

**Glencoe Interchange Project
SWG meeting #9**

7-9 p.m. Wednesday, November 1, 2006
Jessie Mays Community Hall
30955 NW Hillcrest, North Plains

DRAFT SUMMARY

SWG Members Present:

Stewart King (North Plains Chamber of Commerce)
Marie Finegan (Washington County Farm Bureau)
Paul Coussens (Property Owner)
Robin Biden (Hillsboro School District)
Tai Kim (Subway)
Wayne Holm (Oregon Canadian Forest Products)
Rick Dobbs (Washington County Fire District #2)
Susie Anthony (CPO8)
Clark Berry (NW ACT)
Bob Jossy (Jossy Farms)

Members absent:

Hal Ballard (Washington County Bicycle Transportation Coalition)
Nick Kelsey (City of Forest Grove)
Debbie Raber (City of Hillsboro)
David Smith (North Plains Planning Commission)

Staff:

Lili Gordon (ODOT)
Tom Braibish (ODOT)
Rick Kuehn (CH2M Hill)
Matt Hughart (Kittleson Associates)
Kristin Hull (JLA)
Kalin Schmoldt (JLA)

Meeting purpose:

- Review local access recommendation
- Provide feedback to PMT on local access
- Discuss next steps

Welcome and introductions

Kristin called the meeting to order and thanked everyone for coming. Kristin noted that this would be the last SWG meeting for a few months. She noted that tonight's agenda includes a discussion of local access and providing feedback to the PMT about their recommendation.

The SWG approved the meeting #8 summary. A SWG member noted that "PDT" should be "PMT", and another noted that the spelling of "Beech Rd." should be changed to "Beach Rd."

No members of the public asked to address the group at this time.

Response to questions

Matt responded to some questions raised at a previous meeting: One question concerned how traffic volumes at the Glencoe interchange compared with interchanges at Murray and Market Street in Salem. Matt noted that the interchanges in question were not subject to the same access control standards that are in place today. In the case of Murray, he said that there are driveways and streets inside of the 1320' spacing standard. Matt said there was little in the way of data indicating safety deficiencies, although he reiterated the goal of designing for safety and efficiency in the long term. Matt offered to share the data in detail after the meeting.

Local access recommendations

Tom emphasized that much work has been done to facilitate local access and mitigate the impacts of the Division 51 standards. Tom explained how Division 51 restricts access within 1320' of an interchange ramp though an exception can be made for right-in/right-out movements at 750'. Tom said that the team recognizes the implications of Division 51 in a developed area like North Plains, so they had to consider how to balance the standards with community needs.

On a map of the north side of Hwy 26, Tom directed attention to the point 1320' feet from the interchange. He told the group that ODOT recommends allowing full access at Pacific even though it is just shy of 1320' because it is an existing public street. He noted that many options had been discussed at each driveway and directed attention to figure 4b-6 that shows a composite of all the ideas.

Tom noted several key features: the right-in/right-out between Highland and Pacific; full closure between the ramps and Highland; a right-in/right-out at Highland; converting all existing driveways on Glencoe to right-in/right-out; and building a raised median between the ramps and Pacific. Tom said he felt the OTC would approve those ideas, but raised the question of how access should be provided.

Tom mentioned a roundabout as a good possibility that provides a U-turn option and provides an opportunity for a gateway feature. He noted that the roundabout would include a single lane that could accommodate a two trailer truck. The roundabout diameter would be about 175', including a 25' roadway.

Tom noted backage and frontage roads as potential access options, but added that the current roads standards for North Plains would require between 45' and 65' for right-of-way for a public road and would pose a significant impact. Tom then described some benefits of crossover easements, which would not be a requirement for current property owners, but which could be enforced as a condition of property redevelopment.

Matt described how crossover easements could be used to close driveways and provide access over time. The example demonstrated how a series of developments along a road could systematically set the stage for future connections between adjacent properties if required by the city. He explained the long term goal of creating shared driveways and

reducing the total number of access points to Glencoe. Matt explained that such crossover easements would be negotiated by future developers with the city of North Plains Planning Commission and City Council.

A SWG member asked whether Division 51 standards were being universally applied in Oregon. Tom explained that Division 51 is applied when ODOT builds a new interchange or improves an existing interchange.

