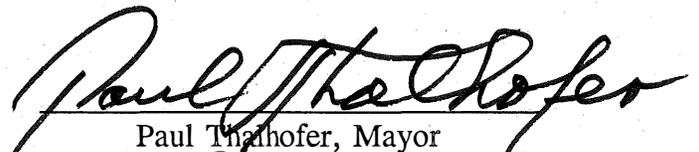


CITY OF TROUTDALE

AGENDA
TROUTDALE CITY COUNCIL - WORK SESSION
COUNCIL CHAMBERS
TROUTDALE CITY HALL
104 SE KIBLING AVENUE
TROUTDALE, OR 97060-2099

7:00 P.M. - OCTOBER 3, 1995

- (A) 1. CALL TO ORDER, ROLL CALL.
- (I) 2. OPENING REMARKS & INTRODUCTION OF ODOT REPRESENTATIVE
Gary McNeel, District Manager, District 2C.
Mayor Thalhofer
- (I) 3. REVIEW OF POSSIBLE COURSES OF ACTION.
Mr. McNeel
- (I) 4. PUBLIC INPUT.
- (I) 5. COUNCIL DISCUSSION.
- (I) 6. ADJOURNMENT.


Paul Thalhofer, Mayor
Dated: 9-21-95

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MINUTES
Troutdale City Council - Work Session
Troutdale City Hall
Council Chambers
104 SE Kibling Avenue
Troutdale Oregon, 97060-2099

October 3, 1995

Mayor Thalhoffer: Called this special work session to order.

ROLL CALL:

Present: Councilor Smith, Councilor Ripma, Councilor Kight, Councilor Thompson, Councilor Burger-Kimber and Mayor Thalhoffer.

Absent: Councilor Lloyd

Mayor Thalhoffer: The subject of the work session tonight is what to do with all the traffic we have on Frontage Road. We are trying to figure out a way to alleviate that very hazardous situation down there. As you know there have been several accidents down there lately and we are trying to find a way to make it better for people down on Frontage Road. The Oregon Department of Transportation has been working on it for some time now, trying to come up with at least a partial solution. We don't want to hurt businesses and we don't want to do anything that's bad for our citizens, but on the other hand we have the responsibility to make that safer. We invited everyone who has a business down there in that area to this meeting. Every one has been notified, that's is one thing that we want to make sure that when we have an area of concern that we notify everyone who is affected by that and so we did send a notice everyone. I want to introduce Mr. Gary McNeil, District Manager for District 2C of the Oregon Department of Transportation. He is here to discuss with us the alternatives.

Gary McNeil: I also have with me tonight Martin Jinsvold, he's our Senior Transportation Analysis for Oregon Department of Transportation in this area and Marty has been analyzing a number of traffic movements in this particular area. If you remember right at the last session we had, we had not collected the information on the morning peak hour traffic.

Mayor Thalhoffer asked Mr. Martinez to make additional copies of the map so that everyone can follow along.

Gary McNeil: I am assuming that everyone is fairly familiar with the area that we are talking about. This would be Interstate 84 running down the center with east and westbound

lanes, this is the south frontage road has a number of approaches to businesses along here. This is the north frontage road, which basically just has an approach to the Port of Portland building at the Troutdale airport, and Woodpecker Trucking Firm over here. Right now, as it exists, there's a signal at this intersection, Graham Road comes down and joins the south frontage road. There is a three-way stop with a right turn permitted without stopping at this intersection. Currently there is only a one-way stop on this particular intersection and this is the one that consequently has had the highest accident experience.

At this intersection over here there is basically a two-way stop for the off-ramp and for the north side frontage road. One of the things that we have been looking at and have had considerable discussion with the Multnomah County, has been altering some of those controls to kind of induce some different types of traffic flow. That is probably one of the main things they will be of interest to the businesses. When we did our initial counts we had some information about a noon time peak which tends to be fairly high on the south frontage road and also an evening peak which tends to be real heavy coming off the freeway and mostly destined for 257th and Graham Road. That was of a real interest when exit 16B was closed for a short time during a utility installation. What happened was a good percentage of the traffic using 16B diverted up here to exit 17 and we experienced a considerable amount of congestion along this frontage road during that 10 day period. That really did spark the interest of the council here and that was at a time that we were doing some visioning of some of the things that we might be able to do. We have come up with a couple of different proposals which we have taken and further analyzed to determine, not just today's conditions, but what is going to happen down road in 2 years, 5 years or even 10 years into the future. That is some of the work that Marty has done. I would like to get him to explain a little more about traffic patterns and maybe when you have some more particular questions, he might be able to help. Our proposal at this point has been kind of a three phase approach. The first thing we would like to do is actually physically rewire this signal. Right now what happens is the north bound phase and the south bound phase on Graham Road itself are what we call a split phase, they don't come up at the same time. When you have a green light northbound, everyone southbound has a red light, when you have a green light south bound, everyone north bound has a red light and then the frontage road itself gets a separate phase which overlaps with the with the left turn phase for the northbound through and left turns and right turns here. The thing that we would like to there is rewire this to a standard three phase signal, so that northbound through and southbound through would come up together. Now the impact that is going to have is there will be a loss in the amount of green time for left turns. The left turns won't enjoy the free left that they enjoy today. The next change that we would like to make is down here where we have the right turn permitted without stopping. ODOT was actually in the process of removing all the right turns without stopping in the state, until one of our legislators managed to get that over ridden in Washington D. C. so that brought everything to a screeching halt. In this case we would like to remove that for safety considerations and to help induce the flow of traffic up to the northern frontage road to reduce the burden on south frontage road. Right now with that right turn permitted without stopping, a person coming down from 257th onto Graham Road can basically make a left turn at the signal,

make a free right at this intersection and generally make a free left onto the freeway only have to yield to the oncoming traffic from Marine Drive. So it kind of induces the flow traffic to use this, the problem is that an awful lot of those folks aren't destined for anyplace along the frontage road, they are just moving through and just want to get to the freeway. It would be much better in that regard to have those folks up on the northern frontage road and interfere less with those activities down here on the frontage road, the legitimate business of those people who want to pull in and pull out and do business. It compounds the problem when we have at least three destinations for trucks down in this area and everyone knows that when you get behind a semi and there's no center two way left turn lane it really impedes the flow of traffic to wait for this guy to make his maneuver. The truck has to spend as much time to make his maneuver as maybe 5 or 6 cars. So our plan was to basically rewire the signal, remove the right turn permitted stopping sign, install stop signs at all three approaches, and all four approaches at these two intersections. So we are stopping a lot more folks but we're making each intersection much safer. A stop sign assigns right-of-way and basically provides a yielding type movement to everyone approaching the intersection. That is phase one. What we are looking at further down the road for phase two is some kind of one-way type of system either on the frontage roads to begin with underneath the freeway, in other words this one could be one-way south bound and this one could be one-way north bound. It's actually not too far into the future that we could look at the one-way system on the frontage road entirely using the south frontage road as a one-way east bound and the north frontage road as a one-way west bound. This was the original design of this interchange, that was the way that interchange was intended to operate. We sort of went into the two-way operation because of the interest of the businesses that were locating along that south side.

Councilor Kight: Have you entertained the idea of taking that turn lane beyond Sharis and widening it?

