

No.	Name	Comment	Response	On mailing list?
1.	Bob Ballenger	Do what professional engineers think should be done. Don't listen to all the environmentalists. You will never get anything done if you do.	Project alternatives are being developed by engineers with input from the public and environmental professionals. This process allows for development of a sound engineering design with fewer impacts on the environment. FHWA is required by law (National Environmental Policy Act) to consider public input and potential environmental impacts. Plus, considering environmental concerns early in the process is typically more efficient than not doing so, and it reduces the likelihood of the project being challenged in court.	yes
2.	Paul Blackburn, President, Teacup Lake Nordic Club	<p>We are gratified to learn that the current plans will not impact Teacup's or other X-C ski trails on Mt. Hood. However, reading the brochure and reviewing outputs of meetings, it appears there could be impacts to sno-parks.</p> <p>It appears the plans to modify Hwy #35 near Clark Creek and Newton Creek could possibly impact the Teacup Sno-park. We realize plans are in the discovery stage, but we wish to go on record to say Teacup Sno-park and the adjacent Clark Creek sno-park are undersized now. We request that every effort be made to not reduce the size of these two sno-parks. In fact, as plans progress, Teacup requests the FHWA consider ways to increase the capacity of these sno-parks.</p> <p>At the Hood River meeting, Jurgen Hess, Teacup Board member and former USFS employee, offered Teacup's involvement and his experience and services in helping to design any sno-park modifications.</p> <p>We do understand that highway projects and progress are a way of life. Teacup Lake Nordic Club requests to be intricately involved in this highway redesign process to insure whatever the decision is, the Teacup Lake Nordic area and X-C skiing on Mt. Hood is not diminished. We want to protect what we have built and our capital investments. There are positives that can come out of this project. Please keep us involved in this process!</p>	<p>FHWA is aware that sno-parks in the project area are popular and sometimes full of vehicles, especially on winter weekends.</p> <p>Existing sno-parks could be affected by the project, but FHWA will try to at least maintain current parking capacity. The partner agencies (FHWA, ODOT, and the Forest Service) may consider adding capacity at existing sno-parks as part of the project.</p> <p>FHWA intends to keep the Highway 35 Task Force, which includes representatives of the Teacup Lake and Portland chapters of the Oregon Nordic Club, the Mazamas, and the Bergfreunde, updated as project design progresses and to seek their input on the design as it relates to winter recreation facilities.</p>	Yes

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3.	Jack Bryant	<p>I have followed with interest the Highway 35 process to arrive at a solution to the damage to the roadway.</p> <p>I think the proposal to fix the White River crossing is appropriate, i.e., replacing the bridge with a higher etc.</p> <p>I feel the proposed fix to Clark and Newton is extremely short-sighted. The highway should be relocated to the east and south. This is a long-term final solution. The present location through Clark and Newton Creek is an active floodplain. Move the highway out of it.</p> <p>Our business is moving products over Hwy 35. We feel it should be a long-term fix.</p>	<p>Based on additional analysis of alternatives to relocate Highway 35 at Clark and Newton creeks, FHWA determined that relocation would impact the East Fork Hood River, fish and wildlife habitat, wetlands, scenic quality, soils, and public recreation. Construction and mitigation costs would be very high. In addition, FHWA received hundreds of public comments against relocation at Clark and Newton creeks.</p> <p>Proposed improvements at the Clark and Newton crossings are being designed to reduce the likelihood of debris flows overtopping or taking out sections of the highway. Raising the road grade and increasing the openings under the road will allow more water and debris to flow under the road.</p>	Added 8/27/08
4.	Robert Buschman	<p>Whereas all new options/changes come at high expense and no options will be maintenance free, I support not changing the existing routes at White River and Clark/Newton. Further, new routes would significantly disturb established recreation areas for XC skiing and scouting – volunteer, zero-impact activities. New routes proposed support the commercial, high-environmental-impact activities at Meadows.</p> <p>Please support those who use the forest rather than exploit it.</p>	Thank you for your comment.	yes
5.	DJ Cobb	You are professionals. Do what is necessary and fiscally responsible to reduce road closures and major repairs to a minimum. “Some maintenance” will <u>always</u> be required. Just keep the road narrow, scenic, and in operation.	Based on comparative analysis of the project alternatives and environmental considerations, FHWA has determined the recommended alternative would best achieve the objective of reducing maintenance and repair needs at a reasonable cost.	yes

