

# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 52  
CF

### Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? DAVE OKAIST

What is your address? 13605 SE HWY 212

What is your home zip code? 97015 Your work zip code? SAME

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

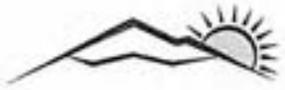
Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

1. NO BUILDING. IMPROVE HWY 212 ONLY  
AND LIVE WITH THE CHANGE AND FROM  
3. ELLYN ST HOPE UP A NEW NORTH BOARD. & SOUTH  
ON TO I-205

1.2. ALT. 2 IF WE HAVE TO CHG

3. DESCRIBE OPT FUTURE





# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I54  
CF

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#### TELL US ABOUT YOURSELF:

What is your name? Duetate

What is your address? 11826 SE Grand Vista Dr

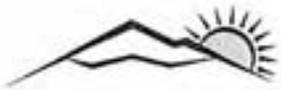
What is your home zip code? 97015 Your work zip code?

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

N | Noise Impacts with Double "Already"  
hear too much noise. Property Value  
44 | (what little is left) will be impacted  
further. Very concerned about noise  
V1 | levels. Our house sits ab top of  
Buff. we will have to move



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 55  
CF

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Public Input  
NOV- 12, 2008

#### TELL US ABOUT YOURSELF:

What is your name? MAURKEEN MURPHY

What is your address? \_\_\_\_\_

What is your home zip code? \_\_\_\_\_

Your work zip code? \_\_\_\_\_

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

#### SUNRISE PROJECT COMMENTS:

f.2 | I AM IN FAVOR OF ALTERNATIVE 2  
FOR MIDPOINT AREA MAP OPTIONS  
IT OFFERS MUCH BETTER TRAFFIC FLOW  
OPTIONS & USES BOTH SUNRISE CORRIDOR  
& HWY 212. TRAFFIC WILL CONTINUE TO  
INCREASE ON BOTH THESE ROUTES AS  
THE YEARS GO BY. → ALLOWING INGRESS &  
EGRESS AT KEY LOCATIONS. OTHER OPTIONS  
PROPOSED AT THIS LOCATION DON'T MAKE  
SENSE

SEE TIME : →

COMMENTS (CONTINUED)

C2 | SUNRISE PROJECT - 135<sup>th</sup> TO ROCK CREEK AREA -  
I AM IN FAVOR OF <sup>the</sup> OPTION C2 MAP

P3 | ROCK CREEK JUNCTION AREA - D3,  
I AM IN FAVOR OF OPTION ~~D2~~.

Date: November 5, 2008

To: Oregon Department of Transportation  
Emily Moshofsky, Environmental Project Manager

I 56  
L

From: Eric & Wendy Wilson

Subject: Sunrise Project

We are the homeowners located at 14983 SE Glenbrook Rd. (EIS property ID#: 266). Our property and house is identified for full acquisition for right-of-way with the C-3 Design option for Alternatives 2 & 3 in the midpoint area. We understand that there needs to be different design option alternatives when it comes to construction of a highway of this magnitude. When the design options were first released to the public, it was confusing to us why a large curve would be thrown in the middle of the highway as proposed by option C-3. The Environmental Impact Study confirmed many of our thoughts about the negative impacts the C-3 design option would have on the area and construction.

C3

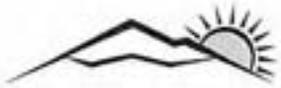
Without pointing out every potential and anticipated impact of the design options in the EIS report to show our support in not selecting the C-3 design option, we would like to note a few. It is clearly visible when looking at this design option on the maps and confirmed by the report that it converts the most acres of land into highway. Curving the highway towards the hillside would require the removal of a lot more forest area resulting in a greater displacement of wildlife due to less habitat. This would also result in a visually less appealing character to this area. This option would also increase the fuel usage by millions of gallons. This is not only a current energy expense, but will continue annually as a future energy expense. Running the highway towards the hillside would also require deeper cuts during construction. That earth movement will be a tremendous burden on costs. In general, it's clear that the C-3 design option at the midpoint section has the most negative impacts in most areas of the environmental study. The cost estimates also verify that construction of the C-3 option would cost millions of dollars more than the other options.

LU  
EI  
V  
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EZ  
\$

It seems to us, common sense would involve keeping the highway as straight as possible without unnecessary curves. As indicated by the EIS, the C-3 design option is the least desirable when the objectives are to preserve natural resources and to be cost effective.

Sincerely,

*Eric M. Wilson*  
*Wendy R. Wilson*  
Eric M. Wilson  
Wendy R. Wilson



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 57  
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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? Amanda Frith

What is your address? 10768 S. Hwy 212

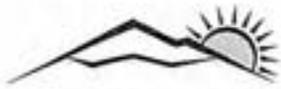
What is your home zip code? 97045 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

- 14.2 yes Alternative 2 - Midpoint Interchange
- 1 yes - Lawnfield Interchange NO A-2
- 3 | yes - Alternative 2 - Design Option C-3  
Northern Alignment  
One Single diamond interchange
- 13 yes D-3 - Reduce Interchange footprint & move South
- 13 | Purchase Needed R of W Now to Save \$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

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I58  
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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? KTS, Inc

What is your address? 10792 SE Hwy 212

What is your home zip code? 97015

Your work zip code? 97015

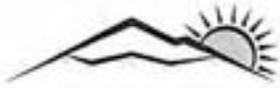
Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

13.2 Yes Alternative 2, C-3, Northern Alignment  
 3 mid point interchange ~~One~~ Single diamond interchange  
 13 Yes D-3 Reduce interchange footprint move South  
 Yes Alternative 2

13 | Purchase Needed R of W  
 Now to Save \$\$\$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

Draft Supplemental Environmental Impact Statement

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I59  
CF

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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

### TELL US ABOUT YOURSELF:

What is your name? Joseph Macentish

What is your address? 10762 SE Highway 212

What is your home zip code? 95843 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

H.2 Yes Alternative 2 - Midpoint Interchange

-1 Yes Lawnfield Interchange

3 | Yes Alternative 2 Design Option C-3  
North Alignment

D3 Yes D-3 = Reduced interchange  
footprint more south

13 Purchase Needed Rofw Now to save money

# Project, I-205 to Rock Creek Junction

## Comment Form

### Environmental Impact Statement

RECEIVED NOV 24 2008  
I 60  
CF

Provide your comments on the Supplemental Draft Environmental Impact Statement or any other process.

This project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 Highway 212 and 224 near the Rock Creek Junction.

The project is intended to effectively address the existing congestion and safety problems in the Highway 212/224 interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional limited access highway system.

#### ABOUT YOURSELF:

What is your name? Donna Sparkman

What is your address? 10736 SE Hwy 212

What is your home zip code? 97015

Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

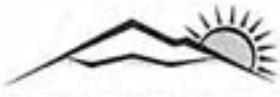
H.2 yes, Alternative 2

r-1 yes Launfield use A-2

-3 yes Alt. 2 Design option C-3

Northern Alignment

23 yes D-3



# Sunrise Project, I-205 to Rock Creek Junction

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Draft Supplemental Environmental Impact Statement

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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

### TELL US ABOUT YOURSELF:

What is your name? Thomas W Hester Sr / Paulson Cascade Tackle

What is your address? 15875 SE 114th Ave Ste N

What is your home zip code? 97045 Your work zip code? 97015

Do you (check all that apply):

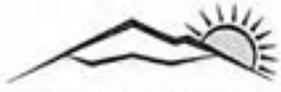
Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

4.2 | Yes Alt. 2 - Midpoint Interchange  
1 | yes Lawn Field Interchange, NO AZ  
:3 | yes Alt. 2. Design Opt. 6-3  
Northern Alignment  
One single diamond interchange

23 | yes D-3 = Reduce interchange footprint & move south

43 | Purchase needed Rofw Now  
to Save \$\$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

### Draft Supplemental Environmental Impact Statement

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I62  
CF

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#### TELL US ABOUT YOURSELF:

What is your name? DAVE MEDWID

What is your address? 12756 SE Hwy 212 CLACKAMAS OR

What is your home zip code? 97222 Your work zip code? 97015

Do you (check all that apply):

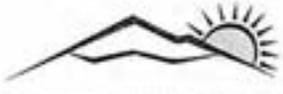
- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A4.2 | yes Alternative 2 - Midpoint Interchange  
 +1 | yes Lawnfield Interchange. NO A-2  
 -3 | yes Alternative 2, Design opt. C-3  
     Northern Alignment -  
     One single diamond interchange

D3 | yes D-3 = Reduce interchange  
     Footprint, move South

M3 | Purchase Needed R of W Now  
     to Save \$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 63  
CF

RECEIVED NOV 24 2008

### Draft Supplemental Environmental Impact Statement

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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? MARK McNAMARA

What is your address? 10800 SE HWY 212

What is your home zip code? 97034 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

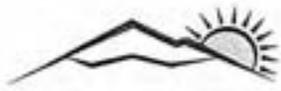
Alt. 2 Yes alt 2 Midpoint interchange

1-1 Yes Lawnfield interchange  
No - A

C3 | Yes alt 2 Design opt. C-3  
Northern Alignment:  
one single diamond interchange

23 | yes D-3 Redye interchange  
Footprint & move south

W3 | Purchase needed R of W Now



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED 401 S 4 2008  
I64  
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#### TELL US ABOUT YOURSELF:

What is your name? Mike Menzies

What is your address? 10115 SW Hwy 212

What is your home zip code? 97216 Your work zip code? 97015

Do you (check all that apply):

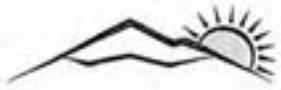
- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

Alt. 2 | Yes Alternative 2 - Mid point Interchange  
 A-1 | Yes Lawnfield Interchange No A-2  
 C-3 | Yes Alternative 2 Design option C-3  
           Northern Alignment  
           One single diamond interchange

D-3 | Yes D-3 = Reduce interchange  
           foot print & move south.

U3 | ~~XX~~ Purchase needed R of W Now to  
           Save \$\$\$



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Draft Supplemental Environmental Impact Statement

RECEIVED NOV 24 2008  
I65  
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### TELL US ABOUT YOURSELF:

What is your name? Ken Peterson

What is your address? 1076 SE. Highway 212

What is your home zip code? 97027 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A11-2 Yes Alternative 2 - Midpoint Interchange

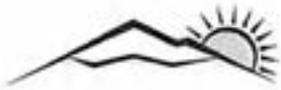
A-1 Yes Lawnfield Interchange

No A-2

C3 | Yes Alternative 2 Design opt. C-3  
Northern Alignment  
one single diamond interchange

B3 | Yes - D-3 = Reduce interchange  
Footprint & move south

U3 | Purchase needed R of W Wow to  
Save \$\$\$



# Sunrise Project, I-205 to Rock Creek Junction

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RECEIVED NOV 24 2008  
I 66  
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### TELL US ABOUT YOURSELF:

What is your name? Hinda Medley

What is your address? 10420 SE Hillcrest Ln

What is your home zip code? 97086 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

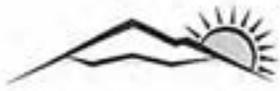
11.2 @ yes. to Alt 2 - Midpoint Interchange

-1 | yes Lawnfield Interchange No A-2

:3 | yes Alternative 2. Design option C-3  
Northern Alignment  
One single diamond interchange

23 | yes D-3 = Reduce interchange  
Foot print & move. South

43 | Purchase Needed R of N Now to  
Save \$\$\$



# Sunrise Project, I-205 to Rock Creek Junction

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I67  
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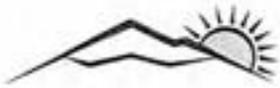
### TELL US ABOUT YOURSELF:

What is your name? Nancy Hoyle  
What is your address? ~~10798 SE Hoyle Rd~~ 10798 SE Hoyle Rd  
What is your home zip code? 97015 Your work zip code? 97015

Do you (check all that apply):  
 Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

H.2 | Yes Alternating 2 Midpoint Interchange  
A-1 | Yes Laurelwood Interchange  
      | No - A-2  
  
C3 | Yes Alt. 2. Design opt C-3  
      | Better Alignment  
      | one single diamond interchange  
D3 | Yes D-3. Reduce interchange  
      | footprint & move south  
  
U3 | Purchase needed ROW Now  
      | \$1110 \$4



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 68  
CF

RECEIVED NOV 24 2006

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#### TELL US ABOUT YOURSELF:

What is your name? Billy Graham

What is your address? 10784 SE Hwy 212

What is your home zip code? 98682 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

14.2 \* Yes Alternative 2 - Midpoint interchange

1-1 \* Yes Launfield interchange - No - A-2

3 | \* Yes Alternative 2. Design opt. C-3  
Northern Alignment  
one single diamond interchange

3 | \* Yes D-3 = Reduce interchange footprint & move South

3 | \* Purchase needed R of W Now to Save \$\$\$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED NOV 24 2008

Draft Supplemental Environmental Impact Statement

I69  
CF

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### TELL US ABOUT YOURSELF:

What is your name? STEFAN VARGA

What is your address? 10722 SE Hwy 212

What is your home zip code? 97045 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

11.2 | yes Alternative 2 - mid point Interchange

-1 | yes Lundfield Interchange NO A-2

.3 | yes Alternative 2. Design option C-3

Northern Alignment

One single diamond interchange

5 | yes A-3 = Reduce Interchange footprint & move South.

13 | \*\* Purchase Needed R of W Now to save \$\*\*



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED NOV 24 2008

I 70  
CF

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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name?

LUAS MURK

What is your address?

1078A SE HWY 212

What is your home zip code?

97015

Your work zip code?

97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

H.2 \* Yes Alt. 2 - Midpoint Interchange.

-1 \* Yes Lawnfield Interchange. NO A-2

3 | \* Yes Alt. 2 Design opt. C-3

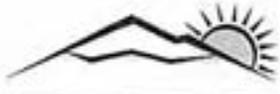
Northern Alignment

one single diamond interchange

3 | \* Yes D-3 = Reduce interchange

Footprint & move South

u3 | Purchase needed R of w now to  
Save \$\$\$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED NOV 24 2008

I 71  
CF

### Draft Supplemental Environmental Impact Statement

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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? MARK DOBERENZ

What is your address? 10744 SE HIGHWAY 212

What is your home zip code? 97015

Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

\* YES TO LAWNFIELD ALIGNMENT A-1

\* YES TO ALTERNATIVE 2-(C-3) C-3

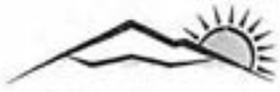
\* YES TO ALTERNATIVE 2 (C-2) C 2

\* YES TO B-2 B-2

\* NO TO ALTERNATIVE 3

\* YES TO SINGLE POINT DIAMOND D3 D3

\* PURCHASE NEEDED R OF W NOW TO SAVE \$ LU3



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED NOV 24 2008

I 72  
CF

Draft Supplemental Environmental Impact Statement

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**TELL US ABOUT YOURSELF:**

What is your name? Daniel Hieb

What is your address? 15576 se hwy 224

What is your home zip code? 97089 Your work zip code? 97089

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

GC I hate roads.

14.2 yes alternative 2 - mid point interchange

r-1 yes lawnfield interchange NO A-2

3 | yes alternative 2, Design option C-3  
northern Alignment

one single Diamond interchange

3 | yes D-3 = reduce interchange  
Footprint & move South

u3 | \*\* purchase needed r or W Now to  
save money.



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED NOV 24 2008  
I73  
CF

### Draft Supplemental Environmental Impact Statement

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#### TELL US ABOUT YOURSELF:

What is your name? IAN M. M. MATSUNOKA

What is your address? 22586 SE NAOME DR. DAMASCUS

What is your home zip code? 97089 Your work zip code? 97080

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

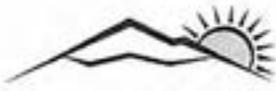
H.2 | Yes Alternative 2 - Midpoint interchange

H.1 | Yes Lawnfield Interchange.  
No A-2

D3 | Yes Alt. 2 Design opt. C-3  
Northern Alignment  
one single diamond interchange

D3 | Yes D-3 = Reduce interchange  
Foot print & move South

M3 | Purchase Needed R of W Now to  
Save \$\$\$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED NOV 24 2008

I 74  
CF

### Draft Supplemental Environmental Impact Statement

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#### TELL US ABOUT YOURSELF:

What is your name? Pam Tribe

What is your address? 10768 SE Hwy 212

What is your home zip code? 97089 Your work zip code? 97015

Do you (check all that apply):

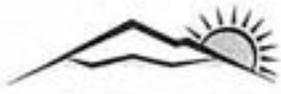
- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

AH.2 | yes Alternative Z - Midpoint Interchange  
 A-1 | yes Lawnfield Interchange No A-2  
 C3 | yes Alternative Z, Design Opt. C-3  
       Northern Alignment.  
       One single diamond interchange

D3 | yes D3 = Reduce interchange footprint & move South

LU3 | Purchase Needed R of W Now to Save \$\$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I-75  
CF

RECEIVED NOV 24 2008

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#### TELL US ABOUT YOURSELF:

What is your name? Tom Eggers

What is your address? 10784 SE Hwy 212

What is your home zip code? 97015 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

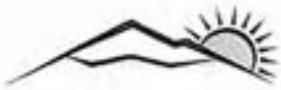
H.2 | Yes Alternative 2 - Mid point interchange

A-1 | yes Lawnfield Interchange.  
NO A-2

C3 | Yes Alternative 2 Design. opt. C-3  
Northern Alignment

D3 | Yes D-3 = Reduce interchange  
Foot print & move South.

LU3 | Purchase needed R of W Now  
to Save \$\$\$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED NOV 24 2008  
I 76  
CF

### Draft Supplemental Environmental Impact Statement

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#### TELL US ABOUT YOURSELF:

What is your name? Barb Lipscomb

What is your address? 15252 SE Hwy 224

What is your home zip code? ~~97089~~ 97206 Your work zip code? 97089

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

- A.2 | yes alternative 2 - midpoint Interchange
- 1 | yes to Lawnfield Interchange  
NO A-2.
- 3 | yes alternative 2 Design option C-3 northern alignment  
one single diamond Interchange
- 13 | yes D-3 Reduce Interchange Change footprint & move South
- \* purchase needed R-W non to
- u3 | Save \$ XX



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I77  
CF

RECEIVED NOV 24 2008

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#### TELL US ABOUT YOURSELF:

What is your name? Kassandra Hickman

What is your address? 16445 S Harding Rd. Oregon City OR

What is your home zip code? 97045 Your work zip code? 97089

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

- 2 | YES Alternative 2 midpoint Interchange
- 1 | YES Lawnfield Interchange NO A-2
- 3 | YES Alternative 2 Design option C-3  
Northern Alignment  
one single diamond interchange
- 3 | YES D-3 = Reduce interchange footprint & move south.
- 13 | Purchase Needed R of W Now to  
Save \$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form <sup>I 78</sup>

RECEIVED NOV 24 2008

### Draft Supplemental Environmental Impact Statement

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#### TELL US ABOUT YOURSELF:

What is your name? Marilyn Fitzgerald

What is your address? 10756 S.E Hwy 212

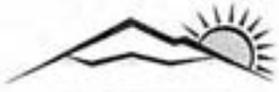
What is your home zip code? 97030 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

- 2 | yes ALTERNATIVE 2 - Midpoint Interchange
- 1 | yes Lawnfield Interchange NO A-2
- 1 | yes ALTERNATIVE 2 Design Option C-3  
Northern Alignment  
One single diamond interchange
- 3 | yes D-3 = Reduce interchange  
footprint & move south
- W3 | \*\* Purchase Needed ROW NOW to  
save \$ \* \*



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form <sup>I-79</sup> <sub>CF</sub> RECEIVED NOV 24 2008

### Draft Supplemental Environmental Impact Statement

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#### TELL US ABOUT YOURSELF:

What is your name? Francisc Codletti

What is your address? 10722 SE Hwy 212

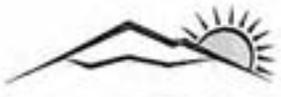
What is your home zip code? 97086 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

- 1.2 | Yes Alternative 2 - midpoint Interchange
- 1 | Yes Lawnfield Interchange No A-2
- 3 | Yes Alternative 2 Design Option C-3  
Northern Alignment  
One single diamond interchange
- 3 | Yes Or Reduce Interchange  
Footprint move South
- 43 | Purchase Needed ROW Now Go  
Save \$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED NOV 24 2008

I 80  
CF

Draft Supplemental Environmental Impact Statement

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**TELL US ABOUT YOURSELF:**

What is your name? DANIEL VARGA

What is your address? 10722 SE HWY 212

What is your home zip code? 97022 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

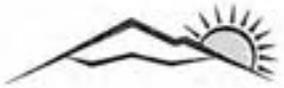
14.2 YES, ALTERNATIVE #2 - MIDPOINT INTERCHANGE

-1 YES, LAWNFIELD INTERCHANGE, NO A-2

3 YES, ALTERNATIVE 2, DESIGN OPTION C-3

3 YES D-3 - REDUCE INTERCHANGE FOOTPRINT & MOVE SOUTH

13 \* PURCHASE NEEDED R.O.F.W., NON TO SAVE \$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

Draft Supplemental Environmental Impact Statement

RECEIVED NOV 24 2008  
I 81  
CF

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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

### TELL US ABOUT YOURSELF:

What is your name? SARA Lee GRAHAM

What is your address? 3035 Egret NE

What is your home zip code? \_\_\_\_\_ Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

- 12 yes Alternative 2
- 1 yes Lawnfield Interchange, NO A-Z
- 3 yes. Alternative 2, Design Option C-3  
Northern Alignment  
one single Diamond interchange
- 13 yes D-3 - Reduce interchange footprint, move south.
- 13 | \*\* purchase needed ROW now to save \$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

Draft Supplemental Environmental Impact Statement

RECEIVED NOV 24 2008

I 82

CF

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### TELL US ABOUT YOURSELF:

What is your name? Dirk Alred & F

What is your address? 10928 SE Highway 212

What is your home zip code? 97206

Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

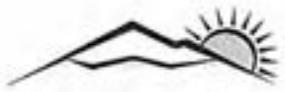
H.2 | Yes - Alt. 2 - Midpoint interchange  
yes - Interchange -

A-1 | No - A-2

:3 | Yes - Alt. 2. Design got. C-3  
Northern Alignment  
One single diamond interchange

B | Yes - D-3 = Reduce interchange -  
Foot print & move south

U3 | ~~XX~~ Purchase needed Rofw Now to  
Save ~~XX~~



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

### Draft Supplemental Environmental Impact Statement

RECEIVED NOV 24 2007

I83  
CF

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#### TELL US ABOUT YOURSELF:

What is your name? Joan Segrin

What is your address? 10812 SE Hwy 212

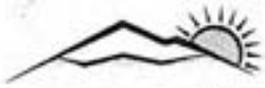
What is your home zip code? 97089 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

- H.2 Yes - Alternative 2 - Midpoint Interchange
- 1 Yes - Lawnfield Interchange NO A-2
- 3 | Yes - Alternative 2 Design option C-3  
     Northern Alignment  
     One Single Diamond interchange
- 23 | Yes D-3 = Reduce interchange  
     footprint & move South
- u3 | Purchase Needed Right of Way Now to Save \$



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 84  
CF

### Draft Supplemental Environmental Impact Statement

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#### TELL US ABOUT YOURSELF:

What is your name? Kayla Boyd

What is your address? 15606 SE 135th AVE Clackamas OR 97015

What is your home zip code? 97015 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

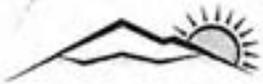
Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A1 | Yes I ~~like~~ think Building the lawnfield extension is a good idea because it would give direct access to lawnfield garden. I also like the idea of building a single middle point interchange on 122nd it will allow less traffic jams. I also like design option C3 as well as D3.

H.2 |

C3 |

D3 |



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 85  
CF

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#### TELL US ABOUT YOURSELF:

What is your name? Tim Dehaese

What is your address? 15341 - Springwater

What is your home zip code? 97045 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

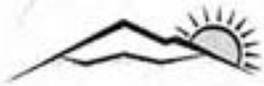
Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A-1 | Yes I believe that Building the haun field extension is a good idea because lower traffic volumes ~~and~~ on other roads.

Alt. 2 | Yes build the single midpoint interchange - on 172<sup>nd</sup>

C3 | I like design option C-3 as well as option D-3

D3



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 86  
CF

### Draft Supplemental Environmental Impact Statement

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#### TELL US ABOUT YOURSELF:

What is your name? Juan Antonio Amado Gutierrez

What is your address? 9900 SE Lownfield Clackamas OR

What is your home zip code? 97015 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A-1

Alt. 2

3

D3

Yes I think it is a good idea to build  
Lownfield extensions well as the single  
midpoint interchange at 122<sup>nd</sup> because  
it will give more ~~open~~ options I like design  
OPTION C3 as well as OPTION D3

I 87  
CF

Comment: I-87

### Comment Form Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process. Thank you for participating – your input is important to us. Use additional sheets of paper if necessary.

