

Sunrise Corridor Community Visioning

Engagement Summary

March 2025



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Introduction

Over the years, there have been many transportation studies for the Sunrise Corridor. This time, community members and local agencies called for a broader look at all the pieces that make up a healthy and safe community. The Sunrise Corridor Community Visioning process engaged residents, businesses, and travelers to learn what they need and want for this community to thrive.

The result of this process is:

- A clear, community-supported vision and recommended actions for future land use, housing, community health, transportation system, and economic investments.
- A final report with an analysis of health impacts, economic opportunities, and accessible, safe infrastructure, with consideration of the current and projected impacts of climate change.
- Building momentum towards implementation of this vision in collaboration with the residential and business communities, and agency partners at the City of Happy Valley, Metro, the Oregon Department of Transportation (ODOT), and TriMet.

Figure 1: Engagement reach



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Engagement Overview

The Sunrise Corridor Community Vision Plan was developed in partnership with members of the local community and key stakeholders. The public provided meaningful feedback to develop a shared vision that reflects the needs of the present-day community, as well as those of future generations who will live, work, visit, and play in the Sunrise Corridor community.

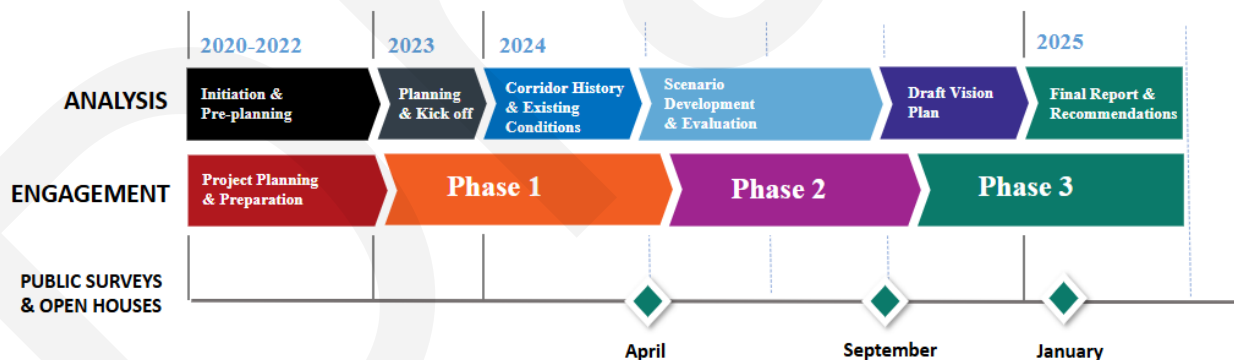
The engagement process was split into three main phases. To weave the voices and values of the community into each decision, each public engagement opportunity was built on the previous phase.

Phase 1 – Gathered community feedback to develop vision, goals and objectives, identify opportunities and challenges, and collect ideas for future improvements in the project area.

Phase 2 – Worked with the community to explore ideas for how to address economic development, land use, green space, public health, and transportation challenges.

Phase 3 – Collaborated with the community to receive feedback on actionable steps and projects that support the vision and goals of the Sunrise Corridor community.

Figure 2: Project timeline and phasing



Equitable Engagement Methods

The Vision Plan prioritized populations and communities historically excluded and underserved by transportation and land use investments. To remove barriers to participation, the project team and community engagement liaisons (CELs) collaborated with local leaders and organizations with strong community relationships to reach diverse audiences, help co-create outreach strategies and messages, provide language

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translation and interpretation, and conduct on-the-ground multicultural outreach. People with diverse community voices and perspectives were recruited to attend events, participate in surveys and focus groups, and serve on the Steering Committee and Leadership Cohort.

An Equitable Engagement Framework (Appendix A) was also developed through a series of workshops to improve engagement, enhance active community participation in decision-making processes, and foster inclusivity, transparency, and equitable outcomes for those by those who could be most marginalized in the project's process and outcomes.

Summary of Feedback

Throughout the process, the public provided meaningful feedback that became part of the shared vision for future improvements in the Sunrise Corridor Community.

Engagement methods included over 90 activities, including 23 project committee and cohort meetings, 3 workshops, 20 stakeholder interviews, 15 presentations, 12 focus groups, 3 in-person open houses, 4 online surveys, and 10 pop-up events. Over the course of the project, we received feedback from more than 1,500 people.

The feedback we heard throughout the project has been categorized into four main themes: *Transportation*; *Jobs and Economy*; *Neighborhoods and Places*; and *Open Space, Public Health, and Environment*. More specific information about what we heard on each theme from key partners, stakeholders, and community members is detailed in each section of this report.

Transportation

- There are limited options to walk or bike, and updating these facilities to make them safe is a top priority.
- Freight is critical to the local economy; however, a lack of designated truck parking is a concern because trucks currently stop to park, rest, or queue on the curb, in center turn lanes, and in bike lanes.
- Better access to and from bus stops is needed to help transit usable for people, including sidewalks, lighting, bus shelters, and better connections.
- Along OR 212 and OR 224, there is significant traffic congestion, which is only projected to get worse in the future. More roadway capacity, left-turn lanes, and other solutions for reducing congestion are a priority for the community.

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Jobs and Economy

- The community would like more retail opportunities, including dining, grocery, and outlet centers.
- Protect existing businesses from displacement, and find ways to attract new business to the area.
- Create partnerships between educational facilities and businesses to improve employment opportunities.

Neighborhoods and Places

- Improved harmony between industrial, commercial, and residential areas would create more welcoming neighborhoods.
- There are limited safe and accessible pedestrian crossings to schools, parks and trails, and community gathering spaces.
- Murals, art, and wayfinding signage would enhance neighborhood character and community identity.
- Plant trees and other greenery to tackle excessive heat and improve neighborhood aesthetics.

Open Space, Public Health, and Environment

- Community amenities like outdoor event spaces, sports fields, pools, community centers, and dog parks would be conducive to public health.
- There are challenges with identifying open space opportunities within the corridor, such as parklets.
- Improve access to the Clackamas River, including adding waterfront recreation opportunities. Better signage is needed for accessing Riverside Park.
- Preservation of nature and reduction of pollution are important to the well-being of the people and animals in the community.

Equitable Engagement Workshops

Two workshops were held on February 21 and February 26, 2024, to improve engagement and highlight concerns and topics of interest heard by those who could be most marginalized in the engagement process. The feedback received was also used to create an Equitable Engagement Framework. The Equitable Engagement Framework can be found in Appendix A. A total of 32 community members attended the workshops.

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Image 1: Equitable engagement workshop at Elmer's Restaurant, February 21, 2024



Notifications and Outreach

- Language interpreters invited attendees in their respective language communities.

Key Findings

Key themes from the discussions included:

- Use email, social media, community events, radio stations, physical mail, newsletters, and websites as project communication channels.
- Provide project updates at regular intervals, either monthly or quarterly, with a focus on significant milestones or changes.
- Engage with community groups, churches, schools, and other organizations to disseminate information effectively and involve stakeholders in decision-making processes.
- Concerns about traffic congestion, along with ideas for improving transportation infrastructure, including wider roads, improved access to freeways, and separated pedestrian and bicycle paths.
- Support environmental sustainability, advocating for cleaner production methods, incentives for electric vehicles, and efforts to reduce pollution and improve air quality.
- Create cultural and recreational spaces, such as museums, community centers, parks, and playgrounds, to foster a sense of community and improve livability in the area. Participants would like to see the “corridor” feel less like a corridor and more like a destination.
- Focus on equity and inclusion, with calls for accessible resources and services for all residents, regardless of cultural background or income level.

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- Interested in being involved in community engagement and involvement in the planning process, emphasizing the importance of listening to the needs and preferences of residents, including immigrants and people of color.

Early Engagement Questionnaire

Interested parties were asked to respond to an online questionnaire with their thoughts about community values and what is needed for a safe, healthy, and thriving community. The responses to this questionnaire also helped us identify how to best communicate and engage with the community throughout the project. Approximately 75 people participated in the questionnaire.

Notifications and Outreach

- The questionnaire was shared through social media, emails to community groups and interested parties, and the project website.

Key Findings

Key themes from the questionnaire responses included:

- Too much traffic congestion.
- Safety problems in residential areas due to nearby industrial or commercial areas without adequate security or public view.
- Concerns about lack of frequent and reliable public transit, including interest in local buses and bus rapid transit.
- Interest in multimodal travel options, including safer sidewalks and additional bike lanes.

Project Committees

Multiple committees were convened to ensure that project partners, technical experts, and community members were consistently involved in project development and the decision-making structure throughout the Sunrise Corridor Community Visioning process.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC), composed of subject area experts from organizations and partner agencies, provided skilled support and technical analysis to the Steering Committee to help develop an equitable and community-supported vision for the future of the Sunrise Gateway Corridor. Members were selected based on technical expertise. Minutes for each TAC meeting are compiled in Appendix B.

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Image 2: TAC members on a project tour, January 25, 2024.



The TAC met 11 times throughout the project. The table below summarizes meeting logistics and topics.

Table 1: TAC meeting schedule

Date	Location	Meeting topics
August 24, 2023	Microsoft Teams	<ul style="list-style-type: none">• Introductions and project background• Community engagement• Schedule and phasing
October 26, 2023	Microsoft Teams	<ul style="list-style-type: none">• Review technical memoranda, including Task 4.1 (Historical Context), Task 4.2 (Plan Review), and Task 4.3 (Existing Conditions: Land Use)• TAC Timeline and Work Plan

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Date	Location	Meeting topics
November 16, 2023	Microsoft Teams	<ul style="list-style-type: none"> • Key project themes
January 25, 2024	Hybrid: Camp Withycombe / Microsoft Teams	<ul style="list-style-type: none"> • Focus area opportunities and challenges
March 12, 2024	Microsoft Teams	<ul style="list-style-type: none"> • Planning framework and timeline • Focus area opportunities and constraints
April 25, 2024	Hybrid: Camp Withycombe / Microsoft Teams	<ul style="list-style-type: none"> • Scenario development and evaluation • Gateway Corridor Concept
May 23, 2024	Hybrid: Camp Withycombe / Microsoft Teams	<ul style="list-style-type: none"> • Community engagement • Scenario development and evaluation
July 25, 2024	Hybrid: Camp Withycombe / Microsoft Teams	<ul style="list-style-type: none"> • Scenario development and evaluation • Feedback on strategies
October 24, 2024	Hybrid: Camp Withycombe / Microsoft Teams	<ul style="list-style-type: none"> • Gateway Corridor Concept updates • Vision Plan outline
December 5, 2024	Microsoft Teams	<ul style="list-style-type: none"> • Action Plan discussion • Gateway Refinement Plan discussion • Phasing and implementation steps
February 27, 2025	Microsoft Teams	<ul style="list-style-type: none"> • Final review of Vision Plan and Gateway Refinement Plan • Recommendation to move plans forward

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Key Findings

The TAC provided important feedback to the project team throughout the visioning process. Key findings include:

- Recommended considering outreach for people who are not residents but who pass-through/work in the study area.
- Requested more clarity on how the community visioning effort fits with the Final Environmental Impact Statement (FEIS) and Sunrise Corridor Gateway Plan.
- Helped access a variety of regional plans, assessments and reviews to assist the project team with the visioning process. Discussion highlights included:
 - There are a lack of connections within the project area between land uses, and a lack of access to natural areas like the Clackamas River.
 - It is necessary to include analysis and consideration of public health metrics, including air and water quality and the heat island effect of large parking lots.
 - Focus on the retention of manufactured home parks – there are various options for business and homeowners, and TAC members suggested encouragement of live/work/play opportunities.
 - New crossings and safety improvements within the Sunrise Corridor Community are necessary for driver and pedestrian safety.

Steering Committee (SC)

The Steering Committee (SC) was composed of community members, organization representatives, and elected officials who worked with staff to provide feedback and guidance to the project team and partners at key planning milestones, collaboratively developed an implementable action plan, and made recommendations for a community vision. Meeting minutes for Steering Committee meetings are compiled in Appendix C.

Members were selected through an open application process that prioritized a diverse mix of community and organizational representation (Appendix A). One representative from each of the agencies working on this project – Clackamas County, the City of Happy Valley, Oregon Department of Transportation, Metro and TriMet – were also invited to join the committee.

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Image 3: Steering Committee members at a meeting on June 25, 2024.



The SC met six times throughout the project. The table below summarizes meeting logistics and topics. All meetings were open to the public and the agenda of each meeting included an opportunity for public comment.

Table 2: Steering Committee meeting schedule

Date	Location	Meeting topics
January 31, 2024	Hybrid: Adrienne C. Nelson High School / Zoom	<ul style="list-style-type: none">• Committee charter• What is working in the corridor• What is not working in the corridor
March 20, 2024	Hybrid: Sunrise Water Utility Building / Zoom	<ul style="list-style-type: none">• Community engagement• Draft goals
June 5, 2024	Hybrid: City of Happy Valley City Hall / Zoom	<ul style="list-style-type: none">• Revised goals and objectives• Approach for scenarios

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Date	Location	Meeting topics
September 4, 2024	Hybrid: City of Happy Valley City Hall / Zoom	<ul style="list-style-type: none">• Update on Sunrise Gateway Concept• Overview of scenarios and strategies
November 14, 2024	Hybrid: Camp Withycombe / Zoom	<ul style="list-style-type: none">• Gateway Corridor Concept refinement• Draft outline for the Vision Plan• Strategies becoming actions
January 9, 2025 (optional; not an official meeting)	Zoom	<ul style="list-style-type: none">• Drop-in style office hours with Project Manager Jamie Stasny• Additional opportunity to provide feedback on the Action Plan and Gateway Corridor Refinement Plan
April 2, 2025	Hybrid: City of Happy Valley City Hall / Zoom	<ul style="list-style-type: none">• Final review of the Vision Plan and the Gateway Corridor Refinement Plan• Recommendation to move the plans forward to the Board of County Commissioners

Key Findings

Members of the Steering Committee participated in discussion throughout the project to help inform the project team of priorities, opportunities and gaps in the process. Key findings from the Steering Committee include:

- Safety for both pedestrians and drivers are priorities for many – improvements are necessary for children on their way to and from school, and people crossing OR 212.
- There is limited public access to the Clackamas River within the project area. Planning efforts should consider natural space accessibility.

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- Many committee members, including residents, emphasized the importance of anti-displacement strategies, and that planned development should not lead to displacement of people currently living in the area.
- Engagement with community members and key stakeholders is critical to the success of the project. The Steering Committee encouraged outreach to mobile and manufactured home park communities within the area.
- Inter-governmental relationships and multi-agency partnerships will be important for long-term success and implementation of transportation improvements.

Leadership Cohort (LC)

The Leadership Cohort (LC) was composed of community members who provided feedback on key project elements and helped ensure the voices of the community were heard and represented in the final vision and in the implementation phases that followed. The LC structure was designed to actively remove barriers to participation and encourage and build capacity in new community leaders. Members were selected through an open application process. Many of the members also participated in the Equitable Engagement Workshops. Meeting minutes for LC meetings are compiled in Appendix D.

Image 4: Leadership Cohort members at a meeting on January 6, 2025.



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The LC met six times throughout the project. The table below summarizes meeting logistics and topics.

Table 3: Leadership Cohort meeting schedule

Date	Location	Meeting topics
May 2, 2024	Adrienne C. Nelson High School	<ul style="list-style-type: none">• Project overview• Equity and vision• Goals and objectives
June 25, 2024	Adrienne C. Nelson High School	<ul style="list-style-type: none">• History of project• Project life cycle and key elements
August 26, 2024	Sunrise Water Authority	<ul style="list-style-type: none">• Draft scenarios
October 29, 2024	Sunrise Water Authority	<ul style="list-style-type: none">• Action planning based on themes/gaps• Future Sunrise Coalition creation and involvement
January 8, 2025	Sunrise Water Authority	<ul style="list-style-type: none">• Continued engagement and project support• Future Sunrise Coalition creation and involvement

Key Findings

Throughout the project, members of the LC discussed their priorities and feedback with the project team. Key findings include:

- Public health is important to consider when trying to improve the area; specifically, how to balance air quality and access to natural spaces with the industrial land use patterns in the area
- “This project is more than a road.” Historically, development projects in Oregon have led to the displacement of vulnerable populations. Emphasis on the importance of anti-displacement efforts and bridging gaps between residents, community spaces and local businesses.

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- Need safe options for kids to get to and from school. Changes to roadways or pedestrian infrastructure should support the common routes that children take to school and should be easy and efficient to navigate.
- Involving youth-focused Community-Based Organizations for implementing plans like trails or public art could be one approach to build capacity and ensure community members continue to be involved in decision-making about the area well into the future.
- “Quick wins,” or parts of the plan that can be implemented early and efficiently, will be key to gaining community support and involvement for aspects of the plan that need a longer or phased timeline.
- Thoughtful planning is key to transition to community-led implementation of action steps. Creating accessible, fun and rewarding ways for community members to get involved in implementing actions could lead to a sustainable community coalition.

Scenario Development Workshop

A workshop was held on July 25, 2024, provided an opportunity for Steering Committee and Leadership Cohort members to play an active role in scenario development by providing the project team with feedback, concerns and suggestions on draft strategies.

Key Findings

Key findings from the Scenario Development Workshop included:

- Balancing housing and businesses is a priority. Suggestions for buffers between residential and industrial areas.
- Displacement is a concern of residents who want to live where they work. Mobile home parks are the only affordable housing options for many in the area.
- Interest in connectivity between transit services and other mobility options.
- Rezoning to increase opportunities for local business and access to services for residents.
- Interest in creative financing, including public-private partnerships, grants, and asking for money from the federal government to support project actions.
- Allow the community to see and access the Clackamas River and other natural areas. Better multi-modal access is needed to trail and parks.
- Concerns about pollution from the roadway and industrial use, in addition to the heat island effect of pavement. Strategic land or other creative barriers could be designed into the area to prevent pollution from entering waterways, reduce noise pollution to neighborhoods, and serve as aesthetic features.

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- Interest in creative solutions to reduce traffic congestion and improve connectivity in the project area and beyond. Specific concerns about congestion and bottle neck issues on OR 212.

Image 5: Committee and Cohort members at the Scenario Development Workshop.



Stakeholder Meetings

Meetings were held with key interested parties to share information about the project, and get feedback on ideas and actions for the Vision Plan, including the Gateway Refinement Plan.

Interviews were held with:

1. Tracy Moreland; resident and Grand Ronde Tribal Member– June 22, 2023
2. Laura Edmonds; Clackamas County Economic Development – September 5, 2023
3. Johnnie Heintz; Clackamas County Historical Society – September 7, 2023
4. Wilda Parks; former Milwaukie City Councilor – September 27, 2023
5. David Marks; Marks Metal – October 8, 2023
6. Terry Emmert; Emmert International – October 20, 2023 and December 8, 2023
7. Jay Jones; North Clackamas Chamber of Commerce – November 17, 2023
8. Patrick Sheehan; Real estate agent, former legislator – November 28, 2023
9. Chris Hawes; Clackamas Fire District – November 29, 2023
10. Diana Helm; Terra Casa, former Mayor of Damascus, Clackamas Water Environment Services Advisory Committee member – November 29, 2023

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11. Dan Occhipinti; Pacific Seafoods – December 4, 2023 and October 18, 2024
12. Terry Emmert; Emmert International – December 8, 2023
13. Daryl Woods; Safeway – December 13, 2023
14. Brad Paulsen; Platt Electric Supply, Inc. – February 21, 2024
15. Tom Martin; Precision Truss, Inc. – March 21, 2024
16. Jeremy Dibble, Kedarious Colbert, Renee King, and Andy Greene; Providence - – August 26, 2024 and October 15, 2024
17. Don Forrest and T.J Birkel; Fred Meyer – October 9, 2024

Notifications and Outreach

- Clackamas County connected with local organizations, businesses, and project partners to coordinate stakeholder interviews.

Key Findings

Key findings from the stakeholder interviews included:

- Strong interest in having the community understand the issues and solutions around the Vision Plan implementation. They felt building trust and gathering input from the community was important to the process.
- Traffic congestion in the Sunrise Corridor is impacting businesses.
- Transportation facilities are not keeping pace with community growth and there are concerns traffic congestion will continue to worsen.
- Although there are no north-south connections in Damascus, it is important that solutions do not cut neighborhoods in half (e.g., Damascus and Boring).
- Safety issues include: no shoulders on roads, ditches on both sides, and trucks exiting off I-205 into the industrial area.
- Think of the broader area, not just the corridor, for land use and economic opportunities.
- How will the Gateway Refinement Plan impact the value of businesses, existing properties, and planned developments?

Presentations

Clackamas County presented information about the project to local business and community committees, councils, and other groups throughout the visioning process. The presentations focused on project overview, history, updates, and upcoming feedback opportunities.

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Notifications and Outreach

- Clackamas County connected with local organizations, businesses, and project partners to coordinate presentations.

Presentations were made to the following groups:

1. Clackamas County Coordinating Committee (C4) – October 4, 2023
2. Metro Joint Policy Advisory Committee on Transportation (JPACT) – December 14, 2023
3. North Clackamas Chamber of Commerce – May 6, 2024
4. Clackamas County Leaders in Equity Diversion and Inclusion Council (LEDIC) - May 28, 2024
5. Happy Valley City Council – June 4, 2024
6. Clackamas River Basin Council – July 18, 2024
7. Legislative Joint Committee on Transportation Tour, Roundtable and Public Hearing – September 26, 2024
8. Clackamas County Business Alliance Panel Luncheon – September 30, 2024
9. North Clackamas Chamber Public Policy Group – October 1, 2024
10. Clackamas County Coordinating Committee (C4) – October 16, 2024
11. 1000 Friends of Oregon – October 14, 2024
12. Portland State University Traffic and Transportation Class – October 24, 2024
13. Metro Joint Policy Advisory Committee on Transportation (JPACT) – November 21, 2024
14. Happy Valley Youth Council – December 18, 2024
15. House Committee on Economic Development, Small Business, and Trade – March 7, 2025

Pop-up Events

Pop-up events were tailored opportunities for residents and employees to gather at places like housing communities, bus shuttles, and farmers markets to talk about what is working well in the corridor today and what should be addressed in the future, and give feedback on Vision Plan elements.

Notifications and Outreach

Clackamas County and the consultant team connected with businesses, project partners and local manufactured home parks to offer pop-up event opportunities.

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Pop-up events occurred at the following locations:

1. **Clackamas Industrial Shuttle** – January 25 and February 14, 2024

- The project team rode the shuttle the morning on January 25 and late afternoon on February 14, speaking with 10 people and leaving flyers.

Comments included:

- Improve transit with more frequent shuttle bus and coordination with TriMet routes.
- Add sidewalks and bike routes to improve multimodal options, helping to remove cars from the road.

Image 6: *Clackamas Industrial Shuttle in the project area.*



2. **North Clackamas Chamber AM Business Connection** – February 2, 2024

- Approximately 50 attendees; 10 people engaged with the project team to review the corridor map and their experience of living and working in the area.

Comments included:

- Need better access to Happy Valley.
- Need community services and transitional housing opportunities near transit.
- Need improved traffic signals; safety should be a consideration.

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- Appreciate the tree canopy around the industrial/warehouse buildings – air quality continues to be an issue, specifically around Hwy 212/122nd Ave.
- See unsafe conditions for students walking to/from Adrienne C. Nelson High School.
- Concerns around tolling.

City of Happy Valley 172nd Open House – February 22, 2024

- Project team hosted an information table, spoke with 10 people and shared flyers. Comments included:
 - Congested intersections with safety issues.
 - Need additional parks and safe access for animal crossings.
 - New roads should feel accessible and easy to use.

3. Shadowbrook Manufactured Home Community – March 8, 2024

- Approximately 20 attendees, learned about the project and shared their experiences of living in the area. Shadowbrook is a 55 and older community.
 - The primary concern was the function of the OR 212/135th intersection.
 - The vehicles turning east from SE 135th have free flow, making it difficult for Shadowbrook residents to get in or out of their community. Their only access is on OR 212.
 - The community had been told that years ago the county denied a request to add a Shadowbrook entrance to the west on a local street.
 - Other concerns and ideas were related to the potential for OR 212 changing in the future: noise/soundwall, lighting nuisance from road, traffic on Jennifer Street, vacant commercial/industrial properties, and potential residential displacement.

4. Happy Valley Hike – June 8, 2024

- About 30 people joined a hike with County staff and Happy Valley City Councilor Brett Sherman, who is on the project Steering Committee, to learn about the Sunrise visioning process and ask questions. Comments included:
 - Questions about funding, staging, and next steps.
 - Primary interest was in the Gateway Concept and transportation improvements.
 - Strong interest in trail improvements and connections.

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5. Happy Valley Farmer's Market – June 8, 2024

- About 55 people stopped by to speak with staff. Comments included:
 - Transportation, with specific ideas for new connections and improvements, safer roads and multi-modal routes.
 - Rock Creek area is important to preserve for local identity. Consider creating a scenic view corridor and increasing river access and native plants.
 - Emphasis on safety and access for cyclists and pedestrians

Image 7: Sunrise Corridor Community Visioning table at Happy Valley Farmer's Market.



6. Oak Acres Manufactured Home – June 15, 2024

- 17 people met with the project team to review the corridor map and talk about living and working in the area. Comments included:
 - Appreciate the affordability, central location and kid-friendly streets within the community
 - Safer crossings and sidewalks near the community would ease commutes
 - There have been issues with semi-trucks blocking access for residents
 - Lack of parks and play structures for children nearby

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7. **Shadowbrook Manufactured Home Community** – October 25, 2024

- Approximately 20 people attended a Shadowbrook Friday Morning Coffee Social with County staff and the project team to learn about updates to the project since the last pop-up event - including a revised Sunrise Gateway Corridor Concept map - and provide feedback. Shadowbrook is a 55 and older community. Comments included:
 - Safety concerns about turning into/out of driveway to property (one access directly to OR 212)
 - Concerns about continued affordability of housing for residents at Shadowbrook and the possibility of anti-displacement.
 - Suggested improvements to the neighborhood, such as planting trees along walkways, building sound walls between the highway and housing, and adding a dog park.

8. **Ruzzo's Taproom** – January 29, 2025

- 8 people engaged with the project team to learn about the project, review the Gateway concept map and share their questions and feedback on the project. Comments included:
 - The action plan includes a good mix of actions for the community
 - Concerns about traffic congestion now and in the future
 - One concern about the negative impacts that construction from the Gateway Corridor Refinement could have on the community.
 - One interest in continuing road improvements through Damascus by widening the road to 4-lanes.

Open Houses

Three, in-person, drop-in style open houses were held throughout the visioning process to inform and gather feedback from the community. There was one open house for each of the three engagement phases of the project. Attendees could learn about the visioning process, share what they know about the area, provide feedback on proposed visioning plan ideas and documents, and talk with staff and committee members from the project and local jurisdictions. Participants were asked to give feedback on posters, maps, and comment forms. There were about 280 people who signed in across the three open houses.

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Notifications and Outreach

- Invitations were mailed to all addresses in the Sunrise Corridor Community area (approximately 5,900), and some additional addresses just north and east of the project area. (1,400 P.O. Boxes in zip code 97015).
- Event information was shared via a Facebook event page
- The County posted on Instagram and Facebook.
- The county issues releases to local media.
- CELs language interpreters invited attendees in their respective language communities.
- The County sent notices through the project email list.
- The Steering Committee, Technical Advisory Committee, Leadership Cohort and partner agencies were encouraged to share the meeting invitation via their social and email networks.
- The City of Happy Valley included information about the event in its April 2024, September 2024, and January 2025 newsletters, which are mailed to every Happy Valley residence.

Attendees reported that they heard about the event through the mailer, social media, email list, and word of mouth.

Open House 1

The first open house was held on April 10, 2024, at Adrienne C. Nelson High School (14897 SE Parklane Dr, Happy Valley). Approximately 70 people attended and 13 of those submitted a comment form.

The purpose was to gather feedback on proposed visioning goals, which had been developed through project committees and early outreach and interviews with community members. Attendees at the open house were asked to share what they knew about the area, including places they go, challenges, and ideas for the Sunrise Corridor Community. Community members could give feedback on draft vision goals.

Key themes from the Open House 1 included:

- The proposed vision goals resonated with attendees.
- Attendees shared where they go in the area, including schools, work, parks, businesses, shopping, and more.
- The top challenges in the area were noted as transportation, bike and pedestrian safety, congestion on OR 212, and access to basic services.

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- There was an interest in receiving continued updates throughout the visioning process and ideas on ways to engage with the community.

More information about what we heard can be found in the Open House 1 Summary (Appendix E).

Open House 2

The second open house was held on September 24, 2024, as part of phase 2 engagement. Approximately 60 people attended.

Using the public feedback from the more than 300 people involved in engagement phase 1, the project team compiled various strategies for the future. The purpose of the phase 2 engagement was to share and get feedback on those strategies related to land use, open space and community identity, public health and environment, economic development, local mobility, and regional mobility, specifically the Sunrise Gateway Corridor Concept.

Key themes from Open House 2 included:

- The strategies presented at the open house resonated with community members. All received some feedback or support.
- Several comments related to transportation (local and regional challenges and ideas for all travel modes) and river and natural area access.
- Other common topics included housing issues and challenges related to houseless communities, challenges accessing schools, pedestrian and bicycle safety, interest in hearing voices from various communities (for example, Native communities), and funding.

More information about what we heard can be found in the Open House 2 Summary (Appendix F).

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Image 8 and 9: Open house at Adrienne C. Nelson High School on September 24, 2024



Open House 3

The third open house was held on January 23, 2025, at Clackamas High School as part of phase 3 engagement. Approximately 150 people attended, and about 40 completed comment forms.

The open house was held to share the Draft Vision Action Plan and the Draft Sunrise Gateway Corridor Refinement Plan with the community. Both documents had been shaped through conversations with project committees and through the Phase 1 and Phase 2 community engagement activities. Participants could review what had been heard and incorporated into the plans, learn more about actions, see updated maps, give feedback and ask questions.

Key themes from Open House 3 included:

- Interest in neighborhood improvements, including tree plantings and the need for more greenery; lighting, and parking.
- Interest in balancing industrial and residential uses in the corridor and adding more small businesses, food carts, and nightlife.

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- Modes of transportation, especially to reduce traffic congestion and increase walkability and the number of walking paths.
- Concerns about losing access at SE 135th Ave, changes to SE 142nd Ave, and maintaining access to neighborhoods on the south side of OR 212 as part of the Gateway Refinement plan.
- Concerns about bike and pedestrian connectivity and proximity of bikes and pedestrians to high vehicle traffics areas, and safety.
- Interest in protecting wildlife, especially across new infrastructure

More information about what we heard can be found in the Open House 3 Summary (Appendix G).

Surveys

During each phase of engagement, an online survey was implemented to provide an opportunity for the public to provide feedback virtually. The content in the online surveys was designed to complement the information shared at the open house relevant to that phase. Throughout the project we received 835 survey responses. Of those, 776 were in English, 33 in Russian, 18 in Vietnamese, and 8 in Spanish.

Notifications and Outreach

The surveys were advertised along with the open houses. After the open houses were held, there was an additional e-mail sent and social media posts sharing the online feedback opportunity through the closing date.

- Mailing to approximately 5,900 area addresses
- E-mail notices through the project email list (approximately 500 recipients by the last survey).
- Social media posts, including Instagram and Facebook.
- Media releases from the county
- Direct email to project committees with survey links to share through their networks.
- Open house attendees were encouraged to share the online opportunity with area friends and neighbors after the event.

The e-news list and social media posts were the most effective ways to connect people to the survey. These are received by people already online and include a direct link. Paper mailers require additional action by the recipient.

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Survey 1

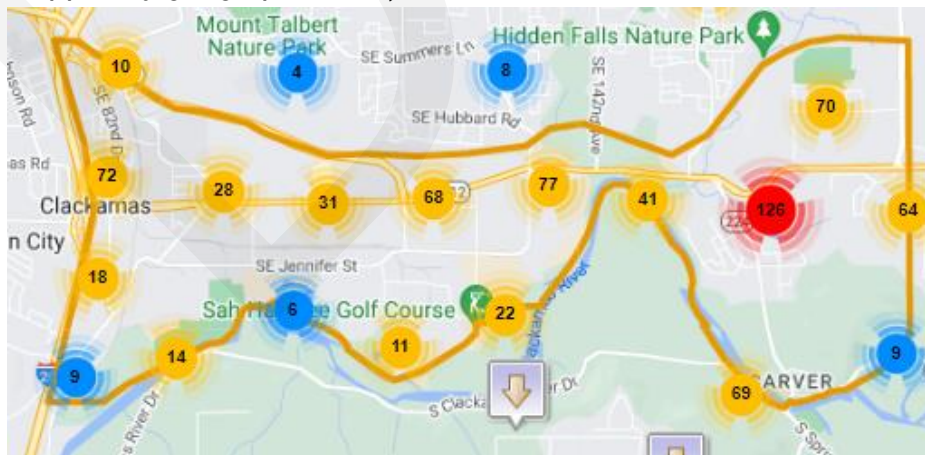
An online survey was open from April 10 to May 10, 2024, gathered input on project goals for the Visioning project. The survey was a complement to the in-person open house held on April 10. In addition to learning about project goals, participants could share information about places they go, challenges in the area, and ideas for improvements. Survey 1 had 835 visits (those who clicked onto the survey) with 335 participating (answered at least one question), of which 300 were in English, 28 in Russian, 5 in Vietnamese, and 2 in Spanish.

Key themes from Survey 1 included:

- The top three goal priorities were *Health & Wellbeing*, *Transportation*, and *Complete Communities*.
- People noted a need for roadways with more capacity, more signals or lanes for vehicle turning movements, safe pedestrian and bike crossings, and reduced speed limits.
- There was interest in creating community spaces like sports fields, community centers and dog parks.
- Access to nature and the environment, and nature preservation were key interests.
- Preservation of mobile home parks, housing, and balancing industrial spaces with other community spaces were also noted.

More information about what we heard can be found in the Survey 1 Summary (Appendix H).

Figure 3: Map marker exercise in Survey 1 (numbers shows how many comments were mapped by geographic area)



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Survey 2

An online survey was open from September 16 to October 9, 2024, to gather community input on proposed strategies for the future of the Sunrise Corridor Community related to land use, open space and community identity, public health and environment, economic development, local mobility, and regional mobility, specifically the Sunrise Gateway Corridor Concept. The survey was a complement to the in-person open house held September 24 and other engagement including focus groups and presentations. The survey was designed to be similar to the information shared at the in-person open house, but was simplified for space constraints and readability.

The strategies were developed after the phase 1 engagement and were responsive to existing conditions, feedback from project committees, and feedback from community engagement. Project goals and objectives had been finalized in June 2024 with the project Steering Committee – the proposed strategies are ways to achieve the goals. Online participants could review the strategies and indicate support for each in relation to their own vision for the Sunrise Corridor Community. Survey 2 had 1,711 visits (those who clicked onto the survey) with 365 participating (answered at least one question), of which 342 were in English, 5 in Russian, 13 in Vietnamese, and 5 in Spanish.

Key themes from Survey 2 included:

- Concerns about current and future traffic congestion on OR 212, the intersection of OR 224 and OR 212, and along 142nd Ave.
- Need for safer connections for both cars and pedestrians.
- Want more nature access, enhancement of the natural environment.
- Want community spaces that promote livability, including a community center, more restaurants and shops, and more playgrounds.
- Generally, the proposed strategies shared all had support. Every strategy had more combined “Strongly support” and “Support” responses than “Don’t Support” responses. Strategies that had higher support, included:
 - anti-displacement,
 - development patterns,
 - character,
 - connecting people to open spaces,
 - reducing heat islands/increasing tree canopy,
 - improving pathways to river access,
 - more multi-use and nature trails,
 - new and enhanced parks,
 - attract/retain/grow businesses,

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- partnerships between industry and education, and
- filling sidewalk gaps.

More information about what we heard can be found in the Survey 2 Summary (Appendix I).

Survey 3

An online feedback opportunity (survey) was included in phase 3 Engagement for the Sunrise Corridor Community Visioning. The survey, which complemented the in-person open house on January 23, was available from January 15 through February 5, 2025. The goal of the survey was to share the draft vision, and specifically the proposed actions, which had been created over the last year with community feedback. Survey 3 had 500 visits (those who clicked onto the survey) with 135 participating (answered at least one question), of which 134 were in English and 1 was in Spanish.

Key themes from Survey 3 included:

- Approximately 60% of participants thought the plan was a “good mix of actions for the community”, while 40% stated there were some actions missing.
- Participants felt that missing actions included traffic reduction beyond the project area and into Damascus, adjustments to the Gateway Refinement plan, as well as more connecting sidewalks, crosswalks and trails for pedestrians and bicyclists.
- Concerns about traffic mitigation causing congestion in other areas, connectivity for all modes of transportation, and maintenance of new roadways, paths, and trails.
- Concerns about increased noise and air pollution, specifically for residents.
- Questions around general project funding and a desire for ongoing project updates.

More information about what we heard can be found in the Survey 3 Summary (Appendix J).

Focus Groups

Twelve focus groups were held throughout the visioning process to better understand the experiences and perspectives of community members with unique insights to the Sunrise Corridor Community-- Latinx, Slavic, and Vietnamese (provided in-language) and the business community, including business owners, employees, and members of local

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business associations. Many of the participants attended more than one focus group. Overall, there were 3-14 participants in each group, with a total of 71 individuals reached.

Multiple focus group methods were used to provide a comfortable, conversational environment, and to ensure all voices were heard. Focus groups during phase 1 and phase 2 of engagement were held using virtual and in-person small group meetings. For phase 3, the Latinx, Slavic, and Vietnamese communities joined small group tours at Open House 3 and completed comment forms (30 comment forms received). The feedback from the comment forms can be found in the Open House 3 summary (Appendix G). Past focus group attendees unable to attend Open House 3, received phone calls (11 phone call responses) from community liaisons who provided project updates and an opportunity for additional feedback.

Notifications and Outreach

- Language interpreters invited attendees in their respective language communities to participate in Slavic, Latinx, and Vietnamese community focus groups.
- Clackamas County invited local business owners, employees, and members of business associations.

Image 10: Focus Group member filling out a comment form.



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Slavic Community Focus Groups

Three focus group opportunities were held for Russian and Ukrainian speakers in the Sunrise Corridor community. One focus group opportunity was held during each phase of engagement.

Phase	Date of Focus Group	Number of Participants
Phase 1	April 25, 2024	14 participants
Phase 2	October 4, 2024	9 participants
Phase 3	Calls on various dates	4 participants

Comments received during the Slavic Community Focus Groups included:

- Public health and environmental issues were identified as priorities, with a focus on adding more natural areas and reducing pollution.
- Strong interest in improving cleanliness and aesthetics of the corridor community, including neighborhood art, reducing litter, and adding trees and green spaces.
- Interest in more economic development, but concerns that the corridor as it is now does not have enough appeal for businesses of a wider variety.
- Interest in better regional connectivity and local mobility improvements, as well as concerns with road conditions, traffic congestion and safety. Strong support for the idea of separating industrial and heavy-duty lanes from local traffic lanes to the north.
- Wished improvements would take place faster and that the County could use general funds to get these things done.

Vietnamese Community Focus Groups

Three focus group opportunities were held for Vietnamese speakers in the Sunrise Corridor community, one during each phase of engagement.

Phase	Date of Focus Group	Number of Participants
Phase 1	April 27, 2024	12 participants
Phase 2	September 30, 2024	8 participants
Phase 3	Calls on various dates	4 participants

Comments received during the Vietnamese Community Focus Groups included:

- Safety is the largest concern, especially traffic, highways, and semi-trucks. Participants would like to see an increase in pedestrian and bicycle facilities.

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- Suggest planning 10, 15, or even 20 years ahead so that the area can grow and evolve to meet the needs of a larger population.
- Emphasis on the need for a balance between environmental concerns and the area's potential for growth, both in business and residential development. There is an interest in protecting the environment as development occurs.
- Develop more parks, recreation areas, and places for the community to connect with each other.
- Uncertainty about the potential partnership between industry and education. Specifically, they questioned how students might apply educational programs to the area as it develops.
- Support changing zoning amendments and codes to allow more flexibility for future growth in the area.
- Like the idea of planting trees to improve air quality and provide fresh air for residents, but feel it would take a long time for the trees to grow and fully benefit the area.

Latinx Community Focus Groups

Three focus group opportunities were held for Spanish speakers, one during each phase of engagement.

Phase	Date of Focus Group	Number of Participants
Phase 1	April 29, 2024	9 participants
Phase 2	October 2, 2024	10 participants
Phase 3	Calls on various dates	3 participants

Comments received during the Latinx Community Focus Groups included:

- Safety is a top priority, with lack of crossings, bike and pedestrian facilities, and traffic lights being noted as issues. Widening streets to provide bicycle and pedestrian facilities would increase safety for all users.
- Overall, residents advocate for improved local mobility to enhance safety and support economic development in the community. Addressing these issues is crucial for ensuring a healthier and more accessible environment for families and children in the area.
- The preferred outcome would involve improving the community without adversely affecting housing.
- Several participants advocate for job creation while also prioritizing enhancements in transportation and increasing recreational spaces for families.

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- Creating parks and improving access to the river would be beneficial, as there's plenty of riverfront, but no pathways for people to enjoy it. There is also a desire for parks with pools to help alleviate heat during warmer months.

Business Community Focus Groups

Four focus group opportunities were held for businesses in the Sunrise Corridor community. Businesses who attended at least one focus group include: Double J Construction, Eagle Development, Emmert International, First Interstate Bank, Fred Meyer, North Clackamas Chamber of Commerce, Pacific Seafood, Portland Bottling Company, Radium, Righteous Clothing, R.S. Davis Recycling, and Terra Casa.

<i>Phase</i>	<i>Date of Focus Group</i>	<i>Number of Participants</i>
Phase 1	May 24, 2024	8 participants
Phase 2	September 19, 2024	4 participants
Phase 2	September 23, 2024	4 participants
Phase 3	January 21, 2025	3 participants

Comments received during the Business Focus Groups included:

- Interest in creating better traffic movement and connections. Businesses are negatively affected by traffic congestion, including employee and client access and deliveries.
- Include historical perspective of large transportation projects as part of the project considerations.
- Interest in moving the Gateway Refinement Plan forward as soon as possible.
- Would like a system-based approach to address traffic congestion and re-evaluate environmental impacts.
- Concerned about a lack of safe pedestrian crossings.
- Interest in balancing land use to accommodate both an industrial core and bikeable, walkable, accessible areas.
- Concerns with funding and ability to implement all strategies at once. Suggestions to phase implementation to prioritize transportation.
- Concerns regarding maintenance of trees and greenery in the area.
- Interest in connecting businesses with STEM programs and students at universities.

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Image 11: Business Focus Group #1 attendees discussing group questions.



Conclusion

The outcomes and this report are not the end of this work, but the beginning of implementing improvements for the vision. Clackamas County, City of Happy Valley, Oregon Department of Transportation, and Metro will continue to partner with the community. The community feedback gathered during the visioning will continue to inform the partner agencies, and additional outreach will become more focused as actions and projects from the vision move forward.

Together, we will create our vision of a Sunrise Corridor Community that is a thriving place that fosters well-being and belonging, where people enjoy economic success, safe mobility options, access to nature, and seamless connections within the area, as well as access to greater Clackamas County and beyond.

Appendix A: Equitable Engagement Framework

Sunrise Corridor Community Visioning Equitable Engagement Framework

Executive summary

This report outlines the development of an equitable engagement framework for the Sunrise Corridor Community Vision through collaborative efforts between Clackamas County staff and Jacobs project team members. The framework was presented in two sessions in February 2024.

The goal of the equitable engagement framework is to:

- Develop an equitable, intentional and collaborative process to conduct effective community engagement.
- Mitigate bias and understand what it means to make decisions through an equitable lens.
- Create opportunities for the community and county to connect and build future partnerships.
- Contribute to positive public health and safety outcomes through equitable engagement.

Over two months in late 2023, The County staff, Jacobs and CELs team met five times to brainstorm, discussed and created a workable Equity framework. The discussions focused on understanding community engagement attitudes, limitations, and needs to inform the framework effectively. The planning process revealed valuable insights and recommendations to enhance future community engagements, emphasizing inclusivity, transparency, and active participation in decision-making processes. Implementation of these recommendations can foster stronger community connections and ensure equitable outcomes for all stakeholders involved. Sessions were structured to solicit feedback, ensuring inclusive planning.

- Thirty-two community members, including applicants to the Leadership Cohort, came from diverse racial backgrounds working in a variety of industries. The purpose of the Leadership Cohort is to encourage active participation from local businesses, individuals on key project elements – such as health, equity, anti-displacement, economic growth, land use, and transportation, and provide informed feedback throughout the process, including on existing conditions, scenario development, evaluation, and the action plan to ensure Community voices are heard and represented in the vision for future improvements and developments in the Sunrise corridor.