A SWG member asked where the 1320' access spacing requirement came from. Tom referred the member to a discussion in the memo and noted that the number is the result of numerous studies from around the country. That said, Tom reiterated that the team is looking for comments and suggestions on how to better mitigate impacts.

A SWG member asked about how easements are dependent on specific land owners and whether they could back out of their obligations. Matt explained that there are cases where developers can work with the city to move or alter the easements, but those cases depend on the city.

A SWG member asked if there were limitations to how long an easement could be avoided. He noted that there is little to motivate Subway and Chevron to create a crossover when they can settle for right-in/right-out. Tom noted that crossover easements were being discussed as a way to permit return traffic. He noted that although they cannot force easements on current landowners, future redevelopment could mandate such easements. Tom pointed out that several older structures were likely to be redeveloped sooner than newer ones. He added that the concept easements were in fact conceptual and could be in different places. He emphasized that they would not be replacing public streets, but simply facilitating access. Tom also noted that how the access restrictions affect traffic in the neighborhoods will be considered in the IAMP.

A SWG member noted that it appeared that southbound traffic wishing to head northbound would have to use neighborhood streets to turn around. He suggested that if the easements would indeed be a long time in coming, then it would be preferable to not install the median until the easements are established. Another SWG member expressed skepticism that any changes with easements would actually happen.

Roundabout at Pacific – Tom showed a concept roundabout. The roundabout would be 175' from edge to edge including the sidewalk.

A SWG member noted that the roundabout would provide the option for northbound traffic wishing to access the west side of Glencoe. He also noted that the roundabout could serve as a gateway feature.

A SWG member asked about speed in roundabouts. Matt said that roundabouts are designed to slow traffic to 20-25 mph.

A SWG member asked about closures proximate to the roundabout. Tom said that would be a county discussion.

A SWG member noted the potential for expansion to the east on Pacific and expressed doubt that the roundabout would have the required capacity in the long term.

A SWG member asked about the center of the roundabout and whether it would obstruct views. She noted a roundabout in Bend that is was purposefully designed to reduce sightlines. Matt responded that such a design is possible, but would be up to the community and is a long way off.

A SWG member asked whether the group's opinion mattered at all. Tom said that opinions definitely matter. Tom described some benefits of carrying the roundabout on to the Environmental Assessment, and emphasized that they need a solution that can be adopted by the city and the county. He added that if the roundabout is excluded then another solution will need to be found for how to handle return traffic.

A SWG member asked whether a roundabout could function for high volumes of traffic in the future. Matt pointed out that they were figuring regional growth into the scope of the roundabout and said that a single lane roundabout should be adequate for the next 20+ years under their projections. He also noted that any more growth than that would require revisiting the other intersections on Glencoe as well.

A SWG member asked about using the roundabout to access eastside properties when approaching southbound. Tom said that the roundabout wouldn't specifically help such access.

A SWG member asked about the cost of a roundabout. Tom said that the cost is the cost of right of way and could be about \$1 million.

A SWG member shared her experiences with roundabouts and assured the group that they do work.

A member of the public asked whether roundabouts work in urban areas. Matt explained how properly placing roundabouts is important so as to prevent queuing from signalized intersections that are too close. He said they can and do function quite well when placed properly. Kristin also noted that Pacific will be regulated differently in the future than it is now.

A SWG member noted that there are plans for a signal at Cottage.

Kristin asked whether the SWG would recommend a roundabout or a signalized intersection.

A SWG member asked for traffic volume averages. Matt said that although he didn't have the specific numbers at the meeting, he recalled that the frequency of traffic is expected to double, although that does not directly correlate with volume.

A SWG member noted that a roundabout would be the only way to provide for school bus access to the west side of Glencoe.

Right-in/right-out driveways and raised median – A SWG member expressed interest in having public streets instead of crossover easements.

Kristin asked whether right-in/right-out makes sense. A SWG member reiterated that he felt it unwise to install the median while restricting access to right-in/right-out without appropriate crossover easements and the rest of the system in place. He again noted his concerns with providing emergency access as well as forcing traffic to drive through residential neighborhoods. Another SWG member agreed, calling for public streets. He noted that such streets might reduce the need for right-in/right-out restrictions. Tom said that the move to restrict access will come after alternate routes are established.

