

Sunrise Project, I-205 to Rock Creek Junction

OPEN HOUSE #1 SUMMARY

On June 8, 2004, a kick-off open house was held for the Sunrise Project, I-205 to Rock Creek Junction Supplemental Draft EIS. The event ran from 6:00 p.m. until 8:00 p.m. at the Sunnybrook Service Center Auditorium. One hundred thirty seven people signed in as attending the meeting. The meeting was advertised through a mailing that went to a project area property owner's mailing list and an interested parties mailing list comprised of the project team, Clackamas County Business and Economic Development Team's county employers list, various lists provided by Metro and ODOT, elected officials and other stakeholders. A newsletter was delivered as door hangers to nearly 1000 residences in project area manufactured home communities. Also, a press release was distributed to numerous media contacts, and the Oregonian published an article on June 8, 2004.

The purpose of the open house was to reintroduce the project and provide participants information about the Supplemental Draft EIS process. The open house also served as a scoping meeting to gather initial community issues, questions and concerns about the project and process. Participants were asked to comment on the 1996 alignment and goals and objectives from the earlier Draft EIS process. The open house included a 10-minute introductory PowerPoint slideshow presented by Jeanne Lawson. Six stations of information were available at the open house, including:

- Welcome/sign-in
- Orientation with PowerPoint slideshow (project history and overview)
- Project background, including why this project is a high priority
- Share your ideas about the 1996 alignment
- Share your ideas about the goals and objectives
- What is considered in an EIS

Project staff were available at each station to discuss the project and answer questions. Anticipating that participants would be interested about other related efforts, information stations were also available for Clackamas County Economic Development, Damascus/Boring Concept Plan, and Metro's Regional Transportation Plan. These stations were hosted by appropriate agency staff from the County and Metro.

What did we hear from the public?

Participants were asked to fill out a comment form and provide comments on the 1996 alignment and goals and objectives from the earlier Draft EIS process. Eighty-three comment forms were returned. Attendees were also asked to post location specific comments directly on a map and write comments regarding the Draft EIS project objectives on a flipchart. Additionally, eight people responded using the comment form provided in the May newsletter. The comments, both from the comment forms and the newsletter response form, have been compiled and are attached.

The participants who returned comment forms at the open house identified themselves as the following:

Where do they live or own residential property?

20—Live in the Sunnyside Area

12—Live in the Clackamas Industrial Area

4—Live in the Rock Creek Area

18—Live in the Damascus/Boring Area

21—Live in an other area (many people identifying themselves as living in an “other area” lived near the project and/or in north Clackamas County)

Where do they work?

34—Work within a mile of the project area

6—Work outside of the area but in Clackamas County

25—Work outside of Clackamas County

9—Retired

Do they own/represent businesses and/or commercial/industrial property in the project area?

39—Yes

40—No

Use existing Highway 212/224 for (many multiple responses):

28—Commute to/from work

29—Business travel within the area

13—Distributing products for their business

28—Recreation

21—Other, including retail, general travel, visiting friend, because they live in the area, etc.

The comment form asked participants to respond to the following questions:

- 1) Look at the 1996 alignment—do you have issues or concerns related to this alignment;
- 2) Look at the Goals and Objectives—do you have any suggested changes or issues or concerns to add;
- 3) Is there anything else we should know about as we kick-off the Supplemental Draft EIS process?

Common themes heard in the responses to these questions are summarized below (for a complete list of public comments, see attachment):

- Many are concerned about how this project will coordinate with planning efforts east of Rock Creek Junction. There is concern that the transition area from Rock Creek Junction to 172nd may pre-determine transportation planning efforts to the east.
- Some citizens expressed support for the alignment from 1996. Some would like to see an alignment that is north of the junction providing different access for the new

Rock Creek Industrial Area. Some would like to see the alignment south of the junction. A few others suggested alternate projects, such as expanding the existing Highway 212/224, adding a lane to I-205, moving the existing railroad tracks, removing lights on Highway 224 on the other side of I-205, and improving Highway 224 to Estacada.

- There are questions about how local access could be improved with the alignment. The following connections to the alignment were specifically mentioned: 132nd, 135th, 142nd, 152nd, and 162nd. Some would like to see local access improved, while others approve of the limited-access facility. Several mentioned that traffic problems would be caused on local roads, especially those to the east that may bottleneck.
- Increased noise is an issue, especially for residences on the bluff (Mt. Talbert area between Hwy 212 and Sunnyside Road).
- Aside from noise, general livability and property impact issues were raised by many. These included light pollution, safety, privacy, decreased property values, changes to residential character, and loss of local access.
- Environmental concerns were a common theme, specifically air pollution, wildlife and habitat, wetlands, the superfund site, greenspaces, forested areas and loss of trees.
- Many expressed concern about potential impacts to businesses, including future commercial and industrial lands. Many attendees were concerned about the heavily industrialized west end, especially the access for the Mather and Lawnfield area businesses. Comments were made that supported looking at local access on the west end, for example expanding Industrial Way. Access for businesses was a common concern.
- Several noted that the existing local system was not being adequately used, especially for truck circulation and access. There were a couple of comments stating that the new Jennifer Street project was underutilized.
- Several expressed interest in alternate modes of transportation, such as bike, light rail, and other uses for train.



