



**Airport Way Interchange Project
Stakeholder Advisory Committee (SAC)
Meeting #9 April 29, 2009**

SAC Members in Attendance:

Arch Miller
Lee Johnson
Bryan Ableidinger
Randall Thayer
Paul Norum
Pia Welch
Raye Miles
Steve Sieber

SAC Members Absent:

Marcy Emerson Peters
Bill Barber

Project Staff:

Dennis Sandstrom (Port of Portland)
Scott King (Port of Portland)
Matt Freitag (ODOT Region 1)
Andy Johnson (ODOT Region 1)
Mike Mason (ODOT Region 1)
John Bosket (DKS)
Leslie Howell (Howell Consulting)
Brian Baker (HDR)
Christine Egan (JLA)
Sam Beresky (JLA)

Public:

Matt Picio (BTA)

Welcome and Introductions – Christine Egan (JLA)

Christine welcomed the group, reviewed the meeting agenda and outlined meeting goals:

- Updated project timeline: 10th SAC meeting (of 10)
- Response to Action Items from Meeting #9
- Review Preferred Alternative
- Review Open House #3
- Next Steps

Report Back on Action Items – Brian Baker (HDR), Andy Johnson (ODOT)

Action Item #1: Analyze other bike/ped routes, options and demand for proposed sidewalk improvement on north side of Airport Way (east of I-205).

Due to SAC member Bill Barber's absence, Christine read an email from him in response to bike/ped issues in the project area. The email strongly advocated for safe bike/ped facilities along the north side of Airport Way. He felt that the project should accommodate all transportation modes, which falls in line with project goal #4. Brian Baker added that part of the evaluation criteria was to enhance the safety of bike/ped facilities.

Brian Baker gave a brief overview of the current bike/ped facilities and movement in the project area, specifically focusing on the interchange area (handout) and gaps in the bike/ped facilities. The overview included maps, pictures and a virtual tour on Google Maps. Notable areas were a dead-end sidewalk along the south side of Airport Way, a dead-end multi-modal facility through the Comp-USA property at I-205, and no East/West bike/ped access through the interchange.

Action Item #2: Analyze SR 14 at I-205 southbound at A.M. peak period.

Andy Johnson mentioned that he contacted the Washington Department of Transportation for traffic counts at SR 14 at I-205 southbound. They did not have the data but he is checking with

consulting firms and hopes to find out by the end of the week. He will forward information when it becomes available.

Summary of Public Input at Open House (Christine Egan)

Christine reviewed Open House #3. The Open House was held on April 22, 2009 at the Multnomah Education Service District in the project area. Highlights included:

- 12 attendees
- 2 Representatives from the Vancouver Heights Neighborhood Association
- Sherri's Restaurant General Manager
- Majority of attendees were from Washington

Feedback included:

- Washington should help pay for the project
- To not allow bikes on Airport Way during peak periods
- One attendee liked the potential sidewalk along the north side of Airport Way
- One person liked the potential ramp meters in Alternative 1b

Review and discuss Preferred Alternative (Brian Baker)

Brian reviewed the preferred alternative, Alternative 1b, mentioning that the only change made since it was presented at SAC Meeting #9 was that instead of a two-lane option moving from westbound Airport Way to northbound I-205, it is now a one dedicated lane free right turn to I-205 north.

John Bosket (DKS) summarized the rationale, mentioning that they performed in a similar fashion except that the one lane option was safer for merging during off-peak hours.

A number of SAC members expressed concern regarding the ability to turn left from Holman Road north onto Airport Way west during peak time and still have room to access I-205 north in the far right lane. If the free right turn was missed, they felt a right turn onto what is the current northbound on-ramp should still be possible.

Andy Johnson and John Bosket said that the team is looking at not encouraging that movement, but not restricting it either.

Scott King (Port of Portland) mentioned that there will be a mitigation underway at Holman Road beginning this upcoming summer that will change signals and restrict certain movements to and from Holman Road and Airport Way.

Lee Johnson asked how much more queuing space will be available with Alternative 1b versus what currently exists.

The project team estimated that an extra 2400 feet of storage capacity will be available with Alternative 1b.

Brian Baker gave an overview of the proposed sidewalk in Alternative 1b along the north side of Airport Way. He mentioned that there are a number of constraints that might restrict the option of a sidewalk. He highlighted a small pond that would require retaining walls if a sidewalk was constructed.

Christine mentioned that the project team will be setting up a meeting with bike/ped representatives with the City of Portland to explore options for maintaining and improving the bike/ped facilities in the project area.

Pia Welch asked about the bike ridership in the area.

Matt Picio from the Bicycle Transportation Alliance was not sure of the numbers through the area, as there is currently no good access through the area, but he estimated that there might be an average of about 100 cyclists a day from the Marine Drive trail to the I-205 trail.

Lee Johnson asked about the purpose of spending money on so few riders.

Andy Johnson said that the project would impact a current bike/ped facility by impacting access through the project area and to the I-205 trail. There is an ODOT policy to maintain or improve multi-modal facilities on every project.

Christine mentioned that maintaining or improving multi-modal facilities matches the community identified values and the goals of the project.

Arch Miller asked how many employees of PDX ride bikes to the airport.

Scott King could not provide any numbers but mentioned that there are numerous bike facilities throughout the airport that are well used. He mentioned that counts are difficult as many employees keep bikes in private rooms or offices.

Arch Miller commented that Alternative 1b will temporarily alleviate the traffic problems on Airport Way but that it will not fix the problem. He feels that a 3rd bridge option further east should be in the studying and planning processes.

Andy informed the group about SB 580 in the Oregon Legislature that will look at allowing tolling on the I-205 bridge.

Randall Thayer suggested that the “sidewalk to nowhere” that Brian highlighted in the overview of bike/ped movements should be eliminated to increase the safety of pedestrians in the project area. He also asked if it remains a one-lane approach rather than becoming a two-lane, if the name would be changed from Alternative 1b, as his constituents’ letters of support of Alternative 1b are based on two lanes.

Public Comment

Matt Picio from the BTA said that Alternative 1b looks to maintain current bike/ped facilities. His bigger concern in the project area is the intersection of Alderwood and Holman on the south edge of CascadeStation. He said that the intersection has increased traffic and has poor visibility and sightlines for cyclists.

Next Steps

- Report back to SAC about the final decision of Alternative 1b (one v. two lanes)
 - Another SAC meeting is warranted if the choice is one lane
- Next Phase: Design Acceptance Package (DAP)
 - Approximately 6 months to a year
- Construction could begin by 2011 and be finished by 2012

Christine mentioned the project team might contact the SAC during the DAP for feedback about design.

Closing

Andy, Scott and Christine and thanked the SAC for their dedication, time, intelligence and insightful feedback throughout Phase I.

Action items

The following materials and decisions require follow-up and/or action.

No.	Action Item	Responsible
1	Follow up with SAC about final lane numbers of Alternative 1b	Christine Egan/Sam Beresky
2	Follow up with SAC about SR 14 at I-205 southbound at A.M. peak period traffic numbers	Andy Johnson