

Project Advisory Committee
Meeting #4
April 14, 2011 5:00 to 7:00 pm
Comfort Inn (477 NW Phoenix Drive, Troutdale)

Meeting Goals:

- Finalize recommendations
- Brainstorm ideas for sharing this information with the general public

5:00 p.m.	Welcome & Introductions <ul style="list-style-type: none">• Introductions• Review desired outcomes• Review agenda	Andrew Johnson, ODOT Brandy Steffen, CH2M HILL
5:05 p.m.	Review draft recommendations <ul style="list-style-type: none">• Finalize language that the group feels comfortable recommending to ODOT for solutions in the area, including both short- and long-term solutions.	Andrew Johnson
6:00 p.m.	Brainstorm public outreach <ul style="list-style-type: none">• Possible public events• Email/ask friends, family, and co-workers to attend	Brandy Steffen
6:55 p.m.	Next steps <ul style="list-style-type: none">• Public Event (late April to early May)• JTA Open House on May 2, 2011 (4:30 – 6:30 pm, Comfort Inn)	Brandy Steffen
7:00 p.m.	Close	Andrew Johnson

I-84/257th Interchange

Summary of Alternatives Considered

Issue #1: South Frontage Road Access

Alternatives Considered	Figure	Serves Eastbound to Southbound Demand	Reduces Auto / Truck Conflicts	Improves Access Management within Interchange Area	Feasible Construction / Implementation	Anticipated Cost of Improvement	Compatible w/Potential Long-Range Improvement	Likely Avoids EA or EIS	Able to Meet Design Standards	Potential for Public Acceptance	Minimal Property Impacts	Facilitates Alternate Travel Modes	Outcome
Marine Drive extension to 257 th Avenue	1	√	+	—	+	H	√	√	√	+	—	+	Under consideration
Backage Road for Truck Stops	2	Eliminated without Scoring											Rejected
Relocate Truck Stops to North Side of I-84	3	Eliminated without Scoring											Rejected
Connection between TA and Marine Drive/I-84 EB Off-Ramp Intersection	4	—	+	+	√	M	√	+	√	+	—	√	Under consideration
Construct fourth lane on south side of S Frontage Rd to serve local traffic only (terminates prior to 257 th Ave)	5	+	+	+	√	M	√	+	√	+	—	√	Under consideration
Redirect Love's traffic to egress at TA driveway at new traffic signal (signal to serve only curbside lane(s)/business traffic)	6	+	+	+	√	M	√	+	√	+	—	√	Under consideration
Construct two new roads for business egress onto South Frontage Road (one at TA driveway and one along Culpepper Dr). Signal at TA driveway	7	+	+	+	+	M	√	+	√	+	—	√	Under consideration
Redirect Love's traffic to egress at TA driveway at new "ramp metering" type traffic signal on S Frontage Road	8	+	+	+	+	M	√	+	√	+	—	—	Under consideration
Combination of Options C & D (Figures 6 & 8)	8a	+	+	+	√	M	√	+	√	+	—	√	Likely to recommend
Marine Drive Two-Way Under I-84	9 & 10A	+	+	√	+	H	+	+	+	+	+	+	Partially Funded

Scoring: + = Meets Criteria or Provides Substantial Benefit
 √ = Might Meet Criteria or Provides Partial Benefit
 — = Does Not Meet Criteria

H = High
 M = Medium
 L = Low

Changes shaded

I-84/257th Interchange
Summary of Alternatives Considered

Issue #2: Access between Portland and Troutdale Reynolds Industrial Park (TRIP)

Alternatives Considered	Figure	Facilitates Demand between Portland and TRIP Area	Reduces Out-of-Direction Travel	Improves Operations within Interchange Area	Feasible Construction/Implementation	Anticipated Cost of Improvement	Compatible w /Potential Long-Range Improvement	Likely Avoids EA or EIS	Able to Meet Design Standards	Potential for Public Acceptance	Minimal Property Impacts	Facilitates Alternate Travel Modes	Outcome
Marine Drive Two-Way Under I-84	9 & 10A	+	+	√	+	H	+	+	+	+	+	+	Partially Funded
238 th Avenue Extension	10B	+	+	√	+	H	+	+	+	+	+	+	Under consideration
Improve Marine Drive/Sundial Intersection	10C	+	√	√	+	M	+	+	+	+	√	+	Will likely recommend
Improve Graham Road	10D	+	+	√	+	M	+	+	+	+	+	+	Will likely recommend
Construct I-84/Marine Drive Flyover (Eastbound to Northbound)	10E	+	+	√	+	H	+	√	√	√	√	+	Eliminated due to grade issue
Widen Marine Drive to 5 lanes between I-84 and Sundial Rd	10F	+	√	√	+	M	+	+	+	+	√	+	Planned
Dual WB Left Turns from N Frontage Rd	None	+	+	√	+	L	+	+	+	+	√	√	Under consideration

