, it will likely increase traffic at rush hour times reducing the livability in our area. Find other ways to route pedestrian traffic (which is very minor) around 99.
12/8/2023	Shade is important! I think it's really necessary that trees be a part of the planning process here especially as we'll be having hotter summers. When we want to build a space that makes access easier for folks, such as those with disabilities, or young or elderly folks, that we consider how weather conditions will affect the true accessibility of the corridor - and having trees provides a multitude of benefits (aesthetic, temperature, and more)
12/9/2023	a pedestrian/bicycle bridge already exists between OC and WL. the Arch bridge sidewalks are perfectly fine for both. I am very much against spending taxpayer money for another bridge that is not needed.
12/11/2023	Continue to emphasize linkages provided by this project.
12/12/2023	Connecting the community to the river is huge. Reengaging the waterfront and Willamette Falls (tumawata) will continue to make downtown OC a thriving place in the future
12/16/2023	I can't support a plan to eliminate vehicle traffic on the arch bridge.
12/19/2023	The connection between OC and West Linn should continue along the West Linn side of the river with a multi use path to Willamette (10th Street)

Question: Please share any thoughts regarding the Evaluation Criteria. Are we missing anything?	
Submission Date	Comment
12/6/2023	Will attempts be made to not disturb the ospreys nesting on top of the electrical tower located adjacent to the Arch Bridge on the OC side of the river?
12/6/2023	No

Question: Please share any thoughts regarding the Evaluation Criteria. Are we missing anything?	
12/7/2023	Development of the downtown area will suffer if in any way vehicular traffic or access is limited. Despite utopian dreams of everyone spending their days walking or biking around, the most frequently used mode of transportation to reach downtown OC is CARS. Even those of us who live in OC limits, cannot access the downtown area from our homes in bicycles or walking.
12/8/2023	"does not impact the river" could be better thought of as provides a net positive impact to the river/environmental impacts.
12/11/2023	User Experience: the design enhances and improves connection to the river. The alternative is both a means of transportation and a recreational facility on its own.
12/16/2023	The Evaluation Criteria and Performance Measures refer to the Oregon City Transportation System Plan. This plan is too large of a document to be able to provide any comments. Which citizens do you think will read the entire document? I recommend the evaluation criteria is more focused on the McLoughlin Blvd. enhancement plan.
12/19/2023	It is very important to create a linked system for alternative transportation that connects all communities.

Question: Alternative 1 includes several design options. Which one would you support the most or feel comfortable using?	
Design Alternative	Votes
Alternative 1B	11
Alternative 1C (At Grade)	6
Alternative 1A	3
Alternative 1C (Below Grade)	0

Question: Alternative 1 includes several pathway options for bypassing the Historic Arch Bridge. Which one would you support the most or feel comfortable using? Select one.	
Design Alternative	Votes
Through the arch columns (Alternative 1B or 1C)	14
Underneath the bridge (Alternative 1A)	3
Through the bridge structure (Alternative 1C: Hybrid Route – At Grade)	3

Question: Is there anything you want to add about the approaches to Alternative 1? (optional)	
Submission Date	Comment
12/6/2023	This path will be used more and be more attractive if seen from the road but separates pedestrians from traffic.
12/6/2023	The high Route at grade is additionally better for Public Safety. It improves visibility of those using this pedestrian and bike path.
12/6/2023	None of these alternatives seems to go all the way to Railroad Ave, therefore not achieving what is stated in the Purpose and Need Statement.