Gary McNeil: Yes, there is enough pavement right now to take that left turn lane down to the west end of Burns Brothers approach. You can't get beyond McDonalds yet because it narrows down physically from McDonalds west and there just isn't enough room. We can restripe the area down to the westerly end of Burns Brothers.

Councilor Kight: How about the other side of frontage road? North of frontage road, there's plenty of land there, you could have add another turning lane.

Gary McNeil: Well yeah but there's no pavement there right now. The problem is that you have to physically widen the pavement.

Councilor Kight: Well why can't we do that, money?

Gary McNeil: Yeah, its a money crunch.

Councilor Kight: So what would it cost to add that turn lane if you widen it?

Gary McNeil: Well what we were hoping is businesses along here such as McDonald's would decide to do some remodeling work which they are anticipating to do this year and we would condition them to widen that pavement out so we could widen and strip it.

Councilor Kight: Would that take out some of the landscaping?

Gary McNeil: It probably would.

Councilor Kight: So you are waiting for the developers to add the turning lane is essentially what you are telling us.

Gary McNeil: Right.

Councilor Kight: What would it cost if you added the turning lane north of south frontage road?

Gary McNeil: The problem is that we have only about 20 feet in here before we get to the access control lines but we could do it. It could be done but a strip of pavement that is an extra 8 or 10 feet wide by 500 or 600 feet long, probably is in the neighborhood of \$5,000 to \$10,000. It's not a tremendous amount.

Councilor Kight: so it's do able?

Gary McNeil: yes.

Councilor Kight: The traffic isn't going lessen, in fact as I understand it from your own words is fairly narrow, it's not really a turning lane per say.

Gary McNeil: Well it works, it's not ideal.

Councilor Kight: It's not designed for trucks for.

Gary McNeil: You want a 16-foot wide turning lane for truck traffic. We've only got a 12 foot lane at best.

Councilor Kight: What about signalization the intersection that receives the most accidents right there on north frontage road?

Gary McNeil: It's \$150,000.00. It's definitely something we'll want to do but getting the funding for that is really tough.

Councilor Ripma: Why does it have to be a \$150,000.00 signal? Why can't you just put in a light?

Gary McNeil: Well there's a flashing beacon there now.

Councilor Ripma: I am talking about a light that changes from red to green. Why is it \$150,000? I'm sorry I don't understand that.

Gary McNeil: Well, because it has to be a fully actuated three phase signal. We don't have a say in that. That something that comes out of Salem.

Councilor Ripma: There are lights here in town that don't have that. I just don't understand that. ODOT simply has a rule that you have to put in a \$150,000.00 light, so you won't put them in and instead let accidents happen. I just don't understand it. What is the logic?

Gary McNeil: Well it's not that simple. The logic is that if you don't put in fully actuated signals then we have a liability problem because then when accidents occur and you don't have the proper devices out there to ensure they don't occur, you pay a lot of money in risk management.

Councilor Ripma: Are you saying a regular timed signal light is not allowed?

Gary McNeil: That's right.

Councilor Ripma: Why?

Gary McNeil: Because we don't do that. We haven't done that since the 50's.

Councilor Ripma: We have them right here in town.

Gary McNeil: Not a brand new one.

Councilor Ripma: You are unwilling to spend \$10,000.00 so basically you don't want to spend any money.

Gary McNeil: It's not a matter of willingness, we're just not able to.

Councilor Ripma: Well you acknowledge it's a problem.

Gary McNeil: Right.

Councilor Ripma: but you don't want to spend any money. I guess that's what I'm hearing.

Mayor Thalhofer: It's all right to ask questions but lets not be argumentative, he doing a job.

Councilor Ripma: oh that one deserved a question, I'm sorry.

Gary McNeil: Councilor let me explain that a little further. When you look at all the problems around the state of Oregon, this one doesn't rank very high.

Councilor Ripma: Oh is that right.

Gary McNeil: It doesn't. We have a lot of priorities and a lot of places to spend our money and this one is not at the top of the list. You know it's unfortunate for everyone has to go through it including myself. It's a major problem and is something that we would like to go out and do but we're just not able to throw everything else that has a higher priority out the window and say we got to put it here, it just isn't possible, at least not at this time. The legislature dealt us a severe blow this year and we lost about \$19 million dollars when they restructured weight mile tax for trucks. People don't seem to realize that \$19 million dollars is a lot of money and when you loose that much in one year you are not able to do everything that you used to be able to do. They slashed our budget pretty severely, we used to have what we called betterment funds that we could go out and do this kind of work with, that doesn't exist any more, that just isn't there.

Councilor Thompson: If we were to convert that to a one-way as it was originally intended, then you eliminate the need for any kink of turn lane on south frontage road. There is not a need for a turn lane because all turns will be right turns. What about signal lights? Would that require a whole lot of additional signals?

Gary McNeil: That's the biggest problem, it would. If we were to convert this to one-way fairly soon, we would need a signal at least at this intersection.

Councilor Thompson: That's a given in almost anything you do is going to require a signal at that intersection.

Gary McNeil: Eventually. The first phase, the first step that we are looking at is leaving both frontage roads two-way wouldn't require signaling but anything else beyond that it's going to get into that realm real quickly.

Councilor Thompson: It seems to me that if you do the things that you are suggesting at first, that is to encourage west bound traffic on I - 84 to go under the freeway and then north frontage road along there, you are really going to increase the need for a signal there. You don't really have now because everybody takes south frontage road and under and up. Isn't it true?

Gary McNeil: I think that Marty can speak to that a little bit because they've done some analysis of projected what the volume of change would be up here. I think what would happen is that not everyone would move. You would only see a split in the amount of traffic so you still would have a considerable amount of traffic going up this way balanced against the amount of traffic going this way. Typically a multi-way stop works because everyone sort of takes turns. It can be as efficient and sometimes more efficient as a signal. Marty can you speak to kind of what your analysis showed up here.

Marty Jinsvold: Basically it's primarily during the am peak where you have a large amount of traffic coming Graham Road going along the south frontage road going up to Marine Drive and then up to the on ramp. During the afternoon peak it isn't that significant, it is more balanced and maybe even more oriented towards the north frontage road. The proposals that we have for phase one are generally intended to encourage the use of the north frontage road but it will still allow the use of the south frontage road to get to the west bound on ramp, it will be a balancing of the traffic volumes rather than a total shift in the traffic volumes and with it being more balanced that's more in line with the multi-way stop would be able to handle efficiently.

Councilor Thompson: At that intersection, Marine Drive, if you made it stop going north and south a no stop on the north frontage road right or left of the freeway, it wouldn't take very long for people to get the message to go under the freeway off Graham Road and up north frontage road. It seems to be a lot easier for trucks if they didn't have to stop. Essentially right now they have to go so slow or stop at the bottom of the hill up the hill and onto the freeway they can't get up much speed to get on to the freeway witch certainly increases the potential for an accident at that point.

Marty Jinsvold: Problem would be is that this particular stretch of road is not speed zoned, it is basically 55 mph roadway, if you didn't stop traffic there you would have a severe accident problem with people using Marine Drive. They wouldn't access that at that kind of speed and you would in fact those speeds if there's no posted limit it out there.

Councilor Thompson: It's a simple matter of posting a limit out there isn't it?

