APPENDIX E – PUBLIC INVOLVEMENT

SUNRISE EXPRESSWAY INTERCHANGE AREA MANAGEMENT PLANS

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IAMP Public Involvement Structure

Public involvement is an important part of the IAMP process. The Oregon Department of Transportation (ODOT) and Clackamas County are the two main public agencies managing this project and as such they are responsible for public involvement effort undertaken as part of the IAMP.

The responsibility for developing the IAMP documents was given to IAMP Project Management Team (PMT) which includes staff from Clackamas County, ODOT, Happy Valley, Damascus, and the IAMP technical team.

Use of the Sunrise Project Public Involvement Structure for the IAMP

The IAMP Project Management Team recommended to the Sunrise Project Policy Review Committee (PRC) that the Sunrise Project Public Involvement Structure be use to provide public involvement for the IAMP process because the Sunrise Project and the three IAMP's are so strongly related. The Sunrise PRC concurred with this recommendation at its meeting on December 7, 2007. Accordingly the IAMP Public Involvement process functioned as a part of the Sunrise Project Public Involvement Process and used the Sunrise Project committee structure for purposes of making recommendations.

The Sunrise Project Advisory Committee (PAC) has 18 stakeholders from neighborhoods, businesses, the cities of Happy Valley and Damascus, TriMet, Metro, environmental groups, FHWA (a non-voting member), and service providers and is the hub of the public involvement effort. Its meetings are open to the public, and an average of 30 people regularly attends its meetings. The PAC served as that primary public involvement committee for the IAMP process and made recommendations concerning an IAMP to the Sunrise Project Policy Review Committee (PRC).

The Sunrise Policy Review Committee (PRC) is made up of elected officials from affected cities and Clackamas County, senior representatives from Clackamas County, ODOT, Metro, and FHWA (which has a non-voting, advisory role). The PRC was responsible for making recommendations to the local jurisdictions and to the Oregon Transportation Commission concerning the adoption of the IAMPs.

Ad hoc Working Groups with representatives of key stakeholders in the interchange management area and representative of the County CPO's could be created on an as needed basis to discuss and make recommendations to the PAC concerning local access issues that arise from the IAMP alternatives. The Working Group meetings were opportunities for affected property owners and business in an IAMP Study Area to work through access change issues associated with Sunrise Project Build Alternative and the proposed IAMPs.

A list at the end of this appendix contains the names of the current members of the Project Advisory and Policy Review committees.

IAMP Public Involvement History

IAMP Open House and Community Meetings

Three rounds of open houses/public meetings covered the following topics:

- Winter/Spring 2008 Open Houses: IAMP background, purpose, existing conditions, proposed IAMP areas.
- Spring 2009 Community Meeting: Draft IAMPs.
- Fall 2009 Open Houses: Final IAMPs.

A series of stakeholder briefings and focus group meetings in early 2009 gathered public input on IAMP concepts before taking the Draft IAMPs out to the public in the spring.

Winter/Spring 2008 Open House Summaries

In early 2008, open houses were held for each of the Sunrise Project Interchange Area Management Plan areas. The purpose of these open houses was to provide an overview of the Sunrise Project and background on the Draft Environmental Impact Statement process, to introduce the Interchange Area Management Plan (IAMP) efforts that would be required for these areas, and to identify local issues related to access in the IAMP areas.

Sunrise West IAMP Open House

January 15, 2008, 5:30 p.m. - 7:30 p.m. with a brief presentation at 6:00 p.m.

Clackamas Elementary School, 15301 SE 92nd Ave.

Approximately 90 attendees.

Summary of public comments received:

82nd Drive / Highway 212/224 area:

- Raised medians on 82nd Drive will restrict access to business along the street, adversely impacting these businesses.
- 82nd Drive improvements / widening were all made along the west side of 82nd Drive. The impact might be smaller if the improvements were all made on the east side of 82nd Drive.
- Tolbert Street Connection between 82nd Drive and Industrial Way would support the continued development of Camp Withycombe and the industrial area.

Lawnfield Road/ North 82nd Drive area:

- Concern about semi-trucks navigating a number of the proposed turns, as well as accessing their private driveways.