Question: Is there anything you want to add about the approaches to Alternative 1? (optional)	
Submission Date	Comment
12/6/2023	I feel 1A does not achieve the goal of efficient transit through the corridor with too much grade change and extra distance to traverse and would likely get bypassed by those striving for efficient commute. With the likely substantial cost of self supporting structure over riparian area I suspect the Hybrid route will emerge as much more cost effective than 1B and I feel likely more visually preferable. I feel staying on grade through the existing parking and arch bridge area is preferable with best option to avoid diversion structures over the river at obstacles.
12/6/2023	I like the 1C: Hybrid Route because it potentially creates a safe viewing area for people who wish to stop and view the river, bridge and falls area while allowing bicyclists and pedestrians to continue straight through. I don't like the below grade option because it's going to create a tunnel that is difficult to light, keep safe and drain well. If it is indeed practical to open up the bridge support to allow the route to pass through the structure, I think it will enhance people's appreciation of the arch bridge and not detract from its historic design.
12/6/2023	I would use any of these. However, the enthusiasm I would have and my interest in encouraging and encouraging others to use them basically goes with the distance from car and truck traffic. Quite simply, the closer to motor traffic, the worse the experience.
12/8/2023	Please make sure it is easy for cyclists to turn onto 10th Street. This is a necessary so cyclists can access downtown and biking up Singer Hill. Currently there is only a ramp on the northern side of the intersection, making cyclists moving southbound on the current river walk either crossing two busy intersections, or jumping the southern curb in order to remove one of the busy intersections.
12/11/2023	Although 1A would be wonderful since it gets people down to river level, I believe it would be way too costly to build and maintain and keep usable all year due to river level changes, and it also makes the path somewhat less desirable for non-handicapped users due to the added length needed to hit ADA slope requirements. By staying at McLoughlin Blvd elevation, it may also be possible to provide a route from the path up to the Arch Bridge. This should be considered.
12/12/2023	Visibility of pedestrians and people is key. A low route will not show river front activity from street level. This creates a place that does not have an "eyes on the street" type feeling. Low, dark and secluded from activity.
12/13/2023	1A would seem to replicate the experience of the river access on the east side of the Willamette in downtown Portland, which is a very enjoyable experience that is intimate with the river itself. It would also reduce the exposure to the traffic noise of 99E.
12/15/2023	I also quite like Alternative 1A: Low Route. The switchbacks could be tricky on a bike but it would be amazing to walk/bike at river level. I don't much like Alternative 1C: Hybrid Route - Below Grade. I want to walk/bike by the river for the view, which you wouldn't be able to see from an underground tunnel. I also find tunnels in urban/suburban areas often become hangouts for unhoused folks and if they aren't maintained will become unpleasant/dirty/wet quickly.
12/18/2023	The most direct and separated route is most preferable

Question: Alternative 2 includes several design options. Which one would you support the most or feel comfortable using? Select one.	
Design Alternative	Votes
Alternative 2B	8
Alternative 2A	4
Alternative 2C	4
None of these options	4
Did not answer	1

Question: Is there anything you want to add about the approaches to Alternative 2? (optional)	
Submission Date	Comment
12/6/2023	None of these alternatives goes all the way to Railroad Ave, therefore not achieving what is stated in the Purpose and Need Statement
12/6/2023	Please eliminate travel lanes on McLoughlin. The roadway is too fast at this location and is too difficult to cross for pedestrians.
12/6/2023	I feel 2A is not viable as further restriction of vehicle traffic seems untenable. 2B or 2C in the hybrid concept both seem to have merit, my understanding is the viaduct is inadequate regarding seismic design and it seems evaluation needs to consider what and when remediation entails.
12/6/2023	Although I would use it, being close to high-speed traffic is not enjoyable for anyone. So, all these are good for basic functionality and safety but will not encourage a nicer experience. With these options, I would use them sometimes but would encourage most people to cross to Main St at 14th, 12th, or 10th and then go to the elevator and then take the Promenade (which I hope will some day have nicer connection to the falls area).
12/6/2023	Question not clear. Keep the same amount of travel lanes, separate pedestrians from traffic and maintain visibility of pathways from the road
12/7/2023	McLoughlin Boulevard is in need of a reorganization regardless of any other design plans. I actively avoid driving the section up for discussion, because it's so unpleasant. Since it is a major commuting route I do understand that there needs be four travel lanes. I'd love to see something like the development on 99E in Milwaukie with planted islands and a couple more pedestrian activated lights with large visible painted crosswalks.
12/7/2023	2C seems to be the most conducive to updating the site while also minimizing negative effects on commercial through traffic, which I feel would exponentially adversely affect overall traffic if impacted negatively
12/8/2023	Seismic resilience is vital. If it's too much \$, then 2B. 2A is risky given the potential for I-205 diversion and tolling increasing ADT.
12/8/2023	I would prefer to keep the existing viaduct as is.
12/9/2023	it looks like all of the alternative 2 options would remove parking, which I would not support

