

Sunrise Corridor Community Visioning

Draft Phase 1 Engagement Summary

Report date | June 2024



Introduction	1
Project Committes	2
Phase 1 Engagement Overview	4
Equitable Engagement Workshop	5
Early Engagement Questionnaire	7
Stakeholder Interviews	7
Pop-up Events.....	9
Briefings	10
Open House	11
Survey.....	12
Focus Groups.....	19
Next Steps.....	21

Introduction

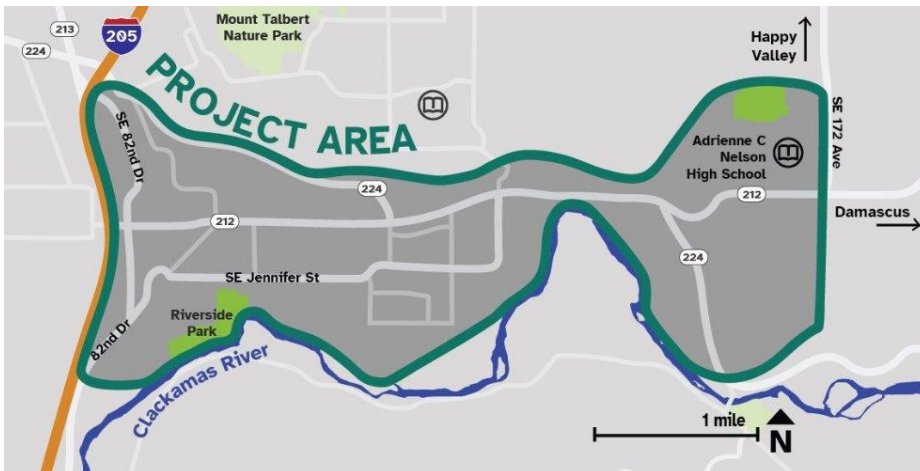
Over the years, there have been many transportation studies for the Sunrise Corridor. Community members and local agencies have called for a broader look at all the pieces that make up a healthy and equitable community. The Sunrise Corridor Community Visioning process will engage residents, businesses,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

The result of this process is expected to be:

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

The outcomes and the report at the end of this process will not be the end of this work, but the beginning of implementing improvements for the Sunrise Corridor Community.

Figure 1: Project area map



Project Committees

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

Steering Committee

The Steering Committee is composed of community members, organization representatives, and elected officials who work with staff to provide feedback and guidance to the project team and partners at key planning milestones, collaboratively develop an implementable action plan, and make recommendations for a community vision.

Members were selected through an open application process that prioritized a diverse mix of community and organizational representation. 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. So far, the Steering Committee has met three times, with additional meetings planned in fall and winter 2024.

Steering Committee members and their representation include:

1. Alan Lehto; Project partner/TriMet
2. Alia Long; Community
3. Ariadna Falcon Gonzalez; Community-based organizations
4. Brett Sherman; Project partner/Happy Valley
5. Christine Lewis; Project partner/Metro
6. Dan Occhipinti; Business and freight
7. Daryl Woods; Business and freight
8. Diane Helm; Community
9. Kathy Hyzy; Education (Meetings 1 and 2)
10. KeDarius Colbert; Healthcare
11. Kimberly Swan; Climate and environment
12. Lizbeth Hale; Business and freight
13. Marc Kilman-Burnham; Emergency/resilience
14. Mark Aasland; Recreation
15. Mile Cebula; Community Planning Organizations
16. Mishayla Richardson; Community
17. Monica Di Pietrantonio; Education
18. Paul Savas; Project partner/Clackamas County
19. Rebecca Stavenjord; Adjacent project partner/Multnomah County
20. Rian Windsheimer; Project partner/ODOT
21. Tracy Moreland; Tribal

Leadership Cohort

The Leadership Cohort is a group of 16 community members who learn and share leadership skills, provide feedback on key project elements, and help ensure that the voices of the community are heard and represented in the final vision and in the implementation phases that follow. The Leadership Cohort structure was designed to actively remove barriers to participation and encourage capacity in new community leaders. Members were selected through an open application process. So far, the Leadership Cohort has met once, with additional meetings planned for the summer and fall 2024.

