

The Roads We Travel: Intersections and Evolution of Our Local Pathways

An Incomplete Transportation History

Oak Grove and Jennings Lodge

Leah Nagely Robbins, PE

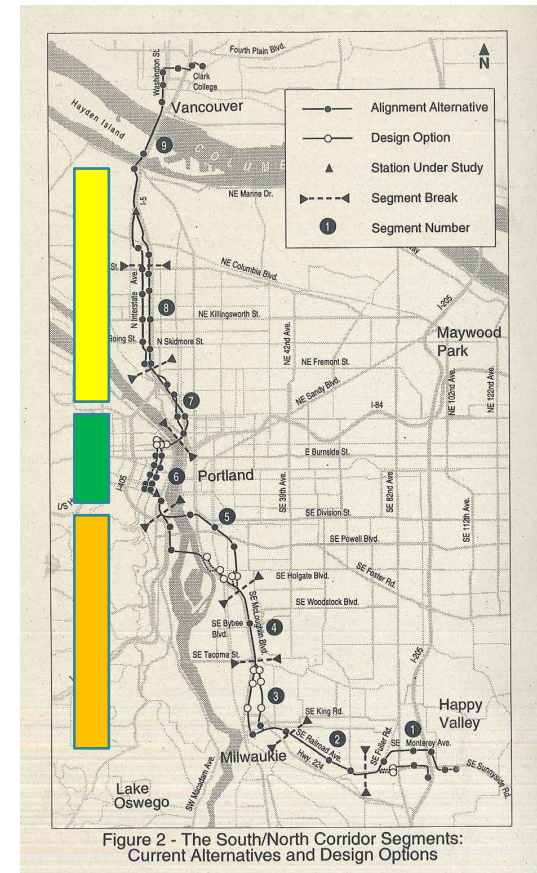
June 12, 2021

Oak Lodge Governance Project Series



Leah Nagely Robbins, PE

- 27 years in transit and transportation capital projects in Portland metropolitan region
- Formerly of TriMet
- Denizen of unincorporated Clackamas County
 - Jennings Lodge resident
 - Clackamas High School grad
- Community Involvement
 - Jennings Lodge CPO
 - OLSD CAC, Budget Committee
 - MAP-IT Committee
 - Green Day!
- Acknowledgments



Pathways Intersections Infrastructure

What's Old is New is Old

Community Involvement
Matters

The future isn't set in stone





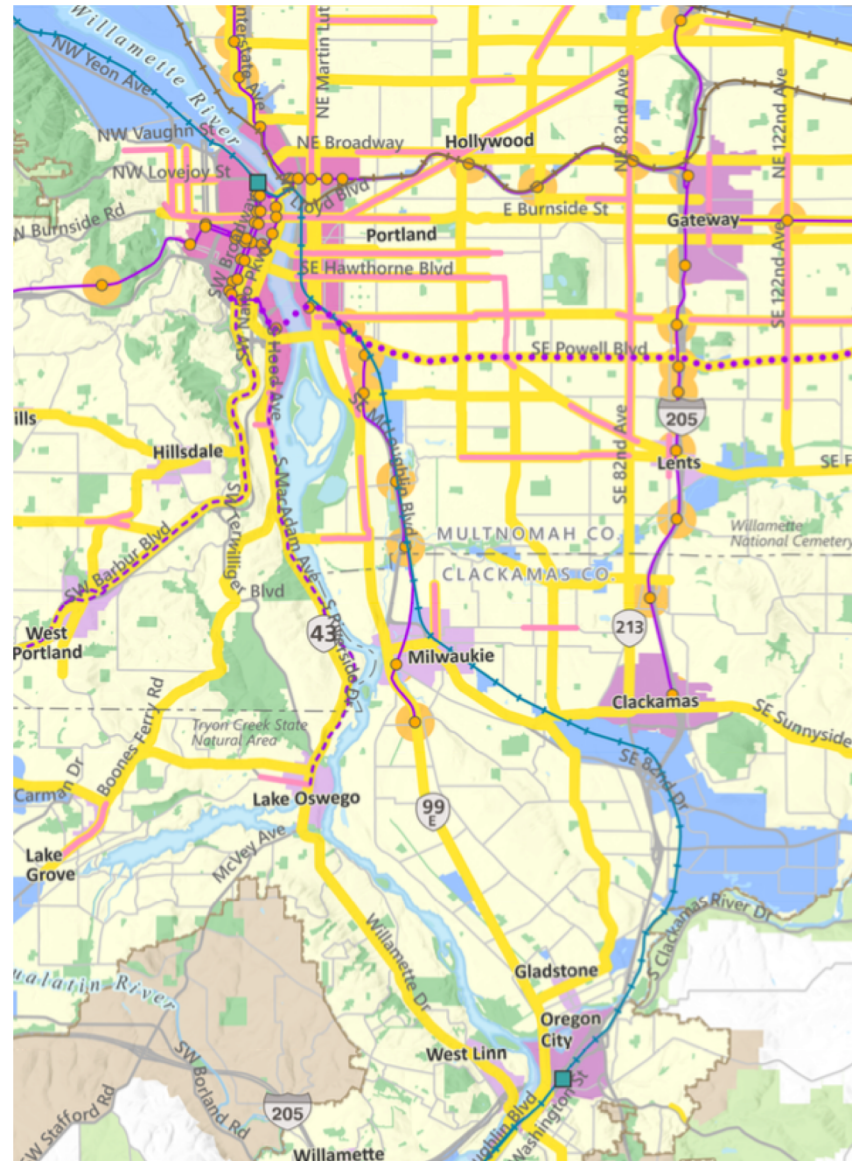
Transportation Jargon Alert

Destinations, Nodes: markets,
jobs, housing, recreation

Desire Lines

Pathways, Routes, Corridors

(Metro 2040 Concept Plan)



Where are We?