Question: Is there anything you want to add about the approaches to Alternative 2? (optional)	
Submission Date	Comment
12/15/2023	I prefer 2B because it seems the most attainable. 2A seems unlikely to work in my opinion, I can't see how more space could be allocated to cyclists and pedestrians while leaving the travel lanes in tact. As a frequent cyclist/pedestrian I don't trust drivers, especially on a busy/fast-moving road like McLoughlin. I strongly prefer to have a path that is separated from the main roadway. I think 2C would result in the best results but I can't imagine what Oregon City would do with McLoughlin closed for construction for an extended period of time.
12/18/2023	Keep the 2 south bound lanes from 205 thru the tunnel and up to 2nd St. When heading north on 99 before 2nd St (just south of Stillhouse), where 99 turns into 2 lanes, make the right lane a Turn-Only onto 2nd. Make the northbound traffic one lane. Leave as one lane down thru the tunnel and all the way to 205. Widen all three lanes thru town, add the multi use path along the river edge.

Question: Which alignment options are you most supportive of? Please select your top three.	
Design Alternative	Votes
Alternative 1B	16
Alternative 1C	9
Alternative 1A	8
Alternative 2C	6
Alternative 2A	5
Alternative 2B	5

Question: What are the most critical issues you believe the project should address?	
Issue	Votes
Safety	16
Connectivity	14
Accessibility	11
Cultural and historic impacts	9
Tourism/economy	9
Property/business impacts	8
Avoid impacting traffic or freight flow	7
Equity	3
Avoid reducing parking	1

Question: Do you feel comfortable biking or walking on McLoughlin Boulevard to get around today? If not, can you share specific safety concerns?	
Submission Date	Comment
12/6/2023	To many people at the wheel of vehicles and not paying attention to the task of not harming someone through the driving of their vehicles.
12/6/2023	Yes.
12/6/2023	No
12/6/2023	<p>I have tried several times to walk and bike in that area, and now I make sure to cross at 10th street or sooner when heading South. I feel unsafe and uncomfortable in this area of 99E. There are very narrow and turning sidewalks with no railings, high-speed traffic, and places with no ramps but requirements to get up or down from the sidewalk.</p> <p>I am reasonably comfortable from Jon Storm Park to 12th St and acceptable enough from 12th to 10th (though that section and crossing at 10th is quite uncomfortable, and *all* crossings of 99E feel somewhat uncomfortable, needing a defensive approach to dangerous traffic).</p>
12/7/2023	No! I don't even like driving on McLoughlin. It's loud and it's not connected to either the downtown or the river. There currently isn't a reason for pedestrians to use McLoughlin.
12/7/2023	<p>Feeling of safety marginal for following reasons:</p> <ul style="list-style-type: none"> >uncomfortable proximity to vehicle traffic in places >marginal lighting some areas >general increasing deficiency in maintenance , monitoring and cleanup.
12/8/2023	No. Need to be separated from traffic. Will go out of my way to walk elsewhere.
12/9/2023	not really. there is poor connectivity between the river and the business sides. There are no businesses that I need to get to on the river side at this time.
12/10/2023	Except for the homeless camping on the trail/sidewalk.
12/15/2023	<p>I both walk and bike on McLoughlin regularly and I think it is okay. I ride my bike on the path along the river, never on the road itself. I go out at off-times/mid-day weekdays so there aren't many people out but if I find myself out on a nice weekend day the path is too narrow for both cyclists and pedestrians.</p> <p>There are crosswalks to get back into downtown but you still have to be very careful crossing the road - cars do NOT look to see if there is someone in the crosswalk, it can be dangerous.</p> <p>There are some folks that seem to be living along the path. I empathize with the unhoused people but they tend to leave garbage, blankets lying around. I have to dodge it while riding my bike.</p>
12/18/2023	It is comfortable in the area where there have already been improvement. This section however is very scary
12/19/2023	My husband and I walk and bike often in this part of OC, and I haven't ever felt safe. We go to Portland on the East side and there are wonderful off-road trails that are very safe and accessible for all uses. It would be wonderful if OC had as good of a system to bring tourists as well as create a usable alternative to driving.
12/23/2023	I feel safe enough when walking by myself but I feel nervous in certain areas walking with my children. We usually try to walk along main st. When possible. Having to walk in the west portion has always felt a bit treacherous

