



You are invited to a
Design Workshop
December 4th & 6th

Sunrise Project
I-205 To Rock Creek Junction
Clackamas County
PO Box 14631
Portland, OR 97293



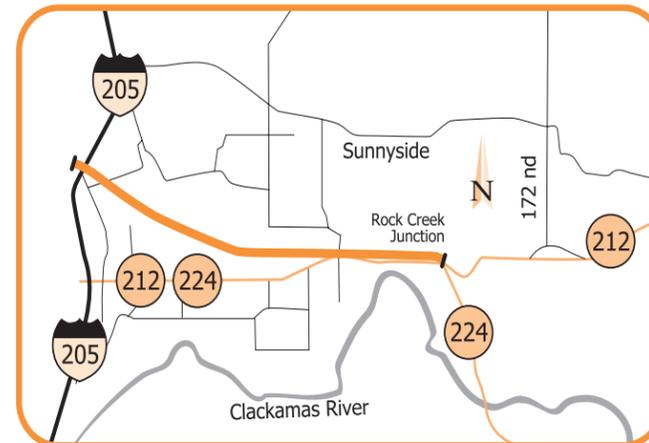
How would you update the design for the Sunrise Project?

In 1996, Clackamas County Commissioners approved a preferred alignment for a limited access highway to be built from I-205 to the Rock Creek Junction.

- Is the proposed 1996 design still the best solution?
- How might it need to change?
- Are there other design ideas to considered?

At a special two-day public workshop on December 4th and December 6th (see back page), Clackamas County and the Oregon Department of Transportation (ODOT) will be asking the public to help answer these questions.

The approved design was the result of a Draft Environmental Impact Statement (EIS) and several years of public consensus building; however, funding was never acquired to pursue construction. More than a decade has now passed since the last study began, and this area has seen a number of changes such as continued population and job growth and a significant expansion of the Urban Growth Boundary (UGB) in the Damascus/Pleasant Valley area. The County and ODOT (in conjunction with Metro and the Federal Highway Administration) are now revisiting this project and will be completing a Supplemental Draft EIS. The upcoming workshop will help determine which alternatives are evaluated in the Supplemental Draft EIS. We need your input as we develop alternatives and update the project to meet existing and future needs.



General area for the 1996 alignment. A detailed design concept from 1996 can be viewed on the project website. www.deainc.com/sunrise



What are the issues?

In June 2004, area residents, business representatives, and others attended an open house to discuss issues and concerns they would like to have considered as the Supplemental Draft EIS gets underway. The 140 participants asked questions and shared concerns about the project.

Key issues raised by the public:

- Private property impacts
- Noise and visual impacts
- General livability
- Neighborhood access to the local street network
- Business access to move goods
- Maximizing the existing transportation infrastructure
- Environmental impacts, such as air quality, wildlife habitat, wetlands, and forested areas
- Coordination with the Damascus/Boring Concept planning process

The project team will analyze these and other issues in a Supplemental Draft EIS. The process will examine how the proposed project addresses transportation needs in the area and what impacts it would have. The proposed 1996 alignment (or variations of it) will be analyzed along with other feasible alternatives in the project area, including a “no-build” alternative.

How will alternate designs (alternatives) be developed?

This requires you. A two-day Design Workshop is being held on December 4th and December 6th to gather design ideas for the project. The project area extends from I-205 at the Milwaukie Expressway to the Rock Creek Junction—where Hwy 212 and Hwy 224 split. We want to know your ideas on addressing the transportation problems in the area. Where would you place interchanges? How would you provide for neighborhood and business access? We invite you to bring your ideas and issues to discuss and draw possible designs for the project.

You're invited! Sunrise Project, I-205 to Rock Creek Junction Two-Day Design Workshop

Day 1

Saturday December 4, 2004

Alder Creek Middle School
13801 SE Webster Road in Milwaukie

9:00 a.m. to 2:30 p.m.

Workshop session to brainstorm design ideas

Please arrive at 9 a.m. for this public workshop to gather alternatives and design options for the Sunrise Project, I-205 to Rock Creek Junction. Bring your ideas! Neighbors, businesses, and other community members are all invited.

Lunch will be provided. The workshop includes:

- Learning about important elements to consider when designing for this area
- Developing design ideas
- Discussing the design ideas
- Reviewing and commenting on design ideas

Day 2

Monday, December 6, 2004

OIT Conference Center
7726 SE Harmony Road in Clackamas

11:00 to 3:30 p.m.—Technical Review by Staff

The technical staff will analyze design ideas for general feasibility. The product will be a narrowed set of design ideas to consider. (The public is invited to observe.)

4:00 to 6:00 p.m.—Project Advisory Committee (PAC) Meeting

The PAC will review the results of the technical analysis. Then they will apply project goals and objectives to the remaining design ideas. (The public is invited to observe.)

6:30 p.m to 8:30 p.m.—Public Meeting

The public will review and discuss the narrowed set of design ideas with the PAC. The PAC will then recommend how to move forward with design ideas. Time will be available after the meeting to talk with the project team and look at design ideas.

For more information, please contact:

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Project Website:
www.deainc.com/sunrise

What is the history of this project?