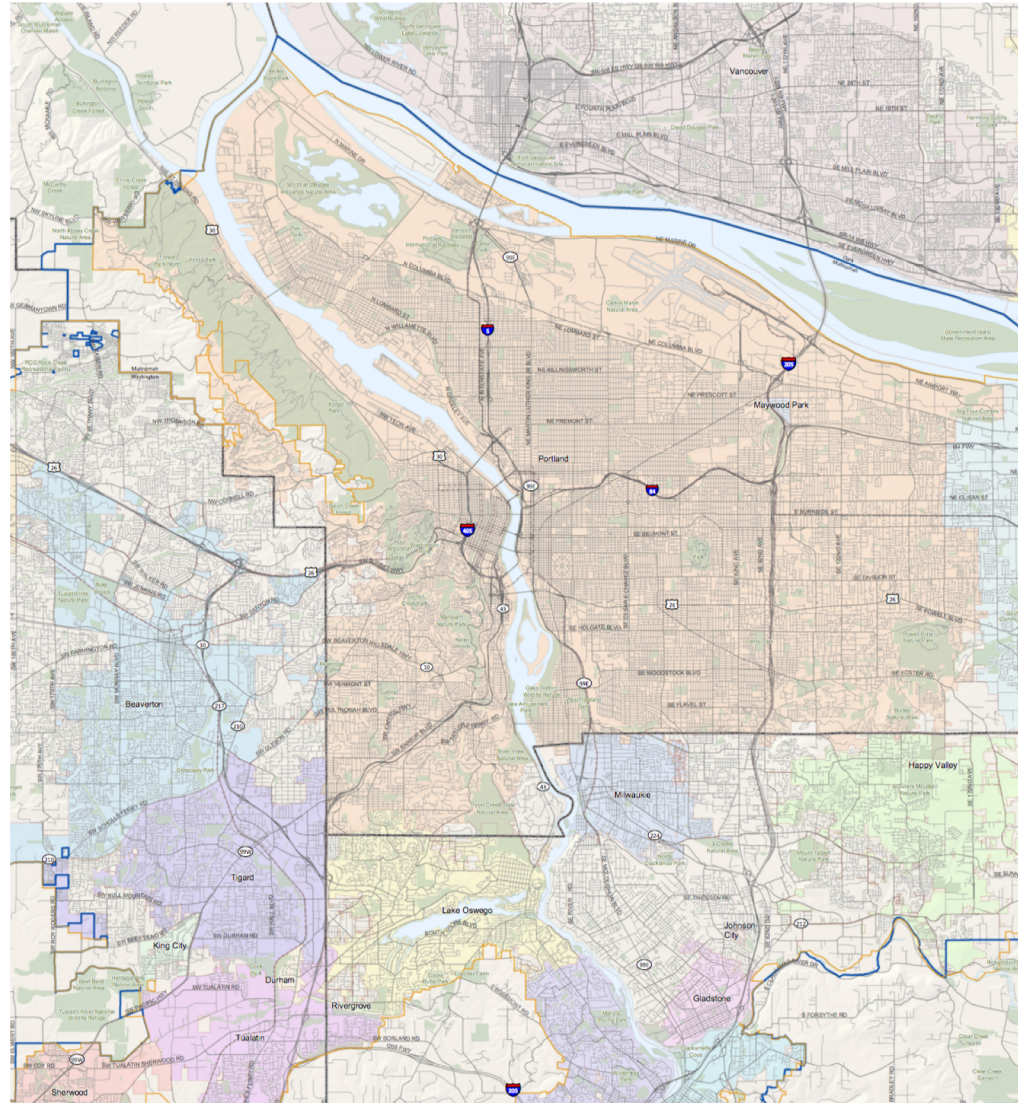
Metropolitan Region

Cities

Portland

Gladstone

Oregon City



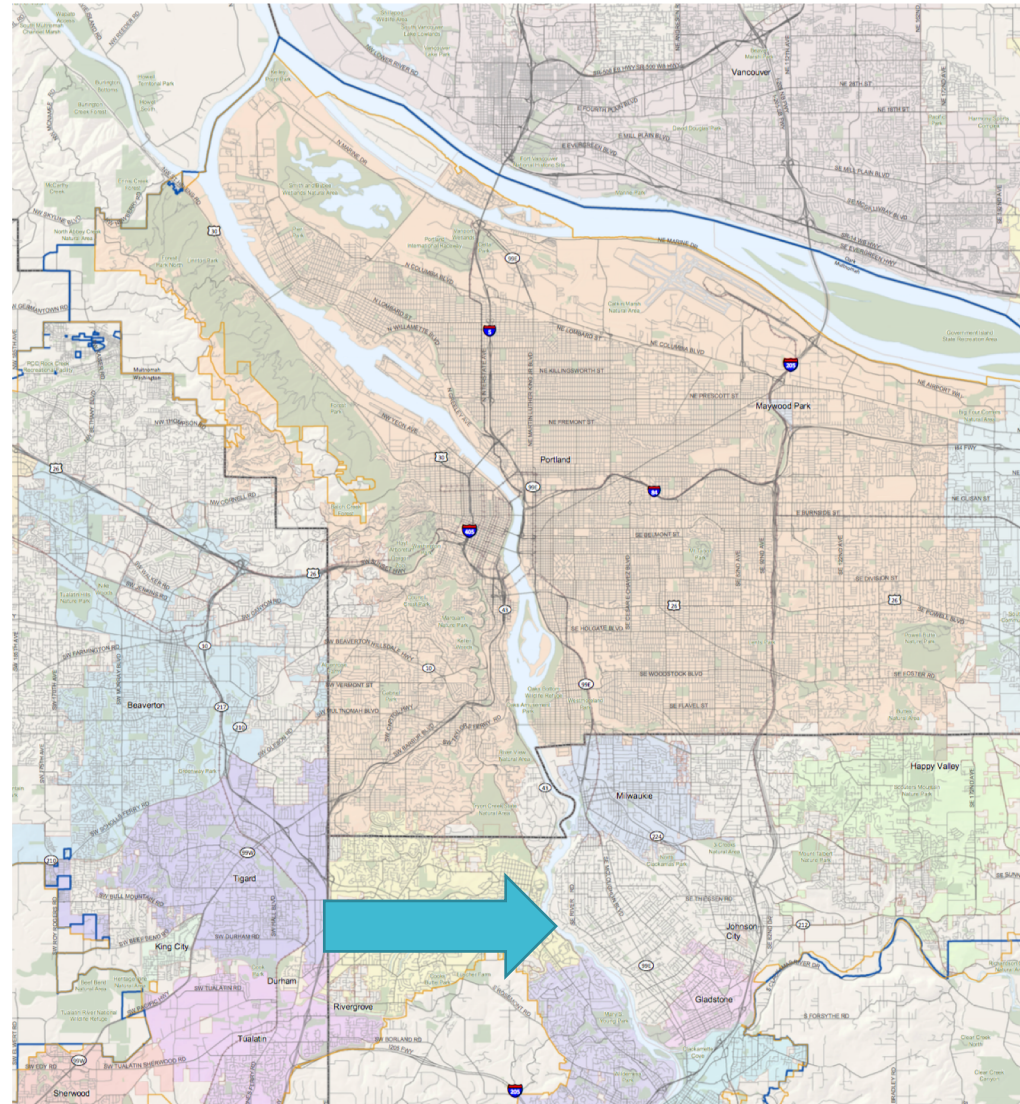
Where are We?