Question: Of the alternatives shown, which elements are most attractive to you from a safety, security, and aesthetics perspective?	
Submission Date	Comment
12/6/2023	just making it completely visible.
12/6/2023	The options that are at or above grade without narrowing roadway.
12/6/2023	Separated facility from McLoughlin Blvd.
12/6/2023	Clear, complete separation and protection of people from traffic; including noise, pollution and vibration impacts on people using the pathway.
12/6/2023	Anything that gets away from traffic is best, having physical protection when close to traffic is next best, and having just space next to traffic is barely acceptable. I worry slightly about vandalism/crime/delinquency in areas that are out of sight. I could imagine the 1A low route being combined with boat docks such that it encourages more people to use the facility to access the water and encourages people to bike to get to boats or fishing. That would seem the greatest win for all: combine 1A low route with width enough for people to do pole fishing and maybe some access points for boats, and perhaps docking spots could be rented for city income.
12/7/2023	I like the idea of something built entirely separate from 99E. I like the idea of having a connection to the river and someday tumwata village.
12/7/2023	Separation from vehicle traffic, hopefully implementation of design elements that will facilitate appropriate use and discourage misuse.
12/8/2023	High route is separated, but visible (low route might have safety risk for lone travelers).
12/9/2023	The low 1 looks really fun, but not as safe as the high 1. The swithcbacks looks too steep on low 1.
12/10/2023	Keeping the trail at grade for visual awareness but separate from traffic for safety.
12/15/2023	I favor the alternatives where the path is separated from the roadway for comfort and safety. I quite like 1A and 1B because of this. I love that 1A would get us down to the river level - it would be so peaceful to walk or bike down below far from the street.
12/18/2023	Separation from traffic, but not the low route. That one seems too far away and indirect. Less activity
12/19/2023	Anyway we could get closer to the river would benefit everyone. Also, having Main Street as a no car Street through downtown would be amazing!
12/23/2023	I have security concerns about the low route. It is shady and out of view of the road. It would also be colder down by water level. The routes at street level are most appealing

Question: This new community facility will link to existing and future upstream and downstream river access. What future access amenities should the city consider when designing this connection?	
Submission Date	Comment
12/6/2023	Need to look at a pedestrian bridge over McLoughlin Blvd that allows people to not have to use a cross walk light at Main Street and McLoughlin Blvd/Hwy-99E. this pedestrian bridge is critical in creating a loop without crossing McLoughlin Blvd.
12/6/2023	Opening up the historic locks between upper and lower Falls.
12/6/2023	Connection to future transportation projects i.e. Oregon City- West Linn Ped Bridge and Public Riverwalk project
12/6/2023	Easy, contiguous accessibility to other areas without barriers or disconnects.
12/6/2023	Potential pedestrian/bike bridge crossing, riverwalk, commuter ferry
12/7/2023	The city should consider a floating pavilion at the tumwata village end (using the ramp idea proposed in Alternative 1A). It would also be lovely to just have a safe to use viewpoint at the tumwata village end where 99E curves. The city needs to consider a parking structure. I've never had trouble parking, however there is a perceived assumption that there isn't enough parking so planning for that would be great.
12/7/2023	Easy access to the downtown area should be a high priority and I feel the best opportunity would be under the viaduct to a well designed ADA access near the existing courthouse. I feel a modified hybrid design would best achieve this by ramping down from the south end of the viaduct to a level at or near sufficient for access under the viaduct to the east side and ramp back up to grade at the north end of the viaduct. An enlarged area at the low point would be ideal to accommodate a possible future phase development to provide access down to river level. Ultimately providing river level access would be a key component of maximizing tourism opportunities but may be better accommodated in the Tumwata Village development and would not be needed in both locations.
12/9/2023	frog ferry
12/10/2023	Working with the Tribe for access to the Falls.
12/15/2023	It should have plenty of connections to get back into downtown so it is useful to travel into/out of destinations in downtown.
12/18/2023	Benches, lighting
12/19/2023	I would love to have a safe way to ride to Canby and to Willamette or farther.