Sunrise Project, I-205 to Rock Creek Junction

***Attachment to
Open House #1 Summary***

Public Comments

#	Where do you live or own residential property?	Where do you work?	If outside of Clackamas County, please specify:	Do you represent/own commercial/industrial property in area?	I currently use Highway 212/224 for:	Do you have any issues or concerns related to the 1996 alignment?	Do you have any suggested changes, issues, or concerns to add to the Goals & Objectives?	Is there anything else we should know about as we kick-off this project?
1	Other	Lake Oswego - Portland			Recreation	Noise Abatement, Road Surface Paving, Measure Noise Today, Measure Noise Tomorrow, Methods of Control	Have /establish set of Mile Points. Add points for river interface. Add census tracts, zip codes, US Rep, OR Rep, Metro Rep	Good Luck
2	Damascus/Boring Area	Within a mile of the project area		Yes	Other	Sunrise Corridor Phase II need to go north for Rock Creek Industrial. Keep Industrial Land split it in two with North/South Interchanges to cut flow of traffic <u>inside</u> the industrial area. Stay away from the 212/224 split and provide 2 lane access off the sunrise to East 212, East 224 and West 212/224. Keep Pollution (noise & air) away from residences south of 212.	Yes - a re-route of Sunrise Corridor <u>Away</u> from 212/224 split for [previous-stated] reasons above. Everything south and east of 142nd street is zoned <u>Residential</u> . There is another project going in soon.	Yes - it is important that a large industrial area have direct access to alleviate congestion within that industrial area. I'm from the Chicago area and this is a big problem when too many people flood an incorporated area with bad roads. Think of the future if a large employer puts a home-office in there.
3	Damascus/Boring Area	Within a mile of the project area		Yes	Other	The Expressway needs to go North <u>before</u> reaching the 212/224 junction. That will give ready access to the industrial area in the 172nd area and ease the traffic on Hwy 212 for residents - as well as keep the noise away from many families in their homes! The damage & disruption to families is much less if the Hwy. is N. of 212. Please keep the Expressway totally away from the rivers & creeks & wildlife areas so the area is still a pleasant, unpolluted place for families to enjoy.	Any bike path should be fenced from the highways for safety and wide enough to allow for people to walk/run as well.	Also, if the expressway goes N. through the industrial area, the trucks servicing that area would stay more out of the way of residences & residential traffic. Hwy. 212 would get less beat up as well.
4	Sunnyside Area	Within a mile of the project area		Yes	Business travel within the area	It looks very good - it's now just a matter of implementation	Off - road bikepath would be a plus	
5	Sunnyside Area			Yes	My commute to/from work	Our concern lies just east of the 212/224 intersection -- specifically @ 165th where our NEW CHURCH is now under construction		In light of the "citification" of Damascus area a MAJOR source of traffic (more very soon). I suggest the draft (plan) <u>Start</u> at I-205 & continue at least <u>THROUGH</u> DAMASCUS!! Much has changed since 1996 -- consider those changes and ANTICIPATE the construction and ensuing traffic at BOTH ENDS!
6	Clackamas Industrial Area	Outside of Clackamas County	Portland	Yes				Great Open House!!

#	Where do you live or own residential property?	Where do you work?	If outside of Clackamas County, please specify:	Do you represent/own commercial/industrial property in area?	I currently use Highway 212/224 for:	Do you have any issues or concerns related to the 1996 alignment?	Do you have any suggested changes, issues, or concerns to add to the Goals & Objectives?	Is there anything else we should know about as we kick-off this project?
7	Clackamas Industrial Area			No		This not going to solve the problem of getting to Damascus & beyond. Phase 2 should be done first - & in addition, open up Industrial way fom Mather to Lawnfield & the RR crossing at Mather.	How precisely is this Phase I going to help move traffic better than above? I do not believe that it ever took a FM truck 45 minutes to go from their distribution center to 205!	Use Jennifer and 135th/Habbard as much as possible to avoid 212
8	Other	Within a mile of the project area		Yes	Other	Property Value, Privacy, Family Safety, Natural Environment, Noise, Future Zoning		
9	Sunnyside Area	Within a mile of the project area		No	My commute to/from work, Recreation, Other	It is too difficult to get on the new freeway if you are trying to connect via 142nd or 152nd, especially if you want to go East. Please provide better freeway access for these two roads.	No.	Please, Please, Please move forward with this freeway. The I-205 & 224/212 interchange is a nightmare for area businesses and commuters. This freeway is much needed for the area, especially with the expansion of the urban growth boundary.
10	Damascus/Boring Area	Retired		No	Recreation, Other	I am concerned about a limited access highway (?freeway) going through the narrow Rock Creek area, especially after it connects to Unit II. That is too narrow an area to hold both a freeway and Highway 212; at least it seems so to me.		
11	Other	Outside of area but in Clackamas County		No	Business travel within the area, Distributing products for my business, recreation	We need to ensure freight mobility in the design. Buy row for 4 lanes & Heavy Rail/LRT option. Future focus on making corridor primary access to mountain. Look at commuter/passenger rail in corridor tht could extend around Mt. Hood connecting to Mt. Hood RR at Parkdale. This would be a year around HIT	Expand I-205 by adding one additional lane ASAP to have the connecting capacity for sunrise corridor	All steps need to be taken to eliminate any delays.
12	Sunnyside Area	Within a mile of the project area	I build homes around the area		Business travel within the area			I'd like to be on the advisory committee
13	Other	Within a mile of the project area		Yes	My commute to/from work, Distributing products for my business	Why has the county allowed new building along proposed route?		
14	Other	Outside of Clackamas County	Multnomah County 26th and Holgate	No	My Commute to/from work, Business travel within the area, distributing products for my business, recreation			
15	Damascus/Boring Area	Outside of Clackamas County	Fairview & Portland	No	My Commute to/from work, Business travel within the area, Recreation		This new highway should have provisions for potential mass transit such as MAX rail!	