Unincorporated Clackamas County

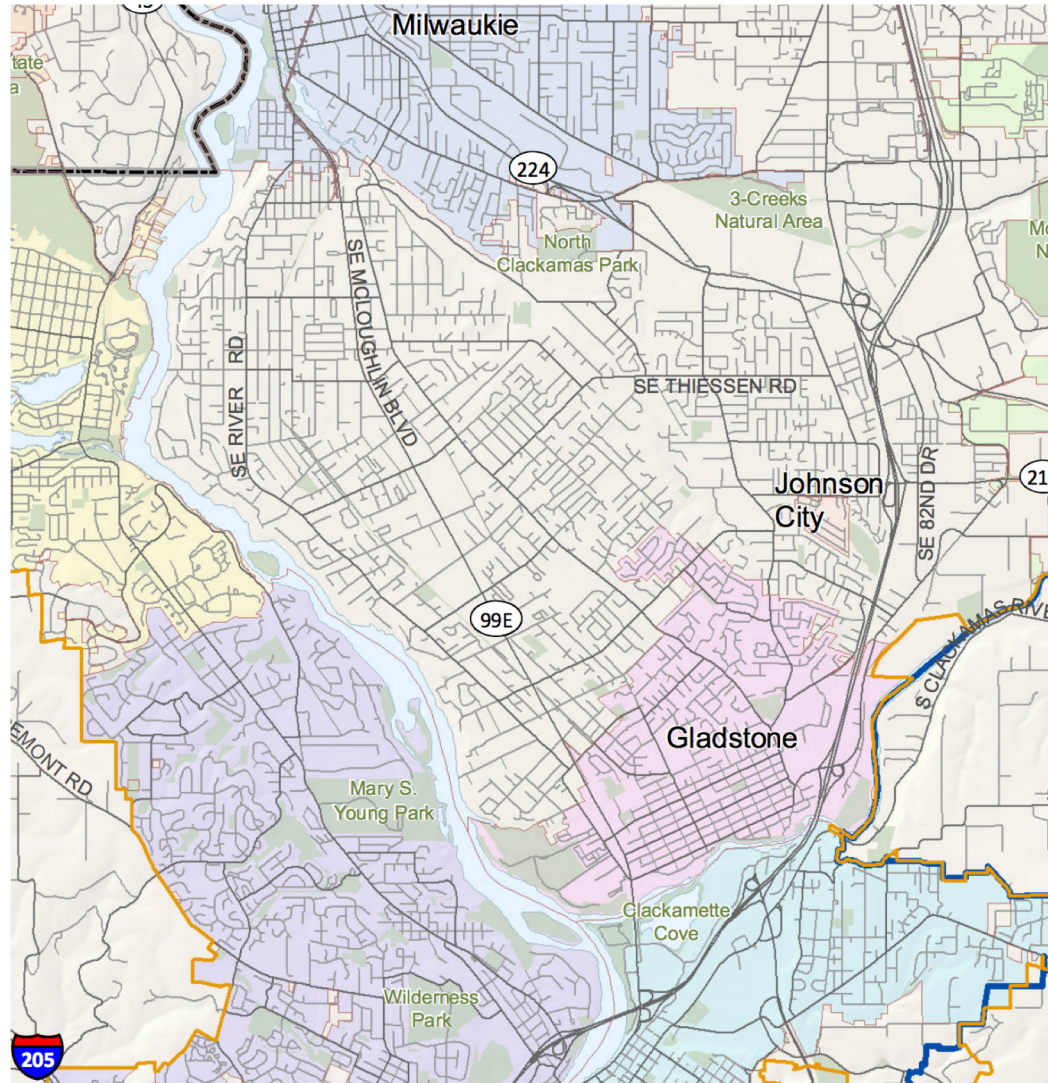
Neighborhoods

Oak Grove

Jennings Lodge



We are Here...
Where are We?



Unincorporated Urban Clackamas County

Jurisdictions:

Roads: ODOT, Clackamas
County

Water/Sewer: Oak Lodge Water
Services

Parks: North Clackamas Parks

Schools: North Clackamas,
Gladstone, AND Oregon City
Districts

Oak Grove Community Council

The Oak Grove Community Council (formerly Oak Lodge Community Council) is the largest CPO in the study area, as shown in the map.

Jennings Lodge CPO

Located to the south of Oak Grove, Jennings Lodge is bounded by the Willamette River to the west and the city limits of Gladstone to the south.

North Clackamas Citizens Association

The North Clackamas CPO is located in the eastern portion of the study area. This CPO is east of the Oak Grove boundary and is bordered by Harmony Road to the north.