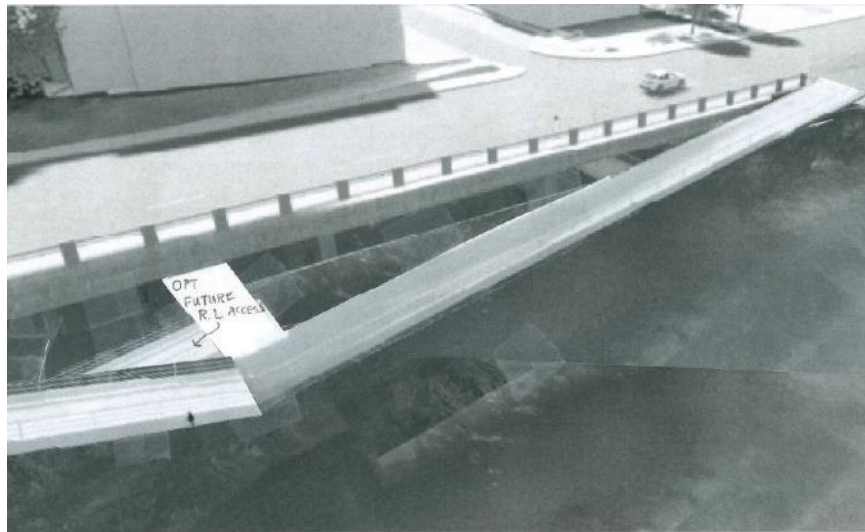
Question: Please share any additional thoughts regarding other sections of McLoughlin Boulevard.	
Submission Date	Comment
12/6/2023	The bike lanes South of the 99E bridge over Clackamas River are narrow dangerous paint next to 40MPH+ traffic. Those should be raised to the level of the sidewalk and a railing added for safety. The only safe option in that section is to bike on the sidewalk which sometimes results in uncomfortable cycle/pedestrian interaction. That said, the bridge itself is an overly narrow bottleneck with unfortunately narrow sidewalks, so that is another problem. I understand that otherwise, the Abernathy Bridge construction involves updating the bike infrastructure right around the bridge area.
12/7/2023	As commuters travel south on 99E the entire design should immediately change and feel different at 10th street (truthfully, 14th street would be even better). People need to feel like they are traveling through a beloved, historical town rather than skirting around the edge just to get from point A to point B.

Question: Please share any additional thoughts regarding other sections of McLoughlin Boulevard.	
Submission Date	Comment
12/7/2023	Completing links to accommodate easy transit through the entire corridor are obviously necessary but to achieve the “feel” of a cohesive welcoming urban area vs “linked destinations” the design needs to blend and a significantly higher level of commitment to maintaining repair and cleanliness of the entire corridor will be necessary. There have been numerous instances of garbage accumulation (noticeable pile at 11th st bump out as of yesterday 12/6 there since before Thanksgiving), lack of maintenance of railings, pruning back vegetation, maintaining lighting etc. all of which detract from a safe welcoming feeling. In the absence of obvious commitment to the “feeling” of a welcoming safe environment at all hours a “large sidewalk” is all that will be achieved and fall far short of the potential I feel is available.
12/9/2023	I am excited to get to see this project connect us to the river and to Tumwata Village.
12/10/2023	Remove the Left turn option at Main St from 99E headed south.
12/15/2023	There should be a safe connection to the Clackamas River Trail. The path on the side of McLoughlin should connect with a bike/pedestrian route under 205 where there is currently a construction site.
12/19/2023	It would be great to have a walking path/pedestrian bridge across the Clackamas by Claclamette Park.