Findings from community feedback sessions highlighted diverse impacts, accessibility concerns, and desires for timely updates and inclusive engagement. Participants

stressed the importance of improving infrastructure, environmental sustainability, cultural spaces, and equity considerations in urban planning.

Lessons learned underscored the need for capacity building among participants, balanced small and large group discussions, and direct involvement of county staff to foster trust. Recommendations include ongoing engagement strategies, pre-engagement education, and leveraging the equitable engagement framework for future community involvement.

Moving forward, the report suggests continued engagement, educational initiatives, and the implementation of the equity framework to support a comprehensive community engagement plan that will be led by the Leadership Cohort which will align with stakeholders' needs and expectations.

In conclusion, the report underscores the importance of inclusive community engagement in Clackamas County projects, offering insights, recommendations, and strategies to foster equitable participation moving forward.

Planning

In developing the equitable engagement framework, we met with Clackamas County staff and members of the project team at Jacobs over the course of two months in late 2023 to learn about their attitudes, perspectives and experiences with community engagement. This approach allowed us to understand the county's limitations and sensitivities, and capture its needs and expectations around equitable community engagement.

Clackamas County staff and Jacobs staff who participated in at least one of the planning meetings are:

- Jamie Stasny, Clackamas County, Regional Transportation and Land Use Policy Manager
- Joseph Marek, Clackamas County, County Traffic Engineer and Safety Manager
- Leah Fisher, Clackamas County, Natural & Built Environment Analyst
- Ellen Rogalin, Clackamas County, Senior Community Relations Specialist
- Karen Buehrig, Clackamas County, Long Range Planning Manager
- Ana Jovanovic, Jacobs, Senior Project Manager
- Jamey Dempster, Jacobs, Transportation Planning Project Manager

Key takeaways from the planning meetings include:

- Let the community guide the vision; planners don't have all the answers.

- Remove barriers to participate in community engagements.
- Incorporate traditionally marginalized voices.
- Address historical inequities and disparities.
- Address the need for personal growth and development among county staff and members of the leadership cohort.

It was also important for the team to include an opportunity for participants of the workshops to provide initial feedback on the project. To that end, the workshops were divided into three parts: 1) project background, 2) keys to equitable engagement, and 3) community feedback. The findings from the community feedback are summarized below.

Recruitment process

The recruitment effort was a joint effort between Jacobs' team and the Community Engagement Liaison Services (CELS) liaisons, and it took about four weeks to go through the selection process. With careful selection via Leadership Cohort and Steering committee's online application, ten participants responded to our email communication and were invited to join the Equity Framework sessions.

Due to the large number of participants, our planning team decided to split the session into two sessions but with the same content for both. Of the thirty-two participants, twenty-two were from the Slavic, Vietnamese, Latinx and the Chinese communities and were recruited by four CELS liaisons. Overall, eighteen community members joined the 1st session on February 21 at Elmer's restaurant near Hwy 212 and fourteen joined the 2nd session on February 26th at Adrienne Nelson High School.

All the participants are community members who either work, reside or are regular users of the Sunrise Corridor. Food, refreshments, and stipends were provided for both sessions.

Below is the list of participants who attended the framework:

February 21st attendees:

No:	Name of participant:	Residence ZIP code:	age:	Community/Organization
1	Emily Greene	97089	45	N/A
2	Jacob Reese	97089	37	N/A
3	Louise Neilson	97089	79	N/A
4	Khristina Powell	97086	45	Healthcare/Happy Valley

5	Tracy Moreland	97015	54	Clackamas/Tribal
6	Peter Alandt	97089	45	N/A
7	Vy Nguyen	97086		Vietnamese
8	Nhu Hoang	97266	37	Vietnamese
9	Veronica Arcelia Colazo	97015		Latinx
10	Claudia Riso	97015	40+	Latinx
11	Elza Hart	97068		Slavic/West Linn
12	Ilias Mukhametov	97267		Slavic
13	Diana Varfolomeyeva	97015	55	Slavic Community
14	Irina Klimenko	97055		Slavic
15	Maria Romo	97015	30+	Clackamas
16	Peter Yang	97086	62	Chinese
17	Man Gia Huynh	97266		Chinese/Vietnamese
18	Thi Luong	97236	53	Vietnamese

February 26th attendees:

No :	Name of participant:	Residence ZIP code:	Age:	Community/Organization
1	Marrion Kaufman	97267	44	
2	Marchelle Paholsky	97086	58	
3	Darren Driscoll	97086	40	
4	Joseph Hepburn	97080	29	Sunrise Water
5	Rachell Bui	97086	50+	Vietnamese/IRCO
6	Kelvin Nguyen	97086	32	Vietnamese
7	Oksana Bell	97015	49	Slavic
8	Vasiliy Safin	97222	37	Slavic
9	Iryna Semenyuk	97086	39	Slavic/Ukrainian Foundation
10	Natalia Zybachynska	97015	44	Slavic
11	Laura Rivera	97015	32	Latinx/North Clackamas SD
12	Zihao Chen	97015	25	Chinese
13	Huiyan Huang	97045	54	Chinese
14	Olga Safina	97222	68	Slavic

Findings

The community feedback portion of the sessions featured a small group breakouts, as well as discussion involving the entire group.

For the small group breakout discussion, participants were asked to identify groups of people who would be most affected by the project and their experiences in receiving information about this and other county projects. Below is a summary of key themes that surfaced during the small group breakout discussion:

- **Community Impact Assessment:** The project would impact various segments of the community, including residents, businesses, commuters (this includes students), pedestrians, people with disabilities, people who use the Clackamas River as a recreational spot, area wildlife, and the environment.
- **Information Accessibility and Communication Channels:** Participants expressed concerns about the lack of information and discussed various communication channels such as email, social media, community events, radio stations, physical mail, newsletters, and websites. There's also an emphasis on providing information in multiple languages to cater to diverse communities.
- **Project Updates and Timeliness:** Participants expressed preferences for receiving updates at regular intervals, either monthly or quarterly, with a focus on significant milestones or changes. There was also a consensus on the need for concise and clear information to prevent overload and ensure effective communication.
- **Community Engagement and Collaboration:** Suggestions were made for engaging with community groups, churches, schools, and other organizations to disseminate information effectively and involve stakeholders in decision-making processes.
- **Improvement of Information Dissemination Strategies:** Participants proposed improvements to existing information dissemination strategies, such as utilizing community spaces like libraries and supermarkets, as well as exploring new avenues like billboard advertisements. There's an acknowledgment of missed opportunities in current information-sharing practices.

For the large group discussion, participants were asked what they liked about the project area and their ideas for improvement today and 20 years from now. Below is a summary of key themes that surfaced during the large group discussion.:

- **Traffic and Transportation:** There were a lot of concerns about traffic congestion, along with proposals for improving transportation infrastructure, including wider roads, improved access to freeways, and separated pedestrian and bicycle paths. Suggestions also included creating dedicated truck routes to reduce congestion and separating industrial areas from residential zones.
- **Urban Development and Infrastructure:** Discussions centered around improving infrastructure, such as sidewalks, bike lanes, pedestrian-friendly areas, and multi-use paths, to enhance safety and accessibility for residents and visitors.
- **Environmental Sustainability:** Participants highlighted the importance of environmental sustainability, advocating for cleaner production methods, incentives for electric vehicles, and efforts to reduce pollution and improve air quality. Discussions include concerns about air, noise, and traffic pollution, as well as the need to balance construction projects with the preservation of natural resources and habitats.
- **Cultural and Recreational Spaces:** Suggestions were made for the creation of cultural and recreational spaces, such as museums, community centers, parks, and playgrounds, to foster a sense of community and improve livability in the area. Participants would like to see the “corridor” feel less like a corridor and more like a destination.
- **Equity and Inclusion:** There was a focus on equity and inclusion, with calls for accessible resources and services for all residents, regardless of cultural background or income level. Suggestions included the establishment of community centers with translation services and support for low-income families.
- **Community Engagement and Involvement:** Participants expressed a desire for community engagement and involvement in the planning process, emphasizing the importance of listening to the needs and preferences of residents, including immigrants and people of color.

Lessons learned

The sessions provided several insights that may help enhance the experiences of participants in future engagements or workshops.

For many people who attended the sessions, this was their first time participating in community engagement. To better prepare participants, project leaders should consider opportunities to build capacity by educating community members about urban planning, the community engagement process, and be clear on how community input will be used.

During the community feedback portion of the session, we used a combination of small group and large group discussion. This particular approach allowed everyone to participate at their comfort level. The small group discussions gave people more time to share their thoughts, while the large group discussions provided people a chance to gain broader perspectives and expand on each others' ideas.

At least two Clackamas County representatives who were directly involved in the project attended each of the sessions. Having Clackamas County staff present was an important element in building relationships and trust with community members. Participants were able to receive direct responses to their questions and were given time to interact with staff before and after the session.

Moving forward

Below are some recommendations for next steps:

- Identify ways to keep the participants engaged and informed about the project and assign a person or persons to lead this work.
- Develop a standard for pre-engagement that includes educational material on how urban planning works, the community engagement process, participant expectations, and how participant input will be used. One approach is to reach out to the two sessions' participants and ask what could have been done to better prepare them for the conversation.
- Use the equitable engagement framework provided in the session to develop a holistic community engagement plan that will guide the Leadership Cohort to support the Sunrise Visioning process.

Appendix B: Technical Advisory Committee Meeting Minutes

Sunrise Corridor Community Visioning Technical Advisory Committee (TAC)

Date:	August 24, 2023	JACOBS
Project name:	Sunrise Gateway Corridor Community Visioning Project	2020 SW 4th Ave, Suite 300 Portland, OR 97201
Project no:	W3Y16500 Clackamas County ref. numbers: Contract #7795, PO #0000033249	T 503-235-5000 https://www.jacobs.com/
Prepared by:	Maulsri Jha, JACOBS Thuy Tu, Thuy Tu Consulting, LLC	
Location:	MS Teams Meeting Meeting ID: 261 677 784 983 Passcode: T6EaXT	
Participants:	<p>TAC Members:</p> <p>Laura Edmonds (Clackamas County Economic Development) Maria Magallon (Clackamas County Equity and Inclusion) Doug Whitely, Shawn Olson (Clackamas County Fire District) Adam Brown, Devin Ellin (Housing Authority of Clackamas County) Joy Fields (Clackamas County Planning) Tracy Moreland (Clackamas County Admin) Ellen Rogalin (Clackamas County Public Engagement) Steve Williams (Clackamas County Transportation) Joe Marek (Clackamas County Transportation) Leah Fisher (Clackamas County Health, Housing, Human Services) Kristina Babcock (Clackamas County Social Services) Jessica Rinner (Clackamas County Water Environmental Services) Michael Walter (City of Happy Valley) Scott Turnoy (ODOT) Melissa Ashbaugh (Metro) Grant O'Connell (TriMet) Wade Hawthorne (Sunrise Water Authority) Cheryl McGinnis (Watershed Council)</p> <p>Clackamas County Planning Team: Jamie Stasny, Karen Buehrig, Ellen Rogalin</p> <p>Consultant Project Team: Ana Jovanovic, Maulsri Jha, Jamey Dempster (Jacobs) Thuy Tu (Thuy Tu Consulting) Krista Purser, Marc Butorac (Kittelson)</p>	

Notes	Action
1. Welcome and Introductions TAC kicked off with introductions. Thuy Tu described the different organizations and their representation; laid out the ground rules and expectations.	
2. Discussion about the Vision of the Sunrise Corridor Project Jamie Stasny – Described project background. Mentioned that the community voice was missing and that the project struggled with community engagement and representation and the county had challenges reaching them. After the Metro funding measure failed, they worked as a team to identify what the community needed. Asked legislature to provide \$4 million, which was granted. Uncovered the indigenous history of the corridor and how to balance that history. Stated that this plan and corridor needs to be done in partnership with all agencies including ODOT, Happy Valley, Metro, TriMet. Ana – Talked about past planning efforts and how the project came to be and where we currently are.	
3. Discussion about the Project Area and Location Ana – Mentioned the availability of the open-source GIS app, explained to the members they can access the map and understand the study region better. Talked about the wider regional significance of the multi-industry area, and how the corridor has more uses than just what is visible; it is constantly growing.	
4. Discussion about the Standing Committees, Decision-Making Process, and TAC role Ana – Described who plays what role; explained TAC is where the working part of the project happens. Described the purpose and role of each meeting. Thuy Tu – explained the decision-making process and consensus, quorum for the conduct of TAC business, encouraged members to share words relevant to the TAC role. The following feedback was received - environmental impacts, proactive planning, transportation options, connection between place and health, safe system approach, developing and building relationships, inclusion and access, community engagement and input, community safety and opportunity, mobility and congestion relief.	
5. Discussion about the Project Schedule Ana – Asked for suggestions on the timeline and explained the components of the timeline – planning, community visioning,	

Notes

Action

and confirmation. There was discussion about the development of alternatives and that the TAC is scheduled to meet every other month, or more if needed.

Ellen – Mentioned the importance of community involvement for the project and reported that the engagement team pulled in additional staff from the county to get more engagement. People have seen variations of this project for many years, and the engagement team wants to involve both long-term residents, and people who travel through the area. Project needs to adjust as they get new perspectives from people. They are just getting the foundation ready for now and have a lot more to learn from the community.

Thuy Tu– Explained that Phase 1 – 2023 is about planning and kick off; Phase 2 – 2024 is about community visioning. Yellow highlights are parking lot. Phase 3 – confirmation, Sep to Dec 24,

Joe Marek – Asked if public health elements would be included into the existing conditions?

Jamie – Answered that they will be an important foundation of the Health equity framework.

Joy Fields - Asked about where should people who live/travel through the Corridor go to get involved or get information?

Ellen – Acknowledged that it is one of their challenges, and they aim to have a robust website, but people should be driven there. They will do outreach in lots of ways using social media, flyers, posters, and the website will be a focal point for most people. That is one of the early tasks for communications engagement.

Grant O'Connell – Mentioned that he would be happy to discuss how to reach out to the riders of the bus routes that operate in the corridor. Kristina Babcock offered to do that as well for the smaller shuttles.

6. Discussion Regarding the Technical Memos (TM)

Thuy Tu – Mentioned that the team will review TMs and provide feedback. Task 4 is what we are doing. Explained creating the vision and evaluation framework. Task 6 will take place at the beginning of 2024. Task 7 will take place through the beginning and first quarter of 24. Task 8 will take place within the 1st quarter of 2024. Tasks 9 and 10 will include anti-displacement strategy and final report creation. Tasks 12, 13, 14 will lead into the next phase of NEPA, and the Climate-Friendly and Equitable Communities (CFEC) rules.

7. Discussion about Task 4 (Existing Conditions) and Analysis Categories

Notes

Jamey Dempster - Explained the analysis categories and deliverables. The purpose is to inform the goals and objectives, performance measures, and helping ideas from the community. Jamey also explained the context of the existing conditions and snapshot of the three deliverables. Task 4.2 Plan review looks at publicly available documented studies and plans related to the corridor. Asked if someone has plans that are not publicly available. Looking for information and starting from where the previous work has been done. Task 4.3 is to identify trends looking ahead, using existing data and analysis from past projects. Will collect data from traffic patterns and from O-D analysis.

Action

8. Discussion about the Study Intersections

Krista Purser – Explained the study intersections that are crucial to the corridor, 10 in particular. Looking at crash data. Another data source they are looking at is Streetlight and Metro's TDM. They will break out the region into industrial and residential, mobile home parks – where they are traveling and how many people are using.

Scott Turnoy - Asked about the GIS tool – in the equity focused layer, is 1 indicating an EFA and 0 indicating not an EFA?

Joy Fields – Asked about the intersection of 82nd Dr and SE Evelyn or other prime intersections on the outskirts of the study area.

Krista Purser – Answered that they are focusing on intersections that are most impacted by the project. They need to consider walking and biking aspects, and also transit. Operationally, they don't see 82nd Dr and SE Evelyn as an intersection that would be impacted too much by the changes.

- Ana to clarify with the GIS team for the Equity Focused Area Layer – What do 1 and 0 mean?

9. Group Discussion and Questions

Thuy Tu - Asked the team to look at these questions as homework and answer as best as they could, email Thuy with concerns and questions. Explained the existing purpose and schedule, but asked the team to suggest additional purposes, and to suggest timing for the next meeting. In-person meeting or a working group meeting is a possibility too.

- Jamie Stasny and Team to offer who or what is missing from the table, any plans to share, input on any materials shared today. Emails and conversation encouraged.

Action Items Summary

- | | |
|--|-------------|
| • Ana Jovanovic to clarify with the GIS team for the Equity Focused Area Layer – What do 1 and 0 mean? | DONE |
| • Jamie Stasny and Team to offer who or what is missing from the table, any plans to share, input on any materials shared today. Emails and conversation encouraged. | In progress |

Meeting Notes

Notes	Action
<ul style="list-style-type: none">Engagement Team: Connect with Grant & Kristina at TriMet about reaching out to riders and users of the shuttle.Jamie Stasny to connect with Joe Marek and Leah Fisher – Safe Systems to be part of Health Equity FrameworkAll TAC members: Get back to the team on the following items: Who might be missing on the TAC? Community or jurisdiction plans to share for review? Input on any materials shared today?	<div>In progress</div> <div>DONE</div> <div>In progress</div>
Decision Log: None	
Issues Log: None	

Sunrise Corridor Community Visioning Technical Advisory Committee (TAC) Meeting #2

Date: October 26, 2023

Project name: Sunrise Corridor Community Visioning

Project no: W3Y16500
Clackamas County ref. numbers:
Contract #7795, PO #0000033249

Prepared by: Thuy Tu, Thuy Tu Consulting, LLC

Location: MS Teams Meeting
Meeting ID: 283 226 920 008
Passcode: tDDoLb

Participants:

TAC Members:	Adam Bjornstedt (Clackamas River Water)
Laura Edmonds (Clackamas County Economic Development)	Erin Reome (North Clackamas Parks and Recreation District)
Adam Brown, (Housing Authority of Clackamas County)	Mark Childs (Capacity Commercial)
Joy Fields (Clackamas County Planning)	
Steve Williams (Clackamas County Transportation)	Clackamas County Planning Team:
Joe Marek (Clackamas County Transportation)	Jamie Stasny, Karen Buehrig
Kristina Babcock (Clackamas County Social Services)	
Jessica Rinner (Clackamas County Water Environmental Services)	Consultant Project Team:
Sally Curran (City of Happy Valley)	Ana Jovanovic, Maulsri Jha, Jamey Dempster (Jacobs)
Scott Turnoy (ODOT)	Thuy Tu (Thuy Tu Consulting)
Melissa Ashbaugh (Metro)	Krista Purser, Marc Butorac (Kittelson)
Cheryl McGinnis (Watershed Council)	

Notes

1. Welcome and Introductions

TAC #2 kicked off with welcomes and introductions. Thuy Tu described the recently published land acknowledgement and laid out the ground rules and expectations.

2. Summary of Last Meeting

Thuy Tu reminded TAC members of the vision for the project, which is to *"build meaningful partnerships with people who live, work and own businesses in Clackamas County to develop an equitable, community-supported vision for the future of the Sunrise Gateway Corridor."*

Major Themes

Karen Buehrig summarized the major themes from the first TAC meeting.

- Set the foundation of the project and introduced the overall project
- Outlined the committee structure and project schedule.
- Discussed the importance of community engagement and work on the public engagement plan and other steps toward engagement by the project team .
- Discussed the importance of Health Equity elements and that development of the Framework is beginning
- Introduced the concept of technical memos .

Progress since TAC #1

Notes

Thuy shared that progress has been made since the last meeting with the Task 4 Tech Memos and this meeting will be spent reviewing key takeaways from the memos and getting high level feedback in an interactive, collaborative format using the Mural board.

Thuy shared TAC's feedback on what's important to each of the members. Community, relationships, collaboration, safe transportation options, connections between place and health top the list.

3. TAC Timeline and Work Plan

Thuy reviewed the TAC timeline presented at the last meeting and shared that we are on target with some minor shifts.

Ana Jovanovic presented the updated project timeline with the process and standing committees, with an explanation of where we currently are and the extension to 2025. Jamie emphasized that the Equity Framework, Economic Competitiveness Report, and Anti-Displacement Report will help to inform visioning work.

4. Overall Project Status Update

Engagement Subteam: Jamie Stasny presented information about this project to C4 (Clackamas County Coordinating Committee) on Oct. 5th, 2023.

Link to the video [Clackamas County Coordinating Committee \(C4\) - October 2023 - YouTube](#)

- The link below includes the presentation for Sunrise that starts on p.32

<https://dochub.clackamas.us/documents/drupal/a57e4101-79ff-4fd4-9389-6264ce7aaea1>

- Website update:

<https://www.clackamas.us/transportation/sunrise-visioning>

Pop-up events are being planned.

Planning Subteam: Jamey Dempster said technical draft memorandums for Task 4 are complete and ready for review. He provided clarification and update on the planning process.

5. Technical Memoranda – Key Findings

Thuy and Ana presented the mural board exercise with the link ([Mural Board Link](#)) for people to use during the tech memo presentation of this meeting to share ideas, feedback and questions. Two questions were asked of for each tech memo.

Jamey noted that three memos from Task 4 (Existing Conditions) would be reviewed today:

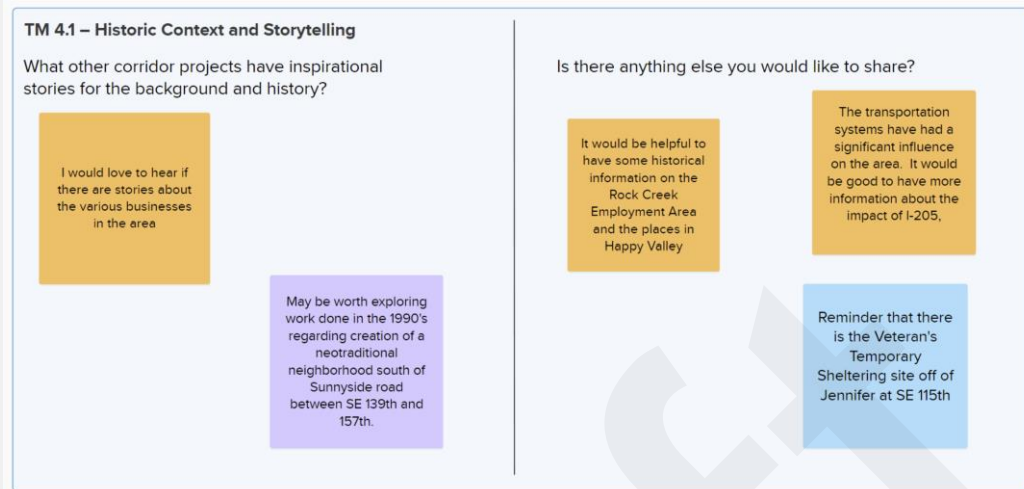
- Task 4.1 Historical context
- Task 4.2 Plan review
- Task 4.3 Existing Conditions: Land use, Community and Business, Transportation

A. Task 4.1 Historical context

Jamie provided the early historical timeline from the prehistory, exploration, America colonization, treaties, land cession, the attempts to assimilate tribal members, results of the termination era to present day. The modern timeline covered the development of roads and transportation systems, as well as early residential mobile home parks, the Clackamas Industrial District, the Sunrise Corridor FEIS and Expressway, and ultimately to where we are currently today. Jamie emphasized the importance of this project and its overall takeaway, which is to honor and acknowledge the area's cultural history.

Mural board contents:

Notes



TM 4.1 – Historic Context and Storytelling

What other corridor projects have inspirational stories for the background and history?

I would love to hear if there are stories about the various businesses in the area

May be worth exploring work done in the 1990's regarding creation of a neotraditional neighborhood south of Sunnyside road between SE 139th and 157th.

Is there anything else you would like to share?

It would be helpful to have some historical information on the Rock Creek Employment Area and the places in Happy Valley

The transportation systems have had a significant influence on the area. It would be good to have more information about the impact of I-205,

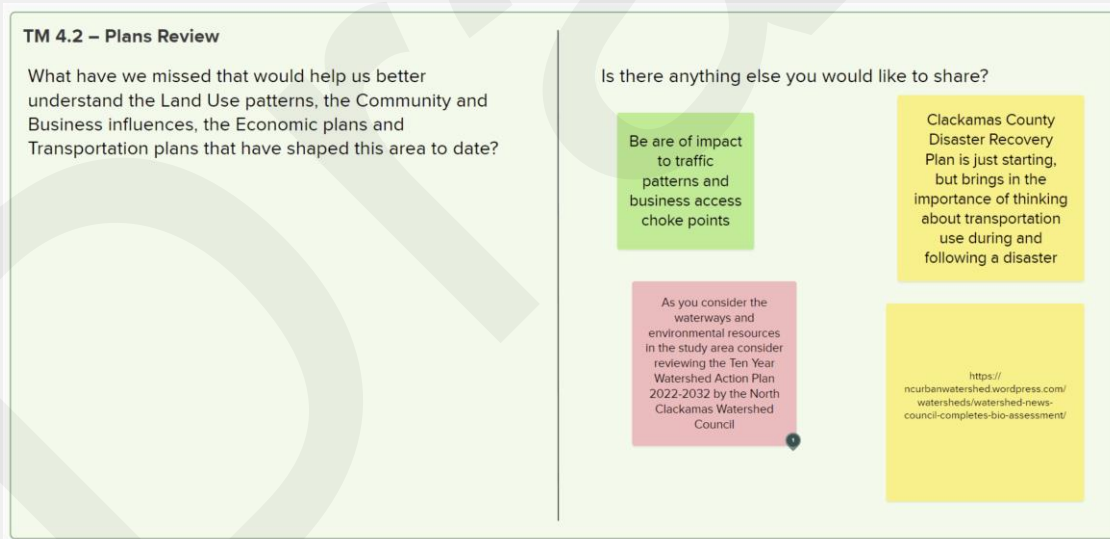
Reminder that there is the Veteran's Temporary Sheltering site off of Jennifer at SE 115th

B. Task 4.2 Plan Review

Jamey provided an overview of the Plan Review memo, which included Task 4.2 Plan Review. Analysis categories are Land Use, Community and Business, Transportation and Economic Development.

The project team reviewed and collected information from 43 plans for future reference.

Mural board comments:



TM 4.2 – Plans Review

What have we missed that would help us better understand the Land Use patterns, the Community and Business influences, the Economic plans and Transportation plans that have shaped this area to date?

Is there anything else you would like to share?

Be are of impact to traffic patterns and business access choke points

Clackamas County Disaster Recovery Plan is just starting, but brings in the importance of thinking about transportation use during and following a disaster

As you consider the waterways and environmental resources in the study area consider reviewing the Ten Year Watershed Action Plan 2022-2032 by the North Clackamas Watershed Council

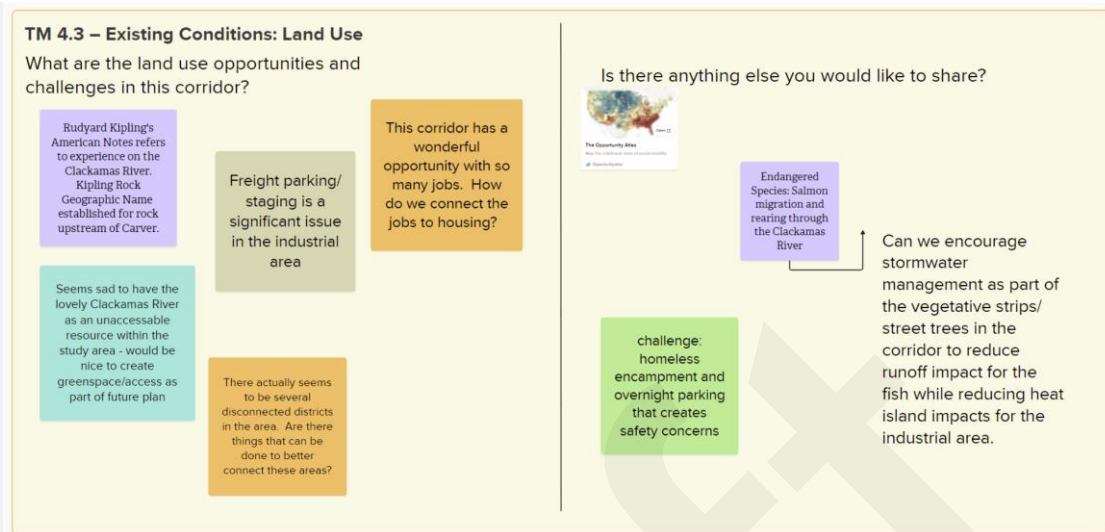
<https://ncurbenwatershed.wordpress.com/watersheds/watershed-news-council-completes-bio-assessment/>

C. Task 4.3 Existing Conditions: Land Use

Jamey provided information on the existing conditions land use tech memo, which included mixed jurisdictions, housing options, opportunities for growth, light industrial uses, freight access and community resources.

Mural board comments:

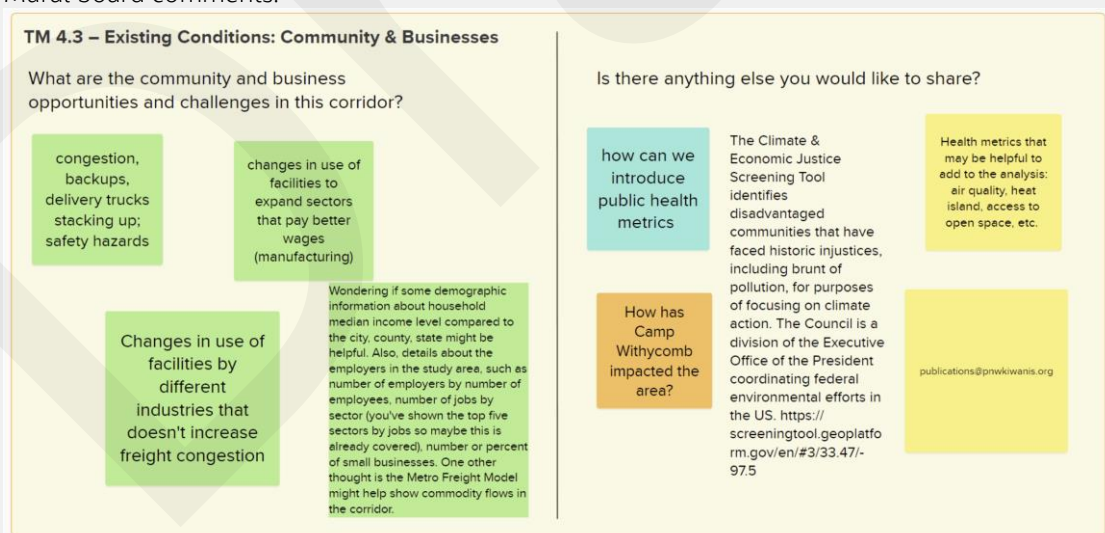
Notes



D. Task 4.3 Existing Conditions: Community and Business

Jamey provided information from the Existing Conditions Community and Business Tech Memo, which gave context to the population in the study area, population density increase and forecasted population from Metro for Happy Valley, Clackamas County and Portland. Jamey shared several graphs depicting population age, race and housing type and the changes to communities from 2011 to 2021. Jamey noted that the top five industry sectors by number of jobs in 2020 were Manufacturing, Wholesale, Transport and Warehousing, Construction, and Administration & Support / Waste Management, and the fastest growth in jobs by sector were in Manufacturing (22%), Construction (85%), and Admin/Support/Waste (114%).

Mural board comments:



E. Task 4.3 Existing Conditions: Transportation

In a series of maps and graphs, Krista Purser presented information about facilities, travel patterns, intersection operations, transit services and crash analysis.

Notes

Mural board comments:

TM 4.3 – Existing Conditions: Transportation

What are the transportation opportunities and challenges in this corridor?

Is there anything else you would like to share?

Tell the story of how the current concept was developed and why... why is another road needed so close to 212. Clarify the problem statement.

LEAD WITH SAFETY

I love this comment!

curious to see what tolling projections will do to traffic patterns

Very immature network of pedestrian facilities in Clackamas Ind Area - always see people walking when I pass through area. This is an important public health consideration. We want people that work in the area to be able to go on walks during their work day

6. Group Discussion and Questions

Thuy asked that each TAC member review each tech memo through the lens of their expertise and use the questions provided by the team as a guide to reflect on each memo. Thuy went through each tech memo and presented the questions.

The assignment is to return high-level comments and responses to the questions to Jamie Stasney at Clackamas County (JStasny@clackamas.us) by Nov 13th, in time for the TAC #3 on Thursday, November 16th.

7. Next Steps


The next meeting for TAC #3 on November 16th, as an in-person and/or hybrid option, with topics including high level comments on the tech memos and key findings by TAC members and a discussion of the homework assignment. These discussions are to relate back to the following tasks:

- Existing Conditions set our baseline knowledge of Sunrise Corridor (Task 4)
- Develop a foundation for Vision, Goals and Objectives (Task 5)
- Inform identification of Evaluation Criteria (Task 5)
- Launch into Scenario Development (Task 6)

Action Items Summary

- C4 presentation link – Jamie to post, include in materials
- Freight and transit use
- Mural board use – make it more like jam board, simple instructions how to log in as guest, simple use of sticky note only
- Laura's comment – field trip

Recording of the Meeting

 [Confirmed_Sunrise Corridor Vision TAC_2 Meeting-20231026_103157-Meeting Recording.mp4](#)

This recording will be deleted after 120 days from last Thursday.

Notes

Issues Log:

None

Draft

Sunrise Corridor Community Visioning Technical Advisory Committee (TAC) Meeting #3

Date:	November 16, 2023	JACOBS 2020 SW 4th Ave, Suite 300 Portland, OR 97201 T 503-235-5000 https://www.jacobs.com/
Project name:	Sunrise Gateway Corridor Community Visioning Project	
Project no:	W3Y16500 Clackamas County ref. numbers: Contract #7795, PO #0000033249	
Prepared by:	Maulsri Jha, Jacobs Thuy Tu, Thuy Tu Consulting, LLC	
Location:	MS Teams Meeting Meeting ID: 235 175 970 717 Passcode: 3L23Go	
Participants:	TAC Members: Laura Edmonds (Clackamas County Economic Development) Leah Fisher (Clackamas County Public Health) Molly Caggiano (Clackamas County Disaster Management) Joy Fields (Clackamas County Planning) Joe Marek (Clackamas County Transportation) Kristina Babcock (Clackamas County Social Services) Jessica Rinner (Clackamas County Water Environment Services) Sally Curran (City of Happy Valley) Scott Turnoy (ODOT) Melissa Ashbaugh (Metro) Cheryl McGinnis (Clackamas River Basin Council)	Grant O'Connell (TriMet) Devin Ellin (Housing Authority of Clackamas County) Adam Bjornstedt (Clackamas River Water) Clackamas County Sunrise Community Visioning Project Team: Jamie Stasny, Karen Buehrig, Ellen Rogalin Consultant Project Team: Ana Jovanovic, Maulsri Jha, Jamey Dempster, Brittany Robinson (Jacobs) Thuy Tu (Thuy Tu Consulting) Krista Purser, Marc Butorac (Kittelson)

Notes

Action

1. Welcome and Introductions

Thuy Tu welcomed the group, addressed land acknowledgment, explained the agenda and described the meeting agreements. For the icebreaker, Thuy asked five trivia questions related to the tech memos and participants enthusiastically answered.

Thuy recapped and summarized the previous TAC meeting and reviewed technical memos 4.1 historical context, 4.2 plan review, and 4.3 existing conditions (population growth, transportation component and economic trends).

Notes

2. Summary of Themes

Jamie Stasny – Explained how themes serve as foundation for this project; primary themes are around community and health, and economic conditions. Anti-displacement and loss of jobs are important considerations. There is an interest in increased access to natural areas. Environmental vulnerability needs to be considered. The difference between actual and perceived safety in transportation is important.

There will be two more existing condition memos, one will be about economic conditions, and the other one will be about community and health.

Action

Identify gaps in active transportation and how we can fill the gaps.

3. Sharing Feedback as a Group Before the Breakout Sessions

Scott Turnoy – Appreciated the long history and impacts on indigenous communities in the historical context memo. Wondered if any additional information about other population groups would be valuable to include in the story, like Asian, Black, and Latinx communities, and if such information is available.

Karen Buehrig: Mentioned that PSU students did a paper called Invisible Walls about housing community in the area; provided the link for the other participants. See below:

<https://dochub.clackamas.us/documents/drupal/7638817e-34db-4f47-85db-9d9ba4f6ed53>

Ellen Rogalin: Observed that reading lengthy memos is difficult for people. Therefore, the project team is taking the essence of memos and putting them in clearly-presented flyers and websites, so that people can access the information easily.

Consultant team to obtain additional information about other population groups.

4. Breakout Room 1: Transportation

Participants:

Krista Purser - Facilitator

Karen Buehrig

Ellen Rogalin

Joe Marek

Kristina Babcock

Sally Curran

Scott Turnoy

Melissa Ashbaugh

Grant O'Connell

Jamey Dempster

Maulsri Jha

Notes

Action

Karen: Transportation memo mostly had Streetlight data. The majority of people were traveling through the area, and only a small percentage was actually accessing the area.

Krista Purser: Streetlight data showed how many trips were originating in the area, etc. Given how much "weight" the Streetlight pages take, we'll look to reorganize and elevate safety, walk/bike modes, and transit content before delving into the travel patterns.

Joe Marek: Interesting to see how traffic was distributed on the freeway, OD (origin and destination) about local travel. Think about the Sunrise Corridor as a connection between two places and build it considering the other ways people want to use it. Zoning is fixed but land use can be considered. Looking at the timeline of development area, there are several mobile home parks and residential areas. Wondered if the land use plans are available and if they will transition to industrial land use in the future.

Grant O'Connell: On Fig 6 on pg. 10, OD analysis shows a lot of Happy Valley to Happy Valley trips. A lot of traffic staying within the zone is using local roadways.

Scott Turnoy: Certain intersections are still over capacity, while others are not. Interesting to think how things might shift in the future, and how we can make multi-modal improvements. Wondered if walk-shed analysis been done, as it is important to consider.

Kristina Babcock: The flow of traffic on residential streets was interesting; surprised to see how much of study area was residential as opposed to industrial.

5. Breakout Room 2: Land Use/ Community and Business

Participants:

Brittany Robinson - Facilitator

Jamie Stasny

Laura Edmonds

Molly Caggiano

Devin Ellin

Joy Fields

Leah Fisher

Jessica Rinner

Adam Bjornstedt

Cheryl McGinnis

Marc Butorac

6. Breakout Sessions Report-Out

Question 1: What was surprising?

Consultant team to provide more information about alternative and active modes of transportation.

Notes

Interesting how much the traffic patterns changed, and how many different land use changes exist there. Many unique residential uses.

Question 2: What is missing?

Transportation memo could have more info about multi-use pathway connections. More info about alternative modes, travel count for cyclists and pedestrian activity, existing amenities in parks and trail areas. Info about air quality and noise impacts in the area. Primary health conditions were not included in existing conditions memo.

Question 3: Additional concerns?

Parking and its connection to changing land use patterns, is there enough user space like parking? There is a lack of data from other businesses and communities. How can we characterize the areas and their neighbors in the study area? How to protect the Clackamas River as a drinking water source in the event of disasters; ROW (right-of-way) and stormwater management are some ways to protect the river; land use acreages 35 percent combined with other land uses need protection.

Action

Include primary health conditions in the existing conditions memo.

Consider more data from other businesses and communities.

7. Large group additional comments

Molly Cagginao: Focused on disaster management and emergency preparedness : What is the area susceptible to? What has historically happened? Is the area susceptible to Mt. Hood erupting? How can we build community cohesion before an emergency so people can bounce back? Places of cultural significance can act as common meeting places. How can these be strengthened and enhanced?

Joe Marek: There were no big surprises. The size of the study area is small and the zoning is set. So how much opportunity to bring about change do we have? The transportation system is immature, so there is the opportunity to give a multi-modal makeover.

Karen: Looking forward to receiving a more detailed business and industrial land uses report.

Ellen: Focused on how to put the information into manageable size for the public to understand.

Grant O'Connell: Difference between travel within the zone and through it was interesting. Appreciate the work acknowledging service to come in the area, working with the county to refine it further, centered around meeting the needs of the community.

8. Next meeting and upcoming topics (Brittany Robinson)

Notes

Action

We're recruiting members for the Steering Committee and Leadership Cohort; interest forms are available and open through December 15th. About eight SC meetings through Spring 2025. We will send TAC members information so they can email the information to people and groups they think might be interested.

TAC members are invited to share their own corridor stories on brief videos and also to find others who are willing to share.

Thuy described the upcoming schedule of meetings TAC#4 and #5. Scenario development is next on the agenda for future work.

Action Items Summary

- Identify gaps in active transportation and how we can fill the gaps.
- Consultant team to obtain additional information about other population groups.
- Consultant team to provide more information about alternative and active modes of transportation.
- Primary health conditions need to be included in the existing conditions memo.
- More data needs to be considered from other businesses and communities.

Recording of the Meeting

 [CONFIRMED Sunrise Corridor Vision TAC 3 Meeting-20231116 112044-Meeting Recording.mp4](#)

Decision Log:

None

Issues Log:

None

Sunrise Corridor Community Visioning Technical Advisory Committee (TAC) Meeting #4

Date:	January 25, 2024	JACOBS
Project name:	Sunrise Gateway Corridor Community Visioning Project	2020 SW 4th Ave, Suite 300 Portland, OR 97201
Project no:	W3Y16500 Clackamas County ref. numbers: Contract #7795, PO #0000033249	T 503-235-5000 https://www.jacobs.com/
Prepared by:	Maulsri Jha, Jacobs Thuy Tu, Thuy Tu Consulting, LLC	
Location:	Camp Withycombe 15300 SE Minuteman Way, Happy Valley	
Objective:	Set goals for the corridor community and identify needs and opportunities.	
Participants:	TAC Members: Laura Edmonds (Clackamas County Economic Development) Leah Fisher (Clackamas County Public Health) Molly Caggiano (Clackamas County Disaster Management) Joy Fields (Clackamas County Planning) Joe Marek (Clackamas County Transportation) Sally Curran (City of Happy Valley) Scott Turnoy (ODOT) Melissa Ashbaugh (Metro) Grant O'Connell (TriMet) Erin Reome (North Clackamas Park and Recreation District)	Clackamas County Sunrise Community Visioning Project Team: Jamie Stasny, Karen Buehrig, Ellen Rogalin Consultant Project Team: Ana Jovanovic, Jamey Dempster, Brittany Robinson, Tom Hester (Jacobs) Thuy Tu (Thuy Tu Consulting) Krista Purser (Kittelson)

Notes

Action

1. Welcome and Introductions

Thuy Tu welcomed the group, addressed land acknowledgment, explained the agenda and described the meeting agreements. For the icebreaker, Thuy asked for hopes for the meeting and for the project. Members who participated in the shuttle bus tour prior to the meeting reflected on seeing the community that morning and shared their hopes and vision for the future.

2. Planning Framework and Timeline Update

We reviewed the work plan and where we were on the day of the meeting, with the six steps in the analysis timeline, which culminated in a vision and action plan. There are parallel engagement steps to the technical analysis track. We are on step two and in the process of getting the feedback we need to start developing the scenarios.

Notes

Action

3. Background Information

Needs, Opportunities, Constraints and Historical Context

Jobs and Economy

There are legacy industrial concentrations mixed with lower intensity commercial uses in the area, including a mix of food/beverage, construction, etc. The regional and local influences have been trending in a positive direction. This will be supplemented by the economic development report. There are over 14,000 jobs in the study area, and unemployment is only 2% and holding steady.

Lack of information about all businesses in the area; still need to gather information.

Land Use and Resources

There are not many community resources/facilities in the study area, but many surround it. There are water pumps and treatment facilities, and the community is near a lot of natural resources, but with limited ability to access them. There are some active transportation facilities, but there are many places where it is limited to one side of the road or has gaps.

Housing and Community

There's a low population density in the study area. There's a need for broader understanding of the transportation areas. Household income growth is lower than other regions. Low-income housing is still available in the study area. Residential use accounts for about 19% of land use in the area, and new residential areas are being developed in southeast of the study area.

Community Health

The community health memo supplements other memos and technical information. It will include information about vulnerable populations and health outcomes in the area.

Displacement has been a concern for seniors, people with disabilities, people of color, people without cars, and others. A lot of the data aligns with the transportation equity index map on slide 21. This map, a compilation based on demographic factors, will be added to the tech memos.

