



## Airport Way Interchange Project

### Event Summary - FINAL

April 27, 2009

**Event Name:** Community Open House #3

**Event Date:** Wednesday, April 22, 2009  
4:30 – 7:00 PM

**Location:** Multnomah Educational Service District, 11611 NE Ainsworth Circle, Portland, OR 97220

**Community Attendance:** 12 people

#### Goals of the Open House:

- Introduce Airport Way Interchange project and problem.
- Solicit feedback and preferences from participants on Selected Alternatives based on personal travel and observations.

Although participant turnout was low – 12 people, the people who did join us were engaged and interested in the project and spent significant time at the event talking to project team members.

Ten project team members helped staff the event: Matt Freitag, Mike Mason, Andy Johnson and Christine Miles (ODOT, Region 1), Scott King and Dennis Sandstrom (Port of Portland), Brian Baker (HDR), John Bosket (DKS), Leslie Howell (Howell Consulting) and Christine Egan and Sam Beresky (JLA). One Stakeholder Advisory Committee member, Bill Barber from Central NE Neighbors, attended the event.



#### Open House Participants

Although turnout was low, we were successful in reaching some of our target audiences:

- Residents and neighborhood association representatives from Vancouver, Washington
- Property owners that would be impacted by the proposed alternative
- SW Washington-to-Portland commuters

At the sign-in table, four people identified themselves as working with companies located within the project study area, including Sawtooth Roofing Company, Chet Hill Inc, Port of Portland and Shari's restaurant. Two people representing the Vancouver Heights' Neighborhood Association, and one representative from Central Northeast Neighbors Coalition (Bill Barber, SAC member) attended. One gentleman representing AORTA participated as well.

After signing in, we asked guests to identify where they lived or worked on a project area map.

- Four Vancouver residents
- Three Portland residents (Beaumont/Wilshire, Sabin, and Madison South)
- One Gresham resident
- One business representative along Airport Way (Shari's restaurant)
- One person who works in CascadeStation/Portland International Center
- Two people who work at Portland Airport
- One person who works in Vancouver, Washington

In planning this event, we identified our target audience as:

- Businesses located on Airport Way
- Airport-dependent businesses: car rental, hotels and distribution companies
- Neighborhood associations: Parkrose, Sumner, Cully, Madison South and Central NE
- Clark County/City of Vancouver interests
- Bike and pedestrian groups
- Freight Groups: PACA, OTA, Regional Freight Committee, Portland Freight Committee, Oregon Freight Committee
- Business Associations: Columbia Corridor Association, 82nd Avenue, Parkrose
- PIC/Cascade Station developers and retailers



Our outreach to these target audiences included:

- Invitation letter mailed April 2, 2009, to stakeholder mailing list (919). List includes contacts and rosters from neighborhood, business, environmental and freight groups and other planning projects, as well as all property owners within a half mile of the project areas. Government representatives and stakeholder interviewees were included as well.
- Email broadcast invitation sent April 8, 2009, to 243 people; of that number, 53 people (22%) opened the email invitation. List includes contacts and rosters from neighborhood, business, environmental and freight groups and other planning projects. Also includes members of the PDT, PMT and Policy Group.
- Press release was sent April 15 and April 21, 2009, by Mike Mason (ODOT) to media outlets.

- Shared copies of postcard with SAC members on April 1, 2009, to share with their constituencies.
- Event posted in:
  - Central Northeast Neighbors Coalition e-newsletter and e-calendar (April)
  - Parkrose Business Association Newsletter (published April 13)
  - Port of Portland PDX Examiner (April)
  - City of Vancouver Neighborhood Newsletter (April)
- Sent event notice on March 24, 2009 to:
  - ONI listserv
  - PSU MURP and Community Development faculty and students
  - Columbia Corridor Email (Randall Thayer announced at Board Meeting)
  - Bicycle Transportation Alliance
  - East Multnomah Economic Alliance
  - Coalition for Livable Future
  - Association of Portland Neighborhood and Business Associations
  - Portland Air Cargo Coalition (PACA)
  - Columbia Slough Watershed Council (Board notice)

### **Media Coverage**

- *Mid County Memo*, pre-event coverage by reporter Lee Perlman.

### **Event Format:**

Project team provided four stations for people to identify their travel routes, learn about the project, ask questions and provide input on the Selected Alternatives:

1. Sign in Table/ "Where Do You Live and Work?"
2. Project Overview
3. Introduction to Alternatives Evaluation
4. Selected Alternatives and Traffic Operations

### **Summary of Input**

Below is a list of comments provided by open house participants at the *Selected Alternatives and Traffic Operations* station. No comment cards were submitted at the event:

- Alternative 1b reduces the number of westbound right lanes from Airport Way to I-205 NB from two to one. We need to keep those two lanes - vehicles turning left off of Holman to go northbound will not be able to access the right turn lane without additional lane. Vehicles will block westbound through lanes trying to get into right lane.



- Currently there are no traffic back-ups on Airport Way westbound through lanes during rush hour, especially the left lane.
- Could the team consider restricting lane changes on I-205 NB to address people trying to get into right lane too early to get onto SR 14?
- I like the 25 foot walkway north of CompUSA site. I don't like ped and bike improvements proposed for Airport Way.
- Create pedestrian connection from SW quadrant of the interchange (IKEA corner) to

existing ped and bike paths on I-205 and Marine Drive. This quadrant is current isolated for pedestrians.

- I like Alternative 1b without the free right turn. Maintain right turn at the intersection.
- Co-op Washington Department of Transportation to help fund the project since it is addressing traffic / commuters from SW Washington.
- Follow up with Shari's general manager to identify the owners of the smaller detention pond to the west of the restaurant on Airport Way.
- During rush hour, it is better to not have bikes on Airport Way for safety reasons
- Trucks have trouble maneuvering around the difficult turning radius from Airport Way EB to Holman Road
- I like the idea of sidewalks on Airport Way leading up to Shari's entrance, but not if it impacts parking for the restaurant.
- I like ramp meters on Alternative 1b because they will address discourteous drivers when merging onto I-205 northbound.