Figure 1: McLoughlin Area Plan Study Area

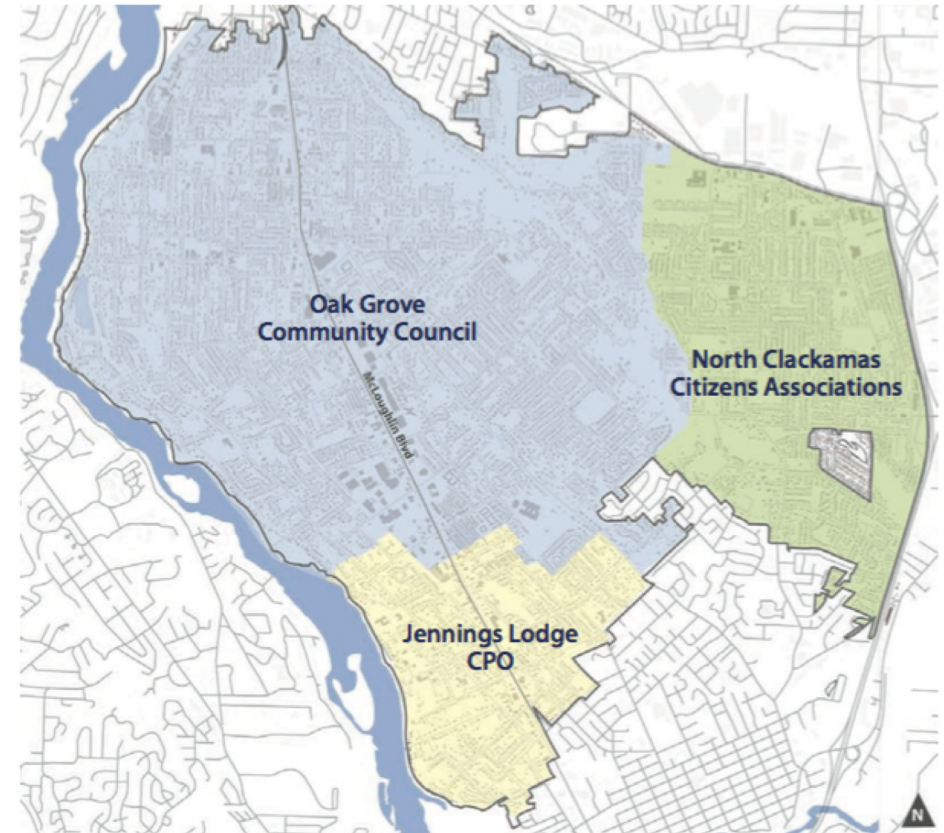


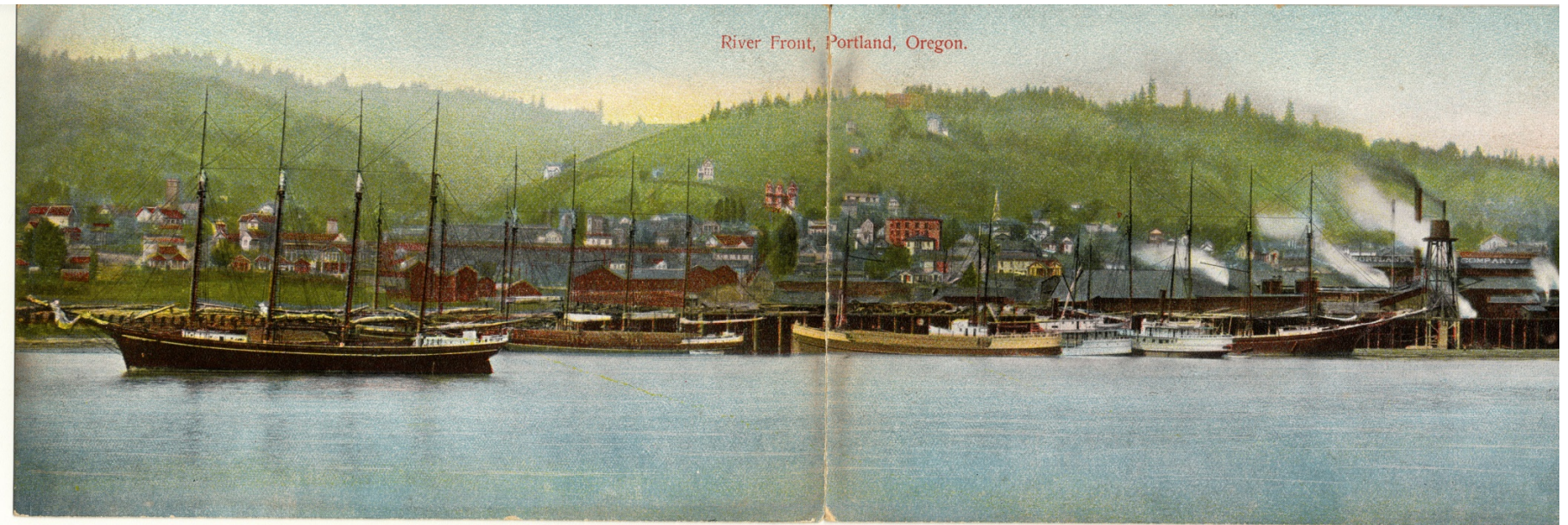


Figure 8. View of Oregon City in 1845. From Gaston, 1912.³⁵



Figure 3. Fort Vancouver in 1850. Image courtesy Oregon Historical Society

Early Markets – Oregon City & Fort Vancouver

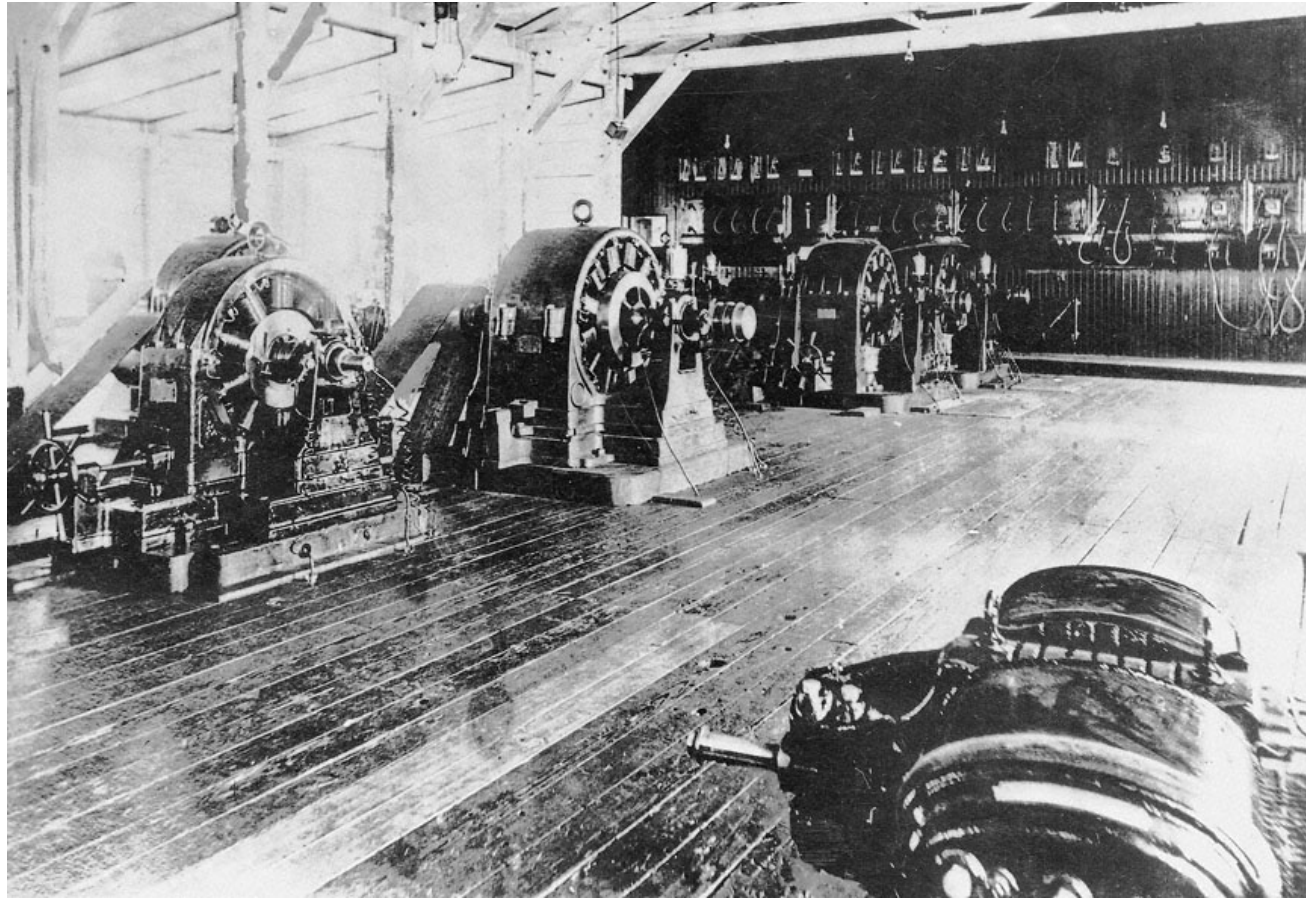