Do we have a map that shows houseless populations in the study area? No, we don't have this information but will investigate this. Health outcomes show rates of poor physical health and asthma in the corridor. We can use this information to help establish a baseline and work from there.

We also looked into environmental exposure and pollution. There are higher rates of air pollution in focus area C. It is highly industrial, with low tree coverage, but still within the EPA threshold. Maps and

Additional study is needed around air quality and data in the area. There are only two air quality data sites in Clackamas County.

It's not feasible to get noise pollution data; there is more information about trends in the memo.

The heat map report for the corridor will be out soon.

Notes

information in the health memo discuss infrastructure that exists to encourage walking/biking.

Transportation

A lot of people have trouble accessing jobs or households without driving. There has been some recent development of active transportation but there might be a sidewalk to nowhere. Buildings are set far from the road, which means people may need to walk through parking lots. To meet regional needs, a new transportation corridor is needed. However, that could cause displacement, which we would want to mitigate. This is a key freight corridor.

The Sunrise Gateway plan brought the FEIS plan from eight raised lanes down to four ground-level lanes. This reduces environmental impacts and makes walking and biking more comfortable. A bridge could be added along 135th. Can we create a map that layers different variables to show who is affected and how? The Clackamas River is such a prominent feature and stands out on all the maps, yet you can't even perceive where it is from the shuttle.

How does community visioning fit in with the FEIS and Gateway Plan? We went through an evolution from FEIS to the Gateway Plan but didn't have a chance to review the Gateway Plan with the community. We will get community feedback on the Gateway Plan as one facet of the vision. We will also incorporate health guidance into the next phase of the environmental process. The rest of the vision will include other elements, such as land use, economic development, climate, and environment, etc.

Action

Find a way to make the Clackamas River part of the area's experience.

More clarity is needed on how the community visioning fits in with FEIS and gateway plan.

4. Goals and Objectives

Past Planning Efforts and Map Focus Areas Objectives

This is a long process, and this is the beginning of goals/objectives work. This will be brought to the Steering Committee as well. Tom provided an overview of the difference between goals, objectives, and vision statements. There have been a lot of studies in the general area. We need to determine what makes sense for this process and make it contextual for this part of the Sunrise Corridor Community area.

To advance themes from different plans, we created a reference table in the slide deck, with a more comprehensive breakdown of plans in the vision and evaluation tech memo. The group discussed goal categories that focus on the whole study area. Categories came out of goals from other plans. Is this close? Do we need different categories? Is anything missing?

Missing categories mentioned by TAC members included:

- Livability
- Sense of place
- Culture and social connections
- Cohesion

Notes

- Coordination, communication, partnership
- Resilience and sustainability

The group discussed the balance of residents and businesses. There are some people living in the area, but growing residential areas may also increase business regulations, which might create challenges for business retention.

When you look at the future of one outcome, you need to remember that you are changing the future of another. There are always consequences for every decision. For instance, are we displacing the businesses and causing them to leave the area and possibly the state if we increase residential areas?

We want to make sure we are looking at long range planning to see what's coming down the pipeline. As we think about goals, we want to think about what we want to achieve 20 years from today. This vision is driving towards policy, which will affect the future. We want to enhance the overall community.

TAC members put six dots on the potential community goals that they would like to start discussion and refining. These were used to start prioritizing goals. TAC members can share ideas about goals and categories over the next few weeks.

5. Break Out Session and Report Out

TAC members broke into groups to discuss map focus areas opportunities/constraints. The plan is to use opportunities/constraints to start defining the objectives.

Focus Areas A – C

- Area C has worse health outcomes since it is a highly industrial part of the corridor.
- Area B is steep and narrow, and there is no good pedestrian and bike access to Fred Meyer (the only grocery store in the corridor community).
- There are no good bus/shuttle options in the corridor – limited stops and service, especially on weekends.
- People without homes and people parked along Jennifer Street may make it unsafe for pedestrians and bicyclists.
- No access to trails due to unsafe highway crossing conditions.
- Lack of residential connections to trails/parks.

Focus Area D

- Need goods, services (freight) to travel through the corridor, but it shouldn't create barriers.

Action

Notes

- Need to determine how the corridor supports work for people and industry.
- Discussed options for animal crossings, bike tunnels, and elevated pedestrian paths to remove barriers.
- This vision is the third iteration of the Sunrise Corridor. First it was rural/residential and now it is industrial.

Action

Focus Areas E – F

- Need safe crossing throughout the neighborhood, especially at 152nd.
- Transit opportunities are needed.
- Discussed ideas for getting good north to south connectivity.
- Discussed topographical resources and safety.

6. Overall Large Group Report Out

- Separate long- and short-term goals.
- Recommend that everyone drive through during peak travel times to get a sense of the issues.
- Census data is available in the community and business memo, and in the public health memo.

Guidance is needed from the community to be meaningful. Want to hear what the community has to say before completing detail on the focus area maps.

Additional layers need to be present on the map that show constraints / opportunities. For instance, there is a landslide in one area that could prevent future development.

Action Items Summary

- Gather information about all businesses in the area
- Additional study around air quality and data in the area.
- Not feasible to get noise pollution data - more information about trends is in the memo.
- The heat map report for the corridor will be coming out soon.
- Find a way to make the Clackamas River part of the area experience.
- More clarity is needed on how the community visioning fits in with FEIS and gateway plan.
- Guidance is needed from the community to be meaningful. We want to hear what the community has to say before completing detail on the focus area maps.
- Additional layers need to be present on the map that show constraints/opportunities. For instance, there is a landslide in one area that could prevent future development.

Decision Log:

None

Notes

Issues Log:

None

Action

Draft

Sunrise Corridor Community Visioning Technical Advisory Committee (TAC) Meeting #5

Date:	March 12, 2024	JACOBS
Project name:	Sunrise Gateway Corridor Community Visioning Project	2020 SW 4th Ave, Suite 300 Portland, OR 97201
Project no:	W3Y16500 Clackamas County ref. numbers: Contract #7795, PO #0000033249	T 503-235-5000 https://www.jacobs.com/
Prepared by:	Maulsri Jha, Jacobs Thuy Tu, Thuy Tu Consulting, LLC	
Location:	TEAMS	
Objective:	Improve draft goals and objectives. Share comments about the Early Engagement and Economic Development Existing Conditions	
Participants:	TAC Members: Laura Edmonds (Clackamas County Economic Development) Leah Fisher (Clackamas County Public Health) Molly Caggiano (Clackamas County Disaster Management) Joy Fields (Clackamas County Planning) Joe Marek (Clackamas County Transportation) Scott Turnoy (ODOT) Melissa Ashbaugh (Metro) Monica Kruger (Metro) Grant O'Connell (TriMet) Molly Caggiano (Clackamas County Disaster Management) Kristina Babcock (Clackamas County Social Services)	Clackamas County Sunrise Community Visioning Project Team: Jamie Stasny, Karen Buehrig, Ellen Rogalin Consultant Project Team: Ana Jovanovic, Shelley Richards, Jamey Dempster, Brittany Robinson, Allie Scrivener (Jacobs) Thuy Tu (Thuy Tu Consulting) Krista Purser, Marc Butorac (Kittelson) Chris Blakney (EcoNW)

Notes

Action

1. Welcome and Introductions

Thuy Tu welcomed the group, explained the agenda, and described the objectives for the meeting, to improve the goals and objectives for the corridor community and share comments from the Early Engagement and Economic Development Existing Conditions memos.

2. Draft Goals and Objectives (Tech Memo 5.1)

Jamey Dempster reviewed that the community themes that emerged from the previous TAC meeting:

- Access & Accessibility
- Anti-Displacement
- Climate & Environment

Notes

- Economic Development
- Equitable Community Engagement
- Health
- Land Use & Housing
- Mobility & Safety

Action

TAC members at the last meeting also suggested as themes: livability, sense of place, culture, cohesion, social connections, partnerships, coordination and communication among entities, enhance community and reuse existing assets.

The proposed community goals are as follows:

1. Provide a safe multimodal network and enhance the pedestrian scaled environment.
2. Grow new innovative economic development opportunities.
3. Preserve and enhance local identity, historical and cultural assets.
4. Promote livable and memorable places.
5. Enhance health and wellbeing opportunities.
6. Form long-term solutions through coordination and partnership.

Below were the comments for each goal.

Goal 1: Provide a safe multimodal network and enhance the pedestrian scaled environment.

Scott Turnoy: Needs of local businesses and businesses shipping goods through the region need to be considered.

Goal 2: Grow new innovative economic development opportunities.

Karen Buehrig: This goal should focus on creating opportunity for the right kind of jobs.

Laura Edmonds: Support or expand workforce opportunities in diverse industries that provide livable wages to improve self-sufficiency.

Joe Marek: Potential to reuse structures. Businesses and needs for parking trucks change, the change can create problems. Facilities can be outdated, and the notion of reusing has not turned out well.

Chris Blakney - Support industries that create opportunities for economic mobility. Support jobs that create opportunity for economic mobility.

Goal 3: Preserve and enhance local identity, historical and cultural assets.

Karen Buehrig: It should be clearer if being sustainably funded is a part of this goal.

Ellen Rogalin: Sustainability needs a definition, including how it relates to the environment and river.

Jamey Dempster: The above point needs to weave into other pieces.

- Fourth bullet – Transit should say “all modes”.
- Change language to include specific community place.
- Put “historically marginalized” into the goal statement.
- Separate bullet highlighting the expansion of workforce development and advancement.
- “Anti-Displacement” should be added in Goal 3.

Notes

Joe Marek: Should be clear how far back we go. With native American encampments all over the river, should this history be commemorated in parks?

Leah Fisher: There is an opening for community to tell us what the history/identity might look like.

Goal 4: Promote livable and memorable places.

Karen Buehrig: This goal talks about the diverse range of housing options.

Jamie Stasny: Consider what the community wants to see here in regard to housing next to industrial uses.

Scott Turnoy.: What is memorable here?

Jamie Stasny: Right now, everything in this area is the same gray color and there is not a lot of character.

Leah Fisher: Promote 'livable place' to live work and visit. Employees should like living in the area too.

Goal 5: Enhance health and wellbeing opportunities.

Ellen Rogalin: Instead of just "opportunities", focus on "enhancing health and wellbeing".

Goal 6: Form long-term solutions through coordination and partnership.

No additional discussion.

Other Discussion Points:

Laura Fisher: Focus on accessible housing options, desirable destinations, preservation of wildlife to enhance public enjoyment of public spaces.

Can include in economic development goal. We have the opportunity to improve economic conditions.

Workforce opportunities - Support training and educational opportunities that allow individuals to improve their quality of life.

Scott Turnoy.: Residents on the east side want to stay on the east side (living and working); North-south connections C2C; reinforces the report findings.

Laura Fisher: Overuse of the word, "sustainable", preferred is accessible housing options. Are we trying to bring attention to the historical significance of the area?

Action Items Summary

- Fourth bullet – Transit should say "all modes".
- Change language to include specific community place.
- Put "historically marginalized" into the goal statement.
- Separate bullet highlighting the expansion of workforce development and advancement.
- "Anti-Displacement" should be added in Goal 3.
- Emphasis should be on making the place "Memorable and Distinct" in Goal 4.
- Add the component of wildlife to goal 5.

Action

- Emphasis should be on making the place "Memorable and Distinct" in Goal 4.

- Add the component of wildlife to goal 5.
- Break the second bullet of Goal 5 into two parts – "Open Spaces" and "Promote safe movement and active lifestyle".

- Suggested edit to third bullet in Goal 5: "Reduce and minimize human exposure to air, water, light and noise pollution and extreme heat."

Notes

Action

- Break the second bullet of Goal 5 into two parts – “Open Spaces” and “Promote safe movement and active lifestyle”.
- Suggested edit to third bullet in Goal 5: "Reduce and minimize human exposure to air, water, light and noise pollution and extreme heat."

Draft Early Engagement Summary and Spring 2024 Activities

Brittany Robinson described the early engagement activities and key themes. The activities included stakeholder interviews, pop-up events, equitable engagement workshops and online surveys.

The key themes that emerged included:

- Include anti-displacement strategies, with a focus on affordable housing
- Create access to parks and other green spaces
- Improve land use regulations for businesses and services to succeed
- Acknowledge conflict between industrial and residential uses
- Build community buy-in
- Address congestion and safety issues
- Increase access to roadways and transit
- Improve multimodal options, including sidewalk and bike lanes
- Improve transportation infrastructure to be safer and reduce congestion for all modes

Draft Economic Development Existing Conditions (Tech Memo 4.3)

Chris Blakney reviewed existing economic trends and conditions. He described how the performance of economic sectors in the study area informs how the sector may drive economic growth in the future and influence demand for varying land uses. The Sunrise Corridor Community has a concentration of industrial uses, with high concentrations of employment in:

- Transportation and Warehousing
- Wholesale Trade,
- Manufacturing,
- Administration and Waste Management,
- Construction

Professional employment sectors, while less concentrated in the corridor, have seen robust employment growth over the last four years. Those include:

- Healthcare and Social Assistance
- Educational Services
- Professional Technical Services

Regarding workforce assessment, Chris Blakney reviewed the geographic distribution of the corridor community workers, commute trends, and

Notes

Action

demographic characteristics of the area that it draws its workforce from. Workforce and commuting trends provide insight into the needs of area residents and workers, as well as how the study area is positioned to retrain and attract employers.

Regarding identification of vacant and underutilized properties, Chris Blakney reviewed the geographic distribution of vacant and underutilized parcels, giving insight into where development or redevelopment potential is within the corridor community.

Key Market Findings

Based on the findings from these existing conditions analyses, Chris Blakney summarized some of the key opportunities and challenges of the Sunrise Corridor Community with a list of assets, opportunities, constraints and challenges.

Assets and Opportunities include:

- Regional Transportation Access
- Industry Concentrations and Diversifying Economic Base
- Vacant Opportunity Areas
- Public Finance Tools and Incentives
- Healthy Real Estate Markets
- Workforce
- Major Employers

Constraints and Challenges

- Wetlands
- Conflicting Land Uses and Isolation
- Jobs/ Housing Balance
- Limited Development Activity
- Aging Properties
- Infrastructure and Land Readiness

Next Steps: Community Engagement

April engagement activities include the Steering Committee meeting on March 20, Open House on April 10, online feedback survey from April 10-24, and stakeholder conversations.

TAC #6 Meeting: April 26th, in-person and hybrid option

Decision Log:

None

Issues Log:

None

Sunrise Corridor Community Visioning Technical Advisory Committee (TAC) Meeting #6

Date:	April 25, 2024	JACOBS 2020 SW 4th Ave, Suite 300 Portland, OR 97201 T 503-235-5000 https://www.jacobs.com/
Project name:	Sunrise Gateway Corridor Community Visioning Project	
Project no:	W3Y16500 Clackamas County ref. numbers: Contract #7795, PO #0000033249	
Prepared by:	Maulsri Jha, Jacobs Thuy Tu, Thuy Tu Consulting, LLC	
Location:	MS Teams Meeting Meeting ID: 235 175 970 717 Passcode: 3L23Go	
Participants:	TAC Members: Laura Edmonds (Clackamas County Economic Development) Molly Caggiano (Clackamas County Disaster Management) Joy Fields (Clackamas County Planning) Kristina Babcock (Clackamas County Social Services) Scott Turnoy (ODOT) Melissa Ashbaugh (Metro) Monica Kruger (Metro) Grant O'Connell (TriMet) Jim Austin (Clackamas County Tourism) Maria Magallon (Clackamas County Public and Government Affairs) Erin Reome (North Clackamas Parks and Recreation District)	Clackamas County Sunrise Community Visioning Project Team: Jamie Stasny, Karen Buehrig Consultant Project Team: Ana Jovanovic, Maulsri Jha, Jamey Dempster, Shelley Richards (Jacobs) Thuy Tu (Thuy Tu Consulting) Marc Butorac (Kittelson)

Notes

Meeting Overview and Introductions

Thuy Tu opened the meeting with a popcorn style introduction; people chose one word or sentence based on what they wanted as an outcome from the project. Thuy reviewed the agenda and shared the objective of the meeting - to collect feedback on performance measures, scenario development process and Gateway Concept - Subarea D.

Joy Field asked how and when the performance measures would be used. Will the consultant team be applying these and studying these measures? Is there a timeline? And when and how would these be specifically used? Some clarity on the visioning effort is required. How do we continue over the next five years and into the next phase?

Action

Notes	Action
<p>Project Update</p> <p>Jamie Stasny shared community engagement activities and overall objectives as of Spring 2024. The final draft goals for the project were reemphasized as part of the engagement.</p>	
<p>Planning Framework & Scenario Development and Evaluation</p> <p>Jamey Dempster explained scenario development and performance measures and reported we are in the scenario development phase. Jamey talked about the different focus areas and how scenarios could match with each of them. The analysis component of the scenario is to develop, screen and evaluate. The engagement component of phase 2 is to explore and refine.</p> <p>Jamey shared Focus Area A as an example and specifically highlighted economic displacement and anti-displacement. He ensured that there are a range of uses and examples people have mentioned before. Our measures would help us develop and communicate the benefits and actions and will steer us towards the goals and objectives. Methodology and data were discussed. Jamey explained the framework and how each objective has one or two performance measures, using a tree planting program as an example. Feedback is appreciated.</p>	<ul style="list-style-type: none">• Next step in the framework is performance measures to ensure how we are meeting those goals and objectives.• More support is needed from other team members in terms of data and methods.• More clarity is needed on how and when the performance measures are used.
<p>Roundtable Discussion</p> <p>Thuy Tu led the roundtable discussion with the following question:</p> <p><i>Are we heading in the right direction with the performance measures and the scenarios development process?</i></p> <p>Thuy called on each TAC member and asked them to think about the question and report back to the group. For those not ready to provide feed, Thuy asked for them to email her their responses by next Thursday, May 2nd.</p> <p>The following are the responses:</p> <ul style="list-style-type: none">• Erin Reome – Focus on transportation safety – quality of sidewalks, intersection safety -- in the performance measures.• Grant O'Connell – Appreciate the words "interconnected network." What would that mean for transit in terms of first and last mile connection?• Molly Caggiano – Are we on the right track? Specifically looking at the objectives and goals for sustainability, while honoring the existing culture and preserving the culture.	<ul style="list-style-type: none">• Feedback required from the team if we are heading in the right direction with the performance measures and scenario development.• Should refer to the Mobility Standards – new RTP update.

Notes

Action

- **Joy Fields** – Liked how the performance measures would help the stakeholders understand the scenarios. Appreciates having the detail to identify how the goals and objectives would be met and look forward to seeing the scenarios.
- **Monica Kruger** – Suggest looking at new mobility standards in the updated Regional Transportation Plan (RTP).
- **Maria Magallon** – Regarding accessibility, one of the council members is always reminding us that we should look beyond the physical, and focus on neurodivergence, green spaces, health, and well-being, those that are visually impaired, and focus on tactile and art concerns.
- **Scott Turnoy** – Key area of focus for ODOT is regional and local mobility. Specific interests include existing State Highway 212 as a high corridor facility. Commenting on improvements for oversized loads being transported and improvements from a designation standpoint.

Gateway Concept – Focus Area D

Marc Butorac reviewed the history and evolution of the corridor, and how the Final Environmental Impact Statement (FEIS) evolved. Phase 1 was constructed in 2016. Marc shared the extent of the study area and the road connections and highlighted the status of the project. He emphasized that we do not want transportation to dominate the Sunrise visioning project, so that was how the focus areas came into being.

Area D is the location of the transportation footprint of the original FEIS Sunrise. We're looking at Gateway 2-lane and 4-lane concepts, and the FEIS to develop alternatives.

Three main touchpoints include:

- Does the corridor still perform as envisioned in 2020 with a smaller footprint and budget?
- Are there impacts in the scenarios that change the transportation and land use balance?
- Are there things we should do from a land use standpoint such as provide access to the river, etc.?

Marc described the Gateway Concept plan, emphasizing the regional and safety components, and talked about the phasing process to take advantage of the bond money. After development of the concept in 2020, partner agencies were involved, but because of how quickly project development had to be done, the public was not involved. Therefore, as part of the visioning process, the public is being brought into the conversation this time.

- Consider outreach for people who are not residents but only pass-through/ work in the area

Notes

Marc described the 2011 FEIS Record of Decision (ROD) vs. Gateway Plan comparison.

Action

The Gateway Corridor Concept has three major points:

- 122nd Tie-in: Don't need this interchange in the immediate future – cost savings;
- 135th/ 152nd Tie-in: Removed elevated Sunrise and put it back on the ground; huge cost-savings; and
- Rock Creek Junction – Eliminated the interchange, biggest and most key change. Maintain a junction for 224 to go south.

The discussion included the following questions and feedback.

Molly Caggiano – Asked about consideration of rail transit.

- **Marc Butorac** – No, only bus rapid transit. Currently, there are no plans for rail in the gateway concept.
- **Jamie Stasny** – Another element considered was Park-and-Ride. You need ridership and ridership is too limited ridership for Bus Rapid Transit (BRT). Rail feels out of reach.
- **Grant O'Connell** – Project would need to take different direction with land use to consider commuter rail. Currently, this area has a business focused land use. But transit will be important.
- **Karen Buehrig** – Suggest that we integrate the regional impact. We have been challenged with rail transit in many conversations, but we should move towards reliable and frequent transit that builds ridership. Pedestrians and bikes will build local connections with other areas.
- **Jim Austin** – What is the method of outreach for folks who are not residents but only pass-through and/or work in the area?
- **Jamie Stasny** – Working with partner agencies, North Clackamas Chamber of Commerce, businesses, social media, billboards. Please ask TAC members to send suggestions.

Next Steps

Jamie Stasny said the TAC 7 meeting will be on May 23rd. We will talk about future conditions, update engagement, and discuss scenarios and the gateway concept in more detail. This meeting will function more as a workshop. Summer engagements include the Steering Committee meeting on June 5th, with discussions on early performance measures. TAC 8 will be on July 25th.

Thuy Tu asked for a show of hands for interest in in-person/hybrid for the upcoming TAC 7 and 8 meetings. Most TAC members show an interest in meeting in-person.

Notes

Action

Action Items Summary

- Next step in the framework: performance measures to ensure how we are meeting those goals and objectives.
- Support is wanted from other team members on data and methodology.
- Clarification is needed on how and when the performance measures will be used.
- The team should refer to the Mobility Standards from the new RTP update.

Homework

- Feedback required from the team on if we are heading in the right direction with the performance measures and scenario development. Email answers to the roundtable questions to Thuy by Thursday, May 2nd if not answered during the meeting.

Video Recording of Meeting:

[CONFIRMED Sunrise Corridor Vision TAC 6 Meeting-20240425_103620-Meeting Recording.mp4](#)

Decision Log:

None

Issues Log:

None

Sunrise Corridor Community Visioning
Technical Advisory Committee (TAC) Meeting #7

Date:	May 23, 2024	JACOBS 2020 SW 4th Ave, Suite 300 Portland, OR 97201 T 503-235-5000 https://www.jacobs.com/
Project name:	Sunrise Gateway Corridor Community Visioning Project	
Project no:	W3Y16500 Clackamas County ref. numbers: Contract #7795, PO #0000033249	
Prepared by:	Maulsri Jha, Jacobs Thuy Tu, Thuy Tu Consulting, LLC	
Location:	Camp Withycombe, 15300 SE Minuteman Way, Happy Valley	
Participants:	TAC Members: In person: Laura Edmonds (Clackamas County Economic Development) Leah Fisher (Clackamas County Public Health) Joe Marek (Clackamas County Transportation) Monica Kruger (Metro) Scott Turnoy (ODOT) Cheryl McGinnis (Clackamas River Basin Council) Online: Grant O'Connell (TriMet) Melissa Ashbaugh (Metro) Jessica Rinner (Clackamas Water Environment Services) Erin Reome (NCPRD)	Clackamas County Sunrise Community Visioning Project Team: In person: Jamie Stasny, Karen Buehrig, Ellen Rogalin Consultant Project Team: In person: Ana Jovanovic, Jamey Dempster, Shelley Richards (Jacobs) Thuy Tu (Thuy Tu Consulting) Krista Purser (Kittelson) Kristen Kibler (JLA) Online: Maulsri Jha, Brittany Robinson (Jacobs)

Notes

Action

Meeting Overview and Introductions

Thuy Tu started the meeting with an icebreaker question and shared the meeting objective, which was to further explore focus area scenarios and collect participant feedback about existing and proposed actions.

Project Update

Jamie Stasny provided updates on engagement and other project activities.

- Open House - Different community representation, walked them through exhibits, got varied feedback.
- Leadership Cohort - Explained what it is about, some advocates who have a lot of experience and are already leaders can be mentors.

Brittany Robinson provided updates on the open house, survey, and pop-up events. Copies of the public engagement summary will be available online in early June, and that information will be used for scenario development. The intent is to go back to the community in the Fall season for feedback on the draft

Notes	Action
<p>scenarios. Brittany reported the team is incorporating participant feedback into the project by the following means:</p> <ul style="list-style-type: none"> Findings and survey results captured in the Spring 2024 Engagement Summary Early scenarios incorporating findings including notes from early interviews, pop-up events, focus groups, committee meetings, open house and survey results. Further scenario development will identify priority needs, challenges, and ideas to bring forward, and balance public feedback with existing planning documents. 	
<p>Scenario Development</p> <p>Jamey Dempster provided the scenario development timeline and reiterated information about existing conditions. He encouraged TAC members to provide feedback, specifically focusing on areas of constraint and areas of stability. Jamey reviewed each of the focus area maps, noting that maps will be online for people to see and offer comments and feedback.</p> <p>Focus Area A – Be mindful of anti-displacement issues.</p> <p>Focus Area B – Key issues are economic development, displacement, and public health. Feedback includes transportation development and improving freight traffic, a need for mixed land uses, maintaining job opportunities and future potential for development.</p> <p>Focus Area C – High commercial and industrial use, transportation cannot keep pace with community growth, some large barren properties, a need to balance housing with commercial and industrial uses.</p> <p>Focus Area D – Would like to hear about the areas of opportunity and the areas of stability. Issues are reducing congestion and improving safety, especially bicycle travel and students going to and from school.</p> <p>Focus Area E – Concerns include access to schools and driver safety, workforce development and access to green spaces.</p> <p>Focus Area F – Particular focus on areas of constraint, sidewalks and bike facilities, having mixed land uses, concerns about through traffic.</p> <p>Questions:</p> <ul style="list-style-type: none"> Have people expressed where they want these sidewalk and bike facilities? How can we address freight overflow and obstructed walkability? Is there a region-wide planning effort? <p>Answers:</p> <ul style="list-style-type: none"> Participants want open spaces in the northern part of the project, with the desire for proper crossings and sidewalks. They also want access to the river. In some earlier plans, bike paths have been mapped out, so we want to recreate that. On the maps there are notes about potential for greenspace, solar and electric generation and charging opportunities. 	<ul style="list-style-type: none"> Need to address the issues of freight overflow and walkability obstruction in scenario development. Information to be gained from people in terms of where they want facilities, such as housing, retail, etc.

Notes	Action
<p>Roundtable Discussion</p> <p>Questions to think about during the conversation:</p> <ul style="list-style-type: none"> • Do the scenarios address the correct needs by area? • Do scenarios capture planned actions, projects, programs? • Are there other scenarios and actions to consider? <p>Area A - No sense of center and continuity between two residential areas. Need to connect them with each other and with other activities in the region.</p> <p>Area B – Bus stops are mostly not ADA accessible. Are we improving transit access or the physical infrastructure of the stops themselves? The wording on the purple transit improvement point is clunky and unclear. We still lack signage and lighting and need those improvements. Access to bus stops is very difficult now; needs the most focus.</p> <p>Area C – Like the idea of tree cover, would like more opportunities for green cover along the river for a better sense of place. Would like to know more about the status and future of the transitional housing project.</p> <p>Area D – The market does not appear to play a big role in this region. Folks would like to know more about the market’s interaction with residential uses and other land uses.</p> <p>Area E – What was the rationale behind some of the undeveloped areas becoming employment centers, instead of other uses that such as community centers and residential areas? To promote walkability, employment centers should be close to industrial areas and schools should be closer to residential areas.</p>	<ul style="list-style-type: none"> • Clarification required – is it bus stop infrastructure that needs to be improved or access to the transit stops? • Focus on more opportunities for green cover along the Clackamas River for a better sense of place. • Clarification needed - Would the development requirements change in the areas marked as high value conservation as per Title 13?
<p>Key Feedback and Questions</p> <p><i>Overall Project</i></p> <ul style="list-style-type: none"> • Want to see connectivity between focus areas and sense of community. • How do the focus areas tie together? It feels fragmented. • How does anti-displacement fit into scenario development? • Language on transit improvements is clunky. • Will there be improvements to bus stops, or access to transit, or both? Having trouble seeing if there are gaps. • How will the scenarios align with performance measures? • Will we see these again alongside performance measures? <p>Area C: Is there an opportunity to think about where planned future residential development should go? For instance, how far out is the future transitional and low-income housing development planned?</p> <p>Area D: Is there an opportunity to look at different storm water runoff areas?</p> <p>Overall Corridor: Corridor seems to have fragmented uses. From a resident standpoint, there does not seem to be a sense of center and continuity. A question that came up was: How do you create that sense of community and connectivity in the area? Understanding that it’s a tough area to knit together.</p>	<ul style="list-style-type: none"> • Opportunity - Is there an opportunity to create a sense of neighborhood? Try to stop fragmented pattern. • On 82nd Ave., the sidewalk is a curb type and is not ADA accessible. Need to widen or make landing pad a full 8ft deep. Most bus stops are ADA accessible. • Conversation – Speak with the county and follow-up with Erin on the timing of the low-income housing development (in Area C).

Notes

Action

Need to balance the mix of different uses, i.e. residential, light industrial and commercial. The idea is to have a resilient hub.

Transit: The language for transit is clunky. Are you improving bus stops or access to transit, or both? There are different transit needs in the corridor. How does it work with TriMet?

Walkability: Current level of pedestrian and ADA accessibility varies. Some roads, the sidewalk is buffered by a planting strip.

Trees and Livability: Like the idea of street tree corridors and connectivity to the river. It would be great if there were more trees and greener connections.

Housing and Development: Is there an opportunity to think about where future residential should go, i.e. how far out is the future transitional and low-income housing development planned? It would be good to get housing away from heavier industrial areas.

Would redevelopment of the area be prohibited? We don't anticipate rezoning. Would like to see higher density affordable housing.

What was the rationale for employment centers instead of residential? It would be great to cluster employment and industrial areas and have housing in separate areas.

Environmental: Is there an opportunity to look at different storm water run-off and how it impacts conservation areas?

Next Steps

Jamie Stasny closed the meeting with an upcoming schedule for engagement.

The next TAC 8 meeting will be Thursday, July 25th. We will explore future conditions, update on engagement and talk about scenarios in more detail. It will be a workshop style with interested participants from all committees welcome to join. More details will be presented on the gateway concepts.

The team will continue to refine the visioning goals, needs, opportunities and ideas for the future. In the summer, the team will continue to incorporate feedback into scenario development. Upcoming meetings include:

- Business focus group – May 24
- Steering Committee Meeting #3 – June 5
- Leadership Cohort meeting #2 – June 25
- TAC Meeting #8 – July 25
- TAC Meeting #9 – September 26

Notes	Action
Action Items Summary	
<ul style="list-style-type: none">• Need to address the issues of freight overflow and walkability obstruction in scenario development.• Information to be gained from people in terms of where they want facilities.• Clarification required – is bus-stop infrastructure being improved or access to the transit stops?• Focus on more opportunities for green cover along the Clackamas River for a better sense of place.• Clarification needed - Would the development requirements change in the areas marked as high value conservation as per Title 13?• Opportunity - Is there an opportunity to create a sense of neighborhood? Try to stop fragmented pattern.• On 82nd Ave., the sidewalk is a curb type and is not ADA accessible. Need to widen or make landing pad a full 8ft deep. Most bus stops are ADA accessible.• Conversation – Speak with the county and follow-up with Erin on the timing of the low-income housing development (in area C).	

Sunrise Corridor Community Visioning Technical Advisory Committee (TAC) Meeting #8

Date: July 25, 2024
Project: Sunrise Gateway Corridor Community Visioning Project
Location: Camp Withycombe, 15300 SE Minuteman Way, Happy Valley

Participants: ***TAC Members:***

Scott Turnoy (ODOT)
Mary Logalbo (Clackamas River Basin Council)
Grant O'Connell (TriMet)
Sally Curran (City of Happy Valley)
Joy Fields (Clackamas County Planning)

PMT Member:

Kelly Betteridge (Metro)

Clackamas County Project Team:

Jamie Stasny, Karen Buehrig,
Ellen Rogalin, Adam Torres

Consultant Project Team:

Ana Jovanovic, Jamey Dempster,
Brittany Robinson, Tom Hester (Jacobs)
Thuy Tu (Thuy Tu Consulting)
Marc Butorac, Krista Purser (Kittelson)
Kristen Kibler (JLA)

Meeting Overview and Introductions | Project Update

- Karen Buehrig provided updates on engagement with the public and other partner agencies, and other project activities. Marc Butorac provided an update on the future conditions of Sunrise mobility and safety needs and referenced Tech Memo 4.4 for further details.
- The team answered questions about the timeline around the project open house on September 24th.
- Takeaway: The Gateway Concept will address the future 2045 needs within the corridor. Marc Butorac shared that the Gateway Concept is less impactful and more economical than the original 2010 FEIS. The design is being further refined based on stakeholder input in this project. Marc clarified that the modeling was done in partnership with ODOT and Metro, two key stakeholders in the OR212 strategy.

Scenario Development

Jamey Dempster provided information about the scenario development timeline, workplan principles and community goals. He encouraged TAC members to provide feedback on the strategy categories in person and on the [Mural Link Draft Scenario](#) following the meeting. The comment period closed on August 8th.

TAC members noted that the qualitative evaluation results are problematic and do not help make choices or decisions since the strategies are not mutually exclusive. Several attendees noted that removing the qualitative evaluation step clarifies the message. The project team discussed other ways to show how the strategies meet the goals by listing priority goals or project benefits. TAC members generally agreed and offered to provide feedback on other versions.

Other TAC members noted that the regional transportation strategies are confusing as listed in separate pieces or strategies. Several members suggested reorganizing the strategies to show there is really one strategy with several benefits.

Meeting Minutes

Jamey presented an overview of the strategies before asking TAC members to break into groups to discuss the topic in greater detail.

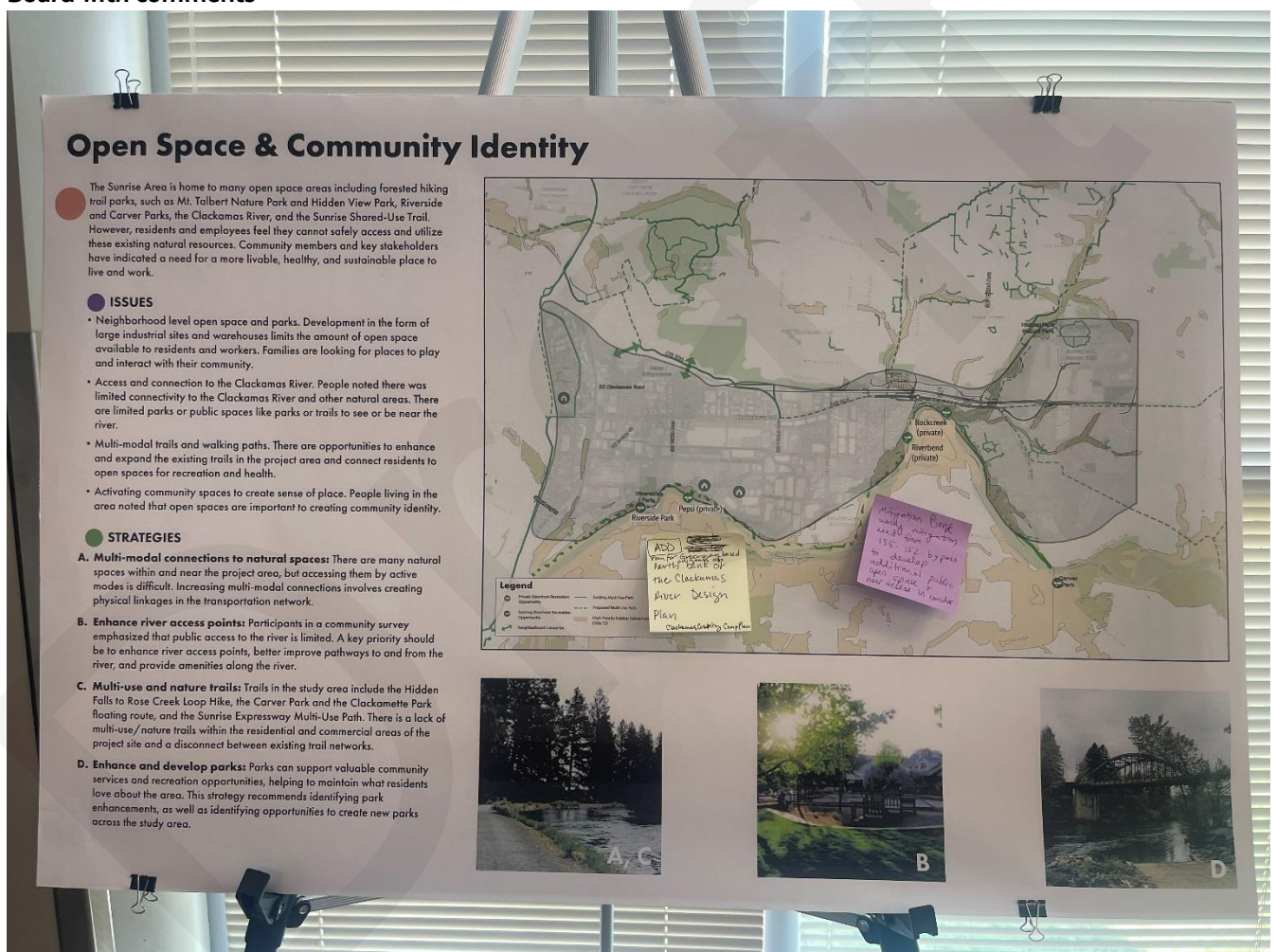
Workshop Discussion

Questions that guided the discussion included:

- What strategies best advance goals and objectives?
- Are there other strategies to consider?
- What should be emphasized and prioritized?
- Are strategies applied in correct areas?

Open Space & Community Identity Strategies

Board with comments



Comments

- Suggest including Happy Valley trails. The project team will double check the alignments.
- There are issues inherent with trails and the need for ongoing monitoring or security. There would need to be lots of coordination with local landowners, who steward the open space available now to residents or business employees.
- Suggest taking out the privately owned potential access points.

- ## Safe and Connected Mobility Strategies

Safe & Connected Mobility

The project corridor is defined by OR 224 and OR 212, which facilitates thousands of trips per day. Residents, businesses, and commuters want the network to foster safe non-motorized travel, freight truck traffic, and connectivity.

ISSUES

- Limited multimodal travel options and access across OR 224 and 212.
- Network insufficient for truck and freight needs. Existing roadways do not accommodate the size and number of freight trucks in the area.
- Large land use parcels limit cut through access, resulting in a low number of streets and travel route options.

STRATEGIES

- Safe and interconnected sidewalk network:** The sidewalk network within the study area is approximately half complete. Priority sidewalk gaps are shown in the map.
- Safe and interconnected bicycle network:** Bicycle facilities in the area mostly consist of unprotected bike lanes adjacent to high-speed corridors. Upgraded facilities would improve safety, comfort, and connectivity.
- Truck Parking hub:** Freight is critical to the local economy. OR 212 and SE Jennifer Street are freight routes. A lack of truck parking creates safety and sightline challenges for other roadway users. A freight hub on these routes would provide parking and queuing space.
- Freight access:** Truck drivers in the area need safe space to maneuver, transfer and deliver goods without conflicts along freight routes. This strategy would implement safety improvements such as truck aprons in key locations.
- Safe Crossings:** Employees, children, families, and seniors in the study area want to be able to cross main roadways and local streets. Improvements would upgrade crosswalks with high visibility striping, better lighting and signal timing, and ADA treatments.
- Physical Connectivity:** Identifying connectivity gaps and working with agencies and community partners would increase access at parks, trails, the Clackamas River, and across major roadways and parcels to improve access.
- Develop mobility hubs:** A mobility hub connects travel options – typically walking, biking, transit, and ride sharing – in a single place to support first-mile, last-mile connectivity. This strategy would provide connections and transit preferential treatments at key locations, and explore a station at OR 212 and SE 82nd Drive.
- Increase transit service:** Frequent transit service means less time waiting for the bus to arrive, better trip connections when transferring lines, and shorter travel times. This strategy would support TriMet's planned frequent service additions, support expanding the TriMet service area boundary, and provide transit-supportive zoning and first and last mile connections.

Include first and last mile connections

If you show the bus stop also please include the bus sign and the street name

A detailed map of the study area, bounded by OR 224 and OR 212. The map shows a network of roads, including OR 224, OR 212, and several local streets like SE Jennifer St, SE 82nd Ave, and SE 90th Ave. It highlights various transportation features: green dashed lines for proposed sidewalks, blue dashed lines for proposed bicycle lanes, red circles for truck parking hubs, and yellow circles for safe crossings. The map also shows existing infrastructure like bus stops and transit stations. A legend in the bottom left corner defines the symbols used on the map.

A photograph showing a large paved area with several semi-trucks parked in rows. The area appears to be a dedicated truck parking or staging area, possibly near a highway interchange.

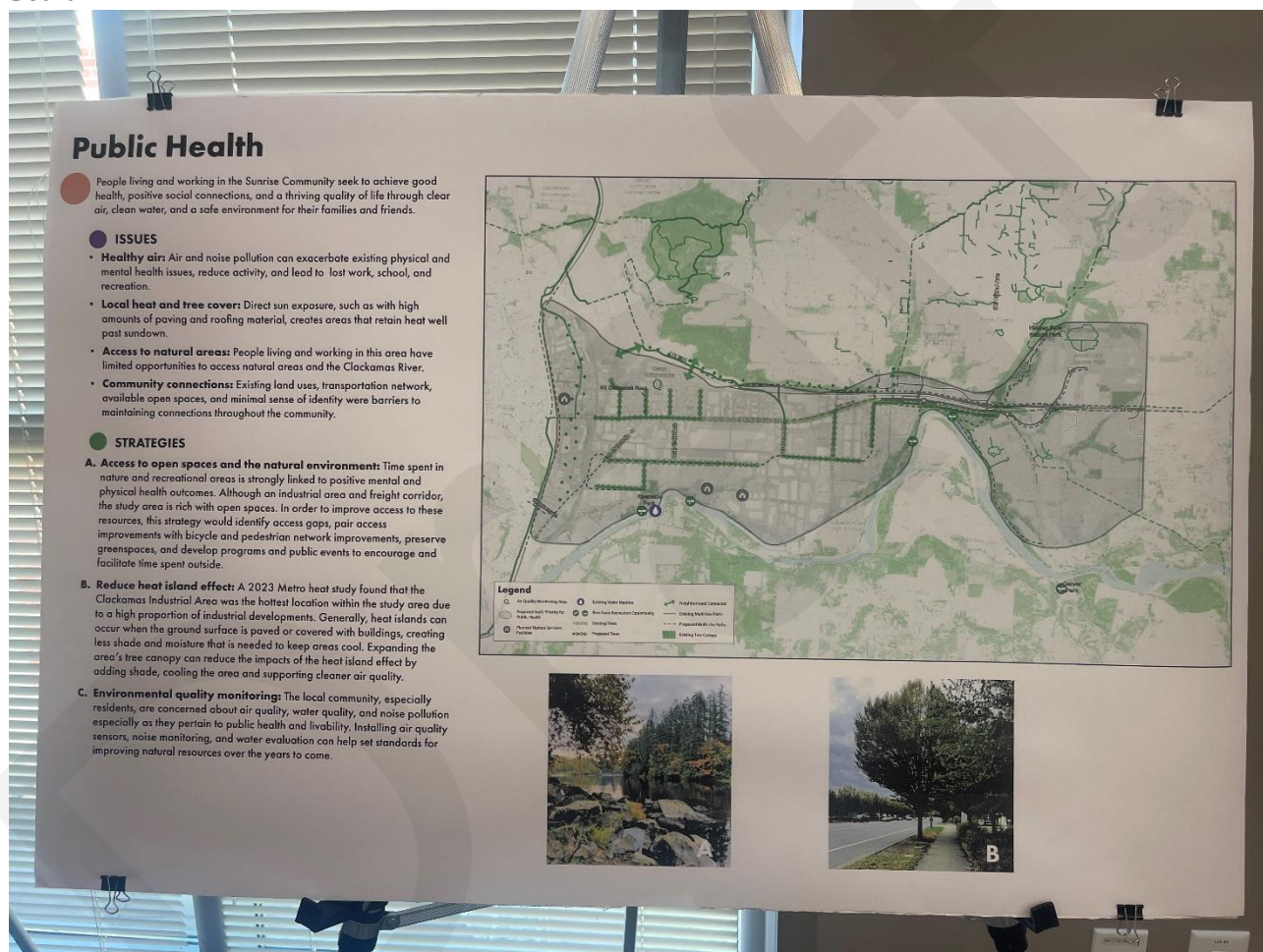
A photograph of a street intersection featuring a crosswalk with white stripes and a yellow diamond-shaped pedestrian crossing sign. The surrounding area includes trees and a clear sky.

