

## Oregon Highway 99E Naef Road to Clackamas River Bridge Project Public Comments and ODOT Responses from December 2012 Public Meeting

Comments	Response
<p>As an ex-business and property owner on McLoughlin in the Improvement Area of current director with the OAK Lodge Sanitary District (and Water Quality Committee) plus the AOK Grove Community Council, I eagerly await and support improvement along Hwy 99E with (2) current provisions:</p> <p>1.)The work be done in conformance with the McLoughlin Area Plan (and intent) and</p> <p>2.) that the work does not now or in the future prevent day lighting Boardman Creek under sidewalks of the roadway. In order to prevent a lost opportunity a sidewalk (on the East side of the roadway) should not be built, a bridge over the creek should be built, or another provision be made to make Boardman Creek fish-friendly under the highway. This project should also be in conformance with OLSD's new surface water management of the water quality plan, which has a Boardman basin restoration; the center piece of its restoration element.</p>	<p>The purpose of this project is to maintain the paved surface and fill in sidewalks. No work on this project would preclude future improvements on McLoughlin.</p>
<p>Intersection/Jennings Ave: Cars exiting gas station make left turns onto Jennings Ave. interrupting westbound traffic waiting on signal to cross McLoughlin. DANGEROUS and confusing in bike traffic.</p> <p>(1.a) Traffic on McLoughlin in left turn lane can run into cars exiting gas station. Very messy and narrow east bound lane. Please DO NOT cut down maples on corner!</p> <p>2. During Construction period, River Road must be fitted with many additional 35mph speed signs current traffic travels at rates higher than 35mph; with only one stop from Oak Grove Blvd. South to Rover Rd. on McLoughlin, (on Jennings Ave.) The foot to the pedal gets heavy.</p> <p>3. Sight distance on Mildred and Glen Echo is nearly non-existent. Shrubs block view.</p> <p>4. Arlington Road on McLoughlin Bld. confuses drivers on the short knoll on Arlington when making a left turn onto McLoughlin Blvd. due to traffic in a "hole" on the west side (River Rd.) traveling onto Arlington Road. Ripe for an accident.</p> <p>(4a) Drivers making the left on McLoughlin with great frequency turn into the northbound left turn lane traffic waiting for entry onto River Road. Tri-met bus nearly hit pedestrians there last year. I called Tri-met. (No answer from them).</p> <p>5. Parking lot in Walgreen's is excessively bright and points into the line of vision when driving south from Glen Echo Ave. signal. Very distracting - brighter than the traffic signals. Please contact Walgreen's to correct where that light is pointed. Thank you.</p>	<p>The purpose of this project is to maintain the paved surface and fill in sidewalks. At this time, we do not plan to make additional improvements to intersections along the corridor.</p> <p>1a. There are no plans to remove maples trees.</p> <p>2. ODOT is not using River Road as a detour for construction, therefore, ODOT is not making any improvements to River Road. OR 99E will be open for travel at all times.</p> <p>3. Some shrubs will be removed to make way for new sidewalk. This should improve sight distance for those that feel the existing shrubs block their view.</p> <p>4. There are no plans to change the intersections at Arlington Street and River Road. It is beyond the scope of this project. Permissive left turners need to always proceed with caution when making a turn, this allows for them to judge a suitable gap in oncoming traffic.</p> <p>4a. Please continue to contact TriMet.</p> <p>5. We recommend contacting the City of Gladstone so they can talk with the manager of Walgreen's.</p>
<p>McLoughlin Area Plan is in progress for Improvement phase. A critical component of MAP is more, safer, fully signalized intersections to facilitate ped x-ings AND redevelopment. I want ODOT to identify minimum speed reduction necessary that would allow for additional signalized intersections. What is the resulting spacing for intersections - and follow up w/ county to analyze, with community input, locations for fully signalized intersections.</p>	<p>The purpose of this project is to maintain the paved surface and fill in sidewalks. At this time, we do not plan to make additional improvements to intersections along the corridor.</p> <p>Regarding reducing the speed limit along McLoughlin Boulevard, citizens will need to contact their local county or city officials to request a speed zone study to be done by the state to determine an appropriate speed limit for McLoughlin Boulevard.</p>
