



Airport Way Interchange Project Event Summary

October 6, 2008

Event Name: Community Open House #2

Event Date: Wednesday, September 24, 2008
5:00 – 7:30 PM

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

Community Attendance: 23 people

We were successful in reaching our target audiences and accomplishing the goals of the event:

- Introduce Airport Way Interchange Project and problem
- Solicit feedback from participants on ten alternatives based on their personal travel needs and observations

To supplement the open house opportunity, we launched an online survey to solicit public input, presented in the same format as the open house. A laptop station was set up at the Open House to provide participants the opportunity to take the online survey. Three people took the survey while at the event. As of October 6, we have received 81 responses. Survey is scheduled to end on October 8, 2008.



Eight project team members helped staff the event: Matt Freitag, Mike Mason and Andy Johnson (ODOT, Region 1), Robin McCaffrey and Shannon Huggins (Port of Portland), Brian Baker (HDR) and Christine Egan and Sam Beresky (JLA). One member of the Stakeholder Advisory Committee attended the event – Bill Barber from Central NE Neighbors.

Open House Participants

As with the first event, we had an even distribution of our identified target audiences. When signing in for the event, nine people identified themselves as

representing business along Airport Way, including hotels, distribution/trucking, and manufacturing. Three neighborhood representatives from Central Northeast Neighbors Coalition, Madison South Neighborhood Association and Cully Association of Neighbors attended. On the agency side, representatives from Washington Department of Transportation, Columbia River Crossing Project, Airport Futures, Multnomah Educational School District and the City of Portland participated as well.

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

- Three Vancouver residents
- Nine Portland residents (Roseway, Rose City Park, Cully and Madison South)
- Two people live near I-84
- Seven people work in the Airport Way Corridor, east of I-205
- Three people work in Vancouver, Washington
- One person works along the Columbia Slough

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 Neighborhoods
- 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 September 8 to stakeholder mailing list (897). 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 August 30 to 245 people. 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. As part of the email invitation, we also invited people to complete the online survey.
- Press release was sent September 18 by Mike Mason (ODOT) to media outlets.
- Call downs on February 25 and 26 to organizations and stakeholders interviewed in January. Participants were asked to post event notice on websites, e-bulletin boards, community calendars and newsletters.
- Event posted in:
 - Central Northeast Neighbors Coalition newsletter (September)
 - Parkrose Business Association Newsletter (September)
 - Port of Portland Fly-by publication (September)
 - Columbia Corridor Association newsletter (September)
 - Cully Neighborhood Association newsletter (September)
- Posted event notice on ONI listserv on August 20, 2008

Media Coverage

- "ODOT, PDX look for Airport Way traffic fixes", Dylan Rivera, The Oregonian. Posted Oregonian online, September 23, 2008.
- Channel 8 Evening News at 11, September 24, 2008.
- East County News, David Ashton, Editor, attended the event.

The event format provided five stations for people to discuss the project, ask questions and provide input at their leisure:

1. Sign in Table/ "Where Do You Live and Work?"
2. Project Overview
3. Public Involvement Program
4. Evaluating the Alternatives
5. Ten Alternative Packages

Summary of Input

Project team members conducted a debrief at MESD, immediately following the event. Below is a list of comments provided by open house participants:

- ◇ Proposed an idea to provide a flyover onramp from Alderwood to I-205 (participant works near PDX)



- ◇ Currently Holman Road is being used by trucks, even though it is not designed for trucks, i.e. trucks cut into other lane when turning onto Airport Way.
- ◇ Planners should focus on traffic demand, transportation management and improved transit.
- ◇ Is TriMet at the table?
- ◇ Currently, by bus, it can take two hours to travel from Concordia Neighborhood to

Ainsworth Circle (MESD site) due to infrequent bus service and lack of transit connections.

- ◇ Shoot for building new river crossing due to increasing traffic congestion, which will be worse by the time the Port and ODOT complete the AWI project.
- ◇ Traveling from Holman to westbound Airport Way, cars on Airport Way are running red lights, which back up intersection and prevents drivers coming from Holman to turn onto Airport Way. An enforcement issue may address some of the congestion problem.
- ◇ Property and business potentially in peril with some of the alternatives (Super 8)
- ◇ Select the alternative that provides the most storage
- ◇ Alternative #6 is best because it proposed the most storage and fewest signal lights
- ◇ Alternative #5 works the best operationally, requires five lanes on I-205 for a longer distance.
- ◇ Take advantage of the vacant Comp USA site in the NE quadrant of the interchange to create additional storage.
- ◇ Thumbs down on Alternative #4 as it would most likely divert traffic to Killingworth – create more cut through traffic.
- ◇ The on-ramps that require an increase in grade cause problems for the trucks due to the difficulty in getting up to speed before merging with I-205.
- ◇ Consider increasing bus service to limit demand in the area.

Comment Cards

Five participants completed comment cards, summarized below.

Carter Cummings:

- Preferred Alternatives 1, 2, 3, 5 and 6
- Concerns re Alternative #4: Eastbound traffic on Airport Way required to take NB I-205 ramp all the way back before Mt. Hood overpass. If they

miss it, they will travel down to Airport and make a turn. Does not alleviate congestion at intersection.

- Liked about tonight's meeting: "Lots of ideas presented."

Gary Gaussoin

- Concerns about Alternative #4: Utilize flyover concept, but feed from Alderwood to I-205 NB, leave everything else as is. Commuters will migrate away from Airport Way.

Rick Galbreath

- Preferred Alternative #6
- Liked about tonight's meeting: "Great staff and very informative. Good planning"

Ryan D. Brown

- Preferred Alternative 1, 9 and 10
- Concerns: I manage the Super 8 Hotel and am concerned about our hotel being destroyed to build many of these ideas.
- I appreciate the opportunity to attend this open house
- Liked about tonight's meeting: "The personal touch. Brian was kind enough to explain all of the options in detail and answer all of my questions."

Don Hicks

- Concerned about NE Holman, south of intersection with Airport Way. Many tractor trailer rigs are attempting to make the sharp corner in an effort to avoid the traffic at I-205. Trucks are entering the oncoming lane or running up over the curbs as they negotiate the curve, which appears to be a safety hazard related to this project.