McKinley Avenue /Roots Road /westbound ramp area:

- Removal of the access for the motel on McKinley Avenue will bring unwanted traffic in to the neighborhood to the west.
- Concern about potential raised medians and circulation at Roots Road and McKinley Avenue.

Johnson Road/ Lake Road/ Ambler Road area:

- Substantial amount of concern about cul-de-sac of Lake Road at Johnson Road and that it would overload the intersection of Highway 224 and Webster Road.
- Routing Deer Creek Lane and Johnson Road along existing (rather than proposed) alignment would reduce loss of property.
- There is substantial out-of-direction traffic to get from Highway 224 eastbound to I-205 southbound, along Deer Creek Lane -- it appears that there could be an access lane under the proposed bridge in that vicinity.
- Concerns about the proposed alignment of Ambler Road.
- Commercial businesses are concerned about impacts (loss of drive-by customers) due to the highway.

Sunrise Rock Creek Junction IAMP Open House

January 29, 2008, 6:00 - 8:00 p.m. Brief presentation at 6:30 p.m.

Sunnyside Community Church, 16444 SE Highway 212.

Approximately 50 attendees.

Summary of public comments received:

- Closing Goosehollow Drive at Clackamas Highway (OR 224) will cause an access problem for residents.
- SE Bel Air Drive provides the only access route for multiple residents in that area.
- The proposed cul-de-sac of OR 212 would inconvenience Sunnyside Community Church parishioners by forcing out-of-direction travel to access it.
- The proposed frontage road off the “jug handle” will cause an access problem for Alice’s Market.
- Orchard Lake neighborhood requests that a sound wall be constructed along OR 224 and along Orchard Lake and Windswept Waters neighborhoods.
- Concern about sending the Sunrise Expressway into the existing two-lane OR 212, which is already a congested two-lane road.

Midpoint IAMP Open House (122nd Avenue area)

Tuesday, March 4, 2008 5:00 - 7:00 p.m. Brief presentation at 5:30 p.m.

Clackamas Fire District Training Center, 15990 SE 130th Ave.

Approximately 20 attendees.

Summary of public comments received:

- 122nd Avenue and Highway 212/224 area – interchange signals appear to be too close to each other and to create a possible safety issue.

- General concerns over individual property impacts.

Winter/Spring 2009 Briefings and Focus Group Meeting Summaries

Following the Winter/Spring 2008 IAMP Open Houses and the November 2008 public hearing on the Sunrise Project, the project team began refining the project designs to address the comments and concerns of the area businesses, residents, and property owners. The refined designs strived to improve the operational function of the interchanges and intersections as they relate to the proposed Sunrise Project. In early 2009, a series of stakeholder briefings and focus group meetings were held to discuss the refined designs, and gather additional input from stakeholders.

North Clackamas CPO General Meeting, Sunrise Briefing

Tuesday, January 13th and March 10th, 2009, 7:00 – 8:00 p.m. – 15 minute presentation followed by questions.

Bilquist Elementary, 15708 Webster Road, Milwaukie.

Clackamas CPO General Meeting, Sunrise Briefing

Wednesday, March 11th, 2009 7:00 – 8:00 p.m. – 15 minute presentation followed by questions.

Shadowbook Manufactured Home Community, 13640 SE Highway 212, Clackamas.

Johnson Road/Milwaukie Expressway Area Focus Meeting

Wednesday, February 18, 2009, 8:00 – 9:30 a.m.

Fire Station #4, Community Room, 6600 SE Lake Road, Milwaukie.

Approximately 19 attendees.

This meeting was held with area businesses. Businesses received a detailed letter and maps focusing on the design refinements. The area was also canvassed prior to the meeting. In general, there appeared to be acceptance of the refinements being proposed in this area – specifically Johnson Road being disconnected from the Milwaukie Expressway, cul de sac of Lake Road (just east of Webster), and a new Pheasant Court connection to and across the Milwaukie Expressway. Most people had additional questions about the specific design of the roadway, site specific property impacts, timing, and funding. Two new properties are shown to be displaced by the refinements, and of course, these property owners have additional concerns. It should be noted that two properties with several business located on them were impacted by the original proposal but would no longer be impacted under this alternative. For the most part, there was a general sense that the refinements would function for the area businesses.