<p>1. Would like to have a copy (email) of planned work.</p> <p>2. Will any of this work be coordinated with Clackamas County Hwy 99 projects?</p> <p>3. Any consideration given to any greenway along and adjacent to sidewalks.</p>	<p>1. Information and graphics of planned work will be available at the Open House on Tuesday, Feb. 18, 2014, will be available at the online open house and also on the project website: <a href="http://www.oregon.gov/ODOT/HWY/REGION1/pages/OR99E-Naef-Road-to-the-Clackamas-River.aspx">http://www.oregon.gov/ODOT/HWY/REGION1/pages/OR99E-Naef-Road-to-the-Clackamas-River.aspx</a></p> <p>2. ODOT is coordinating with Clackamas County on all projects including those on OR 99E.</p> <p>3. Streetscaping is not included in this project. Most streetscaping projects are funded by the local jurisdictions.</p>

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<p>1. General traffic speeds should be reduced not increased. Synchronizing signals will increase speeds on what has become a "main street," not a highway.</p> <p>2. Additional projected crossings for pedestrians are needed. This is becoming extremely dangerous for pedestrians.</p> <p>3. The Boardman culvert should be replaced with a bridge to enable fish passage.</p>	<p>1. Synchronizing traffic signals will not increase speed limits. It will reduce stop and go traffic and provide people crossing or turning on to McLoughlin Boulevard more reliable gaps in traffic to determine a safe time to turn or cross the street.</p> <p>2. ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</p> <p>3. A culvert extension at Boardman Creek is no longer part of this project. A sidewalk can be constructed over the creek without affecting the culvert or the creek.</p>
<p>Audible signal needed at Jennings and McLoughlin for blind resident. On April 13, 2012 I was crossing West to East on McLoughlin and Jennings and was hit by a car. I have asked in the past for ODOT to put this in, but was told by a representative that they could only afford one side. Please re-evaluate request so there is not a tragic story next time. Thank you.</p>	<p>This has been completed.</p>
<p>Blind people need "sound producing" traffic signals. A local blind man has almost been killed twice where he ventured onto 99E.</p>	<p>Audible pedestrian pushbuttons were installed at Jennings and McLoughlin per sight-impaired citizen request.</p>
<p>The crossing at Boardman Ave connect Rex Putman to the Trolly Trail. It is extremely dangerous. A safer crossing is badly needed for SAFETY.</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</p>
<p>Need safer crossing, don't see any change in crossing. Need sidewalk in front of Pete's Lair (bus riders). Boardmans Creek crossing (?) What crossing.</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians. A sidewalk in front of Pete's Lair will have to be done some other time as it would require an expensive retaining wall and is beyond the project budget for sidewalks for this project.</p>
<p>Count-down timers at crosswalks rapid floating beacon at Boardman!! Replace culvert at Boardman!! (Jeff provide response)</p>	<p>All signals in the project area have been upgraded to count-down pedestrian signals.</p> <p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin. Based on studying the pedestrian movements on McLoughlin, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear-end crashes and a low stopping compliance by motorists. This project will improve existing crossings at Boardman and Hull by improving visibility of the pedestrians signs and the raised pedestrian medians.</p> <p>The purpose of this project is to maintain the paved surface and fill in sidewalks. Work on this project would not preclude future improvements to McLoughlin Boulevard. At this time, we do not plan to make additional improvements.</p> <p>A culvert extension at Boardman Creek is no longer part of this project. A sidewalk can be constructed over the creek without affecting the culvert or the creek.</p>

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<p>Count-down for people at crosswalks and put rapid floating beacon at Boardman. Replace culvert at Boardman, don't procrastinate.</p>	<p>The purpose of this project is to maintain the paved surface and fill in sidewalks. Work on this project would not preclude future improvements to McLoughlin. At this time, we do not plan to make additional improvements.</p> <p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians. A sidewalk in front of Pete's Lair will have to be done some other time as it would require an expensive retaining wall and is beyond the project budget for sidewalks for this project.</p>
<p>Need lighted (like the one on 81st and Foster) blinking crosswalks at SE Hull. Too many pedestrians crossing McLoughlin and getting hit by cars. Many of the people that have died were wearing dark clothing - blinking lights in roadway when someone crosses does attract attention of car drivers. How much is a human life worth? :)</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians. A sidewalk in front of Pete's Lair will have to be done some other time as it would require an expensive retaining wall and is beyond the project budget for sidewalks for this project.</p>