Scoring: + = Meets Criteria or Provides Substantial Benefit
 √ = Might Meet Criteria or Provides Partial Benefit
 - = Does Not Meet Criteria

H = High
 M = Medium
 L = Low

Changes shaded

||||| Alternatives rejected by PAC

Issue #3: Access between Portland and Troutdale (Northwest to Southeast Connectivity)

Alternatives Considered	Figure	Facilitates EB to SB Demand	Reduces Auto/Truck Conflicts/Improves Safety	Improves Access Management within Interchange Area	Feasible Construction/Implementation	Anticipated Cost of Improvement	Compatible w/Potential Long-Range Improvement	Likely Avoids EA or EIS	Able to Meet Design Standards	Potential for Public Acceptance	Minimal Property Impacts	Facilitates Alternate Travel Modes	Outcome
Marine Drive Extension to 257 th Way	1	+	+	+	✓	H	+	-	+	+	-	+	Under consideration
Improve signage for through versus local / business traffic	None	+	✓	✓	+	L	✓	+	+	+	+	✓	May be added to JTA project this summer
Separate local/business traffic via positive separation and/or signal control	5-8	+	+	+	+	M	✓	+	✓	✓	✓	✓	Under consideration
New Alternative F (Combination of Figures 6 & 8)	8a	+	+	+	+	M	✓	+	✓	✓	✓	✓	Preferred by PAC
Flyover from I-84 to 257 th Avenue	11	Eliminated without scoring											Rejected
Marine Dr extension to Halsey Street	12	Eliminated Without Scoring											Rejected
HCRH exit from I-84 EB, west of Marine Drive	13	Eliminated Without Scoring											Rejected

Scoring: + = Meets Criteria or Provides Substantial Benefit
 ✓ = Might Meet Criteria or Provides Partial Benefit
 - = Does Not Meet Criteria

H = High
 M = Medium
 L = Low

Changes shaded

I-84/Troutdale Frontage Road System Refinement Study



Alternative 1: Marine Drive extension

Involves the construction of a one-way, restricted access roadway acting as an extension of Marine Drive from the I-84 eastbound off-ramp to 257th Avenue. It was agreed that this alternative had potential to facilitate the eastbound to southbound travel demand from I-84 to 257th Avenue and would provide for complete separation of the auto/truck weave currently experienced. It was noted, however, that this alternative's effectiveness would be largely determined by how much diversion from South Frontage Road it would actually attract. Other key positive characteristics included feasible construction and probable compatibility with the long-range interchange improvement. Negative characteristics included the high cost of construction and significant private property impacts (although efforts would be made to minimize impacts to Love's property). It was agreed that this alternative should be retained for further analysis.