**IF MAILING:**

- Cut form along center of page
- Fold and tape with JLA Public Involvement address showing
- Affix postage and mail

**YOU MAY ALSO:**

- Fax to 503-230-4877
- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

Marty500@aol.com

COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008

TELL US ABOUT YOURSELF: Martin K. Sinnott  
What is your name and address (optional)? 9950 SE LAWFIELD  
CLACKAMAS OR 97015

What is your home zip code? 97015 You work zip code? 97045

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Comments:

A-1 SURE the LAWFIELD station would impede traffic controls.

H-2 YES I BELIEVE the single point middle interchange at 122 would help free up traffic, making pedestrian & BIKE traffic SAFE.

3 C-3 is a wonderful design including D-2



I 88  
CF

# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form Draft Supplemental Environmental Impact Statement

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### IF MAILING:

- Cut form along center of page
- Fold and tape with JLA Public Involvement address showing
- Affix postage and mail

### YOU MAY ALSO:

- Fax to 503-239-4877
- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

### COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008

### TELL US ABOUT YOURSELF:

toni\_champagne@yahoo.com 99503 E  
 What is your name and address (optional)? **Antonio Chaney Chaney** **Clackamas OR 97015**  
 What is your home zip code? **97015** You work zip code? **97266**

### Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

### Comments:

A-1 vs I believe that the Lawnfield extension  
 W-2 should be implemented. I also believe  
 in the building of single middle point  
 C-3 interchange of 122nd. I like design option C-3  
 D-2 and design option D-2.



## EIS Released

For several years, Clackamas County and the Oregon Department of Transportation (ODOT) have been working together with the community to study a proposed new limited-access highway, the Sunrise Project. The project would extend from the Milwaukie Expressway at I-205 and reconnect to Highway 212 and 224 near the Rock Creek Junction.

The process is reaching an important milestone with the release of the Supplemental Draft Environmental Impact Statement (EIS) on October 13, 2008. The EIS describes why the project is being proposed, the project alternatives, examines the potential social, economic and environmental impacts of the alternatives, and the proposed avoidance, minimization and/or mitigation measures.

## How You Can Review the EIS

Copies of the EIS are available for review at these locations (for a complete list, please visit [www.sunrise-project.org](http://www.sunrise-project.org)):

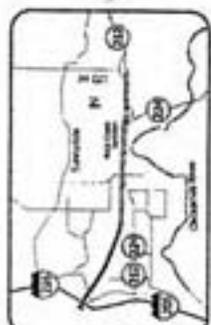
- Clackamas County Planning Department  
11750 SE Ethel Avenue, Suite D  
Portland, OR 97266
- Camp 9863/9866  
10101 SE Clackamas Road  
Clackamas, OR 97015
- North Clackamas Chamber of Commerce  
7740 SE Harmony Road  
Milwaukie, Oregon 97222
- Clackamas County Library  
Incor-Clackamas Town Center  
11750 SE Ethel Avenue, Suite D  
Portland, OR 97266
- City of Happy Valley  
12915 SE King Road  
Happy Valley, OR 97218
- City of Damascus  
1900 SE OR 212  
Damascus, OR 97053

The entire EIS, technical reports and executive summary can also be viewed at [www.sunrise-project.org](http://www.sunrise-project.org).

To request a CD of the EIS or a hard copy of the EIS executive summary, contact Stacy Thomas at [stacy@plainsolve.com](mailto:stacy@plainsolve.com) or 503-235-5881, ext. 118.



Sunrise Project, I-205 to Rock Creek Junction  
 Clackamas County  
 Department of Transportation and Development  
 9001 SE Sunnybrook Blvd  
 Clackamas, OR 97015



Attend a Public Hearing on the EIS  
 November 12<sup>th</sup> or 13<sup>th</sup> (See Inside)

Comment: I-88

I 89  
CF

Comment: I-89

### Comment Form Draft Supplemental Environmental Impact Statement

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**IF MAILING:**

- Cut form along center of page
- Fold and tape with JLA Public Involvement address showing
- Affix postage and mail

**YOU MAY ALSO:**

- Fax to 503-230-4877
- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008

**TELL US ABOUT YOURSELF:**

What is your name and address (optional)?

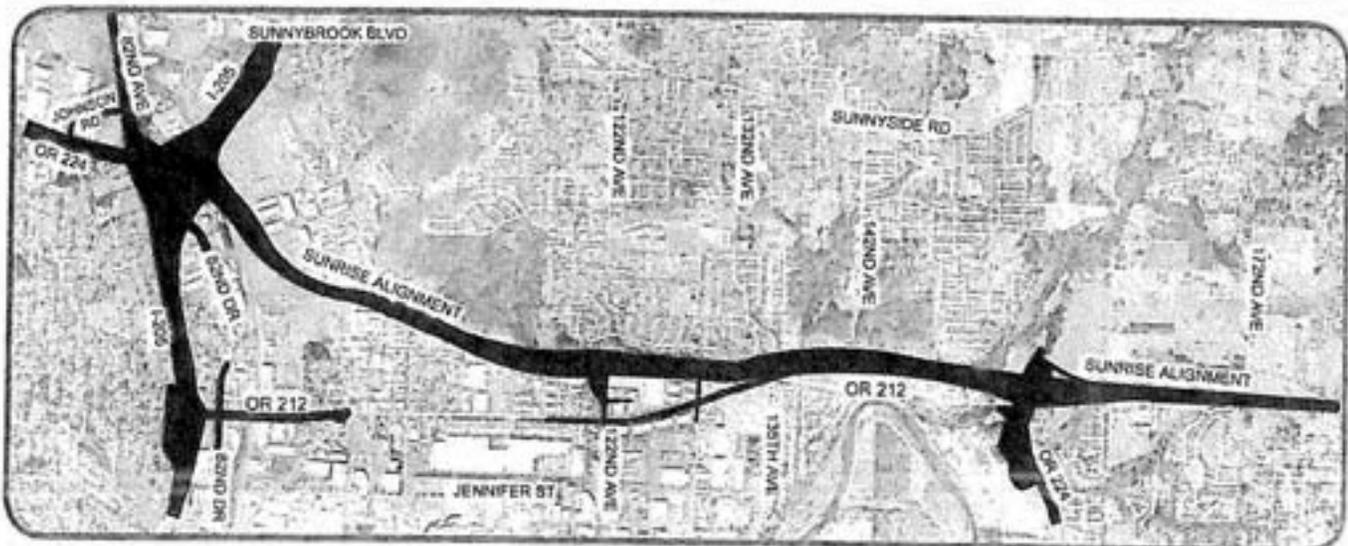
What is your home zip code? 97089 You work zip code? 97015

Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

**Comments:**

- 1 Build Lawnfield
- 14.2 Build single mid-point interchange at 122<sup>nd</sup>
- 3 Option 3c
- 12 Option d2



I 90  
CF

# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form Draft Supplemental Environmental Impact Statement

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- Affix postage and mail

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- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

**COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008**

**TELL US ABOUT YOURSELF:**

What is your name and address (optional)?

What is your home zip code? 97015 You work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

**Comments:**

A-1 Build Sawmfield  
C3 Option C3  
A1-Z-D11 slope midpoint interchange at 122nd  
D1



## EIS Released

For several years, Clackamas County and the Oregon Department of Transportation (ODOT) have been working together with the community to study a proposed new limited-access highway, the Sunrise Project. The project would extend from the Milwaukie Expway at I-205 and reconfigure Highway 212 and 224 near the Rock Creek Junction.

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## How You Can Review the EIS

Copies of the EIS are available for review at these locations (for a complete list, please visit [www.sunrise-project.org](http://www.sunrise-project.org)):

**Clackamas County Planning Department**

9101 SE Springbrook Boulevard  
Clackamas, OR 97015

**City of Happy Valley**

12915 SE King Road  
Happy Valley, OR 97226

**City of Damascus**

19920 SE OR 212  
Damascus, OR 97015

**Clackamas Center Library**  
11920 SE Ashford Avenue, Suite D  
Portland, OR 97266

**Camp Wely-Lombia**  
18100 SE Clackamas Road  
Clackamas, OR 97015

**North Clackamas Chamber of Commerce**

7740 SE Humany Road  
Milwaukie, Oregon 97222

The entire EIS, technical reports and executive summary can also be viewed at [www.sunrise-project.org](http://www.sunrise-project.org).

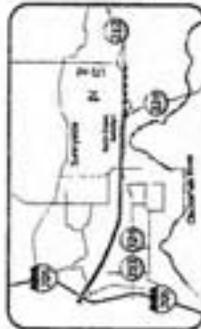
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Sunrise Project, I-205 to Rock Creek Junction

Clackamas County

Department of Transportation and Development  
9101 SE Springbrook Blvd  
Clackamas, OR 97015



Attend a Public Hearing on the EIS  
November 12<sup>th</sup> or 13<sup>th</sup> (See Inside)

Comment: I-90



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 91  
CF

### Draft Supplemental Environmental Impact Statement

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The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name?

STERLING NELSON

What is your address?

What is your home zip code?

97006

Your work zip code?

9705

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

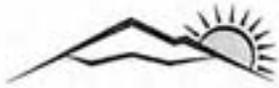
Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A-1 BUILD AT LAWNFIELD

H.2 YES ON SINGLE POINT EXCHANGE @ 122<sup>ND</sup>

C3 OPTION 3C

D2 OPTION D2



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I-92  
CF

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#### TELL US ABOUT YOURSELF:

What is your name? MARK VOSS

What is your address? 16036 SE ECKERT

What is your home zip code? 97089 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

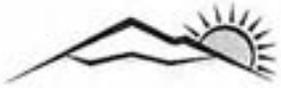
Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A-1 BUILD AT LAWNFIELD.

AH.2 YES ON SINGLE POINT EXCHANGE @ 122nd

C3 OPTION 3C

D2 OPTION D2



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I<sup>93</sup>  
CF

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#### TELL US ABOUT YOURSELF:

What is your name? Mike Straven S

What is your address? \_\_\_\_\_

What is your home zip code? 97301 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

H1 Build at Landfield

H2 "yes" on single point interexchange

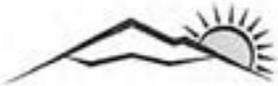
H3 Option 3C yes

H2 Option D2 Yes, please.

**Comment: I-93 cont.**

COMMENTS (CONTINUED)

*Land should be purchased in advance*



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

RECEIVED NOV 24 2008

I94

CF

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#### TELL US ABOUT YOURSELF:

What is your name? Kevin & Heather Larsen

What is your address? 14875 SE Aspen Way

What is your home zip code? 97015 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

03 | We live in Wenzel Park Estates subdivision  
 3 | which is accessed from SE 142<sup>nd</sup>. Although  
 1 | our property is not directly affected by any  
 of the alternatives, we have some major  
 concerns with respect to the C-3 design  
 option for the midpoint area.  
 Based on the Environmental Impact Study,  
 the C-3 design option has the most damaging  
 impacts when it comes to altering this beautiful  
 area. Compared to the other design options,  
 C-3 converts the most acres of land into highway.

COMMENTS (CONTINUED)

EN  
\$ | It seems to us, that keeping the highway as  
straight as possible and not throwing a big  
curve in it, would not only be more  
energy efficient but also more cost effective.  
31 | With the C-3 option curving the highway to  
the hillside, it would also be required to remove  
a lot more forested area. This would  
no doubt be a strain on all the wildlife we  
see here in our neighborhood.

2N | The environmental impact study supports  
the claim that the C-3 design option is not  
the best option when the goals are to  
be cost effective and to preserve natural  
resources.

Thanks,

  
Kerin Larsen  
Heather Larsen  
Heather Larsen

Comment: I-95

I95  
CF

### Comment Form Draft Supplemental Environmental Impact Statement

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- Fold and tape with JLA Public Involvement address showing
- Affix postage and mail

#### YOU MAY ALSO:

- Fax to 503-230-4877
- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008

#### TELL US ABOUT YOURSELF:

Sun Ridge Construction, Inc.  
Rod Sauer, Pres.

What is your name and address (optional)?

What is your home zip code? 97089

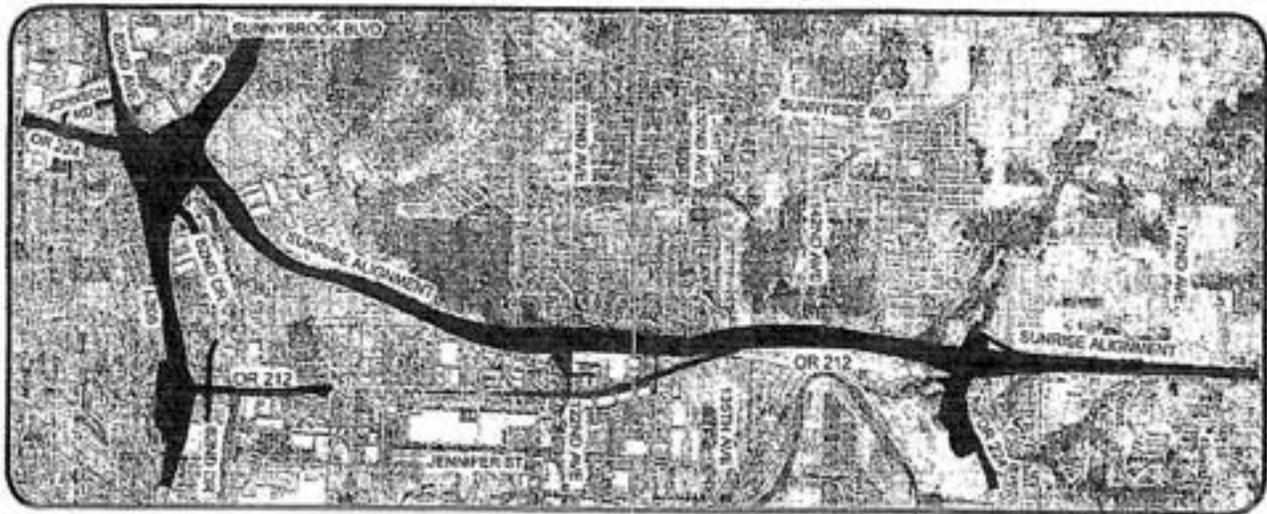
You work zip code?

Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

#### Comments:

3 | I own the single family residential community - Wenzel Paul Estate  
 3 | located at 142nd & Wenzel Dr. - Reviewed options seem like alternative 3  
 4 | with all options except C-3 would be best, option C-3 is one of  
 the most costly and converts most land to highway use. C-3  
 option is least environmentally friendly, under alt. 3 - only option C-3  
 would increase fuel use. The large "curve" design of C-3 - is not the best alternative.





# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I<sup>96</sup>  
CF

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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? C. M. Smith

What is your address? 16058 Front St., G.C. 97045

What is your home zip code? 97045 Your work zip code? 97015

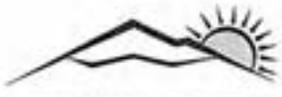
Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A | I'm pleased to know that the Sunrise Corridor will eventually be a fact. I realize that, logically, there will be various impacts, but all in all the project will be a boon.

R | I'd be interested in knowing when & how our property will be bought & for how much. For - Mrs CT.



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 97  
CF

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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? JAMES BOSTWICK

What is your address? 15988 SE Goosehollow DR

What is your home zip code? 97089 Your work zip code? 97089

Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

LA  
FA  
S  
r  
MY concerns revolve around the closure of Goosehollow Drive. This will redirect traffic for over 700 homes through other parts of the neighborhood to allow exit/entrance to their homes. The current roadway is not designed to handle that great of increase in traffic. I am also concerned about the delay of emergency vehicles into our neighborhood. We have voiced our concerns about this at previous meetings, but it does not appear to have made any difference.



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

CF<sup>98</sup>

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#### TELL US ABOUT YOURSELF:

What is your name? Teri Bostwick

What is your address? 15988 SE Goosehollow Dr

What is your home zip code? 97089 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

4 | I live in the Orchard Lake development I  
 2 | have been to every meeting. At every meeting  
 they have discussed closing/opening Goosehollow.  
 2 | At every meeting with a new map it is closed.  
 Many have voiced keeping Goosehollow open  
 but it goes unheard. On Nov 7th a house in  
 our development had a fire. Several fire  
 trucks responded. We have the best firemen.  
 The fire was put out quickly because of  
 the easy access up Goosehollow. Had the  
 fireman needed to take Eckert & come through  
 the development it would have taken longer

COMMENTS (CONTINUED)

4  
1c  
4  
winding through neighborhood streets & young kids. Closing Goosehollow makes no sense. When school buses pick up/drop off kids it will add many extra minutes to each driver because of the limited access in & out.

1  
Goosehollow needs to have a right turn ability at the very least!

2  
Creating culdesac neighborhoods is not a good idea.

3  
There must be more access in & out

4  
r  
Don't let another meeting go by without listening to people who live in the areas you are impacting.

**Comment: I-98 cont.**

# Thank you!

Place this form in a comment box or use as a self-mailer to return via postal mail.  
Fold and tape shut so that the JLA Public Involvement mailing address is showing, and affix postage.

COMMENTS MUST BE POSTMARKED BY FRIDAY, NOVEMBER 28, 2008.

**OTHER OPTIONS:**

Fax Comments  
503-236-6788

Submit Online Comments  
[www.suzine-project.org](http://www.suzine-project.org)

Email Comments  
[comments@suzine-project.org](mailto:comments@suzine-project.org)

View Draft SDEIS online  
[www.suzine-project.org](http://www.suzine-project.org)

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AFFIX  
POSTAGE  
HERE

JLA PUBLIC INVOLVEMENT  
ATTN: STACY THOMAS  
1110 SE ALDER STREET, SUITE 301  
PORTLAND, OR 97214



# Comment Form

I 99  
CF

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### TELL US ABOUT YOURSELF:

What is your name? DICK STARK  
What is your address? ON SAGE RD SWEET  
What is your home zip code? 97222 Your work zip code:

Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other:

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Sections 4(f) & minimize impact findings.

15 <sup>HAVE</sup> COULD DEER CREEK ROAD (JOHNSON RD.) BE EXTENDED ACROSS 82<sup>ND</sup> AVE. (HWY 212) TO CONNECT WITH ~~THE~~ AMBLER SINCE IT WILL BE EXTENDED ACROSS THE RR. THIS WOULD GIVE PEOPLE A BACK WAY INTO CASCO & ACCESS TO SUMYBROOK.

61 14.2 DUE TO THE CRITICAL WILDLIFE CORRIDOR AT THE BASE OF THE BLUFFS ~~AT~~ THE MID POINT ~~WAY~~ ACCESS SHOULD NOT BE CONSTRUCTED.

(cont'd)

Comment: I-99 cont.

Comment: I-99 cont.

COMMENTS (CONTINUED)

ANOTHER ARGUMENT AGAINST THE NO FOOT INTERCHANGE IS WISE. TRUCKS & CARS CAN BE ACCELERATING & DECELERATING WHEN THEY GET ON/OFF THE EXPRESS WAY CREATING A LOT OF NOISE FOR THE RESIDENTS AT THE TOP OF THE BLUFF.

GREAT CARE MUST BE TAKEN TO PROTECT THE STREAMS AND WET LANDS IN AND ADJACENT TO THE RIGHT-OF-WAY. STREAMS SHOULD BE GRADED UP WHEREVER POSSIBLE. THE TREE CANOPY ALSO NEEDS TO BE SAVED AND ADDITIONAL TREES PLANTED ALONG CO. & NOISE.

THE NEW RAMP ON I-205 SHOULD BE BRIDGED WHERE THEY CROSS MT. SCOTT CREEK. IF POSSIBLE THE I-205 MT. SCOTT CREEK CULVERT SHOULD BE REPLACED WITH A BRIDGE TO PROVIDE BETTER WILDLIFE PASSAGE.

A LAND BRIDGE FOR WILDLIFE SHOULD BE BUILT ACROSS MATTHEW ROAD INTO MT. TALBERT NATURE PARK.

Thank you

4(F) COMMENTS

The Section 4(f) de minimis impact findings are proposed for the Sunrise Project. These findings are related to protecting important historic and cultural resources. Please provide your comments on these minimal impacts to the affected resources.

Don't Take Any Property From MEX AS IT IS USED BY WILDLIFE TO MOVE EAST & WEST SING ANIMALS CAN'T USE THE MT. SCOTT CREEK CULVERT FOR PASSAGE

PRESERVE AS MUCH OPEN SPACE AS POSSIBLE

NO PROBLEM WITH TAKING THE SMALL TRAMPLE OF LAND FROM BLACKAWAS GRADE

I AM CONCERNED ABOUT THE IMPACT ON THE HABERLACH HOUSE & FEED STORE. THERE ISN'T MUCH SPACE LEFT

Laura Degraw

From: David Hoffman [fixit@efn.org]  
Sent: Thursday, November 27, 2008 10:45 PM  
To: Laura Degraw  
Subject: [Comment] Re: Contact

I 100  
- EM

'David Hoffman' posted the following comment:

Our Republic, economy, and infrastructure is collapsing. We do not have the money to maintain our existing roads and bridges. People have less money to drive. To build new roads is irrational.

It used to be that "soil mining" meant removing but not replacing soil nutrients. In the future, it may mean removing blacktop and concrete to gain access to food growing soil.

NO new roads. Maintain what we have.

Name: David Hoffman  
IP-address: 75.170.82.150  
Date: 2008-11-28-00-45  
Email: [fixit@efn.org](mailto:fixit@efn.org)  
URL: 541-484-9204

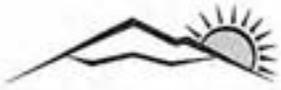
This is a comment on entry 'Contact'

View this entry:  
[http://www.sunrise-project.org/Contact.php?w=my\\_weblog](http://www.sunrise-project.org/Contact.php?w=my_weblog)

View this comment:  
[http://www.sunrise-project.org/Contact.php?w=my\\_weblog#David\\_Hoffman-0811280045](http://www.sunrise-project.org/Contact.php?w=my_weblog#David_Hoffman-0811280045)

Edit this comment:  
<http://www.sunrise-project.org/pivot/index.php?menu=entries&func=editcomments&id=6>

Block this IP:  
<http://www.sunrise-project.org/pivot/index.php?menu=entries&func=editcomments&id=6&blocksingle=75.170.82.150>



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 101  
CF

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#### TELL US ABOUT YOURSELF:

What is your name? LINDA OBRIST

What is your address? 14292 SE 172ND AVE, CLACKAMAS, OR

What is your home zip code? 97015

Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A.1 | NO ROAD IMPROVEMENT IS NECESSARY.

5 | WIDENING 212 FROM ROCK CREEK EAST WOULD BE MORE BENEFICIAL.

A.2 | IF A BUILD IS COMING, ALT 2 WOULD BE THE OPTION THAT WOULD WORK FOR OUR PROPERTY. (MIDPOINT)

Comment: I-101 cont.

Thank you!

Place this form in a comment box or use as a self mailer to return via postal mail. Field and page that so that the JLA Public Involvement mailing address is showing and affix postage.

COMMENTS MUST BE POSTMARKED BY FRIDAY, NOVEMBER 28, 2008.

OTHER OPTIONS:

Fax Comments  
503-230-4788

Submit Online Comments  
www.sunrise-project.org

Email Comments  
comments@sunrise-project.org

View Draft SDEIS online  
www.sunrise-project.org

AFFIX POSTAGE HERE

Comment: I-102

Comment Form

I 102  
CF

Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway extending from the Milwaukie Expressway at I-205 and reinterconnecting to Highway 212 and 214 near the Rock Creek Junction.

Project Purpose: To efficiently address the existing congestion and safety problems in the Highway 212/214 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the near-highway system.

TELL US ABOUT YOURSELF:

What is your name? CURTIS JACOBSEN  
What is your address? 14023 SE 153RD DR  
What is your home zip code? 97015 Your work zip code?

Do you (check all that apply):  
 Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Sections 4(f) de minimis impact findings.

PN I BELIEVE AS HAS BEEN DETERMINED THAT THERE IS A GREAT NEED FOR THIS PROJECT. THE TAKE PHASES TO 172ND WILL DEFINITELY HELP TRAFFIC CONGESTION FOR THOSE LIVING IN THE AREA AND SAVING 22Y. THE POTENTIAL TO IT ALL WILL BE PAID 172ND WHEN ALL THE TRAFFIC IS FORWARDED BACK OUT 212 AND BACK UP BY LIGHT AT LAMAR/AS. TO MY BELIEF, THESE SHOULD BE ANOTHER PHASE INCLUDING THAT WORK WITH THE CORRIDOR ON PAST DAMAGED BEFORE STOPPING.

I LIKE ALTERNATIVE 2, HOW ABOUT AN OFFRAMP RAMPING WESTLY ON 22Y SOUTH WITHOUT ANY STOPPING ENTRAFFIC?  
10

JLA PUBLIC INVOLVEMENT  
ATTN: STACY THOMAS  
1110 SE ALDER STREET, SUITE 301  
PORTLAND, OR 97214

Comment: I-102 cont.

Comment: I-102 cont.

COMMENTS (CONTINUED)

THE SAN JOSE TRAIL WALK PROJECT GETS STARTED THE  
BETTER, AND MORE FUN IN 15-20 YEARS THERE WILL BE THE  
SAN JOSE CROSSING ALL THE WAY TO 26.