Comments

- “Transit center” and “mobility hub” can be the same, and transit centers are more understandable.
- There are inadequate bus stops in the corridor that should have an associated strategy. There should be access from transit stops to Riverside Park. There should be improved crossings on Jennifer Street and Highway 212, and a bus stop improvement strategy. Bike lanes and street tree corridors are important.
- Connections for students to schools are limited for busing, walking and biking.

Public Health Strategies

Board



Comments

Add proposed vegetation updates, such as trees, on the map. It would be preferable to have trees going north/south on 82nd as well and tie them in with multi-use paths to ensure facilities are comfortable for users.

Regional Connectivity Strategies

Board

Regional Connectivity

The Sunrise Corridor (Highway 212 and Highway 224) is a vital route between the Portland Metro area and Central to Eastern Oregon. The roadway is over capacity today and faces many safety and access issues for many of its users.

ISSUES

- Network insufficient for regional mobility needs.** Existing key signalized intersections are failing and more are anticipated to fail as the area grows.
- Safety issues are prevalent along the corridor.** Several segments of Highway 212 and Highway 224 experience high amounts of crashes. People walking and bicycling in the study area experience an increased risk of crashes.
- Limited walking, biking, and transit options.** The existing trail and on-street network has large gaps that make walking and biking difficult, while transit stops lack amenities.

STRATEGIES

A. Sunrise Phase 2 (Gateway Concept): The Sunrise Corridor experiences heavy congestion and limited mobility. As part of Get Moving 2020, Clackamas County developed the Sunrise Gateway Concept which included intersection and alignment improvements, reconstruction of portions of Highway 212, and crossing and bicycle/pedestrian improvements.

B. Safety Improvements: Safety improvements recommended for the corridor include safe and protected facilities for people walking and biking, medians along Highway 212 and 224 to visually narrow the corridor and slow speeds, pedestrian refuges at intersections to shorten crossing distances, and include roundabouts and left-turn restrictions to reduce conflicts.

C. Walking and Biking Connections: The Sunrise Gateway Concept and FEIS provided enhanced walking and biking connections along existing facilities, and enhanced connections to the regional trail system. These improvements include connections to the Mt. Scott Loop Trail, SE 82nd Avenue, and the Sunrise Multi-Use Path, a pedestrian/bicyclist bridge at SE 135th Avenue, and pedestrian-friendly crossings across the Highway 212/224 connection.

D. Transit Enhancements: Transit in the Sunrise Corridor area connects to several major corridors, including high-capacity transit corridors. The SE 82nd Avenue corridor includes a route from Clackamas Town Center north, and an extension of high-capacity transit from Clackamas Town Center to Oregon City. The Sunnyside corridor includes a connection from Beaverton to Clackamas Town Center and connection from Clackamas Town Center to the C2C Corridor on 172nd Avenue. Route 150 would serve 172nd Avenue in the future, with routing through the Clackamas Industrial Area.

E. Use Transportation Demand Management (TDM) Strategies: Transportation Demand Management (TDM) is defined as a set of strategies aimed at increasing individuals' transportation choices beyond driving alone to improve overall system efficiency. Clackamas County, TriMet, employers within the industrial district, and Clackamas Community College are undertaking efforts to improve transportation choices, including improved transportation options such as rideshare and shuttle services, parking management programs, and transit passes for students and employees.

Comments

- What is included in building the travel demand model? The map shown is a 2-lane each way concept. Other modelling data included 4-lane and 8-lane options, as well as a no-build option. The blue lines on the map depict pedestrian access.
- There is a need to talk about the best use of the area since the land must be changed with the development of the concept.

How will the backage road impact the industrial center and potential development? The FEIS would have wiped out all the land use in this area, and the gateway allows for redevelopment of the space between the gateway and the existing highway. The backage road will also need to accommodate new stops for existing and planned bus routes, and there is potential to use some of the new land as a mobility hub.

Land Use Strategies

Board

Land Use

The Sunrise Corridor study area includes primarily industrial land uses, with some residential uses in the area. A balanced community would guide future growth and ensure compatibility among existing and future land uses.

ISSUES

- Intensity of light industrial uses.** Existing land uses in the project area are mostly light industrial, comprising of over 40% of the area. Residential uses are integrated within the industrial area, while retail and commercial services are farther away.
- Displacement risk and lack of housing options.** Housing comprises nearly 19% of the land uses within the study area. The surrounding industrial and commercial nature of the area creates a risk of housing displacement.
- Lack of character of neighborhood(s).** Due to the prominent industrial land use, vehicle-centric transportation network, and disconnect from open spaces, there is minimal sense of identity and connection with community.

STRATEGIES

- Embed residences and businesses with anti-displacement policies:** Lower-income households experience the highest housing cost burden. To preserve affordable housing and protect residents, anti-displacement policies can include community land trusts, mobile home park zoning, and affordable housing for the workforce. Protect businesses from displacement with neighborhood-serving zones to promote neighborhood-scale commercial areas, formula business ordinances to discourage chain stores, and streamlined permitting to facilitate new small businesses.
- Encourage contiguous land development patterns:** The study area includes limited affordable housing and long commutes. The area is characterized by a patchwork of land use patterns creating health, safety, and livability challenges.
- Adopt compatibility regulations between uses:** Land uses such as industrial, residential, and commercial neighbor each other without buffers or transition areas. The noise, pollution, and heavy truck use create a conflicting environment for residents surrounded by industrial uses. Creatively integrating these land uses can increase harmony, and support growth. Strategies can include land use buffer zones such as open space or landscaping, a mixed-use zone overlay to integrate residential with compatible light industrial.
- Enhance neighborhood character:** The study area is characterized by prominent industrial land use, large parcels, a vehicle-centric transportation network, minimal landscaping and street trees, and a lack of connection to open spaces, creating barriers to community connections. Strategies for establishing cohesive neighborhood character could include planting street trees, developing landscaping, placing public art, banners, and other amenities in the public realm, establishing pedestrian-scaled infrastructure, and establishing design standards to integrate land uses.
- Adopt smart growth parking policies:** Minimum parking requirements means bigger parking lots and more buildings isolated from roads and sidewalks, separated by vast areas of asphalt. Parking lots also create greater distances between businesses and homes. As the project area continues to grow, reducing parking, improving facility design, and including shared parking and parking maximums can benefit and add value to the Sunrise Corridor.

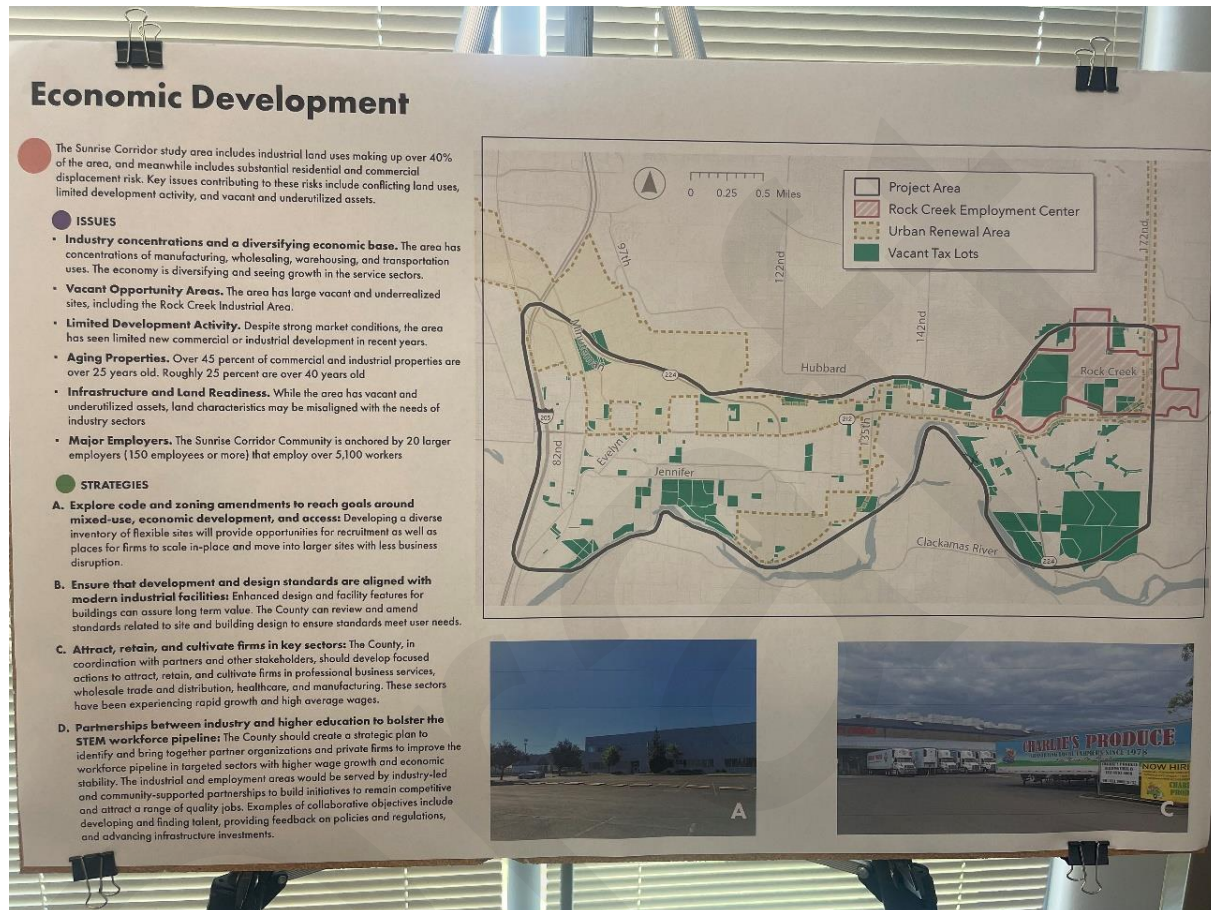
Comments

- The strategies look a little different than before, because they have been adjusted slightly to reflect feedback.
- The highest score has a direct and specific impact on the goals. The list is in the order of magnitude to show what will have the greatest impact.
- There is a need to talk about the retention of manufactured home parks instead of just stressing 'enhancing community'. There are various options for business and homeowners, and we may want to help encourage live/work/play situations. FEMA has a buy-out program to purchase certain properties to create open space, but the questions are:
 - Would the community be interested in such programs?
 - Would it be buying residential property or commercial, or would they see it as the government coming in and taking away land?
 - We need to understand more about this program.

- Manufactured home parks are important in the strategies. Retaining neighborhoods, buffering noise impacts, and providing tools to help retain communities, including live/work units and home offices. Land use permits.

Economic Development Strategies

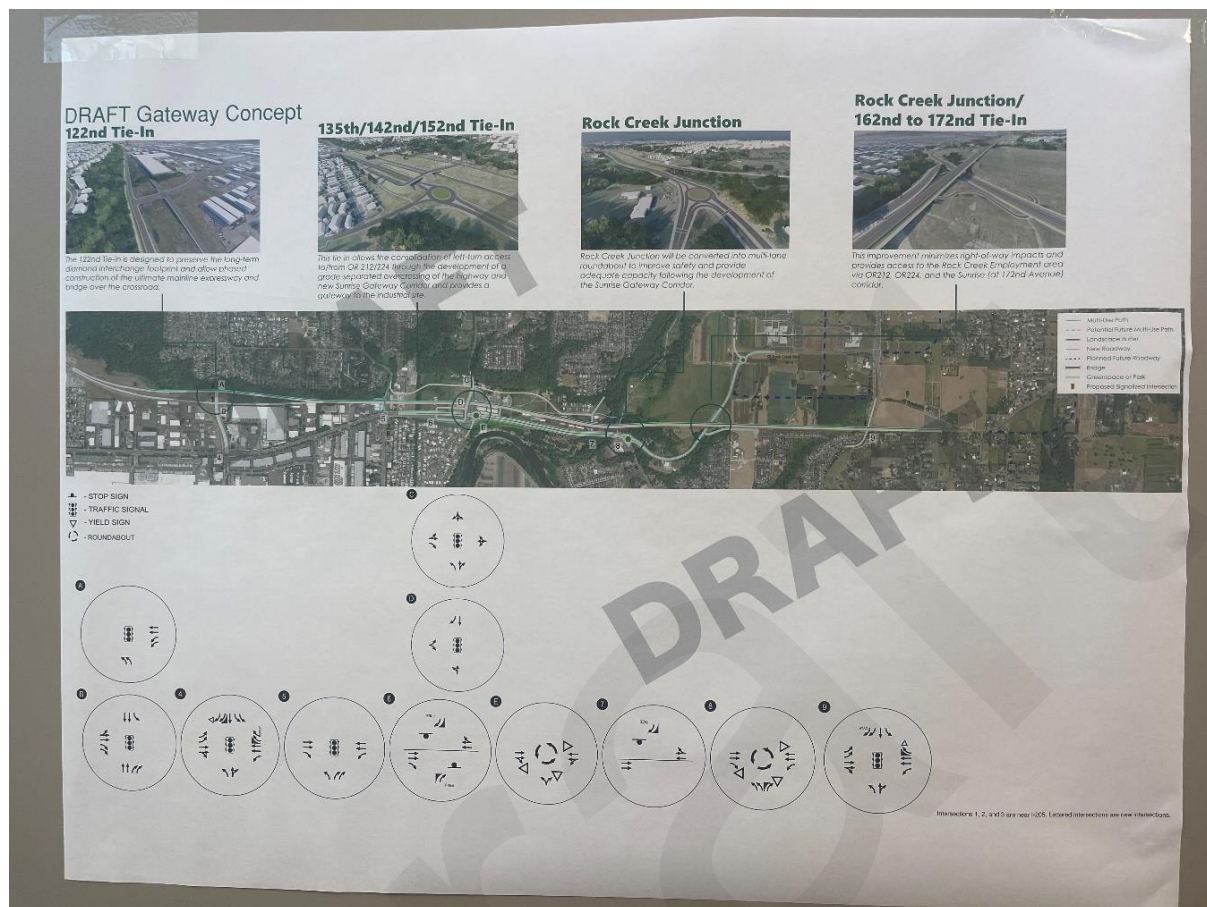
Board



Comments

- Industrial land uses make up over 40% of the area and substantial residential and commercial displacement risks. Key issues contributing to the risks include conflicting land uses, limited development activity, and vacant and underutilized assets.

Draft Gateway Concept



Gateway Concept map shown is a 2-lane each way concept. Other modelling data also included 4-lane and 8 lane options and a no-build option. The blue lines on the map depict pedestrian access. There is a need to talk about the best use of the area since the land must be changed with the development of the gateway concept.

Next Steps

Jamie Stasny closed the meeting with the upcoming schedule for engagement.

The TAC 9 meeting will be rescheduled to October 24th.

We will incorporate public feedback to create a preferred scenario.

Feedback opportunities include an open house, survey and focus groups scheduled for September and October.

The team will continue to incorporate feedback into scenario development. Upcoming meetings include:

- Open House – Sept 24th
- Steering Committee Meeting #4 – Sept 4th
- Leadership Cohort meeting #3 – August 26th
- TAC Meeting #9 – October 24th

Sunrise Corridor Community Visioning
Technical Advisory Committee (TAC) Meeting #9

Date:	October 24, 2024	JACOBS 2020 SW 4th Ave, Suite 300 Portland, OR 97201 T 503-235-5000 https://www.jacobs.com/
Project name:	Sunrise Gateway Corridor Community Visioning Project	
Project no:	W3Y16500 Clackamas County ref. numbers: Contract #7795, PO #0000033249	
Prepared by:	Maulsri Jha, Jacobs Thuy Tu, Thuy Tu Consulting, LLC	
Location:		
Participants:	TAC Members: Laura Edmonds (Clackamas County Economic Development) Leah Fisher (Clackamas County Public Health) Joy Fields (Clackamas County Planning) Joe Marek (Clackamas County Transportation) Sally Curran (City of Happy Valley) Scott Turnoy (ODOT) Monica Kruger (Metro) Mary Logalbo (Clackamas River Basin Council) Erin Reome (North Clackamas Parks and Recreation District) Grant O'Connell (TriMet)	Clackamas County Sunrise Community Visioning Project Team: Jamie Stasny, Karen Buehrig, Ellen Rogalin Consultant Project Team: Ana Jovanovic, Jamey Dempster, Brittany Robinson (JACOBS); Thuy Tu (Thuy Tu Consulting) Marc Butorac, Krista Purser (Kittleson) Chris Blakney (ECON NW)

Notes

Action

Opening and Introductions:

- Icebreaker - TAC members shared what influenced them while growing up that relates to this project.
- Project Update - Jamie Stasny reviewed the project timeline and Phase 3. She emphasized that we need to move quickly and keep the steering committee informed. The project has been engaging project partners.

Gateway Updates:

- Marc Butorac reviewed the slides with Gateway Concept updates, starting from where the Gateway was last time the TAC met. With feedback from the community, there

Notes

- have been updates to the concept. Marc reviewed where we're going next with the Gateway Concept.
- The visualizations explained the old Sunrise connections and all the work done in 2020. New modeling with current traffic and C2C corridor plans is included in changes, C2C impact has become more pronounced. Marc explained the reasons why Gateway Concept changes are needed. Changes include ODOT desire for better freight mobility, connection at 122nd, and changes in the middle section of the project, changes to the intersection of OR212 and OR224. Happy Valley also submitted this intersection for RFFA funding.
 - Scott Turnoy commented on C2C updated modeling. Changes in traffic ruled out the roundabout at OR212 and OR224.
 - Marc reviewed changes at 172nd. These include connections to C2C, avoiding facilities for gas, not precluding future widening and connections (but also not requiring it now). Upgrades to OR212 further east are shown in the Damascus Mobility Plan but not set for now. Significant traffic is going to Carver. 172nd would connect to Tung Rd via the interchange. The changes also support school connections for students.
 - Jamie Stasny emphasized that the current solution is not yet public, but we are sharing it with TAC and working with PMT project partners. Our project partners have not yet fully endorsed the plan because this is an early draft. The public will likely see these changes in January 2025.
 - Leah Fisher asked how pedestrians and bicyclists will be navigating given the topography of the area? Marc: Connections for bikes and peds were not explored as part of the FEIS, or in 2020. Since then, Happy Valley and North Carver areas have grown. Now 172nd is a big connection. There will be an MUP along 162nd and Rock Creek Blvd. Other facilities will have sidewalks and bike lanes.
 - Sally Curran commented that this solution has taken vehicles away from Rock Creek Blvd. where students go. 162nd and 172nd are good connections.
 - Grant O'Connell: TriMet will like to go through the transit part of the project. We have 3 routes including the industrial shuttle. We want to review the roll maps and see how the express line can go on the expressway. I am concerned about 122nd and 152nd. How will buses connect there? We should set up a separate meeting to review all connections.
 - The group discussed other split diamond examples around the region, including OR8 and OR10, Sunnyside, and Troutdale.

Action

Notes

- Karen Buehrig: This is becoming an area that transit will want to serve. Examples include 162nd and Rock Creek Blvd. as well as OR212 in its future developed condition.
- Joe Marek has additional concerns regarding connections going north-south. The east side of the project is divided by the highway into north and south areas. Perhaps we should be looking for land use linkages and connectivity. The south area on the east side is isolated. How are these spaces connected?
- Marc mentioned that the middle part of the project would be influenced by density in the area.

Action

Discussion of the Economic Competitiveness Report:

- Chris Blakney reviewed the Economic Competitiveness report and key takeaways. The project area is a mature industrial base, with mature economies. There are vacant and underutilized land assets and seasoned building stock. Chris reviewed the constraints and vacant land maps.
- He addressed brownfields, which were not studied, but can have pros and cons for development. The outcomes of the report are high level strategies and tools.
- As shown on slide 26. Clackamas County is already doing some of these as part of their work within the economic landscape, connecting people to business and resources, and encouraging workforce partnerships.
- Site readiness is a good economic opportunity/strategy.
- Chris and Laura Edmonds will connect to discuss more.

Discussion of the Anti-Displacement Strategy and Tools tech memo:

- Ana Jovanovic reviewed the anti-displacement slides summarizing the strategies and tools.
- Principles and guidelines were used to determine the risk of displacement both from direct and indirect pressures.
- The TAC discussed some of the strategies, including possible Mobile Home Park zoning. Leah and others will review further and send their comments.

Notes

Action

Community Engagement Updates:

- Brittany Robinson reviewed recent community engagement. She went over activities that happened and what we heard. Comments from public included open space, community spaces, corridor destinations, trees to reduce heat island effect, traffic mobility and safety, pedestrian amenities for schools, livability for current residents, moving away from rural to more urban environments, increases in crime, and economic development.
- Scott asked about the feedback on illumination. Was it for stop lights or illumination along the highways? Brittany mentioned that the feedback was for both. Scott would like to know the specific locations that were mentioned.

Discussion about the Draft Vision Plan Outline:

- Jamey Dempster reviewed the Vision Plan outline. Today from the TAC, we want to get feedback at a higher level. Jamey reviewed the Vision Statement and Actions, and which deliverables will be attached. He reviewed the difference between the 4 themes and quick wins and big move actions. Scott asked about actors/supporters of the Actions. Yes, the Vision Plan will include lead agencies, partner roles, cost and implementation effort for the Actions.
- Mary Logalbo emphasized the importance of open space Action and suggested that we add "protect" to the name.
- Karen commented: the project is supporting the entire area and region, including the broader Portland region. We need to introduce words like "through the region" or "regional asset" to Vision Statement.
- Karen and the TAC discussed the transportation theme, differences between transit center, mobility hub – the language that needs to be more flexible. Grant supported that and explained that the transit center is considered to be TriMet owned property. What we're looking for is "seamless transfer opportunities". Explaining how transit moves through the area. Sally liked "mobility hub", "multimodal" inclusion of bike and ped. There are expectations with the use of term "mobility hub" come bikes, scooters, and car share. Grant suggested that we dig deeper into this theme. "Seamless connections and transitions between modes" was suggested as language to be used. Kristina Babcock

Notes

suggested “developing centralized transit locations for seamless and effective transfers”.

- Jamie emphasized that we don't want to preclude any solution. What will be warranted in the area, for any mode? How much is the bigger solution being described now versus down the road? We want to leave room to grow in the future. Grant added that a transit center is a long way out for this area. Ellen suggested that we should write about what we're providing to communities “seamless connections, getting through the area from one point to the other, frictionless transfer opportunities”.

Action

Next Steps and Action Items:

- Thuy Tu - get comments back by Nov. 7th. Next TAC meeting is on Dec 5th.
- Jamie Stasny - specialty feedback meetings are needed with Grant for transit and with Joe for the east-side split diamond interchange area.

Decision Log:

None

Issues Log:

None

Sunrise Corridor Community Visioning Technical Advisory Committee (TAC) Meeting #10

Date:	December 5, 2024	JACOBS 2020 SW 4th Ave, Suite 300 Portland, OR 97201 T 503-235-5000 https://www.jacobs.com/
Project name:	Sunrise Gateway Corridor Community Visioning Project	
Project no:	W3Y16500 Clackamas County ref. numbers: Contract #7795, PO #0000033249	
Prepared by:	Maulsri Jha, Jacobs Thuy Tu, Thuy Tu Consulting, LLC	
Location:	MS TEAMS Meeting	
Participants:	TAC Members: Laura Edmonds (Clackamas County Economic Development) Leah Fisher (Clackamas County Public Health) Joy Fields (Clackamas County Planning) Joe Marek (Clackamas County Transportation) Kristina Babcock (Clackamas County Social Services) Jessica Rinner (Clackamas County Water Environment Services) Sally Curran (City of Happy Valley) Scott Turnoy (ODOT) Mary Logalbo (Clackamas River Basin Council) Grant O'Connell (TriMet) Erin Reome (North Clackamas Parks and Recreation District)	Clackamas County Sunrise Community Visioning Project Team: Jamie Stasny, Karen Buehrig, Ellen Rogalin Consultant Project Team: Ana Jovanovic, Jamey Dempster, Brittany Robinson (Jacobs) Thuy Tu (Thuy Tu Consulting) Marc Butorac, Krista Purser (Kittleson)

Notes

Opening and Introductions:

- Jamie Stasny and Thuy Tu welcomed and thanked everyone for their work over the past months.
- Thuy reviewed the meeting objectives and agenda.

Discussion about the Action Plan:

- Jamey Dempster – Made sure everyone had access; Described the four themes. Discussed the categories of actions, described the meaning and differences of Big Moves and Quick Wins, and highlighted the key issues.
- Jobs and economy Big Move – developing design standards, Quick Win – adopt zoning amendments.

Action

Action Item:

- Call out existing partnerships between industry and higher education in the action language in the plan. CC community college is a good point to contact to learn more.

Notes

- Joy Fields – Jobs and economy Big Move does not seem appropriate for Clackamas County, there are no limits to height or sq ft of industrial uses, limits for commercial uses are tied to Metro requirements and Key Title IV areas. These changes do not support what the goals identify. In 82nd drive, design requirements would add a layer of bureaucracy, impede progress, hinder development. No FAR in CC, do not need to be removed. Action plans not relevant. It would add expenses for businesses, extend review time, limit the streamlining feature.
- Jamie S – A question is what Happy Valley's requirements are.
- Jamie S. – Many partnerships exist between industry and higher education, should call them out in plan.
- Scott – cost estimate on 82nd drive, is that associated with corridor plan or both the plans and actual improvements on the ground?
- Jamey D – Tied to implementation.
- Joy – What is the type of buffer between industrial and residential uses?
- Jamey D – Not detailed at the moment, will follow up.
- Transportation actions – Joy Fields – Sounds like you are highlighting the need for a truck stop, should look at zoning on ground and available land. Action plan should address the changing of zoning to address this. Allowing shared parking also needs changing of zoning code.
- Joe Marek – Freight parking must be there. Should look for national examples.
- Grant O'Connell – 150 and 145 lines were early placeholders; they have changed now. 29, 79, and 156 are new numbers.
- Mary L – Is there continued action to ensure water quality for drinking and salmon colonies?
- Open Spaces – Big Move - Erin Reome - appreciate the emphasis on connection in Big Move, big challenge to connect people to open space.
- Mary - Learned about the cooperative model by working with the mobile homes in the area, would like to see it as a tool for anti-displacement.

Action

- Follow up with Joy about the type of buffer between the industrial and residential uses.
- Look for examples of how agencies are dealing with freight parking.
- Change lines 150 and 145 to 29, 79, and 156 in the 4th bullet of Transportation other actions in Action Plan.

Discussion of the Refinement Plan:

- Krista and Marc - Give overview and discuss the conceptual construction staging plan. Describe the different stages. Described total cost estimates, looking at 2035 estimates too.
- Implementation plan - Krista described the process flow and the steps needed to move forward, and the proposed enhancement to the recommended alternative.

Action Items:

- Follow up with Laura about a complete list of businesses along the proposed pathway.

Notes

Action

- Sally Curran - Near the 142nd interchange mobile home parks there, no good connection for bike and ped to get north of there. Can connections be made?
- Mark - Could be a switchback there. In Vision Plan, working on some connections along 135th and access to ped/bike crossing.
- Jessica Rinner - Shifting the highway will impact access point to many utilities such as water and sewer connections.
- Scott - Updated about working with tech center staff.
- Laura Edmonds - When we look at the proposed pathway, are there specific access points for current businesses that will possibly change? Will entry points be closed off, and which businesses will be impacted? Employee access may also be impacted. Want to see a complete list of businesses.
- Krista - Need to take lessons learned from the Sunrise Corridor Phase 1 project.

Discussion of the Sunrise Coalition:

- Adam Torres - Introduced himself and involvement in project. Described the purpose and process of coalition building, and how the Leadership Cohort work with the Vision Plan and Action Plan. Name is a placeholder, may change when LC decides.
- Early stages of coalition building at the moment, actions in corridor should be led by community of the area. 3 steps - sustained leadership, mini-grants program, and anti-displacement network.
- Close coordination with Leadership Cohort, worked on how the Vision Plan can reflect community goals and empowerment. Mini grant will be key to implement these actions. Want to develop a NOFO for implementing Vision Plan actions. Want to identify priorities in these placemaking projects and get directions for budgeting.
- Jamie Stasny - Hoping to get RFP for sustained leadership out shortly. Will develop further ideas for spending. Many actions can be co-led by jurisdictions. The vision is for everyone to come together in Coalition.
- Mary - Need stipend/ incentives for CBOs and non-profits to get involved.

Next Steps and Closing Remarks:

- Thuy - Next meeting in February.
- Brittany - Update on past community engagement - Shadowbrook popup, LC meeting, SC meeting, JPACT Presentation in November. Getting ready for large scale engagement push in January (open house, survey, popups and briefings).

Notes

- Scott - Please share materials for Open House and Refinement Plan.
- Ana - Please have agreed upon elements for the Open House

Action

Summary of Action Items:

- Call out existing partnerships between industry and higher education in the action language in the plan. CC community college is a good point to contact to learn more.
- Follow up with Joy about the type of buffer between the industrial and residential uses.
- Look for examples of how agencies are dealing with freight parking.
- Change lines 150 and 145 to 29, 79, and 156 in the 4th bullet of Transportation other actions in Action Plan.
- Follow up with Laura about a complete list of businesses along the proposed pathway.

Decision Log:

None

Issues Log:

None

Appendix C: Steering Committee Meeting Minutes

Sunrise Corridor Community Visioning

Steering Committee #1 – Draft Meeting Summary

January 31, 2024, 5:30-7:30 p.m. at Adrienne C. Nelson High School, 14897 SE Parklane Dr, Happy Valley

Committee Members

At the meeting: Mark Aasland, Mike Cebula, KeDarious Colbert, Christine Lewis, Diana Helm, Kathy Hyzy, Marc Kilman-Burnham, Alan Lehto, Mishayla Richardson, Monica Di Pietrantonio, Paul Savas, Brett Sherman, Rebecca Stavenjord, Rian Windsheimer, Tracy Moreland, Daryl Woods

Absent: Ariadna Falcon Gonzalez, Lizbeth Hale, Alia Long, Dan Occhipinti, Kimberly Swan

Public Attendance

In person: Jan Lindstrom, Amy Nichols, Martha Schrader

On Zoom: Marrion Kaufman, J Plaza, Scott Turnoy, Brent Ahrend, Sapana Patel, Kathy N, Joe Hepburn, Chris Hawes, Amanda Rhoades (KOIN news), phone participant

Staff in Attendance

- Clackamas County – Jamie Stasny, Karen Buehrig, Ellen Rogalin
- JLA – Kristen Kibler, Stacy Zurcher, Sam Beresky
- Jacobs – Ana Jovanovic, Brittany Robinson (online), Liz McLane (online)

Meeting Summary

Welcome and introductions

Kristin Kibler began the meeting with a welcome, an overview of the agenda and meeting purpose, and meeting agreements and guidelines for participation.

All staff and committee members were asked to introduce themselves and say why they were participating in the committee.

Project overview

Clackamas County Project Manager Jamie Stasny gave an overview of the project including area cultural, transportation and economic history. She spoke about the process goals for the visioning work and involving the community.

Themes that have been raised for the Sunrise Corridor Community Visioning process include:

- Access & accessibility
- Anti-displacement,
- Climate & environment,



Sunrise Corridor Community Visioning

- Resilience
- Sustainability
- Economic development
- Equitable community engagement
- Health
- Land use & housing
- Mobility & safety
- Multi-modal travel (transit, bike, pedestrian, all vehicles)
- Highway -- safety crossings for highway and other travelers to access to the highway
- Livability
- Sense of place
- Culture – cohesion – social connections
- Partnerships – coordination and communication among entities,
- Enhance community
- Reuse existing assets

Committee charter

Kristen presented the draft committee charter and asked members to review it between now and the next meeting to provide feedback. At the next meeting, they will be asked to adopt a charter and document how they will work toward making recommendations. (See Draft Charter document).

Questions

- Will this visioning process get us to being ready to apply for funding to implement elements of the vision? *Yes, the plan is to be able to seek/advocate for funding for implementation of projects or actions adopted in the vision.*
- There is a current Federal Environmental Impact Statement (FEIS) from 2010 related to transportation in this area. Will this work need to be re-done? *The consultant team is knowledgeable about the past work and connecting it with this process.*

Background

To help the group think about the variety of topics and issues that will be explored during the process, Ana Jovanovic provided current area data and existing conditions including jobs and economy, community, housing, community health, and mobility and safety.

Small groups

Committee members moved into small groups to talk about their experiences in the area and add comments to an area map about locations of concern or where things are working well. Each group was also asked to respond to four questions: ***What is working in the corridor? What is not working in the corridor? What specific issues need to be addressed in this visioning process? Who is missing from the conversation that we need to reach out to?*** Those responses, which are below, were then shared with the entire Steering Committee.



Sunrise Corridor Community Visioning

What is working in the corridor? (+indicates another person sharing similar response)

- Phase 1 helped west of 122nd +
- Shuttle – existing
- Development and new businesses at 212/135th and at 120th have been good, AMR providing services +
- Diversity of jobs
- Expressway took pressure off, getting around is better +
- 212 functions as local road
- Windswept Waters is on industrial power grid – neighborhood never seems to lose power!
- Residents close to river, country
- Having strong, three lane connection into the corridor
- Location is central to many locations
- Was relatively affordable

What is not working in the corridor?

- Residential connection to services, schools, parks +
- Multimodal connections needed +
- Rock Creek Junction – flow, takes forever, terrible merge, competing interests, no ped/bike way to cross.
- Limited access to the schools – *group highlight*
- 135th – bad pedestrian experience
- Ped path along Phase 1 doesn't really go anywhere
- 212/224 -> 212 narrowing, paramedics reporting accidents
- Traffic – can't get to housing in Happy Valley
- Opportunity for better and more restaurants and shopping (markets, healthy food shopping)
- Access to the river
- Dangerous at SE 122nd
- Disconnect between east and west
- Connectivity
- Trail connections
- Future project growth
- Congestion and speed on 212 and at 212/224 split – *group highlight*
- 130th and Jennifer stop light – sometimes people drive through it
- Need improved access to schools, the only access is via Rock Creek
- Problems with narrowing of lanes on Hwy 212
- Congestion in Damascus
- Signal out of Trillium is not a protected left turn, people do not yield
- 152nd does not have a light at Hwy 212, limited access, not safe route
- Congestion around rush hour with people leaving jobs

What specific issues need to be addressed in this visioning process?

- River access +
- Public spaces +
- Transit services +



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- Safety crossing the highways – *group highlight*
- Walking paths or continuous sidewalks (especially routes to schools, nature, and parks from within neighborhoods) ++ - *group highlight*
- Very distinct socio-economic separations, how to bring groups together – *group highlight*
- Lighting throughout the area
- How do people who live there get to schools, jobs, services, at specific times of day
- Preserve affordable housing with services
- Tourism traffic coming west off Highway 26
- Access to the Providence site
- Improved safety for people walking and taking the bus and access for elderly and people with disabilities ++
- Electric charging stations
- Shift of uses along old highway
- What goes on new transportation facility(ies)
- This area is an East-West corridor
- The relationship between the industrial uses and residential areas
- Connections to outside areas

Who is missing from the conversation that we need to reach out to?

- Mobile home community +
- Youth
- Residents, especially low income residents
- People on 82nd Drive
- Employees in industrial area especially – *group highlight*
- Homeowner associations
- Bookstore
- Anti-displacement
- Public transit users
- Rural residents accessing medical services

Map Comments:

Some key locations that were marked:

- Fred Meyer on SE 82nd Drive
- Safeway Distribution on SE Evelyn and Jennifer Street
- Camp Withycombe on Highway 224
- Veterans Village on SE Jennifer Street
- Fred Meyer Distribution at Highway 212 and SE 122nd Avenue
- Mobile homes on SE 135th Avenue and Hwy 212, Hwy 224 after the river bend
- Providence site north of Highway 212 (east edge of project area)

Other comments and notes

- Access to river recreation, TriMet +



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- S Clackamas River Drive
- Not affordable housing, beware of displacement by cost and/or development
 - Highway 212, between SE 98th Avenue and Piazza Ave (housing)
- Shift work / industrial transportation access to freeway
 - SE Evelyn Street & SE Jennifer St
- Water quality protection
 - S Clackamas River Drive
- Pedestrian conflicts at Highway 212 & SE 135th Ave. intersection
- Accidents +
 - Clackamas Highway 224 and Highway 212
- Jobs and education
 - Between Highway 212 and SE 172nd Avenue
- Provide residential or health care
 - Highway 212
- No services
 - SE Sunnyside Rd
- School needed
 - SE Sunnyside Rd
- Services (shop, hotel, food, bookstore)
 - I 205
- Future middle school?
 - SE 162nd next to high school
- Barrier between community and schools
 - Highway 212
- People don't follow rules
 - Highway 224
- Congestion on Hwy 212 between Highway 224 and SE 135th Avenue
- More transit use at Maple Lane residential area on Hwy 212

Stop light needed at SE 130th Ave and Jennifer Street

The Steering Committee had a closing conversation focused on “What are your hopes for this project?” Responses included the following:

- Be able to do the things that are envisioned in this process +
- This corridor is a driver in the county, for building up businesses.
- Safety: for drivers but especially for people crossing highway and kids needing to get to school and around neighborhoods. ++++
- More access to Clackamas River, and a nice, accessible park on “this” side of bluff.
- Development activity can include equity and a real “sense of place.”
- Connectivity within bike/ped/transit facilities, and connectivity to other areas.
- Reach consensus on something exciting. Increase safety/comfort to reach new sites.
- Build something for all residents. Legislature to take on funding to move forward.
- A vision that includes indigenous contributions and communities.
- Health equity, good soil, air, water, for better community.



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- Anti-displacement priority
- No one left behind. Hear all voices and include in process
- Hope to bring this group together in a unanimous voice to make this happen and move forward.
- Vibrant community for businesses as well as residents, and others looking for recreation. +
- Guest comment: Safety, transit, access.
- Alignment: come together and take action for a viable project.

Next steps:

- Proposed dates for the next two meetings are March 20 and May 29. At least one person is unavailable March 20, but others agreed they are available. 4th Wednesdays of the month are generally a good day to meet.
- Most members prefer in-person meetings to virtual meetings.
- Optional meeting locations include Happy Valley City Hall, Sunrise Water, and the Safeway meeting room.

Attached:

- Photos of maps from four discussion table groups
- Photos of notes from four discussion table groups



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Steering Committee #2 – Draft Meeting Summary

March 20, 2024, 5:30-7:30 p.m. at Sunrise Water Utility Building, 7563 SE Armstrong Court/Circle Sunrise Water, 17563 SE Armstrong Court/Circle

Committee Members

At the meeting: Mark Aasland, Mike Cebula, KeDarius Colbert, Ariadna Falcon Gonzalez, Lizbeth Hale, Diana Helm, Marc Kilman-Burnham, Alan Lehto, Mishayla Richardson, Ramona Perrault (representing Christine Lewis), Monica Di Pietrantonio, Brett Sherman, Kimberly Swan, Rian Windsheimer, Tracy Moreland, Daryl Woods

Absent:

Dan Occhipinti, Kathy Hyzy, Christine Lewis, Paul Savas

Public Attendance

In person: two community members attended.

Listening via Zoom: Alia Long, Rebecca Stavenjord, Scott Turnoy

Staff in Attendance

- Clackamas County – Jamie Stasny, Karen Buehrig, Ellen Rogalin
- Jacobs – Ana Jovanovic, Jamey Dempster
- JLA – Kristen Kibler, Esme Schornstein

Meeting Summary

Welcome and Introductions

Kristen Kibler began the meeting with a welcome, an overview of the agenda and meeting purpose, and meeting agreements and guidelines for participation.

All staff and committee members were asked to introduce themselves.

Review/Adopt Committee Charter

Kristen Kibler introduced the committee charter for discussion and final adoption. It had been updated with comments and feedback received after the first Steering Committee meeting.

Jamie Stasny went over what the charter includes: purpose, membership, responsibilities, and other procedures. She and Kristen emphasized how they want the charter to be supported by the group; they want group support or consensus on moving forward. The group agreed that when decisions to move forward were needed, support would be needed by 75% of the steering committee members present at the meeting. There were some questions from multiple steering committee members about the specific



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details of the 75% support idea. This was clarified by Jamie Stasny who noted that it is 75% support of present members, not of overall members. The project team will make every effort to schedule meetings that work for the most committee members and provide information in advance so that committee members can submit comments in advance if they are not able to attend. The group adopted the Committee Charter with the clarifications about what group support would be needed to move forward when decisions are needed – 75% of the committee members present.

Mishayla Richardson, Steering Committee Member, asked if there was a way to have more leeway with meeting attendance, stating that the meetings should be planned out further in advance.

Kristen Kibler responded by proposing the idea to have a re-occurring meeting time so that it can be on the calendar further out. The next meeting had tentatively been scheduled for May 29 but many did not have this on calendars. A new meeting poll would be sent out. [June 5 was later selected via email].

Project Update/Committee Timeline

Clackamas County Project Manager Jamie Stasny gave an updated overview of the project and emphasized how community engagement makes up most of this project. The intent is to have a vision “adopted in 2025.” Clackamas County and partner agencies may all have approval processes to incorporate elements of the vision into plans. All partners will need to be part of implementation.

Community Engagement

Diana Helm, Steering Committee member mentioned how last meeting there was discussion about people/communities who have been left out of this conversation, specifically underrepresented communities. She asked if anyone had reached out to them.

Jamie Stasny let her know that some engagement has been occurring. Diana Helm clarified that she was specifically asking about residents in mobile homes and mobile home parks.

Kristen Kibler reviewed the community engagement activities and efforts over the last few months. Jamie Stasny asked how [we] can reach the community members that are the most impacted. “How can we do this together? This is a people project.”

Jamie Stasny shared that Ping Khaw, who manages Community Engagement Liaisons, is and will be leading culturally focused outreach efforts, including meetings in Vietnamese, Russian, and Spanish. Ping recently led an equitable engagement community meeting to introduce community members to the project and find out how people may want to engage. The engagement team is asking people how they want to participate and receive information and adapting in the future. Jamie explained the project team is also bringing together a ‘Leadership Cohort’ which will be designed to actively remove barriers to participation and encourage capacity in new community leaders. This has been successful on other large projects and has not been done yet in Clackamas County.

Committee members said they need more advance notice for Sunrise Corridor Community Visioning events (steering committee meetings and open house). Mike Cebula, steering committee member, stated that “20



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days isn't enough notice for attendance. People are busy! Typically, 30 days' notice is standard." This was in response to the April 10th open house date, which had recently been set.

Mishayla Richardson, Steering Committee member, asked if the 2020 Sunrise Gateway Concept will be shown at the open house on April 10th. She asked if engagement activities will be able to address what's already been done in the past and not just the "fluff." She wants the community to be able to share their hopes/needs.

This led Jamie Stasny to breakdown the engagement timeline for the major goals of spring, fall, and winter, which will ensure that meetings are scheduled further out in advance.

Kristen Kibler also added to this that, the April 10th open house will set the stage for the engagement schedule and more opportunities will be included.

Draft Goals (Based on what we've heard)

Kristen Kibler prefaced the presentation of the goals -- goals are what we are aiming for through this project, not necessarily the solution or actions to get there.

Jamey Dempster went over the draft goals.

1. Create an inclusive, safe multimodal transportation network for all that enhances travel opportunities for pedestrians, bicyclists and transit-riders

- Create a bicycle network that is interconnected, safe for all users, and gets people where they want to go.
- Create an interconnected pedestrian network that includes continuous sidewalks, effective ADA integration, lighting and amenities.
- Create a connected transit system that helps people get to jobs, services, and homes, and integrates with first- and last-mile solutions.
- Enhance regional mobility for residents, employees and businesses by minimizing traffic congestion on OR 212 and other major roadways.
- Provide local roadways that facilitate the movement of goods to support and attract local jobs and businesses.

2. Support the growth of economic development opportunities

- Assess and monitor existing facilities and buildings to support changing business and community needs.
- Create a financially sustainable community where public investment has direct benefits to job opportunities.
- Support or expand workforce opportunities in industries that provide livable wages to improve self-sufficiency of individuals and families.