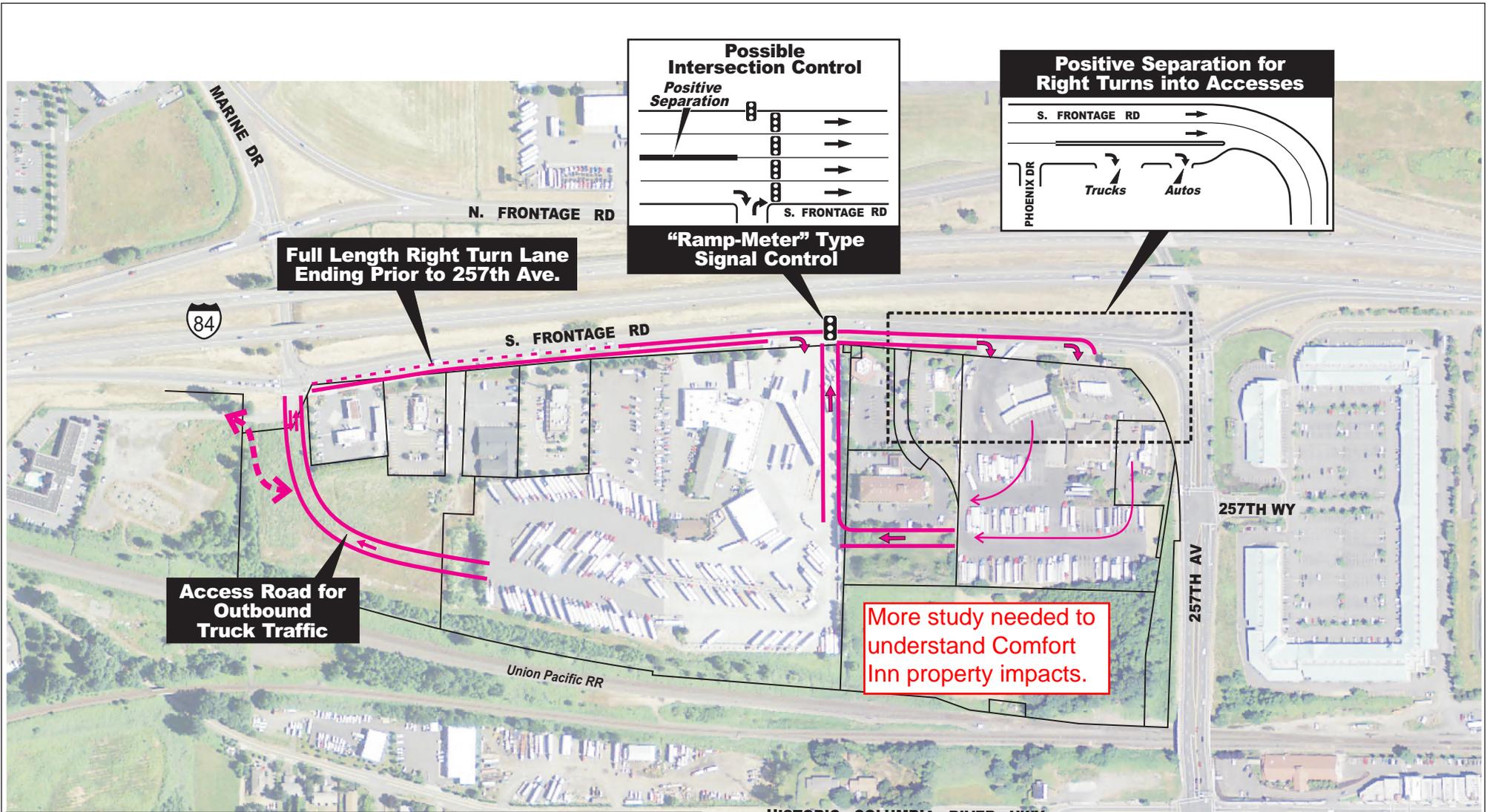
Note: Alignment would likely be changed to minimize impacts to Love's property.

LEGEND

- - Proposed Improvement
- X - Close Approach

Preliminary Alternative 1 Marine Drive Extension to 257th Way

Figure 1



New "Ramp Metering" type traffic signal on S. Frontage Rd. at TA driveway, new right turn lane for length of S. Frontage Rd., plus new egress from TA to Marine Drive/South Frontage Road. This option separates through traffic headed from Portland to Troutdale (south of the interchange) from local business traffic along South Frontage Road and regulates traffic at TA's existing driveway. It includes construction of a right turn lane for the length of S. Frontage Rd. Impacts include right-of-way (including cross-access easement on Comfort Inn property), traffic signal and positive separation costs, the mixing of auto and truck traffic on Love's site, and worsened signal operation at Marine Drive/S. Frontage Rd. Benefits include focusing TA truck traffic at two signalized accesses, allowing circular flow of truck traffic through the TA site and reducing conflicts between trucks entering and exiting the site.