Dan Brown noted that funding is an issue when the scope is expanded to include backage roads. He also noted that said that actual volumes rerouted through the area should be considered, as he didn't anticipate movement through neighborhoods as becoming common. Tom added that they have been considering the impacts of backage roads versus crossover easements.

A SWG member asked whether streets would be an added expense. Tom replied that public roads could be incorporated into the TSP and Tim added that developers could theoretically pay for public roads. Tom said that they had to work within the scope of available funding and named several funding sources. He predicted challenges if the project pushes beyond the estimated \$25 million, but added that public roads would not necessarily be publicly funded. Kristin recommended that questions be directed to Tim on the issue.

A SWG member pointed out several parcels that were unlikely to be developed for a while.

Right-in/right-out at Highland Ct. – A SWG member expressed concern that the 1320' access standard would destroy businesses in the area and cited examples of locations where higher traffic volumes get along fine with a lower standard. The member felt that under current traffic volumes left turn lanes would be reasonable. He also reiterated that roundabouts work well. Kristin thanked the member and reiterated that the case for the 1320' number has already been made.

Driveway closure – Kristin noted the closure of one driveway that is well within the 750' minimum. The group had no objections. A SWG member pointed out that with the new grading of Glencoe, the drop-off would be significant.

Beach Rd right-in/right-out – Tom told the group that Beach Road could be made into a cul-de-sac or changed to a right-in/right-out street at Glencoe. He said that another issue is access to properties on the east side. Tom noted that any new access road would have to become a public roadway.

Tom said that the preliminary recommendation includes a right-in/right-out at Beach Road, acquiring properties on the east side of Glencoe, and the addition of a raised median. He said that the peak volume on Beach Road is currently 15 vehicles per hour. He noted that without a turnaround, vehicles would have to travel to Jackson School Road.

Several SWG members said the proposal was a good idea, others said the restrictions would hurt Jewett Cameron and businesses south of Hwy 26.

A SWG member was concerned that traffic danger would shift to Zion Church and Gordon Road. Kristin said that it sounds like the member thinks a signal is needed. Tom said that he was hearing the desire for a good return route to Hwy 26.

A SWG member expressed concern about access to businesses from Glencoe. A SWG member asked about access for school buses coming from Hillsboro. Tom agreed with the need for a turnaround.

A SWG member asked how truck traffic might be deterred from going through North Plains. Tom replied that weight restrictions on through-traffic could be one option. A SWG member said that such restrictions would put more traffic on Zion Church Road and Gordon Road.

Kristin summarized the concerns: safety for return route; possible weight restrictions in North Plains; and providing access for local businesses and school busses.

A SWG member asked for an option that connects Beach Road farther to the south. Tom replied that because Beach Road is owned by the county, the county would decide if and when Beach Road should be reconnected.

A SWG member asked whether contact has been made with Jewett Cameron. Kristin said they have spoken and about the right-in/right-out option.

A SWG member said she hoped to avoid having to travel far out of her way.

A SWG member said that the City Council is most concerned about businesses and their survival. Consequently, they would like to see a signal at Highland Court that would allow southbound traffic to access businesses to on the east side. Tom said that they had looked at several U-turn options, but found that there either isn't the geometry or the movement to allow for U-turns at the ramp terminals or at Highland Court.

Street profile and design

Tom provided a quick review of the PDT conclusions. He said that they found a single northbound lane to be justified. He said that the city had a preference for 8' sidewalk with street trees and bike lanes at the road shoulder. Tom said that the PDT is looking to recommend that the median be narrowed as much as possible, from 16' to 12-14'. He said that the city has agreed that the street profile makes sense.

Public comment

Chet Wolters: Chet said that he lives on Beach Road, and a roundabout is needed on the south side of Hwy 26. He said they would have a long way to travel south to turn around and traveling North through North Plains would be difficult. He also said that most of the people on Beach Road need to go east on a regular basis.