3. Preserve and enhance local identity, including historical and cultural assets

- Identify how historical and cultural resources can be honored and shared to enrich the quality of life.
- Identify and enhance environmental features that promote community identity and create positive connections.
- Identify and develop elements such as landscaping and public art that support local identity and community development.



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4. Promote complete communities to meet the basic needs of all residents in the community

- Enable a diverse range of housing options, including those already present, to accommodate the needs of all people in the community and protect existing residents.
- Encourage a full spectrum of employment and workforce jobs.
- Protect and expand spaces for gathering, socializing, and sharing cultural and artistic expression.
- Promote training and educational opportunities that allow individuals to improve their quality of life.

5. Enhance health and well-being

- Provide healthy open spaces linking natural environments for people and wildlife.
- Promote public health, safe movement, and active lifestyles through infrastructure, open space and programming.
- Reduce exposure to air, water, noise, light and other pollution, especially in and around the Clackamas River Watershed.
- Protect and enhance access to natural resources in the study area, including the Clackamas River.

6. Create lasting improvements through coordination and partnership

- Create public-private partnerships to develop and advance coordinated strategies to improve the community.
- Build individual and community capacity to work together to implement shared goals and objectives.
- Provide opportunities for every interested person to engage in the community, especially those in historically marginalized populations.

Kristen Kibler then went on to introduce the participation activity to the steering committee. Each goal was printed out and posted around the room. Everyone had 7 minutes at each goal “station” which had staff members (Jacobs and Clackamas County) to help with conversation and notetaking. Committee members were asked to give feedback and talk through the goals at each station.

Small groups/Steering Committee Discussion/Report Back

After committee members moved around in small groups to discuss the goals and give their feedback on them, everyone returned. Kristen Kibler facilitated a “report back” where each station facilitator shared the main takeaways from the goal discussions. Here are the goals and respective takeaways with each team member noted. The team members also shared their written notes after the meeting.

Goal 1: Create an inclusive, safe multimodal transportation network for all that enhances travel opportunities for pedestrians, bicyclists and transit-riders (Jamey Dempster)

- To ensure that this project work connects (and continues to connect) with other projects nearby
- Bringing the idea of resiliency in terms of transportation
- Emphasizing safety: more emergency vehicle access/routes, earthquake safety, safe routes for students to schools
- Understanding what it means to be a primary statewide corridor and what does this mean from an economic standpoint?

Goal 2: Support the growth of economic development opportunities (Jamie Stasny)

- Idea of right services and the right locations



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- Attracting midlevel businesses that pay livable wages
- How can we remove economic barriers?
- Making economic development lower impact from an environmental sustainability standpoint

Goal 3: Preserve and enhance local identity, including cultural and civic assets (Ellen Rogalin)

- Idea that you cannot preserve what isn't there anymore
- Bring back older civic sites—parks?
- Preserving cultural aspects that are important to indigenous communities and the people of Sunrise Corridor—think the view of Mt. Hood, for example.
- Celebrate cultural and civic assets in a positive way, maybe adding landmarks?

Goal 4: Promote complete communities to meet the basic needs of all residents in the community (Kristen Kibler)

- There were lots of anti-displacement conversations for existing residents
- idea of keeping people working closer to their homes
- Promote training and educational programs, think partnerships between businesses and high school. Providence?

Goal 5: Enhance health and well-being (Ana Jovanovic)

- Goal is too short and not well defined, but on the flip side it is able to remain flexible
- reducing air, water, noise, and light pollution was emphasized
- Include sustainability in this goal

Goal 6: Create lasting improvements through coordination and partnership (Karen Buehrig)

- Focusing on inter-governmental relationships and multi-agency relationships for long-term success. This was especially emphasized for transportation.
- Think about investments in terms of certain facilities
- Support transparency regarding engagement and communication—continue this to allow people to connect and partner with each other.

Kristen Kibler then asked the steering committee if there was anything missing from goal discussion or if anyone wanted to add anything. The handwritten notes will be shared with the project team to revise the goals. The goals will come back to the Committee at the next meeting to be adopted.

Public Comments:

"We have a very defined study area. I am hoping to present a solution at the April 10th open house. However, it starts at Armstrong Circle. Do we have the ability to expand outside of our study area if a solution warrants it?"

Jamie Stasny responded that no, the project area is very strictly defined and cannot be changed.

Next steps:

- Public engagement coming up:
 - Open house April 10th at Adrienne C Nelson High School
 - Online activities: open house and survey April 10th-24th
- The Technical Advisory Committee (TAC) meeting is in late April.
- Next Steering Committee meeting is on ~~May 29th~~ [update to June 5 after this meeting via email] where the committee will confirm goals and provide additional input.



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- Jamie Stasny asked the steering committee to let her know of any specific groups in the Sunrise Corridor that would like a presentation or if any committee members have additional ideas on how to better reach residents for engagement.



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Steering Committee #3 – Draft Meeting Summary

Wednesday, June 5, 2024 5:30-7:30 p.m.

City of Happy Valley Hall 16000 SE Misty Drive, Happy Valley

(This was an in-person meeting, with a virtual option.)

Committee Members

At the meeting: Mark Aasland, Mike Cebula, KeDarius Colbert, Ariadna Falcon Gonzalez, Diana Helm, Marc Kilman-Burnham, Alan Lehto, Christine Lewis, Alia Long, Mishayla Richardson, Brett Sherman, Kimberly Swan, Daryl Woods

Virtual: Dan Occhipinti, Kimberly Swan

Unable to attend: Monica Di Pietrantonio, Lizbeth Hale, Tracy Moreland, Rebecca Stavenjord, Rian Windsheimer

Public Attendance

Public attendance in room: none

Virtual: Cindy Detchon (North Clackamas School District), Trevor Sleeman (ODOT), Scott Turnoy (ODOT)

Staff in Attendance

- Clackamas County – Jamie Stasny, Ellen Rogalin, Mike Bezner, Leah Fisher
- Jacobs – Jamey Dempster, Brittany Robinson
- JLA – Kristen Kibler, Esme Schornstein
- Kittelson & Associates – Krista Purser

Meeting Summary

Welcome and Introductions

Jamie Stasny welcomed all to the meeting. Kristen Kibler gave an overview of the agenda and meeting purpose, meeting agreements and guidelines for participation.

All staff and committee members were asked to introduce themselves.

Purpose of Meeting

- Update on project and spring engagement
- Review/confirmation of goals and objectives
- Discuss process for scenario development



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Project Update/Committee Timeline

Jamie Stasny reviewed the project timeline. The project is entering the scenario development phase. She reminded the committee that the next Steering Committee isn't until the fall, but there will be an optional opportunity for Steering Committee members to be engaged during the summer.

Community Engagement Activities:

Jamie reviewed the community engagement activities from the spring, including the open house—which had over 70 attendees. She spoke about how beneficial the engagement has been with Spanish, Russian, and Vietnamese communities. The online survey had over 300 participants.

Additional spring engagement included language focus groups, Leadership Cohort, business focus groups, and the Leaders in Equity Development (LEDIC) presentation. Upcoming spring engagement activities include Leadership Cohort Meeting 2, Happy Valley Farmer's Market pop-up and hike with Councilor Brett Sherman and Jamie Stasny, and a pop-up event at Oak Acres Manufactured Home Park.

An engagement summary is being completed by Brittany Robinson and will be posted on the webpage soon. Kristen asked Steering Committee members for any reflections they had from participating in engagement activities.

- Mark Aasland -- The open house went well and there were enough staff to talk with people.
- Diana Helm -- People I talk to are surprised that a new road is not the focus. [*Jamie noted that the area vision includes transportation as well as other elements needed to support the community.*]
- Paul Savas -- Flexible public involvement is important. The vision can better reflect the community if we are flexible to what we're learning through engagement.

Goals and Objectives

Kristen reviewed the revised goals and objectives and changes since the last meeting, which came from feedback at the last Steering Committee meeting and through the Technical Advisory Committee. (See documents distributed in advance of the meeting.)

Language changes included adding references to drivers and freight, the final EIS (environmental impact statement) purpose, Safe Routes to School, emergency access, sustainability, economic impact for students, attracting businesses with livable wages, and anti-displacement strategies for commercial and residential people and properties. Community feedback from the spring engagement was consistent with these goals.

Jamey Dempster reviewed how the goals are used, and how this feedback helps to develop the performance measures and share the outcomes and benefits of different options.

Several members said the updated goals show more detail and depth. Members mentioned that crossings – especially on OR 212 -- are not safe or comfortable. Jamey Dempster said that safe crossings can be added to the second objective of Goal 1.

ODOT submitted the following proposed revisions:



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- Under "Draft Community Goals and Objectives" - provide clearer commitment to the FEIS project, such as "Enhance regional and statewide mobility for residents, employees and businesses by achieving the purpose and need in reviewing the Sunrise Corridor Final Environmental Impact Statement to identify investments needed to achieve the highway purpose and need."
- Under the "Support economic development" goal, add the objective "Ensure adequate regional-scale freight mobility on Highway 212 connecting I-205 and US 26"
- For the performance measures, note that analysis is needed related to I-205 - US 26 freight connectivity.
- The measures are overall a good start that will need more technical discussion to ensure alignment with ODOT policies, standards and practices.

Kristen asked the Steering Committee if it was okay to incorporate the ODOT suggestions.

- Alia Long asked what was meant by adequate, and what do you consider adequate? *[Staff said there are mobility standards (metrics) that are used as thresholds.]*
- KeDarius Colbert expressed concerns about pedestrian crossings with freight and large-scale vehicles. *[Jamie Stasny responded that this project is looking for a comprehensive solution that works for all modes of transportation.]*
- Diana Helm asked about engagement with truckers, and if there was anyone from trucking at the last meeting. *[Jamie Stasny responded that there were some initial interviews with freight businesses and there will be more engagement with the trucking community.]*

There were questions about if/how the goals would be weighted and prioritized, and if Steering Committee members can be involved. *[Staff responded that there are no plans to weight the goals.]*

Several in the group asked about ODOT's proposed objective: "Ensure adequate regional-scale freight mobility on Highway 212 connecting I-205 and US 26." Several commented that this area is a hub for distribution, so they understand the need to move freight. There was conversation about what the language meant, as "ensure" is a specific action, while "adequate" felt unclear. There was a suggestion to change "ensure" to "support." Staff will share the committee's feedback with ODOT.

The Steering Committee confirmed that these goals and objectives can move forward with the edits and follow up with ODOT.

Approach for Scenarios

Jamey Dempster reviewed the process and timeline for how scenarios would be developed, specifically noting how the feedback informs the scenario development. He introduced the project focus areas, and reviewed highlights of what was heard related to the areas. (See slides.)

Area D is the focus area for regional transportation improvements.

Sunrise Gateway Concept

Krista Purser of Kittelson & Associates went over the history of studying regional transportation facilities. The most recent is the Sunrise Gateway Concept. She noted some of the key differences between that and the earlier Sunrise FEIS including walking and biking improvements, shared use paths, new access at SE 142nd,



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and a simpler Rock Creek Junction intersection. The current project is discussing the Sunrise Gateway Concept with the partner agencies. Scenario development and the review of the Gateway Concept will occur over the summer with input from project committees and staff. The results of this work will be shared with the committee this fall for feedback.

The Steering Committee comments included:

- Need a solution for pedestrian crossing for the roundabout between Rock Creek and 172nd. Ensure that any concepts that come out are very pedestrian and kid friendly—especially since roundabouts typically are not pedestrian friendly.
- Concern that Rock Creek Blvd is the only access point for residents and businesses, and it could become an on-ramp for the expressway, especially since it is near schools and is going to be right-turn only.

Scenarios and what the team will be working on this summer.

Jamey Dempster said the technical team will look at different ways to address the issues/existing conditions and what we're hearing from the community. Some of the ideas we'll be exploring include:

- Anti-displacement strategy (housing and jobs)
- Connected, safe freight routes
- Public Clackamas River access
- Connected local open spaces
- Safe pedestrian crossings
- Complete on-street sidewalk and bike network
- Mixed land uses (e.g. food service + light industrial)
- Improved traffic congestion and safety
- Connected residential areas with mitigated conflicts
- Public health monitoring
- Connected bus stops
- Complete parking connections
- Enable electric transition
- Multiuse path and trail connections
- Workforce development and training
- Preserve / improve environmental quality
- Community identity and arts

Jamey asked if there were other types of actions that the technical team could respond to on issues or feedback we're hearing from community members. Comments included:

- Increasing public greenspaces—both natural areas and parks with playgrounds
- Engagement with mobile and manufactured home park communities. There has been engagement with Shadowbrook Mobile Home Park, and an additional pop-up is planned at Oak Acres.



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Public Comments

Cindy Detchon, North Clackamas School District assistant superintendent, thanked the project team for opening the meeting to the public and expressed the need to ensure safer transport options for students and their families. Jamie Stasny said she would reach out to Cindy.

Next steps

Summer and fall activities include:

- Community presentations and pop-up events in June (Oak Acres, Happy Valley Farmer's Market)
- Leadership Cohort meeting – June 25th
- TAC Meeting #8 – July 25th
- Steering Committee Meeting #4 – September TBD
- Open House – September TBD

There will be optional opportunities for Steering Committee members to engage in the scenario development process in July. An email will be sent out to the group with details.



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Steering Committee #4 Draft Meeting Summary

Wednesday, September 4, 2024 5:30-7:30 p.m.

City of Happy Valley Hall 16000 SE Misty Drive, Happy Valley

(This was an in-person meeting, with a virtual option.)

Committee Members

At the meeting: Mark Aasland, Mike Cebula, Kedarious Colbert, Cindy Detchon, Christine Lewis, Alia Long, Lizbeth Hale, Paul Savas, Brett Sherman Tracy Moreland, Paul Savas, Rob Wheeler, Cassie Wilson, Rian Windsheimer, Daryl Woods

Absent: Diana Helm, Alan Lehto, Dan Occhipinti, Jana Jarvis, Marc Kilman-Burnham, Mishayla Richardson, Monica Di Pietrantonio, Rebecca Stavenjord, Kimberly Swan

Public Attendance

Public attendance: no members of the public were present in-person or online.

Staff in Attendance

- Clackamas County – Jamie Stasny, Mike Bezner
- Jacobs – Jamey Dempster, Ana Jovanovic
- JLA – Kristen Kibler, Esme Schornstein
- Kittelson & Associates – Marc Butorac

On Zoom: Brittany Robinson, Krista Purser, Ellen Rogalin

Meeting Summary

Welcome and Introductions

Jamie Stasny and Kristen Kibler welcomed everyone to the meeting, reviewed meeting agreements, and meeting purpose. Committee members and staff introduced themselves. There are several new members appointed to replace members who were no longer able to attend meetings or added to ensure an interest is being considered. New members are Cindy Detchon (North Clackamas School District), Jana Jarvis (Oregon Trucking Association), Rob Wheeler (Clackamas Community College Board), and Cassie Wilson (1000 Friends of Oregon).

Purpose of Meeting

- Update on project
- Update on regional transportation coordination – FEIS and Sunrise Gateway Concept
- Overview of draft strategies
 - What we heard from committees in July/August

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- Upcoming community engagement

Project Update

Jamie Stasny announced the upcoming open house and reviewed the project timeline including activities that occurred over the summer.

Update on Sunrise Gateway Concept

Marc Butorac reviewed the Sunrise Gateway Concept and its history.

He discussed the current status of the Gateway Concept, how it is incorporated into the Sunrise Corridor Community Visioning process, and its importance for freight, regional and local mobility. Comments and questions included:

- How east to west travel is facilitated and how development impacts travel in the Sunrise Corridor.
- What specifically is within the boundaries of the Gateway Concept
- Current condition of roads within the boundaries of the Gateway Concept and if they can handle increasing levels of traffic
- How travel patterns change, for example the movement from 212 to SE 135th or north toward Happy Valley
- Potential bike and pedestrian facilities from north to south
 - Marc explained that there will be a grade-separated multi-use bike/pedestrian path from 122nd to 172nd; path users would not cross large intersections frequently.

Marc spoke about how traffic patterns will change under the Gateway Concept, specifically how traffic will be pulled away from the current Rock Creek junction.

Jamie Stasny noted the importance of adding services to this area to reduce trips for residents and businesses. She also mentioned that there is a possibility of using Regional Flexible Funds—a funding source that Metro is considering through bonding. Christine Lewis (Metro) gave some additional information about the process for applying for the “flex-funds.”

Overview of Scenarios and Strategies

Jamey Dempster went over the project goals and then presented the strategies proposed to address issues and achieve the goals and objectives (see Steering Committee Meeting #3 for goals & objectives). He also shared how the Sunrise Gateway Corridor Concept is incorporated into these goals. The following are highlights of the presentation and discussion:

Land Use Strategies:

- Anti-displacement
- Commercial and residential land use
- Conflicting land-use types
- Smart growth parking policies
- Enhancing neighborhoods with urban design and character
- Current Issues with Land Use:
 - High percentage of light industrial land
 - Underdeveloped and underutilized land
 - Displacement risk and lack of housing options
 - Conflicting land issues

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- Lack of neighborhood character
- Land Use Strategies – Steering Committee discussion:
 - The importance of using explicit anti-displacement strategies such as funding
 - Concern regarding the lack of accommodation for technology—such as the ability to charge electric cars
 - How locations for greenspaces and open spaces might be impacted by population growth

Regional Connectivity Strategies:

- Sunrise Phase 2 (Gateway Concept)
- Safety improvements
- Walking and biking connections
- Transit enhancements
- Use Transportation Demand Management (TDM) strategies
- Current Issues with Regional Connectivity:
 - Network insufficient for regional mobility needs
 - Safety issues are prevalent along the corridor
 - Limited walking, biking, and transit options.
- Regional Connectivity Strategies – Steering Committee discussion:
 - This had occurred in a previous agenda item with Jacobs

Open Space & Community Identity Strategies:

- Multi-modal connections to natural spaces
- Enhance river access points
- Multi-use and natural trails
- Enhance and develop parks
- Current Issues with Open Space & Community Identity:
 - Neighborhood level open space and parks
 - Access and connection to the Clackamas River
 - Multi-modal trails and walking paths
 - Community spaces to create a sense of place
- Open Space & Community Identity Strategies – Steering Committee discussion: none

Public Health Strategies:

- Access to open spaces and the natural environment
- Reduce heat island effects
- Environmental quality monitoring
- Current Issues with Public Health:
 - Healthy air, local heat and tree cover, access to natural areas, and community connections
- Public Health Strategies – Steering Committee discussion:
 - How are heat islands measured? Is this something that can be tangibly measured?

Safe and Connected Mobility Strategies:

- Safe and interconnected sidewalks networks
- Safe and interconnected bike hub
- Truck parking hub freight access
- Safe crossings

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- Physical connectivity
- Develop mobility hub
- Increase transit service
- Current Issues with Safe and Connected Mobility:
 - Limited multimodal options, network is insufficient for truck and freight needs.
 - Large land use parcels have limited cut-through access.
- Safe and Connected Mobility Strategies – Steering Committee discussion:
 - What will these strategies look like? For example, what will a bike lane look like? [There are some cross-section examples that can be shared. Some are in the slides.]

Economic Development Strategies:

- Explore code and zoning amendments to reach goals around mixed-use, economic development, and access
- Ensure that development and design standards are aligned with modern industrial facilities
- Attract, retain and cultivate firms in key sectors
- Partnerships between industry and higher education to bolster the STEM workforce pipeline
- Current Issues with Economic Development:
 - Industry concentrations and a diversifying economic base
 - Vacant opportunity areas
 - Limited development activity and aging properties
 - Infrastructure and land readiness
- Economic Development Strategies – Steering Committee discussion:
 - The “vacant lands” designation may be misleading on the map – not vacant for other development. Some of these properties are vacant but have planned development (North Clackamas School District, Providence, etc.).

Kristen asked Steering Committee members to talk in pairs about which strategies they are most excited about and their initial reactions. Members then reported back from their discussions:

- Some people have a long history of the area and of the FEIS work
- Importance of planning short-term versus long-term
- How transportation affects development and vice versa
- The importance of actually completing pedestrian networks (especially around schools and when kids don't have access to buses)
- The notion of doing placemaking in terms of connecting commercial and residential, etc.
- How land parcels are marked on the maps – there is more known than what shows on the maps
- Reducing heat islands and considerations for lands in the industrial area
- How many changes are in the Rock Creek area and how that will shift travel and more. What will this mean in terms of development in those new higher traffic areas?

Public Comments

There were no public comments.

Next steps

Jamie Invited members to participate in and spread the word about the upcoming open house and online survey. She emphasized the importance of having Steering Committee members share the open house notification with their networks.

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- Public Open House – Tuesday, September 24 5:30-7:30 p.m. at Adrienne C. Nelson High School
- Clackamas County Business Alliance Luncheon (registration through CCBA, it is their event) – Monday September 30
- Oregon Legislature Joint Committee on Transportation Hearing (statewide tour) – one is being held in Happy Valley/Clackamas County on September 26 at Adrienne C. Nelson High School– requires sign up for in-person or online testimony. Written comments also accepted.

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Steering Committee #5 Draft Meeting Summary

Thursday, November 14, 2024, 5:30-7:30 p.m.

Camp Withycombe, Classroom 2103- 15300 SE Industrial Way Clackamas, OR 97015

(This was an in-person meeting, with a virtual option.)

Committee Members

At the meeting: Alia Long, Brett Sherman, Cassie Wilson, Cindy Detchon, Daryl Woods, Diana Helm, Kedarious Colbert, Mark Aasland, Mishayla Richardson, Paul Savas, Rian Windsheimer

Attended Virtually: Alan Lehto, Christine Lewis, Lizbeth Hale

Absent: Dan Occhipinti, Jana Jarvis, Kimberly Swan, Marc Kilman-Burnham, Mike Cebula, Monica Di Pietrantonio, Rebecca Stavenjord, Rob Wheeler, Tracy Moreland

Public Attendance

Public attendance: no members of the public were present in-person or online.

Staff in Attendance

- Clackamas County – Adam Torres, Jamie Stasny, Karen Buehrig, Mike Bezner, Ellen Rogalin (virtual)
- Jacobs – Ana Jovanovic, Jamey Dempster
- JLA Public Involvement – Esme Schornstein, Kristen Kibler
- Kittelson & Associates – Krista Purser, Marc Butorac

Meeting Summary

Welcome and Introductions

Jamie Stasny (Clackamas County) and Kristen Kibler (JLA Public Involvement) welcomed everyone to the meeting, reviewed meeting agreements, and meeting purpose. Self-introductions of all committee members and the project staff were made— for both in-person and virtual attendees.

Purpose of Meeting

- Review schedule and process
- Update on community engagement – what we shared and what we heard
- Update on the Sunrise Gateway Corridor Concept and Refinement
- Share and see feedback on draft outline for the Vision Plan
- Discuss strategies becoming actions
- Review next steps

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Project Update

Jamie Stasny (Clackamas County) gave a project update. She mentioned that the TAC and Leadership Cohort have been meeting and feedback has been integrated into what is being shared.

Community Engagement

The group reviewed the fall engagement that had occurred since the previous Steering Committee.

- Fall Survey Live/Open House Online Component (*September 16-October 9*)
 - Over 300 participants
- Business Focus Groups (*September 19 and September 23*)
- Fall open house at Adrienne C Neilson High School (*September 24*)
- Clackamas County Business Alliance (CCBA) Lunch Pannel (*September 30*)
 - 25 attendees
- Virtual Language Focus Groups
 - Vietnamese (*September 30*)
 - Spanish (*October 2*)
 - Russian (*October 3*)
- North Clackamas Chamber Public Policy Group Presentation (*October 1*)
- County meetings with various industry leaders:
 - Fred Meyer (*October 9*)
 - Providence (*October 15*)
 - Pacific Seafood (*October 18*)
- TAC Meeting #10 (*October 25*)
- Shadowbrook Pop-up Event (*October 25*)
- Leadership Cohort Meeting (*October 29*)

Community Engagement – What We’ve Heard

Throughout the Fall portion of Community Engagement, project staff have heard many themes, including:

- The need for balance of land use.
- Need to address traffic congestion and safety issues.
- Improve safe options for crossing and/or turning onto Highway 212 from local/neighborhood roads.
- Focus on anti-displacement strategies
 - Need to implement further plain language strategies surrounding discussing anti-displacement strategies—many residents were confused about what anti-displacement means and what is included in this terminology.
- More community spaces: specifically, greenspaces and Clackamas River Access, but also including restaurants, community centers, playgrounds, and shops.
 - Have these community spaces promote livability and neighborhood identity.
- Develop more trails and multi-use path connections, fill gaps in the trail system.
- Focus on environmental impacts: reduce water and air pollution and minimize heat islands.
- Incorporate strategies to support economic success and growth, including for smaller businesses.

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Kristen asked if any Steering Committee Members had heard anything else from community members at the open house. Committee members did not add more.

There was some discussion about whether businesses are focused on improving things specific to their industry, or more generally. There was some discussion regarding the lack of understanding from the public concerning how funding for transportation projects works.

Sunrise Gateway Corridor Refinement

Marc Butorac (Kittleson & Associates) went over the refinements that have been made to the Sunrise Gateway Corridor Concept. He explained how these refinements emerged from the original 2020 Sunrise Gateway Corridor concept, as well as reviewing the original concept.

[8686.Sunrise.Gateway.Corridor.Concept](#)

The original Sunrise Gateway Corridor Concept included:

- 122nd tie-in with a signal
 - Long-term ramp locations
 - Multi-use path that connects to Highway 212
- 135th/142nd/152nd tie-in
 - Maintained Sunrise at grade from 122nd to 152nd
 - 142nd bridges over Sunrise
- Rock Creek Junction becomes a multi-lane roundabout
- Rock Creek Junction/162nd to 172nd
 - Tie-in reconfigures nearby “collector” roads to accommodate a Highway 212 connection to the Gateway Corridor at 172nd.

[Feedback on the 2020 Concept](#)

Marc Butorac (Kittleson & Associates) went over the main feedback from the 2020 concept plan. The Refinement Plan includes this public feedback which has been incorporated. The main focus was on mobility and safety.

Primary feedback on the 2020 Concept:

- Provide a full interchange at 122nd instead of a couplet
- Refine the 135th/142nd/152nd geometrics to increase safety
- Nearer-term improvements at Rock Creek Junction
- Draw traffic away from Rock Creek boulevard and schools
- Seek alternative revisions to the east end to better encourage development with potential Sunrise extensions east of 172nd

The feedback and data that influenced refinements were:

- Nominal addition cost, no major additional right-of-way impacts
- Removes need to reconstruct in the future
- Enhanced mobility sooner

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- New traffic patterns post-COVID → differing travel demand projects indicate that the roundabout will not operate well in the future.
- Additional turn lane needs
- Need to decrease vehicle traffic at schools along Rock Creek Boulevard
- Maintained residential access along frontage roads and new development along 162nd
- Compatibility east of 172nd
- Avoiding properties with natural gas infrastructure near 172nd
- Feedback from students, community members, businesses, property owners, ODOT, and the City of Happy Valley

Discussion.

The Steering Committee moved around the room and reviewed the large roll-maps illustrating the Draft Gateway Refinement Concept and possibilities for phasing construction. Committee members were able to speak with project team and other committee members and then return to the full group for discussion.

- One interest area was whether parcels in-between roads 212 and 224 could be developed? Or in between the parallel roads on the east end.
 - Marc Butorac (Kittleson & Associates) said that where development was not possible, the space could be used for stormwater drainage, plantings or other right of way use. Some of this property is already in public right of way.

Next Steps for the Sunrise Gateway Corridor Refinement Plan

Marc Butorac (Kittleson & Associates) went over the next steps for the Gateway Corridor Refinement Plan which include:

- Soliciting public feedback on the Draft Sunrise Gateway Corridor Refinement Plan (January 23rd Open House)
- Finalizing the Sunrise Gateway Corridor Refinement Plan (February). Steering Committee will receive this update before their final committee meeting.

Draft Vision Plan Outline

Jamey Dempster (Jacobs) went over what the Draft Vision Plan is and what the document goals are. This document will be public-facing and summarize engagement activities, goals, vision, and actions (Action Plan section). The Draft Vision Plan document outlines the planning process as follows:

Introduction.

- Purpose
- Process
 - Engagement
 - Needs and opportunities
 - Trends

Context.

- Region

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- Community
- History

The above is related to the background work completed in Phase 1 of the project.

Vision Statement

- *The Sunrise Corridor Community is a thriving place that fosters well-being and belonging, where people enjoy economic success, safe mobility options, access to nature, and seamless connections in and around the region.*

Jamey Dempster (Jacobs) mentioned that project staff will be soliciting feedback on the vision statement during the next stage of engagement.

Draft Vision - Goals (established by Steering Committee in June)

1. Create a safe and resilient transportation network for everyone that improves travel opportunities for pedestrians, bicyclists, and transit riders, and drivers.
2. Enhance health, well-being, and sustainability.
3. Promote complete communities to meet the basic needs of all residents.
4. Support economic development.
5. Preserve and enhance local identity, including historical and cultural assets.
6. Create lasting improvements through agency coordination and partnerships

Draft Vision - Themes

The following themes were “issues” or “topic areas” that are organized around the public feedback. The four main themes are as follows:

- Transportation
- Jobs and economy
- Open space, public health, and environment
- Neighborhood and places

Draft Vision - Action Plan

Action Plan items are separated into **two main categories** that distinguish whether the item has a short-term or longer-term timeline for implementation.

Quick Wins: if there are plans in place and the action is achievable in ~5 years or less.

Big Moves: action plans that are labeled as “big moves,” require further plan development, multiple partners and funding, and are achievable in 5+ years.

(See presentation slides for more details. The Action Plan is further informed by the community engagement phase 2 during the fall.)

Draft Vision Plan - Implementation, Funding, and Lessons Learned

This section will outline the shorter-term steps and organizational readiness. Additionally, this section will include potential funding sources. A section on lessons learned will be included.

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There will be several appendices to the plan, likely documents include: *Detailed Engagement Summary, Sunrise Gateway Corridor Refinement Plan, Draft Sunrise Gateway Corridor FEIS Reevaluation Scope Elements, Project Area History, Existing Conditions, Anti-Displacement Strategy, Economic Competitiveness, Draft Scenarios and Strategies, Climate Friendly Equitable Communities, and a Glossary.*

Discussion.

Kristen Kibler (JLA Public Involvement) facilitated group discussion on the following questions:

- Does this outline capture the vision (vision statement), themes, and actions needed for the future?
- In terms of quick wins/big moves, what actions should agencies focus on in the next 5 years, in the next 10 years?

Kristen noted that there were some thumbs up in response to the above. There was a comment from a committee member, stating that schools aren't highlighted and could be, specifically in neighborhoods and places. Jamey Dempster (Jacobs) mentioned that the idea of partnerships with schools came from the Steering Committee and is seen in the actions through stem-connections and trade programs fostered through partnerships with businesses and local schools.

There were some comments about anti-displacement and whether it is a primary focus of the Draft Vision Plan.

There was discussion about whether there are measurements of success included in the plan, and if so, what those would look like. Implementing air quality standards was used as an example.

There were some questions regarding the process for relocation, for both residents and businesses. Steering Committee member, Rian Windsheimer (ODOT), spoke more about the rigorous and "prescriptive" process that occurs when relocation of homes and/or businesses is necessary.

There was some discussion around the term "transit centers" and what that term means. The committee seemed to leave the discussion with less concern about the term and more focus on the comfort and safety of transit users in the area.

Kristen Kibler (JLA Public Involvement) asked the committee what actions project staff can take that the community wants to see within the next 5 years. Landscaping and the addition of more street trees was suggested.

There were questions from the committee regarding the updated total cost for the Sunrise Gateway Corridor project and if the 2020 cost estimates are still accurate. Jamie Stasny (Clackamas County) stated that there is a new cost estimate being developed and will likely be higher, due to inflation.

Public Comments

There were no public comments. No members of the public were in attendance.

Next steps

Jamie Stasny and Adam Torres (Clackamas County) spoke more about how the project and project staff can further engage with the Sunrise Corridor community. The Leadership Cohort will work to help draft ideas for how funds can be used to go back into community work. Adam emphasized that there are three ways in which community engagement for this project can be furthered including:

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- Empowering the community
- Having momentum and tangible action in the short term
 - Small community projects through grants, i.e. for murals, tree planting, etc.
 - Anti-displacement: work with residents and business groups to see what they need

Jamie Stasny (Clackamas County) further touched on the idea of housing preservation in terms of anti-displacement. She shared that there are conversations happening, including within the Leadership Cohort.

There was conversation surrounding placemaking and how Adam Torres (Clackamas County) wants to further increase placemaking within the Sunrise Corridor. There was some discussion about community collaboration and coordination to help unify the corridor, specifically for aesthetics, and how this type of community work can create and improve community identity.

Kristen Kibler (JLA Public Involvement) went over the next steps regarding the Draft Vision Plan and the Steering Committee's work. The aim of this process is to ensure that the Steering Committee can feel comfortable recommending that the Draft Vision Plan can move forward.

The next steps for the Draft Vision Plan include:

- Technical Advisory Committee (TAC) will be reviewing a Draft Vision Plan document early December.
- The Draft Vision Plan will be sent out to Steering Committee members after the TAC review and before it's shared with the public; there will be an opportunity to comment and ask questions.
- The Draft Vision Plan will be shared with the public in early 2025 with an open house on January 23
- Steering Committee Meeting #6 – February TBD [note this was confirmed for April 2]
 - At Steering Committee Meeting #6, updates will have been made to the documents to address comments from committees and public and that the Steering Committee will be ready to discuss a recommendation to move the plan forward to the Board of County Commissioners.

There was feedback from committee members that they would like to receive quantitative data that is representative of key talking points regarding the project benefits. Examples of this could include:

- Number of new bus stops?
- Number of feet of new sidewalk?
- Number of feet of new bike lanes?

Multiple committee members agreed that these types of metrics would be helpful when talking to others—both the public and legislators about the benefits of this project. There was also a request from the committee to get the specific figures regarding the estimate of travel time this project will save commuters and residents in the area.

After reviewing the next steps, Kristen confirmed with the group that they were comfortable sharing this information at the open house with the public. Many from the committee shared they were feeling positive about the Draft Vision Plan.

Sunrise Steering Committee Office Hours – 1/9/25

Project Staff Attendance: Adam Torres, Ana Jovanovic, Ellen Rogalin, Esme Schornstein, Jamie Stasny, Karen Buehrig, Kristen Kibler, Scott Turnoy

Steering Committee Member Attendance (variance duration of attendance/drop-in): Alia Long, Diana Helm, Lizbeth Hale, Mark Aasland, Mike Cebula, Paul Savas, Rian Windsheimer, Rob Wheeler

Office hours were held virtually, over Zoom. Committee members had the option to attend the drop-in style office hours if they had questions for project manager, Jamie Stasny. There was no formal presentation or agenda for this optional event. Below are the main questions that were asked at office hours from Steering Committee members. They are in chronological order.

1. **Mike Cebula** - Asked about how intersections are identified. He referenced page 28 of the.Sunrise.Gateway.Corridor.Refinement.Plan, and asked if these intersections are identified elsewhere? Question about how the intersections are identified in the document as a whole.
2. **Mike Cebula** - Asked why isn't there an executive summary in the action plan or an index? Shared that he heard in some Steering Committee meetings that there are concerns about water quality and soil quality, he doesn't see it represented in the action plan.
3. **Alia Long** - Some of the proposed walking trails go outside of the development area, to the east and therefore crosses a lot of private property. Asked how this came about? Noted that it seems like property owners and golf course folks aren't too happy about it. It seems like some of the areas along the river is not super conducive to a walk trail.
4. **Paul Savas** - Question about what is the biggest thing we are "losing or giving up" under the Sunrise.Gateway.Corridor.Refinement.Plan. Will any property take a substantial blow or lose under this current alignment?
5. **Paul Savas** - Asked if there were any other significant changes since the last time we met? Or anything new you want to share?
6. **Mark Aasland** - Referenced page 24 of the.Sunrise.Gateway.Corridor.Refinement.Plan.and asked what intersection is the XXX indicating? This happens in other places throughout the document, suggested searching for all the locations that

have this and fix it. Also asked if there is a deadline for when project staff want to receive all comments back?

7. **Mark Aasland** - Asked what are the next steps in the process, after comments are received?
8. **Paul Savas** - Asked a question regarding an upcoming meeting where Sunrise is considered for upcoming grants. Is this a time for Steering Committee members to ask supporters for advocacy help? What are upcoming advocacy opportunities?
9. **Diana Helm** - Commented on how there is no action associated with undeveloped land. Referenced that Terry Emmert's trailer park on a wetland.
10. **Rob Wheeler** - Had questions about funding. Asked where we are in terms of funding and if there is a lot of hope for grants? Asked if this is a "regionally significant" project by ODOT's standards?
11. **Rob Wheeler** - Asked about savings in terms of congestion (time and monetary amounts), and if this is implemented? Also asked if all federal transportation dollars have go through Metro and JPACT? What is the biggest completing project in the region or in Oregon?
12. **Rob Wheeler** - Asked if anyone on the project team is familiar with Providence and if we know if they are still planning to put a hospital on the 66 acres that they have acquired?
13. **Rob Wheeler** - Asked what is the timeline for the 15 million grant you have applied for?

Additional Comments Received via email (did not attend virtual office hours):

Hi Esme,
I think the Action Plan looks good. I like all the info graphics which make it easy to read and how the phasing of actions is described. My big question is who is the champion/implementer of the action plan to nurture partnerships and go after grants to ensure that plan doesn't just end up sitting on a shelf? Is it County staff?

Kim Swan

Appendix D: Leadership Cohort Meeting Minutes

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Leadership Cohort #1 – Meeting Summary

Meeting Details

Date & Time: May 2, 2024, 5:30-7:30 PM

Location: Adrienne C. Nelson High School Community Room, Happy Valley, OR

Participants:

- Jamie Stasny, Clackamas County Staff
- Ellen Rogalin, Clackamas County Staff
- Karen Buehrig, Clackamas County Staff
- Leah Fisher, Clackamas County Staff
- Therese McLain, Facilitator
- Ping Khaw, CELs Staff
- Duyen Frederiksen, CELs Staff
- Ana Jovanovic, Jacobs Staff
- Darren Driscoll, Community Member
- Marchelle Paholsky, Community Member
- Mishayla Richardson, Community Member
- Emily Green, Community Member
- Louise Neilson, Community Member
- Jill Rundle, Community Member
- Jacob Reese, Community Member
- Marrion Kaufman, Community Member
- Mike Boyer, Community Member
- Peter Alandt, Community Member
- Tracy Moreland, Community Member

Introductions and Project Background

- **Introductions:** Facilitator, County staff, Jacobs staff, Community Engagement Liaison Services (CELs) staff, and Leadership Cohort Members introduced themselves.
- **Project Overview:** Jamie discussed the cultural, transportation, and economic history of the Sunrise Corridor Community, emphasizing the importance of community feedback.
- **Key Questions:**
 - **Mistrust Issues:** One participant asked about mistrust issues between the community and Clackamas County. Jamie explained that while many believe the County is doing a good job, there is general mistrust due to politics. Staff and elected officials aim to build trust despite potential challenges. Some participants agreed, noting similar issues in their work environments.



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- **Survey Representation:** Another participant raised concerns about past surveys not representing Clackamas County residents. Jamie acknowledged this issue, explaining that the County did not control the regional package used for funding.

Presentation Highlights

- **Jobs and Economy:** Discussed the area's economic status.
- **Housing and Community:** Focused on housing issues and community dynamics.
- **Open Space and Natural Resources:** Discussed the importance of preserving natural resources.
- **Community Health:** Highlighted health equity issues between the East and West sides, emphasizing the need to preserve the industrial area while minimizing conflicts.
- **Land Use and Mobility:** Provided background on land use, local mobility, and the 2020 Sunrise Gateway Concept, stressing the importance of community input and partnerships.

Leadership Cohort: Expectations, Groups, and Mentors

- **Topics of Interest:** Public health, equity, preventing displacement, economic growth, land use, and transportation solutions.
- **Mentor Introductions:** Mentors shared their backgrounds and experiences.
- **Group Assignments:** Members were divided into groups (A-C) with specific tasks for future sessions.

Key Questions and Answers

- **Contact Information:** Will be shared after confirmation via email.
- **Group Work:** Members were encouraged to start working in their groups (A-C) before the next session. Ping suggested going out to dinner as a way to start building relationships.
- **Decision-Making Process:** Jamie clarified that the project Steering Committee will make final recommendations, but the Leadership Cohort can contribute creative ideas.
- **Access to Information:** Information available on the project website and through staff support. Jamie emphasized the availability of resources and support from staff and consultants.
- **Community Representation:** Efforts to include diverse community voices through focus groups and open houses. Jamie and Ping explained the challenges and strategies for engaging underrepresented communities, such as in-language focus groups and live translation at events.

Additional Conversations

- **Equity and Inclusion:** Participants discussed the importance of including voices from Vietnamese, Latinx, and Slavic communities. Jamie and Ping explained that while these groups did not apply to the Leadership Cohort, they are being engaged through other means.
- **Connecting with Community Groups:** Participants shared ideas for reaching out to different community groups, such as mobile home parks and local Facebook groups. Jamie mentioned efforts to engage people who drive through the area and the challenges involved.



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- **Survey and Focus Group Results:** Participants asked about accessing survey results and focus group summaries from Phase 1 of engagement. Jamie confirmed that results will be shared and highlighted the importance of ongoing community engagement.

Next Steps

- **Engagement Framework:** Members reviewed documents and discussed expectations.
- **Survey Participation:** Members encouraged to take and share the survey.
- **Resource Availability:** Staff and consultants available for member support.

The session ended with group brainstorming in preparation for Session 2



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Leadership Cohort #2 – Meeting Summary

Meeting Details

Date & Time: June 25, 2024, 5:30-7:30 PM

Location: Adrienne C. Nelson High School Community Room, Happy Valley, OR

Participants:

- Jamie Stasny, Clackamas County Staff
- Ellen Rogalin, Clackamas County Staff
- Therese McLain, Facilitator
- Ping Khaw, CELs Staff
- Duyen Frederiksen, CELs Staff
- Marchelle Paholsky, Community Member
- Mishayla Richardson, Community Member
- Louise Neilson, Community Member
- Jill Rundle, Community Member
- Jacob Reese, Community Member
- Marrion Kaufman, Community Member
- Peter Alandt, Community Member
- Tracy Moreland, Community Member
- Joseph Hepburn, Community Member
- Khristina Powell, Community Member
- Holly Krejci, Community Member

Welcome and Ice Breaker

- **Ice Breaker:** Participants shared their favorite Fourth of July foods.
- **Introduction:** Therese welcomed the members and introduced Jamie for feedback.

Members Feedback

Members were asked to provide feedback on the Leadership Cohort structure, including their interests, expectations, and questions.

- **Jamie:** Emphasized the experimental nature of the cohort and the need for feedback to align expectations and improve the process.
- **Peter:** Expressed initial confusion and the need for more information to effectively participate.
- **Marrion:** Noted issues with timely responses to Doodle polls and the need for clarity.
- **Marchelle:** Highlighted the importance of clear expectations and training.



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- **Jacob:** Raised concerns about the relationship between the Leadership Cohort and the Steering Committee, questioning the Cohort's influence.
- **Tracy:** Shared concerns about group participation and the need for reevaluation of group dynamics.
- **General Consensus:** Members expressed the need for more structured information and clarity on their roles and expectations.

Leadership Cohort Topics & Proposed Schedule

Members discussed proposed changes to the Leadership Cohort structure and next steps.

- **Proposed Changes:** Shift from extensive work outside of meeting times to more collaborative work within meetings to help draft scenarios.
- **July 25 Meeting:** Joint meeting with the Steering Committee to review and provide feedback on draft scenarios.
- **August 26 Meeting:** Discussion and feedback on scenarios within the Cohort meeting.
- **October Meeting:** Presentation of Cohort feedback and recommendations.
- **General Feedback:** Members appreciated the structured approach and the opportunity to provide meaningful input.

Key Conversations

- **Scope and Vision:** Discussion on the broader vision of the project beyond just the road, including public health, equity, and community resilience.
- **Integration with Steering Committee:** Questions about the separation of the Cohort and Steering Committee and the need for better integration.
- **Leadership and Advocacy:** Emphasis on the Cohort's role in advocating for the corridor and the larger community, not just the project.

Leadership Skills and Activity

Leadership Cohort members worked in small groups to focus on specific themes for future improvements.

- **Elevator Pitch Exercise:** Groups A, B, and C created elevator pitches on public health, preventing displacement, and optimizing land use.
 - **Group A (Public Health):** Focused on the impact of air quality on workers and residents.
 - **Group B (Preventing Displacement):** Highlighted the importance of community planning organizations for residents.
 - **Group C (Optimizing Land Use):** Emphasized the need to connect communities and improve transportation congestion.