Site specific design suggestions:

- Install “No thru trucks” signage on the new Pheasant Ct south of OR 224 to prevent trucks from driving around neighborhood.
- Bob’s Red Mill does not want to see curbing on Pheasant Ct north of OR 224 because trucks turn left immediately north of OR 224 to access facilities on the west side of the

warehouse where there are major loading facilities. There is no other route on this site that would allow large trucks to access these loading facilities.

- Consider alternate access a driveway to Webster for kidney dialysis center, now accessible on Lake; make sure it has easy access for emergency vehicles/patients.
- Look at the access to Alder Creek Elementary, some modification of the site may be necessary to maintain a workable access to the school for staff and students. The school district bus facility is also located on this site and will be highly impacted by changes to access on Webster Road. Relocation of the district bus facility is a consideration, but plans for this move are currently on hold due to the cost associated with the change.
- Trucks from OR 224 going east to 82nd northbound should be routed through cloverleaf with "truck route" signage.

82nd Drive Area Focus Meeting #1

Thursday, March 5, 2009, 8:00 – 9:30 a.m.

Clackamas Banquet and Catering Center, 15815 SE 82nd Drive, Clackamas.

Approximately 65 attendees.

This meeting was held with area businesses. Businesses received a detailed letter and maps focusing on the design refinements. The area was also canvassed prior to the meeting. The original SDEIS design and three design refinements were discussed. In general, there was not an overall favored refinement alternative for the 82nd Drive/OR 212 intersection area. Nearly all attendees expressed great concern about potential business impacts and displacement. There were many comments about keeping 82nd Drive a "business district," and several stated that they need some amount of traffic to stay viable and would be adversely impact by any of the changes on 82nd Drive. There was a common theme in the group that the businesses in this area were being hit the hard by the Sunrise Project which was addressing the needs of the entire region at the expense of the local business community. There is general concern that the focus of the Sunrise Project has shifted from the original corridor being studied and the movement of through traffic to the problems of the 82nd Drive area. The group desired more detailed information about the design refinements was desired.

Lawnfield Area Focus Meeting

Wednesday, April 1, 2009, 10:30 a.m. – noon.

Clackamas Banquet and Catering Center, 15815 SE 82nd Drive, Clackamas.

Approximately 20 attendees.

This business stakeholder meeting was held as a larger follow-up to a November 4, 2008 meeting held with a smaller group of businesses. The group received a detailed letter and map outlining the refinements prior to the meeting. The group was convened to discuss the need for the North Lawnfield extension design refinements stemming from federal law that requires special effort to be made to historic and other designated sites when developing transportation projects (4(f) resources). The original design for North Lawnfield extension in the SDEIS may have an impact KEX, a 4(f) resource, more than allowed under federal law – while the issue is

under consideration; two alternate designs were developed to address this potential federal law conflict. Two property owners were very concerned about the impacts to their businesses from attempting to avoid the 4(f) resource. There were interested in 4(f) and the designation of KEX as a historical property. There was general interest in making sure trucks and larger loads could move in and out of the area.

Rock Creek/Goosehollow Area Focus Meeting

Tuesday, April 14th, 2009, 6–8 p.m.

Sunnyside Community Church, 16444 SE Hwy 212.

Approximately 40 attendees.

This meeting was held with area stakeholders – both businesses and residents. Stakeholders received a detailed letter and maps focusing on the design refinements. The area (approximately 200 homes) was also canvassed prior to the meeting. The proposed changes were discussed:

- an at-grade signalized intersection at Hwy 212 and 172nd Ave. (included in the original design);
- disconnection of Armstrong Circle from Hwy 212. Access would be from 172nd Avenue (included in the original design and will occur with the current 172nd Ave. Improvement Project);
- cul de sac of Hwy 212 at Sunnyside Community Church (included in the original design);
- closure of Goosehollow Drive on both sides of Hwy 224, with new alternate access provided via a new connection to 162nd Avenue and a new "right out only" connection from the northern end of Orchard View Lane (these are new design refinements to address concerns about the Goosehollow Drive closure); and
- new road off Hwy 212/224 to provide access to Alice's Country Market and Windswept Waters (this is new design refinement to address access concerns).