Leadership Cohort members include:

1. Anna Krauss
2. Darren Driscoll
3. Emily Greene
4. Jacob Reese
5. Holly Krejci
6. Jenai Fitzpatrick
7. Jill Rundle
8. Joseph Hepburn
9. Kristina Powell
10. Louise Neilson
11. Marchelle Paholsky
12. Marrion Kaufman
13. Peter Alandt
14. Stephanie Bellew
15. Tracy Moreland
16. Mishayla Richardson

Technical Advisory Committee

The Technical Advisory Committee (TAC) is a group composed of subject area experts from our partner agencies who provide skilled support and technical analysis to the Steering Committee, to help develop an equitable, community-supported vision for the future of the Sunrise Gateway Corridor. Members were selected based on technical expertise. So far, the TAC has met seven times with additional meetings planned for summer and fall 2024.

TAC members include:

1. Laura Edmonds; Clackamas County Economic Development
2. Shawn Olson; Clackamas County Fire District
3. Molly Caggiano; Clackamas County Disaster Management
4. Adam Brown/ Devin Ellin; Housing Authority of Clackamas County

5. Joy Fields; Clackamas County Planning
6. Joe Marek; Clackamas County Transportation Engineering
7. Leah Fisher; Clackamas County Health, Housing & Human Services
8. Kristina Babcock; Clackamas County Social Services
9. Jessica Rinner; Clackamas County Water Environment Services
10. Scott Turnoy; Oregon Department of Transportation
11. Melissa Ashbaugh / Monica Kruger; Metro
12. Grant O' Connell; TriMet
13. Michael Walter / Sally Curran; City of Happy Valley
14. Todd Heidgerken/ Adam Bjornstedt; Clackamas River Water
15. Wade Hawthorne; Sunrise Water Authority
16. Cheryl McGinnis; Clackamas River Basin Council
17. Erin Reome; North Clackamas Parks and Recreation District
18. Maria Magallon; Clackamas County Public and Government Affairs
19. Jim Austin; Clackamas County Tourism

Phase 1 Engagement Overview

From November 2023 through February 2024, the project team reached out to the community to gain a foundational understanding of existing conditions, community values, and how the community prefers to be engaged. Early conversations included stakeholder interviews and briefings with interested parties, equitable engagement workshops and pop-up events. The input from this outreach, along with data on existing conditions, provided the information needed for the project team to develop six proposed goals and accompanying objectives for the project.

From March 2024 through June 2024, the project team engaged with the community to gather feedback on proposed goals and objectives, opportunities and challenges, and ideas for future improvements in the project area. A variety of methods were used to engage the community, including an in-person open house, online survey, focus groups and meetings with the committees described earlier in this report.

The community was asked to comment on the following proposed goals to help guide the visioning process:

- 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

Community members were also often asked to identify locations of opportunities, challenges, and future ideas. Locations were plotted on maps at the open house, through the online survey and at committee meetings to provide a geographic representation of feedback that is being used to develop draft future scenarios for the Sunrise Corridor Community.

Questions asked included:

- What places do you visit in the Sunrise Corridor Community?
- Where do you see challenges?
- Where do you see opportunities for improvement?
- What ideas do you have for the future of the Sunrise Corridor Community?
- What goals and objectives matter to you, and why?
- Have we missed something that's important to you?

This report includes detailed findings from each engagement method and a compilation of information gathered, including attendance, key findings, and next steps. To date, feedback has been received from approximately 575 individuals.

Summary of Feedback Themes

Key themes from this phase of outreach include:

- Address congestion and safety issues
- Increase access to roadways and transit
- Improve multimodal travel options, including sidewalks and bike lanes
- Include anti-displacement strategies, with a focus on affordable housing
- Improve transportation infrastructure
- Create access to parks and other green spaces
- Examine land use for businesses and services
- Enhance health and well-being for people and wildlife
- Preserve green space and reduce air pollution
- Engage community and build support

Equitable Engagement Workshops

Overview

Two equity workshops were held on February 21 and 26 to improve engagement and highlight concerns and topics of interest heard by those who could be most marginalized in the engagement process. A total of 32 community members attended the workshops.

