
Chapter 8: LDEIS Comments and Responses

The following section provides a summary of the written and oral comments received during the public and agency comment period for the LDEIS. The summary covers the following areas:

- Overview of the LDEIS public and agency comment process, number of comments received and types of comments received (categories)
- Tally of comments stating preferences for and/or against a specific alternative
- Tally of comments stating opposition to the project
- Requests for additional information and/or correction of errors in the LDEIS
- Issues and concerns that may result in the modification of an alternative
- Other comments
- Description of new alternatives requested

LDEIS PUBLIC AND AGENCY COMMENT PROCESS

FHWA released the LDEIS on October 1, 2002. The public and agency comment periods began the same day and ended on December 16, 2002. Originally scheduled to end November 15, 2002, ODOT and FHWA extended the comment period to December 16 due to public demand. Several citizens stated that due to the complexity of the project, additional time was needed for review of the LDEIS.

ODOT distributed the LDEIS to several public agencies (federal, state, county and city), organizations, and other interested parties (see Appendix C for the distribution list) and individuals upon request. ODOT notified the public of the availability of the LDEIS through the project newsletter, web site and media releases. In addition, ODOT made copies available for review at several public locations including the Dundee, Newberg and Dayton city halls, Yamhill County offices, and libraries. Copies of the LDEIS included a letter from ODOT stating the length of the comment period and how and where to deliver written comments. The LDEIS included a public hearing notice with the dates, times and locations of the public hearings, at which written and oral comments could also be received. ODOT also advertised the public hearings through media releases, fact sheet flyers, and the project web site.

In October 2002, ODOT held four public hearings. At the hearings the public could provide comment on the LDEIS either in writing or to a court reporter who transcribed the comments verbatim. Commentors provided oral testimony either in front of other participants and members of the POST or privately. Spanish-language interpreters assisted Spanish-speaking participants. ODOT also conducted an additional public community meeting in Spanish to receive comments on the LDEIS. A total of 328 people attended the hearings.

ODOT received 180 separate written communications in the form of letters, email and project comment forms, and 96 people provided oral testimony at the public hearings. Copies of the written communications and transcripts of the oral testimony are included in Appendix F.

Project staff reviewed, categorized and responded to each written communication and oral testimony received. In many cases one letter, email, comment sheet or oral testimony included several comments. Project staff responded to a total of 866 comments in 16 categories. The categories are as follows:

- Air Quality
- Alternatives
- Cultural Resources
- Geologic Conditions
- Goal Exception
- Hazardous Materials
- Land Use
- Noise
- Process
- Socioeconomics
- Threatened and Endangered Species
- Transportation
- Visual Environment
- Water Resources
- Wetlands
- Wildlife

A matrix summarizing the comments and responses is included in Appendix F.

STATED PREFERENCES

The following are preferences stated in written and oral comments for specific alternatives, opposition to the project or requests for new or more alternatives. In order to be listed in the tables, the alternative needed to be referenced by its specific title (3K, No Build, etc.). References to an alternative or type of improvement were included.

Stated Preferences for a Specific Alternative

3C	3D	3G	3H	3I	3J	3K	4C	No Build
3	1	5	8	4	50	21	5	15

Stated Preferences against a Specific Alternative

3C	3D	3G	3H	3I	3J	3K	4C	No Build
1	1	1	2	3	2	6	21	2

Opposed to Project – 27

Requested Additional/New Alternatives – 38

ADDITIONAL INFORMATION REQUESTED / ERRORS

Several comments noted a possible error or that the commenter felt that there was a lack of information in the LDEIS. Project staff researched and responded to these comments and made corrections and/or additions to maps and text, if needed, for inclusion in the LFEIS. The following lists the types of information requested and errors noted.

Requests for Additional Information Adverse Impacts to Elderly Residents

- Better explanation of how weighting of fish and wildlife factors will be integrated into and balanced with other project considerations.
- Discussion of a transportation management program is needed.
- Environmental Justice impacts are not adequately addressed.
- Demand management is not taken into account when calculating energy use and air quality.
- Inadequate analysis of commuter rail and public transportation.
- Cumulative impacts need more thorough discussion in transportation, air quality, noise and visual environment.
- Analysis of range of expected development facilitated by interchanges is not satisfactory.

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- Storm water analysis inadequately addressed.
 - Maps are too small.
 - Explain how the number of interchanges proposed was determined.
 - Effects to the Environmental Justice community should include noise, air, community cohesion, visual, and ecological impacts in addition to those provided in the LDEIS.
 - Include a micro scale air toxics assessment for sensitive receptor locations.

Potential Errors Noted

- Definition of expressway is incorrect.
- Floodplain locations in Newberg are incorrect.
- Some project locations shown on Fig. 1-2 are incorrect.
- Businesses are missing on Fig. 3-3.
- Homes are missing on Fig. 3-5, area 6.
- Wildlife corridor and wetland area missing in the eastern interchange area on Fig. 3-8.
- No mention of Willamette Greenway Ordinance for areas located along the Willamette River in Newberg.

