

T3-2022-16220 Comments for the Multnomah County Permanent Record

3 messages

Suzanne <suzcc@me.com>
To: LUP-comments@multco.us

Mon, Aug 7, 2023 at 9:28 AM



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To Whom It May Concern:

I am addressing Multnomah County Land Use Application T3-2022-16220 and MCC 39.7015 Conditional Use Approval Criteria (A) (6) will not create hazardous conditions because I believe traffic impacts will be tremendous, unsafe and unmitigable.

The Portland Water Bureau (PWB) submitted a Construction Traffic Impact Analysis to Multnomah County Land Use on June 2nd of 2023 prepared by Brown and Caldwell. The conclusion of the analysis is "that the collective construction traffic will have minimal impacts on intersections and roadway operations, including during needed roadway closures for pipeline construction. Truck traffic causes no impact to intersection operations". This report continues to include information that's inaccurate or misleading and reveals their true lack of knowledge of the area. By their own admission, the PWB says there will be 1480 daily trips by construction trucks and workers/staff coming to and leaving the filtration plant site. In addition there will be 260 trips made to pipeline construction sites. The analysis also states that those "minimal impacts" will be mitigated effectively by the Project (plant and pipeline phases). No other mitigation is recommended to meet standards and safely serve both Project traffic and existing background traffic during construction. I'm wondering how any reasonable person can imagine 1500+ vehicles per day coming to any site or close by and not have any impact on roadways or intersections in a rural community? Is this Traffic Impact Analysis serious or just laughable?

They have only included a small "study" area of roads and intersections in their analysis acting like all this traffic won't impact or affect other roads or communities before arriving next to the site and the "study area". There will be some roads closed down to one (1) lane and some closed completely for periods of time. The re-route maps they designed indicate that those hired for their opinion on traffic don't really know the area or the roads there. Truthfully without even the change to single lane traffic, road closures or detours the sheer number of additional vehicles alone, some being large construction trucks, would gridlock the roads beyond imaginable. Another conclusion made is that all intersections will perform at acceptable levels of service with minimal delay except for two near the fresh water pipelines.

Another statement made is that Oregon Trail Academy (OTA) is not expected to have significant construction traffic (this statement was made when they were expecting approval of the construction road directly next to the school's playground chainlink fence). That county approval is still in process. It's stated that no mitigation is recommended since construction traffic is not anticipated on SE Proctor and no queuing impacts were seen out on S.E. Bluff. ***See images below taken at the school.

Their mitigation for school traffic coming or leaving before the beginning school bell and after the ending school bell is twenty minutes on either side which doesn't take into consideration any school activities or additional parental pick up times.

Of real concern to me is their description of S.E. Proctor. Rd. They call it a minor arterial road with a speed limit of 55 mph. That road is extremely steep, very narrow with absolutely no shoulder to protect dropping off into ditches bordering both sides of the asphalt. I personally drive that road sometimes but prefer not to since meeting an oncoming car even with both drivers on their correct sides of the road makes me anxious for lack of width. When SE Dodge Park Blvd is either single lane or closed completely (which PWB says it will be) and the same restrictions on SE Lusted, vehicles from lower (eastern end) of both SE Lusted and SE Dodge Park Blvd along with traffic crossing the Bull Run Bridge will need to use SE Proctor to leave that area or wait in line for the traffic controls. Normally they could have had the options of turning off SE Dodge Park onto SE Cottrell but that intersection will become one of the most heavily impacted during the 5 - 7 years of construction.

Another concern that isn't addressed in any traffic report is the fact that Oregon Trail School District Buses use T.H. Belcher's circular driveway at [38755 SE Bluff](#) to turn school buses around four (4) times a day on school days. Considering the large dip in SE Bluff right where that driveway enters and exits Belcher's property there are serious sight distance issues. With so many additional trucks producing constant road noise, listening for traffic won't be helpful any more either. If trucks and heavy traffic on SE Bluff can not see the buses slowing to enter or exit Belcher's property or the buses can't find a break in the traffic that will be a likely place for accidents to occur, probably involving a bus of school children. One more for the record is that the flats (east end) of lower SE Lusted in Clackamas County will be torn up for very extended periods of time and there won't be another option in that location for buses to pick up or let off school children. As of this date PWB has not given Student's of America Bus system any plan to allow the district to safely and timely get children to school and home again. PWB hasn't supplied a safe route plan to Gresham Barlow School District even after being asked therefore it seems safe to assume no plan will be presented to Oregon Trail's Student's of America Bus System.

It's not just the improper use of EFU land being requested for these roads but also the location directly next to a public school where children's safety and learning ability will be negatively affected. (noise has been proven to affect the ability to learn).

Mr Rappleyea, please look closely at what PWB is proposing to do in Rural Multnomah and Clackamas counties where so many aspects can not be properly mitigated successfully and be bold enough to ask that this project be placed in a location where valuable agricultural land will not be lost forever, the infrastructure can support such a large project and it's requirements with it's traffic demands and emergency services are capable of meeting the needs of the community plus the extra load that inevitably accompanies any project of this enormity.

Portland Water Bureau's Submitted Traffic Report states that there are no traffic concerns or queuing on SE Bluff Rd by the OTA school therefore no issues or mitigating required. These images were captured in late spring 2023 approaching Oregon Trail Academy ([36225 SE Proctor Rd Boring, OR](#)) from the West. The first two images show queuing of vehicles on SE Bluff Rd coming towards SE Proctor from both directions, East and West. The final image is looking onto SE Proctor Rd while turning on to it showing the line of vehicles that caused the queuing on SE Bluff Rd and the congestion on SE Proctor Rd itself.