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16	Clackamas Industrial Area	Within a mile of the project area		Yes	Business travel within the area, Distributing products for my business, recreation	It seems to me project 2 should be done first so we won't have the bottleneck we'll have if project 1 is done first.		
17	Clackamas Industrial Area			Yes				Nothing Currently
18	Other	Outside of Clackamas County	4315 Woodstock	No	My commute to/from work, Recreation	1) Access is possibly increasing traffic problems on feeder roads, such as 142nd & Hubbard & 130th 2)Noise, there are not enough trees left to buffer noise 3)Possible decrease in property values (May increase due to improved access to freeway system)	Feeder routes to the highway must be considered. For example routes from Clackamas high school could create significant congestion. Ways to route traffic must be considered.	Very interested in being involved with PAC.
19	Sunnyside Area	Outside of Clackamas County	Portland	No	Other	Seems duplicative to Hwy 224 - waste of money. Incredibly inappropriate to lay a major freeway at the base of an area that is primarily residential. In all likelihood, all objectives could be accomplished as quickly and less expensively by just expanding 212/224, rather than trying to build an entirely new highway from scratch. In addition the reputation of public works projects in this area is horrific. The whole Sunnyside area expansion was way over time, the workmanship was a shoddy joke, and there's no reason to think this will be any different.	A)Cancel the project B)Look at expanding lanes and traffic flow on 212/224 C)Many of the reasons that are really irrelevant to the people that live here. It takes longer for trucks to get to the highway? Who cares. This smacks of special interest lobbying, versus serving the best interest of the actual humans and wildlife that live here.	Cost to buy business will most likely be too much to pay for the benefits of duplicating the road - People can use I-205 to get to the Gresham area.
20	Sunnyside Area	Outside of the area but in Clackamas County		No	Business travel within the area, Recreation	There is already enough noise coming from 212 on Bluff Dr.	Drop the project. Deal with 212	This will only benefit outer areas. They are the ones that moved out there. Forget the project!
21	Sunnyside Area	Within a mile of the project area		No	My commute to/from work, Recreation		Access to the sunrise project should be easier for people that live in the area. The on & off ramps are too complex and access is too restricted. As it is, the residents get all the noise and inconvenience of having this huge road, but few benefits. It will be easier to use the old road.	

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22	Sunnyside Area	Within a mile of the project area		No	Other	The proposed alignment at 152nd makes that almost unusable. A person would have to get off the new freeway west of 130th, make several turns to get to 142nd, and then take the new extension to 152nd. Why can't 152nd remain as it is now?	Keep 152nd open on to 212	Why are you discouraging consumers from having access from 152nd and the proposed sunrise corridor?
23	Rock Creek Area		Retired	Yes	Other		Please think about the "S" curves on the 212-224 junction starting toward Damascus	It would be interesting to know why there is money to fix the "S" curves on 152nd & never any money to fix the <u>state hwy.</u> 212. We have lived here ove 40 years & only once or twice has the road been fixed. Accidents so-o-o-o- often & never any wider - It's still a danger getting in & out our driveway - almost anytime of day - Thanks for listening
24		Within a mile of the project area		Yes	My commute to/from work			
25	Damascus/Boring Area	Outside of Clackamas County	Mult.Co. - Gresham	No		The exchange at Rock Creek Junction - following existing roadway or more to N. (take out the curve) w/access to the Industrial area (proposed) at site rather than further E. Concerned about what will happen to all this traffic when it hits the area beyond the phase I project.	Viable local circulation while the project is being completed. - Coordination between all agencies involved. I think the established goals & objectives are good ones. I hope they will be addressed.	
26	Damascus/Boring Area	Outside of area but in Clackamas County		No	Business travel within the area, Recreation	It looks like the 205-Rock Creek Phase will have the potential to dump an unmanageable amount of traffic onto 212. When will planning for phase II begin? How will traffic flow be managed in the meantime. Planned industrial use of the Rock Creek area will exacerbate the problem.	Manage congestion. Foster local industry so that the commuting to Portland is not a neccessity. Preserve buffer zones, so this doesn't become an LA freeway in the middle of residential neighborhoods.	
27	Other	Within a mile of the project area			Business travel within the area	Keep access to 152nd (no cul de sac) with Happy Valley's plans 152nd will go all the way to Clatsop St. in Portland.		