ISSUES/CONCERNS THAT MAY RESULT IN MODIFICATION OF AN ALTERNATIVE

Several comments included issues or concerns that may result in a modification of an alternative. These issues and concerns included the following:

- Alternative 3J's Dundee Interchange cuts off one-third of a private airport runway located east of Dundee. The airport is licensed by the State of Oregon.
- ODOT needs to further study a Special Transportation Area designation or an alternative mobility standard for Dundee.
- ODOT should increase the width of Oregon 99W to five lanes through Dundee in lieu of an interchange between Newberg and Dundee.
- There are possible impacts of Alternative 4C on the Oxberg Water Company water system and drinking water protection area, which supplies 31 homes on the Oxberg Lake Estates, located east of Springbrook Road off Crestview Drive.
- There should be a requirement for additional Goal Exception analysis for the LDEIS.

Other comments included such subject areas as the following:

- Availability of replacement property.
- Widening Oregon 99W through Dundee.
- Goal Exception process.
- Reconsideration of the Regional Bypass Northern Alternative.
- Safety issues on Oregon 18.
- Whether the Oregon 219 Interchange is needed.
- Access to the Willamette Riverfront.

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- None of the alternatives are true bypasses.
 - POST is not representative of all of the neighborhoods impacted.
 - Alternatives do not consider human factors and community livability.
 - OHP policies.
 - Future jurisdiction of Oregon 99W.
 - East Dundee Interchange impacts EFU land.
 - Impacts to Columbia Empire Farms.
 - Premature rejection of Alternatives 2A and 2B.
 - Environmental Justice impacts.

ALTERNATIVES REQUESTED

Several comments requested alternatives, including the following:

- Another two-lane highway through Newberg and Dundee in addition to Oregon 99W.
- Light rail and expanded express bus system from the Newberg and Dundee area to Tualatin and Portland, seven days a week.
- McKay Rd. to McDougal Corner with a floating bridge.
- Privately constructed toll road.
- Improvements to Oregon 99W in Newberg and Dundee including overpasses at busy intersections in Newberg and five lanes in Dundee.
- Bell Road Alternative that follows existing road rights-of-way and bypasses both Newberg and Dundee to the north. This alternative would follow Bell Road from its intersection with Oregon 99W to North Valley Road. From there, the bypass could travel as far as Ribbon Ridge Road, and then travel south along Ribbon Ridge Road, Kinney Road, Kuehne Road and Abbey Road, where it could intersect with Duniway and Stoeller Roads before reaching Oregon 99W and Oregon 18. The Bell Road Alternative could also use North Valley Road to cut to Dopp Road, and then use Worden Hill Road to intersect with Oregon 99W south of Dundee.
- The Bell Road Alternative may require improvements to Oregon 99W through Dundee, because without interchanges around Dundee, it may attract trips similar to 3K, which also requires Oregon 99W improvements.
- “Route 5a” – Rex Hill/Oregon 99W south toward the Wilsonville Road intersection with Oregon 219, then southwesterly along Wynooski Street and cross the Willamette River south of SP’s Newsprint ponds, near the 1920’s bridge, then west to cross the river again and intersect Oregon 99W along Fulquartz Landing Road, southwest of Dundee.
- “Route 5b similar to 5a” – Same eastern beginning, once on Oregon 219, instead of following Wynooski Street, it would continue south to cross the Willamette River alongside the Oregon 219 bridge, then extend south to Ray Bell Road and Champoeg Road intersection to continue along Ray Bell Road west to cross the Willamette again and continue to Oregon 99W aligning with Riverwood Road.
- Newberg Boulevard Element – The facility concept is a four-lane, 35 mph limited-access boulevard with 10-12 foot lanes, 10.5 foot sidewalks, 5 foot bike lanes, landscaping and green street features for surface water runoff treatment. Local street and highway access would be

provided at four existing at-grade intersections, with potential for a fifth at a new road in the Springbrook Oaks area. The boulevard would exit Oregon 99W in the Springbrook Oaks area and head southwest to south of the mobile home park to Oregon 219 or parallel to existing Springbrook Road to avoid the Sportsman Airpark. Both alternatives would swing west and intersect with Wynoski Street and then would parallel the railroad tracks to the south. At the Riverfront District there would be two half intersections with a new local street couplet to the north into town. The roadway would then traverse the exception area south of Dayton Avenue, passing south of or over Glen Hollow Drive, then continue west through the exception area, immediately south of the Exclusive Farm Use (EFU) zone where it would enter Oregon 99W.

- Dundee Couplet or Boulevard – A couplet through Dundee to the north of the existing railroad tracks with a truck route along Edwards and Park Roads, or a boulevard parallel or along Edwards and Park Roads.

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