Marty Jinsvold: It's not so easy. We have to conduct a speed zone investigation which you find is that when you get to the 85 percentile speed check out here your probable pretty close to the 55 mph. Right in now in free flow conditions that traffic on that road does travel fairly fast. It's between 50 and 55 right now. You see speed zones are established in just that manner, you go our and take a radar gun and if 85% of the traffic goes a certain and that's what regulates that speed zone. You would almost have to alter the condition before you put the speed zone.

Councilor Thompson: The amount of traffic wouldn't have any effect on the speed zone, I mean, if you did that it would increase the amount of traffic along that road it seems to me

you going to increase congestion.

Gary McNeil: but you only see that at peak hours.

Councilor Thompson: You know I use to think that too until I've been down there at all hours of the day and I've seen it backing up on north frontage road, I've seen backing up from the intersection from Graham onto the freeway at various times of the day. I know that peak hours are worse.

Gary McNeil: It backs up basically because they have a free right here. There's a wall of cars that comes down here. In the mornings I use this ramp to get to work, I have a tough time getting around there just because of those free movements and it's pretty heavy in the mornings. In the pm this does back up but in the pm of course they have to yield to the heavy movement of Marine Drive with the heavy movement from the south end so you really got both sides to wait for. The all way stop will mitigate some of that.

Councilor Thompson: I am convinced it would make a big difference if there was a stop on northbound Marine Drive, instead of having that free turn on to the freeway. Anybody who drives that in the morning it doesn't take you many very days to realize that if you want to get there fast that's the way you go.

Councilor Burger-Kimber: You would have the stop on frontage road going west, you still would continue to have that stop sign.

Gary McNeil: I wouldn't no, I would put a stop sign on both north and south bound on Marine Drive and let frontage road go through.

Mayor Thalhofer: Now during the pm peak hours when we have the traffic coming from the west onto south frontage road and that's probably one of our biggest problems. It's real heavy right now and when 16B closes permanently which will happen.

Gary McNeil: Well there may be some alternatives examined before 16B is determined to be closed. There is geometric possibility to introduce a ramp, that's a very expensive solution but there is a solution being looked at in Salem right now to determine whether or not that is feasible option and once they determine that they have to look at the economics and is if it can actually be funded and built that way. It's not a definite that 16B will go away.

Mayor Thalhofer: That's good news.

Gary McNeil: In Marty's analysis they looked at both options, they looked at 16B being closed and the redistribution of trips after the 238th interchange reconfiguration and after the 207th interchange is opened and then of course with a fairly good sized diversion from

16B down here to 17 and they looked at with some pretty good detail.

Marty Jinsvold: That was the primary focus of my study anyway, was trying to evaluate what would happen if 16B were closed, where the traffic would go. Basically what we determined was that when 207th was opened some of the traffic from 238th would shift over there, and when 16B is closed some of the traffic from there would shift to 238th but then the majority of it would shift to Troutdale exit 17. We also determined that most of the large majority of the existing traffic at 16B is bound for 257th. What they would do if 16B closed was to come down south frontage road and turn on Graham Road and go straight through the intersection and on up the hill. Basically the signal at the south frontage road and Graham Road would be expected to handle the increase in traffic with some modifications to the existing phasing or whatever. The signal from Crown Point Highway and 257th would be able to handle the traffic fairly easily. The main problem that you run into would be the people trying to turn left in or left out of the businesses along the south frontage road during that time when we have heavy traffic eastbound on the south frontage road. Now with the proposed one-way loop at the interchange would help alleviate a lot of those concerns by restricting the access to right in and right outs.

Gary McNeil: With 16B closed and all that traffic diverted is very likely we would end up needing a signal at all four off ramps.

Councilor Thompson: At the same time, when you close 16B if you went to a one-way grid on south frontage road it would carry a whole lot more traffic more easily. Have you guys thought about what's going to happen as the county has indicated they are eventually going to punch 257th through onto US 26.

Gary McNeil: Actually it's there now. You can take Kane all the way.

Councilor Thompson: As it is nobody wants to use it but if they improve it as they're talking about as a substitute for the parkway it is going to induce more traffic onto that intersection.

Councilor Kight: Phase one is essentially, you are going to rewire the lights, put some stop signs in.

Gary McNeil: and re-stripe the two-way left hand turn lanes to the end of the existing widen pavement that is down there so it would actually about another 500 feet of two way turn lanes.

Councilor Kight: Ok so the next part is of our conversation is actually phase two, is that where we are at?

Gary McNeil: Phase two or perhaps phase three and skip phase two, combine two and

three as one phases because it doesn't look like getting signals constructed as stand alone project is going to be very easy to fund. If the signals get done as part of the closure of 16B in other words that mitigation work at this interchange will be added to the contract that closes exit 16B that of course the funding possibility will be there. We would get about 80% federal funding and 20% local.

Councilor Kight: Are we talking about adding extra lanes as well as just traffic lights?

Gary McNeil: We would have to do some work in that regard. I mean coming down off this freeway ramp here now as a single lane this backs up even now.

Councilor Kight: Isn't there a left turning lane? Isn't it wide enough for a left turning lane?

Gary McNeil: It is not official, there's only one lane.

Councilor Kight: Is it legally wide enough to be re-stripped.

Greg McNeil: It could be, it's a 26 feet wide ramp and you could put two 13-foot lanes in there but we really don't like to do that. The extra shoulder area is really there for emergency vehicles and for instance a police or fire vehicle needs to get around the traffic.

Councilor Kight: So how much more width do you need to make it two lanes?

Greg McNeil: About another 8 feet, a 40-foot ramp is about the standard.

Councilor Kight: Another 8 feet of asphalt.

Greg McNeil: That would be the minimum, we would really like to get about 12 feet. What we would like to do this, is at least re-strip a portion of this into two lanes.

Councilor Kight: With or without asphalt?

Greg McNeil: With or without asphalt, this ramp over here is wider, this one physically has more room and we could strip two lanes on this one for a little bit further.

Councilor Thompson: How many vehicles coming off I-84 make a left hand turn north onto Marine Drive?

Marty Jinsvold: I believe that is fairly light movement.

Councilor Thompson: Fairly light movement, yeah.

Councilor Kight: You've got numbers all over this map are these car counts or what do

these mean?

Greg McNeil: No these are actually stations, you'll see the 465, the 65, the 470 and the 475, that is 500 feet between each one of those, that's footage.

Councilor Thompson: Between the road and the freeway.

Greg McNeil: From one end to the other, it is just longitudinally along the sections, that's a footage, what they did was the corresponded the frontage roads with the freeway. Each frontage road drops the 4 and just has the 75, 85.

Councilor Ripma: On the map that we've got here it show Graham Road having stop signs, at the east end of north frontage road...

Greg McNeil: That's our proposal for phase one. It's to make these both all-way stops in fact to make all three of these unsignalized ones all-way stops.

Councilor Ripma: and slightly favor the traffic north bound.

Greg McNeil: The result of rewiring the signal would be taking some of the green time away from the left turn. Which means more run time for through movement.

Councilor Burger-Kimber: There's a lot of time on that now isn't there?

Greg McNeil: Right now yes, because of the split phase you get a lot of green time this way. What would happen in the new arrangement would you would get a left turn that would be up green for a short time with north bound and then when the south bound goes green the northbound would continue to be green with a lot more time favoring the through movement.

Councilor Kight: When would this phase one be completed?

Greg McNeil: We would like to get this package put together and get this completed. The weather is not really good enough to be re-stripping but it will take a while to get the signal designed and approved by Salem, even changes or modifications have to approved by Salem. It is not an easy process to make changes to traffic signals. I would guess it would take us four to six months.