There were general questions about the need for the Sunrise Project and potential timing for the project. There was also concern about how this project coordinates with the City of Damascus planning. The Sunnyside Community Church has very specific concerns about future access to their facility, especially from the east, which is the neighborhood/community they hope to attract to their congregation. A few neighbors who are in the homes that back up against existing OR 212, i.e. Davidoff Way and Bel View Lane are very concerned about potential noise issues with a large facility transitioning into the existing highway. They wanted to see additional information about noise impacts. In general, many residents were very interested in the private and public changes being made to the area north of existing OR 212 and saw the need for changes to access. Few people expressed concern about the proposed closure to Goosehollow, which had been a major concern at the previous meeting in this area.

82nd Drive Area Focus Meeting #2

Tuesday, May 12, 2009, 8:00 – 9:30 a.m.

Clackamas Banquet and Catering Center, 15815 SE 82nd Drive, Clackamas.

Approximately 42 attendees.

The meeting was follow-up to a meeting that was held on March 5th. At the earlier meeting the Sunrise Project Team presented alternative options to the 82nd Drive/OR 212 intersection improvement that had been studied in the Supplemental Draft EIS. The project team provided a presentation which provided more detailed analysis of the design refinements for the intersection. The group as a whole was still very concerned with business impacts and property values that could be affected by the improvements.

PRC and PAC Meeting Summaries

PRC, December 5, 2007

- The PRC received a briefing on IAMP rules, the PRC's role in the IAMP process, the IAMP study areas and the initial scheduled public meetings. The PRC approved the IAMP study areas.

PRC, September 30, 2008

- The committee received a status update on each of the IAMP areas.

PAC, December 2, 2008

- The project team reviewed the IAMP background, analysis, alternatives and the issues of each of the IAMP's. There was an extensive question and answer session and input was solicited from PAC members. The public involvement plans over the next few months were outlined.

PRC, January 21, 2009

- The PRC received an update on the IAMP outreach schedule. It was explained that the IAMP is being conducted as part of the design refinement on the Sunrise Project and would not publicly appear different than the refinement, development of the preferred alternative, and FEIS.

PAC, February 3, 2009

- The PAC received an update on the IAMP outreach schedule. The group also discussed some of the issues being dealt with at the Lawnfield and Goosehollow areas of the project.

PRC, April 6, 2009

- The committee received a briefing on the small group and stakeholder briefings that the project team held on the IAMPs and design refinements. Specifically discussed were the meetings with North Clackamas and Clackamas CPOs, the Milwaukie Expressway/Johnson Road focus group and the 82nd Drive focus group. The design refinements proposed at 82nd Drive received the most comments and concerns from the public – specifically right-of-way impacts. The group was informed that one or more additional meetings would be held with the 82nd Drive focus group as more analysis was prepared. PRC provided initial

input on design options.

PAC, April 22, 2009

- The PAC was provided transportation performance information on the two build alternatives considering increased improvements at the intersection of Hwy 212/82nd Drive. Recent IAMP outreach meetings were discussed. The PAC provided initial recommendations to the PRC on design options and refinements.

PRC, May 4, 2009

- The PRC concurred with the PMT assessment and PAC recommendation regarding the design options and refinements.

PAC, May 19, 2009

- The PAC was given a presentation on the improvement refinement options the project team had analyzed for the 82nd Drive/OR 212 intersection.
- The majority of the PAC recommended the Build Alternative with a Midpoint Interchange, including:
    - Lawnfield Extension AND Tolbert Overcrossing
    - Midpoint Diamond Interchange at 122nd
    - Southern alignment toward east end
    - Single point Rock Creek interchange
    - Milwaukie Expressway improvements
    - Extend multi-use path beyond 122nd to Rock Creek interchange
    - OR 212/82nd Dr. intersection improvement – No Left Turns with U-Turns

PRC, June 3, 2009

- The purpose of the meeting was to complete the development of the preferred alternative by reviewing and making recommendations on the OR 212/82nd Drive intersection improvement options. The PRC was presented information on the options considered and the PMT assessment of the options. The PRC requested more information on the differences between signalized intersections that allow U-turns and roundabouts for the 82nd Drive/OR 212 improvements, to be presented at their next meeting.