Virtual Open House: General Comment Form & Emailed Comments	
Submission Date	Comment
12/6/2023	<p>As part of this discussion, will you be able to consider the traffic on the Arch Bridge and the types of vehicles allowed to use it?</p> <p>Currently, the only restrictions that I have found for vehicles are based on weight and height. When the bridge was upgraded, the lanes were narrowed in order to protect the arches.</p> <p>Often there are large semi-trucks that turn onto the bridge from Main Street. They are too wide for the narrow lanes, and traffic has to stop on the other side of the bridge so that the over-sized vehicle can safely cross.</p> <p>Given that the Abernathy Bridge is just a couple of blocks north, it seems that these large vehicles should be directed to cross over it and not the Arch Bridge. The Arch Bridge should be for walkers, bike riders, and local traffic.</p> <p>Having been on the bridge when one of these over-sized vehicles is crossing, I often think that it is an accident waiting to happen. If that happened, there would not be an easy way to clear the bridge. It would be a horrible traffic jam.</p> <p>Please consider adding a vehicle width limitation to the bridge.</p> <p>THANKS!!</p>
12/7/2023	Love that you are wanting to improve access to improve the vitality of the downtown area. However, it is rainy a lot and most people that live in the area can not bike to work. So whatever changes you make please do not decrease the flow or speed of traffic.

12/19/2023

Thank you for the opportunity to weigh in on the McLoughlin Blvd Enhancement project. I did respond in the online open house with some of my thoughts. One variation that did not appear in that more abbreviated version was an option with under-viaduct crossing to the east side. I did later discover a "high route" variation that did include that in other materials on the website. In the responses I submitted I expressed preference for a modified Hybrid route that would accommodate that. Attached is a rather crude cut and paste to try to illustrate that. The grades in that representation appear too steep but since the viaduct grade is raising traveling south to north I believe the walkway with moderate declining grade could drop to the necessary level in a reasonable horizontal distance and then progress back up to existing grade at the north end. If that presents too much elevation gain on the northern portion that transition could occur at an intermediate level with a spur ramp completing the descent to a low enough level to cross under the viaduct. I feel it would be ideal at that lower transition point to include an enlarged area for viewing the river that could also accommodate a future further development down to river level. Since the Tumwata designs are not yet complete and could provide perhaps better river level access it seems the McLoughlin project should only include provision to accommodate that in the future.



I have a general over-arching concern regarding the entire corridor and that is ongoing commitment to maintenance and cleanup and I noted that in my responses as well. What I have observed over the last few years that I have routinely traveled and walked that area can only be described as dismal. I emailed some concerns on a couple occasions a few years ago and was encouraged to make use of the OC app which I have done a few times and generally noticed response within a week or so. However, generally out of curiosity, I have been watching an accumulation of trash in the 11th street bump out that appeared around Thanksgiving and still remains these weeks later. An emphasis on how to achieve a safe welcoming environment is one topic that emerged in the online open house and achieving that entirely is crucial in my view for this development to be successful in realizing its potential. Without very careful attention that nuanced "perception" is easily squandered and very difficult to regain with a likely result of underutilization of appropriate use and over-utilization of inappropriate use.

Virtual Open House: General Comment Form & Emailed Comments	
Submission Date	Comment
12/21/2023	My preference is for option 1B, While I like the water side feature in 1A, the increased length and the slopes make this less convenient for casual use or to get from the 10th Street end to the mill site (or vice versa). And because the sunken grade reduces visibility from the street, it might feel less secure also.

McLoughlin Boulevard Enhancements: Website Comments	
Submission Date	What is important for decision-makers to understand about this section of McLoughlin Boulevard as they work to design a solution?
10/3/2023	<p>It could be so beautiful! Our priority should be on pedestrians, bikes, and trees, not on cars. The parking spaces between McLoughlin and the river are nearly useless; I think they should be eliminated to make more space for walking/rolling/biking.</p> <p>Left turns from southbound McLoughlin to Railroad Ave are so dangerous and should not be allowed. Left turns from southbound McLoughlin to Main St. should be enough for people. Speed limits should be reduced to 25mph to make the section feel safer.</p>
10/25/2023	We have lived in OC for most of our lives and prefer to walk or bike to downtown businesses. This section of downtown is not very bike friendly and has terrible traffic right down the core of our historic town. Main Street should be walking or biking only between 10th street and the bridge. This would allow businesses and restaurants to use the street to expand their customer area, and it would become a fabulous outdoor gathering place for everyone.
10/31/2023	Any solution that you would not let your kids use is not safe enough for anyone. Bike and pedestrian infrastructure should be protected and not be just paint.
10/31/2023	Pedestrians, cyclists and transit must be prioritized - these are the residents and visitors that will fund our economy far more than the people just driving through.
10/31/2023	Pedestrian safety, natural beauty, access.
11/1/2023	Due to the heavy traffic nature of 99, I think for usability/ safety reasons any bike path needs to be elevated from the traffic and on the same grade as the sidewalk. This avoids dangerous conditions for drivers/bikers. Additionally some sort intermediate between the peds/cyclist should be created to ensure safety . To do this would require a wider sidewalk. The water side sidewalk could be widened between 10th & 43 by cantilevering sidewalk extension over the water.
11/12/2023	I don't feel safe walking along McLoughlin between the railway overpass and the falls. Traffic is too close. Maybe come up with a way to separate walkers and Traffic? The highway seems loud and scary.
11/15/2023	<p>Please don't make it less convenient for automobiles and better for bicycles.</p> <p>Either put a left hand turn light or a no left turn sign on 99E at railroad ave so cars are turning left before the tunnel are not backing up traffic</p>
11/19/2023	Narrow lanes make it safer for those not vehicles.