Councilor Smith: You say that phase two would be one-way, which is what the original design was. What is your time frame then on phase two? Why couldn't you implement that now?

Greg McNeil: What would happen is we would end up with some serious congestion just

because of the round about moves. Without signals in some of these critical ramp locations, we would have a difficult time getting all that traffic around. You just about have to build signals and we really don't have the funding for the signals, so the way we want to construct that is to tie it in to the 223rd project, which would then require traffic mitigation of any impacts and the impact of closing 16B would be more pressure on 17 which would free up that funding to be able to do this.

Councilor Smith: But if you start putting in lights instead of stop signs at the off ramps I think you are going to back traffic up even worse. The vehicles heading east bound taking exit 17 they would enter onto the two-way road, you've got traffic backed up now where it's just a steady stream, you can't make left turns, especially during the peak hours.

Greg McNeil: Well if you put signals here and converted to the one-way system then you've got two or three lanes for each direction. Where now you only have one lane to feed everyone into, you would at least two lanes and even perhaps three to feed all that traffic into so you would disperse that traffic.

Councilor Kight: Are you saying you would make that off ramp three lanes wide, one for turning to the left and two for straight ahead.

Greg McNeil: Very possible.

Councilor Burger-Kimber: If you tied the one-way phase two into the development coming out that way isn't that a couple of years away.

Greg McNeil: Oh yeah, at least and it's more like four. The closure of 16B will be one of the last things done as part of the 223rd project.

Skip: One of the questions I have is the truck traffic on Marine Drive going east and west going to I-5 and 205, we drive that road every morning. It looks like to me if they would cut down the movement there and just let the local trucks going to Sun Dial and get them off of that Marine Drive, it would help this situation considerably.

Greg McNeil: Marine Drive is under the control of the county and ODOT doesn't really have anything to say about the type of traffic or the make up of the traffic at all. Marine Drive intends to be encouraged as a truck route so I think there's a real problem there as the way that is designated.

Skip: Can't the two governments get together?

Greg McNeil: Well we have been trying to get them to these meetings for quite sometime.

Mayor Thalhofer: There is a large volume of opinion that says all trucks should be off

Marine Drive and there are folks that would really push that hard. The problem is if you take them off Marine Drive, they need alternate route and that is supposed to be Airport Way. The thought is that I am hearing is, once we get an alternate route to I-84 to go to I-5 and downtown Portland from the east, once we get an alternate route that goes all the way through then we close Marine Drive to truck traffic and that seems to be where it is sitting now. There are a lot of people who want trucks off of Marine Drive. I don't think they have any business on Marine Drive, it's a scenic roadway or not a truck route or at least it should be a scenic roadway not a truck route so we've got a lot of work to do to get that ball rolling again or keep it rolling and get it moving ahead at a faster pace than it is now. You are absolutely right that's one of the solutions, get truck traffic off Marine Drive.

Greg McNeil: Well actually the designated truck route for ODOT has been Sandy boulevard. Sandy boulevard was the US 30 by-pass and for years and years that's been the prescribed route for trucks and for whatever reason they have kind of abandoned that for use of Marine Drive. They have found Marine Drive to be more convenient but it wasn't something that we intended to have happen.

Female: What is the reaction of the businesses toward the one-way grid?

Greg McNeil: Actually we haven't had a great deal of feedback from the businesses on impacts. That was one of the things that we were hoping to hear is what that impact might be.

Female: I represent the Port of Portland, we're the largest land owner on the other side and we'll be responding to this later.

Councilor Burger-Kimber: I thought it was interesting when we had the last council meeting on this. There were some concerns that it would reduce the amount of traffic in front of the businesses and that there would be a negative impact on business. But after looking at the figures and the amount of traffic, there are a lot of people that come east off the freeway and also coming from Marine Drive and they take north frontage to avoid going in front of all those businesses and in fact if there was a one-way grid, it would more than double the amount of traffic going in front of the businesses. That was kind of a surprising figure to me and I felt that it was kind of a good argument against reduction in traffic because if you have twice as much traffic in front of your businesses you are going to get more business there.

Female: I am not sure the Port of Portland is excited about doubling the traffic in front of its business. We have development plans and we have concerns about coming and going out of those drives.

Councilor Kight: So you are for one way or are you against it?

Female: I would encourage ODOT and the Council to meet with the Port of Portland planners because I am not sure to what extent we've been consulted.

Julie: How much of the businesses input going to help you in your decision, do they really have that much say about whether they want a one way grid.

Greg McNeil: certainly,

Julie: OK guess you have a really good representation here tonight so maybe they can give their input tonight.

Mark Britton: I am with Hawkeye Construction and we are on Graham Road. My question is if you are going to take time off of the left hand turn on south frontage road and you are planning on diverting more traffic coming down out of Troutdale and Gresham going under the interstate there to a four way stop sign. What's going to happen to the back-up at the stop sign coming back onto the intersection? As it stands right now, I was surprised to hear that the north intersection is the safest one of the four because. I don't know how many times we've almost gotten into accidents there from people and I've seen accidents there.

Greg McNeil: This is by far the worst.

Mark Britton: As it is right now in the AM with everybody coming out of the towns and you've got the traffic making a left hand turn on the south side and the traffic going straight and making a left hand turn on the north side, you've got some serious traffic problems of backing up the hill. There is people scrambling onto the right hand turn lane to pass the people that are in the lane in the center that's going to make a left hand turn to get beyond them to get to the front.

Greg McNeil: One of our desires, this is a fairly long approach here and one of the things we would like to do is try to work out a separated turn lane here so you have a left turn and through movement side by side. There appears almost enough pavement there to do that, so that is one of the things that we want to do is give them two lanes to stack in. One of the things that has always kind of confused me is if you are on 257th and you want to go to Marine Drive, it's actually easier to go on out Graham Road than it is to go up here and go through all of this mess. A lot of people don't seem to realize that they can get to Marine Drive. Part of the problem that you've identified is that anytime a motorist comes up to an uncontrolled intersection it is hard to make those judgements, a lot of people don't realize that the oncoming traffic doesn't stop. They come up to an intersection and they just assume that when they see a stop sign either side, there's another one over there.

Female: Well can't you just put in two-way stops or three-way stops?

Greg McNeil: Those are more confusing. It's best to do an all way stop.

Female: Well I've noticed they've never been there. Even when coming off the freeway there is no sign saying that its only a two-way stop.

Greg McNeil: But when you say a two-way stop or three-way everybody will say well which two or which three, it's equally confusing.

Mark Britton: I find it hard to believe that they are even thinking about closing 16B. With the traffic problems that they have right now and with the back-up on the on ramp there, it seems to me that they have more of a lane for exiting traffic there than what we have here if they talk about closing 16B and then traffic is going to be diverted to here and backing up on the interstate there.

Mary Ellenbeck: I represent the McDonalds corporation. How much more time would it add if you make this one-way, to make that loop off of Graham Road, go down and come all the way around to get to those businesses. When you talking about people coming down from town and the High School with short periods of time to get to the restaurants or businesses, how much time are we talking about?

Marty Jinsvold: We really haven't calculated all of that.

Councilor Burger-Kimber: Well the police and fire looked into that a couple of years ago and it was like 2 minutes.