The Sunrise Corridor was proposed as a new highway corridor that would provide a direct connection between I-205 and U.S. 26, the Mount Hood Highway. Two separate sections of highway have been discussed over the years: Unit 1, which would connect I-205 with Rock Creek Junction (the junction of Highways 212 and 224) to the east; and Unit 2, which would continue from Rock Creek Junction to U.S. 26.

In the late 1980s, Clackamas County, ODOT and other public stakeholders began a process to identify the best location for this highway. In 1993, a Draft Environmental Impact Statement (DEIS) was issued, and in 1996 the Clackamas County Board of Commissioners approved a conceptual alignment for Unit 1 of the highway.

The Federal Highway Administration has determined that the Unit 1 portion of the Sunrise Corridor has its own independent purpose, and can be advanced as a separate project—the Sunrise Project, I-205 to Rock Creek Junction. The area east of the Rock Creek Junction requires further land use planning to identify future transportation needs. Both of these efforts are now underway.

How will this workshop affect the Damascus/Boring Concept Planning?

This work is being structured so as to not pre-determine any Damascus/Boring options. The Sunrise Project team includes Clackamas County, ODOT, and Metro and they are working closely with the Damascus/Boring Concept Planning team. The Sunrise Project from I-205 to Rock Creek Junction will not pursue any design alternative that is incompatible with the Damascus/Boring Concepts developed at public workshops in October. Both projects will use the same forecast for future traffic, population, and employment growth when the detailed transportation analysis begins. The Federal Highway Administration is allowing ODOT and the County to conduct a Supplemental Draft EIS for this project because a preferred alignment had been selected in the 1990s.

What is the purpose of the Sunrise Project, I-205 to Rock Creek Junction?

The purpose of this project is to effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and the Rock Creek Junction, and to serve growing demand for regional travel and access to the state highway system.

What is the transportation problem?

The intersections of Highway 212/224 with 82nd Drive and I-205 have been among the state's most congested locations for many years. This is especially a problem because the Clackamas Industrial Area is one of the state's busiest and most critical trucking centers.

Currently:

- Highway 212/224 near I-205 is ranked in the top 10% of state routes for vehicle crash rate. From 1998-2002, there were over 500 vehicle collisions reported.
- Long delays are being reported for trucks accessing I-205 from the Clackamas Region Industrial area, which is a major freight distribution center for the Northwest.

By 2030:

- The projected traffic volume will far exceed the volume that the existing Highway 212/224 can be expected to handle.
- The number of households and jobs in the area served by this section of Highway 212/224 is forecast to increase significantly in the next 25 years.

What will be important as we study alternative designs?

Project "Goals and Objectives" will help influence the preferred alternative that is scheduled for selection in the spring of 2006. The "Goals and Objectives" incorporate public comments we have heard and additional input from the Project Advisory Committee, Policy Advisory Committee, and the various regulating agencies. The full set of "Goals and Objectives" can be seen on the website at www.deainc.com/sunrise.

Project Goals

- Provide east-west transportation improvements from I-205 at the Milwaukie Expressway to the Rock Creek Junction to meet existing and future safety, connectivity, and capacity needs for statewide and regional travel within the Hwy 212/224 Corridor
- Provide transportation improvements that support the viability of the Clackamas area for industrial uses.
- Support community livability and protect the quality and integrity of residential uses within and adjacent to the corridor.
- Provide a facility that minimizes and effectively mitigates adverse impacts to natural and cultural resources within the project corridor.

How will a final alternative be selected?

Ultimately, the decision must be the one alternative that best meets the project's purpose and need and minimizes unavoidable negative environmental and community impacts. A Project Advisory Committee of citizens, businesses, community and environmental organizations and other public stakeholders will review the technical analysis and public input and then will make a recommendation to the Policy Review Committee. The Policy Review Committee is made up of one representative of each of the four partner agencies. This group will forward a recommendation to the official decision-making bodies: the Clackamas County Board of Commissioners, the Oregon Transportation Commission, the Joint Policy Advisory Committee on Transportation (JPACT), Metro Council, and the Federal Highway Administration.

Policy Advisory Committee

Clackamas County
Oregon Department of Transportation
Federal Highway Administration
Metro

Project Advisory Committee

Rock Creek CPO
Clackamas CPO
North Clackamas CPO
Sunnyside CPO
Pedestrian/Bikeway Advisory Committee
Diversity Leadership Council
Friends of Kellogg and Mt. Scott Creeks
City of Happy Valley
Damascus/Boring Concept Plan Advisory Committee
North Clackamas Chamber of Commerce
Fred Meyer
Oregon Iron Works
Clackamas County Business and Economic Development
Clackamas County Fire District
Clackamas County Water Environment Services
Camp Withycombe
TriMet

Target Schedule

	2004	2005	2006
Identify public issues and concerns	Summer 2004		
Establish purpose and need and goals	Fall 2004		
Develop Alternatives		Spring 2005	
Prepare Supplemental Draft EIS document		Fall 2005	
Formal public hearing on Supplemental Draft EIS			Spring 2006
Select preferred alternative			Spring 2006
Prepare Final EIS			Summer 2006
Record of Decision (ROD) from FHWA			Fall 2006
Final Design	pending approval & funding		
Right of way acquisition			
Construction			

What happens next?

After the workshop, the Project Advisory Committee and agency partners will further narrow down the possible alternatives. This coming spring, we will seek your input about which of the alternatives should be thoroughly analyzed over the next year.

