

Highway 138 Corridor Solutions Study



Summary of Discussion

Citizen Advisory Committee (CAC)

3rd Meeting

6:00 to 8:00 P.M.

February 26, 2007

Attendees

Georgia Stiles, Property Developer

Brett White, Downtown Small Business

Seth Buechley, Laurelwood Neighborhood

Art Adams, Nordic Veneer

Neal Hadley, At-large Citizen

Gary Crowe, Chamber of Commerce

Chad Ambrose, Bike-Pedestrian Advocate

Mike Baker, Project Manager, Oregon Department of Transportation (ODOT)

John Raasch, ODOT Environmental Project Manager

Jennifer Danziger, David Evans and Associates (DEA), Inc. Senior Project Manager

John Wiebke, DEA Project Manager

Introductions and Project Overview

John Wiebke (DEA) opened the meeting by presenting a brief summary of natural and cultural resource barriers that will need to be a factor when considering potential build alternatives that are forwarded for consideration. Jennifer Danziger (DEA) followed with a presentation of the existing and projected future no-build traffic conditions within the study area. Afterward, attendees were presented with a proposed series of screening criteria for review that will be used to filter and narrow a list of alternatives for modeling.

Project Discussion Items

Committee members addressed the following questions, comments and concerns:

- Regarding traffic generation projection, the consultant team was advised to be prepared for residents who will not be convinced of future projections nor the methodology used no matter how the study is conducted.
- It could be useful to learn more about traffic movements in the downtown vicinity between the river and the railroad tracks.
- Once the preferred alternative is identified, how will the funding sources be proportioned among the federal, state and local jurisdiction? Reply: Funding will likely be from a combination of federal, state and local sources. Mike Baker noted that \$4 million of State funds have been allocated for improvements at Diamond Lake Boulevard and Stephens Street.
- Regarding the draft criteria, shouldn't cost be a contributing factor in determining which conceptual ideas advance to the modeling stage? Reply: Cost should not be a critical factor in identifying concepts for screening (otherwise nothing would likely advance). A more important consideration would be the impact to natural and cultural resources.
- Will the criteria be weighed equally or will some have more weight than others. Reply: The criteria have equal weight from the standpoint of the study process. Each committee member is here to serve as a representative on a particular interest. Therefore, it would be expected the individual member will weigh some criteria heavier than others based on their perspective primary concerns and issues (i.e. downtown business, bicycle/pedestrian enhancement, transit, etc.).
- Missing from the list of criteria is an emphasis to protect downtown accessibility, to enhance current and future economic development, and to place value on aesthetics.
- When considering projects for funding, does the federal government place greater emphasis on some factors such as commerce, tourism and economic development? Reply: According to Representative DeFazio's office (who serves on the Congressional Transportation and Infrastructure Committee), the three priorities when considering projects are congestion, safety, and economic development.

Attendees sketched proposals on aerial maps. Concepts proposed for consideration from the CAC include:

- Baseline/No-Build
- Intersection specific capacity improvements
- Portland Avenue Bridge
- Bridge from Harvard to Diamond Lake Boulevard with existing at-grade intersection
- Bridge from Harvard to Diamond Lake Boulevard with grade separated intersection
- Move/relocate railroad alignment
- Connect to Stephens north of Diamond Lake Boulevard

Next Steps

The next meeting will be held in April 2007 (most likely Monday, April 2) and will further discuss the concept development and screening criteria process.