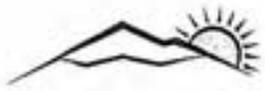
4(F) COMMENTS

Two Section 4(f) de minimis impact findings are proposed for the Sunrise Project. These findings are related to protecting important historic and cultural resources. Please provide your comments on these minimal impacts to the affected resources.

I BELIEVE THAT THE IMPACT ON THE HISTORICAL  
RESOURCES IS INDEED MINIMAL AND SHOULD AFFECT THE  
TIME FRAME OF THE PROJECT. GO FOR IT! GET IT DONE!

THANK YOU,

Carsten Jacobsen



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 103  
CF

### Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? Michelle Measelle

What is your address? 1710 DIVISION ST

What is your home zip code? 97045 Your work zip code? \_\_\_\_\_

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

- A-2 1- <sup>YES</sup> ~~NO~~ Option A-2 NO Extension @ Lawnfield
- AH.2 2- YES single midpoint exchange (Alt #2)
- C3 3 - Option 3c YES
- D3 4- OPTION D3 - undecided

---

---

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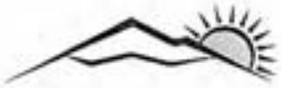
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# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I104  
CF

### Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? Don Glantz

What is your address? 16420 SE Royer Rd Damascus

What is your home zip code? 97059 Your work zip code? same

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

5 | I have heard for nearly 2 decades that ODOT was planning to build  
 5 | a new road or "bypass" or "corridor" through Damascus. I'm very  
 5 | disappointed that your plans presented show no progress on  
 5 | this vital project. It would seem rather important that while  
 5 | Damascus is doing its planning, ODOT would be taking the  
 5 | lead ahead of Damascus to provide this vital access &  
 5 | egress and bypass for the future growth of this targeted  
 5 | expansion area for Portland. The need is critically needed  
 5 | NOW! What will the advantage be to wait another 10  
 5 | years. Is there no consideration for Planning Ahead instead  
 5 | of waiting for the crisis to get worse.

Don Glantz



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 105  
CF

### Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? Teri Decker

What is your address? \_\_\_\_\_

What is your home zip code? 97045 Your work zip code? 97015

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

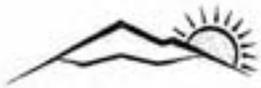
Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A-2 Don't Build AT LF A-2

Alt. 2 Yes on single point exchange

C3 Option 3C

D3 Option D3



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 106  
CF

### Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? Ariane Holloway

What is your address?

What is your home zip code? 97027 Your work zip code? 97015

#### Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

- 1-2 No Build Lawnfield
- H. 2 Build simple mid-point interchange at I22<sup>nd</sup>
- 3 Option 3c:
- D3 Option D3

I107  
CF

Comment: I-107

### Comment Form Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process. Thank you for participating – your input is important to us. Use additional sheets of paper if necessary.

**IF MAILING:**

- Cut form along center of page
- Fold and tape with JLA Public Involvement address showing
- Affix postage and mail

**YOU MAY ALSO:**

- Fax to 503-230-4877
- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008

**TELL US ABOUT YOURSELF:**

What is your name and address (optional)?

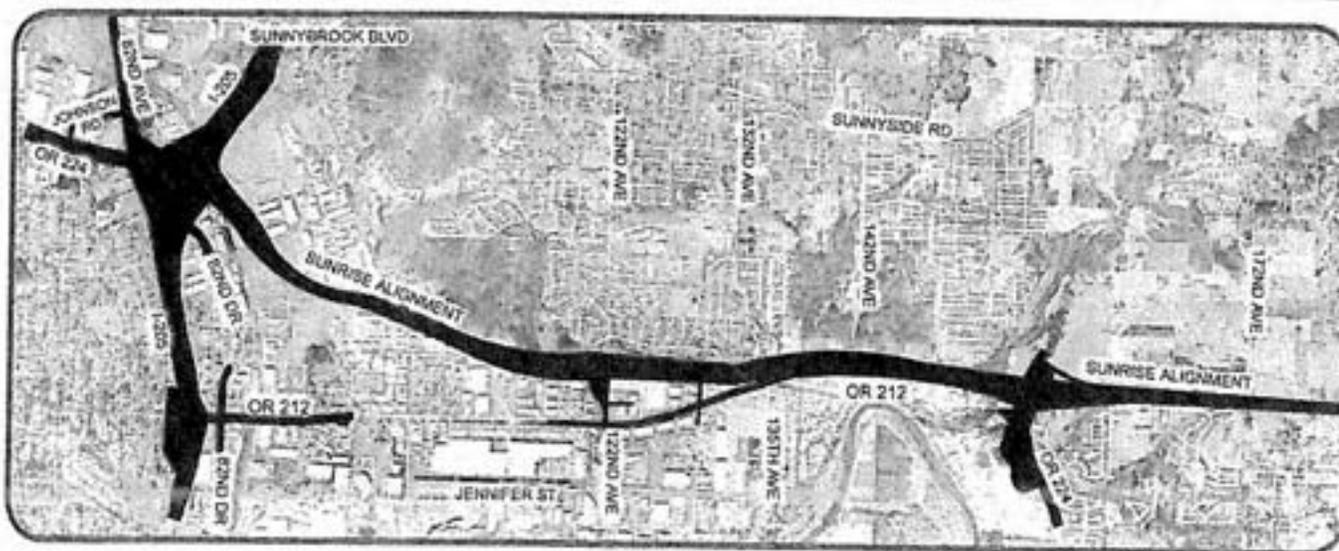
What is your home zip code? 97027 You work zip code? 97015

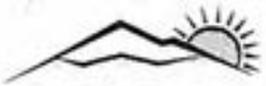
Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

**Comments:**

- f-1 Build Sawfield
- f-2 Build single mid-point ~~interchange~~ @ 122nd
- 3 option 3C
- 21 option D1





# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 108  
CF

### Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? Chase Stark

What is your address? 9950 SE Lawnfield rd. (1st. E. 50) Clackamas OR

What is your home zip code? 97015 Your work zip code? 97015

Do you (check all that apply): starkenterprises@yahoo.com

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A-1 | Yes, I believe the Lawnfield extension should be built. I also believe building the single  
 AH.2 | middle-point interchange would free up the  
 C3 | ~~flow~~ flow of traffic and make it safer for drivers.  
 D1 | Option C3 is a legitimate design and  
 I would choose option D1. I think it  
 is smart to plan ahead in the development  
 of these extension/interchanges before more  
 businesses built blocking these options.

I 109  
CF

# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form Draft Supplemental Environmental Impact Statement

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### IF MAILING:

- Cut form along center of page
- Fold and tape with JLA Public Involvement address showing
- Affix postage and mail

### YOU MAY ALSO:

- Fax to 503-230-4877
- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008

### TELL US ABOUT YOURSELF!

What is your name and address (optional)? Terrri Adams 9909 E Lawerfield Rd.

What is your home zip code? 97015 You work zip code? 97015

Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

### Comments:

1. I think that by building the Lawerfield extension it will help to free up traffic flows during rush hour, as well as I love the idea of building a single middle point interchange at 122nd this will give drivers a better route than traveling down 192nd. I feel this will be a better route as well as other D2



## EIS Released

For several years, Clackamas County and the Oregon Department of Transportation (ODOT) have been working together with the community in study a proposed new limited-access highway, the Sunrise Project. The project would extend from the Milwaukie Expressway at I-205 and reconnect to Highway 212 and 224 near the Rock Creek Junction.

The process is reaching an important milestone with the release of the Supplemental Draft Environmental Impact Statement (EIS) on October 13, 2008. The EIS describes why the project is being proposed, the project alternatives, examines the potential social, economic and environmental impacts of the alternatives, and the proposed avoidance, minimization and/or mitigation measures.



Sunrise Project, I-205 to Rock Creek Junction  
Clackamas County  
Department of Transportation and Development  
910 SE Sunnybrook Blvd  
Clackamas, OR 97015



Attend a Public Hearing on the EIS  
November 12<sup>th</sup> or 13<sup>th</sup> (See Inside)

## How You Can Review the EIS

Copies of the EIS are available for review at these locations (for a complete list, please visit [www.sunrise-project.org](http://www.sunrise-project.org)):

- Clackamas County Planning Department**  
Sunrise Project Center  
9101 SE Sunnybrook Boulevard  
Clackamas, OR 97015
- City of Happy Valley**  
12915 SE King Road  
Happy Valley, OR 97238
- City of Damascus**  
19909 SE OR 212  
Damascus, OR 97015
- Clackamas County Library**  
Incar Clackamas Town Center  
11790 SE 82nd Avenue, Suite D  
Portland, OR 97266
- Camp Whytecenter**  
10101 SE Clackamas Road  
Clackamas, OR 97015
- North Clackamas Chamber of Commerce**  
7740 SE Harmony Road  
Milwaukie, Oregon 97222

The entire EIS, technical reports and executive summary can also be viewed at [www.sunrise-project.org](http://www.sunrise-project.org).

To request a CD of the EIS or a hard copy of the EIS executive summary, contact Stacy Thomas at [stacy@clackamavbe.com](mailto:stacy@clackamavbe.com) or 503-233-5881, ext.118.

Comment: I-109

### Comment Form Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process. Thank you for participating – your input is important to us. Use additional sheets of paper if necessary.

**IF MAILING:**

- Cut form along center of page
- Fold and tape with JLA Public Involvement address showing
- Affix postage and mail

**YOU MAY ALSO:**

- Fax to 503-230-4877
- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

I 110  
CF

COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008

**TELL US ABOUT YOURSELF:**

What is your name and address (optional)? Sherine Gerges Sherine\_Gerges@yahoo.com  
 What is your home zip code? 97015 You work zip code? 97015

**Do you (check all that apply):**

Live in project area?  Work in project area?  Own a business in the project area?  Other?

**Comments:**

A-2 please do n't build the lawn field extention instead  
 H.2 build the single middle point interChange on 122nd  
 D2 I choose option d2 - C.3  
 C3



I III  
CF



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form Draft Supplemental Environmental Impact Statement

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- Fold and tape with JLA Public Involvement address showing
- Affix postage and mail

### YOU MAY ALSO:

- Fax to 503-230-4877
- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008

### TELL US ABOUT YOURSELF:

What is your name and address (optional)? Erika Rosin etorjims@hotmail.com

What is your home zip code? 97015 You work zip code? 97230

### Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

### Comments:

1-1 Please build lawnfield Extension, also  
1-2 build a single ~~road~~ middle point interchange  
1-3 at 122nd. Option C3 Option D3  
D3



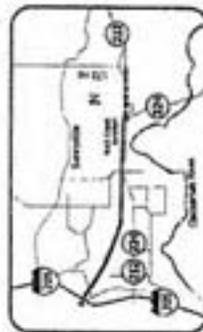
## EIS Released

For several years, Clackamas County and the Oregon Department of Transportation (ODOT) have been working together with the community to study a proposed new limited-access highway, the Sunrise Project. The project would extend from the Milwaukie Expressway at I-205 and reconnect to Highway 212 and 226 near the Rock Creek Junction.

The process is reaching an important milestone with the release of the Supplemental Draft Environmental Impact Statement (EIS) on October 13, 2008. The EIS describes why the project is being proposed, the project alternatives, examines the potential social, economic and environmental impacts of the alternatives, and the proposed avoidance, minimization and/or mitigation measures.



Sunrise Project, I-205 to Rock Creek Junction  
Clackamas County  
Department of Transportation and Development  
9100 SE Seaview Blvd  
Clackamas, OR 97015



Attend a Public Hearing on the EIS  
November 12<sup>th</sup> or 13<sup>th</sup> (See Inside)

## How You Can Review the EIS

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Clackamas County Planning  
Department  
Sunnybrook Service Center  
9101 SE Sunnybrook Boulevard  
Clackamas, OR 97015

City of Happy Valley  
12915 SE King Road  
Happy Valley, OR 97226

City of Damascus  
19920 SE OR 312  
Damascus, OR 97015

North Clackamas Chamber of  
Commerce  
7140 SE Harmony Road  
Milwaukie, Oregon 97222

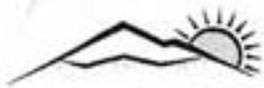
Camp Westgate  
18101 SE Clackamas Road  
Clackamas, OR 97015

Clackamas County Library  
Incar Clackamas Town Center  
11750 SE Blvd Avenue, Suite D  
Portland, OR 97266



Comment: I-111





# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 113  
CF

### Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.

**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? Jeffrey Briggs

What is your address? 9900 SE Lawnfield

What is your home zip code? 97015 Your work zip code? 97015

Do you (check all that apply):

Live in project area?  Work in project area?  Own a business in the project area?  Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

I-1

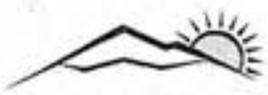
- Yes I believe Building the Lawnfield Road ext. would benefit everyone, and help with traffic. I like

H.2

plans to build the single middle point interchange on 122nd Ave, because it would benefit people

C3  
D2

living up here. I like design option C3 as well as design option D2



# Sunrise Project, I-205 to Rock Creek Junction

## Comment Form

I 114  
CF

### Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process.

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**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

#### TELL US ABOUT YOURSELF:

What is your name? Lorena Ovalle

What is your address? 9900 SE LAWNFIELD APTS. ovalle@mitc.edu

What is your home zip code? 97015 Your work zip code? 97230

Do you (check all that apply):

- Live in project area?
- Work in project area?
- Own a business in the project area?
- Other?

Please use this space for general comments. Please be as specific as you can about your thoughts. See inside for additional comment space and to comment on Section 4(f) de minimis impact findings.

A-1  
112  
C3  
D2

Build the lawnfield extension & simple middle point interchange  
122nd. I choose option C3 & D2.

Empty lined area for additional comments.





**Laura Degraw**

---

**From:** Stacy Thomas  
**Sent:** Thursday, November 13, 2008 2:37 PM  
**To:** Laura Degraw  
**Subject:** FW: lawn field by pass

I 117  
E

**Stacy Thomas**  
Senior Project Manager  
[stacy@ja.us.com](mailto:stacy@ja.us.com)

**ja** | public involvement  
*collaborative planning, decisions & communications*  
(503) 235-5881 x 118 :: 1110 SE Alder Street, Suite 301 :: Portland, OR 97214  
(360) 993-0025 :: 1409 Franklin Street, Suite 209 :: Vancouver, WA 98660  
fax (503) 230-4877 :: web [www.ja.us.com](http://www.ja.us.com)

---

**From:** Andrew Weaver [<mailto:skatedudeweaver@yahoo.com>]  
**Sent:** Wednesday, November 12, 2008 4:23 PM  
**To:** [comments@sunrise-project.org](mailto:comments@sunrise-project.org)  
**Subject:** lawn field by pass

To whom it may concern:

3 | Please select a single midsection interchange C3 option and D3. I feel it is important that the building begin as soon as possible so that the displace additional housing or nearby businesses. PS  
3 | LU1

Thank you,

Andrew Weaver

**Laura Degraw**

---

**From:** Stacy Thomas  
**Sent:** Thursday, November 13, 2008 2:36 PM  
**To:** Laura Degraw  
**Subject:** FW: Comment Form Draft Supplemental Environmental Impact Statement

Stacy Thomas  
Senior Project Manager  
stacy@jla.us.com

I 118  
E

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collaborative planning, decisions & communications  
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(360) 993-0025 :: 1409 Franklin Street, Suite 209 :: Vancouver, WA 98660  
fax (503) 230-4877 :: web [www.jla.us.com](http://www.jla.us.com)

---

**From:** Brandi Dougherty [mailto:bdougherty1@hotmail.com]  
**Sent:** Wednesday, November 12, 2008 3:42 PM  
**To:** comments@sunrise-project.org  
**Subject:** Comment Form Draft Supplemental Environmental Impact Statement

Hello,

My name is Brandi Chaney, my address is 9900 SE Lawnfield Rd. Clackamas, OR 97015, I work and live in the potential project area, here are my thoughts.

1 Upon reviewing the numerous maps and various information presented I noticed that by creating the  
2 Lawnfield extension as well as the Single Middle Point interchange on 122nd will do a number of things to  
3 help businesses create better access to their locations for one and two could possibly cut down on  
4 speeders for the road may possibly be more regulated. I think design option C3 and D2 would be the best  
5 possible solution. I think planning a head is imperative before other development occurs such as more  
6 commercial and residential property is built. **IPS**

Thank you for allowing me to give my opinions on this matter.

Respectfully,

Brandi Chaney

---

Get 5 GB of storage with Windows Live Hotmail. [Sign up today.](#)

Laura Degraw

From: Edwar Ghores [Edwar@GhoresEnterprises.com]  
Sent: Thursday, November 13, 2008 3:05 PM  
To: comments@sunrise-project.org  
Subject: Sunrise Corridor Project Comments

I 119  
E

I-119

I am a home owner on Bluff Drive and I am on the PRC representing Bluff Drive. Our Bluff Drive neighborhood has regrettably resigned to the fact that we all are losing a precious, quiet, treed, green space behind our backyards. We are losing our residential neighborhood buffer to a noisy polluting expressway, and there is "NOTHING WE CAN DO ABOUT IT". After all the studies and calculations we were told that we will have to live with noise levels which exceeds federal acceptable levels. The reason given was the cost to mitigate the noise levels to acceptable levels would be cost prohibitive, and the topography of the Bluff renders conventional means useless. Our neighbors and friends are passing the buck just like the county, selling their homes on the Bluff to unsuspecting buyers "and why not, I'm being screwed, let them screw someone else, I'll get out of here"

Metro and County are looking to push this project through, they did not give serious consideration for options that could mitigate noise and pollution predominantly for cost reasons. Bluff Drive residence think "WE ARE GETTING SCREWED"

Edwar Ghores

**Laura Degraw**

---

**From:** Stacy Thomas  
**Sent:** Tuesday, November 18, 2008 10:24 AM  
**To:** Laura Degraw  
**Subject:** FW: Comments

Stacy Thomas  
Senior Project Manager  
stacy@jla.us.com

I 120  
E

**jla** | public involvement  
collaborative planning, decisions & communications  
(503) 235-5881 x 118 :: 1110 SE Alder Street, Suite 301 :: Portland, OR 97214  
(360) 993-0025 :: 1409 Franklin Street, Suite 209 :: Vancouver, WA 98660  
fax (503) 230-4877 :: web [www.jla.us.com](http://www.jla.us.com)

---

**From:** pandj83@comcast.net [mailto:pandj83@comcast.net]  
**Sent:** Tuesday, October 07, 2008 6:35 PM  
**To:** comments@sunrise-project.org  
**Subject:** Comments

Name: Pat & Jeff Smith  
Address: 16023 SE Van Zyl Dr, Damascus  
Home Zip Code: 97089 Work Zip Code: 97213

Live just past project area off Hwy 212 (Bel Air Dr exit). We live on a 1 mile dead end loop (Bel Air & Van Zyl Dr). How is the Sunrise Corridor going to help those of us who live in our area (east of 172nd ave)?

Traffic already is a nightmare at peak hours going past our exit/entry and further east through downtown Damascus. As a matter of fact, sometimes the traffic slow down/back up starts as far west as Hwy 224 where it merges into Hwy 212. I thought the idea for this project was to circumvent the heavy (through) car/truck traffic off Hwy 212 and bypassing Damascus at least to 232nd/Hogan Rd. Apparently, that is what should be done, but isn't.

NS

Sincerely,  
Pat & Jeff Smith

Laura Degraw

From: Stacy Thomas  
Sent: Wednesday, November 19, 2008 4:46 PM  
To: Laura Degraw  
Subject: FW: Sunrise Project--Open House at CHS

I 121  
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From: MOSHOFSKY Emily A [mailto:Emily.A.MOSHOFSKY@odot.state.or.us]  
Sent: Friday, November 14, 2008 9:50 AM  
To: Stacy Thomas  
Cc: PICCO Thomas J  
Subject: FW: Sunrise Project--Open House at CHS

From: Kim Hebrard [mailto:kim@athleticfield.com]  
Sent: Thursday, November 13, 2008 8:20 PM  
To: MOSHOFSKY Emily A  
Subject: Sunrise Project--Open House at CHS

Dear Emily:

This evening I attended the public hearing--open house at Clackamas High School regarding the Sunrise Project, I-205 to Rock Creek Junction. My husband and I own a house on the Bluff (12586 S.E. Bluff Drive). We purchased our home because of the forestation, peace and quiet, wildlife, and privacy that the bluff affords us. Over the years, we have noticed the noise level rise from Highway 212. We cannot imagine the noise level when the proposed 6, and possibly more, lanes of highway are built.

Here are my concerns:

- (1) Why not expand the 2 lane road (Hwy 212) from the Rock Creek Junction to Damascus and Boring to 4 lanes before creating a 6-8 lane highway to meet up with existing 2 lane Hwy 212 at the Rock Creek Junction?
- (2) Where will the wildlife go once construction begins on the the new 6-8 lane highway system?
- (3) What about the tire dust, air and noise pollution that will come with the superhighway?
- (4) How will our hillside be stabilized for this superhighway? Will ODOT guarantee the stabilization of the hillside?
- (5) Where is the money coming from to obtain the right of way and construct this superhighway? Given our economic times, this is not the time to be planning this superhighway. People are losing their jobs and homes.

I'm sure USF Reddaway and the Fred Meyer Distribution Center are pushing this project right along. As far as I'm concerned, ODOT can build a road from their distribution centers to I-205 for truck traffic only.

Feel free to give me a call and discuss any of the above. Thank you.

Kim Hebrard  
503-698-6383

**Comment: I-122**

**Laura Degraw**

**From:** Stacy Thomas  
**Sent:** Wednesday, November 12, 2008 9:06 AM  
**To:** Laura Degraw  
**Subject:** Sunrise comment

**From:** MOSHOFSKY Emily A [mailto:Emily.A.MOSHOFSKY@odot.state.or.us]  
**Sent:** Wednesday, November 12, 2008 8:43 AM  
**To:** Stacy Thomas  
**Cc:** PICCO Thomas J  
**Subject:** FW: Sunrise Project

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Just FYI

**From:** treedi@comcast.net [mailto:treedi@comcast.net]  
**Sent:** Monday, November 10, 2008 9:12 PM  
**To:** MOSHOFSKY Emily A  
**Subject:** Sunrise Project

Good evening, Ms Moshofsky. I looked at Sunrise Project plans in early 1990s before we bought the house in Damascus and correctly gauged it would be a long time coming. I am a member of the Damascus Community Coordinating Committee and have applied for the Transportation Topic Specific Team so I am trying to keep up with the transportation planning surrounding us.

I am not sure if I can make it to the show and tell at Clackamas High, and can not tell if there will be a separate bike path built in the right of way for the I-205 to Rock Creek junction. Since there is a bike path along I 205 I can not imagine ODOT would leave out a reasonable connector coming from the east. Especially in this day and energy age, bike/people paths are not extras, they are essentials. Damascus plans on extensive non motorized pathways and would logically hook up to one next to the Sunrise Parkway. Like I said, I could not tell if one is on the plans, but it is a requirement these days and needs to be added if not already there.

I know it is too late for anyone to see the forest for the trees, but the cloverleaf is laughable except it will become a reality as it is shown. I was told there were all sorts of new rules involved in moving cars via a cloverleaf which is why it is so massive and ugly. Again, most of the world is trying to limit the impact of autos as much as possible, but ODOT plans for what must be a record breaking concrete monster. It would be interesting for ODOT to seek a professional outside (non Oregon) opinion on the size and looks of the cloverleaf. Fresh eyes to maybe force the planners to look subjectively at the design.

Please enter these comments into public record. I will look for you Thursday if I am able to attend. Thank you for your time.

Patrice Fromwiller  
16116 SE Tong Rd  
Damascus, OR 97089

**Comment: I-123  
moved to B39**

**Comment: I-124  
moved to B40**

I 125  
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Pat Russell  
16358 SE Hearthwood Drive  
Clackamas, OR 97015  
Phone: (503) 656-9681  
Email: [flanagan112@hotmail.com](mailto:flanagan112@hotmail.com)

**Comment: I-125**

Via Email to: [comments@sunrise-project.org](mailto:comments@sunrise-project.org) ; [ronw@co.clackamas.us.or](mailto:ronw@co.clackamas.us.or) and  
[emily.a.moshofsky@odot.state.or.us](mailto:emily.a.moshofsky@odot.state.or.us)

Clackamas County and Oregon Department of Transportation  
c/o Department of Transportation and Development  
150 Beavercreek Road  
Oregon City, OR 97045

RE: Comments on Sunrise Corridor SDEIS, due November 28, 2008

Dear Lead Agencies,

Thank you for an opportunity to review the proposed corridor concept and SDEIS.