LEGEND

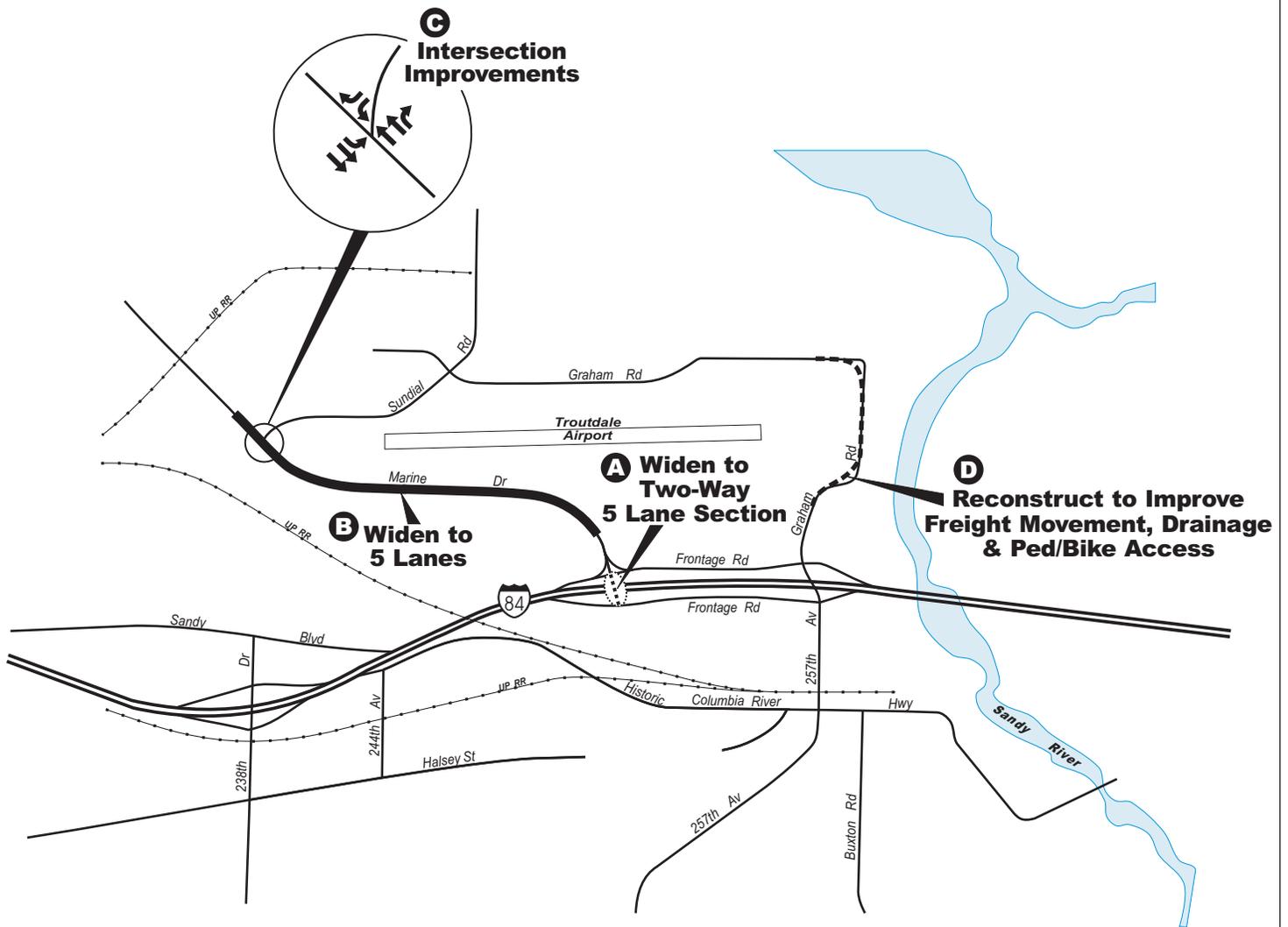
- Proposed Access
- New Connection
- Approximate Property Lines
- Traffic Signal

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NO SCALE

Figure 8a

OPTION F
Troutdale Interchange



LEGEND

- # - Prioritized Improvements
- A - As Opportunities Arise
- - New Connector

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Figure 4

TRANSPORTATION IMPROVEMENTS MAP

Project Advisory Committee

Meeting #4 - Summary

April 14, 2010 5:00 to 6:00 pm

Comfort Inn (477 NW Phoenix Drive, Troutdale)

Attendees:

- Les Perry/ General Citizen
- Malcolm McCann/ Comfort Suites Inn
- Dan Walsh/ Walsh Trucking Company
- Phil Healy/Port of Portland
- Rich Faith/ City of Troutdale
- Todd Juhasz /ODOT
- Carl Springer/DKS
- Brandy Steffen/CH2M HILL
- Dawn Parker/CH2M HILL

Not in attendance:

- Kathryn Kelly/City of Gresham
- Erna Harvey/Factory Outlet Mall
- William Roper /Chevron
- Andrew Johnson /ODOT

Welcome & Introductions

Brandy reviewed the agenda. There were no revisions to Meeting #3 summary. All notes will be posted to the JTA website.