<p>Pedestrian safety critical on McLoughlin - glad to see gaps filled in. Key concerns:  1. Add countdown timers to all existing McLoughlin ped crossings.  2. Implement multiple Rapid Flasher Beacon ped crossing upgrades at locations with high ped crossings (transit on lofts) and on high crash incident locations.</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians. A sidewalk in front of Pete's Lair will have to be done some other time as it would require an expensive retaining wall and is beyond the project budget for sidewalks for this project.</p>
<p>Replace asphalt with combo of Rubber (used tires) and crushed glass (recycle dump off Columbia Blvd.) in N Portland. Bob said Washington State tried it in the 80's at Longview off ramp. I saw it on OPB being done in Minnesota as it holds up a lot better! Crosswalk needed and flashing yellow light at Boardman and 99E. *Discussed with Bob (ODOT Maintenance).</p>	<p>Thank you for your comments.</p>
<p>Have you considered crosswalk, between the lights, that would have pedestrian controls for caution lights like in Portland?</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</p>
<p>The project look good and addresses handicap problems with ADA corrections. However, what is not addressed was ped cross lights with flashing lights when a ped is attempting to cross in a crosswalk. ODOT needs to also address putting cross walks in between the lights of major intersections and our fear is that people, kids, and ADA cross without protection, especially people on bikes and dark clothing. Put in ped crossings in between those controlled intersections. Sequencing lights on 99E is a great idea but it makes it worse to cross fast/west across 99E.</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</p>
<p>Provide overhead illumination for ped crossings of McLoughlin where it doesn't exist. ARISTA, MEIDRUM, W. Dartmouth, W. Clarendon. Most of the pedestrian fatalities have occurred at night until pedestrian crossing along OR 99E.</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</p>

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<p>Property owned on McLoughlin -17720 (Petes Lair Tavern) 17800 (Tire shop- Mikes RV). Lair: If you don't put in sidewalks shrubs need to be removed so people in cars can see south when they are at Boardman Ave. intersection. Tire Shop: Right lane floods when it rains heavily.</p>	<p>Thank you for your comments.</p>
<ol style="list-style-type: none"> <li>1. It is very important to have more credible data - and to share those data - on bicycle use and pedestrian use on McLoughlin Blvd, River, Oatfield, and east/west streets so we can make decisions that enhance safety for all. ODOT and county should work together to get data.</li> <li>2. McLoughlin Blvd. is an important route for bikes and pedestrians - we need to do more than what this project proposes.</li> <li>3. While we could reduce crashes by making this route more like a freeway, this is a community asset and we need more crossings between signals with flashing lights during crossings. 205 and 224 are limited access freeways, not 99E.</li> <li>4. Let's reduce the speed limit by 5 or 10 mph. Little or no impact on travel times.</li> <li>5. Does the lane width or median width exceed ODOT standards? If so we need to reduce the cross section by reducing medium width or lane widths and creating more separation from traffic.</li> <li>6. The project should consider and test more separation for bike/ped, such as better, raised markers, rumble strips, or those small flexible cylinders that can be mounted on the road, or grade separated bike/ped.</li> <li>7. ODOT should find some better pedestrian refuges and limited medians with plantings/trees to beautify the road and give pedestrians some safety.</li> <li>8. ODOT needs to consider the perception of safety for bikes and walkers as much.</li> <li>9. ODOT needs to work with Oregon WALKS and ATA to solicit their comments (Oregon WALKS is the new Willamette).</li> <li>10. Current medians are not safe, but rather than removing islands we need to <u>improve</u> them.</li> <li>11. Study proper intermediate crossing locations.</li> <li>12. Upgrade existing islands with flashing beacons, pavement markers, better signage.</li> </ol>	<ol style="list-style-type: none"> <li>1. A pedestrian study has been conducted and a summary will be available at the Open House on Tuesday, Feb. 18, 2014, will be available at the online open house and also on the project website: <a href="http://www.oregon.gov/ODOT/HWY/REGION1/pages/OR99E-Naef-Road-to-the-Clackamas-River.aspx">http://www.oregon.gov/ODOT/HWY/REGION1/pages/OR99E-Naef-Road-to-the-Clackamas-River.aspx</a></li> <li>2. The purpose of this project is to maintain the paved surface and fill in sidewalks. Work on this project would not preclude future improvements to McLoughlin Boulevard. At this time, we do not plan to make additional improvements.</li> <li>3. ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</li> <li>4. Regarding reducing the speed limit along McLoughlin Boulevard, citizens will need to contact their local county or city officials to request a speed zone study to be done by the state to determine an appropriate speed limit for McLoughlin Boulevard.</li> <li>5. The lane widths meet ODOT standards.</li> <li>6. Bike lanes along this section will receive buffered bike lanes in areas that are wide enough to accommodate.</li> <li>7. Streetscaping is not included in this project. Most streetscaping projects are funded by the local jurisdictions.</li> <li>8-12: A pedestrian study was conducted in this area to determine ways to improve pedestrian safety. This project will include improving the visibility of existing marked crosswalks and medians.</li> </ol>