3 Images of Traffic Queuing onto SE Bluff Rd by Oregon Trail Academy







Suzanne Courter

Member Cottrell Community Planning Organization

Suzanne <suzcc@me.com>
To: LUP-comments@multco.us

Mon, Aug 7, 2023 at 9:49 AM



External Sender - Be Suspicious of Attachments, Links, and Requests for Payment or Login Information.

Begin forwarded message:

From: Suzanne <suzcc@me.com>
Subject: T3-2022-16220 Comments for the Multnomah County Permanent Record
Date: August 7, 2023 at 9:28:21 AM PDT
To: LUP-comments@multco.us

Resent to Correct to MCC 39.7515 from mistaken code number for Conditional Use Approval Criteria

To Whom It May Concern:

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[Quoted text hidden]

Suzanne <suzcc@me.com>
To: LUP-comments@multco.us

Mon, Aug 7, 2023 at 9:55 AM



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To: LUP-comments@multco.us

Resending to Correct MCC Code and Approval Criteria

To Whom It May Concern:

I am addressing Multnomah County Land Use Application T3-2022-16220 and MCC **39.7515** Conditional Use Approval Criteria (F) will not create hazardous conditions because I believe traffic impacts will be tremendous, unsafe and unmitigable.

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[Quoted text hidden]



T3-2022-16220 Comments for Multnomah County Record

1 message

Suzanne <suzcc@me.com>
To: LUP-comments@multco.us

Mon, Aug 7, 2023 at 11:01 AM



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To Whom It May Concern:

I am addressing Multnomah Land Use Application T3-2022-16220 and MCC 39.7515 Conditional Use Approval Criteria (A) Character of the Area and (F) Does Not Create Hazardous Conditions.

I've chosen to live out in the country and away from urban noise because I struggle with tinnitus. When noises get louder it becomes physically painful and I've found the rural area is a much better and healthier place for me to live. Currently the Cottrell area where I live is very quiet - a place where I can distinguish between bird songs, hear the wind and relax my mind enough to not feel so negatively affected by the tinnitus. I'm able to relax enough to think clearly. If the Portland Water Bureau builds a water filtration plant at their proposed site on the Multnomah/Clackamas County line I will be forced to move for health reasons. The 5-7 years of construction will impact my life so negatively that I will be unable to remain in my home because of the noise.

Please do not allow this misplaced project to destroy the lives of our community.

Their desire for water filtration can be addressed in another location preserving agricultural land and residents health at the same time. Please consider the criteria of "character of the area" and "hazardous conditions" carefully because this project does not fit with either.

Respectfully,

Suzanne Courter

Member Cottrell Community Planning Organization

T3-2022-16220 Comments for Multnomah County Permanent Record

1 message

Suzanne <suzcc@me.com>
To: LUP-comments@multco.us

Mon, Aug 7, 2023 at 11:02 AM

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To Whom It may Concern:

I am addressing Multnomah County Land Use Application T3-2022-16220 and MCC 39.7515 Conditional Use Approval Criteria (A) Character of the Area and (F) does not create Hazardous Conditions.

External Noise has a negative effect on Student's Ability to Learn

How does noise level affect students learning?

*Excessive noise reduces the ability to hear lessons clearly and has a negative effect on a child's ability to learn. Studies examined by the World Health Organization (WHO) have found that children exposed to continuous disruptive noise can experience poorer reading ability, memory and academic performance.

**According to a National Institute of Health [study of classroom acoustics and school teachers' noise exposure](#), excessive noise also has an impact on teachers who are forced to raise their voice to be heard. Over time, this can lead to increased stress and fatigue.

For speech to be intelligible, a teacher's voice must be 15 decibels louder than any irrelevant background noise. If classroom noise is already at 72 decibels, the teacher would have to speak at a level of 87 decibels — or to shout continuously. Unsurprisingly, the [National Education Association](#) shows teachers are more than twice as likely to have voice problems and three times more likely to see a doctor about the issue. Anecdotally, some teachers report speaking very loudly when they come home for the evening until they adjust to the new situation.

Today's commercial trucks are loud; a standard diesel engine produces approximately 100 decibels (dB) of noise. 2/6/2019

Depending on the time of day, the noise level of typical road traffic varies, often falling between 45-70+ decibels.

June 2, 2022

Source:

Barcelona Institute for Global Health (ISGlobal)

Summary:

A new study suggests that traffic noise at schools has a detrimental effect on the development of working memory and attention in primary-school students.

Road traffic noise is a widespread problem in cities whose impact on children's health remains poorly understood. A new study conducted at 38 schools in Barcelona suggests that traffic noise at schools has a detrimental effect on the development of working memory and attention in primary-school students. The findings of this study, led by the Barcelona Institute for Global Health (ISGlobal), a centre supported by the "la Caixa" Foundation, have been published in *PLoS Medicine*.

The Proximity of Oregon Trail Academy to the traffic and construction site where Portland Water Bureau desires to build a water filtration plant will have damaging effects on student learning and teacher effectiveness.

Respectfully,
Cris Courter
Member Cottrell Community Planning Organization