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28	Other	Outside of Clackamas County	Wash. Co	Yes	Business travel within the area	Call me so I can show you our analysis for the realignment of the sunrise highway east of 135th (Hubbard Road) to the top of the Carver Junction. The currently adopted alignment needs to be reevaluated through this section.	Get a valuable asset that benefits Clackamas County & the region that will actually function adequately.	I'm truly surprised that with all the press on the highway 212 commercial center rezone that alternate alignments have not been brought to your attention.
29	All boxes marked	Within a mile of the project area		Yes		If you look at the Damascus background traffic, the alignment connecting at 142nd fails to handle the current & background traffic from Damascus. 11 lanes would be required & that's in the public record for the Hwy 212 commercial rezone traffic analysis that ODOT required my consultants to study. For my rezone, ODOT agreed that an alternate alignment east of 135th to the top of Carver Junction would be required.	Review the Welkin engineering alignment east of SE 135th to the top of the Carver Junction. It saves plus or minus 72 acres of Industrial land, 2670 jobs & (+) \$30,000,000 in acquisition & construction costs. It also will save lots of time & effort as it is a more compatible alignment with the current transportation routes.	Stop before you waste too much public funds & review the highway 212 commercial center rezone application record!
30	Sunnyside Area	Outside of Clackamas County	Downtown Portland	No		I have placed my concerns on the map. My Bluff Drive property value will be hugely, adversely, impacted, not to mention wildlife, forestation, pollution, both noise & exhaust, and all the problems related to huge freeway systems. I do not want this highway in my backyard!	Don't put this freeway along the bluff. What will Hwy 212 become? How much has been spent improving Hwy 212? Can't you create some other roadway to fix the congestion @ 82nd Dr./212 w/o running this huge freeway system through our neighborhood?	I am vehemently opposed to this idea! It makes no sense, I am unimpressed by the fact that this study began in the 1980's!
31	Sunnyside Area	Within a mile of the project area		Yes	Business travel within the area			
32	Sunnyside Area	Within a mile of the project area		Yes	Business travel within the area, Recreation	Need better access to main freeways & main arterials off of the west end of Lawnfield Rd. by 205 & 82nd		I would like some study maps of the proposed access etc. we own two pieces of Comm and/or Ind Buildings affected by all. Thanks, Keith
33		Outside of Clackamas County	Multnomah	No	My commute to/from work	Limited access to current residential/business was near Rock Creek keep 212 running through perhaps as frontage road.	As designed this would not handle current traffic levels, much less projected growth in Damascus/Boring	Take into consideration the impact to property values, noise & appearance of the project.

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34	Damascus/Boring Area	Within a mile of the project area		No	Recreation	The interchange and runout at R.C. Junction need to take into account the Rock Creek Industrial plan being developed right now. These two projects can't be done properly in a vacuum. Westward access from the R.C. Industrial land needs to be located at the R.C. Junction.		The runout of Phase I impacts the plan for Phase II and is thus of great concern to the residents (and new city) of Damascus. They should be adequately represented in the planning process.
35		Within a mile of the project area		Yes	My Commute to/from work, Business travel within the area, Recreation	Cutting Lawnfield Road will cause major detours for people transiting from I-205 to Sunnyside via alternate routing past Clackamas high school (new) - Redirecting traffic south toward Hwy 224 but not improving access between 82nd Drive & out past Camp Withycombe, also concerns about relocation of small arms range at Camp Withycombe.	Need to look at improving 82nd Drive for truck traffic North bound from Mather Road to I-205 Access- This plan will increase dramatically northbound Truck traffic on 2-lane 82nd Drive.	
36	Other	Outside of area but in Clackamas County		No	Business travel within the area, Recreation			This project is needed for the Tri-County Area. Metro should help with funds and or staff.
37	Clackamas Industrial Area	Within a mile of the project area		Yes	My commute to/from work, Business travel within the area, distributing products for my business			
38	Sunnyside Area	Outside of Clackamas County	North Portland	No		I like the limited access on/off ramps.	Keep greenspace north of proposed alignment & use to mitigate the highway's environmental impact	
39	Clackamas Industrial Area	Within a mile of the project area		Yes	Business travel within the area, Distributing products for my business			
40	Sunnyside Area	Within a mile of the project area		Yes	My commute to/from work, business travel within the area	Residential-Ends livability of property on Bluff. Noise, Air Pollution, No more Wildlife (Deer, Coyotes, etc), Kills property value - with no compensation. Business- Do not know what the impact will be to my office on 82nd Drive and our warehouse by Platt Electric.	Would like to be consulted on neighborhood representation if possible	
41	Clackamas Industrial Area	Within a mile of the project area		Yes	All Boxes checked	Keep new highway south of where 212 lays now from 142nd - 162nd. Less Impact.		

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42	Sunnyside Area	Outside of area but in Clackamas County		No	My commute to/from work, Business travel within the area	Yes, I love the alignment. I am concerned about the <u>noise</u> & <u>air</u> pollution and the affect of <u>value</u> on my residence.		
43	Other	Retired		No	Travel within the area, Recreation	I was told by phone after reading the Oregonian that other things besides the Sunrise Corridor. I have been very much in favor of a good highway from 205 to 26 for the past years. Four of the years in travelling to Canby to Gresham to dispose of properties and very much disliked having to use 212/224 to Damascus & Boring and on to Gresham. The traffic was horrendous and needed to have action taken.	I thought I would have an opportunity to introduce my pet project. Change route of railroad from S.E. Aurora in a direction N.E. to cross Hwy 213 and then re-connect across Clackamas River. Then re-design Hwy 99E and develop along Willamette River to Ore. City. <u>Save Lives Eliminate Noise No More Grade Crossings.</u> Union Pacific Saves Money	Served on Citizen Advisory Committee over 30 years ago. Advised Sandy City Council to adopt 1-way streets. Currently pushing railroads as told on reverse side!
44		Within a mile of the project area		Yes	Business travel within the area, Recreation			
45	Damascus/Boring Area	Retired		No	Other			
46	Other	Within a mile of the project area		No	Recreation	The interchange for 135th & 142nd & 152nd is needed, however it looks to me that it is confusing. The existing highway 212/214 looks like the access to the freeway could be smoother (without 2 90degree turns)		
47	Other	Retired		No	Other			
48				Yes				
49				Yes				Please send me the address to get the powerpoint presentation. Also a map whether on the web or as a hard copy should be offered
50	Other	Within a mile of the project area		No	My commute to/from work, Recreation, Other	Will Send Comments	Need copy to read over & think about before commenting	Will send comments