McLoughlin Boulevard Enhancements: Website Comments	
Submission Date	What is important for decision-makers to understand about this section of McLoughlin Boulevard as they work to design a solution?
11/26/2023	Strive for design elements that promote ease of transit and are easily maintained and that readily accommodate appropriate use but ideally hinder mis-use. A shared use corridor the entire length of Oregon City that feels pleasant and safe at all hours would be a great asset to linking the various areas of interest as a whole. Falling even a little short of that may leave a sense of disconnected areas of interest with inhospitable links that become more attractive for mis-use.
11/29/2023	Congestion near the tunnel.
11/29/2023	Traffic flow - lots of cars go through this stretch on their way between the Canby area & OC/I205 interchange. Keeping vehicles moving while maintaining walkability and safety will be a challenge especially with constraints of Willamette River & railroad.
12/3/2023	Maximize public visibility of and access to the falls.
12/4/2023	To NOT decrease the lanes or flow of traffic. Its lovely to have a place to bike or walk that is safe but the majority of people need to be driving their car through these areas at least 2ce a day and dont want to be slowed down or caught in a traffic jam because lanes, access or speed is reduced.
12/4/2023	Think about young families in OC as we will be here for another 50+ years. Also, this is the first impression many will have on our town. We would like to see it as a beautiful and vibrant, and safe place where people want to visit regularly. This would attract new residents and visitors to OC and will be a backdrop for many community events. We need wide sidewalks - maybe bricks where the community can donate and dedicate a brick on the path so it's beautiful and gives us a sense of pride.
12/4/2023	Rush hour traffic thru town and easy access for peds and bikes to connect to river trail/ walkway. Without waiting forever to cross 99.maybe have one overpass access??
12/5/2023	There is already a lack of parking in downtown Oregon City at peak times like Friday and Saturday nights. If this project results in fewer parking spaces, that will make the situation worse. Also if the Tribes design Willamette Falls area enhancements without adequate parking, that will make things worse. Please try to either not remove any existong parking capacity. or actually find a way to add more parking with this project.
12/5/2023	<p>We need a "people" connection to the river. Oregon City has a fabulous scenic river with so much historical provenance but little to no safe access to it...either physical or visual, what a shame! We need a walkable safe street scape that will facilitate all that.</p> <p>A wide walkable esplanade with viewing stations and easy safe access to it across 99E. a bridge over the road? We need beautiful plantings to soften the concrete and space enough to have some services, small cafe, seating, bike racks.</p>
12/6/2023	This project will increase Oregon City residents and tourists access to the river, which will also increase resident and visitor support to the downtown region.
12/6/2023	Continuing access for bicycles, walkers, ADA through to viewpoint across from Stillhouse pub, which may already be part of the plan. This can be accomplished by pathways through Tumwata village.