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Next Steps and Additional Feedback

- **Preparation for July 25:** Members encouraged to review project materials and prepare for a joint meeting with the Steering Committee.
- **Future Meetings:** Discussion topics and actions for remaining meetings for leadership training, skill-building, and community engagement.
- **General Sentiment:** Members expressed a desire to use their existing leadership skills to solve problems and provide feedback, rather than focusing on additional training.

Conclusion

- **Wrap-up:** Members thanked for their feedback and participation, emphasizing the importance of their contributions to the project's success.



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Leadership Cohort #3 – Meeting Summary

Meeting Details

Date & Time: August 26, 2024, 5:30-7:30 PM

Location: Sunrise Water Authority, Clackamas, OR

Participants:

- Jamie Stasny, Clackamas County Staff
- Ellen Rogalin, Clackamas County Staff
- Karen Buehrig, Clackamas County Staff
- Therese McLain, Facilitator
- Ping Khaw, CELs Staff
- Marc Butorac, Kittleson Staff
- Krista Purser, Kittleson Staff
- Ana Jovanovic, Jacobs Staff
- Jamey Dempster, Jacobs Staff
- Duyen Frederiksen, CELs Staff
- Jill Rundle, Community Member
- Darren Driscoll, Community Member
- Marchelle Paholsky, Community Member
- Marrion Kaufman, Community Member
- Tracy Moreland, Community Member
- Joseph Hepburn, Community Member
- Louise Neilson, Community Member

Welcome and Ice Breaker

- **Ice Breaker:** Participants shared the most exciting thing they did over the summer.
- **Introduction:** Therese welcomed the members, went over the agenda, and introduced Jamey to discuss the draft scenarios update.

Draft Scenarios Update

- **Presentation on Draft Scenarios:** Jamey provided an overview of the draft scenarios, covering land use, public health, regional connectivity, open space & community identity, safe & connected mobility, and economic development.
- **Feedback:**
 - **Marrion:** Requested higher definition copies of the draft scenario slides for better readability.



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- **Jamey:** Acknowledged the need for clearer maps and legends and promised to send out improved versions.

Draft Gateway Concept Discussion

- **Presentation on the Draft Gateway Concept:** Marc and Krista presented on the Draft Gateway Concept.
- **Display of Large Prints:** Three large prints of the Draft Gateway Concept and draft scenarios were displayed for Cohort members to review.

Small Group Breakout

- **Overview of Breakout Session:** Members were split into two groups to discuss transportation, land use/economic development, and public health/open space. Each member received a sheet with three questions to answer and sticky notes to place on the maps.
- **Group Feedback:**
 - **Marrion:** Noted the neighborhood connectivity between 135th and 150th.
 - **Marchelle:** Expressed concerns about the coexistence of trucks, cars, bikes, and pedestrians in high-traffic areas and the lack of strategies for creating a community identity.
 - **Tracey:** Highlighted the diverse nature of the area beyond its industrial identity.
 - **Joe:** Discussed the importance of air quality monitoring and the need for more stations.
 - **Marchelle:** Asked about the displacement of businesses and their involvement in focus groups.
 - **Jamie:** Explained the broad outreach efforts and the process for addressing business impacts.

Key Conversations

Members discussed draft scenarios and themes, identifying ideas and challenges.

- **Community Identity:** Discussion on the need for a sense of neighborhood and more river access to build community identity.
- **Safety and Coexistence:** Concerns about the safety of mixed-use areas with heavy traffic.
- **Trail Connectivity:** Questions about connecting new trails to Happy Valley's trail system.
- **Business Displacement:** Inquiry about the impact on businesses and their participation in focus groups.

Next Steps and October Session

Upcoming meetings and next steps were shared.

1. **October Session:** Scheduled for October 29, venue TBD. Members will report their findings and discuss the next steps.



Sunrise Corridor Community Visioning

2. **Open House:** Scheduled for September 24 at the high school. Members encouraged to attend and help gather community feedback.
3. **Public Engagement:** Focus groups and surveys to be conducted simultaneously with other outreach efforts.

Notes from Cohort

Below were questions given to Leadership Cohort Members, followed by an overview of their responses:

1. Thinking about your subjects, what ideas from the scenario boards did you find most relevant or exciting and how do these align with your understanding or perspective? Relevant ideas included connectivity of roads, rails, and paths, focus on housing, and community input.
2. Are there any aspects or considerations you feel are missing or do not sufficiently address the needs of the community? If so, what are they and why do you believe they are important? Concerns about business displacement, safety, and community identity.
3. Is there anything you want the project team to know or consider to address your subjects better? Please be as specific as possible. Suggestions for improving air quality monitoring and connecting new trails to existing systems.

Conclusion

- **Wrap-up:** Members thanked for their feedback and participation, emphasizing the importance of their contributions to the project's success.



Sunrise Corridor Community Visioning

Leadership Cohort #4 – Meeting Summary

Meeting Details

Date & Time: October 29, 2024, 5:30-7:30 PM

Location: Sunrise Water Authority, Clackamas, OR

Participants:

- Jamie Stasny, Clackamas County Staff
- Adam Torres, Clackamas County Staff
- Leah Fisher, Clackamas County Staff
- Ping Khaw, CELs Staff
- Duyen Frederiksen, CELs Staff
- Ana Jovanovic, Jacobs Staff
- Darren Driscoll, Community Member
- Mishayla Richardson, Community Member
- Marchelle Paholsky, Community Member
- Marrion Kaufman, Community Member
- Joseph Hepburn, Community Member
- Kathy Nyland, Community Member
- Holly Krejci, Community Member

Welcome and Ice Breaker

- **Ice Breaker:** Participants shared what kind of pets they had growing up.
- **Introduction:** Ping welcomed the members and introduced Jamie for project updates.

Project Updates

- Members discussed the Draft Gateway Concept.
 - **Mishayla:** Asked about the number of lanes in the Draft Gateway Concept.
 - **Ana:** Explained the couplet frontage roads and their impact on local traffic.
 - **Jaime:** Mentioned Happy Valley's efforts to seek funding for near-term improvements at the 212/224 intersection.
 - **General Feedback:** Concerns about pedestrian safety, connectivity, and the impact on local businesses.

Key Conversations

Members discussed the draft scenarios and project ideas.



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- **Pedestrian and Bike Safety:** Discussion on the need for safe crossings and connectivity for school children and local residents.
- **Business Impact:** Questions about the impact on businesses and the involvement of local business owners in the planning process.
- **Environmental Justice:** Consideration of air quality monitoring and climate justice in the planning process.
- **Community Identity and Engagement:** Emphasis on creating a recognizable brand for the Sunrise Corridor and involving community groups in less infrastructure-intensive projects like trails and art installations.

Sunrise Corridor Community Coalition

Members shared questions and discussed the development and goals of the future Sunrise Corridor Community coalition.

- **Branding and Community Involvement:** Importance of establishing a brand for the Sunrise Corridor and involving community groups in projects.
- **Administrative Support:** Need for capacity building and administrative support to sustain the coalition.
- **Key Questions:**
 - How to build a broad, sustained coalition?
 - What should this coalition be called?
 - Best ways to use the available funds to empower the community?
 - Interest in community projects and ideas for new projects.
 - Willingness to be part of the coalition and invest in the community.

Moving Forward

Members discussed the development and next steps for a future Sunrise Coalition, Vision Plan implementation, and funding.

- **Community Engagement:** Building a broad, inclusive coalition of leaders to advocate for safety improvements and long-term change.
- **Action Plan Development:** Collaborative approach to create an actionable plan, including quick wins and longer-term strategies.
- **Financial Resources:** Utilizing the remaining \$4 million from the state legislature to fund community-led initiatives and sustain momentum.
- **Future Structure:** Planning for the continuation of the coalition after the consultant contract ends, focusing on maintaining momentum and involving key groups.



Sunrise Corridor Community Visioning

Next Steps

Members received information on future meeting dates and public engagement opportunities.

- **January Session:** Scheduled for January, venue and exact date TBD. Members will continue to provide input on the Vision Plan and development of a future Sunrise coalition.
- **Open House:** Scheduled for January 23, 2025, to gather community input and discuss the vision plan and future steps. Members can volunteer at the event.
- **Continued Collaboration:** Emphasis on integrating feedback, developing a sustainable action plan, and securing resources for implementation.

Conclusion

- **Wrap-up:** Members thanked for their attendance, feedback, and participation, highlighting the importance of their contributions to the project's success.



Sunrise Corridor Community Visioning

Leadership Cohort #5 – Meeting Summary

Meeting Details

Date & Time: January 8, 2025, 5:30-7:30 PM

Location: Sunrise Water Authority, Clackamas, OR

Participants:

- Jamie Stasny, Clackamas County Staff
- Adam Torres, Clackamas County Staff
- Ellen Rogalin, Clackamas County Staff
- Leah Fisher, Clackamas County Staff
- Ping Khaw, CELs Staff
- Duyen Frederiksen, CELs Staff
- Ana Jovanovic, Jacobs Staff
- Marrion Kaufman, Community Member
- Marchelle Paholsky, Community Member
- Joseph Hepburn, Community Member
- Jacob Reese, Community Member
- Jill Rundle, Community Member
- Darren Driscoll, Community Member

Welcome and Ice Breaker

- **Ice Breaker:** Participants shared their highlights from November and December.
- **Introduction:** Ping welcomed the members and introduced Jamie for project updates.

Project Updates

- **Draft Vision Action Plan and Draft Gateway Refinement Plan:** Jamie provided updates on these plans, emphasizing the importance of community engagement and feedback.
- **Transition to Community-Led Implementation:** Adam led a discussion on coalition building and ideas for sustained community leadership.

Open House on January 23

Members discussed how they could be involved in the open house.

- **Community Involvement:** Plans for community involvement and feedback collection at the open house were highlighted.
- **Support for Open House:** Several Leadership Cohort members indicated their availability to support the event in-person, while others needed to check their calendars. The Leadership Cohort members will



Sunrise Corridor Community Visioning

staff a table to recruit members for the future Sunrise Coalition. The County will follow up to coordinate specific roles and responsibilities.

Materials and Resources for Coalition Recruitment

Members discussed what resources and information should be available at the open house to recruit people for the future Sunrise coalition.

- **One-Page Information Sheet:** Overview of the coalition, its purpose, ways to participate, and contact information.
- **Visual Display Boards:** Engaging posters highlighting different project ideas and focus areas, with space for attendees to add post-it notes or stickers.
- **Sign-Up Sheet:** Simple form to capture contact information and project/role preferences, organized to align with the visual display boards.
- **Promotional Materials:** Flyers, postcards, or social media graphics to spread the word about the open house and coalition.
- **Giveaways or Incentives:** Small treats, snacks, or branded items to hand out, and possibly a raffle or prize drawing to drive sign-ups and engagement.

FAQ for Open House

Members discussed what information should be included in an FAQ about the future Sunrise coalition.

- **Purpose of the Coalition:** Explanation of the transition from the visioning process to implementation and the goal of empowering the community.
- **How to Get Involved:** Different ways to participate, time commitment, and expectations.
- **Types of Projects:** Examples of focus areas like public art, tree planting, river restoration, etc.
- **Training Opportunities:** Educational events and skill-building activities available to community members.
- **Coalition Structure and Governance:** Goal of flexibility and community leadership, with opportunities for community input.
- **Timeline for Activities:** Funding constraints and the need to make progress within the next few years.

Engagement with Open House Attendees

Members discussed how to encourage public participation at the open house station for the future Sunrise coalition.

- **Table Decor and Treats:** Snacks or treats, a "spin the wheel" or raffle activity, and bright, eye-catching table decor.



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- **Interactive Elements:** Large poster board for attendees to add stickers or post-it notes, hands-on activities or crafts, and a sign-up sheet/form.
- **Cohort Member Visibility:** Coordinated colors, shirts, or name tags for cohort members, and active engagement with attendees.

Display Board Feedback

Members how to modify the future Sunrise coalition display board for the open house.

- **Additions:** Separate content into two distinct boards or sections for "Placemaking Projects" and "Capacity Building/Training."
- **Modifications:** Use plain, accessible language and ensure visuals resonate with the local community.
- **Removals:** No specific content identified for removal; focus on reorganizing and rephrasing information.

Additional Considerations

Members discussed additional public feedback elements for the future Sunrise coalition station at the open house.

- **QR Codes or Links:** Include QR codes or web links for easy access to more details and sign-up forms.
- **Highlighting Existing Community Efforts:** Incorporate ongoing community projects or initiatives related to the coalition's focus areas.
- **Translation/Interpretation:** Provide materials in primary languages spoken in the community and have bilingual members or interpreters available.
- **Gathering Feedback:** Provide ways for attendees to share ideas, concerns, or feedback through comment cards, a suggestion box, or a dedicated feedback station.
- **Coordination with Other Activities:** Understand the overall open house layout and explore opportunities to collaborate with other exhibitors or presenters.

Conclusion

- **Wrap-up:** Members thanked for their attendance, feedback, and participation, emphasizing the importance of their contributions to the project's success



Appendix E: Open House #1 Summary

Sunrise Corridor Community Visioning

Open House #1 Summary

Overview

An in-person open house was held on April 10, 2024, as part of the spring engagement for the Sunrise Corridor Community Visioning. The purpose of the spring engagement was to gather feedback on proposed visioning goals, which had been developed through project committees and early outreach and interviews with community members. Attendees at the open house were asked to share what they knew about the area, including places they go, challenges, and ideas for the Sunrise Corridor Community.

Event Details

- **Date:** Wednesday April 10, 2024
- **Location:** Adrienne C Nelson High School, 14897 SE Parklane Dr, Happy Valley
- **Project Team in Attendance:**
 - Clackamas County - Jamie Stasny, Karen Buehrig, Cameron Ruen, Leah Fisher, Laura Edmonds
 - Metro - Kelly Betteridge
 - ODOT – Scott Turnoy
 - Consultants - Ana Jovanovic, Brittany Robinson, Jamey Dempster, Krista Purser, Kristen Kibler, Esme Schornstein, Sam Beresky, Ping Khaw
 - Language interpreters: Thi for Vietnamese, Romeo for Spanish, and Hanna for Russian
- **Public Attendance:**
 - Approximately **70** people attended the event, and 13 of those submitted a comment form. (An online survey was available from April 10-May 10 for those not able to attend the in-person event. As of April 19, ~200 people had participated online.)
 - Several Steering Committee members attended the open house.

Notifications and Outreach

- Invitation mailers were sent to the Sunrise Corridor Community area, including some additional addresses just north and east of the boundary. Approximately 5,900 addresses received a project mailer.
- Event info was shared via a Facebook event page (147 indicated interest in attending)
- CELs language interpreters invited attendees in their respective language communities.

- The County sent notices through the project email list (approximately 300 recipients as of early April) and posted on social media.
- City of Happy Valley included the open house details in their April newsletter, sent to all addresses within the City of Happy Valley.
- Steering Committee, TAC, and partner agencies were encouraged to share the meeting invite via their social or email networks.

Attendees shared that they had heard about the event through the mailer, social media, and word of mouth.

Meeting Format

The open house was a drop-in format. Attendees could learn about the visioning process, share what they know about the area, and provide feedback on proposed visioning goals. Community members were able to talk to project staff and representatives from Clackamas County, Metro, ODOT, and Happy Valley (Steering Committee reps), as well as consultant staff from Jacobs, Kittleson, JLA, and CELs.

Community members were asked to give their feedback directly on posters, maps, and comment forms, as well as talk with project team members and Steering Committee members. An online survey was also advertised and attendees were encouraged to share the online opportunity with area friends and neighbors after the event. The MetroQuest survey was open until May 10 (extended from earlier advertised date).

Project Information Displays Included:

- *Visioning overview and background*
- *What We Know About the Area Today (Housing and Community, Jobs and Economy, Land Use, Open Space and Natural Resources, Community Health, Regional Transportation including recent transportation planning, and Local Mobility)*
- *Proposed Community Goals for feedback*
- *More information on how to participate*

All displays were posted to the project website <https://www.clackamas.us/sunrise>

Summary of Feedback

The appendix on the following pages shows the breadth of comments collected during the meeting. Community members could share feedback in a variety of ways:

- Two input stations where they could talk directly to team members and see others' comments. One area collected written feedback on post-it notes on the proposed community goals. The other area included maps for participants to write/draw what they knew from experience directly on area maps.

- Paper comment forms (13 collected).
- Conversations with project team and steering committee members.
- Sharing their thoughts on video. These may be used for a future project information video.

Feedback on proposed goals

The following were the proposed goals shared:

- Create a safe and resilient transportation network for everyone that improves travel opportunities for pedestrians, bicyclists, transit riders, and drivers
- Promote complete communities to meet the basic needs of all residents
- Support economic development
- Preserve and enhance local identity, including historical and cultural assets
- Enhance health, well-being, and sustainability
- Create lasting improvements through agency coordination and partnerships

Based on the responses on the comment forms and the post-it note comments collected at the meeting, the proposed goals resonated with community members. All goals received some feedback or support from community members.

Post-it note comments included more specific considerations: climate resilience, transportation safety, affordable housing, houselessness, river access, importance of industrial areas, conflicts between industrial and residential areas, specific transportation issues – both through traffic and local, sense of community, light and noise pollution concerns, maintenance needs, and more.

Feedback provided on maps

The project team will be reviewing the map feedback as they look toward the next step to develop scenarios. Community members shared challenges and ideas on the map. Many of the map comments related to transportation (local and regional challenges areas and ideas for all travel modes) and river/natural area access. Additional comments on the maps related to housing issues, challenges related to houseless communities, school challenges, interest in voices from various communities (for example, Native communities), and funding.



Appendix A: Feedback from paper comment forms

What's your connection to the Sunrise Corridor?

13 people submitted comment forms. Of those 13 people who submitted comment forms, nine (9) live in the area, one (1) works in the area, three (3) own businesses in the area, five (5) drive through for recreation, five (5) own properties in the area, and five (5) drive through the corridor for work. Additionally, four (4) people marked "other" and said that they shop in the area.

Responses have been linked to a comment form to track responses to various questions from the 13 individuals.

What places do you go in the area?

- Schools, work grocery, parks, businesses (Comment Form 1)
- Commute bike & car 142nd→212→224 daily (Comment Form 2)
- Gas station (Comment Form 5)
- Shopping (Comment Form 6)
- 212 near CarMax (Comment Form 7)
- Garden equipment repair Clay Pots, Pavestones (Comment Form 10)
- Bike Wy'East to 172nd (Comment Form 11)
- Shopping, visiting friends, doctor, gas, etc (Comment Form 12)
- Scouters Mountain Trail, grocer (Comment Form 13)

What challenges do you have in the area?

- Traffic (Comment Form 1)
- Bike and pedestrian safety, road worse at home, river access, illegal camping and activity (Comment Form 2)
- Driving east on 212 (Comment Form 5)
- Backed-up traffic on Hwy 212 eastbound from 122nd → 135th (Comment Form 6)
- Drive far for basic services (Comment Form 7)
- 2 lane highway for 39000 commuters/day (Comment 8)
- Traffic congestion (Comment Form 10)
- No shoulder to bike on 212 (Comment Form 11)
- Getting off Royer [Rd.] onto 212 (Comment Form 12)
- N/A (Comment Form 13)

What ideas do you have for the area?

- Improve the bottleneck and push the project to 122 → Damascus (Comment Form 1)
- Solve the challenges! I made comments on the map. Make Beebe Island a park. Expand Riverside Park. (Comment Form 2)

- Widen 212 east of 132nd (Comment Form 5)
- Increase lanes from the Carver Junction eastbound through Damascus (Comment Form 6)
- More commercial zoning to improve the area's services to residents. Road maintenance, some roads have many potholes (Comment Form 7)
- Get it done!!! If it turns out as well as the Milwaukee Expressway works, you will be Hero's (Comment Form 8)
- Want to plan capable of ultimately expanded physical road capacity between 205 and Hwy 26 using the Sunrise Corridor (Comment Form 10)
- Bike lanes (Comment Form 11)
- Extend Sunrise Corridor to Hwy 26 (Comment Form 12)
- More access to walking trails and hiking trails (Comment Form 13)

Which goals matter most to you?

The comment forms included all six proposed goals with boxes that participants could select in terms of the goals that are most important to them. **Multiple goals could be selected.** Of the 13 people that submitted comment forms:

Seven (7) people said that “creating a safe and resilient transportation network for everyone that improves travel opportunities for pedestrians, bicyclists, transit riders, and drivers” is the most important goal to them

Five (5) people said that “promot[ing] complete communities to meet the basic needs of all residents” is most important to them.

Four (4) people said that “support[ing] economic development” in Sunrise Corridor is most important to them.

Four (4) people said that “preserv[ing] and enhance[ing] local identity, including historical and cultural assets” is more important to them.

Three (3) people said that “enhance[ing] health, well-being, and sustainability” is the most important goal.

One (1) person said that “creat[ing] lasting improvements through agency coordination and partnerships” is most important.

Share why these matter to you. Is anything missing [from the goals]?

- Livability, transparency from big guys with big plans, (Comment Form 1).
- River health & access. Illegal parking/camping, (Comment Form 2).
- Proper flow of traffic on Hwy 212, (Comment Form 6).
- Long term planning to balance economic growth/population growth and natural environment preservation, (Comment Form 7).

- Yes, more mobility through the Sunrise & ultimately onto Hwy 26 opening new areas for housing. The problem is that this area covers so many miles, it doesn't lend itself to multi-modal, (Comment Form 10).

Additional Comments

The majority of the open-ended comments were surrounding transportation. Attendees seemed specifically concerned with traffic congestion and safety.

Below are additional comments, ideas, and suggestions from the comment forms:

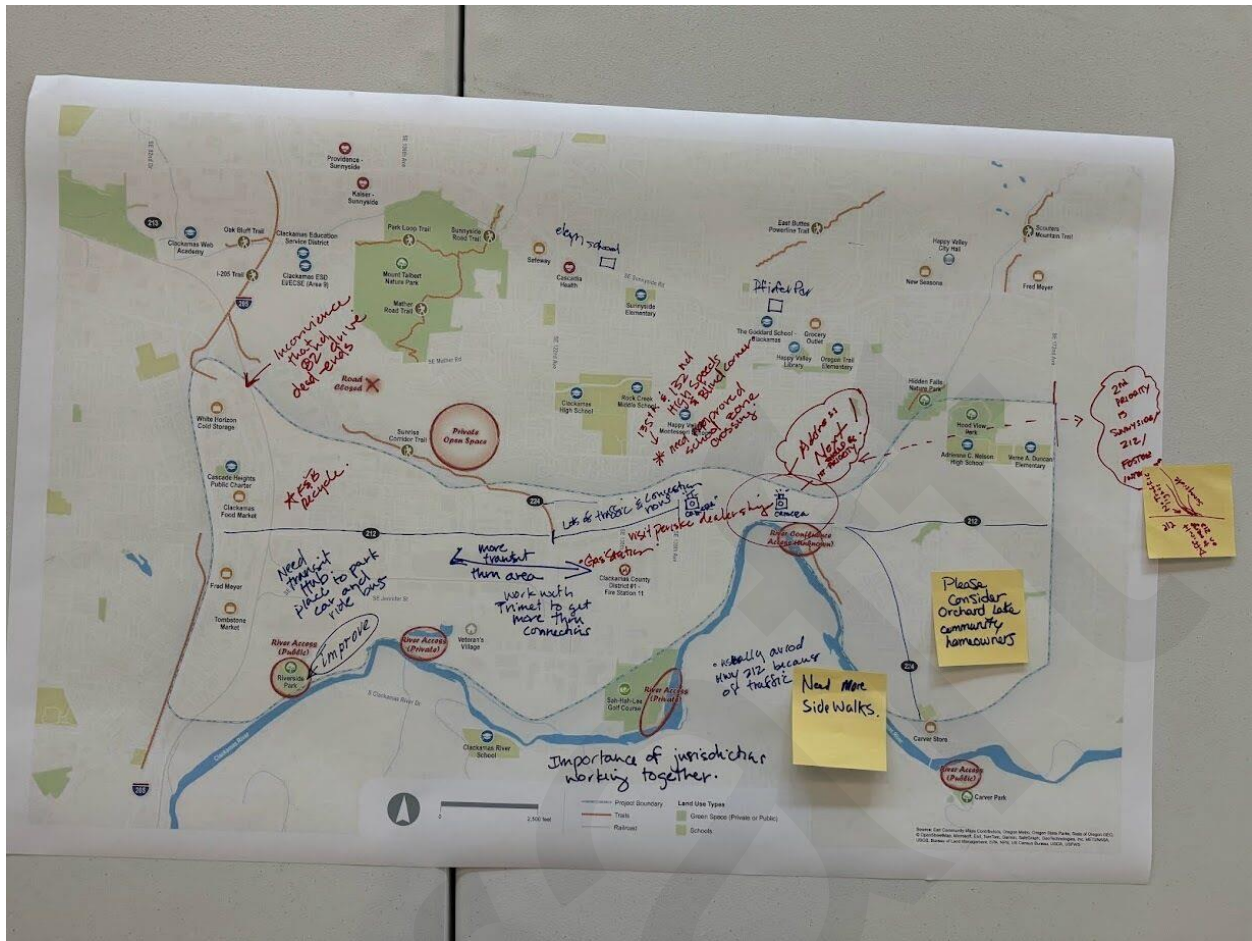
- Less enhancement and more problem solving. (Comment Form 1)
- Keep up the engagement and let us know how the input is considered and implemented into the project. (Comment Form 2)
- Add cross walk near 132nd and 135th for students to use before and after school. (Comment Form 9)
 - Issues: high speed and blind turn that drops.
- If tolling makes any sense, it is for new road capacity-improving vehicle mobility. Florida does a great job with their road system mixing in toll roads with public freeways. (Comment Form 10)

[illegible]

[illegible]

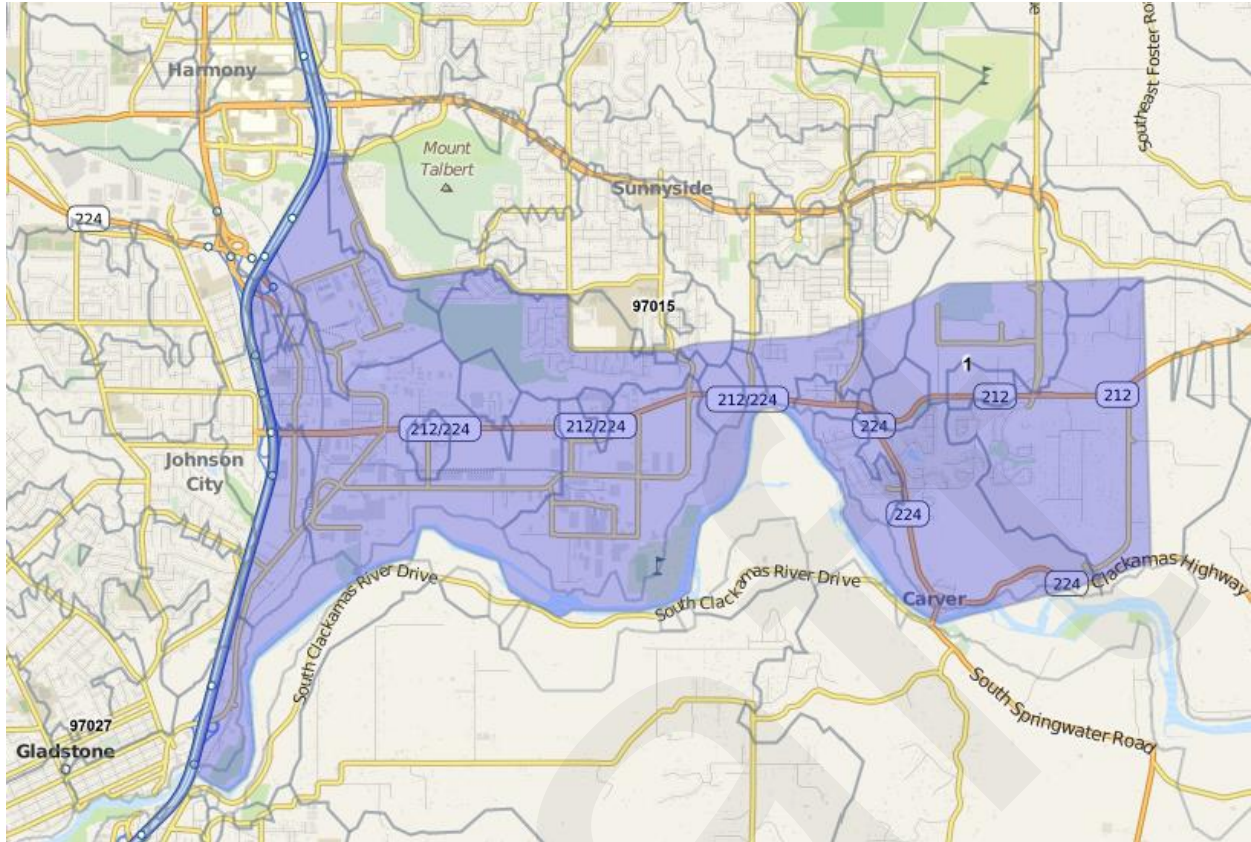
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Appendix D: Notification Area

5,882 addresses in the following area received a paper mailing from Clackamas County inviting them to the open house. The boundary includes the project area and an additional margin to the north and the east.



The City of Happy Valley also included an article and notice of the open house in their April newsletter, which is mailed to every address in the city.

Appendix F: Open House #2 Summary

Sunrise Corridor Community Visioning

Open House #2 Summary

Overview

An in-person open house was held on September 24, 2024, as part of the phase 2 engagement for the Sunrise Corridor Community Visioning. During spring/phase 1, over 300 people shared challenges and opportunities in the Sunrise Corridor Community Visioning project area. Using the public feedback from the spring engagement and information about existing conditions, the project team compiled various strategies for the future. The purpose of the phase 2 engagement including this September open house was to share and get feedback on those strategies related to land use, open space and community identity, public health and environment, economic development, local mobility, and regional mobility, specifically the Sunrise Gateway Corridor Concept.

In early 2025, a draft vision document will be shared with the community, as well as a refinement of the Sunrise Gateway Concept.

Event Details

- **Date:** Tuesday, September 24, 2024 5:30-7:30 p.m.
- **Location:** Adrienne C Nelson High School, 14897 SE Parklane Dr, Happy Valley
- **Project team attendance:**
 - Clackamas County - Jamie Stasny, Ellen Rogalin, Karen Buehrig, Cameron Ruen, Leah Fisher, Laura Edmonds (Note: additional County staff attended to listen)
 - ODOT – Scott Turnoy
 - Consultants - Ana Jovanovic, Allie Scrivener, Brittany Robinson, Jamey Dempster, Krista Purser, Kristen Kibler, Marc Butorac, Esme Schornstein, Ping Khaw
 - Community Engagement Liaisons (CELs)/interpreters: Thi Luong for Vietnamese, Romeo Sosa for Spanish, and Larissa Dorokhov for Russian interpretation.
- **Public attendance:**
 - Approximately **60** people attended the event.
 - Several Steering Committee members attended the open house.

Notifications and Outreach

- Invitation mailers were sent to the Sunrise Corridor Community area, including some additional addresses just north and east of the boundary. Approximately 5,900 addresses in the area and 1400 P.O.Boxes in zip code 97015 received a project mailer.

- Event information was shared via a Facebook event page (78 indicated interest in attending)
- The County posted ads on Instagram and Facebook.
- CELs language interpreters invited attendees in their respective language communities.
- The County sent notices through the project email list.
- Steering Committee, TAC, and partner agencies were encouraged to share the meeting invite via their social or email networks.
- The City of Happy Valley shared the event in their September City newsletter that is mailed to every Happy Valley residence.

Attendees shared that they had heard about the event through the mailer, social media, email list, and word of mouth.

Meeting Format

The open house was a drop-in format. Attendees could learn about the visioning process, ask questions, and talk with project staff, which included: representatives from Clackamas County, Metro, ODOT, and Happy Valley, as well as consultant staff from Jacobs, Kittleson, JLA, and CELs.

Community members were asked to give their feedback directly on display posters, maps, and comment forms, as well as talk with project team members and Steering Committee members. Although physical comment forms were available, attendees were encouraged to use the online survey to provide their feedback. A QR code for the survey was at the sign-in table, as well as on the paper comment forms. The online survey was planned to be open from September 16 until October 6 but was extended through October 9 to match an additional social media post. Many open house attendees visited the online survey; **365 people** participated in the online survey (see separate summary document).



Project information displays at the open house included:

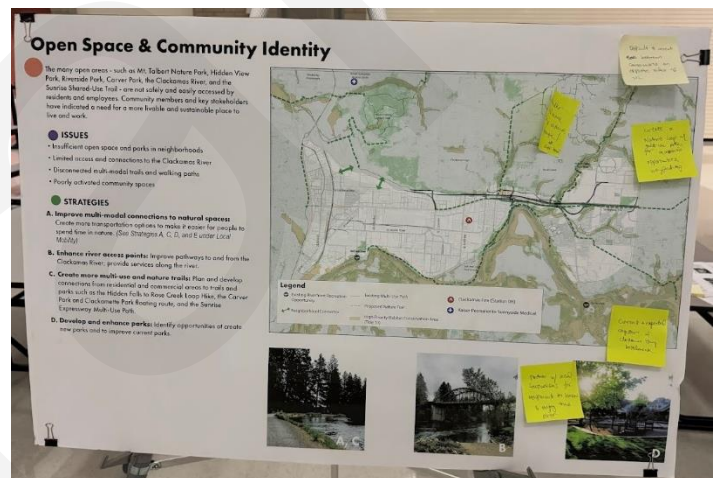
- *Visioning overview and background*
- *What we heard from the community during the Spring Engagement*
- *Proposed Strategies:*
 - *Regional Mobility*
 - *Local Mobility*
 - *Public Health and Environment*
 - *Economic Development*
 - *Open Space & Community Identity*
 - *Land Use*
- *More information on how to participate and ways to stay involved*

This information is available on the project website <https://www.clackamas.us/sunrise>

Feedback Provided on Map and Display Boards

Open house attendees could either provide verbal feedback and comments to project staff, fill out the online survey or leave feedback on physical comment forms or post-it notes at the various display stations – on the display boards or directly on the maps. The online survey feedback is summarized in a separate document.

The following feedback is from post-it notes collected at the strategy stations and directly on maps. Some additional language has been added for clarification.



Feedback on the Proposed Gateway Concept:

- What do you plan to do to improve 142nd? So much connective traffic!
- Nelson High School and Clackamas High School transport students every period to the Sabin Schellenberg vocational school.
- They cannot be late. Our schools cannot house our students without outsourcing vocational classes.
- More pedestrian safety for commuting on 212.
- Continue the plan beyond Damascus.
- Hopefully a big groceries warehouse for public access for the community.

Feedback on Proposed Land Use Strategies:

- Highland Loop Neighborhood Association.
- NE road & airport way comparison.
- Protected naturally from residential access development.
- Camp Withycombe development north side of expressway park?
- Erosion on river side of Shadowbrook from creek, mobile homes are sinking in Shadowbrook, rents are rising and owners are not doing much.
- It's built for truck, w/other uses it kicks out other uses, have to put industrial somewhere.

Feedback on Proposed Regional Connectivity Strategies:

- Need more streetlights for bike & pedestrian [use].
- Shadowbrook Manufactured Home Park is unsafe/difficult to access (enter and exit) for residents.

Feedback on Proposed Public Health Strategies:

- Consider driver visibility with street trees; consider leaf impacts to drainages; consider root impacts to sidewalks.
- Multi-use path: we should make it into a loop, that is more convenient for sight-seeing. There are disconnections at Riverside Park and the SW corner near 82nd.
- Create buffer between residential/neighborhood and large roads and industrial areas using trees, walls, and landscaping.
- Liked idea/concept of street trees. Please maintain [the] landscaping so it doesn't die.
- Any plan to monitor/improve Clackamas River? There are many farms and factories in the area.
- The trees along the street should be considered to make good scenery (i.e. color change in autumn).

Feedback on Proposed Local Mobility Strategies:

- The Clackamas Riverbank multi-use path is great! I see lots of people park on the street on Clackamas Highway near Clackamas River Road & cross the bushes to get to the beach.
- For future planning - a concept for beyond 172nd
- Safety issues with freight changing lanes on 212; access to freeway.

Feedback on Proposed Open Space & Community Identity Strategies:

- Difficult to connect between communities on opposite sides of 212.
- Partner with the efforts to restore salmon passage along Clackamas River to create an educational trail with signage about salmon, other environmental/biological information.
- Parklet vista areas.

- Create a nature loop with multi-use paths for recreational opportunities and wayfinding.
- Create asphalt murals to calm traffic and define pedestrian spaces; can use grants from Bloomberg Initiative.
- Providing safe outdoor spaces where people can congregate intergenerationally is conducive to public health.
- Partner with local businesses for equipment to borrow and enjoy the river (i.e. kayak rentals); host free community events to provide equipment.
- Leave existing natural creek as development comes in.
- The perception that transit brings crime/shoplifting (i.e. high-speed transit next to malls).
- Challenges with identifying open space opportunities within the corridor - parklets, open space improvements, using buffers to define open space areas.
- Trees coastal redwood

Feedback on Proposed Economic Development Strategies:

- New center between Jennifer between 135 and 152.
- Specifically Asian supermarket (all are on 82nd).
- Outlet mall??? Retail dining center.
- Leave this as industrial for jobs.
- Access to food/grocery - large like Costco warehouse.
- Ideas: coffee shop, Vietnamese restaurant, transition areas (between residential and industrial); retail; fast food.

Feedback on the Sunrise Gateway Concept map:

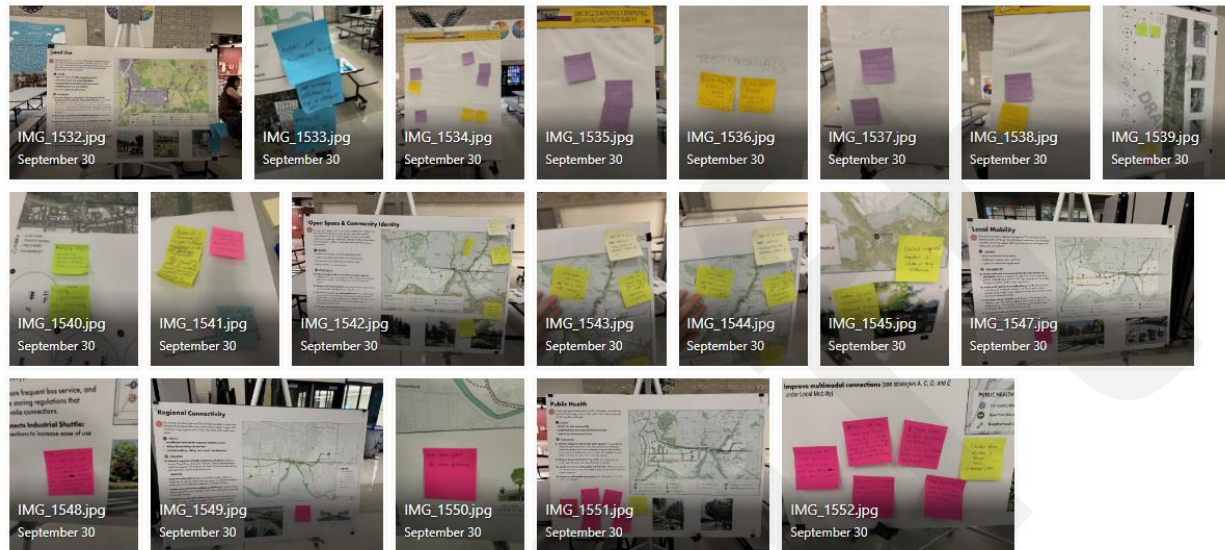
- People won't want to use a multi-use path along a freeway.
- Need more sidewalks - especially east of mobile home parks. Sidewalks help with drainage and provide safe alternatives to driving; provide non-driving access between residential and bars.
- There is congestion on Clackamas Highway south of SE Highway 212; future housing development means the congestion will get worse; there is a bottleneck where Clackamas Highway meets 212.

Additional comments collected by interpreters:

- I love the river and park ideas. To improve that would be great. (Spanish speaking participant)
- I am very happy. It's a big project (Vietnamese speaking participant).

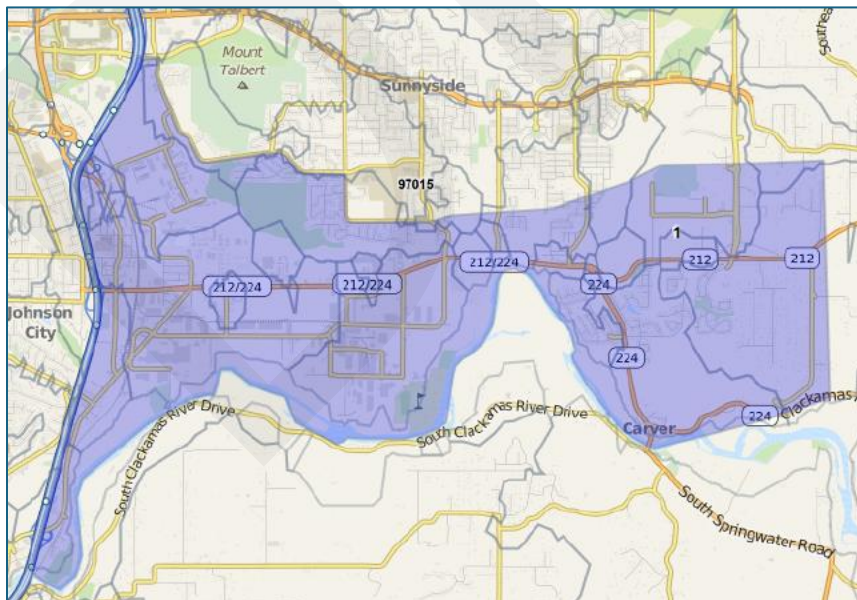
Appendix A: Strategies and Maps Feedback – Post-it Notes and Comments

Post-it notes and comments from the maps were photographed for the project files. The feedback is shared in this document under “Feedback Provided on Map and Display Boards.”



Appendix B: Notification Area

5,823 addresses in the following area received a paper mailing from Clackamas County inviting them to the open house. The boundary includes the project area and an additional margin to the north and the east. Additionally, 1,427 P.O. Boxes in zip code 97015 received the mailing.



Appendix C: Proposed Strategies (Text from Displays)

The following is the text from display boards at the open house. The displays also included maps. Community members were asked to review and provide feedback on the displays.

Land Use Strategies:

- a. Anti-displacement policies and programs to help businesses and residents stay where they are
 - b. Encourage related land development patterns
 - c. Maintain regulations that foster compatibility between land uses
 - d. Enhance neighborhood character by improving the look and feel of the area
 - e. Adopt smart growth policies
- Current Issues with Land Use:
 - High percentage of light industrial land
 - Underdeveloped and underutilized land
 - Displacement risk and lack of housing options
 - Conflicting land issues
 - Lack of neighborhood character

Economic Development Strategies:

- a. Explore code and zoning amendments to reach goals around mixed-use, economic development, and access
 - b. Align development and design standards with modern industrial facilities
 - c. Attract, retain and cultivate firms in key sectors
 - d. Partnerships between industry and higher education to bolster the STEM workforce pipeline
- Current Issues with Economic Development:
 - Conflicting land use
 - Industry concentrations and a diversifying economic base
 - Vacant opportunity areas
 - Limited development activity and aging properties
 - Infrastructure and land readiness

Public Health Strategies:

- a. Connect people to green and open spaces
 - b. Reduce heat island effects
 - c. Install environmental quality monitoring
 - d. Improve multimodal connections
- Current Issues with Public Health:
 - At risk air and noise quality
 - Local heat retention and minimal tree cover



- Lack of access to natural areas

Open Space & Community Identity Strategies:

- a. Improve multi-modal connections to natural spaces
- b. Enhance river access points
- c. Create more multi-use and natural trails
- d. Enhance and develop parks
- Current Issues with Open Space & Community Identity:
 - Insufficient open space and parks in neighborhoods
 - Limited access and connections to the Clackamas River
 - Disconnected multi-modal trails and walking paths
 - Poorly activated community spaces

Safe and Connected Mobility Strategies:

- a. Create safe and interconnected sidewalk and bicycle networks
- b. Improve freight access and parking
- c. Develop transit centers
- d. Increase transit service
- e. Expand Clackamas County Connects Industrial Shuttle
- Current Issues with Safe and Connected Mobility:
 - Limited multimodal options, network is insufficient for truck and freight needs.
 - Challenges crossing major roadways
 - Insufficient network for freight needs

Regional Connectivity Strategies:

- Enhance regional mobility and access facilities (refining the Gateway Concept), creating benefits such as:
 - Improve road safety
 - Create comfortable connections for walking and biking
 - Enhance transit routes and services
- Current Issues with Regional Connectivity:
 - Insufficient network for regional mobility needs
 - Safety issues along the corridor
 - Limited walking, biking, and transit options.