<p>Striping at all crosswalks and light at all crosswalks, both street lights and crossing lights with ped activated signals. Traffic lights synchronization needs to be kept relevant to traffic flow.</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</p>
<p>Need to make safer crossings on McLoughlin while improving. Need to have sidewalk in front of Pete's Lair Tavern for bike riders crossing street and going to Methadone Store and crossing at Boardman needs improvement.</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</p>
<p>Thanks for hosting the open house tonight! I'd very much like to see a sidewalk on 99E in front (West) of Pete's Lair Tavern. Boardman is a popular place to cross 99 to access the Trolley Trail and sidewalks on either (both) sides of 99 are important.</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</p>
<p>Will the lights be timed, for the side street, on demand? No Comment</p>	<p>Signals will be timed for mainline progression with side street service on demand.</p>

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<p>Please do whatever possible to work with the community to incorporate other improvements with this project. Don't focus on bikes... they have other routes including the Trolley Trail. The large barrier at the Gladstone/Jennings lodge boundary is un-inviting and symbolic of our lack of connectivity for pedestrians.</p>	<p>The funding for this project only allows for pavement maintenance and sidewalk in-fills. ODOT does not have the budget to include other improvements.</p>
<p>Why are we not constructing a three lane section with light rail and moving sidewalks?</p>	<p>The purpose of this project is to maintain the paved surface and fill in sidewalks. No work on this project would preclude future improvements on McLoughlin Boulevard.</p>
<p>Would like information on environmental studies on this project. I am concerned on the monetary waste on these studies.</p>	<p>ODOT completes environmental documentation for every project that has a federal undertaking, in this case, federal funding. It is required by the Oregon Division of the Federal Highway Administration (FHWA). We provide documentation to ensure compliance with the National Environmental Policy Act (NEPA) and we document compliance with all local, state and federal environmental regulations.</p>
<p>This question is outside the project area by one street on Vineyard a lot of surveying has been going. Is the prep work for a new signal?</p>	<p>Yes, a new signal will be constructed at the intersection of SE Vineyard Road and McLoughlin and is scheduled for construction in late 2014/early 2015. More information will be available at the open house on Tuesday, Feb. 18, 2014 and is also available on the project website: <a href="http://www.oregon.gov/ODOT/HWY/REGION1/Pages/OR99E_SEVineyard.aspx">http://www.oregon.gov/ODOT/HWY/REGION1/Pages/OR99E_SEVineyard.aspx</a></p>
<p>I suggest ODOT start with this session before you have the decision complete and telling everyone what is going to be done.</p>	<p>This project is a paving project only with sidewalk infills. ODOT shared their plans with the community over a year before construction is slated to begin. While ODOT will listen to citizen concerns and make improvements based on feedback, there is little room for making changes due to budget concerns. ODOT shared design plans when the project was less than 50% designed.</p>
<p>If the master plan shown on the table top is not on the website. Could it be put on there so we can show others who could not make it to this open house? Thank you!</p>	<p>Yes, please visit our online open house and also visit the project website: <a href="http://www.oregon.gov/ODOT/HWY/REGION1/pages/OR99E-Naef-Road-to-the-Clackamas-River.aspx">http://www.oregon.gov/ODOT/HWY/REGION1/pages/OR99E-Naef-Road-to-the-Clackamas-River.aspx</a></p>