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51	Other	Outside of area but in Clackamas County		No	My commute to/from work, Recreation	The main objective really isn't clear. Are we trying to serve the industrial freight traffic in this area or the freight traffic over Mt. Hood? IF it is for the area, it is a waste of time, money, and effort. All it will do is increase sprawl without the ability to handle traffic flow because the corridor is surrounded with bottlenecks. IF it is for traffic over Mt. Hood, then the east must plan to come west as we plan to build east. If that isn't done, refer back to 1st IF.	We have a traffic problem, this is true. This project will only accelerate sprawl and growth without solving the existing bottlenecks. IF you don't build it, they will come. IF you do build it, they will destroy.	Noise pollution for the newest homeowners, light pollution that will affect the Damascus, Boring, and Sandy areas.
52	Damascus/Boring Area	Retired		No		When this is completed to Rock Creek in X years, what in the world does this help any thru traffic to the east or alleviate the traffic from Damascus which has been mandated to grow by Metro		
53	Other	Retired		No	Recreation (skiing), Other	Protection of wetlands and wildlife. There are deer and other wildlife that move from Mt. Talbert to Withycombe. How will a busy grade level, high speed highway affect their movement? Removal of industrial land must be kept to a minimum.	How will the superfund sites be taken care of? The alignment should be such that as little industrial land and businesses are affected.	EIS process must be very sensitive to the wetlands along the bottom of the bluff and Cow and Rock Creeks. Protection must be provided for all forms of wildlife, including birds.
54	Sunnyside Area, Clackamas Industrial Area	Outside of Clackamas County		No	My commute to/from work	I am concerned about the additional traffic noise that will be positioned closer to residential housing. Have any plans been made to reduce or prevent this? Will 212 only be used by trucks? How will residents get to Fred Meyer and other businesses in the area?		I think the local residents should continue to be made aware of and be allowed to participate in any decisions that are made via mail. We would also like to know what alternative routes are possible.
55	Other	Within a mile of the project area		Yes	My commute to/from work	See also comment form from Jim Warman, Manufacturing Mgr, Conveyco Manufacturing Corp. (Can-Am Chains) re: info required for set-back info on our property. Our plant is on Industrial Way (15151) near Mather Road. We have background info from 70s and 80s that we will pass to Jef Kaiser at DEA for his review.		

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56	Clackamas Industrial Area	Outside of the area but in Clackamas County		Yes	Business travel within the area			
57	Damascus/Boring Area	Within a mile of the project area		Yes	My commute to/from work	We will be developing 2 1/2 acres on Industrial Way. Will the road be widened? Setbacks changed?		
58	Damascus/Boring Area	Within a mile of the project area		Yes	Business travel within the area, Distributing products for my business	The east end of Sunrise should not be aligned with Hwy 212/224. Keep roadway north of 212 and allow a better approach to the Damascus Unit 2 area.		Please do not create another Gladstone-205 approach to local traffic circulation.
59	Damascus/Boring Area	Outside of the area but in Clackamas County		Yes	My commute to/from work	The big quistion in my mind is the "transition" area from the 212/224 intersection to 172nd. This will be key in dealing with traffic, not only from an expanding City of Damascus, but also from a much needed and highly anticipated industrial/employment area in Rock Creek. Be open minded to the alternative proposals in the months and years to come.	The goals and objectives are really the same. The only difference is that the expansion of the UGB is now a reality and no longer just a possibility. With the addition of the large industrial area at Rock Creek and all that entails, careful planning must be done to alleviate problems before it is developed.	
60	Rock Creek Area	Outside of area but in Clackamas County		No	My commute to/from work			
61	Clackamas Industrial Area	Retired		No	Recreation, Other			
62	Sunnyside Area	Outside of Clackamas County	Swan Island	No	Other	Retain access to each of the north/south roads, such as 132nd and 152nd. Consideration should be given to improving 224 to Estacada	Retain greenspace as much as possible.	Please keep me informed as decisions are made on the forested hill south of Highland Summit subdivision. That is the hill section of the old army camp.
63	Other	Outside of Clackamas County	Multnomah County	No	Recreation	Can't get close enough to see it.		Please protect the livability of our neighborhoods (residential).
64	Sunnyside Area	Outside of the area but in Clackamas County		No	Business travel within the area			
65	Damascus/Boring Area	Within a mile of the project area		Yes	My commute to/from work	Study the truck traffic going to Safeway and Fred Meyer. How are they going to access this new project?		
66	Clackamas Industrial Area	Within a mile of the project area		Yes	Business travel within the area, Distributing products for my business	Our building would be taken out. We employ 40 people. I do want the freeway to go.		
67	Other	Within a mile of the project area		Yes		We would have roads and slope easements through our facility.		