PRC, July 29, 2009

- The PRC received the additional information requested on the 82nd Drive improvement options. The group decided to advance the 8-lane option into the preferred alternative, with the intention that the actual solution for the intersection be smaller. The group wanted to fully analyze the impacts and to find cost effective, innovative solutions for the area. The group made it clear that they would move quickly on this portion of the project as to not keep

businesses wondering what will happen to them in the future. All agreed that communication with the public and the 82nd businesses in particular, is essential.

Project Advisory Committee (PAC) Roster

The Project Advisory Committee is the central hub of the public involvement effort. It is composed of citizens representing neighborhoods, business and civic advocacy groups, emergency services, and other stakeholder agencies throughout the Sunrise Project area.

REPRESENTATIVE	REPRESENTING	EMAIL
Rick Hall	Clackamas CPO	no55mph@comcast.net
Greg DeGrazia	North Clackamas Chamber of Commerce	info@gregdegrazia.com
Edwar Ghores	Bluff Drive Neighbor	edwar@ghoresenterprises.com
Joel Halloran	Fred Meyer Distribution Center	joel.halloran@fredmeyer.com
Dave Rouse	Damascus Neighbor (Community Coordination Committee)	dave.rouse@ci.gresham.or.us
Ed Kirchoffer	Clackamas County Fire District	edkir@ccfd1.com
Ted Kyle	Clackamas County Water Environment Services	tedkyl@co.clackamas.or.us
Renate Mengelberg	Clackamas County Business & Economic Development Team	renatem@co.clackamas.or.us
Bob Minor	Ped/Bike Advisory Committee (former member)	bminor@warn.com
Bear Morris	Environmental Justice issues	tbibear@netzero.net
Darrell Neet	Camp Withycombe	Darrell.Neet@or.ngb.army.mil
Allen Lehto	TriMet	LehtoA@trimet.org
Dick Shook	Friends of Kellogg and Mt. Scott Creeks	dicksallyshook@juno.com
Brian Bishop	Lawnfield Area	brian@bishoptrust.com
Pat Russell	North Clackamas CPO	flanagan112@hotmail.com
Martha Waldemar	Sunnyside CPO	mellowmartha@aol.com
Rob Wheeler	City of Happy Valley	robwheelerhv@comcast.net
Ron Weinman	Clackamas County	ronw@co.clackamas.or.us
Thomas Picco	ODOT	Thomas.J.PICCO@odot.state.or.us
Tim Collins	Metro	collinst@metro.dst.or.us
Michelle Eraut	FHWA (non-voting)	michelle.eraut@fhwa.dot.gov

Policy Review Committee (PRC) Members

The Policy Review Committee has participated in the development of evaluation criteria for the alternatives, considered public comments, and considered Project Advisory Committee recommendations. All members sit at the table and participate in discussions. Although the group typically operates through consensus, each jurisdiction officially has one vote, which will be given by the decision-making body representative when present. Meetings may not always call for participation by the decision-making body representatives. The Policy Review Committee's final task will be to recommend a Preferred Alternative to the official decision-making bodies: the Board of County Commissioners for Clackamas County, Damascus City Council, Happy Valley City Council, and the Oregon Transportation Commission.

PARTNER JURISDICTION	REPRESENTATIVE OF DECISION-MAKING BODY	STAFF REPRESENTATIVE
Clackamas County	Lynn Peterson, County Commissioner	Cam Gilmour, Director of Dept. of Transportation and Development
ODOT	Jason Tell, Region Manager	Ryan Windsheimer or Fred Eberle
FHWA (non-voting)	Phillip Ditzler, Oregon Division Administrator	Emily Lawton, Assistant Division Administrator
Metro	Carlotta Collette, Metro Council, District 2 (including Clackamas area) Rod Park, Metro Council, District 1 (including Rock Creek interchange area)	Andy Cotugno, Planning Director
City of Damascus	Jim Wright, Mayor	James Bennett, City Manager
City of Happy Valley	Rob Wheeler, Mayor	Cathy Daw, City Manager
City of Milwaukie (ex officio, does not officially have jurisdiction within the corridor)	Jim Bernard, former Mayor (participated while he was in office)	