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6.	Ed Conyngham	<p>As a cross-country skier and Nordic instructor for the Mazamas I am relieved there will be no impact on the Teacup trails or other trails we use, Meadows Creek and Pocket Creek in particular, or the White River area.</p> <p>It is my understanding that the highway will not be elevated as much near the Teacup Sno-Park as it will further down the road toward Newton Creek so that access to the Sno-Park will not be difficult. Expanding the Sno-Park however is also important as it is often completely filled.</p> <p>The Pocket Creek Sno-Park is less heavily used than the Teacup Sno-Park but it is nonetheless well-used by both cross-country skiers and snowshoers and easy access to this Sno-Park is also important. I assume you have a plan for that.</p> <p>I hope that consideration will be given to preparing a large flat area just off the Teacup Sno-Park for ski classes and those wishing to practice on level ground. Holding classes on the TC trails themselves tends to obstruct faster moving skiers and can be hazardous. A separate area would be a big help.</p> <p>I understand that because of the elevation and extension of the bridge over White River a new access road will have to be built leading to the White River West Sno-Park. When that is done would it be possible to prepare a flat practice area for cross-country skiers there too? There is some flat area just north of the Sno-Park up the canyon but it is heavily used by snowshoers and tubers which makes it hard to use as a cross-country practice area. A separate area would make for broader usage. This would not have to be a completely separate space but could just be an enlargement of the present Sno-Park, so long as cars were not allowed to park there. An ideal size might be 60x300 feet but it could be half that and still be very useful given the lack of such flat spots around Mt. Hood. Having such a space plus a similar one near TC Sno-Park would be a great improvement.</p> <p>Thanks for including us in the planning process.</p>	<p>FHWA is aware that sno-parks in the project area are popular and sometimes full of vehicles, especially on winter weekends.</p> <p>Existing sno-parks could be affected by the project, but FHWA will try to at least maintain current parking capacity. The partner agencies (FHWA, ODOT, and the Forest Service) will consider adding capacity at existing sno-parks as part of the project.</p> <p>The partner agencies will consider possibilities for a flat practice area for cross-country skiers if the project presents a justifiable or incidental opportunity.</p>	yes
7.	Jim and Sue Forsman	<p>I believe that staying with the existing road alignment makes the most sense. The raised bridge and larger culverts should help. The road passes through some very challenging areas and realignment</p>	Thank you for your comment.	Yes

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		would have a huge impact. I concur with the recommended alternative.		
8.	Marian T. Fox	Please <u>DO NOT</u> impact the Teacup Snow Park trails or the Pocket Creek trails/road. They are much beloved by x-country skiers, so I would support the FHWA plan which utilizes the existing Highway 35 corridor.	Thank you for your comment.	Added 8/27/08
9.	Amy Harlib	Even though I live far away in NY state and in the city, I feel that preserving as much wilderness as possible everywhere is absolutely vital to saving the planet. I think that maintaining existing roads at White River and Clark & Newton Creeks is the best option for disturbing the environment the least. Someday, I hope I can visit this beautiful Oregon region.	Thank you for your comment.	yes
10.	Marita Ingalsbe	I am writing in support of keeping Hwy 35 on the same alignment, raising the bridge at White River, and raising the highway at Clark and Newton Creeks. I am in favor of lesser environmental impacts and lower costs that would result from this plan.	Thank you for your comment.	Yes
11.	Jeff Kipilman	Wherever possible avoid new road building. There will be more debris flows through the White River and East Fork Hood River areas. A higher and longer bridge over the White River and installation of several large culverts at Clark and Newton Creeks seems to be the optimum fix with the least environmental impact. Moving the highway upstream or downstream would take funding away from Clark and Newton Creek projects.	Thank you for your comment.	yes
12.	Phyllis Kirk	I support your recommended alternative because it does not require realignment and therefore more environmental destruction. The higher bridge may alleviate the worst of storm damage but may cost more to repair in the worst-case scenario. It's definitely a conundrum.	Thank you for your comment.	Yes
13.	Kay Kucera	Put the highway underground – under the White River. Leave 35 in the same alignment through Clark & Newton.	Building a highway tunnel beneath the White River was considered in the feasibility study and was determined not to be a feasible alternative due to high costs.	Yes (Did not check box on the comment sheet that allows use