Early Transit Route – Willamette River



Resources: POWER

Willamette Falls







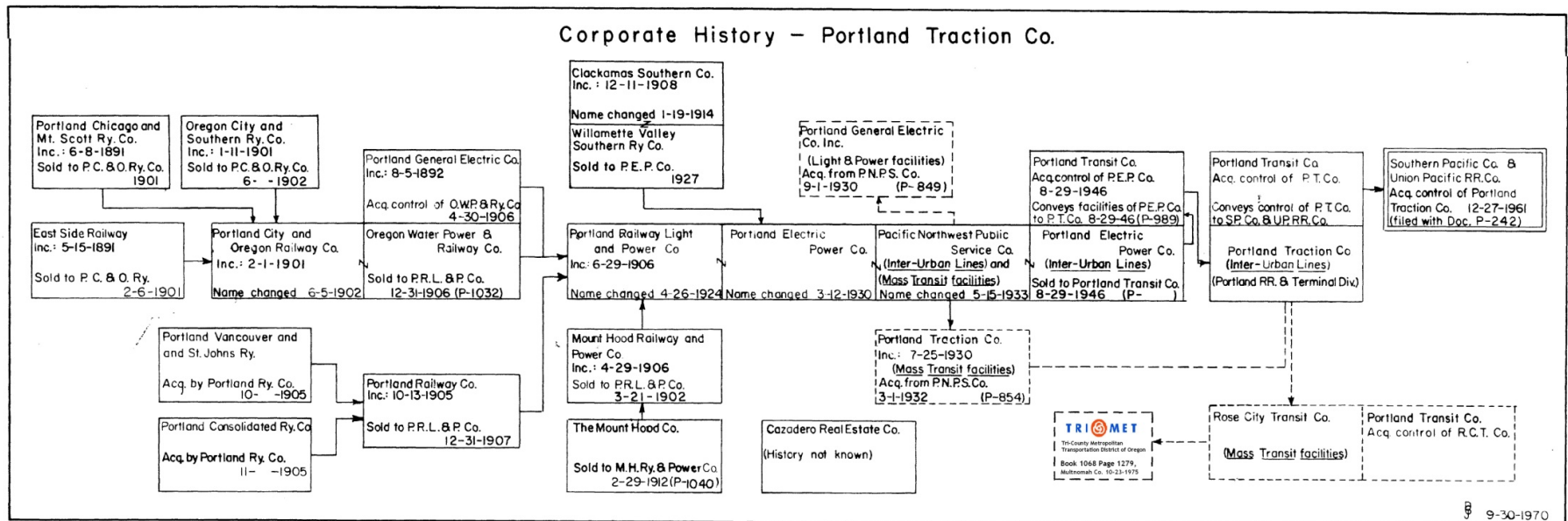


A. Klamath County oatfield.



Donation Land Claims - Oatfields

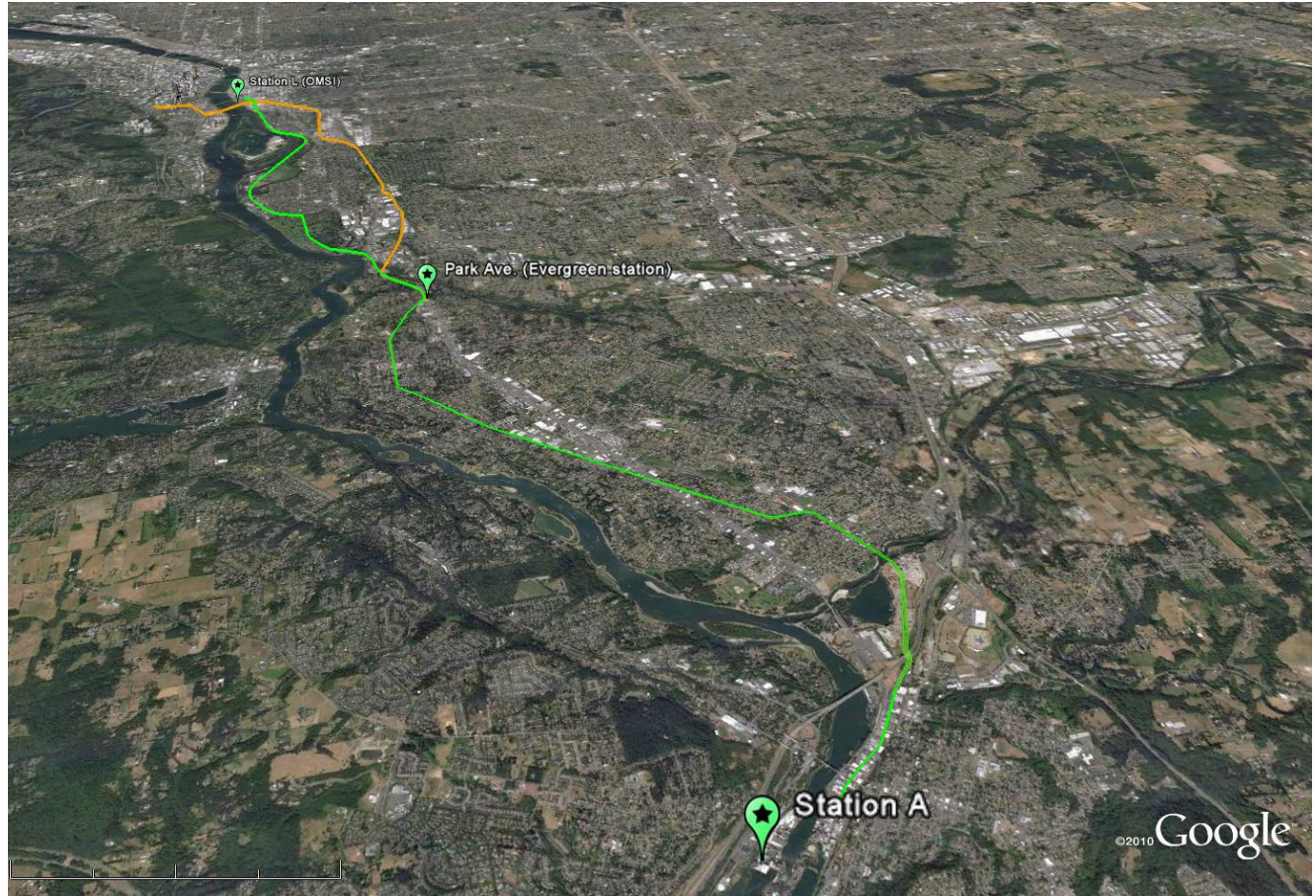
Corporate History - Portland Traction Co.



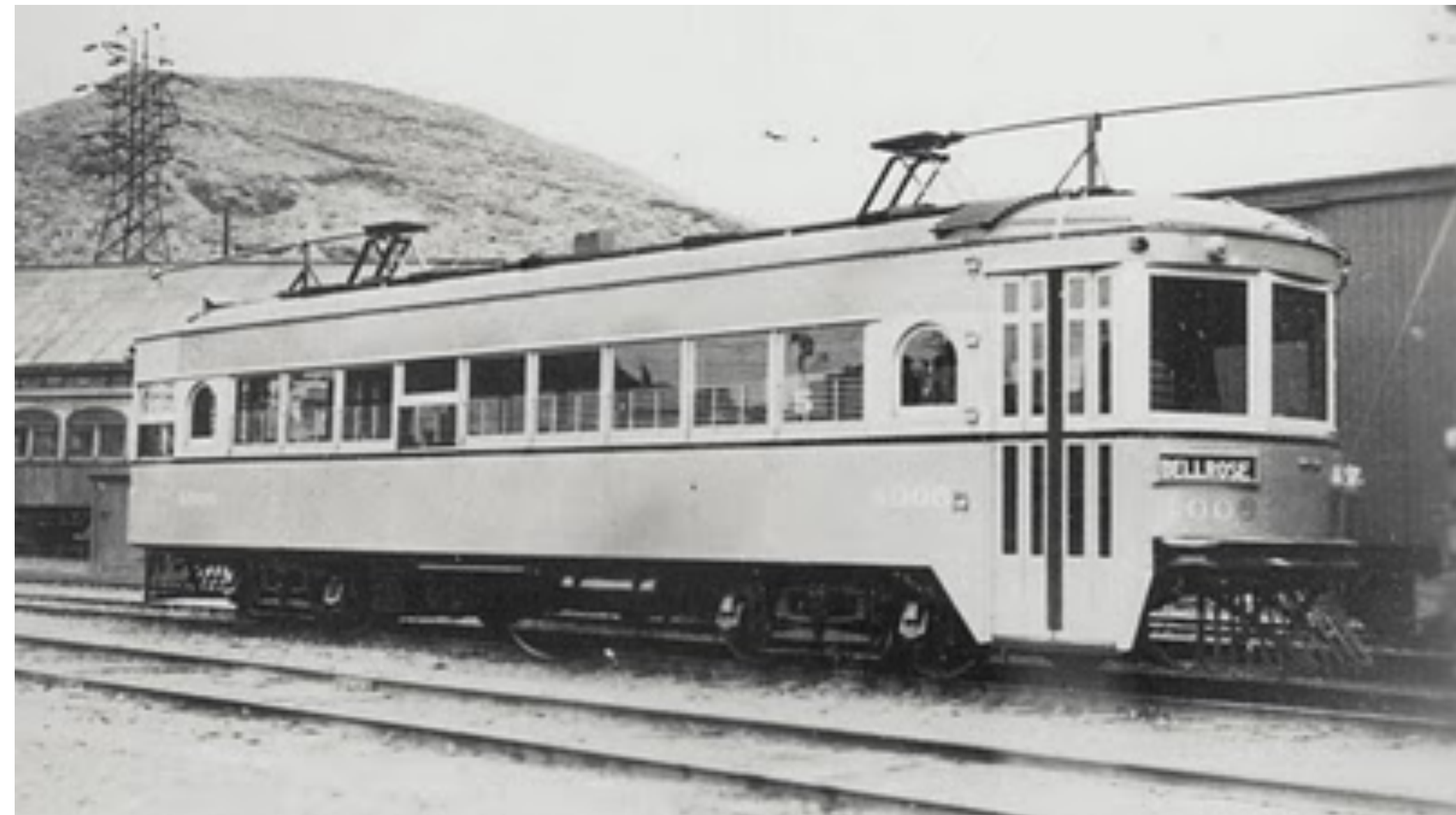
What's Old is New?