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



Notifications and Outreach

- Language interpreters invited attendees in their respective language communities.

Key Findings

Key themes from the discussions included:

- Suggestions for communication channels such as email, social media, community events, radio stations, physical mail, newsletters, and websites.
- Preferences for receiving updates at regular intervals, either monthly or quarterly, with a focus on significant milestones or changes.
- Suggestions were made for engaging 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 proposals for improving transportation infrastructure, including wider roads, improved access to freeways, and separated pedestrian and bicycle paths.
- Importance of environmental sustainability, advocating for cleaner production methods, incentives for electric vehicles, and efforts to reduce pollution and improve air quality.
- 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.
- Focus on equity and inclusion, with calls for accessible resources and services for all residents, regardless of cultural background or income level.

- Interest 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

Overview

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.

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

Initial key themes include:

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

Stakeholder Interviews

Overview

Interviews with key interested parties from September 2023 through March 2024 provided a better understanding of the historical background of the community, what is working well today and what should be addressed in the future.

A set of questions was developed to guide the interviews, though the actual questions used varied with the flow of the conversation.

- What brought you to this area?
- What do you know about the corridor (past planning too)?
- What do you hear from others?
- What works in the corridor well today?
- What could work better in the corridor in the future?
- What do you want this area to look like in the future?

- What issues should be addressed by this plan?
- How would you like to participate in the future?
- What is a quote that we could use on the website?
- What would success look like to you?

Interviews were held with:

1. Terry Emmert; Emmert International – October 20, 2023; December 8, 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. Tracy Moreland; resident and Grand Ronde Tribal Member– June 22, 2023
7. Jay Jones; North Clackamas Chamber of Commerce – November 17, 2023
8. Chris Hawes; Clackamas Fire District – November 29, 2023
9. Diane Helm; Terra Casa, former Mayor of Damascus, WES Advisory Committee member – November 29, 2023
10. Patrick Sheehan; Real estate agent, former legislator – November 28, 2023
11. Dan Occhipinti; Pacific Seafoods – December 4, 2023
12. Daryl Woods; Safeway – December 13, 2023
13. Brad Paulsen; Platt Electric Supply, Inc. – February 21, 2024
14. Tom Martin; Precision Truss, Inc. – March 21, 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 include:

- The Sunrise Corridor is impacting businesses, due to the lack of traffic flow.
- Transportation facilities are not keeping pace with community growth and there are concerns that 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.
- There are intersection congestion and safety issues in Damascus as traffic also converges from Gresham and Sandy areas.
- Think of the broader area, not just the corridor, for land use and economic opportunities.

- Success looks like having the community understand the issues and solutions, with trust around the project implementation.
- Priorities and purpose for a funding package should not be focused on job creation, as the project is much more than that.
- Include agricultural community in the conversation.

Pop-up Events

Overview

The project team conducted pop-up events, which were tailored opportunities for residents and employees to gather at places like housing communities, bus shuttles, and farmers markets to share what is working well in the corridor today and what should be addressed in the future. Six pop-up events were held:

- **Clackamas Industrial Shuttle** – January 25 and February 14, 2024
 - The project team rode the shuttle during 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.
- **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.
 - 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 at City of Happy Valley 172nd Ave Open House and 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.
- **Shadowbrook Manufactured Home Community** – March 8, 2024
 - Approximately 20 attendees; people attended, 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 Hwy 212/135th intersection.
 - The vehicles turning east from SE 135th have a free flow turn, making it difficult for Shadowbrook residents to get in or out of their community. Their only access is on Hwy 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 Hwy 212 changing in the future: noise/soundwall, lighting nuisance from road, traffic on Jennifer Street, vacant commercial/industrial properties, and potential residential displacement.

Notifications and Outreach

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

Briefings

Clackamas County connected with local organizations and project partners to coordinate presentations that included a project overview, history, ways to engage and next steps.

Presentations were made to the following groups:

- Clackamas County Coordinating Committee (C4) – October 4, 2023
- Metro Joint Policy Advisory Committee on Transportation (JPACT) – December 14, 2023
- North Clackamas Chamber of Commerce – May 6, 2024
- Clackamas County Leaders in Equity Diversion and Inclusion Council (LEDIC) - May 28, 2024
- Happy Valley City Council – June 4, 2024

Notifications and Outreach

- Clackamas County connected with local organizations and project partners to coordinate briefings.