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				of name & address in public documents.)
14.	Kelvin Kulp	<p>I see that costs come up as cons and am wondering if a program could be started for road construction that would allow dollar for dollar tax deduction for citizens that are wanting to donate money and get a deduction for doing so. The project gets the additional funds it needs and tax payers get a write off.</p> <p>As for the boy scouts, they will figure something out.</p>	<p>This is a creative suggestion. We recommend that you contact your Congressional representatives to discuss it further.</p>	Yes
15.	John and Juanita Lane	<p>We think you should leave it where it's at and see if the latest improvements work.</p>	<p>The latest improvements repaired the highway, but did not involve redesign because the emergency repairs had to be completed very quickly.</p> <p>These additional improvements are being proposed with the objective of a more permanent repair that would increase the reliability of the transportation service provided by Highway 35 by reducing the risk of debris flow damage. Such improvements will require redesign of some existing highway features,</p>	yes
16.	Linda Maddox	<p>I think keeping the existing alignment is the best option for both White River and Clark /Newton Creeks. It protects established wildlife corridors and established drainages and natural environments. There will be no manmade additional disturbance to the environment. We will be preserving, as well as possible, what is there now. That is very important, as Mt. Hood has been impacted by so many intrusions. Keeping the present road alignment allows winter and summer recreation to continue successfully.</p> <p>Hwy 35 is key for access to Mt. Hood and the surrounding area but it does not need to be realigned or changed. It works well right where it is now. There will be needs for repair and maintenance in the future no matter where it is aligned. The mountain is eroding, as we all know. Let's stick with the alignment we have, with additional improvements.</p>	<p>Thank you for your comment.</p>	yes

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		<p>I want to say I totally disagree with the Clark/Newton Creeks idea of realignment to the east. The cost would be <u>very</u> high. Maintenance would still be needed. The impacts, visually, environmentally, recreationally would be so negative that it's hard to imagine. The road would be right below the Bennett Pass ridge where there are serious risks of landslide. The ruination of the best cross-country ski areas on the mountain (Bennett Pass, Teacup, Pocket) would be unconscionable.</p> <p>So, please keep the present alignment of Hwy. 35. Thank you.</p>		
17.	Sharon Malek	<p>First, thank you for soliciting public opinion on this proposal. Secondly, the email address listed in the newsletter is incorrect (it lacked the or_). http://wfl.fhwa.dot.gov/projects/or_erfo_2007/news_2.pdf. Based on this, you may wish to extend the deadline and re-advertise the correct email address for comments.</p> <p>The Teacup Nordic trails are a wonderful and popular recreational facility. I am strongly in favor of the proposal to maintain the existing Highway 35 location to avoid disrupting Teacup.</p> <p>Teacup is all the more impressive given that the trails and cabin were built and are maintained by a volunteer organization. The number of Nordic enthusiasts on Mt. Hood grows every year as aging baby boomers hang up their downhill skis for the gentler recreation of Nordic skiing, and families find Nordic skiing within reach of their budget. Teacup is unique on the mountain for its range of trail options, and its superior maintenance. Its popularity is pretty evident if you try to park at the sno-park on a winter Sunday. It took years for the organization to build the warming cabin and bring the site to its current state.</p> <p>Unfortunately, I believe many of the area's Nordic enthusiasts are not aware that Teacup and other Nordic trails are at any risk. I heard about last week's set of public meetings after the fact. The Oregon Nordic Club's website states that they were not informed about some of the public meetings. Please keep local Nordic clubs (Teacup, Oregon Nordic Club, Mazamas) and environmental groups involved in this process.</p>	<p>FHWA regrets the typographical error that indicated an incorrect e-mail address. A correction notice was posted on the website. The newsletter and other public communications also provided a mailing address and invited people to attend the public open houses to provide comments, and FHWA continued to accept comments after the deadline.</p> <p>Copies of the newsletter were mailed to over 900 people, including those who provided earlier comments on the project. In addition, advance notices of the public open houses were published in <i>The Oregonian</i> and the <i>Hood River News</i>.</p> <p>Although, unfortunately, members of the Highway 35 Task Force (see comments #2 and #27) were not personally notified in advance of the meetings, representatives of the Oregon Nordic Club and Mazamas attended the meetings and/or provided written comments afterward. FHWA intends to keep the Task Force updated as project design progresses and to seek Task Force input on the design as it relates to winter recreation facilities.</p>	yes