## A. The Future

### Freeways are Not the Future

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Generally speaking, the freeway concept is ill-advised and unsustainable today and in the future. It promotes the consumption of depleted resources (oil, geography, urban communities, water and fish and wildlife habitat and corridors). It is growth-inducing in a region which is politically committed to "growing in, not out." It forever, in our lifetime, commits the conversion of limited rural lands to urban uses in our region. Around the country is talk of building more freeways which we, as a society, can't pay for today. It pressures our region to accept urban growth, whose resulting infrastructure demand, is both unfunded and lacks a long term funding strategy. In fact, our urban region's infrastructure is falling apart in many areas and basic community public services like police, fire, roads, parks, neighborhoods conducive to salmon recovery, vibrant urban regional center needs (pedestrian) and social services are unmet. The tens of billions of dollars required for the lifetime of a freeway corridor siphons what little resources our community has for present infill infrastructure and service needs.

### We Cannot Afford our Total Infrastructure Needs to Support our Communities

PR  
Today, in Clackamas County, public opinion polls point away from building new freeways and major arterials through raw land, and emphasize the need to take care of what public assets we have to today, and perhaps, expand modestly only where needed. The development community has proven its unwillingness to "pay its way" to support growth recently during the region's planning for Damascus, Pleasant Valley and Bethany. Voters have supported fewer annexation bids on the fringes of our urban communities.

PR The following comments attempt to both outline some of the adverse, intractable impacts the Sunrise Corridor would have on our community, as well as recommend alternative improvements in lieu of the alternatives identified—if some sort of project must move forward. The federally-mandated SDEIS process is too inflexible and rigid (and too broad-based, lacking specificity) to be responsive to local planning needs at the neighborhood level. Any SDEIS certifications and approvals will leave local concerns to chance and politics. Mitigation measures will be so broad that the proposed solutions will not be able assure that the many problems/impacts at a more local neighborhood level will address the concerns.

PR This SDEIS process should be basically shelved and we should start over when discussing and planning for our transportation needs. This document is written to justify the funding and construction of a freeway and less to frame the long term planning consequences. The region has already decided to abandon two freeway corridors (Mt. Hood Freeway and the Westside Bypass); so the question begs to be answered: "Why are we wasting money and human resources to pursue another freeway corridor?" The State of Oregon Highway Commission claims that US 26 is a high priority for freight mobility, yet already has an interstate freeway providing that need (I-84), and we are falling behind in maintenance and operation. Further, if US 26 was such a high priority, why was the Mt. Hood Freeway abandoned?

#### Fix Some of the Problems, but Not the Whole Enchilada

PN That said, the study area certainly does have its fair share of the traffic problems and needs for a certain level of improvement. However, that need does not translate into 8 lane freeways, mega interchanges, 5 lane arterials and a major shift in traffic patterns adversely impacting neighborhoods. The freeway will not help our existing residential neighborhoods. The freeway will severely impact them beyond recognition in the next twenty years. Many do not want a corridor like the I-205 swath through the Gateway area in Portland and its intersection with the Banfield which has created serious dead zones and barriers between SE Portland and the eastside. Many do not want the Sunset Freeway solution with interchanges that require two miles of high speed ramps to merge and unmerge traffic (like at Highway 217). If anything, the impact of I-205 from the Clackamas Regional Center south to Gladstone should actually be reduced by discouraging freeway use—not increasing it. Nationally, over the last few years, there has been a decrease in freeway useage (both actual numbers and vehicle miles traveled). The country is presently in shock from an economic collapse and many wise people believe that, now, is time to alter our country's lifestyle and reform our transportation infrastructure.

#### Mobility in Another Form

We Americans love our freedom and our personal vehicles. We won't get rid of them, but we certainly will transcend to another form of energy to propel them and own vehicles which have less impact on our neighborhoods and pedestrians. In our region, we will prioritize a lifestyle that relies on a multi-modal transportation program. Freeways will only be a minor part of that lifestyle. We simply will not be able to afford to operate

vehicles of today and use and maintain transport corridors of the likes today, in context with our other life-sustaining need. Commutes from the east side of the region to the west side will decrease in favor of working closer to home, perhaps foregoing the benefits of a more lucrative job in favor of quality of life. Unquestioned daily commutes from Portland to Salem a decade ago, for example, raises eyebrows of society today.

As discussed below, we will see fairly dramatic changes in our land use pattern in our industrial areas and the regional center, even without a freeway, becoming more dense and efficient with mixed use, relying less on auto/truck transportation trips. We will use our rail more. We will see the development of a more extensive bus transit system and light rail, building living/working districts around transit nodes (Transit Oriented Districts—TODs).

#### Responsibilities of State and Federal Agencies to Think "Out of the Box"

PR | Finally, stating in a Notice of Issuance of the SDEIS that those who do not comment leaves decision makers with the assumption that the individual is not interested (or perhaps implies that the SDEIS is adequate or that freeways are the "solution" to our transportation), is an inappropriate comment about the magnitude of this proposal. Certainly, many care about the effects of freeways but don't understand the political and planning process or have been turned off or become apathetic, like our citizens are toward many other important community issues. Many have just given up, like "you can't fight city hall" or "they're all crooks who can't be trusted." Many have become resigned that government isn't for the people and try to go on with their daily lives. The number one problem (other than the economy today) for many people in our community has been traffic, traffic, traffic. Our natural reaction is to "build our way out of congestion" by widening streets, building more of them and spending more and more on asphalt and concrete, rather than re-examining the sustainability of our lifestyle and government focus. The new global economy will not permit extravagant capital expenditures in our community. A greater portion of the household income will be needed for food, shelter and clothing.

### **B. The Road Problem in Clackamas**

#### Local Street History

If we peeled away I-205 and the Milwaukie Expressway (SR 224), we would find a road network that was fragmented and lacked connectivity for the level of urban density that has developed over the last 30 years. In the area that was historically referred to as "Clackamas" (prior to the 1970's), there were many streets that used to link and at least one that used to cross the r/r that has now been blocked, including those blocked by the construction of the I-205. The Milwaukie Expressway was built in anticipation and concurrently with industrial development in lowlands that were otherwise unsuitable for residential use on septic tanks. These lowlands historically were part of an intricate network of wetlands and marshes that fed the Kellogg-Mt. Scott Creeks system, and some drained to the Clackamas.

It is very clear that both the Milwaukie Expressway and I-205 spawned residential and business growth in Clackamas, the key being a regional center. Part of this growth also stemmed from the development of a municipal sewerage agency (Clackamas County Service District #1) which also provided the Milwaukie area with improvements. Domestic water was provided by small special districts which eventually merged to respond to growth demands and economies of scale.

And there was certainly money to be made from speculation that comes along with freeways and expressways. The County's planning was not in place and zoning and some environmental protections (such as FEMA) did not take hold until later. The county's road network never caught up with the growth. Consequently, the Milwaukie Expressway and I-205 served as surrogate links to local connectivity needs.

#### Connectivity from Milwaukie, Regional Center, to Damascus and Portland

The railroad and freeway/arterial system (I-205 and the Milwaukie Expressway) have stymied the local need for east-west and north-south neighborhood connectivity and local commerce. For example, in the geographic area between downtown Milwaukie and Damascus, there are only two significant local north-south roadway corridors to serve the area from Portland to Oregon City: Webster/Linwood and SE 82<sup>nd</sup> Avenue/Drive. These are miles apart and it is understandable that there are choke points and too much reliance on freeways for local circulation.

As for east-west connectivity the only local street corridors connecting Milwaukie with Damascus were Lake Road/Clackamas Road/Clackamas Highway, and perhaps King Road to circuitous links further east. The eventual construction of Sunnyside Road helped to absorb some of the east-west needs but at a price—a walled community and a separation of neighborhoods on either side of this seven lane corridor. Its original capacity as a two lane collector was overcome with the development of the regional center-related developments, offices, hospitals and continuation of the 82<sup>nd</sup> strip (north of the Milwaukie Expressway)—the lack of alternative corridors. Consequently, the county has relied on one corridor to serve a very large residential area, rather than providing a grid-like development pattern that would spread traffic out and rely less on major corridors.

As new industry came into the area, along the Milwaukie Expressway and east of I-205, the state and county failed to provide local connectivity, and instead, relied on I-205 and the Expressway to work. Consequently, the choke points became local intersections along the Expressway and intersections like the Clackamas Highway and SE 82<sup>nd</sup> Drive or Clackamas Highway, SE 102<sup>nd</sup> Avenue and Evelyn Street. Eventually, the county formed an urban renewal area to widen Clackamas Highway and provide a circuitous secondary link to SE 82<sup>nd</sup> Drive via Evelyn and Jennifer. To this day the I-205 use of the Gladstone interchange, the Clackamas Highway interchange and the Lawnfield/Milwaukie Expressway interchange is uneven and a disproportional amount of truck and commuter traffic (from Happy Valley and Damascus) has been directed to the

Clackamas Interchange. No wonder its busy. Not so for the Lawnfield access and the Gladstone access. The proposed Sunrise Freeway with its six to eight lanes to the Carver Junction will not solve this problem.

#### The Gladstone Interchange on I-205

The Gladstone exit opportunities for those truckers and commuters bound for the Clackamas Industrial Sanctuary east of the r/r are seriously under-utilized. For one thing, the exit ramp is NOT truck friendly with super curves and requirements to stop at a signal. This exit ramp for SE 82<sup>nd</sup> Drive could actually be redesigned for truck through traffic options, separated from the exit design presently directing all traffic to a right angled traffic signal. To further minimize the interchange's opportunity for trucks is the lack of signage well in advance of the interchange. For example, prior to the HYW 213 interchange, the freeway signage could include "Clackamas Industrial Sanctuary, Use Exit 11." This information would better direct interstate trucking interests to avoid use of Exit 12.

For many south-bound local truckers leaving the Industrial Sanctuary east of I-205 and trying to avoid the Clackamas Interchange, the Gladstone Interchange has been a draw. However, the dynamics of the street design (signals, left turn movements, and super elevated curves) at the I-205 entry ramp discourage its use. There are opportunities further north along 82<sup>nd</sup> Drive to create an exclusive on-ramp, tunneling under I-205, and providing a merge before the Gladstone interchange, without any signalization. This could also take some pressure off the merge lanes south of the Gladstone interchange so close to the HYW 213 Interchange.

#### The Clackamas Interchange with I-205

Another problem with the Clackamas Highway Interchange is its 12A and 12B signage. This is so confusing to truckers that they often use the wrong exit and find themselves on narrow neighborhood streets west of I-205. There is very little clear signage for the Clackamas Industrial Sanctuary. This is the truck traffic that the SDEIS alludes to as contributing to heavy congestion.

#### The Lawnfield Access to I-205

T1 | The Lawnfield freeway access cannot be reached from any industry other than those along Lawnfield Drive, and those industries cannot get to the Clackamas Highway without using I-205 or SE 82<sup>nd</sup> Drive. There is no north-south connectivity east of the r/r between these two industrial streets. Further, residential areas in Happy Valley/Sunnyside are discouraged from tying into the Lawnfield Interchange because there is no direct, convenient collector. For many commuters, they must choose between using Sunnyside Road or Clackamas Highway. Further, the interchange is not friendly to trucks arriving from out of the area, and they are not signed to use the exits to get into the industrial areas east of the r/r. Trucks will, though, use the Lawnfield ramp to get onto I-205 if they are in the area (like on the Expressway west of I-205)—again mixing local traffic with freeway-destined traffic.

Needed Connectivity between Interchanges along I-205 east of I-205 and the R/R

So there needs to be a direct collector street alignment from the Clackamas Highway to Lawnfield that would give Damascus travelers and truckers two options to get to and from I-205. Right now, the county's only proposed solution is a two lane jig and jog with stop signs—hardly a commuter's shortcut or a truck drivers dream to negotiate. This link as proposed does little. There should be a very bold fork in the road at about SE 120<sup>th</sup> Avenue to 130<sup>th</sup> Avenue that directs trucks and commuters toward Lawnfield and through the northeast quadrant of Camp Withycombe along the base of the hill. This road would also continue northward as a collector to Sunnybrook Blvd./97<sup>th</sup> Avenue and eliminate the hilly roads used today (around Mather Road). Much of the r/w is already available. This connector does not have to be a freeway, but it would serve a critical alternative to forcing all the freeway traffic and industrial traffic to use 82<sup>nd</sup> Drive/Avenue to reach the regional center.,

Lawnfield should also go over the r/r as an overpass and it would even be agreeable to this writer to re-design the SB ramp from I-205 to "fly over" I-205 eastward into the Lawnfield corridor, but with 45 mph speed limits. However, such flyovers are very expensive and should only be the last resort alternative. It is crucial to get trucks to slow down, coming southerly (down the hill) on I-205 before negotiating a ramp to Damascus. The hairpin ramp design has not been a good incentive for trucks to use that interchange because of downhill speeds and lack of adequate signage on SB I-205.

Mega-interchange Design—Cost-benefits Issues

AK-1

A mega-interchange is not needed to accomplish these modest local connectivity goals, and, as state earlier, there is already an east-west freight corridor of state-wide significance between Portland and eastern Oregon (US 26 and I-84). Further, there is a good reason why the I-205 is a safety corridor. Its not so much moving all the traffic at 80 mph design speeds as it is to get people to drive slower to accommodate all the needed movement in an urban area. Acceleration/deceleration lanes and ramps should not be designed for 70 mph traffic speeds, but much slower. From Gladstone to just north of the Regional Center, the I-205 corridor will always be a congested urban transportation link and people should expect to plan their travel around these constraints. If we think of it, we don't use our freeways very efficiently. We have a morning peak and afternoon peak and the rest of the day, there's modest use. At night, the freeway is literally vacant. I-205 is hardly a 24-7 corridor. We can't afford the convenience of under-utilized super highways and mega interchanges for a few hours of the day. Further, the growth inducement between Clackamas and the Sandy-Estacada area has not been adequate weight.

Don't Dump all the Damascus and Industrial Traffic on 82<sup>nd</sup> Drive/Avenue

Another argument for this E-W connector (from about 120<sup>th</sup> to 130<sup>th</sup> to Lawnfield/97<sup>th</sup> Ave corridor) to Sunnybrook, as a DIRECT link from Damascus to the Sunnybrook Interchange, is to reduce the present burdens on SE 82<sup>nd</sup> Avenue (SR 213) to serve as

both a strip commercial/big box supercenter shopping corridor and an access to the regional center. ***As proposed by the SDEIS alternatives, ALL commuter and truck traffic from Damascus and the Clackamas Industrial Sanctuary will have no alternative BUT the use of SE 82<sup>nd</sup> Avenue to get to the regional center.*** This traffic will NOT be able to use the proposed freeway (such as go to I-205 and the get off at the Sunnybrook/Sunnyside braided interchange). This projects to over 10,000 more vehicle trips in the corridor compared to today's trip counts. This means failing intersections at both SE 82<sup>nd</sup> Drive and Sunnybrook Blvd. and SE 82<sup>nd</sup> Drive and Sunnyside Road. This solution is dumping Damascus traffic and industrial traffic destined to the regional center on one roadway. ***This traffic should be intercepted as far east as possible, EAST of I-205, and directed north to Sunnybrook Blvd. and 97<sup>th</sup> Avenue.*** Further, the state and county should reconstruct the 97<sup>th</sup>/92<sup>th</sup> corridor parallel to the I-205 (from Portland to Clackamas) so that it progresses through Sunnyside Road and Sunnybrook Blvd. rather than being cut off, due to the Stevens Road commercial/office development pattern and the Kaiser Hospital campus. The county needs this north-south corridor to parallel I-205 from Johnson Creek Blvd. south to the Clackamas Highway.

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The R/R as a Barrier and the Clackamas Road Disconnect

The crossing of the Railroad around Clackamas Road needs to be restored as an overcross to directly link the 82<sup>nd</sup> Drive corridor with the industrial/residential areas east of the r/r. It would make the most sense to just reconnect Clackamas Road as a two lane local street from WEST of I-205 to east of the r/r and link it with a north-south collector(around 98<sup>th</sup> Avenue) serving the industrial area between Lawnfield Road and the Clackamas Highway. It should be a direct connection, NOT the circuitous route suggested by the county planners (advocating a plan provide a local r/r crossing further north of the Clackamas Road that would only go to 82<sup>nd</sup> Drive.

It is certainly true that residents WEST of I-205 might balk at relinking Clackamas Road (from Webster Road to an industrial north-south street, such as 98<sup>th</sup> Avenue). The fear would be industrial bound commuters from the "Westside" short-cutting through the neighborhood to avoid the Clackamas Highway Interchange congestion during rush hour. However, if the total connectivity program is provided there would be less need for commuters to short-cut through circuitous neighborhood street patterns. It is true today that the neighborhood is experiencing short-cutting due to congestion on the I-205 freeway, especially when accidents occur, tying up the freeway or the Expressway. With more connectivity options, the neighborhood would only be one lesser route in the future, especially if the Clackamas Interchange does not provide direct access to the Roots/McKinley/Clackamas stop sign, as recommended below.

Don't Mix Neighborhood Access Needs with Freeway Ramp Traffic

The other neighborhood street that needs to cross I-205 without interference and mixing of truck and Clackamas Interchange traffic is Roots Road, a neighborhood collector. Roots Road, coupled with Clackamas Road account for approximately 12,000 cars a day.

A majority of this traffic is destined for the 82<sup>nd</sup> Drive businesses and services. Further, there should be NO FREEWAY signage directing travelers to Webster Road, nor Root Road. These streets (Clackamas, Roots, Johnson, Webster Roads) are neighborhood streets and should not be advertised along the interstate, nor the Milwaukie Expressway. If Clackamas Road and Roots Road were to cross the I-205 independently of the Clackamas Interchange, it would allow the neighborhood to access the shopping, business and employment along SE 82<sup>nd</sup> Drive, without mixing with industrial traffic and Damascus area commuters who are in a hurry, running red lights and forcing mergers.

The Clackamas Interchange should be primarily focused for use of industrial traffic and a certain percentage of Damascus traffic and its secondary connection to US 26 in Sandy, Oregon, some 11 miles east. Those wanting to use US 26 to Mt. Hood and beyond should be using US 26 routes from I-205 (Powell), not the Clackamas Highway, as a shortcut. This is a view shared by many who are looking at the future of Damascus. And they don't want a freeway through their town.

Design Clackamas Interchange Ramp Traffic to Go OVER SE 82<sup>nd</sup> Drive

*[Over the last few years this writer has unsuccessfully tried to convince the county and state engineers to furnish alternative interchange concepts for this study and therefore cannot offer any graphic exhibit of the alternative described below.]*

As the I-205 Clackamas Interchange should be primarily for access east of the r/r in the Industrial Sanctuary and points easterly to Damascus, these ramps should go OVER SE 82<sup>nd</sup> Drive, not intersect with the drive as it does today. For one thing, traffic does not have time (crossing the I-205 on exit ramps) to react to the local traffic needs. There is considerable weaving of traffic to make right and left turns, coupled with the volume of traffic being handled at ramps and a local street intersection. With the congestion/volume, the intersection now has FIVE EB lanes (one left turn, one right turn and three through lanes). This is not a neighborhood business intersection and it is difficult for visitors to negotiate while looking for highway services (gas, food, and lodging). Instead the ramps should go over the 82<sup>nd</sup> Drive and then have tight mini-ramps (that would go on the east side of the McDonald's/Wells Fargo Bank/7-11 complex and on the back side of the neighborhood center immediately east of the Clackamas Inn and adult book store). The southerly oriented mini-loop (with a speed limit of 30 mph) would go through the center to link into the present mid-block intersection with the Fred Meyer Shopping Center. This road could also head west through the Fred Meyer Shopping Center and link to the Roots Road overpass discussed above. By the way there were be NO RAMP access to roads on the WEST side of I-205, such as McKinley. The Comfort Suites Inn would have to rely on neighborhood access from the new Roots Road overcross or Clackamas Road overcross. This access scheme would allow for easy on / easy off Freeway services and keep 82<sup>nd</sup> Drive a local community street, and not a congested interchange with 7 lanes in each direction, as proposed. Don't mix freeway traffic with neighborhood traffic and don't make it easy for freeway traffic to exit into neighborhood, as it does today.

*[This mini-loop concept has been raised before by this writer, to no avail, with county and ODOT planners. The other reason this should be considered is the eventual extension of the Light Rail Corridor to Oregon City from the Clackamas Town Center and a likely Transit-Oriented District at the Clackamas I-205 Interchange—both for commuters and employers. If a quarter mile radius walkable TOD neighborhood were created at a LRT station in this location, it could support an intense mixed use and redevelopment of over 600 dwellings at 10 units per acre (on top of the present-day low density strip commercial and single story shopping centers). The area is old enough to support a redevelopment stimulus—see land use discussion below concerning the region's growth predictions and urban form options].*

82<sup>nd</sup> Drive as a community business and residential corridor, not a local freeway

The county and SDEIS note that 82<sup>nd</sup> Drive should be widened to five lanes and support double the traffic it does today. Further, there would be no local business access north of Clackamas Highway to literally Clackamas Road cutting off the services for travelers and the neighborhood. Following is a vignette of the type of businesses north of the Clackamas Highway for about 1/3<sup>rd</sup> mile:

West side of 82<sup>nd</sup> Drive

Chevron Service Station and Convenience Store  
Denney's Restaurant  
Hampton Inn  
Post Office  
Medical Offices  
Car Rental Office  
Insurance offices  
Accounting offices  
Contractor offices  
Barbershop and beauty salon  
Clackamas Market and in-line shops  
Fast food and coffee shacks  
Various heavier commercial uses (landscape businesses, optic manufacturing)  
Community meeting hall, Clackamas Elementary School  
Churches

East Side of 82<sup>nd</sup> Drive

7-11  
McDonalds Restaurant  
Major Bank Branch  
Offices  
DEQ Air Quality Testing Facility  
Wholesale/Retail Store (Smart and Final)  
Adult Dress Shop  
Light Industrial Spec Complex  
Firewood Lot  
Coffee Cart  
Tavern  
Contractors Equipment Rental Yard

Areas south of the Clackamas Highway between the I-205 and the r/r also contain a diverse land use, primarily focused toward highway services and community business needs. Following is a description of the corridor for about 1/3<sup>rd</sup> mile:

West Side of 82<sup>nd</sup> Drive to Strawberry Lane

- Union 76 Service Station
- Cell Tower
- Elmers Pancake House (Breakfast, Lunch and Dinner)
- US Bank Branch
- Fred Meyer Shopping Center (mid-size)
- Old mobile home park
- Mixed retail, tavern
- Indoor Soccer
- Multi-family housing
- Old single family subdivision

East Side of 82<sup>nd</sup> Drive to Evelyn

- Clackamas Inn
- Adult Book store
- Neighborhood Shopping Center that includes a Taco Bell, Pizza Store, numerous in-line stores, Wendy's Restaurant
- Oregon State Social Services Office, Service Center
- Apartments
- Auto Body Shop complex
- Tavern
- 24 Hour Veterinarian Clinic
- Two Story Offices
- Engineering Offices

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Further, this street widening is noted to be constructed by OTHERs. It is confusing just when access to individual lots would be eliminated and road improvements completed. There is no indication that road widening would take into consideration local shopping access needs, pedestrians, aesthetics (such as street trees, raised landscaped medians, focal planting areas, neighborhood signage, etc.) The plans do not call for any mid-block signals to provide more convenient left turn movement needs from side streets. Clearly, there should be a signal at Clackamas Road, and either Jannsen or Tolbert Roads. Many of the side streets are in very poor conditions or lack needed urban amenities (curbs, sidewalks, street trees, HC access). In some areas the roadway has given over to gravel, bottomless potholes and indiscriminate parking patterns. The grid street system established over the years is somewhat broken and some new streets should be planned to provide better linkage and less reliance on just 82<sup>nd</sup> Drive.

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BC | Access should not be closed to local side streets, such Adams/Alansa Street or Hood Street, but rather should be modified into a mid-block signalized intersection to permit access to the noted mini-interchange concept. Further, 82<sup>nd</sup> Drive is a community commercial/service corridor and needs more of a grid street system, to provide business, residential and walk-in school access rather than speeding up traffic and volumes on the corridor. Creating a five lane corridor and doubling the traffic loads with outside traffic severely impacts the local business trade and commerce and services for both travelers

BC  
TS | and residents on a three lane street that presently handles traffic fairly well. With a few more signals and much less freeway ramp traffic (that wants nothing to do with the 82<sup>nd</sup> Drive corridor), 82<sup>nd</sup> Drive would return to the local business artery that the neighborhoods live by.

No strategic land use concept has been developed for this 82<sup>nd</sup> Drive corridor from the Regional Center south to the Gladstone interchange. There has been little planning about the relationships we expect between these interchanges and along this corridor, the surrounding neighborhoods and industrial areas with the regional center—which is currently knitted together by a r/r corridor, wetlands and open space. The whole effort lacks a “there there.” The zoning established in the 1970’s has been a reaction to accommodating existing land uses, but little planning beyond today. Until we can figure out what we want to see in the future, it is inappropriate to allow a freeway to dictate planning norms based upon national standards. The neighborhood doesn’t want another six mile long McLoughlin Corridor and strip commercial “nothingness.” The present sense of community (perhaps as ragged and disjointed as some may feel it is) would be totally destroyed by the interchanges and five to seven arterial idea (with very little grid block development to provide more pedestrian scale and connectivity and circulation alternatives beside a north-south arterial with restricted access).