Open House

Overview

An in-person 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. Several Steering Committee and Leadership Cohort members attended the open house.

The open house format was drop-in. Attendees could learn about the visioning process, share what they know about the area, provide feedback on proposed visioning goals, and talk with staff from the project and local jurisdictions, and with members of the project Steering Committee. Community members were asked to give feedback on posters, maps, and comment forms.

Image 2: Open house at Adrienne C. Nelson High School on April 10, 2024



Notifications and Outreach

- Invitations were mailed to 5,882 addresses in the Sunrise Corridor Community, including some addresses just north and east of the project boundary.
- Event information was shared via a Facebook event page (147 people indicated an interest in attending). The event was shared in multiple Facebook groups in the project area by community project partners.
- 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 information on social media.
- The City of Happy Valley included the open house details in its April newsletter, which is sent to all addresses in the city.

- Members of the project Steering Committee, Technical Advisory Committee, and partner agencies were encouraged to share the meeting invitation through their social and email networks.

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

Key Findings

Feedback on proposed goals

Based on comments collected at the meeting, the proposed goals resonated with community members. All goals received some feedback or support from community members.

Sticky note comments on the posters included suggestions for more specific considerations including 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 traffic), sense of community, light and noise pollution concerns, maintenance needs, and more.

Feedback provided on maps

Community members shared challenges and ideas in comments on the project area map. Many comments related to transportation (local and regional challenges and ideas for all travel modes) and river/natural area access. Additional comments related to housing issues, 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.

Survey

Overview

An interactive online survey was open from April 10 to May 10, 2024, to gather input on proposed project goals. The survey was a complement to the in-person open house held on April 10. In addition to learning about project goals, participants could note places they go, challenges they experience, and ideas they have for improvements in the area.

Total respondents: 335

For the survey, the proposed goals were summarized for readability and referred to as “priorities.” The survey was available in four languages:

- English (300 responses)
- Russian (28 responses)
- Vietnamese (5 responses)

- Spanish (2 responses)

Participants responded from over 30 different zip codes. The top five were:

- 97089 (101 responses)
- 97015 (89 responses)
- 97086 (51 responses)
- 97045 (21 responses)
- 97222 (14 responses)

Respondents were asked about their relationship to the project area. They could provide more than one answer to this question.

- 166 live in the Sunrise Corridor Community
- 116 drive through the area for work
- 137 drive through the area for recreation
- 45 work in the area
- 18 own a business in the area
- 53 indicated that they own property in the Sunrise Corridor Community.

Of those who submitted demographic responses:

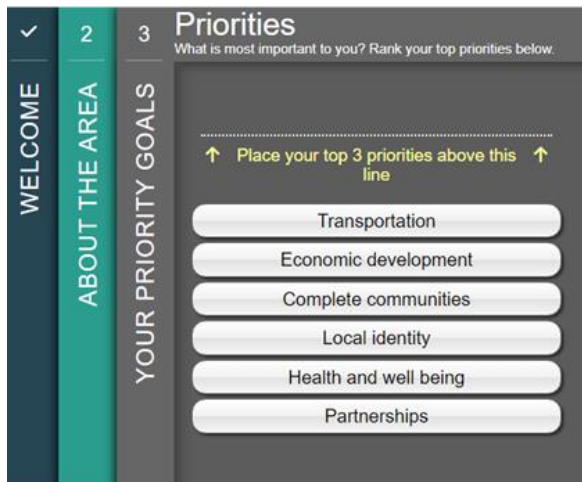
- 66% were between 35-55 years of age
- 66% were female
- 76% indicated white for race/ethnicity
- 4% indicated Hispanic/Latine, the next highest race/ethnicity

Notifications and Outreach

- The survey was mentioned in the March mailing sent to 5,900 addresses in the Sunrise Corridor Community area, including some addresses just north and east of the boundary.
- Language interpreters invited attendees in their respective language communities to take the survey.
- The county sent notices to the project email list (approximately 300 recipients) and posted information on social media several times.
- The City of Happy Valley included the open house and online survey details in its April newsletter, which was sent to all addresses in the city.