Appendix G: Open House #3 Summary

Sunrise Corridor Community Visioning

Open House #3 Summary

Overview

The third open house was held for the Sunrise Corridor Community Visioning project to share the Draft Vision Action Plan and the Draft Sunrise Gateway Corridor Refinement Plan with the community. Both documents had been shaped through conversations with project committees and through the fall community engagement activities. At the third open house community members could review what had been heard and incorporated into the plans, learn more about actions, see updated maps, give feedback and ask questions.

Most community members shared positive reactions about the open house event and the information shared. There were some common questions and broader feedback themes that are highlighted in this summary. About 40 comment forms were collected at the event with about 30 sharing that “this is a good mix of actions for the community.” Others shared what they thought was missing. About 30 people expressed interest in being part of a coalition of community members helping to implement local actions.

Event Details

- **Date:** Thursday, January 23, 2025 5:30-7:30 p.m.
- **Location:** Clackamas High School Library, 14486 SE 122nd Ave, Clackamas, OR 97015
- **Project team attendance:**
 - Clackamas County – Jamie Stasny, Ellen Rogalin, Karen Buehrig, Mike Bezner, Leah Fisher, Laura Edmonds, Adam Torres (Note: additional County staff attended to listen)
 - ODOT – Scott Turnoy
 - Consultants - Ana Jovanovic, Krista Purser, Kristen Kibler, Marc Butorac, Esme Schornstein, Franziska Elliot, Sam Beresky and Ping Khaw
 - Community Engagement Liaisons (CELs)/interpreters: Thi Luong-Vietnamese interpreter, Josh Porter-Spanish interpreter, and Larissa Dorokhov-Russian interpreter
- **Public attendance:**
 - Approximately **150** people attended the event.
 - Several Steering Committee and Leadership Cohort members attended the open house.



Notifications and Outreach

Attendees shared that they had heard about the event through the mailer, social media, email list, and word of mouth.

The following is a list of the formal notifications:

- Invitation mailers were sent to the Sunrise Corridor Community area, including some additional addresses just north and east of the boundary. Approximately 5,900 addresses in the area received a project mailer.
- The County sent two E-news emails were sent to the interested parties list (approximately 500 email addresses) to invite people to the meeting or to give feedback online.
- Event information was shared via a Facebook event page and on the County's Instagram page; these were shared by others.
- CELs language interpreters personally invited attendees in their respective language communities.
- Steering Committee, TAC, and partner agencies were encouraged to share the meeting invite via their social or email networks.
- The City of Happy Valley shared the event in their January City newsletter that is mailed to every Happy Valley residence.
- Open house details were listed on the project website.

Meeting Format

The open house was a drop-in format. Attendees could learn about the visioning process, ask questions, and talk with project staff, which included: representatives from Clackamas County, Metro, ODOT, and Happy Valley, as well as consultant staff from Jacobs, Kittleson, JLA, and CELs.

Community members were asked to give their feedback directly on maps and comment forms, as well as talk with project team members and Steering Committee members. After the open house, attendees could also submit feedback via an online opportunity or share that opportunity with others. The online feedback opportunity was open from January 15 through February 5.



The following information displays were shared at the open house:

- Welcome
- Project Overview and Area Map
- Engagement: What We Heard
- Vision Statement
- Community Goals
- Themes of the Sunrise Corridor Community Action Plan
- Action Plan Introduction
- Draft Actions – Jobs and Economy
- Draft Actions – Neighborhoods and Places
- Draft Actions – Transportation
- Draft Actions – Open Space, Public Health and Environment
- Draft Sunrise Gateway Corridor Refinement Plan full map plus close-ups of:
 - 162nd/172nd Couplet
 - 122nd Diverging Diamond
 - 135th Ave to 152nd Ave Grade Separation
 - Rock Creek Junction
 - 162nd Ave to 172nd Ave Split Diamond
- Fly-over video showing alignments and connections of the Sunrise Gateway Corridor Refinement
- The Sunrise Gateway Corridor – By the Numbers
- Help Us Build a Community Coalition
- Next Steps and Ways to Stay Involved

The displays and video were shared on the project website after the event.

<https://www.clackamas.us/sunrise>

Summary of Feedback

All feedback from the open house, either via comment forms or post it notes, has been sorted by the main themes in the Draft Action Plan: Transportation, Jobs and Economy, Neighborhood and Places, Open Space/Public Health/and the Environment. Additionally, there are comments heard that are shown in an “Other Questions or Comments/Concerns” section below. Some of feedback is presented as a statement (comments or concerns) and some is presented as questions, noting that many have questions about timing, cost, and other details of actions. For all the transcribed comment forms, see Appendix B.

Transportation

- Strong interest in details of the Sunrise Gateway Corridor maps; mostly positive reaction to the refinement

- Positive reaction to better and more walking and biking facilities in the area, including connections
- Desire to extend bike/ped facilities further north
- Safety for kids
- Ensuring safety for all, especially if bike/ped paths are in high vehicle traffic areas
- Desire for traffic congestion relief
- Neighborhood access concerns:
 - Concerns about changes to SE 135th Ave/losing access at SE 135th Ave
 - Concerns about Changes to SE 142nd Ave
 - How to maintain access to neighborhood on southside of OR 212, east of SE 172nd Ave
- Parking, especially at parks or nature access
- Parking for trucks, temporary parking locations
- Interest in future details about duration, timeline, impacts from construction of Sunrise Gateway Corridor

Jobs and Economy

- How are we promoting new businesses and jobs to this area?
- How are existing businesses impacted by new infrastructure?
- What types of businesses are we trying to attract? Higher density jobs?

Neighborhood and Places

- Desire for more walkability/more walking paths
- Balance of industrial and residential uses in the corridor
- Desire for more small businesses, food carts, even nightlife in the area
- How do we bring in more land for industrial expansion?
- Will there be future planning to the east?

Open Space, Public Health, and the Environment

- Desire for tree plantings and the need for more greenery
- Appreciation of the focus on the environment and increasing green spaces
- Concerns about protecting wildlife, especially across new infrastructure

Other Questions or Comments/Concerns

- Participants who have been involved could see the changes and ideas reflected and that they were being heard
- Desire for more lighting across the corridor—specifically on the roadways
- Is land use shifting from jobs to housing?
- When, how, and who will implement these activities?
- How will these projects be paid for? Will local taxes increase?
- How have past projects have been funded?
- How will the facilities be maintained? Who is responsible for maintenance?

Based on responses on the comment form and conversations with project staff, community reaction to the Draft Action Plan and Sunrise Gateway Corridor Refinement Plan was mostly positive. Most participants seemed satisfied with the information that they received. A few had outstanding questions related to implementation and a few had specific transportation access concerns related to proposed changes.

“It’s great that you listened to the gathered community members’ opinions.”

– January 23, 2025 open house attendee

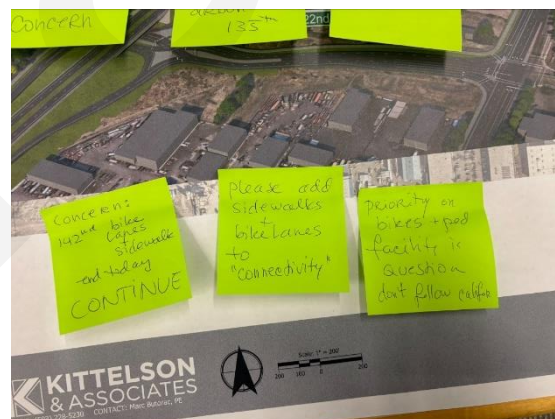
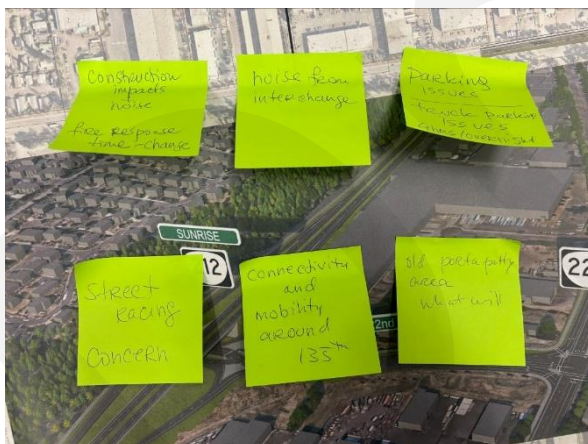
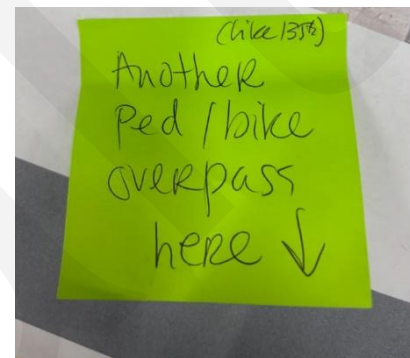


Appendix A: Post-it Note Feedback

Open house attendees could either provide verbal feedback and comments to project staff, fill out the online survey or leave feedback on physical comment forms or post-it notes at the various display stations – on the display boards or directly on the maps. The online survey feedback is summarized in a separate document.

The following feedback is from post-it notes collected directly on maps. Some additional language has been added for clarification.

- Priority on bikes + ped facility is question. Don't follow California.
- Please add sidewalks + bike lanes to "connectivity"
- Concern: 142nd bike lanes and sidewalks end today. CONTINUE
- Street Racing Concern
- Connectivity and mobility around 135th
- Old porta potty area what will
- Parking issues, truck parking issues 4 hrs/overnight
- Construction impacts and noise
- Fire response time – change
- Noise from interchange
- Another ped/bike overpass here (like at 135th)



Appendix B: Comment Form Feedback

The following comments were all received as feedback on the physical comment forms. Comments are grouped by the comment form question. Some of the comments were translated from Spanish, Russian, and Vietnamese through the in-language groups that attended the open house.

If you think something is missing, please tell us more:

Wasn't able to see the ideas of traffic mitigation as too many people were blocking the area-- maybe more of this or clearer ideas of this.
Closing 135th and requiring driving to 145th is going to have a lot of traffic use summer over Mt. Talbert and increase traffic on those roads which are already heavy. The extra miles from 135th to 145th and back adds so much that we would choose to move elsewhere.
Closing 135th to 212/224 will add distance to access businesses on 212/224 and 205 freeway. Adds more exhaust closer to neighborhoods.
I do think that since the existing 212 might have less traffic in the future than it does now, at certain times in the day there could be a truck & bus only lane. If more people find transit reliable, people would ride transit more reducing cars on the road. I also wish that sidewalks would extend further on 224 to Carver with residential access to businesses.
Parking cars and trucks, especially temp truck parking.
Would love clarity about 212/224 junction changes closest to Carver.
Light in the area is not good. We need a plan to install more [lighting]. What species of the trees are we planting? It should align with the existing trees. I like the autumn when the leaves change their colors. We can plant more to increase the landscape in autumn. Where will the river access points be? How will we maintain the new facilities? Honestly, we can see 82nd st. as an example.
Nice open plans for future access!
How to access to old 82nd trails and better parking for future trails walk.
Are you guys thinking about the homeless by opening more ways for traffic? Are our kids safe doing more parks and having more public come this area.
I want to see if there is more parking for parks. Lighting is also important. Also have laws about not allowing vehicles to be in places to live in the streets.
Nothing missing the project is perfect.

They have to decide where the parks will be.
Speed limit? Traffic lights
Protection (covering) at the bus stops for students and workers
More elements with green trees. Is it possible to set up street fountains?
Great work. I didn't see food court places. Spot for food trucks
For now, I can't make a decision but hope to find out later gradually
Just want to thank you about great job! Amazing very detailed oriented planning and zoning.
Know how much the project will cost. Know how many years will take to build the road? I hope the new road won't be tolled!!!
I learned a lot about this project, I can't wait to see the development in this area.
This project is wonderful. We can't wait to see the change. Hwy 212 is very important for travel and to go to work. We hope the project can be done asap.

Do you have any comments or questions about the Sunrise Gateway Corridor Refinement Plan?

I think the biggest thing is encouraging walkability of Carver and surrounding neighborhoods. I live in Windswept Waters and it is sketchy to walk to the "Y" (intersection of clack. Hwy 212) and also dangerous walking to Carver.
How long will this take? What is the plan for traffic on 212 during construction?
When will Summer west of high school get repaired. It is really in poor shape. Not good for school busses and cars.

I do believe that the part of 172nd and 162nd should be closer together to the roads proposed north and south since it would be better land use. I'm very iffy on the project with the Sunrise Corridor expansion. Taking a load of business and a few houses out. Bike lanes should be protected the entire way separate from traffic. If a collision between a truck vs a bike, the cyclist would be injured. Also a Sunrise Bikeway would be very nice. I'm glad pedestrian infrastructure is being improved but there could be more.

Why 142nd? This is not as good a road as 135th.

Will it be loud? How long will it take?

Looks like a good start. Keep going. This needs to be done along with other main freeways like 205 and I5 north of Wilsonville to Portland. How about another bypass around Portland on the west side like 205 to the east side. A 6-lane freeway from Woodburn on I-5 picking up Tualatin, Tigard, Beaverton, Hillsboro etc and a bridge across the Columbia and meet 205 at Ridgefield. Instead of light rail that doesn't carry enough people to matter.

Having attended previous meeting, viewing today's map and being able to visualize this, it seems to be "picture perfect." But in reality this will take time, effort, money and commitment to complete a project this big, The disruption of such a project would affect the local residences, business, and create even more traffic congestion. To modify, beautify and modernize the corridor, our taxes would increase at all levels. This is a big concern as everyone is working hard to make ends meet on a stagnant wage or salary. And what about maintenance? Currently the local surrounding streets bordering the corridor need tremendous work yet it is slow acting and when there is construction, it is slow and congested. How will it be maintained or will funds need to be approved from somewhere before any work can be done? Will there be funds set aside for maintenance of roads, bike paths, public landscapes and so many other maintenance factors not mentioned in previous meetings when asked. As beautiful as this project may be to help bring up more jobs, create curiosity, create community, not having the funds or plans to maintain to keep what is beautifully built, will be a waste. How will semi-trucks who carry a huge load be controlled to help protect the roads? If smaller roads from Sunnyside to 212/224 are to be connected for access, improving the smaller connecting roads would be a good start by trimming trees, more safety barriers, etc.

It's great that you listened to the gathered community member's opinions. I can see a big improvement from the 1st draft. Next time, I hope to see more details, timeline, budget information.

no

The plan for getting corridor is more access and local access and more business coming to bring all the neighbors together and lots of fun entertainment for locals that live in the area.
I like the express lane. It provides a good mix of fast driving lanes and gives flexibility to take off and go to local streets. I wonder if the budget can be ready or funded soon so the project can be completed all at once.
I'd like this project because it's great for the community to live healthy with nature and parks around this area. With more public transportation and easy access to the highway 212, it also helps business grow and create more jobs.
I like the project renovation rough design and the planning to construct the whole road by parts, which depends on the funding. I think this project will help improve the traffic and also improve the environment along with the highway.
Don't destroy a lot of forests; make more paths for walks, don't open places for homeless don't turn like Portland. For people that ride bikes and want more paths on the street please don't take our spots with cars think of traffic.
I ask how long is the corridor.
This will help a lot to ease traffic congestion. It's important to improve sidewalks along Highway 212 and make school bus stops safer and easier to use.
It will be traffic safety in the way of speed limit or police (more) for safety on the community.
I like how they involved the community to give their opinions on relevant topics on our community. Things that they can bring to benefit the community. I would like to continue participating in these types of events. Thank you for helping our community.
Will there be more planting in trees because of the trees that will be cut
I do like the idea of having new road to reduce traffic.
No questions at the moment. Liked the info that was presented especially the safety for children. Adding the sidewalks to have a place for them to cross.
Not right now
Big request: clean up the snow please, expand the lines for trucks, it is hard to drive through on a hug truck.
How much will locals' taxes increase because of the project?



What year the project will be completely done? Are there any services to particularly clean the streets? Who will remove the leaves from the trails?
I would like more green objects. Would be nice to organize a whole system of sidewalks for pedestrians and bicycles. Opening small businesses along the way may create more working spaces and actual jobs.
I hope parallel road would be ready as soon as possible. Do you plan to have places for "night life"?
For now I like everything
Will the taxes expand for the locals? When this project is planned to finish?
It is great idea, I hope it will be a safe road, lots of greenery, and will not affect taxes.
In case any parts of the road you are going to close--would it be possible to inform community and share information in different languages.
I think the proposed plan looks great! Love the idea to make place more green and safe!
This project is wonderful for Vietnamese Community. We are waiting for this project.

Is there anything else you'd like to share?

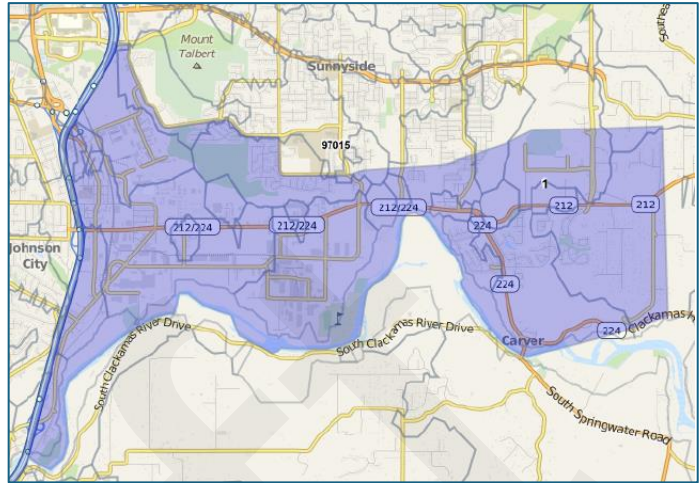
I'm also interested in helping with the riparian zone/planting trees/reducing heat islands.
My biggest concern is a walking trail from 212 to Carver's businesses.
Weigh traffic "efficiency" with impact on people living in the area. Don't just consider people passing through from elsewhere.
Would like to see Summers resurfaced. It has not been done since created. Also SE 119th surface is very bad. Roads have been resurfaced many times east of 135th but not west of SE 122nd would rather see money spent on improvements to existing roads rather than "improvements and road creations."
I'm not entirely sold on the project with wide diamond interchanges that take up a lot of space that could be used to build anything else, I would personally prefer if the area made was used for mix-use and density.
This needs to be done and I want a balance of ind/comm and residential (I live and work in this corridor).
Existing community residents should continue to be considered.

It's beneficial when we have a plan to build and develop the economy, jobs in the area. However, personally I love the Clackamas River, green spaces and wildlife in the area and it's hard to find the balance. We need to find solutions and try the best to keep wildlife as it is.
no
I would love to see more recreation park and activities that people can get together for art and entertainment.
The plan looks good. I think it's ready to be implemented. I support the focus to environment and monitor environment health. I'd love to see more trails and greenery along the way.
It would be great if we can consider how to improve safety plan.
I'd love to see some lights along the highway that would make it safer to travel at night.
I'm concerned about my kid's future for this plan because of homeless for over population.
It's only one way or two way the corridor
I think they should put more walking paths
Good idea, good project.
I expect great changes with this project.
This is an interesting project. We can't wait until it's done. We drive there basically every day to the college in Oregon City. There are lots of traffic jams. We are really hopeful to get to the destination much faster when the project is done.
It is an excellent organization of the chain of events involving the locals' feedback. Thank you!
no
My family is wondering where the money will come from
This is a good project!
[Translated from Russian] I wish they would make cafes, restaurants, food courts, restrooms along the road.
Thank you!
The idea of adding a new road is great! Hope the traffic will be much easier.
I have a question: when can the project be done? How much for this project.
We hope the City of Portland have more project like Hwy 212 project. So that Portland will be a [illegible] city. I very like this project, I can see the places bring many benefits for community: open space, business, restaurants, green spaces...I hope this project can be done asap so the Vietnamese community can enjoy, get together etc...

I like this project because we will see more green for environment, parks and neighborhoods, convenient for traffic. I think should have the place for gym or do exercise...thanks! This project will bring more businesses, shopping malls...I can't wait to see the complete project.

Appendix C: Mailing Notification Area

Nearly 5,900 USPS site addresses in the map area shown to the left received a paper mailing from Clackamas County inviting them to the open house. The boundary includes the project area and an additional margin to the north and the east.



Appendix H: Survey #1 Summary

Sunrise Corridor Community Visioning

Online Survey #1 Summary

Overview of Online Survey

A MetroQuest online survey was open from April 10 to May 10, 2024 to gather input on project goals for the Sunrise Corridor Community Visioning. The survey was a complement to the in-person open house held on April 10. In addition to learning about project goals, participants could share places they go, challenges in the area, and ideas they had for improvements.

Notifications and Outreach

- The survey was included in the March mailing sent to the Sunrise Corridor Community area, including some additional addresses just north and east of the boundary. Approximately 5,900 addresses received a project mailer.
- CELs language interpreters invited attendees in their respective language communities to take the survey.
- The County sent notices through the project email list (approximately 300 recipients) and posted on social media several times.
- City of Happy Valley included the open house and online survey details in their April newsletter, which was sent to all addresses within the City of Happy Valley.

Participation

Total participants: 335 participated in the online survey.

For the survey, the proposed goals were summarized for readability and referred to as “priorities.” The survey could be taken in four languages: English (300 participants), Russian (28 participants), Vietnamese (5 participants), and Spanish (2 participants).

About the participants:

Participants responded from over 30 different zip codes. The top five were: 97089 (101 participants), 97015 (89 participants), 97086 (51 participants), 97045 (21 participants), 97222 (14 participants).

Most of the participants of the MetroQuest survey indicate they **live in the Sunrise Corridor** (166 participants) or **drive through the area for work** (116 participants) or **for recreation** (137 participants). Considerably fewer participants stated that they **work in the area** (45 participants)

Appendix I: Survey #2 Summary

Sunrise Corridor Community Visioning

Online Survey #2 Summary

Overview of Online Survey

A MetroQuest online survey was open from September 16 to October 9, 2024 to gather community input on proposed strategies for the future of the Sunrise Corridor Community related to land use, open space and community identity, public health and environment, economic development, local mobility, and regional mobility, specifically the Sunrise Gateway Corridor Concept. The survey was a complement to the in-person open house held on September 24 and other engagement including focus groups and presentations. The survey was designed to be similar to the information shared at the in-person open house but was simplified for space constraints and readability.

The strategies were developed after the spring/phase 1 engagement and were responsive to existing conditions, feedback from project committees, and feedback from community engagement. Project goals and objectives had been finalized in June 2024 with the project Steering Committee – the proposed strategies are ways to achieve the goals.

Online participants could review the strategies and indicate support for each in relation to their own vision for the Sunrise Corridor Community.

Notifications and Outreach

- The survey was advertised in the September mailing sent to the Sunrise Corridor Community area, which included approximately 5,800 addresses and 1,400 P.O. Boxes in zip code 97015.
- Community engagement liaisons/language interpreters invited their respective language communities in the area to take the survey.
- The County sent e-mail notices through the project email list (approximately 300 recipients).
- The County posted on social media several times.
- Project committees received an email with survey links and were encouraged to share through their networks.

Participation

Total participants: 365 participated in the online survey between September 16 and October 9. Participants did not need to respond to each question.

The survey could be taken in four languages: English (342 participants), Russian (5 participants), Vietnamese (13 participants), and Spanish (5 participants).

Summary of Feedback on the Proposed Strategies

The survey questions were broken up into two categories: open-ended and multiple choice questions. The final page was optional for participant's demographic and community information. The multiple-choice questions on the proposed strategies had four response options: Strongly Support, Support, Don't Support, and Don't Know/Have No Opinion.

The two open-ended feedback questions were:

What comments or questions do you have about the Sunrise Gateway Corridor Concept as it is being refined?

What is your Vision for the Sunrise Corridor Community?

The verbatim survey responses from the open-ended questions can be found in **Appendix A** and **Appendix B**. Below is a summary of the top themes from participants' comments.

Appendix C shows the tabulated data and bar graphs for range of support on the proposed strategies.

Themes from Input on the Proposed Strategies:

The strategies were presented through the online survey and participants could indicate one of four response options for each strategy: Strongly Support, Support, Don't Support, and Don't Know/Have No Opinion.

Example of multiple-choice questions on strategies.

The screenshot shows a survey interface titled "2 Strategies for the future" with the subtext "Do you support the strategies?". On the left, a vertical sidebar labeled "STRATEGIES" lists four categories: "Area", "Land use and anti-displacement", "Public health and environment", and "Open space and community identity". The "Public health and environment" category is highlighted in yellow. To the right of this sidebar, the selected strategy is displayed with its description and four response buttons: "Don't support", "Support", "Strongly support", and "Don't know/no opinion".

Public health and environment
People deserve clean air and water and a safe environment.

- > **Connect people to green and open spaces** - Provide more and eas to natural areas.
Don't support Support Strongly support Don't know/no opinion
- > **Reduce heat islands** - Preserve and plant trees to reduce temperatu shade and improve the look of the community.
Don't support Support Strongly support Don't know/no opinion
- > **Monitor environmental quality** - Install air quality sensors and noise consider new ways to track water quality.
Don't support Support Strongly support Don't know/no opinion

Generally, the proposed strategies all have support (see Appendix C for differentiation). Every strategy shared had more combined “Strongly support” and “Support” responses than “Don’t Support” responses.

Some strategies had higher support, such as anti-displacement, development patterns, character, connecting people to open spaces, reducing heat islands/increasing tree canopy, improving pathways to river access, more multi-use and nature trails, new and enhanced parks, attract/retain/grow businesses, partnerships between industry and education, and filling sidewalk gaps. Support for access to open space and the river is shown in the multiple-choice strategy questions and expanded on through the additional open-ended comments, which include concerns about access to open space and protection of open space.

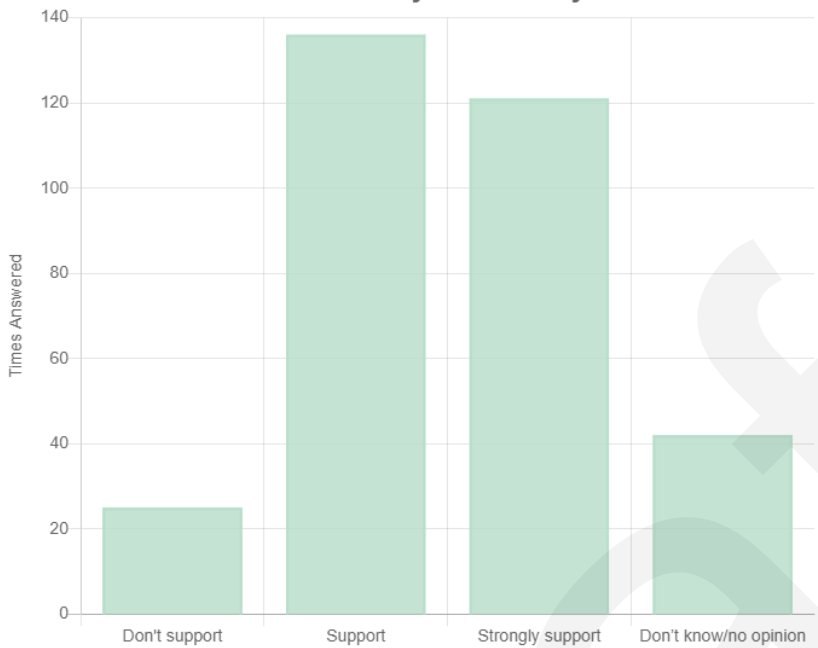
Although supported, some proposed strategies had an increase in the number of people who indicated “Don’t support.” These same strategies often had an increase in “Don’t Know/Have No Opinion.” **This may indicate a need for more information on these topics, such as more details about purpose, implementation, or benefits.** Some of these included: smart growth parking policies, monitoring environmental quality, code and zoning amendments, design standards, and mobility hubs. The strategy with the most “Don’t Support” responses was related to improving the bicycle network. This may indicate that fewer bicycle riders responded and that input on bicycle infrastructure may need to be sought in additional ways. **All these strategies still had a majority of responses indicating support.**

Two strategies related in the local mobility category were “increasing transit service” and “expanding Clackamas County Connects Industrial Shuttle.” Both had more support than non-support. However, “increasing transit service” had more “Don’t Support” than “expanding Clackamas County Connects Industrial Shuttle.” There were also nearly twice the “Don’t Know/Have No Opinion” responses for the Industrial Shuttle. The responses indicate that people reliant on transit should be engaged to gain better understanding of needs. The responses may also indicate a need for more information about who is using transit in the community, specifically the Clackamas Connects Industrial Shuttle. The number of “Don’t Know/Have No Opinion” responses may mean people may not know about the shuttle currently serving the area or that the shuttle is more likely to be served by employees, not residents in the area. Businesses and employees may have more interest in exploring this strategy.

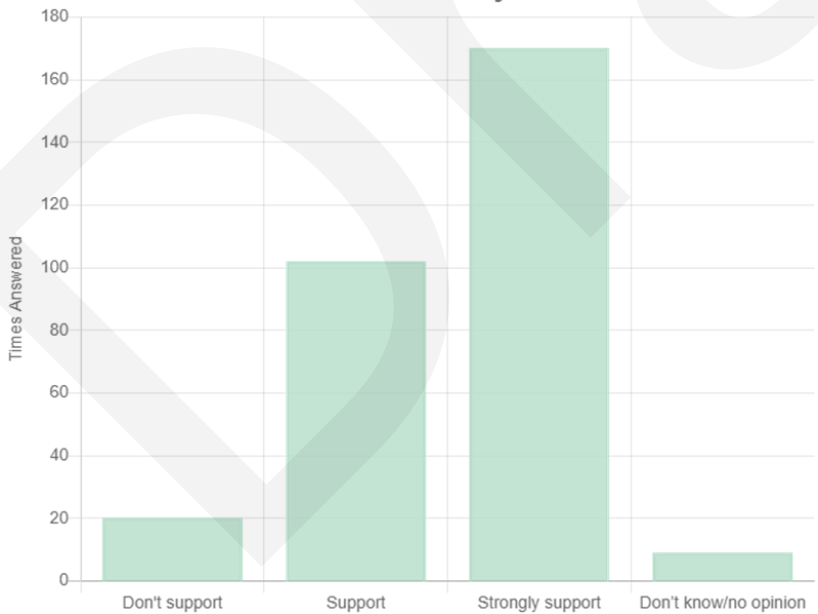
All strategies had support but some differentiation in responses may be useful for future planning, i.e. communicating about the strategy and benefits and also engaging those most likely to be served or participate in the successful implementation of each strategy.

Examples of responses from multiple-choice strategies questions. See Appendix C for each strategy.

Anti-displacement policies - Track data and help businesses and residents stay where they are.



Reduce heat islands - Preserve and plant trees to reduce temperatures, create shade and improve the look of the community.



Highlights from Open-Ended Comments:

Below is a summary of common or highlighted themes from the open-ended questions. All of the verbatim comments can be found in **Appendix A** and **Appendix B**.

What comments or questions do you have about the Sunrise Gateway Corridor Concept as it is being refined? (Highlights that convey themes)

- Concerns about current and future traffic congestion on Highway 212 and the possibility of traffic further increasing at the intersection of Highways 224 and 212.
- Concerns about traffic increasing along 142nd Avenue.
- Many participants noted the need for safer connections for both cars and pedestrians.
 - Drivers express need for additional streetlights on Highway 212.
 - Pedestrians express need for safer crossings, especially to access schools.
- Questions about how the Sunrise Gateway Corridor Concept will improve livability and bring more small businesses to the area.
- Concerns regarding the maintenance of the sidewalks, multiuse paths, and nature trails.
- Concerns about the current (pavement) conditions of roads.
- Concerns about how increased access to public transportation will bring more crime and houseless people. These sentiments were also expressed in terms of development of sidewalks and other public-use facilities.
- Many expressed need to prioritize reducing traffic over bike and pedestrian facilities.
- Concerns about the rapid population growth and increase in residential development in Happy Valley.
- Concern about businesses from building adjacent main roads. An example was the increase in congestion at the commercial developments on Sunnyside near 172nd.
- Concern about a roundabout at the intersection of Highways 212 and 224.
- Desire for sidewalks on 142nd, Highway 212, and Highway 224.
 - A participant expressed the need for sidewalks to be smooth with no gaps—specifically for those who may have physical mobility challenges.

Additional Comments: ¹

- Need for more sports fields.
- Concerns about access from the Gateway Corridor Concept between 122nd to 162nd, i.e. what happens in the event of a lane-blocking major accident on the road?
- There was a concern mentioned, that coming from Damascus to businesses along Highway 212, east of 172nd is extremely difficult.

¹ Additional Comments were not mentioned by multiple respondents but are notable.

What is your Vision for the Sunrise Corridor Community? (Highlights that convey themes)

- Strong desire for more nature access, enhancement of the natural environment
 - This included, but was not limited to: parks, trails, river access, skating/biking spaces.
- Participants desire community spaces that promote livability. Other than natural spaces, there is a desire for:
 - Community center—preferably with a pool.
 - More restaurants, shops, and cafes.
 - Many participants advocated for more playgrounds, specifically covered to be used during rainy months.
- People want the area to feel more family-friendly
- Concerns about increasing population growth and desire to see less development of new homes and apartments. Desire to focus on increasing the livability for current residents, not attracting new residents. Desire for country living, not urbanization.
- Desire to improve access to Highway 212, specifically for residents in the corridor.
 - Better traffic flow on Highway 212.
- Increased number of pedestrian crossings, specifically near school and at the intersection of Highway 212 and 162nd.
- Concern about roundabouts.
- Desire to protect local residential communities from noise and air pollution caused by traffic and industry within the corridor.
- Increased river access to the Clackamas River.
 - Increased bridge crossings across the Clackamas River.
- Separation of industrial and residential spaces.
- Desire to increase cleanliness in public areas—specifically on new sidewalks, multiuse paths, and trails. There were several comments that were focused on cleanliness and critical of the amount of garbage in the corridor.
- Concern that increased development and additional public transportation access in the area will bring crime.
- Strong desire for community building – for neighborhoods to feel like a community and be more connected.

Additional Comments:

- Desire for the reduction of street racing.
- More resources to help homeless people.

Appendix A: Verbatim MetroQuest Responses on Sunrise Gateway Corridor Concept

What comments or questions do you have about the Sunrise Gateway Corridor Concept as it is being refined?

- We need more sports fields. Not many exist.
- Traffic congestion can thwart all plans to make it better for pedestrian/bikes .
- Do not support adding river walking path through Windswept Waters neighborhood!
- I support safer connections from Sunnyside to 212. The narrow winding roads on 142nd and 152nd are pretty dangerous in bad weather and at night.
- What would be the impact to traffic on 142nd compared to the current traffic?
- Traffic is out of control. Please focus on fixing traffic before you focus on things like better river access. Traffic affects thousands of people, river access affects a handful of people.
- Please fix turning left onto 212 from 152nd
- 142nd is already too busy increasing traffic there is a horrible idea. The road is constantly in disrepair. I have gotten two flat tires from the road issues. Increasing traffic will make it even worse.
- Access to Mt Talbert Nature Park and 82nd Drive from HWY 224 is desperately needed!
- What is the spatial and environmental impact vs. the measurable improvement and benefit of the updated concept?
- Having safe means to cross the intersection from the schools into the Trillium neighborhood is important as is improving the traffic light system at 172nd and 212. There are far too many accidents here, and it places not just drivers in danger, but also people and students attempting to cross this dangerous intersection. We essentially need dedicated turn signals because people are essentially forced to rush between cars to turn.
- How will this be financed/funded?
- What areas are you considering for a childrens park/green space for play
- "I don't like that from 122nd to 162nd, there's no way to get off the new road. I. The case of an accident, this would be really bad.
- It's also not clear how someone would get to 212 at the Rock Creek Junction /162bd to 172nd tie in.
- The roundabouts are going to get bigoted down, so I'd suggest from the 142nd interchange. If you're a car that gets on 212 going east at this location, that you have a merging lane here, instead of just a stop sign.
- I love this idea for flow as 212 gets so bad"



- Safety of students walking and biking to the High school should be a top priority. Bringing bike paths from the city all the way out to 172nd, I do not support. Do not want homeless problem to creep out this way.
- "There does NOT need to be a multi purpose walk area along there!
- Completely dumb and unsafe.
- You need to open armstrong to be able to access 172nd!"
- All of those concepts are stupid and ineffective. Quit trying to ruin our streets like Portland ruined theirs. Stop developing every square centimeter. It's ridiculous!! We do not want this!!
- "Will this improve traffic on Sunnyside rd?
- Will there be safer bike lanes on 212?"
- How is this going to affect traffic and will there be more streetlights so we can see better in this area at night?
- I can't emphasize strongly enough that I hope to see a major limiting on new sidewalks, parking areas, etc. Those things are invitations to homeless encampments. Neighborhoods are set back from this expressway, we don't need to add parks.
- How is access from 224 heading to the east going to work? The roundabout at 212/224 doesn't seem to connect back to the bypass if you wanted to head to Damascus or further east.
- No tengo ninguna opinion
 - Translation: I don't have any opinion.
- Moving the 212/224 junction sounds expensive and unneeded.
- How is this going to bring in small businesses that improve livability in the area? Will development be subsidized so non-chain establishments can be successful?
- The children in the area have a shortage of parks and sports fields.
- Get rid of left turns from SE 152nd Ave onto HWY224 east. Very dangerous and causes delays. Currently not a controlled intersection.
- Be sure to have more patrolling for safety not allowing tents and homeless to infiltrate these areas
- Leave the Clackamas River watershed out of your planning. NO more development within 1/4 mile of any stream or tributary to the Clackamas River, in order to protect our drinking water quality. Plans need to be developed to further purify drinking water, b/c even 1/4 mile buffers will not completely protect our water quality. Health care costs for drinking polluted drinking water need to be factored into the cost of any planning. There should be no more intensity of development south of Highway212.
- Please fix the intersection with 152nd & Hwy 212. This intersection is dangerous with making a left turn from 152nd onto Highway 212 and traffic always gets backed up making it hard for cars to turn right onto Highway 212.



- I am concerned about the three neighborhoods right after 172nd that will be impacted. There should be a turn lane into Tong and Wyeast Neighborhoods for safety. Sadly, many Wyeast accidents are fender benders that are not reported. Also the amount of trucks that end in ditch!
- I think the proposed roundabout at 212/224 is a terrible idea. There is significant traffic at this intersection, and the implementation would greatly impact the neighborhoods that live nearby (Windswept Waters, Orchard Lake, etc.).
- There should be crosswalks and sidewalks on both sides of the road on streets with a school. We currently have several schools that do not have safe and appropriate ways to walk.
- I do not support moving the 212/224 junction further east
- How is all this paid for?
- The concept is A LOT of land used for auto/truck roadway construction. Looks like a lot of wasted space in between all the main and arterial roadways.
- Development of the community is great, but how will this all be funded? Will property taxes increase?
- Industrial employers do not support this. They are the employers in this neighborhood who pay millions in taxes and employ thousands of workers. Let the big employer tax payers who pay the county salaries decide what to do with the land surrounding their own properties.
- I like it. Thanks for sharing. I think it will be important to start soon on the next eastern leg of the corridor through Damascus. The intersection at Sunnyside/Hwy 212/Foster is a mess. ODOT/Clackamas County need to intervene before it's too late. Clackamas County or ODOT should quickly purchase the Terra Casa site now that it's vacated to acquire more land for an improved Foster/Sunnyside/Hwy 212 intersection.
- Walk & bike friendly sidewalks and trails will be great. Happy Valley is too car dependent for shopping & restaurants. Vogel Road seriously needs sidewalks and bike lanes now. School Zone without safety measures? Safety measures are years late for being in place. Make HV a green city rating!
- The more trees and parks the better w good access to them. Support maintaining current businesses but not encouraging new ones. Thus could be a beautiful gateway to the Clackamas river. I would recommend enhancing this.
- I'm disappointed to not see expressway access somewhere between 122nd and 172nd to serve the large citizenry to the north of it in that range. And many of us disdain traffic circles.
- What kinds of noise barriers will be used to protect the residences along this planned corridor both after completion and during construction?

- Your going to have a real problem dealing with Terry Emmert. Large roundabouts with crosswalks are the only solution
- More needs to be done to improve vehicle traffic flow from 205 eastward. More lanes are needed, less traffic lights and increased speed limits. Driving through Portland is a nightmare with their asinine transportation projects that reduce vehicle lanes and slower speed limits.
- I would like to know more about the 142nd concept.
- As living off off 152nd and working off of 172nd improving those and adding in safer bike travel and making it easier to go from 152 onto the highway sound great.
- The Sunrose Corridor Project needs to focus on Improving Transportation. Not Bike Lanes. Not social engineering. Not providing city dwellers with better access to play and recreate where we LIVE instead of getting the part of the county and Metro area that has been ignored for transportation needs some actual lane miles BUILT. Stop having silly meetings and go build some roads.
- Me parade super genial que we aprecie la opinion de los residences, este protector en particular, credo que sera de mucho benefical para la poblacion en si, Esperamos que se concretice a la breve dad possible, y gracias por tomar todos los aspects abordados.
 - Translation: I think it's great that we appreciate the opinion of the residents, this protector in particular, I believe that it will be very beneficial for the population itself. We hope that it will be implemented as soon as possible, and thank you for taking into account all the aspects addressed.
- Road development is a necessity. Anything otherwise is a waste of time and money.
- I live within this boundary and want to make sure public safety is a priority with the potential additions of bike paths and transit extensions. I love the idea of connecting people to nature but don't want the trails unmonitored for illegal camping. Some of the proposed trails are right up to my neighborhood.
- Cuando se una el coreedor 224 Asia el Hw 212 creo Que se va a ser mas traffico en el final de la interseccion
- ninguno todo esta muy claro y considero que va a traer mucho beneficio a esta zona
 - Translation: When the 224 corridor joins the HW 212, I think there will be more traffic at the end of the intersection. None, everything is very clear and I think it will bring a lot of benefit to this area.
- Me gusta mucho la idea de las banquetas porque muchas personas pueden to mar la decision de caminar a sis trabajos o a las escuela y reduciriamos el trafico vehicular
 - Translation: I really like the idea of sidewalks because many people can make the decision to walk to their jobs or school and we would reduce vehicle traffic.
- Keep additional transit out, with transit comes crime and drugs. No Max!



- Seems like more road is being put down when one of the goals was to improve environmental quality
- I like the proposed plan as a resident in Windswept Waters
- Leave it how it is.
- Stop messing around with stupid ideological ideas about bikes and air quality and stupid shit that no one actually cares about except for a small percentage of loud egotistical activists, and just make the ROAD better access to cars to reduce traffic patterns.
- There is more and more housing coming in the surrounding areas that require the Sunrise corridor lanes to expand. The traffic is already over congested so the corridor must expand to allow more traffic
- Don't want to take out current homes, businesses or farmland
- "Motor Cycles are an excellent form of transportation. Bikes get much better gas mileage, cause less wear on our roads,
- Cause less traffic congestion.
- We should encourage more commuters, to use bikes. And all other transportation needs.
- Please repeal the mandatory use of helmets for adults. A significant barrier to Motor Cycle people going to work is many work places will not provide a locker , large enough for a full"
- Most people travel through this area by car. I understand the need to accommodate lesser used methods of travel, but the priority needs to be with the majority.
- I live in Windswept Waters and drive through the 212/224 intersection, on average 6-8 times a day between work, kids at school, and kids activities, not to mention needing to run up to shops on Sunnyside. Initially I was concerned about the roundabout. So for the past few days, I have been driving through that intersection with an eye for it being a roundabout. My concern is the amount of lane changing that happens right around this intersection coupled with speed coupled with new drivers
- The area where 152nd enters the HWY needs to either be addressed. However, if a bridge or expansion of 152nd should be a solution there needs to be a strong push to mitigate the increased traffic and noise in the neighborhood north of the highway. Those residential neighborhoods are filled with kids and families along with a school. What efforts are being put into place to maintain family friendly neighborhoods north of the highway?
- Please ensure the upkeep on community sidewalks, multi-use paths, etc. In theory, the pathways sound great but often it's unclear who is in charge of upkeep, landscape, litter pickup, etc and these roads lose their attractiveness. 172nd heading north towards Sunnyside is an example. It's a county road and the sidewalks are mostly clear but the landscaping is often dead, the basins collect tons of litter, and speed limits aren't enforced. Ensure there is a budget for upkeep and landscaping.