McLoughlin Boulevard Enhancements: Website Comments	
Submission Date	What is important for decision-makers to understand about this section of McLoughlin Boulevard as they work to design a solution?
12/6/2023	This is a critical opportunity to accomplish many critical things, that is more than just improved access and views of the Willamette River. This is critical for Public Safety, creating adequate separation from the road and vehicles. This will encourage greater activity, where people are on their feet. and not sitting in a car. This goes hand and hand with improved health physically and mentally. This will become an attraction and bring victors to Oregon City and spending money.
12/7/2023	Safety for pedestrians. Efficient vehicle travel throughout the areas allowing a connection to the riverfront and invitation to stop in Oregon city.
12/7/2023	I love the idea of this project, I'm also concerned about the traffic congestion impact in this area.
12/8/2023	Parking and trail access to allow more people to enjoy the sights. Placing the walkway as far away from traffic and as close to the river as possible.
12/8/2023	Oregon City made a serious mistake when they failed to actively engage in the early period after the closure of the Blue Heron Mill. It is critical that the City now work closely in partnership with the site owner (Tribes of Grand Ronde) to make the redevelopment and restoration of the Blue Heron site a success.
12/8/2023	Stating the obvious, to increase emphasis -- this area is the most important community space for Oregon City. It includes core history of Oregon and Oregon City, and has the most potential to be THE representation of Oregon City and the history of Oregon state. The river, the falls, and McLoughlin Blvd need to combine into the story. Consider what drivers see on one level, then increase it for walkers.
12/8/2023	public transportation that functions within OC, pedestrian access to river and downtown for families to enjoy, businesses that families can enjoy, not just bars.
12/8/2023	The cost to taxpayers and businesses. The safety of walkers and the scenic and traditional beauty of the area. NO ABSTRACT, modernistic design!
12/8/2023	Impacts to existing downtown. Hopefully this will increase visitors to the area - infrastructure to deal with the additional visitors.
12/8/2023	Keep traffic moving. My wife and I walked from the park at I205 to the Mill. It was so load and awe full, any view was ruined from the traffic noise!
12/10/2023	Needs to be appealing and feel safe to get pedestrians to walk along McLoughlin with all the busy traffic.
12/12/2023	Don't reduce parking spots as parking is already a critical issue for the area. Parking issues can't be ignored. Safety is my next concern, especially with the plan for more homeless services around 15 and Main Street. Several friends who visited from Hillsboro and Canby have commented about how uncomfortable they were on main street from panhandling and people walking the streets with obvious mental health issues. Everyone needs to feel safe. Good lighting and visibility would be good.
12/12/2023	Bike and pedestrian use, Easy access for all abilities, traffic reduction, attractiveness.

McLoughlin Boulevard Enhancements: Website Comments	
Submission Date	What is important for decision-makers to understand about this section of McLoughlin Boulevard as they work to design a solution?
12/15/2023	<p>It's important that this section of McLoughlin discourage speeding/reckless driving and provide a safe and enjoyable avenue to walk or bike. The pedestrian path should connect safely into downtown and ideally would also have a safe connection to the Clackamas River Trail.</p> <p>It is also important that the area is maintained, the existing path is great but is often cluttered with litter and things unhoused folks have left behind like blankets/sleeping bags.</p>
12/16/2023	I just feel it is important to keep in mind the vehicle travel especially in the morning hours.
12/17/2023	Build it to withstand floods
12/17/2023	Please maintain a good traffic flow. This is a busy section of highway and should not be made any narrower or have any more stop lights.
12/18/2023	Safety for pedestrians and cyclists
12/18/2023	<p>The High trail option b - with out the 8th street under hwy part appeals to me the most. This is the only option that the homeless can NOT hide. Keep the trail AWAY from the hwy with the separate path. The closeness to the river is the attraction.</p> <p>To have this entity even think that the trail will continue past main street to the tunnel on Railroad ave is dangerous. The trail through the tunnel to the fall overlook is not anything that a family with kids and grandma could do safely</p>
12/20/2023	The access and the wonderful view.
12/21/2023	<p>The high route provides more visibility. As a mom pushing a stroller on walks, that seems to be the safer option. I wonder if there's a way to diffuse traffic noise on the walkway (?).</p> <p>It's important to provide at least one point of access to the Main St, midway on that path, ideally at the arch bridge. People would be more apt to use the walkway if they could get on and off from the main strip of shops.</p> <p>Do NOT reroute through main st, which is already congested with limited parking.</p>
12/21/2023	<p>Keep the Willamette River for all the Native Americans historical rituals with recreation for all.</p> <p>Adding more parking would add more pillars and structural support items for the roadway over the Willamette River reducing the historical fishing and harvesting area.</p>