14 mile transmission route and

Electric Rail line from
Oregon City (Station A) to
Portland (Station L)







OPEN AIR
SANATORIUM











EVERGREEN



Outings

Pleasant Little Trolley Trips

BULL RUN PARK—Excellent place for a day's outing amid the wilds of nature. Take your lunch basket and camera along. Good fishing too. Trains from First and Alder.

CANEMAH PARK—Attractive picnic resort, fine scenery, cool and comfortable surroundings. Only an hour's ride from Portland. Trains from First and Alder every half hour.

COLUMBIA BEACH—Best fresh water bathing resort in northwest. Firstclass amusement features, ideal for the "kiddie." Dancing and concessions. Fine camping spot. Take Vancouver trains on Washington Street. Only 30 minutes from town. Season from June to September.

COUNCIL CREST—Wonderful panoramic view of the city and surrounding country, located at the "top of the town." Dancing and amusements of all kinds. Take cars on Washington street. Now open.

CRYSTAL LAKE PARK—A dandy little picnic resort close to town. Plenty of good, clean amusements and dancing. Milwaukie or Oregon City trains, First and Alder. Now open.

ESTACADA PARK—One of the most attractive outing resorts in the northwest. Picnic facilities of all kinds. Matchless scenic beauty. Basket picnics a specialty at Estacada. Trains from First and Alder.

THE OAKS—Portland's own "Lone Park," right inside the city limits on the banks of the Willamette. Excellent amusements, dancing, music, etc. A nucleus for picnic parties. Only 15 minutes from the heart of town. Opens last week in May.

ROCK ISLAND—An idyllic spot for camping, located in the middle of the Willamette river, reached by Milwaukie and Oregon City trains. Fine dancing pavillion. Free ferries meet all trains. Now open.

MACLEAY PARK—A combination trolley ride and stroll of matchless picturesque beauty and scenic charm. Take westbound car on Washington street and transfer to Kings Heights.

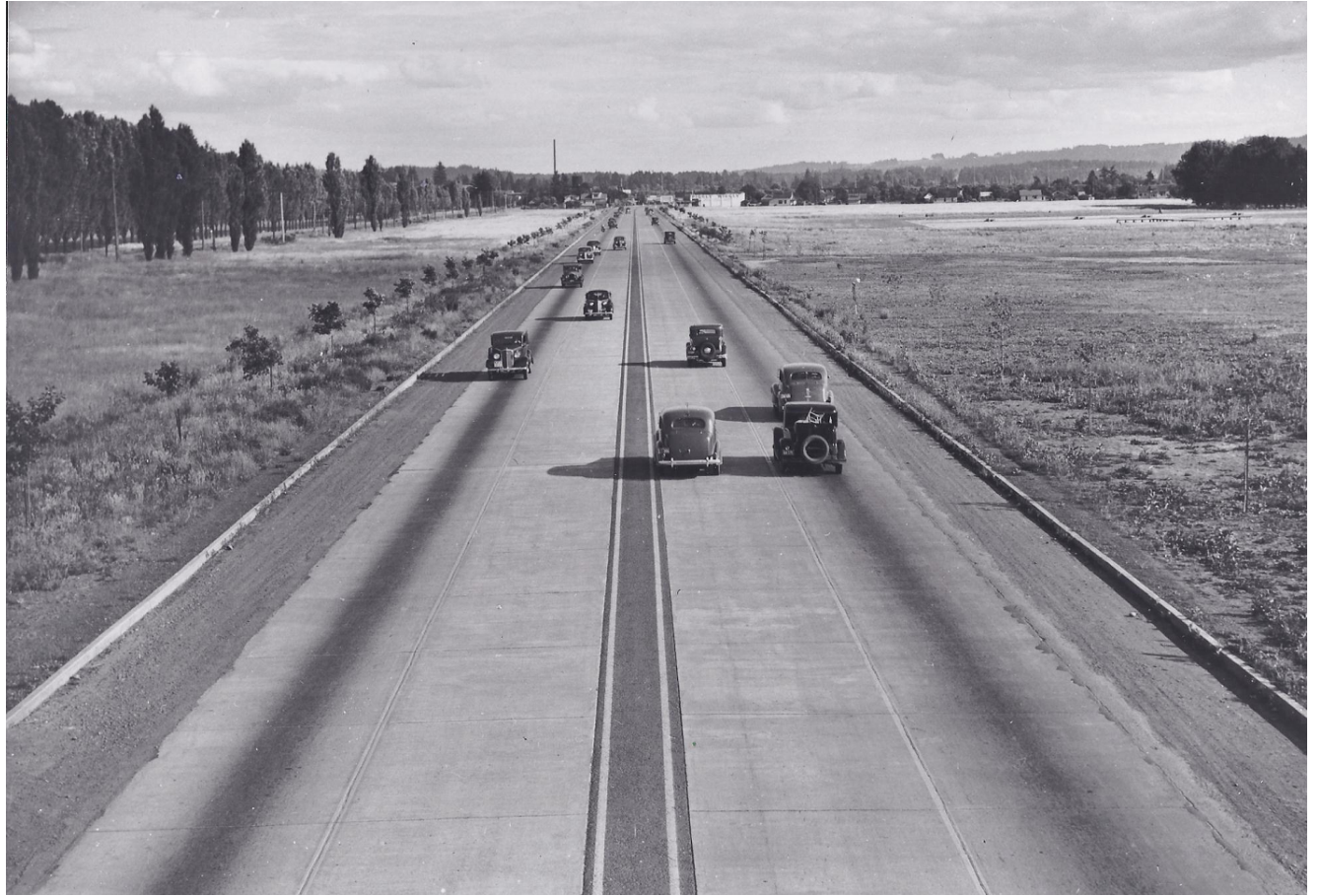
Elk Rock Island - A Destination!



US Hwy 99

Construction: 1913 – 1926

Became State Hwy OR99E after
Interstate 5 completed in 1966











**PORTLAND
TRACTION
COMPANY**

FAST
SAFE
CLEAN
COMFORTABLE
INEXPENSIVE
TRANSPORTATION



GO BY TROLLEY



| | | |
|---|---|--|
| \$1.25 WEEKLY 1 PASS | RIDE THE TROLLEY BUS- YOU'LL LIKE IT | ● Not Redeemable |
| JULY - 1935 7 TO JULY - INC. 13 Form 245 | | ● Not Good on Inter-urban or Park Rose Lines |
| Portland Traction Co. Portland City System | | Pass bears on all Portland City System street cars and/or buses of the Portland Traction Company between dates shown on this pass, both inclusive. This weekly pass is valid only for transportation of the passenger presenting same, and it must remain in possession of passenger during entire ride, or full tariff will be collected. It is void if tendered for passage by any other person for identical ride on same trip of car or bus. Entire pass must always be shown and is subject to inspection at any time by operator or inspector. |
| <i>W. H. P. Co.</i> NEW YORK & CHICAGO | | |
| 10021 | | |

"Save Our Streetcars"

S. O. S.

"Save Our Streetcars"

IF YOU DEPEND ON STREETCAR TRANSPORTATION
YOU WANT TO PROTECT YOUR PROPERTY VALUE
YOU ARE IN BUSINESS

YOU WILL WANT TO ATTEND THE GLADSTONE MEETING OF
TRANSIT SAVERS

An organization to preserve our Interurban Transportation facilities,
*Time is short for rallying our forces. Bring your neighbor to hear latest reports
and see General Electric Company's new picture depicting our problem.*

PICTURE — "GOING PLACES"

TIME — THURSDAY, DEC. 11, 8 P.M.