Key Findings

Figure 2: Priority goals exercise



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 respondents better understand the goal/priority. The following language 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.

Feedback on priorities (proposed goals)

Respondents were asked to choose their top three priorities based on personal importance. The goals included: health and well-being, transportation, complete communities, economic

development, partnerships, and local identity. While 264 participants responded to this question, not everybody selected three priorities. Top priorities were selected 757 times (see *Table 1* below.)

- 26% selected health and well-being as one of their top three priorities.
- 22% selected transportation as one of their three top choices.
- 20% selected complete communities as one of their top three choices.

“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).

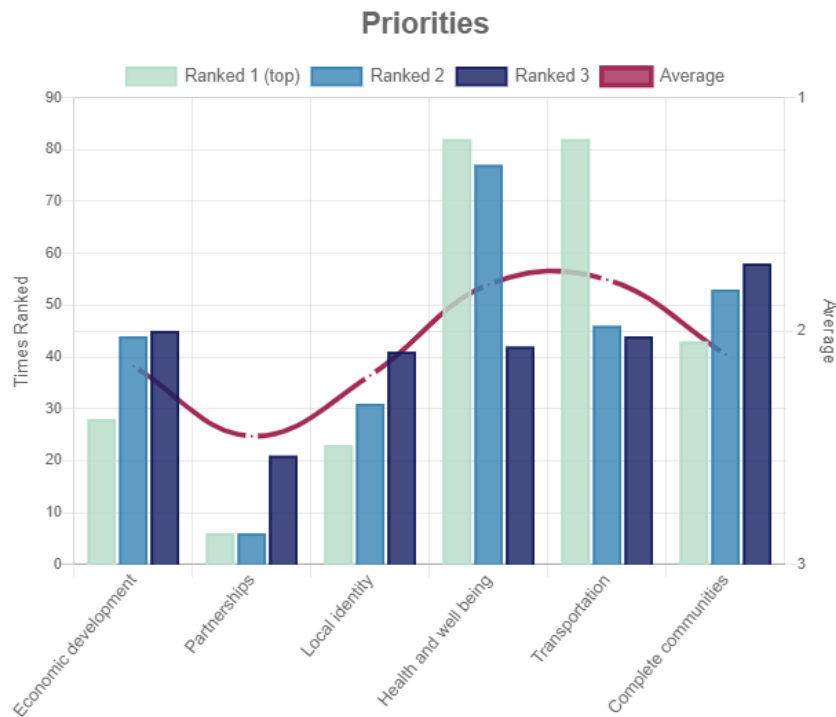
Table 1: Priority rankings and number of times selected

Priority	Ranking Average (lower ranking** number indicates higher priority)	# Times Selected (Inputs)	% of Times* 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 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



Fifty-six participants commented about their priorities, including:

- Traffic congestion, locations of traffic congestion or traffic safety concerns (mentioned in about a third of 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-focused, respect local communities, 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, water, waterfowl, birds; everything flows to river; minimize noise and environmental pollution
- Recreation, parks, trails
- Affordable housing for rent
- Houseless community issue; abandoned RVs
- Responsible land use, rapid development seen, not becoming “cookie cutter city”
- Trash
- Environmentally focused businesses

Feedback provided on maps

Participants were asked to comment on a web map about places they go, challenges, and ideas 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 and “shopping” in the SE 82nd Drive area, near I-205. Many highlighted their travel through the area to work, home, or recreation.

Most of the more than 250 comments related to challenges were transportation specific. Comments on general traffic congestion and safety were common, as well as notes on specific locations related to turning, visibility, lane changes, traffic signals, driver behavior and lack of sidewalks. A few other challenges mentioned included concerns about houselessness, access to the river, and the aesthetics of vacant residential buildings along Hwy 212.