A mega interchange at the Milwaukie Expressway and I-205 is not needed to accomplish this level of local connectivity. Further, these freeway concepts are indiscriminately driving land use planning before the county and Metro have established any strategic planning goals in the subarea between the Sunnybrook/Sunnyside Interchange and the Gladstone Interchange along the I-205 corridor. A neighborhood/community level shopping corridor is proposed to be turned into a five to seven lane strip commercial corridor to accommodate 45 mph speeds to move traffic which should not be dumped on it from the industrial area or Damascus (traffic that wants to get to and from the regional center area from the industrial areas and Damascus).

The Future for the Milwaukie Expressway Corridor from Downtown Milwaukie to I-205  
It appears from the SDEIS studies that the “Expressway” will continue to be an after thought—as if it never mattered as we jump out to the Urban Growth Boundary frontier and build new cities (Happy Valley, Damascus). We have yet to figure out our plans and needs for our inner cities, but are intent upon creating new urban communities. This is not planning and certainly not what the Metro Region 2040 Concept was about. It seems that the long range planning is stopping and the focus is now on spending limited regional resources on building roadways all around the region to accommodate suburban sprawl. And the Portland Metro area is supposed to be the national example of good planning! Local and county agencies vie for state and federal funds to build their pet project, a bridge crossing a river, widening a freeway to the Oregon Coast or building a freeway to Mt. Hood. But we can’t fix the nagging urban street problems we already have.

The Milwaukie Expressway (SR 224—referred to here as the “Expressway”) was opened in the mid 1970’s as part the construction of I-205—opening the backwater of the county for potential growth and profit for speculators, including regional mall developer types. The sucking sound of “progress” [loss of commerce and business in the existing business areas] could be heard in Downtown Milwaukie (a sleepy inner-city bedroom community to Portland) and the Oak Grove/Oak Lodge area. These communities grew gradually from the 1850’s focused on the “interurban” at the turn of the 20<sup>th</sup> Century and then “superhighway of the 30’s” (McLoughlin Blvd.). Then came the post-war national defense transportation system (aka “freeways”). First I-5 and then the Banfield. But that wasn’t enough. We had to have interstate freeways that could bypass the congestion of big cities throughout the country, and attract suburban sprawl.

The speculators in our area realized their profit dreams by building light industrial/business parks, sprawling subdivisions and regional centers. These ideas spawned a continuous capital improvement growth program leveraged on future generations through long term debt, both public and private. The “Expressway” was the perfect solution to gets us into new areas east of Milwaukie and Oak Grove. New money came into the area from outside the state to build the shopping centers, regional centers and some of the industrial complexes. The “Expressway” was also designed to meet a second demand, access to properties that were of limited value without roads (and the fact that many had poor drainage being in historic wetlands and marshes), but many did have proximity to the interstate rail (and some with rail access). These lands had a high water table and standing water in the winter and were used for seasonal farming (Minthorn Springs, Lake Road was named for a reason, and at one time in the mid-1800’s the area known as “Clackamas” was named Marshfield!). The value of these lands could be improved by drainage, landfills and putting parking lots and loading areas in floodplains—a perfect recipe for low value industry (such as distribution and some pretty nasty industrial works, turned “brownfields”). So the stat—with the city of Milwaukie’s blessing—constructed a four lane, 50mph (driven 65mph) divided highway with TWELVE traffic signals for local access along a 3 mile corridor—a perfect solution for speculation and development (until today when it is now deemed inadequate). These intersections along the “Expressway” now get tie-ups in the am and pm:

Signalized Intersections along the Milwaukie Expressway (SR 224)

Harrison

Monroe

Oak

International Way/37<sup>th</sup> Avenue

Freeman Way

[Lake Road Interchange, no signals]

Rusk Road

Webster/Lake Road

Pheasant Court

Johnson/Lake Road

82<sup>nd</sup> Avenue, West leg (SB access to I-205 ramp)

82<sup>nd</sup> Avenue, East leg (access from both NB and SB I-205)

Lawnfield and access to NB I-205

The sole traffic circulation “connectivity” in this area relies most heavily on the “Expressway” as sort of a strip commercial corridor (you can tell from the signs on buildings oriented to the expressway). The state has come to realize that not only on this corridor, but others around state, that it cannot please both development access and throughways to other transportation corridors. It has begun to oppose changes zoning and plan designations along these corridors that increase traffic demand over the short term planning horizon (projected build out) that the agency believed it could accommodate.

Doesn't it make sense that an “Expressway” should be a means to get expeditiously from Point A (US 99E) to Point B (the Clackamas Highway)? Well, the political process seldom allows transportation planning to have pure concepts. So the Milwaukie Expressway has tried to compromise itself by being a strip commercial corridor and expressway at the same time. And now its not working. Further, the City of Milwaukie “downtown” is now the Milwaukie Marketplace (Albertson's, et al). So now the “Expressway” is serving as a downtown corridor—sort of a need to be a “there there” street. That's not working either. Pedestrians are lost in the sea of speeding vehicles and trucks. In some cases, pedestrians have no ability to walk a 1/4<sup>th</sup> mile to the park, store, business, school, etc. because the “Expressway” has become a pedestrian barrier. For the area at Harrison, Monroe and Oak, the interstate railroad comes within a block of the Expressway, creating train stop tie-ups with the Expressway. It's just a mess, and the city doesn't know what to do with it, and the state doesn't have the money (and probably less interest)—pushing the problem onto to a local community to solve an regional or state challenge (how to improve freight and high speed rail in an urban community). And we are talking about high speed rail corridor in this area from Eugene to Seattle or maybe beyond from Vancouver, BC to San Diego, CA....maybe Tijuana, Mexico.

And yet with the Expressway function problems, our county and state transportation planners have the gull to say we need a NEW Freeway out past Damascus—a new priority. What about addressing the inner community transportation problem FIRST! But the county and state planners say the new freeway will barely impact the “Expressway” Corridor. They also are slow to admit that they are creating a sprawl vehicle and that our Portland-centric job market will to need the “Expressway” to provide commuter access to downtown Portland and points west (like Silicone Forest), just like our Tri-Met transit system. Never mind about job creation within our existing suburban locations, with a transit system (bus) that provides neighborhood to neighborhood service (rather than the Portland downtown centric system).

Before we move on to a new multi-billion dollar freeway to Damascus, we should look at what we've created between downtown Milwaukie (US 99E) and the Clackamas Highway and 82<sup>nd</sup> Drive.

One alternative to the Expressway corridor problems is to make it a real expressway and eliminate ALL the surface street intersections (somewhat like the ODOT effort along the

McLoughlin Blvd. north of downtown Milwaukie to the Ross Island Bridge [US 26]). This 99E corridor still has some surface street intersections that are causing congestion during peak commute hours, such as Holgate, 17<sup>th</sup> Avenue, Harold, and Milport and Ochoco. However, if these were fixed, the McLoughlin corridor would serve commuter needs reasonably well for the next few decades. Most of the commercial and office orientation along the 99E corridor in this stretch of road has pretty much gone away, except for the Milwaukie industrial area, which just needs better access with mini-ramping (like Tacoma or Bybee crossings).

The same theory could be applied to the "Expressway", by eliminating the signalized intersections—if they are that important, then put the streets under or over the expressway. Of course, one of the problems is that if this overpass/underpass construction occurs, there will have to be some sort of connector street to replace the function of the Expressway (besides its purpose of getting vehicles quickly from A to B), an expressway that has served the local connectivity function over the last thirty years, promoting strip commercial and business park development. A new frontage road is one concept. Another concept is making the existing east-west local streets serve as the frontage roads—such as International Way and Lake Road.

T5 | Another alternative is to just turn the Expressway into a SIX LANE strip corridor—slow the traffic down—similar to the TV Highway in Beaverton/Aloha/Hillsboro. This would be the cheapest solution, but the state would have to give up its access restrictions against adjoining private land holdings. So the alternative would likely be to try to eliminate as many surface street intersections as possible and build modified interchanges or simple underpasses/overpasses (some properties losing convenient access to the Expressway). It would be highly expensive and impractical to replace every signalized intersection with a modified (diamond like) tight "interchange". Of course back in the 20<sup>th</sup> century, there are many examples in Portland of such "practical" interchanges. For example, study the Milwaukie Avenue crossing over the McLoughlin Blvd. Access to this crossing from McLoughlin uses a combination of local streets and a low speed ramp. Another example might be the Bybee crossing or the more almost mega crossing of Tacoma Street, both of which has to negotiate an aerial crossing of the railroad, while dealing with the Johnson Creek floodplain. These sorts of crossings provide reasonable access to the 99E semi-expressway, without creating freeways. These crossings are also two lanes wide (except Tacoma has an awkward traffic signal on top of the bridge) and provide pedestrian and bicycle connectivity.

Just last year, during a Comprehensive Plan/rezoning hearing on a parcel at an intersection of a local road with the Expressway, the Chair of the Board of County Commissioners, acknowledged that there has been no strategic planning for the corridor and its future. However, the Board did not direct staff to put that need on a future work program (such as an update of the county's TSP and CIP—Transportation System Plan and Capital Improvement Plan). In the City of Milwaukie's TSP update last summer, it did recognize the problem and has included the need for study in its adopted TSP, which was also recognized by Metro in its update of its "financially constrained RTP (Regional

Transportation Plan). Such a study and transportation solution is a more consistent focus toward regional inward growth strategies than building a freeway on the edges of the region's Urban Growth Boundary.

Lake Road at Johnson Road Closure

As part of the Sunrise Corridor interchange plan with I-205, 82<sup>nd</sup> Avenue (SR 213) and the Milwaukie Expressway, the planners are recommending the closure of Lake Road at its intersection with Johnson Road. This closure will create a dead-ended collector street serving a multitude of offices and apartments on the south side of the Expressway, along with the North Clackamas School District (~18,000 student population) bus transportation facility, whose only access would be from Webster Road. About 3,000 cars per day or more would have to find a different way in and out of the area. The neighborhood is already complaining to the School Board that the bus barn is overrunning the neighborhood, both on Rusk Road and Webster and Johnson Roads. The complaint is that drivers can't get to and from their home and work places in the neighborhood to the Expressway at these three intersections without dealing with congestion, further exacerbated by the bus transportation system rushing in and out of the center all day long to transport students throughout the entire district (the district serves Milwaukie, Oak Grove, the regional center, Happy Valley, Clackamas and parts of Damascus).

These same intersections must deal with the slower-moving, large truck-trailer rigs going to and from distribution centers along Lake Road (and the Pheasant Court), trying to make left and right turns, taking up very limited signal phasing time. Currently at Webster and Rusk Road there is no protected left turn movements provided for the local street access, so those wishing to make left turns must wait for the through traffic—often stranding vehicles in the intersection.

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The unilateral closure of Lake Road at Johnson would force a 7,000 resident neighborhood to rely solely on the Webster Road access to the Expressway—or force more people to try and jump on the I-205 to “go around” the congestion. This puts an undue burden on a local collector, not designed, nor intended to service the entire area. Further, Webster Road intersection with the Expressway is the primary link into industrial distribution centers, and the primary link to Linwood Avenue which is the only north-south link between Gladstone and the northeast area of Milwaukie leading into Portland (north of the Johnson Creek Blvd.). This Webster/Lake/Expressway intersection is also at the front door of a middle school campus which used to be Clackamas High School, but now serves as a middle school (Alder Creek Middle School). This intersection is not safe for parents and pickups/dropoffs and students walking to school. The school district enforces a school policy requiring students to walk to middle school who live less than a mile away. For more discussion about this lack of north-south connectivity, see the 2-year study on the Harmony Road Corridor Study from 2005-2008).

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The county, ODOT, Metro, Tri-Met and the City of Milwaukie need to plan this Expressway corridor for land use and transportation PRIOR to opening up a new freeway to Damascus. One fairly easy solution is to eliminate the Johnson/Lake, Webster/Lake, Pheasant Court, Rusk Road surface street intersections with the Expressway and construct either undercrosses or overcrosses and create a new frontage road on the NORTH side of the Expressway between Webster Road and Johnson Road (in front of the present-day Lowes Home Center complex). The county planners have suggested that Deer Creek Road (north of K-Mart) should be constructed to connect 82<sup>nd</sup> Avenue with the Expressway/Johnson Road intersection. Simply close off the Johnson Road intersection and run Johnson/Lake OVER the Expressway (lower the expressway r/w about 4 feet) to link with Deer Creek Lane and then run a frontage road on the north side of the Lowered Expressway to Webster Road (Webster/Lake would also go over the Lowered Expressway). The Expressway could also go OVER Rusk Road by slightly lowering Rusk Road a few feet and the expressway would begin a below grade transition about 900 feet west of Webster Road. Lake Road, as it exists today, West of Webster, would serve as the frontage road over to Lake Road/International Way. Milwaukie could also choose to close off Freeman and allow International Way to serve a frontage road purpose, along with the present Lake Road interchange and corridor to the west toward Oatfield Road and the "Kellogg Lake" area.

The Lesser Interchange (Expressway with I-205)

Then the county and state would have to figure out how it wanted 82<sup>nd</sup> Drive and I-205 to interact with the Expressway—maybe leaving the present-day signals? Or some other modified design, keeping in mind the need to construct a r/r crossing at Lawnfield and maybe creating a more straight-forward SB Exit for I-205 to more directly link to the Expressway.

One way to look at the interchange of I-205 and the Expressway is to think in more simple terms. Create a diamond interchange—ramps leading directly to a six lane Expressway that becomes a surface street intersection at the ramps (the Expressway continues to go over the I-205 as it does today). 82<sup>nd</sup> Drive would head westerly from about Herbert Court, as a three lane local commercial street, and go over the I-205, but under the Expressway as it does today. The present "flyover" from NB I-205 to 82<sup>nd</sup> would be eliminated (the NB Ramp from the Clackamas Highway to NB I-205 would only merge into the I-205). Then the only question remains how 82<sup>nd</sup> Avenue should connect with the expressway (westerly of I-205's diamond interchange with the Expressway). This could be done with two signals on 82<sup>nd</sup> Avenue (north and south of the Expressway and create simple, tight, cloverleaf ramps, merging into the six lane Expressway, remaining westerly of the diamond interchange of the Expressway with I-205. With the elimination of the Johnson Road intersection with the Expressway, there would be plenty of room for merge lanes and exit lanes. The likely county and ODOT objections to this mini-loop is that its unsafe—high speed eastbound expressway traffic having to slow to a near stop to accommodate exiting and merging lanes from 82<sup>nd</sup> Drive. So what's the difference if they have to slow down for the diamond interchange a few hundred feet to the east? The goal here is to reduce the vehicle trips to and from the

regional center on 82<sup>nd</sup> and direct them to the 97<sup>th</sup> Avenue corridor EAST side of I-205 further north (using Sunnybrook or Sunnyside and eliminating the north – south blockage created by the Kaiser Hospital and the Stevens Road commercial/office center—in other words, make it work like the 82<sup>nd</sup> / Sunnyside intersection—a great urban renewal project).

The expressway EAST of I-205 becomes a 4 to 6 lane surface street and intersects with a north-south 97<sup>th</sup> Avenue corridor that links to Sunnybrook to the north and the Clackamas Highway to the south. This intersection could be partially grade-separated to create a tight diamond interchange but the “Expressway” at this location is a 45 mph arterial (as it would be heading further east as four lanes or less to the 122<sup>nd</sup> to 130<sup>th</sup> Avenue merger with the Clackamas Highway). If money is tight right now, then this could become a surface street, signalized intersection. If the intersection is grade-separated, some design preference could be given to traffic going to and from the regional center to/from the Damascus area. The interchange would be designed for industrial truck use, as well, but avoiding high speed ramps. In the long run 97<sup>th</sup> Avenue would be somewhat the equivalent of 82<sup>nd</sup> Avenue and take about 50% of the pressure on the 82<sup>nd</sup> Strip Commercial corridor in the regional center. This is also predicated upon the construction of a modest 2-lane Causeway overpass over the I-205 between 97<sup>th</sup> Avenue and 82<sup>nd</sup> Avenue (part of yet-to-be-planned grid system in the regional center area from Johnson Creek Blvd. south to the Expressway and westerly to beyond Fuller Road. Note that Harmony Road is taking on much of the east-west traffic burden for lack of other local east-west streets north of Harmony Road, other than King Road. Road connectivity and street grid planning is another responsibility the county refuses to prioritize in its planning and transportation program.

The KEY ISSUE about the I-205 interchange with the Expressway is to reduce the “footprint” and simplify the I-205 ramps as a diamond interchange and the Expressway becomes a surface street with the ramps intersecting at right angles. 80 mph flying ramps would not be permitted. The Expressway would continue east over the r/r. It would be very helpful to create the frontage road concept for the Expressway to eliminate the Johnson/Lake signalized intersection. Two or three bridge structures would be needed between the 82<sup>nd</sup> Avenue and the Lake Road/International Way interchange (eliminate surface street intersection for Johnson, Webster and maybe Rusk—Rusk could also be dead-ended—also Pheasant Court goes away with the frontage road providing its access).

One other minor note:

The north – south local industrial street linking the Expressway (east of I-205) and Clackamas Highway (with 97<sup>th</sup> going north) would be either 98<sup>th</sup> Avenue or 102<sup>nd</sup> Avenue. The drawback of 98<sup>th</sup> Avenue is that it is at the bottom of the hill on the Clackamas Highway going over the r/r tracks and would be a busy intersection. 102<sup>nd</sup> Avenue would require a reverse curve where it intersects with the Camp Withycombe campus and would be a little circuitous. However, 102<sup>nd</sup> intersects with Evelyn which provides key circulation to the south. One other option is to signalize 98<sup>th</sup> Avenue with

the highway (and extend Evelyn north to intersect with it), as well as utilizing 102<sup>nd</sup> Avenue and its present line up with Evelyn. The problem in this area is an enclave of older single family homes which may not go away for sometime soon. However, splitting the north-south industrial traffic to use either 98<sup>th</sup> or 102<sup>nd</sup> does take some pressure off the highway intersection at 102<sup>nd</sup> and Evelyn and provides a safer left turn option on the highway (which is not present today at 98<sup>th</sup> Avenue). In theory, though, with a new "expressway" link to I-205/Milwaukie Expressway on the northerly side of Camp Withycombe, about 20% or more of the highway traffic should be drawn to the north. Further, if a more direct arterial link for Jennifer at 130<sup>th</sup> was constructed (rather than maintaining a right angle intersection) (and 130<sup>th</sup> at its intersection with the highway--maybe some grade separation) --and that Jennifer was well constructed for trucks and synchronized signalization of some cross streets and private entries westerly to Evelyn with a 40 mph design speed--more traffic would use Jennifer.

Then, of course, everyone asks about what we are going to do with the Carver Junction. My suggestion is to leave it alone until the City of Damascus can find its "there there" and adopt a long range plan for its destiny. In the meantime, the road to Damascus could be straightened a bit going up the hill (widening it slightly to a three lane width to provide for the suicide lane), and also create more signals at 162<sup>nd</sup> (?) and 172<sup>nd</sup> and then maybe a few more on into the town (Damascus)...all somewhat temporary.

## **C. Land Use**

### A View Toward the Next 4 or 5 Decades

In order to determine whether the Sunrise Corridor benefits our future plans or becomes an obstacle, one must first consider what is being discussed for the coming fifty years. This discussion has now been under way at Metro and within the county for about a year or so under the heading of Urban/Rural Reserves. The Metro planners project that over the next few decades we could expect another one million residents in the Portland region. How many dwellings that translates into really depends largely on the plans and attitudes of our counties and cities and the politics of the what happens in our areas outside the Urban Service Area. Assuming the Metro projections are a possible reality, our county is supposed to absorb about 360,000 residents. So the next question is where to put them and what would be the resulting land use pattern? If Metro's overarching goal of growing inward is seriously applied, following is some analysis of what it means for the regional center area, Milwaukie, Oak Grove/Clackamas area, etc.

### ***One example of "Where to put 360,000 people in Clackamas County" over the next few decades:***

The table below includes a calculation of the 2005 estimated population for geographic area (cities and unincorporated county urban area) and potential urban infill "guestimates" by this author (number of added persons and calculation of dwelling units needed). The purpose of this exercise to encourage discussion of actual numbers and physical implications as an integral part of the Urban - Rural Reserves discussion over the next 18 months among the counties and Metro.

These estimates do not include city annexation of existing urban unincorporated county areas.

Urban communities WEST of the Willamette River:

Lake Oswego	2005 = 36,000	2030 = + 5,000 (2,500 du's)
West Linn	2005 = 25,000	2030 = +5,000 (2,500 du's)
Wilsonville	2005 = 16,000	2030 = +5,000 (2,500 du's)
Tualatin (portion in Clackamas County)	2005 = 3,000	2030 = +1,000 (500 du's)
<b>Subtotal of growth west of the Willamette River</b>		<b>2030 = +16,000</b>

Urban communities EAST of the Willamette River:

Milwaukie	2005 = 21,000	2030 = +5,000 (2,500 du's)
Johnson City	2005 = 1,000	2030 = +1,000 (absorption, existing units)
Gladstone	2005 = 12,000	2030 = +5,000 (2,500du's)
Happy Valley	2005 = 8,000	2030 = +10,000 (5,000 du's)
Oak Grove/Oak Lodge/Jennings Lodge Area (unincorporated area from Milwaukie to Clackamas River)	2005 = 35,000	2030 = +10,000 (5,000 du's)
Clackamas area (unincorporated)	2005 = 5,000	2030 = +5,000 (2,500 du's)
Sunnyside area (unincorporated area easterly of SE 97 <sup>th</sup> Avenue, east of Kaiser complex)	2005 = 7,000	2030 = +3,000 (1,500 du's)
Oregon City	2005 = 30,000	2030 = +10,000 (3,500 du's)
Damascus (cannot allot more than current plans that have already been counted to meet a prior UGB expansion need to be size of Beaverton—60,000 to 80,000)	2005 = 10,000	2030 = 0
<b>Subtotal of growth east of the Willamette River, EXCEPT the Regional Center</b>		<b>2030 = 49,000</b>

**Total of growth in urban areas of county (EXCEPT the Regional Center)**  
**2030 = 65,000**

**Balance of Population needing placement is 360,000 – 65,000 = 295,000**

**Clackamas Regional Center (about 6 square miles)**  
**2005 = 1,000                      2030 = 160,000\***

*\*Note: growth assumption is that 6 square miles is about 4,000 acres. Assuming urban infill densities overall at about 20 dwelling units per acre, there would be a resulting 80,000 dwelling units (area becomes an urban city). Assuming roughly 2 persons per dwelling on average, the resulting 2030 population would be 160,000. The resulting urban environment would include some mid- and high rises and an extensive low-rise (4 to 5 story) mixed use pedestrian village setting and restriction on auto uses. Surface parking lots, along with single-story strip and big box centers would evolve into much higher mixed use. The Clackamas Town Center and*

*Clackamas Promenade would likely become more of a high rise city center, anchored by the light rail TOD, extensive local bus and jitney service, and maybe vehicle tolls to enter the city center, not unlike other urban centers such as London and pending plans for Manhattan Island in New York City.*

### ***Discussion about growth proposals***

If our citizen planners in Clackamas county agree that we should support another 360,000 over the next decade or so, *then where do we put them?*

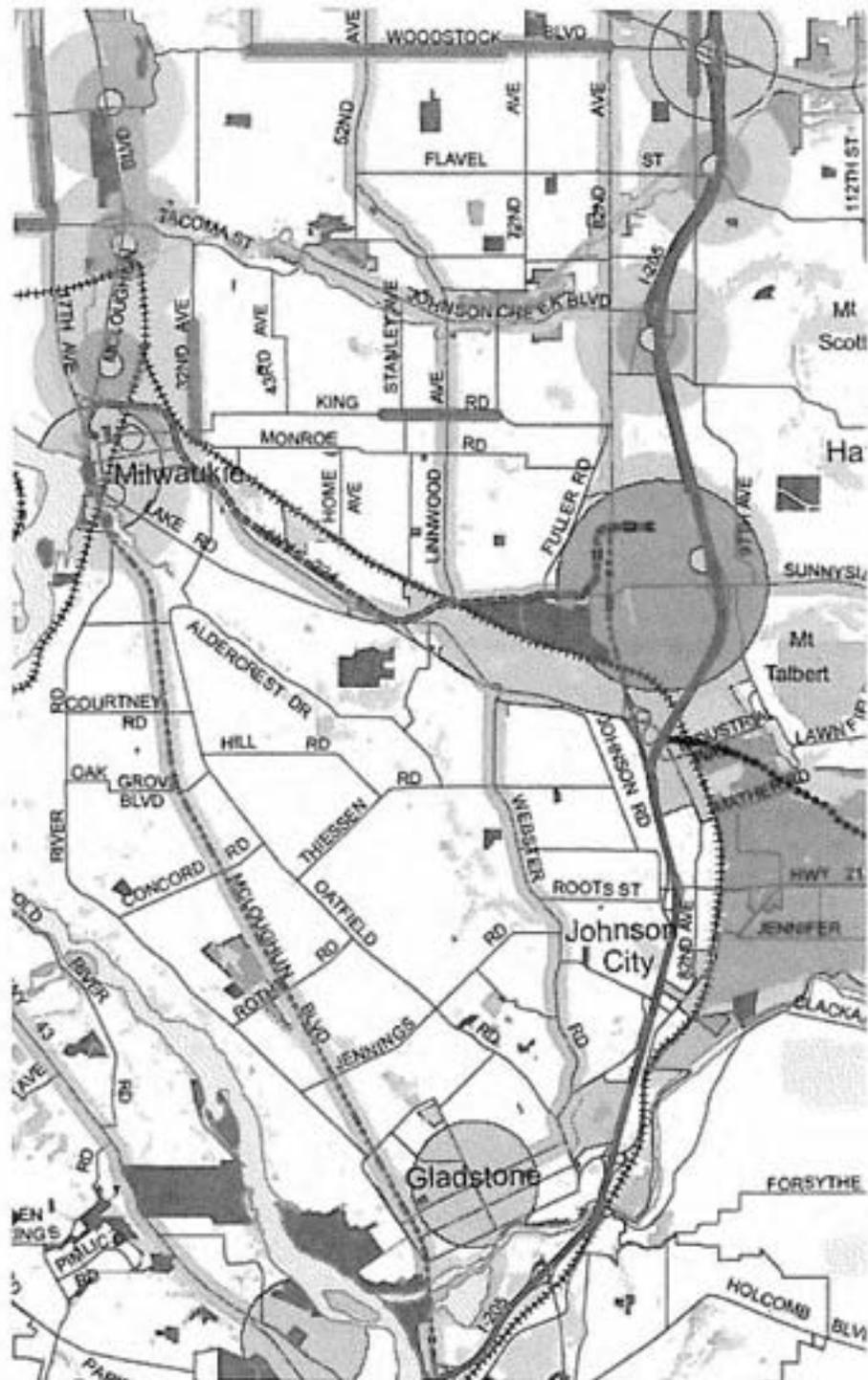
Subtracting regional center growth, proposed by this author, there would still be a need to locate about 135,000 people in an urban setting. If we assume an aggressive campaign to protect our rural areas of the county and promote urban densities that result in compact urban settings (40 people per acre or about 20 dwellings per acre, higher density attached housing), *then we would still need another 3,000 acres (the size of our present regional center).*

However, this author has heard and read a lot about citizens and elected officials in our existing unincorporated urban communities (and cities) who are resisting urban densification in their low-density city centers and existing neighborhoods. The concept of locating residential uses (mixed use) in existing commercial and industrial areas also meets with reactions from people like the idea belongs on another planet. There is little interest to have employment and services within walking or biking distance of a significant portion of the residents of a community. Yet, every community in Clackamas County is being severely pressed to meet a full range of service needs at an affordable price to the majority of the residents and businesses.