Marty Jinsvold: If we put in those stops lights there will progression provided between at least two of them at any given time. If you hit one of them green your probably going to hit the next one green, at least two of those four signals, your not going to get stopped by all of them.

Mary Ellenbeck: I was very surprised to hear that the developers are going to talked to about adding a left turn lane and continuing the road and adding new asphalt. This was the first notification that we received of the roads changing, I don't about any of the other businesses. Where does that come into play when you talk about going to McDonalds and Culpeppers since that is where the road kind of bends" for left turn, is that just saying something or is that true.

Gary McNeil: No, what I said was we would wait until some kind of redevelopment, if you want to expand your parking or expand the size of your restaurant and you came to the city and got a permit to do that, you have to come to ODOT for a new approach permit. We would take a look at your two driveways and we would probably say no you can only have one and in the meantime you got to give us some more pavement, so it would all be a part of the process.

Councilor Berger-Kimber: The reason you haven't been noticed before, is we discussed this two or three years and then just recently brought this up again and you were noticed so you haven't missed anything.

Mayor Thalhoffer: In the back....

Pat ?: I am with Burns Brothers. I have a couple of comments and then a question also. Councilman Thompson brought it up, we looked at trying to devise a way to help alleviate traffic off of south frontage road and move some of that traffic to the north frontage road. He hit on a key point that didn't sound like you were to receptive to it, that's the down on the intersection of north frontage and Marine Drive of putting stop signs on both north and south Marine Drive and letting the frontage road traffic go on through since probably the bulk of that traffic is going through there for one reason and that is to hit the freeway. If they were trying to enter onto Marine Drive there would be no reason to go that way. They would be better off to come around the other way because they wouldn't have to stop at all. We had thought of that and at the same time your right hand turn stop sign on south frontage road, leave that there because they are going to have to turn around and stop again. With your proposal traffic coming down headed west bound on south frontage road, hit a stop sign, make a right hand turn go underneath the overpass and hit another stop sign, where I can see the same problem that this gentleman alleviated to up at the other end there with having a four-way stop on Graham Road with traffic backing up into the traffic light. You know traffics going to stopped right there and the lights going to be green, where is anybody going to go, no place. I would suggest leaving that.

Gary McNeil: If you left this right turn permitted without stopping what would happen is this would be full of cars all the time. Anyone coming down the off ramp wanting to make a left turn it would be impossible. You'd basically be sending them around the horn. That isn't something that we would want to do, that would really interfere with not just that movement coming off the freeway but also the patrons coming out of the Motel 6 back here. They would have a difficult getting through.

Pat. Shelby: Phase two is the one-way proposal. One, I think it could have a drastic effect on the business down there, from the standpoint of the customer, regardless of which business he is going to. If south bound frontage road is one-way traveling east which make sense with a right hand turn into the property. If someone is coming down from City Hall to the strip to have lunch, they would then have to come down and around and then it is easy for them to get right back up to City Hall. If someone is headed from here into Portland and they need gas they have to go down and around and back around again to get back on the freeway. This may sound a little far fetched but if my customer has to come into this territory is headed into Portland and had to come down and around and down and back again. I am not going to see him, he's going to go right on by and on to the next truck stop down the street which is going to give somebody else the business that I should have got.

Councilor Thompson: I understand the concern but I am not sure that it's a valid comment. If that were true then we wouldn't have one-way grids anywhere in the city. Using my personal experience, the way south frontage road is now I would avoid the whole thing and I do whenever possible because I don't want to get caught up in that thing and that includes getting gas at Burns Brothers, which I used to do a lot. I don't do it any more because traffic is such a mess. I don't think the one-way grid is a big deal personally to me to go down north frontage road and back to Burns Brothers if that's where I want to go, if I know that I can do it without a whole lot of traffic hassle. I can't do that now.

Jim Frick: I work at Chevron Station. I believe you all got a copy of the letter I brought. I just graduated from college and for the last 8 or 9 years. Since Measure 5 passed the phrase I am really tired of is "Not enough money". I'm sorry, I've worked there for 6 years and I've witnessed so many near misses at not only the major intersection there where all the accidents are happening but even right at the station. It is going to take somebody getting killed before you something is done. These four way stops, you think it's back up now, these four way stops are going to back it up all the way to Wood Village, they are going to back up Marine Drive all the way down frontage road and it seems senseless. I don't understand. Lets say 10 years ago what was the population of Troutdale, 5 or 6 thousand people, and it is 11 thousand now, what is it going to be 10 years from now? 15 thousand at least, you've got Sandy, you've got Gresham coming through. That frontage road two lanes is not going to cut it. I don't know if there is enough room but if we extend it to two lanes, each way, there is an easy flow of traffic on the freeway, you won't have as much back-up. Signal lights, that's something to deal with, but there does need to signal lights because we are talking about the mentality of some people. At 6:00 in the morning they are thinking about the drive to work and they whip under that underpass at 40mph. Today I was at the station for three hours writing that letter and I heard 3 different instances of horns honking and 2 of tires squealing. If we can get a better flow of traffic through there the problem gets solved but to make it 2 lanes each way on that north frontage road, that is not going to cut out any businesses, people are going to be going into the businesses. Who is going to take their time especially at 6:00 in the morning when they have to get to work to drive around back to McDonalds to pick up their coffee then drive back around. They are going to take off somewhere else and you are going to see business on frontage road look like it does on the main strip here. I don't know if you have noticed but in the last six years every business has moved out because there's no traffic there anymore because of frontage road. Now when people go away from frontage road, it's going to be gone to. I don't think these three-way or four-way stops, they are just going to make the problem worse and there just has to be a better solution to make this better flow of traffic in the whole system down there. We don't do those signals any more I don't understand that I mean a signal is a signal as far as I'm concerned.

Gary McNeil: No, there's been a gigantic change in signals. Signals today are microcomputers, they are controlled by computers, everyone of those signal cabinets that

you see out has a microprocessor inside of it that are basically programmed to detect the speeds of traffic and the gaps. It's a very scientific approach to putting in a signal and timing it right so efficient. I want to respond to one thing he said. Ballot Measure 5 has nothing to do with ODOT's funding. Ballot Measure 5 was something that limited property taxes and we get none of our funding from property taxes, our funding is basically through the gas tax and the highway trust fund. Our funding has always been fairly stable, the problem our funding has had is in the last few years is we haven't had a increase in the gas tax, now everybody hates to pay more taxes but the gas taxes are really a user fee and for all that money that we collect it went right back into the roads again. Without increases inflation is going this way and our funding is going that way.

Jim Frick: How is the new concrete and asphalt interchange being paid for at 181st and Troutdale, and how is this going to be paid for?

Gary McNeil: It's 80% federally funding and 20% local money.

Jerry Melton: I am from Culpeppers. How much of a solution to the problem would it be if south frontage road was widened? How much would that effect us?

Gary McNeil: If it was widened to three lanes the full length.

Jerry Melton: Or four lanes....

Gary McNeil: We really have never identified, we really have never looked at four lanes or anything...

Jerry Melton: I have been in the building business all my life and to widen that road to the north, it seems to me like it would be a real simple thing, it would amount to some fill, very little underground utility work, wouldn't that be a pretty cheap solution?

Gary McNeil: The problem is we only have about 20 feet there because there is what is called an access control line. That is a federally placed control line that you can not penetrate, we basically can't build on access controlled areas.