There were more than 100 comments about ideas including:

Transportation:

There were many specific location-based ideas on transportation improvements, including:

- Additional vehicle lanes or capacity, bypass roads over others to minimize conflicts and address congestion
- Signals or lanes to help with turns
- 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
- Use Evelyn Street for improved river access

Residential:

- Preserve mobile home parks
- 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 parks

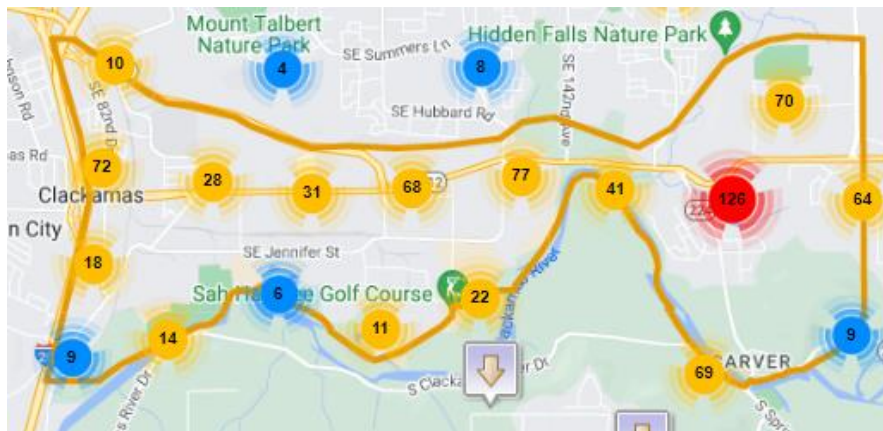
Environment:

- 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
- 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 3: Map marker exercise (numbers shows how many comments were mapped by geographic area)



3. Focus Groups

Overview

Four focus groups were held in April and May 2024 to 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 business associations.

Commented [RE1]: We used "Latine" earlier in the report -- should be consistent one way or the other.

The focus groups were held online and conducted in a small group format to provide a comfortable, conversational environment, and to ensure all voices were heard. There were 8-14 participants in each group, with a total of 43 individuals.

Each group began with a presentation on the overview of the project. Participants were asked questions to prompt them to provide their context about the area, including opportunities and challenges, and feedback on proposed goals and objectives.

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.

Key Findings

- **Slavic Community Focus Group** – April 25, 2024; 14 participants; comments included:
 - Concerns with road conditions, traffic congestion and safety.
 - Improve cleanliness and aesthetics.
 - Protect animal habitats and green spaces.
 - Concerns about poor air quality that will get worse with increased congestion.
 - Access to businesses.
- **Vietnamese Community Focus Group** – April 27, 2024; 12 participants; comments included:
 - Safety is the largest concern, especially traffic, highways, and semi-trucks
 - Create job opportunities for area residents.
 - Develop more parks, recreation areas, and places for the community to connect with each other.
 - Add character and make the corridor a combination of industrial, business, residential areas.
 - Increase pedestrian and bicycle facilities.
- **Latinx Community Focus Group** – April 29, 2024; 9 participants; comments included:
 - Widen streets to provide bicycle facilities and increase safety for all users.
 - Lack of safe walking connections.
 - Increase transit frequency and improve bus shelters.
 - More tourism and family recreation, including parks and river access.
 - Clean garbage and litter
- **Business Community Focus Group** – May 24, 2024; 8 participants; comments included:
 - Negative business impacts due to traffic congestion.
 - Create better traffic movement and connections.
 - Improve pedestrian facilities and safe crossings.
 - Include historical perspective of large transportation projects as part of the project considerations.
 - Concerns with funding and that it will be barrier to move the project forward.

Business focus group participants included:

- Andy Maletis; Portland Bottling Company
- Aly Salz; Righteous Clothing
- Aaron Suchy; Radium

- Hank Doane; R.S. Davis Recycling
- Shawnda Horn; Double J Construction
- Mike Drennan; First Interstate Bank
- Diana Helm; Terra Casa
- Nick Nedelisky; Eagle Development

Image 3: Business focus group



Next Steps

Community feedback from phase 1 engagement will be used by the project team, working with the Technical Advisory Committee, Steering Committee, and Leadership Cohort, to finalize the goals and objectives, and to develop draft scenarios. Once draft scenarios are developed, the project team will host a second phase of engagement to gather community input on the scenarios. The public will be asked to provide feedback on the draft scenarios in fall 2024.

Figure 4: Public engagement timeline