Review Draft Recommendations

The group then reviewed the draft recommendation that was included in the meeting summary from PAC meeting #3. Todd told the group that the Metro expects that the future population growth will be less than what was previously expected. That means that smaller changes, such as those recommended by the group, will have a larger impact to improving the current situation. Carl reviewed the updated graphics of the recommendations with the group, which included:

- Figure 1: The lines on the figure were not changed, but a note was added that says, "Alignment would likely be changed to minimize impact to Love's property." The group agreed that it was fine to leave this figure as is, with this note. Figure 1 would work in combination with Figure 8a or would be a fall back option to Figure 8a.
- Figure 8a: To improve the issues on S Frontage Road, this figure combines the previous recommended figures of 6 and 8 (redirecting Love's traffic to exit at TA driveway, also connecting a backage road to the Marine Drive intersection), adding a physical barrier on S Frontage Road to separate commute traffic from truck traffic, and adding a "ramp-meter" signal control for the exit at TA. This signal would allow commuting traffic to move freely most of the time, but when a truck would pull up to the signal to exit, it would trigger a stop light for all four lanes of traffic. This would reduce the back up of cars, to prevent them from backing up onto Highway 84. There needs to be more study to understand and minimize the impact to Comfort Inn's property with the addition of a backage road connecting Love's to TA exit. A slough exists at the property line behind Comfort Inn and additional parking behind Comfort Inn will need to be implemented. Figure 8a is the primary recommendation and would be ideal in combination with Figure 1.
- Figure 4: This figure was updated to show the recommendations for improving the issues along the N Frontage Road. In order of importance, the group recommends widening the I-84 undercrossing at Marine Drive and widening Marine Drive to 5 lanes (between I-84 and Sundial). The

group recommends these two moving forward as one project, though if funding is limited, they suggest moving forward with the undercrossing, then widening Marine Drive. Third priority is improving the intersection at Marine and Sundial, then fourth is reconstructing Graham Road to improve freight movement, drainage, and pedestrian/bike access. The group decided to remove the reference to the "Marine Drive extension" since it is the same as is shown in figure 8a.

Brandy will write up a more detailed memo of the group's recommendations, which Rich will present to the Troutdale City Council on April 26th. The group is welcome to attend the City Council meeting. Brandy reminded the group that the final recommendation memo may have different names or numbers for each of the recommendations (for ease of reference for people new to the project), but that only the group's recommendations will be represented.

Public Outreach

The group discussed thought that the Art walk would be more effective at reaching the general public with the recommendations. So the outreach will include:

- **April 26th City Council presentation** of recommendations (Council will not take action on recommendations)
- **May 2nd JTA Open House**, Comfort Inn, 4:30 to 6:30 pm: There will be a table at this open house (staffed by ODOT and the City of Troutdale) to discuss the recommendations.
- **May 6th Art Walk**, 5:00 to 7:00 pm: ODOT and City staff will set up a table to talk to the general public about the recommendations.
- The **group** was asked to announce these dates to their friends and colleagues.

The group then had a discussion about the next steps for the project and the relationship between the IAMP (Interchange Area Management Plan) and the Transportation System Plan (TSP) that the City has developed. Todd said that the IAMP will be referenced in the TSP, but that the TSP document will not need to go through an amendment. The city will use the IAMP as a guide for the future plans for the area. Rich said he uses this when talking to potential developers and it helps to keep all development "on the same page" with the expectations of future road improvements and developments.

Remaining Actions

- Rich will post these events and the recommendation memo to the City of Troutdale's website.
- Brandy will post these events and the recommendation memo to the JTA website.
- Brandy will send the group the recommendation memo for their final review and approval.
- Brandy will send the dates/times for the public events to the group for their distribution (via email or word of mouth).
- Brandy will try again to contact Love's to invite them to the public events and explain about the project.

Close

- Brandy thanked the group for attending, and asked them to call her or email with any questions or comments.
- Meeting adjourned at 6:00 pm.