#	Where do you live or own residential property?	Where do you work?	If outside of Clackamas County, please specify:	Do you represent/own commercial/industrial property in area?	I currently use Highway 212/224 for:	Do you have any issues or concerns related to the 1996 alignment?	Do you have any suggested changes, issues, or concerns to add to the Goals & Objectives?	Is there anything else we should know about as we kick-off this project?
68	Other	Within a mile of the project area		Yes	Business travel within the area, Distributing products for my business, recreation	We employ 40 people. Your project could potentially destroy our manufacturing facility. Do we have to relocate? Will our land be useable?		
69	Rock Creek Area, Damascus/Boring area	Within a mile of the project area		Yes	My commute to/from work, business travel within the area, distributing products for my business	Stay to north of Hwy 212 going into Damascus-go to 172nd and 212.	Just build as soon as possible.	Don't delay as done in 1996 and don't blame on Damascus citizens, really, you did not have the money.
70	Damascus/Boring Area	Outside of Clackamas County	Gresham, 182nd/Division	No	Other		How will this affect the Boring Plan? I do not want this on Hoffmeister Road	
71		Outside of Clackamas County	Adventist Medical Center	Yes	Distributing products for my business			
72	Damascus/Boring Area	Outside of Clackamas County	Portland	No	My commute to/from work, recreation	Concerned about alignment through Damascus area. Divided multiple lane highways would serve community better than a limited access freeway.		
73	Other			Yes	Business travel within the area		Removal of some of the lights on 224 between Freeman Road and Harrison St. Ex. Monroe Street-remove the light and make Monroe Street right-in, right-out. East and west entrance to 224.	
74	Sunnyside Area	Outside of Clackamas County		No	My commute to/from work	I put my comments on the map.	While done independent of Damascus/Boring, sure needs to be included in some way.	
75	Damascus/Boring Area			No	Business travel within the area, Recreation			
76	Damascus/Boring Area	Outside of Clackamas County	Portland and Gresham	No	My commute to/from work			
77	Clackamas Industrial Area	Within a mile of the project area		No	My commute to/from work, Business travel within the area.			
78	Other	Retired		Yes		Placed post it on map.		
79	Clackamas Industrial Area	Outside of Clackamas County	Multnomah	Yes	Other	Military Department-look at proposal again and negotiate with ODOT on buyback of dense area not consumed by the corridor. This proposal is taking a lot of property adjacent to the corridor from the Camp.	Transportation is a necessity. Camp Withycombe must complete surveys another year to meet the Clean Air Act (Commute Options) reporting. With over 250 employees as it is right now, the transportation for individuals working leaves much to be desired. Transportation, local and long distance, is a necessity.	

#	Where do you live or own residential property?	Where do you work?	If outside of Clackamas County, please specify:	Do you represent/own commercial/industrial property in area?	I currently use Highway 212/224 for:	Do you have any issues or concerns related to the 1996 alignment?	Do you have any suggested changes, issues, or concerns to add to the Goals & Objectives?	Is there anything else we should know about as we kick-off this project?
80	Rock Creek Area	Retired		Yes	Distributing products for my business, Other	Need way to get from 152nd to 212/224 without going to 142nd as proposed. Need interchange at 152nd.	No comment	Don't disturb area west of 142nd (Emmert proposed mall). Keep wetlands and creek as is.
81	Sunnyside Area	Outside of Clackamas County	Downtown Portland	Yes	Other		Give to staff 1) Distinguish between local and through traffic 2) address transitions off the high-capacity corridor into slow moving neighborhoods to the end 3) accelerate planning for the Damascus/Boring stretch, to get the traffic on through the area.	
82	Sunnyside Area	Within a mile of the project area			Other			
83	Damascus/Boring Area	Outside of Clackamas County	Swan Island	No	My commute to/from work, Recreation		Bike lanes on Hwy 212 from Damascus through Boring. I see bikers almost being hit by car every week.	

OPEN HOUSE #1 PUBLIC COMMENTS

(Does not include comment forms)

6/8/04

The following public comments were collected at the June 8, 2004 open house or in early June in response to that meeting. The open house comment forms have been compiled in the previous pages.

These public comments are compiled from the following sources:

- Post-it notes placed by participants on the 1996 alignment map
- Comments and suggestions written on the flipcharts regarding Goals & Objectives
- Returned response forms from the newsletter
- E-mails received in response to Newsletter/Open House notification

Post-its on 1996 Alignment Map

- How is this alignment going to make traffic more efficiently between 205 and 26 (or to Carver and beyond) if there is place to go beyond Rock Creek?
- Connection from SB I-205 to SB 82nd Dr?
- This project was desperately needed about 20 years ago. It needs to get done.
- Extend Lawnfield SW through cul-de-sac to 82nd.
- Out-of-dir truck traffic now on 82nd Dr vs. crossing at Lawnfield.
- Opening the RR crossing at Mather and building Industrial Way though from Mather to Lawnfield would take a huge load off the 212/82nd intersection. That alone would help a lot.
- Need to address traffic on existing 212.
- Flooded grassy area. (referring to area just east of Industrial Way)
- Who in their right mind would ride a bike along this route!
- Need better North-South connectivity on local system.
- Already significant road noise in here from I-205 traffic – a constant steady din. Adding yet ANOTHER major highway directly below this area would represent a major noise nuisance in addition to further eroding what little natural vegetation land blocks remain in this part of the county.
- Expand Jennifer Dr. into 4 lanes to alleviate truck congestion.
- Deer and wildlife are not returning to this due to other improvements in the area. What will this do to remaining wildlife that manage to get through traffic and back to the woods. What is your definition of EIS?

