



**Airport Way Interchange SAC/PDT Meeting Notes
August 7, 2008
Portland International Airport**

Attendees:

Matt Freitag (ODOT)	Chrissy Dawson (HDR)	Brian Ableidinger (SAC)
Andy Johnson (ODOT)	Christine Egan (JLA)	Steve Sieber (SAC)
Emily Moshofsky (ODOT)	Sam Beresky (JLA)	Lee Johnson (SAC)
Stacy Thomas (ODOT)	Rick Kuehn (CH2M)	Raye Miles (SAC)
Robin McCaffrey (POP)	Leslie Howell (HC)	Arch Miller (SAC)
Shannon Huggins (POP)	Anthony Butzek (METRO)	Pia Welch (SAC)
Brian Baker (HDR)	Jeff Graham (FHWA)	
James Gregory (HDR)	Bill Barber (SAC)	

AGENDA ITEM	DISCUSSION
Agenda Review/Introductions	Review of project status/progress. Review of meeting agenda.
Report out on Action Items	<p>Action Items</p> <ul style="list-style-type: none"> • Expanded project map (which includes Killingsworth and Columbia Blvd) - copies made available for pick up. • O&D Survey Memo - Christine will bring copies of this memo (or mail it out prior) to the next SAC meeting. • Revised Goals and Objectives - copies made available for pick up. • Transit Data - impact of extension of light rail (Clackamas line) - In the future, the expansion of the light rail line will help to shrink the peak period of afternoon congestion from about 4 hours to about 2 hours. However, the amount of congestion experienced during the peak hour in the afternoon will not change. In other words, congestion will still be as bad, it just won't last as long. • Update on the METRO model - the model is currently available and our team will soon begin to calibrate it for this project. <p>Bill Barber requested a copy of the updated goals and objectives in track changes to highlight what was changed.</p> <p>Pia Welch asked if it would be possible to use project information/resources from the Columbia River Crossing (CRC)/overlapping projects (i.e. Columbia/Lombard/Marine Drive) to make sure we aren't duplicating efforts. Christine will follow up with this at the next SAC meeting.</p>

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	<p>Robin pointed out that the team is using 2030 CRC model data as input to our (METRO) model.</p>
<p>Recap of the Value Planning Workshop</p>	<p>Value Planning Workshop (VPW) PowerPoint Presentation was shown to the group and covered the following topics:</p> <ul style="list-style-type: none"> • Study Area • Participants • Project Purpose • Study Process • Alternatives <p>Bill Barber raised concern that the Diverging Diamond Alternative would result in changes to Killingsworth that could negatively impact the Sumner/Parkrose LRT station area. The City of Portland is currently undergoing station-area planning and its goals would conflict with increased traffic on Killingsworth.</p> <p>Andy will follow up with his ODOT counterpart on the Parkrose station project to make sure there would be no negative impacts. Bill will follow up with the Parkrose committee and send any relevant information to Christine, who will forward it on to the SAC.</p> <p>A qualitative, level one screening by the technical team will take place next week. In depth modeling and visual simulation will be done in October after alternatives have been narrowed down to five.</p> <p>The VPW Report is currently in draft/review and will be available to the SAC in the next couple of weeks.</p> <p>Alternatives that can't stand alone will be combined with other alternatives or options, with the goal to address capacity issues at the intersection, ramp and mainline with one alternative.</p>
<p>Discuss Evaluation Process - Level 1</p>	<p>The consultant team/technical experts will be meeting next week to apply the evaluation criteria and score alternatives. This screening will be qualitative and based on professional judgment. The team will review previous project memos during this process. The team will then document assumptions and why recommendations were made after the evaluation process is complete.</p> <p>Level 1 screening results will be presented to the SAC at the next meeting for input.</p> <p>A small team from the PDT will develop scoring guidelines and evaluation methodology/ground rules to outline the process before the Level 1 screening process begins.</p>
<p>Public Comment</p>	<p>none</p>
<p>Next Steps</p>	<ul style="list-style-type: none"> • Open house on September 17 (update: this will now be held on September 24 from 4:30 to 7:00pm) between 4 and 6:30 @ Multnomah Educational Services - to be rescheduled as it

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	<p>conflicts with a 6PM hearing on the nearby Colewood Golf course. It was also suggested that the Open House be extended to 7pm to allow more people to attend after work.</p> <ul style="list-style-type: none"> • The Public Involvement Team will be sending out postcard invitations to the Open House within one quarter mile of project area as well as a project newsletter. • Next SAC - August 27th • Next PDT - August 21st. • Online Survey: The online survey's designed to use the public as expert area users. The team will need the SAC members' help getting the survey out to the public. <p>Several SAC members will be approached for help with stakeholder briefings. Each briefing will most likely include one member from ODOT or the Port, one consultant team member and one SAC member. Ray will attend the PBA briefing. Arch will attend the Clark County briefing.</p>
Action Items	<ul style="list-style-type: none"> • Sam to send Bill Barber a copy of updated goals and objectives in track changes to highlight what was changed. • Sam to make the VPW presentation available to the SAC • Andy to follow up with his ODOT counterpart on the Parkrose station project to make sure there would be no negative impacts at Killingsworth from the Diverging Diamond alternative. • Bill Barber to follow up with the Eastside Light Rail Group and send any relevant information to Christine, who will forward it on to the SAC. • Christine and Sam to reschedule the Open House

Christine Egan 8/28/08 10:10 PM
Deleted: Parkrose committee