So the burning issue remains, do we push to redevelop our neighborhoods and commercial/industrial areas (mixed use) or go beyond the present urban growth boundary into our rural enclaves?

OR, as being talked about, should we be pushing that growth demand to "satellite" cities beyond our urban fringes, such as Sandy, Estacada and Boring, Molalla and Mulino, Canby, Woodburn, Newberg and McMinnville. Outlying growth impacts would likely include transportation impacts (commuters and trucking/commerce).

### ***Metro's Region 2040 Map, 1995, Clackamas Regional Center***



**Notes about map** (see next page)

1. The Kellogg Creek, Mt. Scott Creek habitat corridor is missing major gaps, leading Metro to not classify the area as a corridor/natural feature of regional significance. However, Metro is looking at the corridor as part of their reevaluation of Regional Trail Corridors. But right

- now, there is no commitment to "link" North Clackamas Park, Three Creeks Nature Area and Mt. Talbert together. Also, note some recognition of wetlands around the I-205/Milwaukie Expressway interchange area.
2. Note the diminished scope of the Clackamas Regional Center and that it does not extend very far north, as it should probably go as far north as Johnson Creek Blvd. In fact, when Metro and county staff discuss "density" as persons per acre, they are referring to not only residents who live in the regional center area, but also the employees who work in the area. So the goal of a high density regional center is very limited, when based upon actual residents. This author is advocating planning for about 160,000 residents at a minimum, resulting in about 80,000 dwelling units. If these residences were spread across the entire regional center area (4,000 acres, roughly), the area would have a physical appearance of typical three story buildings with surface parking resulting in about 20% of the land area for parking, 50% for buildings and 30% for open spaces, entry and private courts, walks and boundary landscape treatment. Adding commercial and employment uses to the mix (and some high quality technology industry), in a mixed use format (housing over commercial/office), structures would range from single story to mid rise towers (maybe a few high rises to 20 stories or so).
  3. Notice the Light Rail Transit-Oriented District [TOD] and Station concept at Johnson Creek Blvd and I-205. This merges with the Regional Center. It is logical to assume that the light rail line could extend southward to Oregon City, via I-205 corridor and that additional TODs would be created, especially at the Clackamas Highway interchange with I-205.
  4. Notice that there is no recognition of Sunnybrook Blvd. as an arterial at the time.
  5. Note that Linnwood Avenue/Webster Avenue is being shown as a significant north south transportation link between Portland and Gladstone (probably for bus use). Note that there is no north-south parallel corridor on the east side of I-205, such as the 92<sup>nd</sup>-97<sup>th</sup> Avenue Corridor. Also note that there is no east-west corridors north of the Milwaukie Expressway-Sunnyside Road alignment. Perhaps in view of possibly creating a stronger regional center, thought should be given to re-examine the King Road corridor from Downtown Milwaukie to Downtown Happy Valley.
  6. Reflection: as one looks at the map further east and south beyond Happy Valley and Damascus and Oregon City, one must beg: "Do we really need more land for urban encroachment?" Isn't there enough room within the 2040 map to accommodate another 360,000 people in Clackamas County?

Returning to the Sunrise Corridor SDEIS discussion, is there really any potential that the Regional Center would actually be planned to support 160,000 residents? Right now, what public infrastructure and desired service levels, it is difficult for the county and cities think in these sorts of population terms. However, with a reduced expenditure of a billion dollars and a drastically scaled-down "freeway" (becoming a modest extension of the Milwaukie Expressway easterly of I-205 as an arterial rather than a freeway), funding could be directed toward "inward growth" that is not focused in that direction today. For this reason, alone, the Sunrise Corridor is dead on arrival. The freeway does not adequately support the concept of inward growth and focus on a "centers concept" in the Region 2040 plan.

There is no Strategic Plan for the Area; Need for Densification/TOD

Regardless of the direction of the Region 2040 Growth Concept being promoted by Metro, Clackamas County does not have any mid-range subarea plan to address the regional center area, the industrial areas (both sides of I-205), and the how and whether to sustain and protect the existing residential areas. The current county Comprehensive Plan has many nice statements of goals and policy, but very little on specifics when dealing with the future built environment (and Chapter 10 is woefully inadequate to address a well-thought out regional center of 80,000 to 160,000 residents and needed services.)

Society tends to permit gradual change and reacts negatively to major change. A freeway corridor is a major change and worries residents and business. Therefore, it makes the most sense to look at fixing existing road network problems (arterials, local connectivity, r/r crossings, better industrial access) first and freeways last (if ever).

Based upon this assumption, the industrial areas will tend to become more valuable and produce more value products in the future. There will be fewer distribution uses and dedication of land to outside storage (low value industry). The industrial areas should therefore be protected from incompatible land use encroachment, and access to rail should be promoted. Freeways and mega-interchanges tend to wipe out large areas of real estate and create barriers to commerce. The freeway proposed is not going to provide better industrial access from I-205. Rather, it will promote the growth of Damascus and exurban areas of the county. Better access at the interchanges by redesigning ramps and providing local street connectivity will support the industrial area more appropriately. Damascus is not ready for growth. If an arterial is constructed as an extension along the proposed freeway corridor, this corridor could serve some future improvement once Damascus planning is figured out.

The existing community commercial and business corridor along SE 82<sup>nd</sup> Drive should be preserved and encouraged to densify. Creating mega interchanges and widening the street to five lanes, including widening signalized intersections will ruin the existing businesses within one half mile north and south of the Clackamas Highway. Instead of mega interchanges and mixing freeway ramp traffic with local residential and business access needs, building an overpass over 82<sup>nd</sup> Drive with a mini-ramp system will protect existing businesses and create a more pedestrian commercial corridor that could become more valuable and densified with mixed use housing and support more traffic signals to help allow left turn movements (presently difficult to negotiate along the drive due to freeway traffic congestion at intersections that should be signalized). Roots Road and Clackamas Roads should be constructed as two lane neighborhood streets over I-205 to service the residential neighborhood access to the commercial corridor without mixing with ramp traffic. Further, ramp traffic will get to the industrial area (or on its way to Damascus) with less traffic congestion.

Such recommended changes to traffic patterns and improvements will allow for the extension of light rail along the I-205 corridor south of the regional center to Oregon City. The 82<sup>nd</sup> Drive corridor would be ideal to support light rail, with the Clackamas

Highway corridor serving as a logical location (at 82<sup>nd</sup> Drive) for a Transit Oriented District. Another TOD would likely be at the K-Mart site and a third at the intersection of Sunnyside Road and 82<sup>nd</sup> Avenue. One of these TODs may also become a stop on a high speed rail corridor—and perhaps one in Oregon City, one in Milwaukie. By creating a dense urban center, the Clackamas Regional Center area would be the logical location to provide a principal high speed rail stop, serving the greatest number of citizens in the north urban of the county.

#### R/W Acquisition and Mega Interchanges

W3 | Adversely affect existing business and should be avoided. A scaled down version of extending the Milwaukie Expressway eastward will allow more industrial and commercial integrity.

#### Regional Center

As noted above, the Sunrise Corridor concept will adversely affect access to and from the regional center area by restricting connectivity routes (lack of access from Clackamas Highway to Sunnybrook Blvd. and Sunnyside Road via a 97<sup>th</sup> Avenue corridor). Further all the traffic from the Damascus area that will be using the "freeway" will be dumped on SE 82<sup>nd</sup> Avenue just north of the Expressway, further congesting a currently failing intersection as 82<sup>nd</sup> Drive and Sunnyside Road. This regional entry point into the regional center pressures the southwest area of the regional center, creating an unbalanced commerce potential and requires unnecessary mileage to access areas closer to I-205 and the 97<sup>th</sup>/92<sup>nd</sup> corridor on the east side of I-205. The regional center needs more business, employment centers and residential housing to become viable. It does not need a freeway to the east of I-205. Its viability as a commercial attraction diminishes the further the distance from the center.

#### Protecting Existing Neighborhoods

Transportation plans must assure that their eventual implementation will not adversely affect our existing neighborhoods, but instead protect them, sustain them and enhance their livability. Freeways are no exception. The SDIES fails to address this issue adequately. Typically freeways tend to attract speculation and puts development pressure on the status quo of existing areas, even strong, sustainable neighborhoods. There are classical cases where freeways have been stopped in their tracks because of their impact on established communities (Santa Barbara, Ca or Pasadena, Ca come to mind, as well as the Mt. Hood Freeway in Portland).

The neighborhood west of I-205 and south of the Expressway consists of about 7,000 residents on primarily large lots (average 10,000 sf per dwelling). It is a stable and desirable neighborhood commanding strong resale value. Residents see the area as a semi-rural to suburban environment, generally opposed to sidewalks (unless maybe on the collector through streets like Roots, Webster, Clackamas, Johnson, etc.). Residents want to keep the area as it has been over the decades.

As an inner neighborhood, developers see other opportunities and have pushed for up-zoning (to generate more lots in their single family subdivisions). Some developers over the years have attempted to influence elected officials through various means and pursued non-residential development on the fringes of the neighborhood along I-205 and the Expressway. Two such efforts occurred at the Clackamas Interchange at I-205. One proposal was for a car dealership that ended up as a self-storage complex. Another ended up with a motel. Even the county engineers attempted to persuade elected officials to turn Roots/Jennings Road (from I-205 to Oatfield Road) into a four lane arterial (45 mph speeds) by eliminating the off set intersections (at McKinley and Webster Road) and cutting and filling small hills and valleys. This promotion met with strong neighborhood opposition to this day.

Along the north area of the neighborhood, south of the Expressway, the neighborhood has turned away fast food restaurants (Burgerville), competing commercial centers anchored by grocery stores and drug centers (Albertsons north of the Westwood Center) and attempts to force high density housing south of Lake Road. Speculation around the local street intersections with the Expressway continue to this day.

This fragmentation of the neighborhood on the fringes along I-205 and the Expressway hurts the long term sustainability of the neighborhood and goes against the regional goals (and goals in the county's Comprehensive Plan) of protecting inner neighborhoods.

The other critical impact from the Expressway and I-205 has been the barrier effects—especially for pedestrians. For example, pedestrians can only “legally” cross I-205 at the Clackamas Interchange, the Gladstone Interchange and the Expressway turning into 82<sup>nd</sup> Drive (82<sup>nd</sup> Avenue north of the Expressway also creates similar barriers, coupled with the r/r). Pedestrians need a grid like network on a ¼ mile basis, more so than cars, in order to have reasonable mobility. A few years ago ODOT even refused to provide additional I-205 crossing options by adding sidewalks to the Strawberry Lane crossing. This lack pedestrian connectivity over the Expressway and I-205 must be addressed with any new freeway. Pedestrians and bicyclists should not have to cling to their lives in crossing the I-205 at the Clackamas Highway Interchange and then attempt to cross (with safety) 7 lanes of traffic at 82<sup>nd</sup> Drive. The regional goal is to get people out of their cars to reduce VMT and environmental impacts on neighborhoods. The proposed freeway hardly is promoting a ¼ mile pedestrian grid, which should also be applied in the commercial and industrial areas of the community.

#### **D. Noise**

I-205 and the Expressway was constructed prior to much of the residential urbanization between the Gladstone Interchange and Milwaukie Expressway (and between downtown Milwaukie and the I-205 freeway); therefore the state and federal agencies could easily argue that there was no need to plan for noise abatement, other than in existing neighborhoods. Even Clackamas Elementary School didn't qualify.

A partially effective noise wall was built on the west side of I-205 from about the Clackamas Highway Interchange to the old McLoughlin Middle School (but the apartments north of this present day campus, now referred to as the Schellenberg campus, were not protected with a wall). The wall is only partially effective because homes within a 100 feet of wall (on the west side) are still impacted by unacceptable noise levels, day and night. In fact, residential areas from the Gladstone Interchange on I-205 to the Expressway are virtually unprotected from the onslaught of freeway noise.

The Sunrise Freeway will exacerbate this situation (which developed over the last 30 years) and the only solution (if a freeway must be build) is to construct a freeway corridor the likes of I-5 going through downtown Salem. To urban planners (such as this writer), the I-5 walls in Salem are a most inhospitable canyon and the state's effort to provide softening with low and forgiving greenery has become a farce (partly due to lack of maintenance). Studies throughout the country have shown that any effective noise attenuation (including air quality impacts) takes more than a quarter mile of dense evergreen forest as a minimal buffer. Our neighborhood will be further impacted with the proposed mega-interchange of the Expressway/82<sup>nd</sup> Avenue/Drive/I-205 and the road to Damascus. There is some opportunity to reduce some of the impact by lowering the I-205 section of the road (thereby reducing the needed height of overpasses in the neighborhood—becoming more visually compatible). Lowering the section between the Expressway and Strawberry Lane over-cross would be especially feasible, especially considering that most of the existing roadway will be ripped up for braided ramps and new bridges. By reducing the mega interchange to a much lesser diamond type interchange (the Expressway being an arterial over the I-205 crossing), noise would be lessened. Peak congestion periods are also not always the noisiest and most distracting. Evening traffic creates more highway noise, along with the trucks using Jake brakes going down the hill from the regional center area. Also, the SDEIS should examine the use of alternative pavement (as on the Banfield resurfacing) and banning of winter tire studs. Slower roads overall and less VMT and daily traffic, using alternative forms of transportation (like walking, bicycling, transit, etc.), is the most effective means to maintain a more peaceful neighborhood....another reason for banning freeways.

The Expressway will also receive more traffic and its noise continues to be a neighborhood complaint. Extensive planting of native evergreen trees (such as Douglas Fir and Cedar) within one half mile of the Expressway (both sides) would not only contribute to less background transportation noise (and industrial activity), but would improve the upland forest watershed values in the Kellogg-Mt.Scott Creeks watershed. The Sunrise Freeway and the Milwaukie Freeway have adversely contributed to the degradation of the watershed to the extent that migratory fish are no longer in the watershed, due to degraded landscapes (plus point-source and surface water urban runoff) and blocked access and barriers, beginning at the watershed mouth at the Willamette River.

## **E. Salmon Passage and Fish and Wildlife Habitat**

The Kellogg-Mt. Scott Watershed is listed for Salmon Recovery (4(d) Rule, ESA), pertaining primarily to steelhead salmon, but also to other salmon near its mouth (coho). The proposed freeway and its corridor "system" will adversely affected recovery chances and must be mitigated, due to the incremental growth impacts caused by the Expressway and I-205, and now a new growth-inducing corridor.

Fish Access has been a problem for Tens of Decades in the Kellogg-Mt. Scott watershed, due to outright fish passage blockage at its mouth (which includes the McLoughlin Blvd. crossing and man-made lake in downtown Milwaukie), at the Milwaukie Expressway (loss of floodplain habitat), the industrial area and r/r crossings, the 82<sup>nd</sup> Avenue crossing (creating a ditch in lieu of a natural floodplain, coupled with the r/r crossing) and the I-205 crossing (which converted the creek and wildlife crossing into a concrete pipe about a 1,000 feet long). The proposed Freeway interchange (with its new bridges, ramps and flyovers) will exacerbate the present barriers, especially the crossing under the I-205 at the Sunnybrook/Sunnyside braided interchange. This crossing needs to be removed and a new bridge constructed for the full right of way improvements (ramps, travel lanes, frontage roads, earth fill, etc.). What makes the crossing of Mt. Scott creek such a devastating barrier is that it prevents wildlife passage for larger animals—such as deer, coyote, etc. There should be a watershed riparian corridor (with upland forests) from downtown Milwaukie to the bowl in Happy Valley and to the Carver Junction along the bluff above the proposed freeway. It is very odd that the freeway recognizes the Rock Creek crossing with an extensive bridging scheme, but relegates the Mt. Scott crossing to a pipe. The Kellogg-Mt. Scott Creek watershed supports an 11 sq. mi. area and provides critical habitat as a feeder watershed into the Willamette River. With urban pressures on the feeder rivers highly valued for their salmon fisheries (Clackamas, etc.), the need for water for agricultural and industrial uses (and urban populations), these fisheries have been damned and compromised and are on the decline.

As many urbanized areas of the Kellogg-Mt. Scott watershed are now maturing (especially in the low density neighborhoods), the potential for supplementing existing mature old native trees (many Douglas Firs in the Clackamas area are now over 100 years old) to improve the urban forest canopy (as a more native treed environment), the near stream riparian corridors are becoming cooler and providing more year-around ground water sources, leading to more supportive stream functions necessary for steelhead survival. The state's right of way in the Expressway, 82<sup>nd</sup> Avenue, the I-205 and interchanges and the Clackamas Highway could be heavily planted with appropriate native vegetation (especially large canopy evergreen and deciduous canopy trees) to help repair the fragmented corridors and knit the patches of upland forests together (linking large publicly-owned lands like the Three Creeks Natural area, Mt. Talbert Regional Forest and Happy Valley bowl, among other important park areas.).

But failure of the state to recognize its failed mitigation measures under the McLoughlin culvert crossing in downtown Milwaukie (including the man-made lake—Kellogg Lake—being permitted to survive over a 100 years) and the piped Mt. Scott Creek under the I-205 fill is the most disappointing. Without these two key crossings restored with

proper bridging of the historic floodplain, fish will never access the watershed. This is an outright "taking" under the national Endangered Species Act and could cancel not only federal funding of road projects (like the freeway and its mega interchanges), but other local capital improvements. Further, until these barriers are removed, the county and cities could easily be put under a development moratorium (including private investment and development) by the courts.

In short, the SDEIS and freeway concept must have an enforceable mitigation measure that requires removal of the salmon access barrier at the mouth of the Kellogg Creek and under the I-205 crossing of the Mt. Scott Creek, PRIOR to any construction of proposed improvements. The cost of bridge construction and restoration of the Kellogg Estuary has been estimated by federal agencies to cost about \$10 Million. However, the McLoughlin Blvd. crossing (bridge) would only be about 100 feet wide (USFW minimal recommendation) and may not meet the goal of a natural riparian floodplain. This estuarine area floods about 40 percent of the time during the late fall/winter months due to the Willamette River influence.

The cost of building an I-205 bridge over Mt. Scott Creek has not been estimated. However, with the present fill supporting the roadway and ramps, the falsework to build a bridge is already in place!

Wildlife Patterns from the Willamette to Rock Creek/Carver Junction contain:

- Barriers along Kellogg Creek through backyards
- Barriers along Mt. Scott Creek under Milwaukie Expressway crossing
- Barriers along Mt. Scott Creek residential, industrial around Lake Road
- R/R barriers
- Barriers along Mt. Scott at 82<sup>nd</sup> Avenue Crossing (with the r/r)
- Barriers along Mt. Scott at I-205 Crossing
- Barriers between Mt. Talbert (Metro) and Rock Creek and Carver Junction

The Oatfield Ridge is also a regionally recognized upland forested area and unique natural area under the County's Comprehensive Plan. This corridor needs further protection for wildlife and from tree removal and additional plantings and land use controls to be a link to the Kellogg-Mt. Scott Creek corridor system.

All mitigation potential in the proposal should stay in the Kellogg-Mt. Scott watershed (that affects said watershed) (such as wetland replacements, incremental impacts, etc.) and the highest priority would be the replacement or acquisition of land to help mend a fragmented system.

## **F. Air Quality**

Simply said, freeways and their growth inducement lead to adverse impacts on the surrounding neighborhoods. Livability is seriously diminished and health problems

escalate. Dust becomes a serious PM-10 problem, let alone the smaller particle impacts.

ES | As vehicles reliant on petroleum are switched to non-petroleum propulsion, some of the air quality around interchanges can be greatly enhanced. However, with urban densification under today's scenario in our country, road pollution is replaced with factory pollution, office pollution, etc.

However, the state can take positive steps by following or exceeding the lead of the state of California legislation, programs and enforcement. These would be minimal mitigation measures.

Again, the proposed freeway will have unmitigatable adverse impacts on our community and should be shelved in favor of more connectivity local projects and some modest improvements of the present interchanges (and removal of fish and wildlife barriers). Thank you for considering my input and acting to improve our environment.

Sincerely,

Pat Russell

I 126  
E

Comment: I-126

Laura Degraw

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**From:** BOwen93881@aol.com  
**Sent:** Tuesday, November 11, 2008 3:32 PM  
**To:** Laura Degraw; Stacy Thomas; owen678@yahoo.com; owencr1@comcast.net  
**Cc:** Jeanne Lawson  
**Subject:** Re: Sunrise Corridor-Upcoming Meetings

Hi Laura and Jeanne,

I am a property owner affected by the SUNRISE PROJECT.

I am wondering about one huge thing...

WZ  
W4  
If you guys go around and buy property during a terrible recession at "MARKET VALUE," I would think you could basically steal everyone's property if the recession is bad enough. My question is how can we make sure the SUNRISE PROJECT doesn't cherry pick property during a depressed real estate market???

14  
We would never sell our property under these circumstances until the market stabilized and brought us a fair price, not a price that is drastically reduced due to current market conditions beyond our control.

14  
Our family has owned this property since the 1960's and to lose 30 to 40 % of its real value because of a terrible recession would be unconscionable for the county to do to its property owners and tax paying citizens.

Z  
Is this issue being addressed?

Thanks,

Bob Owen

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**Comment: I-127**

I 127  
0

Robert Yoder  
12183 SE Bluff Drive  
Clackamas, OR 97015  
xusa13b2c@gmail.com  
503.572.4422

N | The noise impact alone is not acceptable. The No Build or Build w/ No Midpoint Interchange with **IA1+1 + A1+3**  
NI | mitigation Noise Walls should be added the full length of the above bluff. Starting from Camp  
TS | Withycombe to just past 212/224 intersection. The Midpoint interchange will cause too much **IA1+2**  
congestion on 212.

**Comment: I-128**

I 128  
0

Richard McClain  
16063 SE Orchard View Lane  
Damascus, OR 97089  
richard\_mcclain5@msn.com  
503-558-1499

\$ | Rather than spend unknown millions on building new overpasses to connect the new Sunrise highway to  
TS | the existing 212/224 why not build an off ramp that could connect the two by building a roadway under  
the new highway that comes out at the stop light at Rock Creek. This would reduce the economic cost  
on building the highway but also the cost on the local economy. Traffic would be able to merge at the  
junction of 212/224 where there is an existing traffic light. This would also keep open the access to the  
Orchard Lake neighborhood.

**Comment: I-129**

I 129  
0

Rick Andrews  
Aloha, OR 97007  
Richard.Andrews@xerox.com

PS | I would like to know when this Project is scheduled to start. A group that I belong to uses the Clackamas  
BC2 | Community Center on SE 90th on a regular basis. How will the community center be affected by this  
project?