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18.	Raymond F. Nannini	We are with the improvement of Hwy 35 to Hood River. Hwy 48 to Wamic, Oregon, from Hwy 35 is needing some repair too.	Thank you for your support of the Highway 35 improvement project. There is a process for getting Forest Highway improvements approved and funded. The process is initiated at the local level. Please contact your local US Forest Service district office and your county roads department regarding improvements to Highway 48.	yes
19.	Clinton Peterson	I agree with the plan for the White River crossing. I use the White River East Snowpark in the wintertime and I expect to see consideration to a similar facility remaining after the new bridge is constructed. I disagree with the plans for culverts on Clark Creek and Newton Creek. I believe both of these crossings should also be bridges with the design providing for easy access to clean out the flood debris. I have attempted to clean out culverts over the years and have found it is almost impossible and many times the culvert has been destroyed.	FHWA is evaluating options at the Clark and Newton creek crossings, ranging from bridges to large culverts. FHWA will consider the cost and ease of maintenance of both bridges and culverts as part of its evaluation. We appreciate your concern and comment.	Yes, updated 8/28/08
20.	Byron Rendar	Given the uncertainties and the costs of doing it "right," this plan seems to make sense. I hope that access to snow parks and Teacup Lake will be improved or at least not adversely affected.	Thank you for your comment.	Yes (Did not check box on the comment sheet that allows use of name & address in public documents.)
21.	R.J. Rowan	I would look at whatever one of these areas has cost the most to repair in recent years. Attack that one first by whatever means is best. It is a risk on some of the other projects for now but in the long run may be more cost effective. Build a better section and hopefully forget it.	The purpose of the project is to improve the reliability of Highway 35 at both the White River and Clark/Newton creeks as it is important to maintain access at both sites.	Added 8/28/08
22.	Scott Russell	I received the Vol. 1, No.2 project update. I am pleased that you will keep the existing alignment of Hwy 35. I feel that increasing the size of the Clark and Newton Creek crossings is far better than relocating	Thank you for your comment and your suggestion for the White River Crossing. FHWA engineers are evaluating several	Yes (Did not check