Jim Brick: There's just no common sense in this solution is there?

Gary McNeil: I you widen the north you reduce the amount of space you have in here and it becomes a real problem with sight distance and being able to see who is coming at you around the corner. It doesn't really make sense to widen that, widening to the south would be the only viable option and then if we do that we are starting to encroach on private property.

Jerry Melton: How much room do we have on south frontage road?

Gary McNeil: There's about twenty feet. That is room for one lane and an eight foot shoulder and that's really not enough room to do to much.

Male: I have a proposal, can I present it now?.

Mayor Thalhoffer: Go ahead, I am calling on first time speakers before we go around.. State your name and address.

Bob Johnson: I live in Troutdale. I have a proposal that I have been thinking about for a long time. A full stop and go here so this traffic has to stop for this traffic to go. This being one-way all the way around, making the whole thing a one-way deal so they can only go this way and they can only go this way or this way or this way. This would be a free right turn here all the time so they can just go and get out of the way. This traffic has to stop for this one and this one has to stop for this one. This is just plain stop and go, no left turn. This is two lanes one-way this way, this one would be a free left turn. This one is a stop sign, a stop sign and make this so it can only go this way or this way and this one can only go to the right. No signals there, just plain stop signs and this has to be so they can only go that way. This one has a free left turn. When you get down here this one will be the same. This one here has a free left turn to go down this way and a stop sign here as it is now. A stop sign for this traffic and this one of course can go free. That will stop all these traffics here, this mismatch. This you would just keep going around in it so you don't have any traffic stops here so that will expedite traffic for the ones who want to get back to this area for shopping. Down here you have a stop sign here, a stop sign here but this one is a free left turn there that will access that stuff. This one coming onto here will have a stop with a right turn only and it will take care of that. Once you get down here you've got your stop sign here as I explained before and it's very simple, you know don't have to do any paving, you don't have to do any lighting adjustment, just change that yellow light to a red one and that's it. Put some no left turn signs and a little paint and you got it.

Mayor Thalhoffer: I think that was a proposal that we had some time ago.

Bob Johnson: yeah, I presented one before.

Mayor Thalhoffer: I think that was one that was favored by either ODOT or Multnomah County.

Gary McNeil: It was ODOT. What we basically looked at the feasibility of doing that is kind of touchy, to have those free lefts like that when everyone has moving stops is going to be a safety concern.

Bob Johnson: But it has its own lane.

Gary McNeil: Yes, but it creates conflict with two other movements at each one of those locations. Just like the employee of the Chevron station referring to earlier, whenever you have those mixed messages to motorist you are going to create problems. There are going to people who don't yield, there going to be people who think they have to stop when they don't. There is no sign in Oregon that says "left turn permitted without stopping", there's one that says "right turn permitted without stopping".

Julie: Your talking about phase two would be connected into the freeway being developed further as it came out. Has anyone looked to an on ramp to the free way on north frontage road?

Bob Johnson: I had thought about that too, I thought that would be a good idea between those two underpasses put an on ramp.

Gary McNeil: We've looked at those too on 217 there's a very similar couplet between Beaver Hills highway and Canyon Road. If you have ever traveled 217 that's a real congested section and that is a one-way frontage road system very similar to this one. They were actually designed to be the same thing. That has been looked at, at the location to bring an additional on ramp on kind of up the middle to reduce the congestion through the intersections. We haven't ever done that it's been studied a couple of time and maybe Marty can tell us some more about the pitfalls of that. It tends to create problems on the freeway when you have two on ramps closely spaced, or if you have two off ramps closely space, it tends to choke traffic.

Male: I am another business on frontage road, Phoenix Inn, CNS properties, which includes Sharis, Flying J and the Burger King area. I am in agreement that we have to do something right away to get some kind of adjustments in traffic. Phase one has to include some of those adjustments but phase two is what we're really worried about with the one-way traffic. I am in agreement with a few of the others here that it's going to detract from businesses down here. The business people coming down from up in town are not going to have that access along there, they are not going to make two loops around there to get back on the freeway go to Portland. People coming down from Troutdale are going to have to go on the south frontage road, from the north frontage road, come around to the business, go around to get back on the north frontage road to get to the freeway to go to Portland. They are not going to want to do that twice, they are just going to get on the freeway and on to the next exit.

Councilor Burger-Kimber: Do you know where most of your business comes from, the east or the west?

Male: Most of our business comes from the east. Our traveler business gets off from the east for the hotel.

Curt Wallhousen: I am an ex-commuter through this area. I have a comment on phase one; one it would help if some of the truckers who are leaving facilities knew how to get to I-84 westbound. When I traveled the south side many times I would find truckers stopped in front of the Standard station trying to determine whether to go straight ahead or turn right, go under the underpass and then where do I go from there, as a result you back up a lot of traffic on the south side. Secondly, a number of those truckers, after they make a decision, have their nose so far out in the road that they go across to the oncoming or south bound side of Marine Drive, so something that would improve that radius would be a help to move that traffic. So signage number one and improvement of the underpass, number two. My other is a question in phase two and that is your comments that the greatest percentage of the traffic is through traffic going to 257th, you commented earlier about revisiting 16B with a over crossing weave so you could miss the traffic coming on 16A. Would you also be looking at improving the Crown Point Highway to let that through traffic move in that direction then and use that to get to 257th?

Greg McNeil: I am not sure what the alternative to 16B looks like. I don't think it was intended to go to Crown Point highway. I think it actually goes over and connects to Halsey rather than Crown Point highway. I don't think it's any improvement, the Historic Columbia River Highway is not even Crown Point Highway and it isn't ODOT's roadway anymore.

Male: My first thought is that this just a Band-Aid. I base that on a couple of comments, one is that you just said that phase two is not a given and your not sure it will happen. We could go through all of this and come to a stalemate. Also the comment that you haven't even calculated the time that is going to take to get around. I agree with the businessman on the street, there are a couple of things we talked about what businesses would be effected; obviously morning heavy traffic would be out on the north side of the freeway, we have a lot of oil business in the morning and I don't know if we can count on them coming around the circular way to get their gas on their way to work. We live in a convenience world where easy on, easy off. Flying J in most of it's locations is based on easy on and easy off and taking somebody down onto the frontage road and bringing them underneath and back down, I don't agree with that situation.

Gary McNeil: That would be in phase two and in phase one that wouldn't happen.

Male: Well we don't know if phase two will ever happen but in phase one we would still have that circling around there.

Gary McNeil: No, they can still make that left turn. We aren't taking away that left turn, traffic coming down 257th that wants to come to the businesses, can still make that left..

Male: I am talking about coming off the freeway sir.

Gary McNeil: They can still make a left turn and come down under phase one.

Male: they can't turn onto south frontage road.

Gary McNeil: sure they can. There's no change in the movements in phase one.

Male: I have seen signs on the freeway that show a picture of what it looks like, the easy access off and easy back on and I think the city or somebody would be happy to put a sign that shows that one-way grid around there and that would be a real solution. As for getting gas in the morning, I am usually late to work anyway and I'm never want to get gas in the morning I usually get gas in the evening. If I do know I have a need to get gas I know that I can't get down through far enough to get gas I have to go over there to gas in the morning and I just don't think it is a valid excuse.

