

**Glencoe Interchange Project
SWG meeting #7**

7:00-9:00 p.m. Wednesday, August 23
Jessie Mays Community Hall
30955 NW Hillcrest, North Plains

MEETING SUMMARY

SWG members present:

Debbie Raber (City of Hillsboro)
Nick Kelsay (City of Forest Grove)
Marie Finegan (Washington County Farm Bureau)
David Smith (North Plains Planning Commission)
Robin Biden (Hillsboro School District)
Tai Kim (Subway)
Hal Ballard (Washington Co. BTC)
Susie Anthony (CPO 8)
Wayne Holm (Oregon Canadian Forest Products)

Staff present:

Laura DeGraw (Jeanne Lawson Associates)
Kristin Hull (Jeanne Lawson Associates)
Rick Kuehn (CH2M Hill)
Marc Butorac (Kittleson & Associates, Inc.)
Matt Hughart (Kittelson & Associates Inc.)
Steve Harry (ODOT)
Aaron Myton (ODOT)
Tom Braibish (ODOT)

SWG members absent:

Stewart King (North Plains Chamber of Commerce)
Paul Coussens (Property Owner)
Butch Kindel (Washington Co Fire District 1)
Bob Jossy (Property Owner)

Meeting purpose:

- Review double line drawings of three remaining concepts
- Discuss streetscape choices
- Learn about local access and circulation and suggest local access ideas for consideration

Welcome and introductions

Kristin welcomed the group and said that the SWG would not make a final recommendation on interchange design today. She told the group that the PDT had reviewed the double-line drawings for the final three options and felt that they did not have enough information to distinguish which of the three should be the preferred option. The meeting summary #6 was adopted, Kristin clarified that the 6 lanes on 11C includes bike and pedestrians.

Review double-line drawings

Marc Butorac reminded the SWG about the analysis that had already been completed for the remaining three design concepts. He explained that all three options have the same operational capacity. He reminded the group that the two diamond alternatives cost about the same amount while the single point interchange would cost more. The options have similar impacts to buildings but have different environmental impacts. The PDT has asked staff to do more work to understand community impacts and environmental impacts before the PDT and SWG work to make a final recommendation.

Aaron Myton reviewed the double-line drawings. A SWG member asked if all access to local streets and driveways would be eliminated up to the 1320' mark on the maps. Marc stated that they would talk about answer in detail during the local access discussion which was the next agenda item.

Aaron then answered questions from the SWG about the three design concepts.

Q: Is the single point interchange easily navigated?

A: Yes, if the single point interchange is designed to allow for adequate sight distances it is generally easy for drivers to navigate.

Q: Are accidents more common at single point interchanges than at more traditional diamond interchanges?

A: No, accident histories tend to be very similar for diamonds and single point interchanges when you consider the two signal for the diamond interchange. The single point interchange design is fully accepted by state transportation departments.

Q: Does the single point interchange have more capacity than other interchange designs?

A: It has slightly more capacity than the other designs.

Q: How do bikes and pedestrians navigate the single point interchange?

A: Pedestrians are prohibited from crossing across the interchange (i.e. east-west across Glencoe) because there are not gaps in traffic. The east-west pedestrian crossing would have to be accommodated on either side of the interchange.

Q: Does the single point interchange have twice the capacity of the diamonds?

A: All designs have comparable capacity. The diamonds could be easily expanded in the future, so they are shown with fewer lanes. The single point would be difficult to expand later, so it would be constructed with additional lanes up front.

Kristin closed the discussion by telling the group that the SWG would discuss these designs again at the next meeting with more information. The goal of the next meeting will be to come to consensus about a preferred option.

Streetscape choices

Marc introduced the streetscape exercise by explaining the pieces and scales. He explained that the purpose of exercise is to get the opinions and input of the SWG about the variables

such as width of median and type of sidewalks (curb-tight, tree wells or landscaped buffer). Marc asked the group to think about both aesthetics and impacts.

Kristin Hull reminded the group that this would not be the only time the group works on streetscape ideas. Marc told the group to think independently of local access at this time and that local access will be a discussion during the next couple meetings.

Q: Are the existing improvements going to remain on the west side of Glencoe?

A: The project will compare the options about where to widen Glencoe Road. The SWG will be asked to provide input about this.

The SWG broke into groups and discussed different streetscape options.

Kristin and Marc listed the tradeoffs the groups talked about.

Local access and circulation 101

Marc discussed issues and concepts of local access and circulation tools. He reviewed a presentation called "Local access and circulation 101."

After the presentation, Marc asked the SWG to work in small groups to identify local access and circulation options.

After the group completed their work, Marc reviewed some of the ideas that were identified including:

- A roundabout or signal and Pacific Street
- Right-in/right-out/left-in at Highland Court
- Underpass to provide access to Highland Court
- Backage roads

Rick pointed out that the SWG may not like everything in the final decision, but should understand why ODOT makes certain decisions. Rick also reiterated that the PDT does not know what the final solution will be, but that they will work through tradeoffs and get feedback from community and stakeholders.

Kristin reminded the group that they could draw more ideas and send them to Lili by next week.

Public comment

There was no public comment.

Next Steps and Close

Next meeting:

7-9 p.m. Wednesday, September 20, 2006

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