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		the road in these areas. Perhaps the creek capacities should be two times the volume of the last major events. What I do suggest is to look into locating the White River crossing just north of the present bridge and dig a trench that will have concrete floor, sides, and top. Then cover this tunnel with the local rock debris. I remember this crossing being washed out on a regular basis before Mt. Hood Meadows was in business and the channel moves back and forth as channels fill up. It seems as this will continue to occur over time.	design options for the roadway improvements and will consider your input.	box on the comment sheet that allows use of name & address in public documents.)
23.	Elaine Rybak	<p>Please try to minimize any Hwy 35 modifications that would negatively affect or destroy Nordic ski areas (Teacup, Pocket Creek). Please also try to maintain or establish new parking areas (if older ones are destroyed). We don't need more parking, just keep what we have.</p> <p>Please continue to work with the Oregon Nordic Club for determining the best alternative. Also, please do a better job of checking that the email address you give for comments is correct – yours was not.</p>	<p>FHWA is aware that Nordic ski areas and sno-parks in the project area are popular. The recommended alternative would avoid most impacts to winter recreation in those areas. Existing sno-parks could be affected by the project, but FHWA will try to at least maintain current parking capacity. The partner agencies (FHWA, ODOT, and the Forest Service) will consider adding capacity at existing sno-parks as part of the project.</p> <p>FHWA regrets the typographical error that indicated an incorrect e-mail address.</p>	Added 8/28/08
24.	Richard Schramm	I support the recommended alternative to improve the highway in both project areas but to stay on the existing road alignment.	Thank you for your comment.	Yes
25.	Jim Waigand	<p>Please do not realign the White River bridge upstream. The hills on the western side of the river are the <u>only</u> public place to sled each winter. My friends and family enjoy several trips to White River each sledding season, an activity shared by thousands of people I see there.</p> <p>I support the proposal to replace the current bridge in its current location.</p>	Thank you for your comment and for the information about sledding locations near the White River.	<p>Yes, updated 8/28/08</p> <p>(Did not check box on the comment sheet that allows use of name & address in public documents.)</p>
26.	Ed Wortman	Present alignments look like a reasonable choice under the circumstances.	Existing sno-parks could be affected by the project, but FHWA will try to at least maintain current parking capacity. The	Added 8/28/08 (Did not check

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		<p>As an active member of the x-country ski community, I'm interested in seeing what happens with the snow parks. We'd also love to see the creation of a flat open area along the highway near Teacup for beginning skiers and instruction.</p>	<p>partner agencies (FHWA, ODOT, and the Forest Service) will consider adding capacity at existing sno-parks as part of the project.</p> <p>The partner agencies will consider possibilities for a flat practice area for cross-country skiers if the project presents a justifiable or incidental opportunity.</p>	<p>box on the comment sheet that allows use of name & address in public documents.)</p>
27.	Ed Wortman	<p>As I noted at the Open House, four local groups who are active in cross-country skiing recently formed a Highway 35 Task Force. Members are the Mazamas, the Portland and Teacup chapters of the Oregon Nordic Club, and the Bergfreunde. Overall purpose of the Task Force is to look after the interests of cross-country skiers as the Highway 35 improvement project moves ahead. Our main objectives are to:</p> <ul style="list-style-type: none"> - serve as a unified communications conduit with the FHWA team and with our club memberships - help the FHWA team evaluate alternatives during the early planning phase - provide input to the FHWA team during final design of the project with respect to recreational facilities <p>To date, the Task Force's joint involvement with the FHWA team has been limited to some correspondence plus a conference call on May 8, 2008 (not counting other contacts with FHWA by individual clubs and club members). We hope that the Task Force can continue in an active role on the project for the benefit of the FHWA team as well as our own memberships. To assist in communication with the Task Force, following are the names and e-mail addresses* of designated contact people at the Task Force member organizations:</p> <ul style="list-style-type: none"> - Mazamas: Ed Conyngham, Nordic Committee - Portland Chapter of Oregon Nordic Club: Louise Brown, Issues Chair - Teacup Chapter of Oregon Nordic Club: Richard Fay, Board Secretary 	<p>Thank you for providing additional information about the Task Force formed by local recreation groups. We appreciate their interest and their offer to assist in the planning process for the proposed Highway 35 improvements.</p> <p>FHWA intends to keep the Highway 35 Task Force updated as project design progresses and to seek Task Force input on the design as it relates to winter recreation facilities.</p>	

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		<p data-bbox="430 235 1207 462">- Bergfreunde: John Nichols, Cross-Country Ski Director We encourage you to stay in touch with our organizations through the Task Force contacts. Overall, our clubs represent several hundreds of cross-country skiers and snowshoers (possibly thousands). Most of them use the ski trails and SnoParks along Highway 35 and have a keen interest in plans for the upcoming improvements.</p> <p data-bbox="430 527 1207 584"><i>* e-mail addresses were provided to FHWA, but are not included here in respect of the individuals' privacy.</i></p>		