Troutdale Interchange Area Management Plan Project Advisory Committee Recommendations

April 19, 2011

Overview

Over the course of four meetings, the Project Advisory Committee (PAC) for the Troutdale (I-84/257th) Interchange Area Management Plan (IAMP) reviewed the existing conditions along S and N Frontage Road, prioritized the problems and opportunities for the area, discussed potential solutions that had been studied before and suggested new ideas, then finally made a set of recommendations to the Project Management Team (PMT) to implement in the final IAMP document. The PMT is made up of representatives from the City of Troutdale and the Oregon Department of Transportation (ODOT). The PAC is made up of representatives of the business interests along S and N Frontage Roads

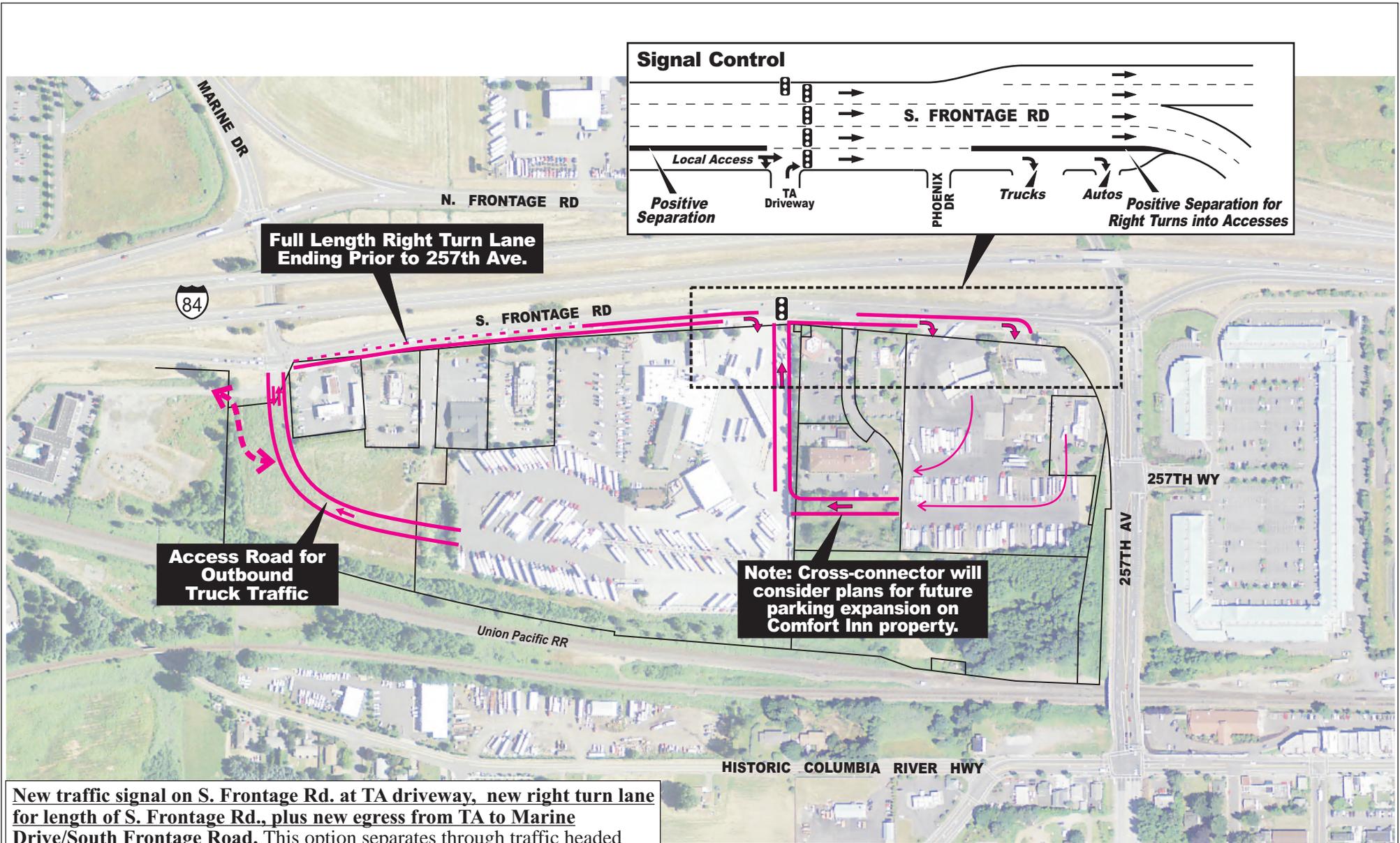
The following recommendations will be presented to Troutdale City Council for their review and approval but formal adoption is not required. The recommendations will be included in the final IAMP document, which will guide the City of Troutdale in understanding ODOT's approach to future improvements along S and N Frontage Roads. The below recommendations and priorities will also be presented to the general public during two events.

Recommendations

The following recommendations were finalized during the fourth and final PAC meeting, held on April 14, 2011. These recommendations are listed in order of importance, to help ODOT and the City of Troutdale understand the group's interest in making interim improvements that will improve the situation and congestion in the area, as funding becomes available. All PAC members in attendance at this final meeting were in agreement with the recommendations. Opportunity for review of the recommendations was given to PAC members that could not attend the final meeting. No objections were expressed.