**Comment: I-130**

I 130  
0

Tom Steigleder  
20770 S Farris Court  
Colton, OR 97017  
[dudleysteig@colton.com](mailto:dudleysteig@colton.com)  
503.919.2107

GC | PLEASE... get this project done.

**Comment: I-131**

I 131  
0

Jim Gonzales  
15148 se 126th ave  
Clackamas, OR 97015  
kjsbarbq@aol.com

BC2 | I think this project would increase traffic and crime in our community. From all people I've spoken with  
A1+1 | in the project area we all have them same response. NO SUNRISE PROJECT

**Comment: I-132**

Sandra Henderson  
15015 SE Aspen Way  
Clackamas, OR 97015  
henderson\_2@comcast.net  
503-658-6042

I 132  
0

C3  
E1  
LU1

I would like to express my concerns regarding the Option C3: Modified Follow Tree-Line Alignment. This alignment would require excavation of a large treed hillside between 142nd and 152nd Aves. This hillside is a wildlife corridor that is home to deer, coyotes, and hawks. We purchased our home in this neighborhood because we love the woods and wildlife that surround us. According to the aerial views at the meeting, part of our subdivision would be in the path of excavation. This option would ruin our quiet neighborhood by cutting down the trees that insulate us from the current Hwy 212, wiping out homes, and cutting through neighboring lots.

B, C3, T2  
C1, C2

Option C3 would also be more expensive than other proposals due to the excavation required to build the road along this alignment. I believe that options C1 or C2 would be far more practical than cutting into the hill.

Debra & Richard Hall  
16761 SE Olivia Court  
Damascus, OR 97089  
valleshall@yahoo.com  
503-658-1943

I 133  
0

**Comment: I-133**

We are very concerned about several things that impact our family directly.

LU1  
NI  
ES

1) Livability - it seems that having a major six lane highway COMPLETELY diminishes any quality of life in/at our home. We realize that we chose to live directly off of HWY 212, however we determined that we would accept the levels of noise on a two lane hwy. The increased noise levels and carbon emissions from even more traffic really upsets the factor.

LU4

2) Diminishing ability to sell our home and diminishing value. As most people, we value our home. We had expected that with a lot of work we could have our house contribute to our nest egg upon selling. If the highway is only a MEAGER 150 FEET away from our property line, we can expect ZERO ability to sell and ZERO value added value to our house. This is a very disturbing situation and we ask you as a group of people who are making decisions for us to place yourselves in our shoes.

NI

3) ZERO concern for the people who live off of the highway. In one meeting we had a couple of years ago, we asked the question: ""can we expect the county or ODOT to build a sound barrier to help with the expected traffic noise?"" A VERY disappointing answer was shared: we were told that a barrier wall would NOT go up unless a certain decibel level was breached. My question to this comment is, shouldn't the people who live near the highway decide what noise level is acceptable? ODOT, et al does NOT live here, they shouldn't be the entities to decide whether or not a wall should be placed, it should be up to the home owners. That comment from the ODOT employee really made us angry.

Margie Bradley  
P. O. Box 160  
Eagle Creek, OR 97022  
mjbradl@Juno.com  
503-637-5361

I134  
0

GC | I just hope that you do enough improvement so that you do not have to tear up the streets right after you finish the project.

PS | We need to plan so that we do not redo things so much. If we know there is going to be a street going in lets put the sewer trunk in now so that it is ready when the development is started. May cost a little more but it will in the long run be much less expensive on the tax payers as the streets will not have to be re-dug and paved over and over again.

U

4(f) Comment:

t(f) | We must do what we can to protect historical spots in our society.  
If things need to be moved to protect them so be it.  
Progress is always going to make for things to change but progress is good most of the time. With the projected amount of people coming to our area we need to be ready for them.

**Comment: I-135  
moved to A-11**

Gary Parkin  
6101 Se Johnson Creek Blvd  
Milwaukie, OR 97206  
parking@ci.milwaukie.or.us  
503 786-7601

I 136  
0

**Comment: I-136**

PN | The project does not adequately analyze and mitigate for the impact to the Milwaukie Expresway (Hwy  
PN | 224).The project proposes three west bound traffic lanes of the project abruptly transitioning to the  
existing two traffic lanes at Johnson Road. Hwy 224 has been identified by ODOT and the City of  
Milwaukie (2007 Transportation System Plan) as being near capacity currently, and the need for a  
refinement plan is specified as a high priority need.

Martha Waldemar  
13900 SE Renoir Court  
Clackamas, OR 97015  
MellowMartha@aol.com  
503 698-2519

I 137  
0

**Comment: I-137**

I approve the following options:

Alt. 2  
A-1 | Alternative 2 with new North Lawnfield Alignment -- to allow Lawnfield businesses (especially those with  
long trucks/trailers) to easily access I-205 without having to cross railroad tracks.

Alt. 2 | Midpoint --single point interchange -- to reduce the additional construction of new roads required for  
the split interchange.

C2 | East end of Midpoint -- Design Option C-2 -- to reduce the impact on properties to the north, including problems with sound.

D3 | Rock Creek Junction -- Design Option D3 -- that provides more land for private businesses. The Folded Diamond Interchange and the similar variation takes up valuable land needed for some major projects that will bring much-needed family-wage jobs to the area.

D-2 | Changes needed before the projects even begin (sometime in early 2009!):

TS | Install a traffic light on the west end of the Clackamas overpass. Continuous flowing east-bound traffic from Roots Road and Clackamas Road to McKinley Road makes it very difficult for south-bound traffic to get onto I-205. The south-bound traffic has to stop and wait for a gap in the east-bound traffic in order to cross that lane. The south-bound traffic clogs the west-bound intersections as far back as 102 Avenue.

TS | Eliminate the left turn lane to go north onto SE 98th Avenue (non-signal) from east-bound Hwy. 212/224. There is a signal at SE 102nd Avenue that will accomplish the same purpose. When vehicles want to make the left turn, they have to cross two lanes of continuous flowing west-bound traffic. If the inside lane stops to allow the driver to try to cross, that lane can be held up for several minutes while the crossing driver debates/tries to see how/when they can cross the outside lane. Visibility is very difficult, especially if large trucks are blocking the line of sight. I have also been told that there are drivers on SE 98th Avenue on the south side of Hwy. 212/224 trying to make a left turn onto Hwy. 212/224 by maneuvering the above left turn lane to access the west-bound lane of the Highway. By making all traffic use the signaled intersection at SE 102nd Avenue to make left turns, traffic will flow fast and safer on this busy highway.

T

19 (Following testimony taken before  
20 Mr. Cam Gilmour, Clackamas County)  
21 MR. TERRY EMMERT: On the first part of  
22 it, I think that should be the Lawnfield option  
23 of building it, for several reasons. They  
24 should build the Lawnfield extension due to the  
25 fact that we're going to lose a lot of major

I138  
OT

A-1

Page 4

1 businesses in that area. Oregon Iron, et  
2 cetera, would be -- if they have to be  
3 relocated, they will not relocate in the  
4 county. They will move to the state of  
5 Washington. So for that reason, I feel that  
6 that should be built. And also for the flow,  
7 that they can run up to Sunnybrook. I think  
8 it's a good option.

BC 1

9 On the second major question would be the  
10 interchange. I think definitely a midpoint  
11 interchange. I don't agree with the split  
12 diamond. I believe it should be a single  
13 point, midpoint, because I don't think it's  
14 worth the extra cost, and I don't believe that  
15 it's necessary to have an on-ramp on 122nd and  
16 135th. I believe that the one would be quite  
17 sufficient, because the whole purpose of doing  
18 this is to flow truck traffic and to make the  
19 traffic flow on 212, and that can be  
20 accomplished with a single interchange.

Alt. 2  
B-2  
D-3

21 On the next major phase, you have options  
22 C-1, C-2, and C-3. I'm in favor of the C-3, as  
23 it is less destructive to the businesses along  
24 Highway 212. There are also large parcels of  
25 vacant property, whereas if they took the other

C3

1 options, it would be dissecting them, and the  
2 remainder would basically be nonusable and  
3 worthless. And I think there would be a lot of  
4 opportunity for industrial or commercial in  
5 that area in the future, due to the proper  
6 alignment using C-3.

C3

7 Also, C-3 builds on a little bit higher  
8 ground, gaining elevation as they go to get  
9 over the highway, or 162nd, climb up over  
10 162nd, and a couple other side benefits that it  
11 gives us. ODOT, in their design, is going over  
12 the top of the freeway on 142nd, and I believe  
13 that's a good idea.

C3

14 The other comment would be on their final  
15 section, you have an option of D-1, D-2, and  
16 D-3. I believe the D-3 option would be the  
17 best because it's less destructive to the  
18 hospital site, and I believe that's really a  
19 major point for Providence's property  
20 development at that site.

D3

BC1

21 I believe that's probably the end of my  
22 comments.

23

\* \* \*

\* \* \* I139  
OT

10  
11 MR. JEFF DULCICH: I would support either  
12 alternative. What I would not support is the  
13 D-2 or D-3 or C-2 sections. Those sections  
14 seem to take out most industrial projects that  
15 are already up and running and doing business.

Alt. 2 & 3  
D2, D3, C2

16 I think it would be a shame to knock out  
17 existing businesses that have conducted their  
18 business for years along that Highway 212 in  
19 favor of pressure put on by Providence Hospital  
20 to have an easier time developing their land.  
21 After all, Providence is in a situation to  
22 acquire more land, if they need it, or move  
23 their design any way they want.

BCI

24 I also want to point out that D-2, D-3,  
25 and C-2 take out the industrial area in favor

D2, D3  
C2

D-2, D-3  
L-2

1 of residential areas. It would be much easier  
2 for industrial properties and businesses to  
3 coexist with an expressway rather than  
4 residential areas.

5 Thank you very much.

I 190  
L

**Comment: I-140**

The comments below regarding the Supplemental Draft Environmental Impact Statement for the Sunrise Project, I-205 to Rock Creek Junction are respectfully submitted to the Oregon Department of Transportation and the Federal Highway Administration by Daryl and Marla Gusey, residing at 12236 SE Bluff Drive, Clackamas, Oregon, 97015.

**General Comments about the Project:**

- PN | The purpose and need for the project is suspect because of the current downturn in the economy and the general reduction of property values. Future growth of the area is overestimated and appears to be based on the overly optimistic projections (fuzzy math) of county planners and engineers from 15-20 years ago. The repeal of Measure 37 has also significantly reduced the potential growth of the area. The projections need to be updated with dose of reality. Statements such as "this area is expected to double its employment by 2015" are questionable (six years from now) given current economic conditions.
- PRZ |
- T | The paradigm that the only way to address development is through new and wider roads is 1950's and 1960's thinking and is obviously out-dated. This thinking only exacerbates the problem. Building the road will only create more urban sprawl.
- PN | It is not clear from the document if the project is reactionary to development or is intended to be a stimulus to development. Statement on page 61: "This alternative is not expected to stop future planned development in the long term, but it could reduce the rate at which planned development occurs." This project appears to be supportive of "planned development", whatever that is (?).
- PR | The county apparently failed to notify local real estate professionals and developers of the proposal for a highway in the area. There was no disclosure of a potential highway to be built below our Bluff Drive home when we purchased it in 2002. The county bears responsibility in this oversight. Was the original EIS broadly circulated?
- LU3  
NI | The homeowners above the project on Bluff Drive will bear the brunt of the negative impacts, with decreased property values. Noise is identified as a significant impact with no mitigation measures proposed because as the SDEIS states there are no feasible mitigation measures. In fact, why should homeowners on Bluff Drive bother to do any improvements to their homes with the prospect of little or negative returns on our investment?
- LU1 |
- T | Why wasn't the bridge over the railroad tracks near 82<sup>nd</sup> Drive widened when it was reconstructed a few years ago? An additional lane was added eastbound, but no additional westbound lanes were added. Instead, a wide concrete median was constructed. An additional lane may have provided some congestive relief to the 212/82<sup>nd</sup> Drive intersection.

### General Comments about the SDEIS

PR  
ER  
PR | The document is very clumsy, cumbersome, poorly organized, and seems to be incomplete. It is difficult to read at best, especially having to navigate between the document and the technical reports on the DVD. It appears that it was a "rush" job as the technical reports appear to be incomplete or draft versions of the reports. Several of the technical reports are unsigned and undated (see specific comments below). The document states on page ix "The technical reports are important for determining whether sufficient analyses of the alternatives have been conducted." Given that statement, how can ODOT and the county, in clear conscience, present reports that appear to be incomplete, unsigned and undated? Maybe ODOT and the county didn't think anyone would actually read the reports given the format, size of the report, and the short time allowed for review.

PR | While there is an impressive list of preparers, there is no mention of an interdisciplinary team. NEPA requires that agencies "utilize a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and in decisionmaking which may have an impact on man's environment". Were there interdisciplinary team meetings that allowed the many specialists to interact in developing alternatives and design? Are the meeting notes available for public review? Who were the core team members of the interdisciplinary team?

PR  
PH  
PR | Typically, a DEIS is a pre-decisional document, but the language used in the document and discussions at the November 13, 2008 open house with ODOT officials indicates the decision has been made. Examples: On the signature page (no page number), the document states that "Construction is planned to begin in 2013." That summary also states that "the project may be phased, but no plans for phasing are proposed at this time." This is in direct conflict with a statement made to me by Mr. Picco who said that the first phase of the project would be built to the 122<sup>nd</sup> interchange. That implies that the project will be built and will be built in phases. On page ES-6, the document states "As such the project will likely be constructed in phases" (emphasis added). Sounds like the decision has been made, so why bother reading the remainder of the document? Usually, in NEPA documents the decision is made in the Record of Decision (ROD) and not in the DEIS or in this case SDEIS.

### Specific Comments on the SDEIS

PR  
A | Given the length of time between the issuance of the first EIS and the current EIS, 15 years, a new EIS should have been initiated. The new EIS could have included some fresh thinking, rather than a rehash of the first EIS. A broader range of alternatives could have been developed instead of just the no action alternative and the two very similar action alternatives. The times have changed, new technologies have been developed, what we know about

PR | ecosystems and endangered species has evolved, and the earth's climate is changing. The point is that a new EIS should have been built from the ground up; instead, what the SDEIS offers is a remodel job, built on a crumbling foundation.

PR:3 | NEPA requires that a reasonable range of alternatives be considered and evaluated. Two very similar build alternatives and a no action alternative do not meet the intent of NEPA's reasonable range of alternatives. Table 5 summarizes the alternatives considered, but they are all basically slight variations of the current build alternatives. Other alternatives to address the issues such as construction of interchanges in alternative locations along I-205 ought to be evaluated. For example, an interchange off an improved and widened SE Jennifer Street could handle truck traffic from the nearby Safeway warehouse and other businesses. It seems that most of the warehouses and businesses in the area lie south of 212 and could be accessed from Jennifer Street. There could be an alternative that evaluates the impacts of a tunnel beneath the southern flanks of Mount Talbert and daylighting around 135<sup>th</sup>. A tunnel would mitigate many of the potential surface impacts.

TS |

PR2 | The impacts of the actual construction seem to be minimized. The summary of impacts table (Table 2 - page ES-25) just says potential lane closures and detour routes would delay some travel movements and affect accesses for local residences and businesses. Having experienced other ODOT projects, a project of this magnitude would likely have a significant impact on traffic issues. Travel times, length of construction activities, nor are safety addressed in the SDEIS. What is the modeled impact on travel times and safety and what is the expected duration of construction activities?

E2  
E1 | Impacts to groundwater and groundwater dependent ecosystems are only nominally addressed. The soils and geology and water quality technical reports mention dewatering of slopes and the cover of impervious road surface, respectively, as potentially impacting groundwater resources, but fail to address the actual impact to the local groundwater dependent ecosystems (fens, in particular) or the larger potential impact to the Clackamas River fishery and whether there will be a violation of the Clean Water Act because of the construction of the road (during and after actual construction).

PR1 | A statement is made on page 61 that "**Alternative 1-No Build** does not meet the local, regional and state policies that require creation of a through-route for freight in the OR 212/224 corridor between I-205 and US 26" (emphasis added). This statement appears to be unsubstantiated by the record. A review of both the Transportation and Land Use technical reports found no reference to any such requirement in any local, regional or state policy.

WIA  
NI | There is no discussion of potential loss of property values to those in the "Bluff" neighborhood where there is no mitigation of noise impacts offered. What impact to property values might

N1 | those homeowners expect given that the project planners will provide for no mitigation of noise impacts?

Wetlands support fish and wildlife, store rain and flood waters, recharge groundwater, and remove sediments and pollutants from storm runoff (page 165, SDEIS). Wetlands are typically areas of great biodiversity. The document, however, fails to address how groundwater resources and groundwater dependent ecosystems, often associated with wetlands, especially fens, will be affected by the additional sediments and pollutants stormwater runoff? Wetland I (page 167) receives cold water from groundwater and cools local streams, apparently Cow Creek (which is 303(d) temperature listed) during hot months. How will the project affect the cold groundwater the wetland receives and ultimately how will temperatures in Cow Creek be affected? The soils and geology report discusses de-watering of shallow groundwater, how will that activity impact surface water resources, especially temperature of 303(d) listed streams and the fishery potentially impacted?

E4

E2

E4

According to the geology and soils section of the SDEIS (page 177), groundwater levels fluctuate with river levels in the Clackamas River. This suggests direct groundwater-surface water connectivity. How will the groundwater resource be impacted by the project and ultimately how will that impact be realized in the Clackamas River system and its fishery? For example, will stream temperatures increase in the Clackamas River as a result of disruption of (cold) groundwater flow and how will that incremental increase, along with other incremental increases from other development projects in the Portland metropolitan area affect downstream water temperatures (cumulative effect).

E2

The geology and soils section refers to a need for additional fill material since road cuts will not provide adequate fill material for the project. Where will the additional fill material come from and what are the off-site impacts of this connected action? A tunnel could probably provide more than an adequate supply of fill materials for the project.

E2

The geology and soils subsection that addresses earthquakes fails to acknowledge the existence of an extension of the northwest-southeast trending Portland Hills fault that passes a few miles west of the project area. Activity on this fault is estimated to have occurred during the past 12,800 years. This was discovered in 2001, but apparently the geology report has not been updated since the reports of the 1990's. Seismic hazard mapping done by the Oregon Department of Geology and Mineral Industries is also available for the area and should be included or at least referenced in the document.

E4

Where are groundwater wells in the area located and how are they affected by the project?

PR2

NEPA requires cumulative effects be addressed. The document includes a list of past, present and foreseeable future actions (starting on page 209), but fails to analyze the effects on the

PR2

greater metropolitan area. No analysis was done, only an opinion by the writer of the document on how the local project area would be affected (see wetlands, water quality, biology, air quality, etc). This does not suffice as a cumulative effects analysis. The document needs to address the cumulative impacts to the region as a whole. How can the decision maker and the public make an informed decision without the whole picture of the effects to the environment?

Comments on the Technical Reports

Biology Technical Report – this report is not signed or dated; is this report DRAFT?

ER

Soils and Geology Technical Report – the report appears to be DRAFT, as it is incomplete, unsigned, and undated. The authors names are displayed, but their affiliation is not indicated – are they county or ODOT employees? They are not currently listed as Registered Geologists or Registered Engineering Geologists in the State of Oregon. Are they therefore qualified to make any assessment of the soils and geology of the project area? State law states @ 672.525

ER

**Geologist registration; public practice of geology.** (1) No person, other than a registered geologist, a registered certified specialty geologist or a subordinate under the direction of either, shall provide or prepare for the public practice of geology any geologic maps, plans, reports, or documents except as specifically exempted in ORS 672.535.

ER

Figures 13 and 14 referenced in the document are not in the document. They are not listed in the Table of Contents. Is this the final report? This report appears to be incomplete.

PR2

LIDAR, a remote sensing tool (new technology), is available for the project area – why wasn't it reviewed and referenced? LIDAR provides a more accurate depiction of topography and may lead to different interpretation of slope stability, hazards, and risks.

ER

HAZMAT Technical Report – This report is also not signed or dated. Is this a final report?

ER

Land Use Technical Report –There is no list of preparers who actually wrote the document or what their qualifications may have been.

ER

Energy Technical Report – There is a list of preparers, but the report is unsigned and not dated.

ER

Socioeconomics Technical Report – This report is unsigned, undated and apparently had no peer review.

ER

Transportation Technical Report – There is no indication of who was the author(s) of the report nor are there any indications of their qualifications.

PR1  
BR

Utility Technical Report – The report is unsigned and undated and has apparently had no peer review.

PR1  
BR

Visual Technical Report – The authors have signed and dated the report. There is a "PB" below their name; what does the "PB" designate or stands for? Is PB a consulting firm?

PR1  
BR

Water Quality Technical Report – The report is unsigned and undated, is it DRAFT?

PR2  
E1

The report indicates that the Clackamas River and Cow Creek are 303(d) listed streams for temperature, but does not address the impacts to the streams from constructed impervious layers (the highway and ancillary facilities) that may restrict and diminish cold groundwater flow and result in increased temperatures. Is this allowed by the stream's TMDL and is that a violation of the Clean Water Act? How will potential increases in stream temperatures be mitigated?

PR1  
E1

There is no discussion of the effects of the project on surface water turbidity and related impacts to groundwater and potential resultant impacts to the Clackamas River. Impacts to surface water will result in impacts to groundwater, a violation under the Clean Water Act as interpreted by Oregon DEQ, unless it can be shown that there is no groundwater-surface water (or vice-versa) connectivity. Dumping turbid water into settling ponds, does not guarantee that there will be no surface water impacts as turbid waters have been shown to be transmitted in groundwater through alluvial materials, such as those along the proposed road corridor. Will local groundwater wells be impacted from turbidity from construction of the project, from stormwater or from general runoff from the highway? Will turbidity from construction activities reach the Clackamas River through groundwater conduits?

PR1  
BR

Wetlands Technical Report – the list of preparers for this report is blank. The report appears to be an incomplete draft report as Figures 1 (page 39), Figure 2 (page 47), Figure 4 (page 69), and Figure 5 (page 71) are blank.

**Summary and Conclusions**

PR2

Given the inadequacies and incompleteness of the SDEIS and the technical reports, we think the SDEIS should be redone and re-issued as a Draft document. A forty-five day comment period is too short for a person to fully evaluate the SDEIS and the project and its potential impacts. Also, the comment period should NOT end the day after a major national holiday. More time could have been used to better study the document and its technical reports which would have allowed us to provide a better and more complete response to the proposal.

PR

/s/ Daryl Gusey      11/28/2008

/s/Maria Gusey      11/28/2008

SUNRISE PROJECT  
I-205 TO ROCK CREEK JUNCTION  
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

TRANSCRIPT OF  
PUBLIC TESTIMONY

November 13, 2008

6:00 - 9:00 p.m.

\* \* \*

Clackamas High School  
14486 SE 122nd Avenue  
Clackamas, Oregon

\* \* \*

T E S T I M O N Y

I 141  
GT

(Following testimony taken before  
Mr. Andy Cotugno, Clackamas County,  
and Ms. Lori DeRemer, City of Happy  
Valley)

MR. JOHN GILLESPIE: My name is John  
Gillespie. I live on 16078 S.E. Goosehollow  
Drive in Damascus, and I just had two points  
that I wanted to make. One, of course, was the  
connection of Goosehollow Drive that's  
currently on 224. I guess the project right  
now basically is having it blocked off so we  
won't have access to 224, and the problem is,  
is that in our neighborhood, when you try to  
drive back through the neighborhood towards  
Eckert, E-C-K-E-R-T, that basically the road  
that we have to get back over to Eckert  
basically is kind of a reduced-sized road.  
It's not a normal-sized road, and it's a bad  
intersection there to try to get back and forth  
with kids and what have you, and I can see that  
eventually, if that's the case, that there will  
probably be some kind of accident there, and  
that would be my big concern, there by that

BC4  
T4

S

1 road is very narrow. It's not adequate access.  
2 And I've driven a few times myself where they  
3 were trying to make a turn on that road, I have  
4 to pull my truck all the way up to make sure  
5 that someone is not whipping up the hill or  
6 down the hill, so that would be my concern as  
7 far as blocking off Goosehollow Drive.

T4  
BC4

8 The other thing was just that, hopefully,  
9 in the future, that on Highway 212 I heard that  
10 basically once this project, I guess, goes  
11 through or eventually ends up at 26, I'm hoping  
12 that 212 keeps continuing going all the way out  
13 to 26 just for the fact that we have another  
14 avenue besides, hopefully, Sunnyside, when it  
15 eventually goes out there, that we have another  
16 avenue to 26 because I spent my Saturday  
17 basically an hour sitting on 205. And  
18 basically, with an accident there, the other  
19 alternative is 82nd Avenue. And, really, it  
20 isn't an alternative if you get on 82nd, you're  
21 not going to move, you are in the same boat.

