

Highway 138 Corridor Solutions Study



Summary of Discussion

Citizen Advisory Committee (CAC)

6th Meeting

6:00 to 8:00 P.M.

September 4, 2007

Attendees

Georgia Stiles, Property Developer (attended TAC meeting)

Brett White, Downtown Small Business

Neal Hadley, At-large Citizen

Gary Crowe, Chamber of Commerce

Chad Ambrose, Bike-Pedestrian

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

Guests

Polly Stirling, Douglas County Global Warming Coalition

Stuart Liebowitz, Douglas County Global Warming Coalition

Introductions and Project Overview

Jennifer Danziger and John Wiebke opened with a PowerPoint presentation that reviewed the corridor study process, including the purpose, need and goal statements, agency coordination and public process, existing operations, projected future (2030) no-build operations, concept development and screening process, and build alternative evaluation and operations. A summary of Open House #3 written comments was also provided.

Project Discussion Items

Final recommendations were presented and discussed as outlined in Section 6 of the draft Final Report that included a summary of strengths and weaknesses for each build alternative and why the alternative was recommended or not recommended for further analysis in a future study. Build Alternatives 1(a) and 3(a) were recommended for further study. Back and forth discussion followed and covered the following topics:

- Since neither alternative forwarded for further study does not address the railroad crossing issue, could the Highway 138 project be integrated with other projects, such as the Portland Avenue Bridge?
- How would the corridor study tie in with the improvements planned at Interchange 124?
- How would traffic patterns be impacted by expansion of the Urban Growth Boundary for commercial/industrial development?
- Is the lack of a more direct connection to I-5 the primary constraint impeding development along the Diamond Lake Boulevard corridor? To some degree, the constraints appear to be market driven rather than government driven. However, the difficulty experienced by trucks maneuvering between DLB and I-5 is undeniable.

Next Steps

The project team is scheduled to present the Final Report before a joint session of the City Council and Planning Commission on September 24, 2007. Therefore, comments on the draft report should be submitted no later than September 11, 2007.

Following completion of the final report, the next logical step would be to initiate an Environmental Assessment (EA) that would be fully funded by ODOT. EAs generally have a 3 to 5 year life span where beyond that period the process must start over again. Therefore, before pursuing such an effort (an approximate 2-year process), ODOT would first need to gauge the degree of local commitment to the project and the extent of established funding sources – particularly at the local, county and state level.

Guest Comments

Two non-CAC members were also in attendance and were invited to comment.

Stuart Liebowitz expressed concerns that the complete truth has not been presented with the conclusions of this report. Estimated costs are not presented realistically as evident by cost revision continuously being revised upwards. The annual population growth assumption of 2.5% per year is inflated. Based on recorded growth since 2000, a more

realistic annual growth rate should be 1.2% to 1.5%. Yet the higher (2.5) percentage is the assumption that's used to model 2030 traffic projections. If the driving force of this effort is the perception that a direct connection is critical to economic development, then that should be clearly stated so that the public can weigh in. Finally, be forthright on the potential expectation of local jurisdiction (City, County) contributions toward the project.