<p>Boardman Creek culvert NEEDS TO BE FISH FRIENDLY. ENLARGE NOW while road is already torn up. This area is also not ADA compatible. Westbound needs to get out into the roadway to cross this culvert on east side of McLoughlin. It would greatly enhance ped safety on Jennings/McLoughlin crossing if left turn signals were installed for Jennings Ave. These are NO crossings of McLoughlin South of Naef which have left turn signals. Very dangerous for peds. Car carrying trucks should not be allowed to put in center lane to unload. Please add trees and landscaping while building sidewalks. We need something more visually attractive than sandwich boards and cars parked in car lots on road edge.</p>	<p>The purpose of this project is to maintain the paved surface and fill in sidewalks. Work on this project would not preclude future improvements to McLoughlin. At this time, we do not plan to make additional improvements.</p> <p>A culvert extension at Boardman Creek is no longer part of this project. A sidewalk can be constructed over the creek without affecting the culvert or the creek.</p> <p>Streetscaping is not included in this project. Most streetscaping projects are funded by the local jurisdictions.</p>
<p>Look at crosswalk at Boardman and take a count put rapid flashing beacon at Boardman!! Replace culvert at Boardman!!!</p>	<p>ODOT is not providing additional pedestrian crossings. This is due to the random places where pedestrians cross McLoughlin Boulevard. Based on studying the pedestrian movements on McLoughlin Boulevard, there is no concentration of pedestrians crossing at one specific uncontrolled intersection. Because of a lack of pedestrians crossing in one area, installing new crosswalks or flashing beacons will result in low usage, increase in the number of rear end crashes and a low stopping compliance by motorists. This project will improve existing crossings at SE Boardman Avenue and SE Hull Avenue by improving visibility of the pedestrian signs and the raised pedestrian medians.</p>
<p>Maintain funding for Boardman culvert crossing in this project. Critical infrastructure for area natural resource and a fed requirement.</p>	<p>The purpose of this project is to maintain the paved surface and fill in sidewalks. Work on this project would not preclude future improvements to McLoughlin. At this time, we do not plan to make additional improvements.</p>
<p>Delete Boardman Creek culvert extension and install sidewalk infill in locations not scheduled for future redevelopment. The Boardman Creek culvert will be under consideration for complete replacement within 7 years, making any temporary investment better spent else where. Thank you for your consideration.</p>	<p>A culvert extension at Boardman Creek is no longer part of this project. A sidewalk can be constructed over the creek without affecting the culvert or the creek.</p>
<p>Mr. Moore. Call him Boardman C. "Dam" removal.</p>	
<p>Thanks for the info. Due to the crowds it wasn't easy to get near the map. The cross culvert under 99E @ Boardman is causing flooding and should be replaced before sidewalks are built above it. Please consider making it a priority.</p>	<p>We apologize you were not able to get near the map at our open house in December 2012. Please visit our online open house on the project website: <a href="http://www.oregon.gov/ODOT/HWY/REGION1/pages/OR99E-Naef-Road-to-the-Clackamas-River.aspx">http://www.oregon.gov/ODOT/HWY/REGION1/pages/OR99E-Naef-Road-to-the-Clackamas-River.aspx</a> or attend the open house in person at Rex Putnam High School on Tuesday, Feb. 18, 2014. ODOT's hydraulic studies did not find the Boardman Creek culvert causes flooding. The downstream culvert that connects to it may be the cause but it is not owned or maintained by ODOT.</p>
<p>Thank you for coming out and making the information available.</p>	<p>Thank you for attending.</p>

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<p>The intersection of River Road/99E/Arlington St. needs some changing. At present when we are coming west on Arlington and either crossing 99E to go on River Road or turning left on to 99E you never know what the vehicles coming from River Road are going to do. They can either be making a left turn onto 99E/going across to head east on Arlington/turning right on to 99E. We do not know until we are in the middle of the intersection which way the other traffic is heading. The intersection needs to be realigned so that it is like all others where east and west traffic and north and south traffic can flow smoothly with left turn lanes, left turn signals, etc.</p>	<p>The purpose of this project is to maintain the paved surface and fill in sidewalks. At this time, we do not plan to make additional improvements to intersections along the corridor.</p>
<p>Designated left hand turn light at Arlington and 99E. Designated left hand turn light at Glenn Echo and 99E.</p>	<p>The purpose of this project is to maintain the paved surface and fill in sidewalks. At this time, we do not plan to make additional improvements to intersections along the corridor.</p>
<p>Install cameras at all "non lighted" intersections to monitor bike lane for about a year - many bicyclists are notobeyiong STOP signs; just roll on through.</p>	<p>Please contact law enforcement to address this issue.</p>
<p>Live at River Rd, Reeths Place. Erosion Problems need help. Who do I call.</p>	<p>Please contact Clackamas County Water Environmental Services (WES) at 503-742-4567 for help with erosion problems.</p>