Mary Ellenbeck: We would be more than willing to give up property to widen the road, that's no problem what so ever, as long as the city, the state, or the federal is going to pay for that property it's no big deal. If you put that as a one-way loop every business is going to loose business and that's tax dollars to the city. Why do you think that McDonalds or look at budget places or Burger King will sometimes put a restaurant on an exit on the freeway and right across the road is the next one because people are impulse shoppers, they go where it's convenient, this is the 1990's not the 1950's. One-way would really hurt, property is not an issue, the one-way loop is.

Male: The only thing I want to say and it's probably no consolation to Burns Brothers or Flying J but when we come out of Graham Road, we do all of our business with Burns Brothers. I've got the eighteen wheel tractors and the class 4 vehicles we're doing a one-way grid right now. I am coming to that intersection and I am making a right hand turn and we are going down north frontage road and coming back to your place the other way, instead of getting stuck there in the road making a left hand turn into your business. It's more convenient for my drivers to do that right now and they don't even have to,

Female: Right, but there's not many coming from Graham Road to do business.

Male: Your talking about trucks coming off the interstate and I can tell you this, being a cross road driver at one time, I've been to the Burns Brother, Flying J's, Petro's, all of the big ones, if you had a one-way grid there it is going to be easier than 90% of the truck stops are to get into. A person is going to see a McDonalds if they are hungry they are going to come off the interstate, going west and they put a one-way grid over there to the McDonalds and get something to eat, that's my feeling. I like the one-way grid system. The traffic is so bad there right now that someone is going to be killed and I am surprised that it hasn't happened all ready.

Skip: We were talking about the south frontage road, how much room do you have from the edge of the road to the federal governments imaginary line?

Greg McNeil: About 20 feet.

Skip: How much do you have on the south side of that road to property owners to where you could use that property without disturbing their property?

Greg McNeil: It varies but it's about 15 to 20 feet.

Skip: There's your room for your extra two lanes, looks to me like. I disagree with this gentleman here, the truckers, and I am an ex retired trucker, I looked for the easiest off ramp to get in and out very quickly. I would say that if I had to go in that one-way grid and have to go back east bound or west bound come off, go into Flying J or Burns and go all the way back around, I've got six stops, and I would do it one time.

Greg McNeil: If we make this four lanes. You think it's tough making it across two lanes of traffic, try making it across four lanes of traffic.

Female: I am with the Port of Portland. It was interesting, I believe that ODOT mention that there was the one-way loop that was all ready in place on 217 in Beaverton between TD Highway and Beaverton Hillsdale. I live in Tualatin so I know that loop very well and I would encourage all of these businesses and the council to visit that loop and you will find that there are no businesses fronting the loop, all you have is the back of buildings. Now the loop the works great to get traffic on and off 217, that is its only purpose, there are no businesses facing that loop anymore.

Jim Frick: Chevron is here and Flying J is here (he drew on the board), if you just have a center turn lane for everybody, your going to have two lanes each way. You are going to have people coming home at night are going to have two lanes to choose from. Even on weekends, a hot summer night, Friday night, Saturday or Sunday it gets really backed up because people are going to try to get to the river, this backs up all the way. People will have two lanes to get down there and they will have a chance to get to McDonalds or Taco Bell or what ever. In the morning there is always one person every ten minutes who doesn't see that right turn permitted without stop so of course they stop, people come screeching to a halt. If we have a signal light, people can see red, yellow and green a whole lot better than a stop sign. If you notice there are no street lights, there are two street lights that are about 40 feet high and they are broken half the time so how can you see at night, that's my main problem. I know that traffic is bad but if I were to say go to an all way stop or a one-way grid, I say keep it as it is now. The flow of traffic is pretty consistent and you can get on. There is one lane here and one lane here right now, 20 feet and 20 feet is going to add your lane plus the center lane. If I had the money, which I know it's out there. This intersection where people get on the freeway, I know that is a real bad intersection but it's just as bad right here because people stop and these people coming out of the gas station, the Chevron station get real impatient and they just out in front of

people. I like I said, here there is screeching tires all day, there's even been incidents of fender benders and actual fist fights. The scariest thing is just watch people drive because all it's going to take is one person coming left for a head on collision, you've got 40 miles per hour this way and 20 miles per hour this way and you have fatalities right there and that's what it's going to take; fatalities to finally do something.

Gary McNeil: There are number of things that wouldn't work well. There is no problem with suggesting things like this and we will certainly take it back and look at it. On the very surface we've got a couple of potential problems, even though you have two lanes west bound on that north side only one lane can make a right turn so the other lane has to merge in and very few of them make the left turn and go down to that motel. Again, you have that oncoming problem of with wrong way entry upon the freeway can actually induce more problems because you would have two lanes instead of just one. The left turn lane, crossing across two lanes of traffic is going to be very difficult and once you have expanded that eastbound movement across two lanes you are really going to have a problem.

Male: The only comment I have that the people that stop by at the bottom of that freeway exit, that's going to back up really quick on the freeway and that will cause that back up which is dangerous, like it did when we closed 16B. I think that is going to be a real hazard to put a stoplight there.

Mayor Thalhofer: Anybody else who would like to make a comment?

Female: I am a resident here and twice a day I drive on that road, when I go to work and when I come home. At least twice a week somebody does not stop at the north frontage road. I used to go the north frontage road instead of in front of McDonalds when they first went in but they used that as two-way going west. They come around that corner and they just stay there and it's just horrendous to have a car coming right at you and you have to pull off. I have done it for eighteen years on that road and the last five it's just horrendous. I feel like a one-way pattern is fine at least their not coming at me, we're going with the flow. I don't know why you can't put a sign on Marine Drive right now that says cross traffic does not stop on north frontage road.

Male: The businesses are worried about having easy access to their businesses. If you went with a one-way grid and you guys did come back with a back frontage road, which would allow easy access off the interstate from the east. We already have lights at this intersection because the money is already there. You are saying the states that the only way there going to go is with a four-way stop signs, right? You can go with a stop sign here at the off ramp and then a stop sign at Graham Road t and then just allow this traffic to free flow around.

Greg McNeil: We would have to put it all the way around it.

Male: I like that idea of that back frontage road. I think it should be investigated. It could be a one-way grid going this way as well. I think that is an excellent solution to the whole problem, put that back access road for Troutdale people.

Female: I would like to make a couple of statements here. Number one we are Clark County residents as you know and we have seen the one-way streets in downtown Vancouver, many years ago they put those in and they are slowly transferring those back to two-way because they killed downtown. That's my first point, second point is that we have done all this highway improvement out here between Troutdale and Portland so we've streamlined it to bring all this traffic out here to us and we've got to do something out here now. We've improved the freeway here at the Troutdale so we have got to something this road. It looks to me that the most feasible realistic is to improve the existing roads. Widen them, get the turn lane, improve them and that to me looks like the most feasible thing there is.

Councilor Thompson: I would just like that I really don't think the one way grid is the basis for Vancouver's problems. There are a lots of other areas where one-way grids are very successful. Vancouver has problems for other reasons. I agree that we should try to fix the problem you know with the least expense that we can. In my mind the one-way grid is the cheapest way to do that.

Councilor Smith: didn't you say wherever you see to access roads on each side of the freeway that they are usually one way grids?

Greg McNeil: Generally.