- Noise / Noise and pollution (exhaust) (rubber dust) / affect deer and other wildlife / decrease values of our homes / removal of forestation / addition of concrete/heat (no thank you) (Bluff properties)
- not enough trees to create a buffer. 2) what about public transportation
- Trash livability (Bluff Drive)
 - noise
 - pollution
 - end of wild life
 - kill value of property?
- How to control noise abatement
 - Measure now?
 - Measure later?
 - Pavement types?
- Build it already. This project is long over due. There will always be nay-sayers. This project is too important to Clackamas businesses and area residents to put on hold any longer. I think the alignment looks good.
- If the project is built in the present alignment, be aware of the significant Goal 5 wetlands between 136th and 142nd, N of 212.
- Need 11 lanes with Damascus background traffic through here.
- Keep existing route open.
- Access issues? At 14505 SE Hwy 212
- CRW/SWA 8mg tank proposed
- Should evaluate a new alignment from SE 135th to the top of the Carver junction.
- Property value / Natural environment / Privacy / Family safety / Noise / River flow / Future zoning
- Phase II on Sunrise Corridor needs to go NORTH and EAST to provide industrial access for Rock Creek. Too much residential south of Hwy 212.
- Access needs in this area. Future indust.
- Phase 2 impacts? (creek)
- Construction of phase 1 before phase 2 will contribute to the current bottleneck at Rock Creek drive to Damascus in the afternoon or on a weekend!!
- Forget the project.
- There are many homes on the S. side of Hwy 212 by Armstrong Circle and way too much traffic at the 212/224 Jct. Take the Expressway N. of 212 through the new industrial area as the businesses aren't there yet and traffic can flow N. to the businesses and avoid the 212/224 Jct. and homes.

- I also wonder why this alignment through the new Rock Creek industrial area might not be better – though it would use industrial land and will be opposed.
- Sunnyside Community Church 16444 SE Hwy 212. New church under construction.
- Don't stop at Rock Creek.

Flipcharts from Open House—Suggestions to Goals and Objectives

- Distinguish between through and local traffic
- Efficient dispersal from new facility into neighborhoods
- Address transition to Damascus are toward east on Highway 212 and 224
- Get it built!
- Facilitate freight mobility
- Support economic development and creation of jobs in immediate area
- The runout from Rock Creek Junction to 172nd needs to go north of the existing highway through industrial property, both to avoid impact on residential and streams and to accommodate future expansion during phase 2.
- Access to the Rock Creek Industrial parcel needs to be at (northward from) Rock Creek Junction to avoid sending industrial traffic eastward into residential trafficked roadways.
- Press release too short notice for this open house, very poorly displayed on County website
- Need to do presentations at individual CPOs
- Need to have prior studies accessible to public and County building and libraries
- Mapping alternatives need to extend to Clackamas River to show truck routes to Gladstone
- Bridge over all water table areas
- Johnson Road Surface intersection won't work (needs to be closed)
- Interchange is blocking local street pattern needs
- Concern for residences above the bluff, i.e. air, noise, economic value of residences
- Identify a new alignment east of SE 135th to the top of Carver Junction
- Look at the number of lanes require east of SE 135th to the top of the Carver Junction with the Damascus background traffic, the highway would require 11 lanes.
- Ways traffic is directed to the Hwy ex from Clackamas High School to the Hwy, there could be serious congestion.
- Is there a need for this project? Rather see \$ go to north/south improvements.
- East/west improvement is needed and has been for a long time.

- Is there a more open area to cross Rock Creeek—less constrained?
- Maximum lanes—plan for future separate bike path.

Returned Response Form from the Newsletter

The newsletter sent in May included a cut-out response form that asked, “What issues will be important for ODOT and Clackamas County to be aware of as they begin this Supplemental Draft EIS process?” The following responses were received.

- Don’t build it! Road construction is a positive feedback system. The more roads we build, the more cars people buy and use, necessitating more roads, etc. Our country is already way too dependent on imported oil to the detriment of our environment and our international reputation. Thanks for the opportunity to comment!
- There will most assuredly be an impact on Hwy 224/212 traffic through the City of Milwaukie. Many of the intersections, such as Harrison, Washington/Oak, and 37th Ave, are fairly high volume currently. What will be done within the City to mitigate this problem? Will traffic signal work be done to alleviate congestion and safety concerns along Harmony Road, such as diverting much of the cut-through traffic to this new route? Either by re-configuring signals as suggested previously at SE 82nd and Sunnyside/Harmony or by diverting traffic further out to the new route?
- 1. Safety
2. Traffic Trends
3. Environmental safeguards and restoration tied to road construction
- Timing. It will be important to have this process kept to a tight schedule. Public input is important but should not be allowed to impede the progress. The work on Stage II needs to start as soon as the “Do-Nothing” alternative has been eliminated if not before. Consideration needs to be given to the manner in which development/permit applications for building on the possible right of way alternatives are handled.
- There is confusion about naming this the Sunrise Corridor when Hwy 26 on the west side of Portland is called the Sunset Corridor. It would seem reasonable Hwy 26 (SE Powell Blvd) on the east side of Portland would be called the Sunrise Corridor instead. (There are still remembrances of widening SE Powell Blvd and calling it the Mt. Hood Freeway in the 1970s.) Your map looks like the plan is to connect SE 82nd Dr. cutting through the National Guard’s Camp Withycombe to SE 130th@212/224 onward to 172nd Ave as opposed to widening SE 82nd Dr and Hwy 212/224. What are the National Guard’s concerns? Do they have plans to relocate or not? Will SE 172nd eventually be connected to SE Powell Blvd? I know there is a plan to widen SE Powell Blvd from I-205 east to 174th Ave and the SE Division and SE Powell Blvd interchanges on I-205 will likely change during that project. I’m not quite sure whether SE 172nd or SE 174th Ave will connect with Hwy 212/224@Rock Creek

Junction. If this is eventually connected to SE Powell Blvd, it will increase traffic along my neighborhood [South Tabor Neighborhood Association] boundaries.