PLACE — GLADSTONE SCHOOL GYM.

S.O.S. -- Save Our Streetcars -- S.O.S.

Sign a Petition — Contribute — Bring Your Ideas — Attend
Send all contributions to TRANSIT SAVERS, Box 5901, Milwaukie, Oregon

Oak Grove School
Oak Grove Oregon
January 6, 1955

Portland Traction Company
Portland, Oregon

Dear Sirs,

I understand that you want to take the street-cars off the track. I don't think it's a good idea. If the street-car was taken off the track it would cut down the value of property also my grand-parents could not go to town. If buses would run to take the place of the street-cars it might cause smog.

How would you like to have a freight-train come screaming through your back yard in the middle of the night when you are trying to sleep?

yours truly,
Judith Kopp

Community Involvement Matters

A longer story than today!

Railroad ROW

High Capacity transit consideration

Metro purchase for parks

Metro / NCPRD collaboration on Trolley Trail

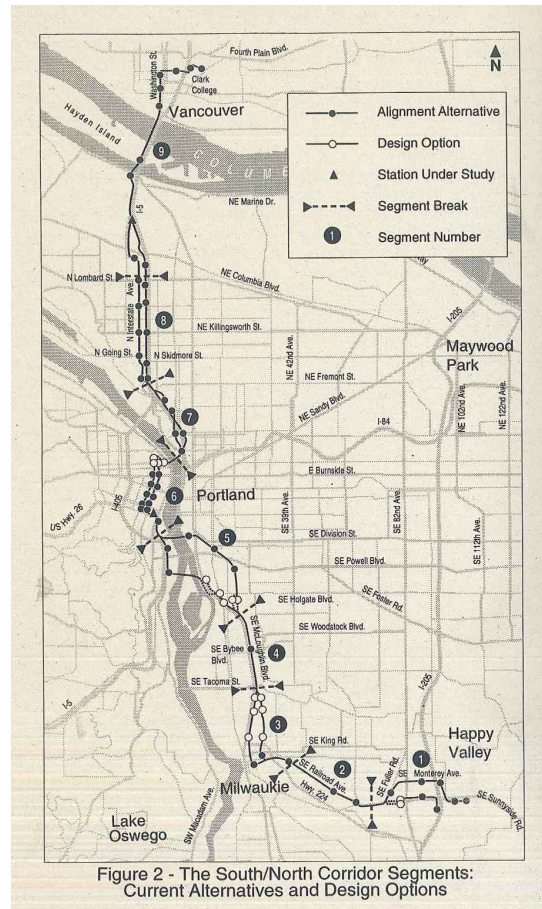
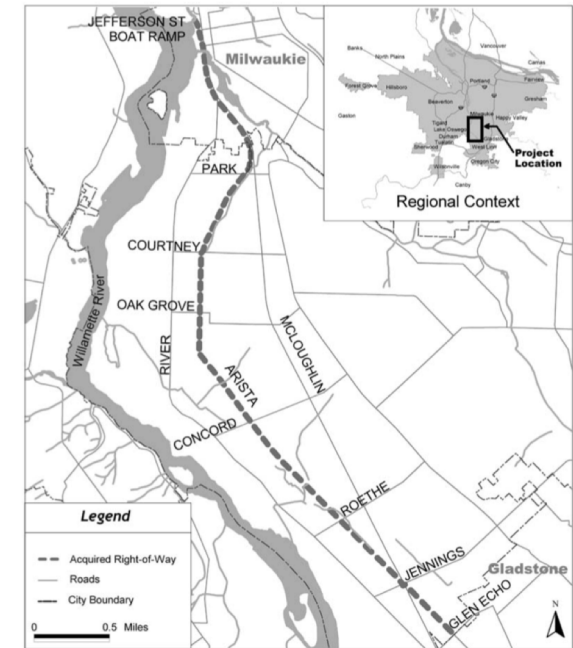


Figure 2: Trolley Trail Master Plan Map (2004)



Trolley Trail

TRAIL RULES:

- Yield to pedestrians.
- Keep animals under control. Keep pets on a leash and waste must be removed.
- Keep the trail clean.
- Stop at intersections and obey traffic laws.
- Keep right and pass on the left.
- Motorized vehicles are prohibited.
- Please be respectful of neighbors.

In an emergency dial **911**

Clatsamas County Sheriff Non-Emergency 503-655-8211
 Trail Contact 503-794-8030
 NCPRD.com
 NCPRD ORD. 07-2004







Unincorporated Urban Clackamas County – Jurisdiction Matters!

Road Authority:

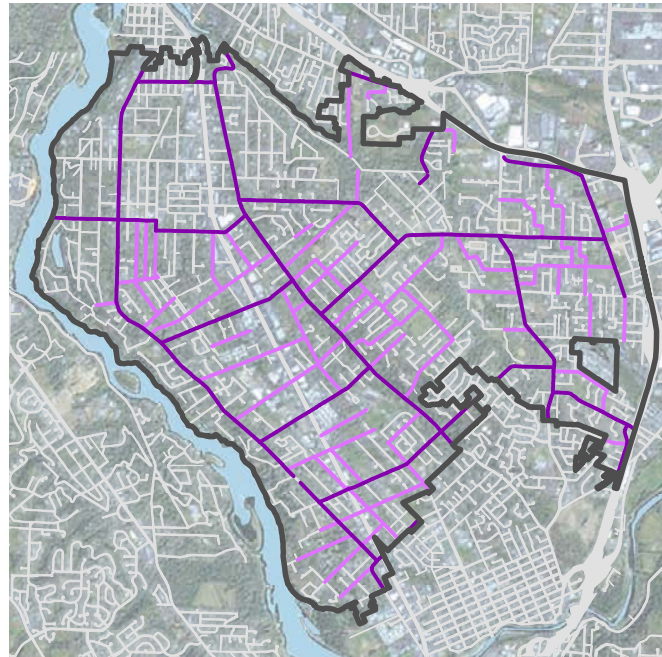
OR99E – ODOT

River Rd; Oatfield Rd – County

Land Use Authority:

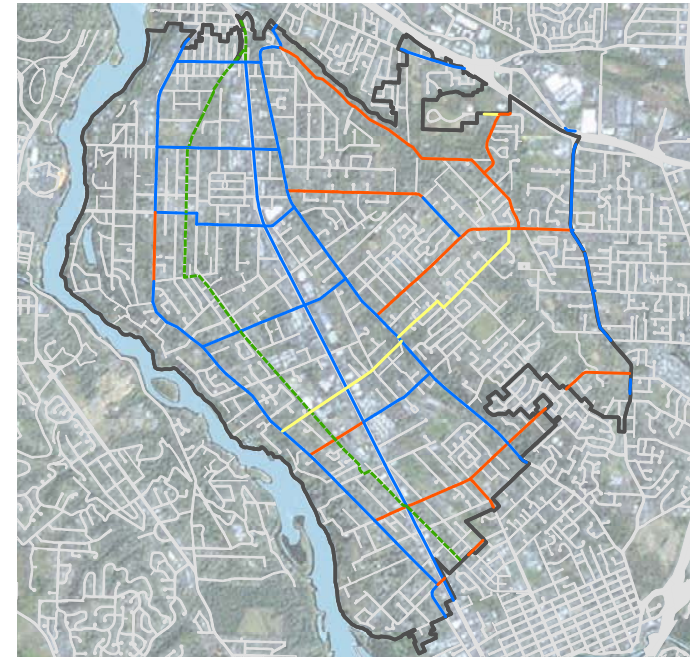
- Clackamas County

Figure 4: Clackamas County Essential Pedestrian Network



- Essential pedestrian network on collectors
- Essential pedestrian network on local streets