1. **Signage:** Lane control and wayfinding signage should be installed on S Frontage Road closer to the I-84/257th eastbound off-ramp, to help direct traffic movement under the current conditions.
 - a. Local/business traffic would be directed to the right, through traffic headed south to Troutdale would be directed to the middle lanes and traffic headed north to Marine Drive and/or TRIP (Troutdale Reynolds Industrial Park) area would be directed to left lanes.
2. **Short Term Improvements to S Frontage Road:** To improve the issues on S Frontage Road, the PAC recommends Figure 1 as their preferred interim solution. This will include the following improvements:
 - a. A new right turn lane for the length of S Frontage Road, from Marine Drive to 257th Avenue. A physical barrier to provide a positive separation between the right turn lane and through traffic for a portion of the length, limiting local traffic to right turns only from S Frontage Road into the businesses to the south.

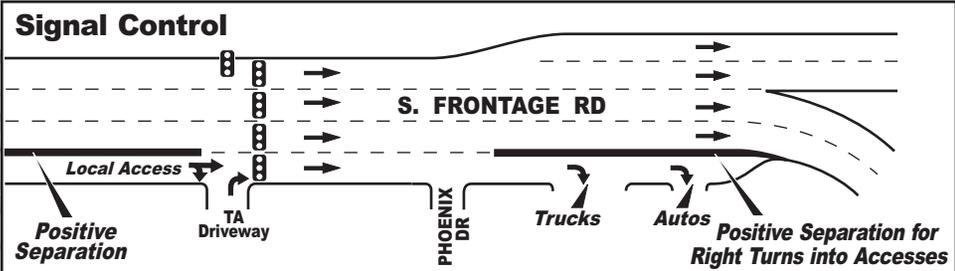
- b. A new traffic signal, primarily for trucks, to ease their exiting movement from the Love's and TA truck stops, while also allowing most through/commuter traffic to travel smoothly through the interchange.
 - c. A fourth leg would be added at the Marine Drive/I-84 EB Ramp/S Frontage Road signal, allowing truck traffic to exit there as well.
 - d. Traffic from Love's and TA would access these signals via new "cross-access easements" between the Love's and the TA site, as well as between TA and the new fourth leg of the Marine Drive/S Frontage Road intersection. These dedicated driveways between the existing properties would allow trucks to exit onto S Frontage Road at a signal and to prevent vehicles from backing up onto I-84.
 - i. More study would be needed to understand and minimize the impact of these easements, or "backage roads," to all property owners, particularly Comfort Inn which has plans to expand parking in the rear of the building.
3. **Improved Access between Portland and TRIP (Troutdale Reynolds Industrial Park) Area:** Figure 2 shows the recommendations for improving access to the TRIP area. In order of importance, the group recommends:
- a. Widening the I-84 under-crossing at Marine Drive (Figure 2A) to allow two-way traffic and widening Marine Drive to 5 lanes, between I-84 and Sundial (Figure 2B). The group recommends that these two move forward as one project, though if funding is limited, they suggest moving forward with the undercrossing first and then widening Marine Drive.
 - b. As funding becomes available, the group recommends improving the intersection at Marine and Sundial (Figure 2C) and then reconstructing Graham Road to improve freight movement, drainage, and pedestrian/bike access (Figure 2D).
4. **Improved Access between Portland and Troutdale:** Figure 2E is recommended as a long-term solution to the issues along S Frontage Road, only if study indicates that it is needed after the previous improvements have been implemented. If the improvements shown in Figure 2E will not add other benefits for the area, it should not be implemented.



Full Length Right Turn Lane Ending Prior to 257th Ave.

Access Road for Outbound Truck Traffic

Note: Cross-connector will consider plans for future parking expansion on Comfort Inn property.



New traffic signal on S. Frontage Rd. at TA driveway, new right turn lane for length of S. Frontage Rd., plus new egress from TA to Marine Drive/South Frontage Road. This option separates through traffic headed from Portland to Troutdale (south of the interchange) from local business traffic along South Frontage Road and regulates traffic at TA's existing driveway. It includes construction of a right turn lane for the length of S. Frontage Rd. Impacts include right-of-way (including cross-access easement on Comfort Inn property), traffic signal and positive separation costs, the mixing of auto and truck traffic on Love's site, and worsened signal operation at Marine Drive/S. Frontage Rd. Benefits include focusing TA truck traffic at two signalized accesses, allowing circular flow of truck traffic through the TA site and reducing conflicts between trucks entering and exiting the site.