- I am very skeptical. 1. What is the projected cost of this study? 2. What are the chances that the Sunrise expressway will ever be built? Especially based on the fact that “it’s been a top priority for 15 years without any real progress.” 3. Does Unit One make sense now that Damascus is in the urban growth boundary? Shouldn’t Unit 1 go east of Damascus? 4. Does community input really have any effect because of the number of (5) groups needing to make the final decision?
- Please seriously consider transportation demand management as part of the EIS. There may be means of reducing the need for a new highway by reducing the travel demand in the corridor. Also, please ensure that SAFE and PLEASANT bicycle facilities are built as part of this project.
- Many of my Clackamas neighbors and I are disappointed in the delay and quality of workmanship in the yet-to-be-completed Sunnyside Expansion Project from I-205 to 122nd Ave. It appeared to many of us that Sunnyside commuters were also excessively inconvenienced by sub-standard traffic management during more recent final construction stages. My neighbors and I recommend the Sunrise Project be dropped if it will be as poorly managed as the Sunnyside Expansion Project.

E-mails received in response to Newsletter/Open House notification

- My wife & I live one mile down the road from Damascus in Trillum Parc. What is going to be done to improve the Hwy 212 going by our development?
1- I feel there should be at least a 4 lane highway built
2- We need sound walls built, just like on Sunnyside?
Could you please tell are we involved with Unit 1 or the Unit Project 2?
Hwy 212 is too small for everyone trying to go east, we can not even get up to Damascus after 5:00pm & especially on the weekends! (Emailed 6/6/04)
- Hello Sir, I am writing this to you as I will not be able to attend the public meeting for the Unit 1 Project on Tuesday, June 8. I have one concern and one thought about the plans. My concern is the fact that according to the map you will be placing this highway literally in my back yard. What accommodations will you provide for the construction noise as well as the highway noise provided by the higher speed traffic to follow. It is already bad enough. I believe you will encounter difficult in many forms if something is not done to address this issue.

My thought is that the project has addressed that trucking is a major issue here. Traffic is limited as you near I 205 from 212/224. As you look at the traffic as you get closer to Rock Creek it does filter out. Any morning or 3-4 pm in the afternoon and you find traffic backed up as you near the train tracks approaching 205 from the east. I propose we use the existing 212/224 but we add a higher speed access with ramps that would peel off of 212/224 around 106nd or 98th. This would be a very limited access that proceeded directly north merging at a high speed with 205 as well as provide an onramp from the 205/82 junction back on itself to 212/224. This highway

southbound to 212/224 could have a ramp that crosses over top and merges with east bound traffic at normal highway speeds. This would permit abate some of the bottleneck. If it were a dual offramp from 212/224 northbound you would permit trucks to accelerate without restricting so much the residential traffic. I am thinking of two places, the work done at I-5/217 as well as the concept of the traffic diversion in Bend, OR. Thanks for listening, (E-mailed 6/7/04)

- Congratulations on the open house and the turn out. My only hope is that this allows you to move on quickly to the next steps of the process. The county and the whole metropolitan area desperately need this long needed transportation capacity and what it opens up in more JOB's as a result of economic development.

I do not want to get into the details of the design; I do not think I am knowledgeable enough about all of the considerations that you and your team are going to have on the table. However I have a couple of points that I believe should be considered:

1. I agree with you that the total incidents of travel on this new corridor are going to be equal to the current (2002 numbers) incidents of travel on I-205. Therefore the ROW should reflect the capacity for at least 3 lanes in each direction. I remember your statements where you related to how truck specific lanes should have possibility been considered in another project. This area is an example of location where a truck specific lane should be considered. I believe that Freight Mobility must be a number one objective of this project.
2. This corridor (when it is completed all the way to state highway 26) has the potential of becoming the primary route to the mountain. I grew up on the mountain skiing, hiking, fishing, and hunting and as a part owner of a family cabin on Road 30. I was an 18-year old member of the Mt. Hood Ski Patrol who raced and later taught skiing. I perceive that the economic and job opportunities that can be generated when this corridor becomes the primary route to the mountain and east are enormous.
3. Some thing way out and very visionary that I would like for you and the team to think about is having rail capacity designed into the plans and ROW. When I was college myself and a couple of my skiing buddies decided that we should drop out of college and go to Sun Valley for winter term. We jumped on a Union Pacific Train and ended up in Sun Valley skiing our hearts out. From that childhood experience and from all of the million trips that I have taken to the mountain I have come to the conclusion that a rail link to the mountain would be a tremendous opportunity to exploit a significant, un-tapped area, of the county. I would envision that this rail link would connect to the Mt Hood RR that currently comes out of Hood River. I envision that ski and tourist trains could loop the mountain taking people into proposed wilderness areas and providing environmentally reasonable access to the public and skiers. The funding options are there with more pots of money and the ability to link this to Senator Ron Wyden's Wilderness proposal and to the proposals, studies and hearing coming out of the offices of Representative Blumenauer and Walden.

The transportation hearing held at the mountain last Monday is an example of where a proposal like this should have been floated. Because I was not able to be there, I am

hoping that you might throw this rail loop around the mountain vision to the right people and see if it has any legs.

I would like to talk more if there is and interest. (6/10/04)