Councilor Smith: Because I go to work every morning about 6:30, half the time we're up on the overpass, a steady stream between me and the traffic light on frontage road, 99% of those cars turn left, maybe two make a turn into those businesses because if you turn into a business at that time of morning you have one heck of a time getting out again. I realize that people don't like change and I feel a one-way grid would be feasible probably for a month people would grip. We have very few truck stops in Portland that have facilities that Flying J and Burns Brothers has. Kruegers doesn't have the facilities. Jubitz downtown, yes to a point, then we've got the one south of town. Trucks have very places to go. I have been, in the mornings, where trucks have tried pull out. Trucks today have 52 foot trailers, you have to stop dead in your tracks if your headed eastbound because they can not make that turn. They have to make broad turns to keep from running off the road if they are not far enough out in the parking lot. In 1992 we had, on south frontage road, 6 accidents with one injury. In 1993 we had 11 accidents with 3 injuries. 1994 we had 21 accidents with 10 injuries. I don't know what 95 is or where these accidents on frontage road was at but I do feel we have got to get our head out of the sand and make some decisions and not a year down the road. You've got people in Sandy, Estacada all these use our frontage road besides our businesses and I just feel that something has to be done.

Mayor Thalhoffer: I think that's correct and that's why we are having this town hall meeting to try to figure out at least a first step.

Leslie Clark: I am a resident up here in Troutdale, a pretty new resident and that kind of brings up a point that I have been contemplating. I've seen several accidents and more than several near accidents and I don't know what the solution is. I am willing to give up a little bit of time to be safe in those intersections. I think a lot of people would feel a lot better if they knew what the other traffic was going to do.

Julie: I am here as the representative of the Troutdale Chamber of Commerce. I am very glad the businesses were here tonight and I am hoping the ODOT as well as city council will listen to their thoughts. You had everyone represented here except for three. I heard from 2 of those 3. None of them want a one-way grid, it is their property, their business, their livelihood that we are putting on the line here. Somebody said that maybe in six months time they will get used to it, they shouldn't have to get use to it, they moved here, they pay taxes in this city and I am just hoping that they will be listened to because I think they have made it very plain tonight. You did not get one hand raised.

Councilor Thompson: At the same time Julie, I understand that but when you are talking about the safety of the people is at stake. If you get a fatal accident or two, down on frontage road because we failed to take some action I think we will be in troubles to.

Julie: You can get accidents on one-way grids as well.

Councilor Thompson: I understand that.

Julie: I think that they should have a voice in this and they should be listened to and taken into account.

Councilor Berger-Kimber: I have always felt like I the supporting the businesses but I also feel like there is a certain responsibility sometimes as elected officials we have to take maybe unpopular stand and maybe the number of people represented in the audience are all representing the businesses on that strip land. I feel compelled, be it popular or not, or whether you want to hear it or not, to look at the greater good and the greater safety of whose using that area. I certainly don't want to see anybody hurt or suffer from the lack of business or reduced business but I also feel that citizens in the community have bigger streets put in front of houses for traffic purposes. There are a lot of us who have made sacrifices for the community and the growth and change. I know, I have lived here for eighteen years and there have been a lot of changes that have gone on around my own personal property and I have had to make sacrifices for others and to accommodate traffic. We intentionally had this process tonight to make sure that every business was noticed and that we hear from them and talk with them and get feed back and I appreciate it. I want to make my decision for the greater good and not because of one particular group. That

doesn't mean there aren't some solutions that can be amiable and work for everybody but I think anyway that we look at it any decision that we make nobody is going to 100% happy.

Mayor Thalhoffer: That's true of most of our decisions.

Male: 201st and Glisan used to be a four-way stop. Now it's a signal. Troutdale Road and Stark used to be a four-way stop and now it's a signal. 257th and Frontage Road used to be a four-way stop now it's a signal. I just don't understand these four-way going in. You have people going to work in the morning, you know your going to have two cars going out at once instead of one at a time taking turns. Nobody is thinking about taking turns at 6 or 7 in the morning and you going to have one person thinking it's their turn and someone is going to take advantage of it and I think the accidents are still going to continue with these four-way stops. Granted they are not going to be full speed 60 mile an hour traffic but I think their is still going to be some accidents there and that's why I said people can see red, green and yellow a lot better than they do stop signs.

Mayor Thalhoffer: Bruce and then you sir.

Councilor Thompson: Again I am real happy to hear from the businesses around but if we truly want to get answer to this perhaps we should survey all the residence and ask them what they want, because they are the people who drive those road as well.

Councilor Thompson: As Karen said we don't want to be influenced by just one particular group, so I think a survey would be the way to do it.

Male: In regards to the four way stop at one end of Graham Road and frontage road basically that was installed as interim measure in anticipation of signaling the intersection but we didn't have the funds to signalized the intersection to try to address the accident history that had been occurring at that intersection, just a little background.

Mayor Thalhoffer: Anyone else who would like to be heard on this issue. We would like to wrap it up at 10:00 or before.

Male: I would like to say this gentleman is right. If you make it a one-way grid you will eliminate people hitting that overpass down there because they won't be here. Isn't that where the majority of business is done here in Troutdale?

Mayor Thalhoffer: Right now it is.

Mayor Thalhoffer: Is there anybody else wanting heard on this issue. It's very important that's why we have this town hall meeting to hear primarily from the businesses and from ODOT. We appreciate your cooperation incoming an explaining matters that we don't understand. We are very happy you are seeing the big picture about how the growth is out

here instead of taking Metro's figures and I think we ought to send a letter to Metro and tell them to upgrade their computer or something. It is true that we out here in East Multnomah County do not get the attention that other areas get in the Metropolitan area and it's been historical. I am happy to see the ODOT finally is seeing the light and really counting the people that we have out here and the traffic we have out here realistically. We appreciate all of the businesses that showed up tonight, I know that it's a night out of your life and again it's very important that we here from you. When we have meetings like this it helps to have people show up that are effected and tell us what your thinking. Based on what we've heard tonight what will happen is this; ODOT will go back and take another look at all of the options and we would like for them to come back with an option that will do the most good for the most people. It will then be brought to the city council and then we will have a oother hearing. We will have a hearing on that matter before anything else is done. We might even have a hearing with residence coming to a meeting to indicate their desires as far as this whole traffic mess is concerned because they have to drive through it everyday.

So that is what we will be doing. We appreciate the input, we've heard it, it's been very important to us and very important to ODOT I am sure to get your imnut and now we will deal with it. Before we doing anything there will be at least one more hearing and possibly two and you will be notified each and every time so that you can be involved.

Councilor Burger-Kimber: I just wanted to ask one question of the businesses since they are here. If we were to take an approach on a survey and work with you guys just to come up with some basic questions that wouldn't take these peoples time, would you being willing to let someone survey some of your customers on your site to ask where they came from? If you help participate in devising some of the questions would you be willing to work with us so we can maybe get a little more accurate information?

Male: I think that would be fine at least Burns Brothers would, you can come down and survey our customers if you like.

Male: You got some impute that's available from the McDonalds folks and they deal with this on a daily basis and besides all over the country and they will tell you what will really happen on the one-way grid.

Councilor Berger-Kimber: Well I talked to her at the break.

Mayor Thalhofer: Thank you very much for coming folks.

A Motion was been made by Councilor Ripma to adjourn. Tape ended.

Paul Thalhofer, Mayor

Dated

Unapproved Minutes
Recorded by George Martinez, City Recorder

Prepared by Temporary Employee June 2000