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Public Comment Topic	Aurora State Airport Master Plan"

Public Comment

I am a Charbonneau resident and currently chair the Country Club Estates Neighborhood Committee, an advisory subcommittee of the Charbonneau Country Club Board of Directors. The views expressed here are my own.

A number of points have been made in opposition to airport expansion by Charbonneau's Civic Affairs Committee, the City of Wilsonville and various other groups. I join in those concerns but will not repeat them ad nauseum. Suffice it to say that the threat to life quality and property value erosion for thousands of area residents, reportedly for the benefit and further enrichment of a handful of commercial operators, is most unwelcome news. No legitimate case has been made, nor can it be made, that expansion benefits the great majority.

I will more specifically address an important factor that seems to have been given little consideration, that being the impact of airport expansion on local highways and streets. The roads in this area including I-5 and the feeder roads into it, are ill suited to add the kind of truck and automobile traffic that presumably would accompany commercial and job expansion resulting from a larger airport. I-5 cannot at present efficiently carry traffic loads in both directions between Arndt Road and north of Ellisen Road. ODOT has long been derelict in its duty to properly address the current situation and it should not exacerbate an already bad situation by increasing traffic volumes due to increased airport user capacity.

Road safety is also greatly implicated here for Charbonneau residents who must of necessity commute over the Boone Bridge for basic services in Wilsonville proper. Going north, we already confront at least two major danger points in a trip "to town." The first is at the Miley Airport Roads intersection, where close calls are not infrequent as commuters dart from Airport Road onto Miley Road. I understand this will be addressed by a three-way stop which will perhaps lessen the danger but add an additional bottleneck. The second, far more dangerous situation exists in the recently re-engineered on ramp from Miley Road onto I-5. This poorly designed change already presents an invitation for tragedy as cars rush from the Highway 551 ramp onto -5 or change from the through lane on northbound I-5 into the Highway 551/Miley Road ramp lane. The trip home presents similar dangers in reverse - first in getting onto I-5 from Wilsonville Road and again, the Miley/Airport intersection. These existing issues predictably will only get much worse by airport expansion as an increased number of users and their employees commute through these same danger points, often in haste associated with getting to work in time or making a cargo shipment deadline. They no doubt will worsen considerably if large commercial trucks carrying

freight to and from an expanded airport are added to the traffic volume.

I will address one other concern area. Aurora Airport's proximity to the Amazon distribution facility in Woodburn and the Donald exit redesign suggests that the latter has been done to facilitate freight movement to and from the former. It also is no secret that Amazon is seeking a drone hub location and is encountering strong opposition for this kind of activity in Portland. Aurora Airport expansion approval should come with a strong prohibition of such activity for innumerable reasons, not the least of which are safety considerations for airport users and nearby residents.

In summary, unless and until traffic volume and safety concerns are adequately addressed for I-5 and area feeder streets, airport expansion should be denied. Moreover, Aurora Airport should not be allowed to become an Amazon cargo hub and drone port.

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