T

22 So we really need to try to make as many  
23 avenues as we can to get out to 26, so when the  
24 expressway is -- all the way runs out to 26,  
25 that we don't have another parking lot, that

T

1 people can get to wherever their designation is  
2 and stuff.

3 MR. ANDY COTUGNO: Right now this project  
4 only defines things out to 172nd, so it's still  
5 an open question about what happens out to 26.  
6 But I understand your comment. It needs to  
7 have many connections.

8 MR. JOHN GILLESPIE: Like I said,  
9 especially with the amount of growth as far as  
10 the potential, it defeats the purpose to cut  
11 off one of our routes to get to 26, is my only  
12 point and stuff. Thank you.

|  
T

13 MR. ANDY COTUGNO: Thank you.

14 \* \* \*

15 (Following testimony taken before  
16 Mr. Andy Cotugno, Clackamas County,  
17 and Ms. Lori DeRemer, City of Happy  
18 Valley)

I 142  
OT

19 MR. RUSSELL McELROY: Is there any legal  
20 representation or attorneys or public  
21 defendants or however you want to call it for  
22 the homeowners established, do you know?

23 MS. LORI DeREMÉR: In this process?

24 MR. RUSSELL McELROY: Uh-huh.

25 MS. LORI DeREMÉR: Not that I'm aware of.

1 MR. RUSSELL McELROY: Well, my reasoning  
 2 for bringing this up is, I live at 12996 S.E.  
 3 Bluff Drive. I believe it's 209 property. And  
 4 why I'm doing the oral is because of the  
 5 development. My concern -- a number of my  
 6 concerns, but the one I want to make sure that  
 7 I bring up right now is coverage for damage to  
 8 my property, my home, because I live on a very  
 9 steep hill overlooking the freeway and  
 10 Alternative 2 would definitely, definitely  
 11 impact. Alternative 1, not as much. But when  
 12 they start working the construction, the  
 13 environmental removal, potential removal of  
 14 trees, earth, could damage my home, and Drywall  
 15 damage, pipe damage, the whole thing, because  
 16 it's a very steep hill I live on. And with the  
 17 recent slide about a year and a half ago at the  
 18 freeway, where this last house that just slid  
 19 away, because the development of the freeway is  
 20 after the homes have been built, even to build  
 21 into the earth and to develop the -- what do I  
 22 want to call it.

| LU1  
 | Alt.2  
 | Alt.1  
 | EZ

23 MR. ANDY COTUGNO: Your concern is about  
 24 destabilizing the integrity of the foundation.

25 MR. RUSSELL McELROY: Yeah. On my

Page 6

1 property I have either one or two of the --  
2 probably the ten or 12 tallest pine trees on  
3 that stretch. If you drive down 224, look up  
4 to the left, you look at the section of trees,  
5 and two of those, I think, are on my property.  
6 They've been there for a lot of years. I  
7 haven't had somebody calculate how old they  
8 are. I also have a huge oak tree, very steep,  
9 and if any of that structure is taken away, I  
10 want to know who is going to compensate or  
11 ensure the cost of repair, replace, anything,  
12 damage on my property. Because it's not -- I  
13 could not find anything in the development  
14 here. I think it's -- as you move further out  
15 where the property and land is more level, it's  
16 not quite as steep, it may not be as impacted.  
17 But if somebody is moving earth out of there  
18 and takes out the tree and the ripple effect  
19 happens, and all of a sudden I wake up one  
20 morning with quarter inch cracks of Drywall or  
21 my wood floor pops up or a pipe got stressed  
22 and broke, I want to know that I'm going to be  
23 covered for a lot of years.

24 Also, that would be -- impact the value of  
25 the property, knowing if I would want to sell

LU1

E2

LU1

LU4

1 my property, if there was a right or an  
2 insurance policy or coverage on it saying if  
3 anything happens to the house, it's covered by  
4 Clackamas County or whoever the organization  
5 is. So that's the number one thing, that I  
6 want to know how properties on the bluff,  
7 specifically 209, 12996 S.E. Bluff Road --

LU4

8 MS. LORI DeREMER: (cross-talk) --  
9 properties.

10 MR. RUSSELL McELROY: Actually, I do care  
11 about those because it could be a property two  
12 houses down where they cut in further and a  
13 tree comes out and all of sudden a tree on my  
14 property falls, whatever. Even if they had to  
15 remove trees and a tree falls the wrong way and  
16 it damages a house, who is going to cover the  
17 repair, replace, fixing of the property? And I  
18 think that needs to be explicitly covered for a  
19 very long time, because I just spoke to two of  
20 the environmental and there has actually been  
21 shown there has been, further down towards the  
22 205, two slides that have happened. And I just  
23 really need to have that covered.

MI

EZ

24 So number one is property protection,  
25 insurance, compensation, for any damage to the

Page 8

1 property. The second one is, this is my  
2 personal opinion, I was raised on the west side  
3 of Portland in Beaverton. I moved there in  
4 1965, when I was eight years old. I believe  
5 that the west side of Portland is 30 years  
6 ahead of what the east side of Portland is.  
7 So -- and having lived in Southern California  
8 for 18 years and moving back here in January  
9 2006, I believe this project -- I believe in  
10 growth. I believe in expansion, but I believe  
11 this is just one giant parking lot being built,  
12 simply because -- it looks great. It looks  
13 pretty. But when you have stop lights and you  
14 have something that ends at approximately at,  
15 whatever, 176th out here, that kink in the hose  
16 is just going to make everything continue to  
17 back up. Stop lights at 122nd or 130th will  
18 back up on the freeway, and all this is going  
19 to be is, it's going to be a real pretty  
20 parking lot, because that's the fact of life.  
21 People will then find shortcuts up 152nd,  
22 142nd, 135th, and up to Sunnyside. And all  
23 this area, including Happy Valley, because  
24 people will start going up, and cutting up into  
25 Happy Valley to come back around down 129th to

T

1 get around the traffic will impact all that IT  
2 area because that's just the way it is.

3 I've seen it physically happen in Portland  
4 on the west side, people -- 217 in 1965 had --  
5 at Denny intersection light, a Denny Road  
6 intersection light. They had -- I can't think  
7 of the other one -- Allen Boulevard, and they  
8 did the overpass, everything worked great for a  
9 few years. Now 217 from the 26 to the 5 is a  
10 giant parking lot. Nothing has -- will impact  
11 change other than we have more cars than we can  
12 do. And then when you go back on the 224 at  
13 the intersection, I don't know the streets,  
14 Johnson Creek, all those, all that is -- needs  
15 to be -- it needs to be developed into a common  
16 sense, thinking outside the box, traffic flow  
17 control.

18 My personal opinion is, from having seen  
19 it work in San Diego, is that we need to have a  
20 four lane -- I don't want to use the word toll,  
21 but a four lane true freeway with three  
22 intersections that goes from the 205 to the 26  
23 with four lanes -- or three lanes coming in, in  
24 the morning, and then three lanes going out in  
25 the evening, to expedite traffic flow. So

T

TS

Page 10

1 people that want to get from here out to  
2 Damascus, out to Sandy, could just hop on and  
3 go without having to worry about having all  
4 these intersections and stop lights at 122nd  
5 and then another thing like this. That would  
6 truly impact traffic flow. Nothing is going to  
7 change from 2013 on because you still have your  
8 distribution of locations here, trucks still  
9 have to come in. Trucks will use this.  
10 They'll get off. You have -- you're forming  
11 the traditional left-hand turn lanes off of the  
12 freeway, which is going to make a giant parking  
13 lot there at 122nd.

T5

T7

T

14 If you go to California and see some of  
15 the out of the box thinking of the more  
16 roundabout exits so trucks don't have to make a  
17 big left-hand turn, they just flow over the  
18 top. Let's change how we're doing things into  
19 the 20th century as far as traffic flow and not  
20 just build a bigger parking lot.

T

21 And I'm completely for growth. I'm  
22 completely for expansion. I'm completely for  
23 making things better for people to flow, but it  
24 just is not proving out, when you look at the  
25 tunnels and how it impacts the 26. No impact

T

Comment: I-142 cont.

1 happened on the 205 because we have exits at  
2 Johnson Creek at the 205 and down further with  
3 people trying to get off to cut around, it's  
4 just going to continue to back it up. And  
5 we'll spend a lot of money to look at a real  
6 pretty intersection and parking lot.

T

7 I think that covers most of my concerns

Comment: I-143

8 \* \* \*

9 (Following testimony taken before  
10 Mr. Andy Cotugno, Clackamas County,  
11 and Ms. Lori DeRemer, City of Happy  
12 Valley)

I 143  
OT

13 MR. MIKE McLANE: As a background, we live  
14 on the bluff above 135th on the -- we live  
15 above the bluff off of 135th in the Hubbard  
16 Terrace neighborhood. If you want our address  
17 it's 13467 S.E. Hubbard Terrace.

18 Our concerns are a number of things, of  
19 course. The first, of course, is the noise  
20 that we're going to encounter. That the  
21 consensus is that nothing can be done about it,  
22 period. And honestly, from a residential or  
23 from a resident's standpoint, that's not an  
24 acceptable answer. Something should be able to  
25 be done in some way. Now, the choice, the

NI

Page 12

1 options there are probably numerous, including  
2 a property tax relief, maybe some sort of  
3 stipend for triple pane windows, a number of  
4 things that would assist in alleviating this as  
5 soon as possible. It's never going to get rid  
6 of it.

NI  
LMI

7 But the other concern that we have is the  
8 path that the highway is proposed to take is as  
9 close to the residences as it can get going to  
10 the north. And although there may have been  
11 other considerations given previously to going  
12 further south, I would like to see a proposal  
13 to go through or over the industrial area and  
14 what kind of impact that would have on the  
15 residential folks. I don't know if that's even  
16 been considered at this point in time or to  
17 what degree. Anything else you want to say?

LMI  
T5

18 MS. RENEE McLANE: We've talked about many  
19 things with our homeowners association. Of  
20 course planting more greenery and more trees to  
21 help the noise, maybe even buying our houses so  
22 we can move somewhere else that we don't have  
23 to listen to a freeway 24/7.

NI

24 MR. MIKE McLANE: That's true.

25 MS. RENEE McLANE: Of course, when we

IPR

1 purchased it we had no idea there was going to  
2 be a freeway there.

| PR

3 MR. MIKE McLANE: And it was the last  
4 development made right at the top of the bluff  
5 above 135th. So when we looked at the noise  
6 sheet with Martha, that showed that our  
7 neighborhood has the worst effects by the  
8 noise, as well as the visual effect that a lot  
9 of residents are going to face. We don't  
10 personally have that, but some of our friends  
11 and neighbors do.

12 MS. RENEE McLANE: I think it will impact  
13 us somewhat.

14 MR. MIKE McLANE: I don't know. I don't  
15 want to belabor this too much, but do you have  
16 anything else? Do you guys have any questions  
17 for us that can help?

18 MR. ANDY COTUGNO: No. It's pretty clear.

19 MS. LORI DeREMER: It's all for public  
20 testimony. I'm just here to witness it as a  
21 counselor for Happy Valley and making sure I'm  
22 listening and that we're aware of what you're  
23 saying.

24 MR. MIKE McLANE: Okay.

25 MS. RENEE McLANE: You know, one of the

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1 comments from the noise specialist over there  
2 was that this has never been done, but I'm sure  
3 she's never done that, but have you -- has  
4 research been done with other communities  
5 across the United States? I'm sure it's been  
6 done somewhere.

7 MR. ANDY COTUGNO: What specifically?

8 MS. RENEE McLANE: We were talking  
9 about -- my husband had idea of putting a sound  
10 wall on the freeway, not on the bluff.

11 MR. MIKE McLANE: On the north side only.

12 MS. RENEE McLANE: But actually on the  
13 freeway to bounce the noise back the other  
14 direction.

15 MS. LORI DeREMÉR: Which is what Sunnyside  
16 is.

17 MR. ANDY COTUGNO: Yeah. There is a  
18 setback requirement for traffic safety  
19 reasons -- we put right on the freeway to move  
20 it back to have a shoulder and then move it  
21 back ten feet off of that, but you can do it in  
22 that sort of proximity. I think the issue they  
23 found was, when you lay out the contours that  
24 you have behind that wall, the line of sight  
25 from the traffic lanes to the houses is above

1 the wall at a standard height of maybe fifteen  
2 feet. So now you're talking about maybe 25  
3 feet in order to be tall enough to block that  
4 line of sight. That's when it starts getting  
5 unfeasible to build something that big. I  
6 can't quote all the specifics, but that's the  
7 situation that we're looking at.

8 I know that there has been other  
9 situations where they've paid for things like  
10 triple pane installation so you can't block the  
11 noise, so you make the house more secure.  
12 That's been done as part of project expenses.  
13 Buying out is a lot more uncommon. I'm not  
14 aware of any situation that the federal funds  
15 make that eligible. A local government could  
16 choose to do that, and that is what Portland  
17 did. Portland chose to offer anyone under the  
18 tram a buyout option. They didn't actually get  
19 any takers. While there was a big controversy  
20 going in, they felt there was a big enough  
21 controversy they had to offer the buyout  
22 option, and they did, and they chose it out of  
23 the local funds.

24 Like I say, I'm not aware of any -- having  
25 anyone ever done that with federal funds, but a

Page 16

1 local government could choose to do that, so  
2 that would be, probably, the county. You guys  
3 aren't down here so probably be the county that  
4 could choose to do that, if they thought it was  
5 an important enough mitigation action that was  
6 necessary.

7 MR. MIKE McLANE: Given the fact that this  
8 was the latest development to be approved,  
9 meaning that we were closer to the window of  
10 building, conceivably building this corridor,  
11 maybe that's worth consideration.

12 Now, you mentioned the fact that Portland  
13 offered it in a particular situation. My  
14 question is to why somebody may not have taken  
15 that is, what compensation were they given?

16 MR. ANDY COTUGNO: Well, it would be based  
17 upon appraisal, fair market value. They never  
18 got to the point of arguing whether or not the  
19 appraisal was fair because the homeowners said,  
20 I'd rather stay in my neighborhood.

21 MR. MIKE McLANE: Gotcha.

22 MS. RENEE McLANE: One more concern of  
23 mine is the downturn of the economy and truly  
24 is there going to be that much more traffic  
25 going down. Let's say people aren't buying,

| PN

1 and there is plenty of houses for sale on the  
2 Sunnyside corridor that have nobody in them, so  
3 is it truly necessary to build this?

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4 MR. ANDY COTUGNO: I think the question  
5 you're raising is one of timing. Damascus is  
6 inside the growth boundary. I think it is a  
7 long-term development situation, not a  
8 short-term development situation. And I think  
9 your observation suggests that it's a longer  
10 than long-term possibility. I think that means  
11 that the traffic demands that might call for  
12 this freeway are longer term than anybody had  
13 been expecting. So eventually -- how long is  
14 eventually -- but eventually, yeah, I think  
15 Damascus is going to grow, but I don't think  
16 it's going to develop anytime soon.

17 MS. LORI DeREMÉR: We're looking at ten to  
18 20 years or more, and maybe this starting being  
19 five or more years. You are starting to look  
20 out, but it's just a piece of the pie. We talk  
21 about the downturn and that in order to get  
22 more businesses and in order to get more people  
23 to fill those houses, in order for the  
24 stimulus, we can't attract businesses without  
25 having this new access because we're -- the 205

Page 18

1 is so bogged down now, there is no access to  
 2 get to the 26 on this route. But this has been  
 3 in the books for years, ten, 15 years already  
 4 the people have been talking about this.

5 MS. RENEE McLANE: Environmentally,  
 6 wouldn't mass transit be better?

| T3

7 MS. LORI DeREMÉR: Again, mass transit is  
 8 one of those studies that's a great thing, but  
 9 it has to be coupled with safety and security  
 10 and reaching. When you start to get into the  
 11 suburbs, it's a little bit different than the  
 12 urbanized area, so it's a process. MAX coming  
 13 out here to Town Center, the buses -- what  
 14 we're finding, even in Happy Valley, there is  
 15 some parts of the district of Tri-Met that are  
 16 not in the district. And to get people to buy  
 17 into that district in order to have bus service  
 18 all around is that they push back, because they  
 19 don't use buses out here. It's an education  
 20 process for any of that to happen, so it's just  
 21 one more piece that we're listening to, making  
 22 been sure that we're hearing everything.

23 MS. RENEE McLANE: Thank you.

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(Following testimony taken before  
Mr. Andy Cotugno, Clackamas County,  
and Ms. Lori DeRemer, City of Happy  
Valley, and Mr. Cam Gilmour,  
Clackamas County.)

I 144  
OT

MR. LARRY LUBAKE: So I have several  
concerns. I live on -- just off of Hubbard on  
Bluff Drive. My property will approximate the  
freeway. So I have concerns that the -- number  
one, that my property is going to decrease in  
value significantly. They may purchase \$5,000  
worth of property off the bottom end of my  
property, but it may cost me \$100,000 value of  
that property because of the noise impact,  
because of visual impact. I currently have a  
the backyard that is terraced down into the  
woods, now it's going to be terraced down into  
the freeway. I have concerns that there is  
going to be air pollution as a result of that  
freeway and the quality will decline. So  
property values, air quality, visual  
disturbance, and a general loss of livability

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1 on the property as a result of all of those  
2 changes.

3 I understand the importance of the  
4 project. I just don't want to bear the cost of  
5 it personally. I would like that spread across  
6 everybody who is going to benefit from that  
7 project. So if that means the County  
8 purchasing the property along the top of the  
9 bluff to mitigate the damage, or to give a  
10 decreased value to that property, those are the  
11 two components that I like the best because  
12 they're direct feedbacks. To give me a tax  
13 relief in that property, it would take 20 years  
14 to realize the benefits from. If I'm only in  
15 that property for a number of years beyond the  
16 point the project actually was in, I've been  
17 injured, but I haven't been --

LM1

18 MR. ANDY COTUGNO: Compensated.

19 MR. LARRY LUBAKE: -- compensated. That's  
20 all.

21 MR. CAM GILMOUR: Thank you.

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Comment: I-145

1 (Following testimony taken before  
 2 Mr. Andy Cotugno, Clackamas County,  
 3 and Ms. Lori DeRemer, City of Happy  
 4 Valley, and Mr. Cam Gilmour,  
 5 Clackamas County.)

I145  
OT

6 MR. DARYL GUSEY: One question I have of  
 7 folks over here and that nobody could really  
 8 answer the question very well, because it's one  
 9 of those questions that's hard to respond to,  
 10 but how does this project fit in with the  
 11 governor's emphasis on mass transit and those  
 12 types of projects rather than build more  
 13 freeways and widening roads and doing that.  
 14 And then, does Metro have a position on the  
 15 project?

| T3

16 MR. ANDY COTUGNO: Metro recognizes that  
 17 you need transportation access to Damascus in  
 18 order for Damascus to be an urban community and  
 19 it believes that that transportation access  
 20 needs to be comprehensive, that means roads,  
 21 that means transit, bikes, and trails,  
 22 everything in order to effectively serve the  
 23 area. So I think mass transit is part of the  
 24 solution but not a replacement to the solution.  
 25 It won't provide the services to Damascus. It

1 could reduce the size of the facility.

2 MR. DARYL GUSEY: Some of your numbers --

3 MR. ANDY COTUGNO: Both transit and road  
4 access, and it's a question of how fast, you  
5 know, how fast is a function of how fast  
6 Damascus grows over time.

7 MR. DARYL GUSEY: The numbers that you  
8 show projecting the growth in Damascus and  
9 those outlying areas seems to be based on  
10 numbers that were developed in, what, 2004, I  
11 think somebody said.

12 MR. ANDY COTUGNO: Right.

13 MR. DARYL GUSEY: Are you going to revise  
14 those numbers based on current economic  
15 situations?

16 MR. ANDY COTUGNO: Yeah.

17 MR. DARYL GUSEY: With the real estate  
18 market and so forth?

19 MR. ANDY COTUGNO: That would affect the  
20 phasing plan for this project.

21 MR. DARYL GUSEY: Go ahead.

22 MS. MARLA GUSEY: Well, we live on the  
23 bluff, so we're going to be impacted mightily  
24 by this. And our problem is that he will be  
25 retiring in the next year.

1 MR. DARYL GUSEY: That's not a problem.  
2 That's a good thing.

3 MS. MARLA GUSEY: But we're going to  
4 downsize, and I know the economy is such that  
5 it's not a good time to sell the house anyway.  
6 But when we moved there, we were not told of --  
7 that this was happening, and we wouldn't have  
8 bought the house if we knew. So for us to sell  
9 the house for what we think it's worth is going  
10 to be very hard because we're -- the disclosure  
11 will have to be made that that's happening. So  
12 I guess we would like to know if there is  
13 something that can help us.

14 MR. DARYL GUSEY: Yeah. I think some of  
15 the folks over there mentioned that there is no  
16 state or federal mechanism for mitigating  
17 impacts that will be effective at all. The  
18 noise wall is not going to work.

19 MS. MARLA GUSEY: It's not cost effective  
20 for them so they don't have to do it anyway.

21 MR. DARYL GUSEY: Right. So they were  
22 saying it's up to the county or the local  
23 jurisdictions to provide that mitigation,  
24 whatever that might be, whether it's -- they  
25 mentioned reduction in maybe property taxes or

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1 even going to the other extreme of buying the  
2 property from those folks along the bluff where  
3 we are. I guess that seems too good to us. I  
4 guess that would be our comment, along those  
5 lines.

6 MS. MARLA GUSEY: Yeah. Taxes won't help  
7 us if we're trying to sell the house. I  
8 wouldn't buy it. How many people would buy a  
9 house if they knew that there was a six-lane  
10 freeway down at the bottom of the hill, and the  
11 noise is going to be triple what it is now.

12 MS. LORI DeREMERS: That's good. This is  
13 just for the record so it will be all entered.

14 MR. DARYL GUSEY: Any other comments?

15 MS. MARLA GUSEY: No, I'll just get mad.

16 MR. DARYL GUSEY: That's a good thing.

17 MS. MARLA GUSEY: Not really.

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19 (PUBLIC HEARING ADJOURNED AT 9:00 P.M.)

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(Following testimony taken before  
Mr. Andy Cotugno, Clackamas County,  
and Ms. Lori DeRemer, City of Happy  
Valley, and Mr. Cam Gilmour,  
Clackamas County.)

I 146  
OT

MR. RUSSELL MCELROY: This is Russ  
McElroy, 12996 S.E. Bluff Road, (503) 454-0106.  
And my e-mail is RussMcElroy@comcast.net. I  
previously made an oral comment, and after  
speaking with the sound person, I am very  
concerned about the sound impact due to the  
fact that my property looks right down on the  
freeway. And my understanding, from speaking  
to the technical person who was not sure, is I  
would like to have the compensation defined for

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Page 44

1 soundproofing, helping to reduce the sound,  
2 whatever, because my sound is going to go from  
3 very nice to being like on the 205 freeway by  
4 Fred Meyers.

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5 And with proper out-of-the-box thinking, I  
6 believe there is some ways to both visually and  
7 economically and environmentally to protect and  
8 create sound that will not be a problem.

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9 I also would like to know if there is a  
10 representation of all the Bluff house  
11 homeowners and representing the mortgage  
12 companies that own the homes on the bluff, if  
13 someone could advise me of that. Because the  
14 value of the homes are going to go the wrong  
15 direction, and that's it.

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\* \* \*

1 (Following testimony taken before  
 2 Mr. Andy Cotugno, Clackamas County,  
 3 and Ms. Lori DeRemer, City of Happy  
 4 Valley)

I 147  
OT

5 MR. AMBER BRAUNSTEIN: I'm against it and  
 6 there is a lot of reasons. I think that as  
 7 residents, especially on the bluff line, that  
 8 because there is so few of us, in the scheme of  
 9 things I think that this really is more focused  
 10 on the businesses and the trucking and all  
 11 that, and everybody coming from Damascus and  
 12 all that area, I feel like our voices are not  
 13 going to be heard because there is so few of us  
 14 in the general scheme of things. And the noise  
 15 levels are going up, increasing a lot, which,  
 16 when I bought my house, I didn't have any idea  
 17 this was going on, that's my realtor's fault  
 18 for not informing me. However, I did not buy a  
 19 piece of property on a highway. That is not  
 20 why -- I didn't want property below. I'm  
 21 backed up to a bluff. I have trees up there  
 22 overlooking the back of my yard. It's very  
 23 quiet there except when leaves fall during the  
 24 winter.

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25 But I just think there is a lot of reasons

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1 why it shouldn't happen and I feel that we're  
2 just going to be steamrolled and caught up in  
3 the process of it and not really heard.

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4 I think there is a lot of environmental  
5 impacts to that. I get deer all the time in my  
6 yard, and I have a feeling that they're somehow  
7 going to be impacted. And I've seen all the  
8 posters and all that stuff, and just looking at  
9 it, it seems that that part of that nature is  
10 going to be taken away from this whole project.  
11 Not only that, but the historic sites like Camp  
12 Withycombe, I think that's going to be taken  
13 away. That's what I have to say, unless you  
14 have questions and I'd be glad to answer and  
15 give you my opinion on them.

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16 MS. LORI DeREMÉR: No. Just here to  
17 listen.

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