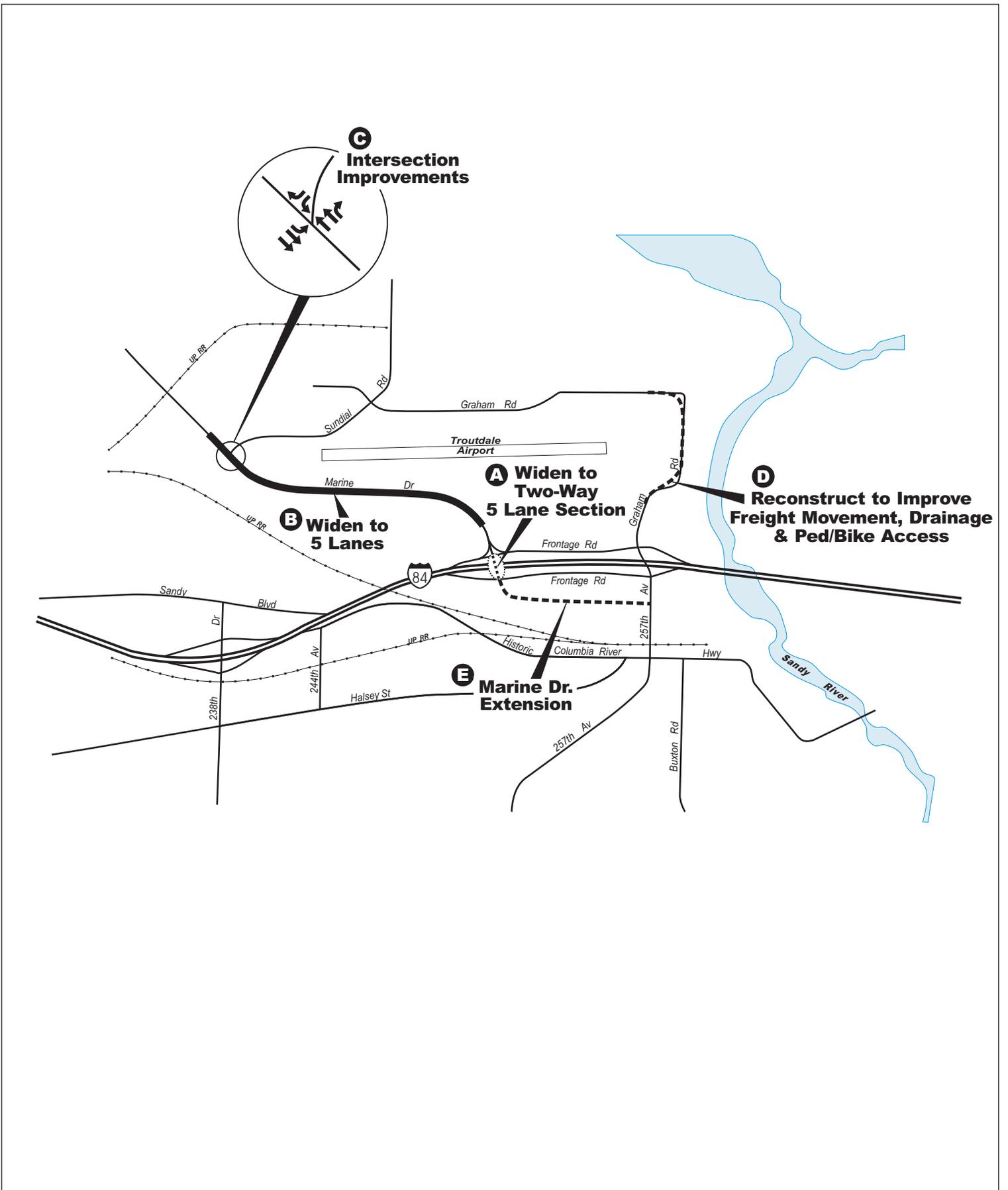
LEGEND

- Proposed Access
- New Connection
- Approximate Property Lines
- Traffic Signal

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Figure 1
OPTION F
Troutdale Interchange



LEGEND

- A** - Prioritized Improvements
- - New Connector

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NO SCALE

Figure 2

LONG TERM TRANSPORTATION IMPROVEMENTS MAP