Figure 5: Clackamas County Planned Bikeway Network

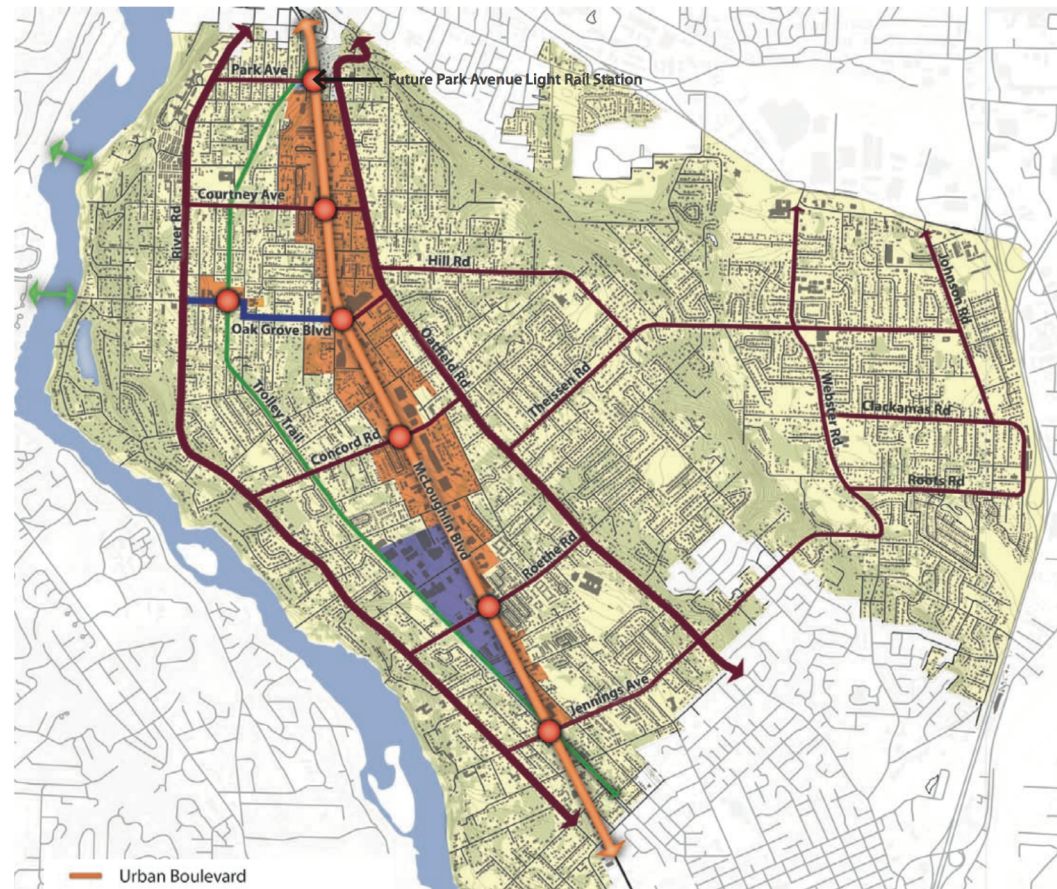


- Bike lane
- Multi-use trail
- Moderate and high traffic street
- Low traffic street

McLoughlin Area Plan Vision

- Development focused at nodes
- Reinforced east-west connections
- Opportunities for job creation
- And more

Figure 3: McLoughlin Area Vision Map



Clackamas County Land Use Planning

Short and Long Term Objectives

Wins:

Street Lighting infill

Branding

Sign Ordinance compliance (short term)



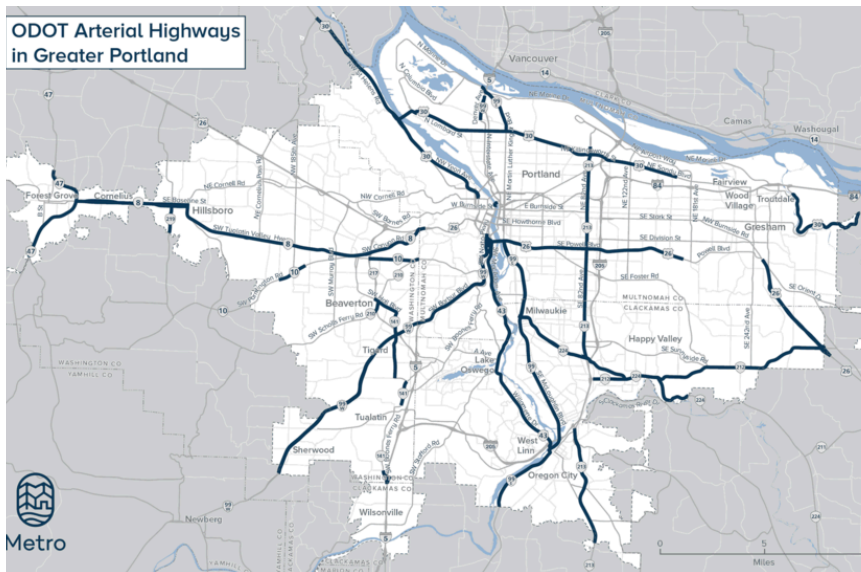


BEFORE



AFTER

Visualizing the Future of McLoughlin Boulevard



1. Powell Boulevard (U.S. 26): MP 0.2 - 10.0
2. Barbur Boulevard (OR 99W): MP 1.2 - 7.6
3. SE/NE 82nd Avenue (OR 213): MP -0.1 - 7.2
4. Tualatin Valley Highway (OR 8): MP 2.9 - 5.9
5. Pacific Highway W (OR 99W): MP 7.6 - 11.5
6. Tualatin Valley Highway (OR 8): MP 5.9 - 17.9
7. Pacific Highway W (OR 99W): MP 11.5 - 14.5
8. Farmington Road (OR 10): MP 5.9 - 7.3
9. SW Hall Boulevard (OR 141: MP 2.6 - 7.1 and MP 7.7 - 8.9
10. SE McLoughlin Boulevard (OR 99E): MP 5.7 - 6.7
11. Willamette Drive (OR 43): MP 8.0 - 11.5

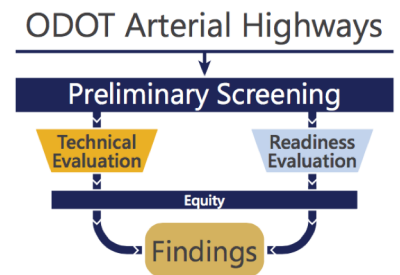


Figure ES-2: Screening, technical evaluation and readiness evaluation process

Jurisdictional Transfer

Jurisdictional Transfer?

“These corridors function more similar to a local roadway than a state highway. A transfer would give local jurisdictions more autonomy to make improvements.”

“In some cases, there is current interest from the local jurisdictions to pursue transfer in attempts to align existing and future land uses with community interest. In some cases, the local jurisdiction’s interest in a transfer is low.”

(conclusion page 47)



Pathways Intersections Infrastructure

What's Old is New is Old

Community Involvement
Matters

Jurisdiction Matters

The future isn't set in stone



Discussion / Q&A

THANKS!

- *Oak Lodge Governance Project*
- *Thelma Hagenmiller*
- *Valerie Chapman*
- *Oak Lodge History Detectives*
- *N. Stewart (TriMet History Detective)*
- *Oregon State Historic Preservation (website)*
- *Metro*