- I'm not in favor of expanded Metro services such as public transportation. This will encourage homeless growth which up until now has been kept at bay. More open spaces will do the same unless we also include expanded security as well.
- Your destroying the river...what we have that is beautiful here.
- Трафик на 212 утром невыносимый. Как? Откуда ? Что будет делаться?
 - Translation: The traffic on 212 in the morning is unbearable. How? From where? What will be done?
- Road improvements and widening lanes to accommodate the overcrowding and mass building in happy valley is much needed. The last thing we need is more multi-homes going in and bringing more people to the packed roads. Sounds ridiculous to build more homes to help the crazy traffic we all encounter daily. Fix the infrastructure and don't build more homes especially apartments.
- Less landscape such as trees that obstruct driver, bike and pedestrian visibility. The apartments, schools and businesses off 172 with only 1 traffic signal is dangerous with the congestion. Traffic should be address and that be the first phase not the last of construction. Do not create hazards such as limited parking for businesses, schools and housing that force pedestrians into the streets, I am disabled and that is terrifying. Post meetings with larger signs and in a wider area.
- It is ridiculous to add bike and walking lanes to highways!
- Focus on cars!"
- You can't flow the traffic w/ tiny roads! Stop allowing new businesses to build right up to brand new roads (ex: Fred Meyer 172/Sunnyside). Allow buffers for 8-10 lanes of traffic to be built in the future.
- People want to live here. They have jobs that require cars into the city. No one is going to make sales calls in a 50 mile territory on a Bike. BUILD BIGGER ROADS!
- Stop green-lighting housing w/o schools. Nelson traffic sucks. Facilitate traffic moving quickly more than anything else."
- Don't see how a roundabout is the proper solution to the 212/224 split intersection. Those are typically used in neighborhoods, not highways.
- 142nd should have sidewalks the entire length. Also no more housing developments on this road cutting down all the trees! 4 way stop at 142nd and Wenzel and the new iseli developments. No home lot expansion of wenzel tree farms and cutting down of more trees!
- Will Highway 212 have less traffic in Damascus.
- Don't add more bus service. It will just attract homeless people to Clackamas County and I don't want any of that.

- Living off 142nd I am sadden and shocked with the amount of construction in progress and planned in the future. We desperately need sidewalks along 142nd as well as consideration for
- Are you adding sidewalks to the length of 212/224? Is that a road connecting 142nd to 135th without having to go on 212? Can street lights be added to more of 212? Can there be more access to 212/224 other then 142? 142nd is getting busier and busier and having more access to 212 from Sunnyside would help this.
- Don't make it confusing and no tolls
- Just remember to Help The Amputees and have Smooth Walk Ways . No big gaps. No UNEVEN Ground. That would Help to our Quality of Life. If you are interested in Helping us out... Please and Thank you
- "1. fill in side walk gaps on 142nd 2. lower speed limit on 142 3. install traffic/pedestrian lights on 142 and wenzel drive(with new subdivisions being build in this area)"
- Need pedestrian crossing at 162nd as many children cross the highway up to Nelson high school
- I want to know how you are going to help with the massive traffic EVERYDAY on 212. With each and EVERY new development along 212, traffic increases tenfold which then overflows onto ALL side roads with people trying to avoid all the traffic. This in turn affects all of the 7500 residents that live within the affected areas. The roads are in HORRIBLE condition due to all the traffic! How is all this going to get better? We need to fix the problems we have before we make new ones.
- If you're headed west bound how do you get into 152 or 142nd or 135th? Or south to carver?
- Easier access for Wiese Rd. and Royer Rd. to enter or cross the highway.
- Bypass traffic around Damascus.
- Have Sunnyside easier access to highway 212
- How do you get from Damascus to any business along 212 East of 172nd? There is no way to get there!
- How does west bound traffic access 152, 142, 135th, and Carver?? It cannot with this design except to divert past two schools!!!!
- Don't mess with Carver
- There absolutely needs to be a sidewalk on 142nd from Wenzel to Charjan. Wenzel Estates has 70+ homes (soon to be 110+). We are land lock with no safe walking/bike access to the library, food carts, elementary school, and bus stop. I have walked in the ditch for the past 19 years when I moved to this neighborhood. The part that is even more mind blowing is you required both our developer and the new subdivision across the street to build a sidewalk down the hill that leads nowhere.

- I am totally against bike paths. They become homeless and crime hi ways and unusable for the general public. The crime they bring ruins neighborhoods.
- Moving the road seems like it's going to take up a lot of private property. I know there's a bunch of farms in this area.
- Safe bicycle paths are needed so more people will bike rather than drive.
- I do not want to encourage more businesses moving east. I do not want more housing being built east of 205. I do not feel that just because people want to move to Portland that we should encourage it. We don't have the outdoor recreation available that people are wanting Such as camping and hiking and outdoor activities. It's become increasingly difficult to find places to go for summer recreation because the increase in population parking at Trailhead has become increasingly dangerous.
- How will it take into account the need for shared roads and increased traffic from new houses being built in the area. How it will create safe walking/biking areas for pedestrians to get around the area.
- Expand the road to 4 lanes all the way to hwy26
- This plan looks better than previous ones. Still, the amount of expansion is phenomenal! Safe pedestrian and bike access is imperative for any future access along with trees and physical barriers to buffer the ped and bike lanes
- Overall, it looks like a good plan. I especially like to tree enhancements.
- It would be great to see plans to improve 212 through to 142nd. That is where the second heaviest traffic jams occurs. Plus 215th court and especially 222 are dangerous intersections that need a light, circle, or widening to allow inflow onto and off of why 212.
- Generally, I am not in favor of additional transit. It is not cost-effective and contributes very little to our culture and business."
- 212 is a highway to Damascus. It needs to remain a highway with a 45 speed limit. But making the area more walkable would be an advantage to everyone. Just don't kick out the businesses, because it's industrial no matter what you do.

Appendix B: Verbatim Responses about Vision

“What is your Vision for the Sunrise Corridor Community?” Responses

- Limit growth, environmental impact on this area, support current residents and businesses without decreasing their quality of work life, an family life by adding more people/businesses that our infrastructure can not support...schools, law enforcement, roads etc. Protect us from additional crime which comes with additional people, help us to improve on our area...not turn us into "Portland south"... you wonder why alot are moving out an away from this area...
- A dedicated expressway that connects highway 26 with I205



- Love parks, River access, and a local destination for outdoor skating/biking for the family and grabbing food. We would be there all the time!
- Trails, parks, river access with cafes and parking
- Community center
- A more vibrant area, more park space and river access. The current "park" (riverside park?) behind all the warehouse feels incredibly sketchy and is very underdeveloped.
- Find other routes and disburse traffic from 142nd
- Better traffic flow
- Park & natural reserve
- I would like to see less congestion, safer conditions, and greater accessibility in and around Sunrise Corridor/224/212/82nd Drive. Right now this area is stressful to drive and very prone to speeding drivers.
- More direct access to Mt Talbert Nature Area and 82nd Drive from 224 would make sense. Right now, driving into the already congested Sunnyside and/or Sunnybrook areas is required, and this is a deterrent to visiting those areas.
- I would love it to be functional and ease traffic burdens. I need it to be safe for my children. I would love more family-centered businesses and green space and less manufacturing as it gets closer to residential communities. Clean, with parks and trees, and maintained.
- Nature trails, commercial development (shops/restaurants)
- More family friendly, less truck stop
- Not sure
- Utilizing the beautiful Clackamas river so that the area becomes more desirable to have businesses and grow home values.
- Stop trying to cram a million people into a tiny area. Stop building shitty apartment complexes and DO NOT put public transit around our High schools! More people equal more crime. You are literally inviting criminals to feed on our kids. Look at burnside and all of Portland for that matter. STOP! Do not plant trees in the middle of roads so we are tied up in traffic every other week to have them trimmed, such a waste of time and money! And stop with roundabouts! They're stupid and dont help!
- Improvements in access to Clackamas river. An updated and multi-use area around the river at carver park with shops, restaurants, recreation.
- I believe the industrial area should be allowed to stay as is and conduct business as usual, but I do not think housing belongs here. There will be too many future residents complaining about noise and we need a close-in industrial space. However, I do believe access to nature and recreation should be focused on. I believe nature access and industry can work well together.



- Some retained semblance of country living. No one wants this loss of property for new bigger roads. This is a travesty.
- Efficient traffic flow for all vehicles types without inviting more traffic that should otherwise be staying on the highway. There are other traffic area issues outside of this area (people trying to make a left onto Foster after traveling north on 172nd - ooof) that shouldn't be made worse.
- An easier place to travel to and from.
- Make it more appealing to visit
- I feel wider street access and less trees in the middle of the road would be helpful. Plant Vine maples along the sidewalks as they are native trees that won't overgrow their space. It's ridiculous to plant huge trees and then expect homeowners to foot the bill on fixing sidewalks and tree maintenance.
- Let people put tiny homes to help manage housing and give credits to homeowners who choose this.
- Keep traffic flowing
- Small businesses, parks, restaurants, community meeting spaces.
- Don't let it become a concrete paradise, don't lose the special and scenic qualities we have
- Making it safe and family friends for walking or biking.
- Improve access onto the Highway 212 for residents.
- Easy access and green space with the business impact. Happy Valley has focused on business more than livability.
- Wider roads and fewer roundabouts
- More eco conscious building. More green introduced. Maintain trees. More focus on curbing the effects of climate change.
- We would like to see a business community that is diverse and looks towards the future. Public transportation to ease congestion and cost absorbed by businesses that benefit from the new plan.
- Include more nature and playground plans with access to the river. Some coverage for the playground during rainy season would be nice. Would love to see more support to bringing new and better local businesses to the community.
- See previous comment. I recommend making it a beautiful gateway to the Clackamas River.
- If at all possible there needs to be substantial effort made to insulate surrounding residential areas from the noise and pollution that will accompany this development.
- Leave it alone and stop developing it until there is proper infrastructure. And it needs to be roads that can handle vehicle traffic. Public transportation doesn't work and only leads to increased crime.



- More movement of traffic, while increasing safety.
- Improved green space to help with temperature and increase biking and walking safety and making it easier to get on and off 212/224 sound like a great plan.
- The concept of a Sunrise Corridor *Community* is why this process will likely fail. There isn't a Community. It is an area of diverse land uses with various needs. The common factor is the need for improved transportation. Not some foolish notion that a community needs to be created or brought together or served in any other way. Build some lane miles. NOW...d
- Ya mencioné anteriormente. Bendiciones
 - Translation: I mentioned earlier [in comments].
- Additional access points and bridges across the Clackamas River will help reduce bottlenecks in Carver and the surrounding streets. Too much gridlock during rush hour.
- A beautiful, connected space where traffic and safety issues are addressed.
- Mejorar el tráfico ya sea de automóviles, y de personas y me parece muy buena idea terminal las banquetas para los peatones ya que con eso muchas personas podemos tomar la decisión de caminar y no sacar el carro ya que está cerca
 - Translation: Improve traffic either of cars, and people and I think very good idea terminal the sidewalks for pedestrians since with that many people can make the decision to walk and not leave the car since it is close
- Find more resources for the homeless to get back on their feet.
- Access to the outdoors. Love the idea of a multiuse path along the river but am concerned about neighborhood safety for areas like windswept waters, more protection would be nice.
- Relieve traffic as it is horrible heading East after 2pm from 122nd new bypass all the way through Damascus/222nd and beyond
- An area that seamlessly separates industrial from residential, and creates a safe and harmonious area
- Reduced traffic during rush hours
- More clean open space
- We live just north of the sunrise corridor and hear street racing all the time. It's also a main vein for residents in Damascus, Boring, Sandy etc. My hope is the highway is expanded with safety in mind
- More individual freedom. My Body---My Choice needs to be for Adult Motor Cycles Riders also. Safety should be improved with photo speed radar, traffic light cameras, increase drunk driving monitoring. Thanks
- More nature, less building of housing developments and business, keep it mostly how it is

- I would love to see traffic flow more smoothly down 212. Every evening traffic backs up at the light with 135th often all the way to the intersection with 224. The light with 82nd interferes with the ability to turn South on 205 forcing traffic to either wait four or five light cycles or take the right lane and then have one block to cut over to the left.
- Ensure plenty of well-maintained green spaces and parks
- A cohesive community which we basically have now. What will make it better is expanded green belt, trails and restaurants/cafes or coffee shops for our community to have places to gather.
- More businesses to be able to operate. More restaurants and coffee shops. Also to open a community center with a pool.
- Без пробок. Убрать мусор. По краям один мусор.
 - Translation: No traffic jams. Remove garbage. There is only garbage on the edges.
- To elevate traffic for the people who have been living in the areas
- Keep it simple! Focus on what is there because it already cannot support the traffic. Fix roads, lights to last longer, and especially open Armstrong
- Roads that move traffic quickly and safely
- Priority needs to be fixing the horrible traffic.
- Stop cutting trees and building mass home sites! Stop opening dead end streets into neighborhoods! Such as end of Faircrest into Wenzel tree farms.
- Less traffic in Damascus Hwy 212.
- Please stop allowing so much development. There are too many homes and not enough green spaces and parks.
- Covered outdoor play areas for children. We have so much rain in Oregon and it's so difficult to find places for children to be outside without getting soaked
- More sidewalks, street lights I, more access from Sunnyside to 212, a possible bypass from 142 to 135th
- Would really like neighborhoods to feel more connected via sidewalks, parks/walking trails. It's important for a sense of community!
- Safety, a community where families are safe, business can thrive and nature/environment is preserved.
- Many children walk from the neighborhoods south of Nelson high school, up 162nd. There needs to be a pedestrian crossing to stop traffic on highway 212 to allow safe crossing. 162nd needs to be improved for pedestrian and bicycles, but blocked for cars.
- I envision more provisions on traffic control and road conditions. Less stress on the existing population and their living conditions due to large traffic influx and added pollution.
- A quiet community for Damascus with major traffic diverted around Damascus.

- One that moves traffic
- It should focus on relieving traffic congestion and promoting business. It should not cause neighborhood problems.
- I'm glad to see some evidence of thought put into infrastructure in that area since there really wasn't any when they first started building out there. It is sad to see all the farms disappear, but I guess development is inevitable. I think it's important to maintain some of the green space, and make sure there are actually goods and services out there so that people who move out there don't have to drive 1,000,000 miles to everything.
- I have lived in Estacada for 15 years and the commute has become increasingly congested. What used to take me half an hour now takes 50 minutes. I do not like the number of people that are moving out into the country and I feel that widening the roads or adding more lanes is only going to increase Populations and move industry further east. I've always said "just because you can doesn't mean that you should" These people require recreation and there's nowhere for them to go
- Expand the capacity of this corridor
- Damascus is the biggest issue.
- to make getting to your home a safe and easy thing to do without large truck traffic on the residential roads. School busses pick up kids along the main highway so safety is important
- Keeping the area green and safe for all of us.



or **own a business in the area** (18 participants). 53 participants indicated that **they own property** in the Sunrise Corridor. They could choose more than one response to this question.

Of those who submitted responses (not all participants), 66% indicated their age was between 35-55 and 66% were female. For the question about racial identity, 76% (160 of the 210 responses) indicated White for race. The next highest was Hispanic/Latine (8 participants).

Summary of Feedback on Priorities (Goals)

For the online survey, the proposed goals were summarized for readability and referred to as “priorities.” The summary language for the goals/priorities was simplified with examples to help participants better understand the goal/priority. The goals language used at the in-person event covered the same topics. Online participants did not have access to staff for questions about the language, so readability was very important. The following shows the language that was used to describe the goals/priorities online:

Transportation – Improved travel opportunities for pedestrians, bicyclists, transit-riders, and drivers.

Economic development – Investment in economic development could mean: Businesses stay and grow, new businesses come here, more good jobs in the area, local training opportunities.

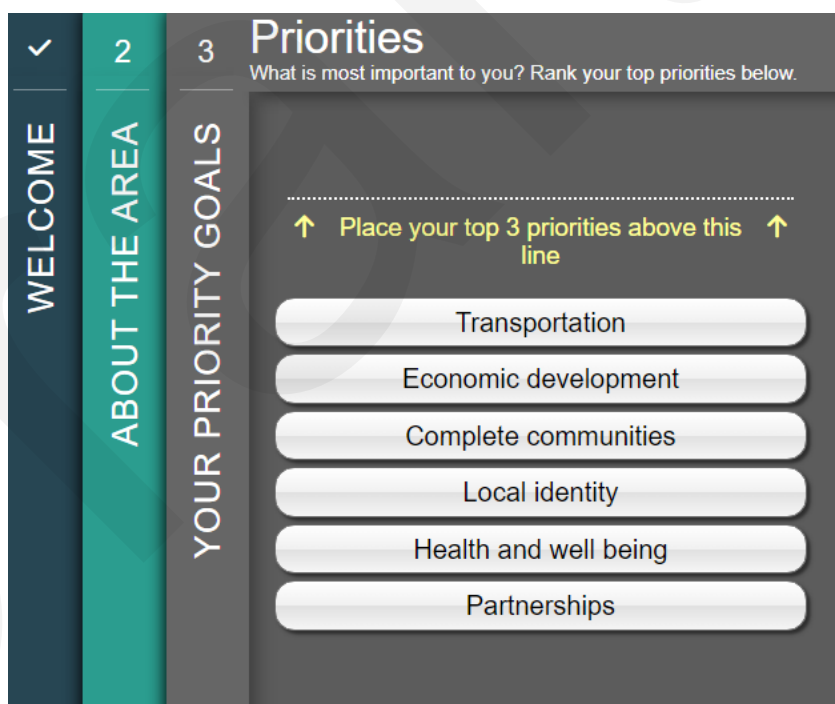
Complete communities – Meeting everyone’s basic needs, like housing, jobs, education, and recreation.

Local identity – Local identity includes historical, cultural assets like natural landmarks, stories of the past, art or landscaping for a sense of place.

Health and well-being – Enhancing health and well-being for people and wildlife with less pollution and improved access to nature.

Partnerships – This means working together to move projects and actions forward to meet community goals.

Figure 1: Priority Goals Exercise



Themes from Priorities (Goals)

Participants were asked to choose their top three priorities based on personal importance. The goals included: economic development, partnerships, local identity, health and well-being, transportation, and complete communities. **264 participants** responded to this question but not everybody selected 3 priorities. Top priorities were selected 757 times (see *Table 1* below.)

The priority selected the most times was Health & Wellbeing, with 26% listing it as one of their top three priorities. Transportation was the second highest priority, with 22% of participants ranking it within one of their three top choices. Complete Communities was the third highest priority, with 20% of respondents listing it as one of their top choices. (rounded for whole %.)

“Transportation” and “health and well-being” had the highest average rankings as priorities. When selected, priorities were ranked, 1st, 2nd, 3rd, so a lower average number indicates a higher ranking (See *Table 1* and *Chart 1* below).

Table 1: Priority rankings and times selected

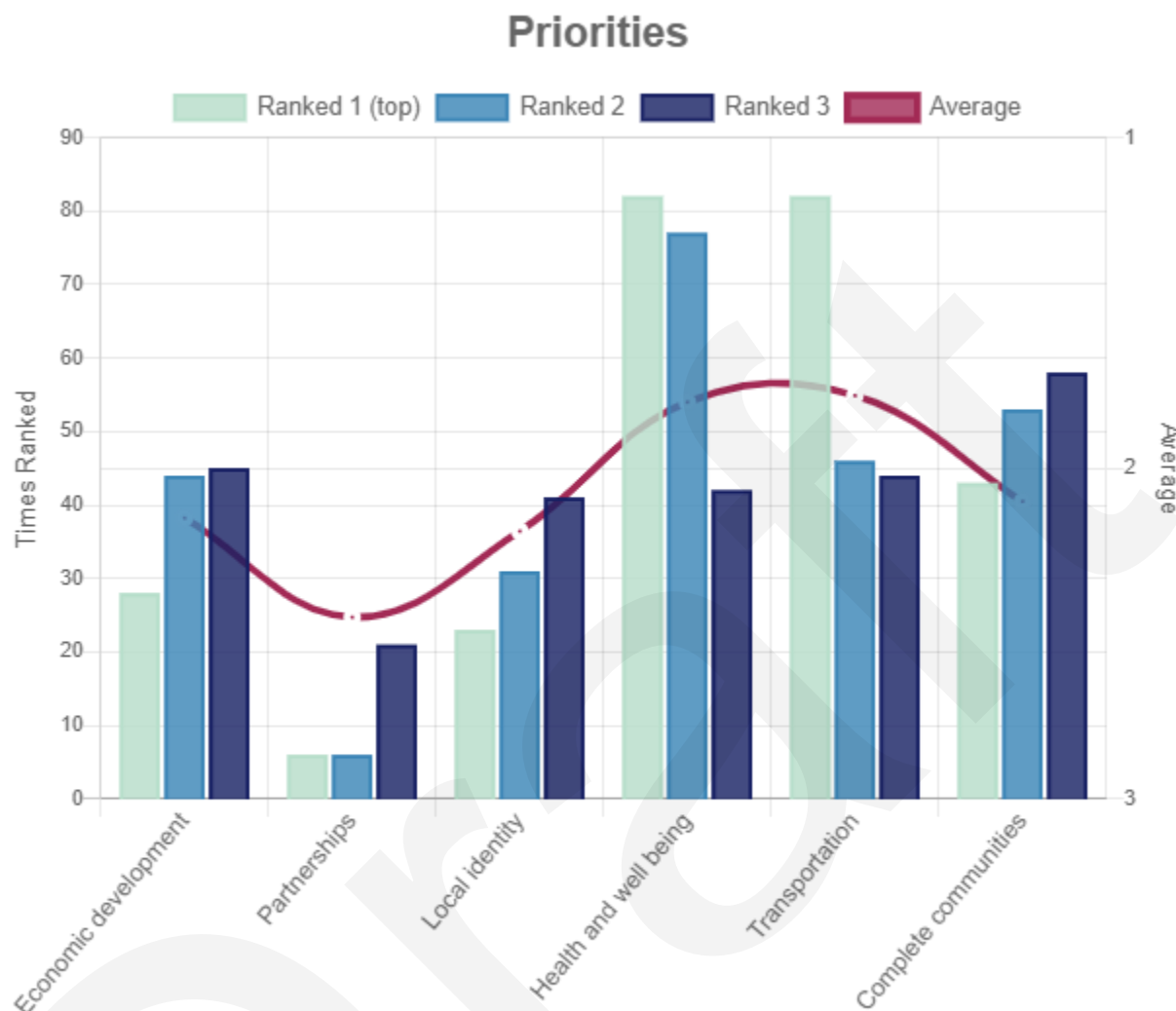
Priority	Ranking Average (Lower ranking** number indicate higher priority)	# Times Selected (Inputs)	% of times* this priority was selected
Economic development	2.15	113	113/757 = 15%
Partnerships	2.45	33	33/757 = 4%
Local identity	2.19	94	94/757 = 13%
Health and well being	1.8	198	198/757 = 26%
Transportation	1.76	167	167/757 = 22%
Complete communities	2.09	152	152/757 = 20%

*335 participated in the survey. Individuals could skip this question or select up to their top three priorities. The total number of responses or inputs on priorities was 757.

**When selected, priorities were ranked, 1st, 2nd, 3rd. So a lower number indicates a higher ranking.



Chart 1: Weighted rankings of priorities



Participants could add comments about their priorities. Fifty-six participants wrote in comments. The following are a summary of comments related to the priorities:

- Traffic congestion, locations of traffic congestion or traffic safety concerns (mentioned in about a third of the comments)
- Economic progress, business development, increasing household income, prosperity
- Better jobs and education; better jobs closer to home
- Sidewalks
- Bike lanes
- Community events, community centers, events for kids
- Art and landscaping for aesthetics
- Loss of history and identity; “communities are healthier when they have their own identity”

- People-focus, respect local communities, also include ancestral communities specifically community members of the Grand Ronde
- Neighbors “battle traffic”, neighbors are cut off from area by roads (no sidewalks or paths)
- Preserve nature, landscape, protect water, waterfowl, birds, everything flows to river, minimize noise and environmental pollution
- Recreation, parks, trails
- Affordable housing for rent
- Houseless community issue; RVs
- Responsible land use, rapid development seen around the area, not becoming “cookie cutter city”
- Trash in area
- Green businesses

Feedback provided on maps

Participants were asked to provide comments on a web map. They could share places they go, challenges, in the area, and ideas they had for improvements.

For “Places you go,” over 400 markers were added to the map. Common map items were listed as “home” in the residential area on the east end of the project area. “Shopping” was also frequently listed in the SE 82nd Drive area, near I-205. Many highlighted their travel through to work, home, or recreation.

For “Challenges,” over 250 comments were marked on the map. Most comments on challenges were transportation specific. General traffic congestion and safety comments were common, as well as specific locations related to turning, visibility, lane changes, traffic signals, and driver behavior. There were also many comments on locations where lack of sidewalks posed a challenge. A few other “challenges” were mentioned: concerns about houselessness, access to river, and the aesthetics of vacant residential buildings along Hwy 212.

For “Ideas,” over 100 comments were marked by participants on the map. The following is a summary of “ideas” that were mapped:

Transportation:

There were many specific location-based ideas related to transportation improvements, including signals, turn lanes, sidewalks, bicycle routes, etc. The following highlights the types of ideas shared related to transportation.

- Additional vehicle lanes or capacity, bypass, roads over others to minimize conflicts and address congestion
- Signals or lanes to help with turning movements at specific locations
- Sidewalks; signalized pedestrian crossings

- Specific pedestrian access to Adrienne C. Nelson High School; student safety, an overcrossing for pedestrians (specific to student access to school)
- Better biking routes; concern about type of bike facilities and conflict with vehicle traffic
- Bicycle connections at I-205 path/east side
- Address speeding, reduce speed limits in areas, increase speeds
- Extend the Milwaukie Expressway through this area
- Transit to Milwaukie

Truck/Freight Access:

- Connect Industrial area to I-205 without using Hwy 212 and use Evelyn for improved river access

Residential:

- Preserve mobile home parks for residents
- Good location for housing

Parks/Recreation/Access to Nature:

- Soccer field, basketball courts, dog park, community center, pool
- Large park for events/rentals
- River access; boardwalk or other areas for nature, improved Riverside Park access
- Recreation trail connections, i.e. to Hidden Falls and Carver

Environment:

- Watershed protection; keep debris and stormwater from polluting river
- More green spaces
- Limit more people and construction in the area - focus on the environment
- Sound wall for neighbors (for sound, dirt/debris from highway)

Other:

- Balance the industrial space with housing, parks, more community space
- Address houseless populations in the area
- Food pantry
- Restaurants and shopping; more small businesses at specific locations
- Reflect the people/human element in this work
- Children focused businesses, activities (nothing for children to do)
- Art

Figure 2: Map marker exercise (numbers shows how many comments were mapped by geographic area)



All of the “challenges” and “ideas” mapped by individuals through the online survey are available by the project team to review and reference.

Appendix J: Survey #3 Summary

Sunrise Corridor Community Visioning

Online Survey #3 Summary

Overview of Online Survey

An online survey was included in Phase 3 Engagement for the Sunrise Corridor Community Visioning. The survey was created on the Metroquest platform and complemented the in-person open house on January 23. It was available from January 15 through February 5, 2025.

The goal of the survey was to share the draft vision, specifically the proposed actions, that had been created over the last year with community feedback.

The online platform included the following pages.

- **Welcome** – Purpose and process step (Your input will be used to refine the plan that the Board of County Commissioners will consider in spring 2025).
- **Vision and Actions** – The Vision Statement, the categories/themes of proposed actions, lists of proposed actions in “Jobs and Economy,” “Neighborhoods and Places,” “Open Space, Public Health, and Environment,” and “Transportation.”
- **Sunrise Gateway Corridor** – A high level overview with links to maps of the elements of the Draft Sunrise Gateway Refinement Plan
- **Your Feedback** – Question about the mix of actions, whether anything is missing, and if they had additional comments to share.
- **Wrap Up** – Demographic questions to help the County understand who is participating and to help people sign-up for email updates.

The screenshot displays the 'Vision and Actions' section of the online survey. On the left, a vertical navigation bar lists five categories: 'WELCOME', 'VISION AND ACTIONS', 'SUNRISE GATEWAY CORRIDOR', 'YOUR FEEDBACK', and 'WRAP UP'. The 'VISION AND ACTIONS' category is currently selected, and its sub-items are listed in a central column: 'The Vision', 'Actions', 'Jobs and Economy', 'Neighborhoods and Places' (which is highlighted with a yellow background), 'Open Space, Public Health, and Environment', and 'Transportation'. The main content area on the right is titled 'Neighborhoods and Places' and contains the text: 'We heard that it's important to help residents and small businesses stay in the area and enhance a sense of community.' Below this text is a photograph of a colorful mural depicting a neighborhood scene. Under the photo, a question asks: 'Which actions do you think would best support businesses and residents? (check all that apply)'. A list of seven options follows, each with a checkbox: 'A list of affordable housing resources', 'Community land trusts', 'Mobile home protections, such as zoning, co-ops and others', 'Incentives for affordable housing', 'Small commercial areas to serve employees and residents, with a grocery, coffee shop, or restaurant', 'A development ordinance that favors local businesses over large chain stores', and 'Smaller or shared parking lots for flexible use of land and less pavement'. A final option, 'Neighborhood art', is also listed. A downward arrow icon is located at the bottom right of the survey content area.

Notifications and Outreach

The online feedback opportunity was advertised along with the January 23 open house. After the open house was held, there was an additional e-mail sent and social media post sharing the online feedback opportunity that was open through February 5.

- Mailing to approximately 5,900 area addresses
- E-mail notices through the project email list (approximately 500 recipients).
- Social media posts, including Instagram and Facebook.
- Direct email to project committees with survey links to share through their networks.

The e-news list and social media posts were the most effective ways to connect people to the survey. These are received by people already online and include a direct link. Paper mailers require additional action by the recipient.

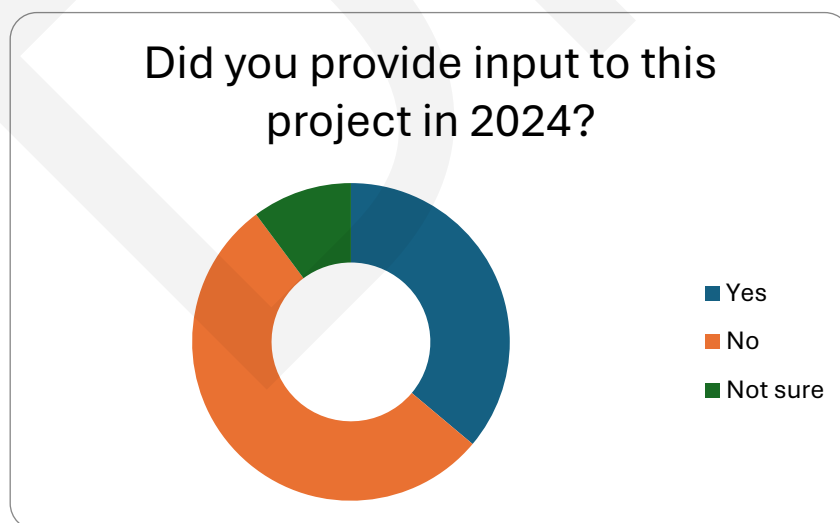
Participation

A total of 500 visited the Metroquest site while it was open from January 15 through February 5. 135 participants responded to at least one question. Participants did not need to respond to each question.

The survey could be taken in four languages: English (134 participants), Russian (0 participants), Vietnamese (0 participants), and Spanish (1 participant).

Summary of Feedback

We asked whether people had provided input to the visioning effort during the past year. 108 people responded to this question. 58 said they had not provided input, 39 had, and 11 were unsure. This online survey helped more people participate.



A summary of proposed actions was shared for “Jobs and Economy,” “Open Space, Public Health, and Environment,” and “Transportation.” For “Neighborhoods and Places,” the survey screen offered a list of the actions with the ability to check any they felt best supported businesses and residents. This allowed some interactive sharing and helped us give better plain language examples of the types of actions that were being discussed, given the online constraints.

The following list shows the examples of actions shared in the “Neighborhoods and Places” section and how many people indicated that they felt the action supported businesses and residents. Participants could choose multiple responses.

Actions and number of people indicating that the action supports businesses and residents.

A list of affordable housing resources	20
Community land trusts	21
Mobile home protections, such as zoning, co-ops and others	29
Incentives for affordable housing	36
Small commercial areas to serve employees and residents, with a grocery, coffee shop, or restaurant.	78
A development ordinance that favors local businesses over large chain stores.	64
Smaller or shared parking lots for flexible use of land and less pavement.	30
Neighborhood art	33

Perception on the mix of actions

The screen for “Your Feedback” asked if what they saw was a “good mix of actions for the community”, whether anything was missing, and if they had additional comments to share.

From the online feedback, 64 people responded about the mix of actions. Thirty-nine people (61% of respondents) shared that they thought the plan was a “good mix of actions for the community,” while 25 people (39% of respondents) stated that they think there are some actions missing. Many shared comments related to what they felt was missing (See Appendix A for full set of responses).

Based on what you’ve learned, what do you think?



- This is a good mix of actions for the community.
- I think there are some actions missing.

Main Themes from the Open-Ended Responses:

Below are highlighted themes from the open-ended questions. All the verbatim comments can be found in Appendix A and Appendix B.

If you think something is missing, tell us more:

- Multiple concerns about increased traffic in Damascus.
- Concerns about increased noise.
- Concerns that the mitigation of traffic in one area, will only lead to the increase of traffic in other areas.
- Desire to ensure that new sidewalks will connect to existing sidewalks.

Is there anything else you'd like to share?

- Desire for on-going project updates and communications.
- Desire for improved walkability, bike connectivity, and public transportation.
- Public transportation plays a role in education, helping families connect to school.
- Desire for the City of Happy Valley to improve public transportation connectivity within and through the city.
- Concerns surrounding the lack of community identity, and the desire for increased and improved community identity.
- Concerns about increased noise and air pollution, specifically for residents.
- Concerns about maintenance and upkeep of new roads, paths, and trails. Who will be responsible for this?
- Questions regarding general project funding.
- Some opposition to the project or elements of the project, specifically related to some proposed road or access changes.
- Some desire for less development.

Appendix A: *If you think something is missing, tell us more:*

A total of 35 people submitted data for this question. The verbatim responses are shown below.

[Note: Website comment boxes can be difficult to type in, especially on smaller screens. Grammar has not been updated below to avoid mischaracterizing the intent in the comments.]

Responses:

I think neighbors have lived in the neighborhood for over 20 years. Should still have access to rock Creek like we always had and hopefully that won't be taken away.
Open Space - Trails along river for walking and biking
I live off of Hattan Road. I'm concerned about increased traffic making it impossible to get home over the Carver bridge. Sounds like this may help some.
Strong focus on single vehicle alternatives is needed to truly combat congestion. Improving the safety of crossings, maintaining roads, adding to robust bike facilities, and prioritizing transit need to be top of the list. More lanes for cars will only get us so far. Maintain what is here, and make it easier not to use a car and we will fight congestion while supporting our community.
Anytime you can improve micro mobility, that will have my support and should enhance the sense of community.
All this development will grid-lock Damascus traffic. ODOT needs to address this issue before any Sunrise Corridor action.
Damascus has more traffic than Dundee ever had. Building more homes in sandy is exasperating the traffic problems. I see nothing in your 10 year vision to handle this huge traffic load. None of these cars stop in Damascus . Many speed, hard to get out of local businesses. Not sure how a 4 lane road takes more priority
I don't think this is a good idea, Essentially, it is like adding a freeway. Which by the looks of it is very poor land use. Freeways tank Housing values, add pollution. Also, I believe that 162nd shouldn't be 4 lanes. It should be 2 or 3. I do like how you're looking after the Nelson students with pedestrian crossings on 162nd Ave since I'm as a Nelson student myself often walk home due to the fact I don't have car. I'm not happy with this project.
good plan for 212 up to 172nd ave
There are some other short-term improvement opportunities not covered with regards to transportation and optics. 1) Adjacent to 142nd and 212/224 there is a large vacant lot with abandoned homes on blocks. It is an eyesore. I don't think government should force people to



do things, but hopefully they can nudge a change. 2) Light timing... The light timing on 212/224 must be optimized to improve morning/evening throughput
The extension needs at least to 242nd
<p>This plan is avoiding one of the biggest hazards and bottlenecks along Hwy 212 and that's the SE Foster, SE Sunnyside Rd, and Hwy 212 intersection.</p> <p>This section should be a priority.</p> <p>These arterials were designed as pathways to grist mills and marketplaces with equestrian intelligence in mind.</p> <p>I feel the priorities are out of line.</p> <p>I do feel the design with modern roundabouts is planning in the right direction.</p>
I can't tell where my community is. I don't see the Clackamas River at the 212 and 224 intersection. You should distinguish which 224 and 212 intersection you're proposing since there are 2. One is closest to 205 and one is closest to Carver. I live closest to Carver. Where are the representational graphics for that intersection's proposed changes?
The traffic to and from Estacada area and beyond on 224 is heavy; how will the Sunrise Corridor impact the flow of traffic onto and off of 224 onto the Corridor (it appears that connections can only happen at 122nd or 172nd?). This sounds like a huge traffic jam in the making.
The intersection of 224 and 212 does not look adequate enough for the amount of traffic that uses it regularly.
Move the bike facilities further away from the road.
Safety. I see vehicle safety but cross walks or other safety precautions throughout Highway 212. There is limited crosswalks
Traffic from 122 nd and 152nd congestion, and to many accidents around 152nd due to no lights or safer merging lanes
The neighborhoods that use 135th to reach the hwy is high volume + busy sunnyside traffic will use this intersection as well. Closing off 135th to access the hwy westbound and eastbound adds more congestion on SE Sunnyside and SE Sunnybrook
Please take into account "connecting" existing sidewalks and bike lanes to new sidewalk and bike lanes and make a continuous pathway for pedestrian transportation. An example if SE 142nd ave between Sunnyside Rd to the north and HWY 212 to the south. Roughly 50% of the road has sidewalks and they are not continuous, and bike lanes start and then just randomly end - leaving both pedestrians and cyclists in the highway of 40 mph traffic.



I'm concerned about no light at Wyeast Neighborhood and the fact all that travel will be brought back into the narrow space with a curve. There needs to be a middle lane added there during this construction because there will be more crashes there. We have seen semis, motorhomes and cars in the ditch too.
En mi opinion creo que deberian que difundir el proyecto Ala comunidad en diferente opciones para poder inculir a toda nuestra comunidad incluyendo Ala population diversa [Translation: In my opinion, they should present the project to the community in various ways to ensure it reaches and includes everyone, especially our diverse population.]
Future thinking. The outlying areas are affecting 212-224 to I-205. Concerned with this plan will mitigate the traffic increase by the increase in these other areas. Increase that ability to get on 205 like roadway earlier in the traveling process. The present 224 cutoff works for now but it will meet capacity soon.
More focus on easy access to public transportation such as a Max line. Otherwise great work!
Is this being balanced with financial awareness -- is it too sophisticated and too comprehensive for the money available?
Who is paying for all of this? Has this project been 100% pre-funded? Or are taxpayers looking at more taxes to fund this. Personally, I can't afford any more additional increases or measures.
We live at the top of the bluff on SE Diamond Ct., directly above the existing sunrise expressway, the noise from which is already a huge negative impact on our daily lives. You have absolutely nothing in place to reduce the loud noise from traffic. Now you are going to add even more highway directly underneath residences, plus the noise of construction for several years. Why are you not taking the people who live here and the extreme noise into consideration or doing anything to reduce it?
The state of Oregon and Clackamas County, are missing many items such as why has it taken this long to look at this issue, what is the impact to traffic east of 172nd, letting the cities of Sandy and Estacada grow with no road improvements etc.
I'm sure I missed this in the documents, though I'm wondering what the timeline looks like for this, and/or how construction will disrupt current traffic.
The main focus should be moving traffic, not bike paths that no one uses. We live in Damascus. Our traffic is horrible.
How long can residents expect the area to be under construction? These are pretty massive changes to the landscape.



There seems to me to be a lack of transparency about the intent behind this. Is it development? If so why not outline what kind of housing? How much? How many? What jobs? Which industries?

Pedestrian/bicycle bridge to cross north/south over all roadways in one or few key locations, ie to provide walking/cycling access to schools, continuous cycling paths.
Lots of trees and or shrubs for many reasons, aesthetics and environmental.

Trees and plants are essential for environmental concerns, health, and well being!

Appendix B: *Is there anything else you'd like to share?*

A total of 25 people submitted data for this question. The verbatim responses are listed below.

[Note: Website comment boxes can be difficult to type in, especially on smaller screens. Grammar has not been updated below to avoid mischaracterizing the intent in the comments.]

Responses:

This looks like a recipe for developing a suburban hell in our area. 0/10 Do not like.
I cannot stress enough that adding lanes and overpasses only tosses the issue down the road while potentially disrupting communities. We need to make the places we live walkable. We need to take care of our neighbors.
More protected bike lanes. Improve traffic flow with circles.
Quit spending money on your own office spaces: you're going to go broke
I would rather see the city of Happy Valley work with TriMet more to provide more bus service especially considering that Happy Valley is under served by transit. I'm not saying we should build MAX but TriMet run more buses and add more service to areas that don't have it Also we should be building more less car dependent infrastructure and focus more on pedestrian and biking infrastructure as well as building more density and mix used development. Not everyone drives or wants to drive.
There needs to be a discussion started about how to expand and deal with traffic through Damascus. It is getting worse every year and since I know planning takes years it should be started soon.
There are two key priorities to me. 1) Fix 212/224 because traffic is terrible, and it is a major artery. The proposal to extend 212 from 122nd to 172nd is great and the priority, but I hope the planners have a phase-2 that will extend 212 out to Damascus. 2) More trails/bike paths, especially along the river. The plan seems to offer this. I hope all the other ideas/suggestions do not slow these two large efforts.
Start the road asap top priority, no bike paths or walk paths needed stop wasting money
Using modern roundabouts to keep traffic moving is the right approach. Undergrounding all utilities would also be the right approach. Planning for localized energy generation to reduce the need for transmission lines. Using hydrogen as a clean energy solution is possible and should be considered. Electric bicycles are here and should be given their own right of way.
I am the NCSD School Social Worker serving the Nelson HS feeder system with the majority of the students and families I support residing in the project area. One of the greatest barriers

for attendance and family engagement, especially for our more marginalized families, is the lack of public transit options connecting these areas with school. Specifically, a bus route that travels bi-directionally between the areas of 142nd/212, Rock Creek Blvd/172nd, Sunnyside/172nd, and Good Shepherd Village.
Grade separation is key for safety and efficiency. Make the bike facilities nice. How does transit fit into this?
Very few live north of 135th and ride a bike or walk to work along the HWY. We would be better off having access to the corridor to be able to go westbound at 135th
Strongly consider improving neighborhood connectivity with sidewalks and bike lanes with new bike lanes and nature parks proposed because the existing will 1) not drive to get to the bike lanes and 2) not walk and ride on unimproved roads to risk life and limb. Truly connect the residents of the county and Happy Valley to the newly developed parks, recreational areas because a majority of new residential subdivision do NOT have pocket parks but open space that can NOT be used as parks.
When do you think this project will be completed?
With increased trails and community access please consider increased public safety needs as well. I live in a community that backs up to the Clackamas River and am concerned there will be increased safety issues.
I want to make sure the Wyeast neighborhood isn't cut off from Nelson high school and Trillium Neighborhood and Windswept Waters area.
A roundabout is not the cure-all, a better plan needs to be implemented for local traffic. This is true especially with the increase in traffic in future years.
No
We already can't sleep with the noise from air brakes, sirens, and traffic directly underneath our bedroom windows at all hours of the night. We bought this house and pay taxes here because we loved the backyard so much. We can't even enjoy it as we don't get a moment's peace from traffic noise without any noise reduction. There is also a lot of wildlife that lives on the bluff, including many coyotes. If you push them out and up, they are going to be in our backyard. This isn't safe.
Why do you ask what gender and ethnicity? Does that make a difference?
Congestion (especially east bound at rush hour) is crippling the whole area. Also, would love to ride my bike to work if the infrastructure were safer.
It is such a beautiful area, and it has been hard to not have sidewalks except in our immediate neighborhood. We really look forward to this improvement. We hope the

connection to Sunnyside is at 142nd not 162nd. We think that would make our lives as residents better. We live here and if it goes to 162nd we don't think that will help our community as much.

How will you ensure upkeep of the roads? Like trash cleanup and landscaping? SE 172nd, which is under county jurisdiction, deals with lots of speeding, trash, and uninspired landscaping. I've called before and been told there's a limited budget for these things. How will you ensure resources are optimized and these new corridors don't just become trashed speedways?

What is the timeline? Where is the funding coming from? Wha 'tis this really all about?

Provide updates every 6 months or so