Kelly Stadelman: Kelly said she was concerned about how an access road would affect her property and the vision for her area of North Plains. She said that it appeared that the area directly north of Hwy 26 would be primarily appropriate for commercial property, not homes. She didn't like the idea of building homes abutting commercial properties. She said that widening Glencoe would take some of her property and parking spots, while a backage road would do the same. She reiterated her objections to making the area residential, hoping instead to keep it commercial and use the existing roads as access roads.

Bill Stadelman: Bill said that the towns that are producing the increased traffic are from the south side of the freeway, and asked what is causing the traffic on the north side to invoke the 1320' rule. Tom replied that the 1320' and 750' rules are independent of traffic growth and are requirements of the interchange to ensure safety and function. He added that a new interchange would have to meet the requirements carte blanche; but in this case some flexibility is necessary. Kristin referred Bill to Matt for further information. Tom noted that figures for the north side came from the city's comprehensive plan and what reasonable buildup is expected to occur.

Kristin summarized: a roundabout seems to make sense, although there are other concerns about the area north of the interchange. She said that access on the south side and whether right-in/right-out on Beach road makes sense is still up in the air. Kristin asked for other key messages. She acknowledged the skepticism at the 1320' spacing standarse.

A SWG member noted that the predominant use of the interchange is currently from outside the city and he was uncomfortable penalizing people who live close to the interchange to benefit people who live far away. He recommended coming up with the best idea and then trying for funding as opposed to discounting options simply because they seem expensive.

Next steps

Final project open house - Kristin noted that the open house next Wednesday will be an opportunity for the community to review the same information as at this meeting and invited the SWG to attend.

EA and IAMP – Tom said that after the open house, they would be taking the various alternatives and plugging them into the Environmental Assessment while looking at ways to mitigate environmental impacts. He said that the process is likely to take until March or April. In March or April a draft IAMP will be prepared for presentation to North Plains, Washington County. It will be presented to the OTC in June or July. If all goes well, the design phase will follow. Tom noted that there is funding for development, design, and some right-of-way acquisition. Once funding is determined, a discussion of road improvements will begin. A plan should emerge about two years after OTC approval. Tom added that the SWG will be on hiatus during the EA and IAMP work. The April meeting will be largely informational.

Rick added that there will be a formal hearing when the EA is published.

Tom thanked the group for their comments and participation in the public process. He noted the many challenges of building in an urban area and the various opinions presented

by the group. Kristin said she has also enjoyed working with the committee and the community, and promised to keep the group informed.

Close

Next meeting:

- TBD – April or May

Flip chart notes
SWG #9
11/1/06

Roundabout at Pacific

- An effective way to access businesses on the west side of Glencoe Road
- Serves as a good gateway to North Plains
- With increased development on the east side of Pacific Street, there is concern that the roundabout will not have enough capacity
- Does not serve trips from the north to businesses on the east side of Glencoe
- Roundabouts work well in other places
- Concern that the roundabout will be a congestion point
- Roundabout is the best way to serve school buses

Right-in/right-out access north of interchange

- Prefer public streets to crossover easements
- Supporting infrastructure (backage roads, street improvements) should be in place before median is installed
- This forces commercial traffic and emergency vehicles onto residential streets
- Concerned about how crossover easements are implemented if redevelopment does not occur
- Backage roads inappropriately bisect commercial lots
- Glencoe Road should have a center turn lane until traffic volumes make the median necessary
- North Plains Chamber supports a traffic signal at Highland Court or at least left turns at Highland Court

Right-in/right-out access at Highland Road

- Prefer public streets to crossover easements
- Supporting infrastructure (backage roads, street improvements) should be in place before median is installed
- This forces commercial traffic and emergency vehicles onto residential streets
- Concerned about how crossover easements are implemented if redevelopment does not occur
- Backage roads inappropriately bisect commercial lots

Right-in/right-out access at Beach Road

- Could hurt Jewett Cameron Seed and other local businesses
- Good idea – does not negatively impact farmland
- Would necessitate an improvement at Gordon Road and Zion Church Road
 - Intersection is unsafe today
- Concerned about how cars return to the highway
 - Out of direction travel
 - People unfamiliar with routes
 - Trucks
- Concerned about how school buses pick up kids and get to North Plains

- Prefer realignment of Beach Road