



CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

AGENDA

CITY COUNCIL – WORK SESSION

TROUTDALE CITY HALL
104 SE KIBLING AVENUE
TROUTDALE, OR 97060-2099

Mayor

Paul Thalhofner

City Council

Pat Smith
David Ripma
Bruce Thompson
Jim Kight
Paul Rabe
Doug Daoust

Tuesday June 26, 2001

Directly following the Regular Council Meeting

1. ROLL CALL
2. DISCUSSION: Alternative access to proposed Troutdale Terrace Apartment Development
3. ADJOURNMENT


Paul Thalhofner, Mayor

Dated: 6-19-01

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MINUTES
Troutdale City Council – Work Session
Troutdale City Hall
104 SE Kibling Avenue
Troutdale, OR 97060-2099

June 26, 2001

PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE

Meeting was called to order at 8:05pm by Mayor Thalhoffer

PRESENT: Smith, Thompson, Thalhoffer, Kight, and Daoust.

ABSENT: Rabe (excused), Ripma (excused).

STAFF: Faith, Galloway, Sercombe, and Stickney.

GUESTS: Jim Winkler, Jim Bean, Randy McCourt, and Richard Holmason.

2. DISCUSSION: Alternative access to proposed Troutdale Terrace Apartment Development.

Rich Faith, Community Development Director, stated on May 8th the Council held an executive session to discuss a request that was submitted to them by Mr. Winkler. In that letter he explained in detail some of the issues surrounding the development of his proposed Troutdale Terrace Apartment. This development has already received approval from the city through our Type II Site and Design review process as a proposed 228-unit apartment complex that is situated on a parcel approximately 15-acres in size along 257th immediately west of the Columbia Vista Manufactured Home Park. Mr. Winkler pointed out in his letter that, even though he has approval for this development with an access that has been approved on 257th, that he has concerns about safety with this single access point. He would really like to get a secondary access point that would take residents of this development to the north and access onto Halsey Loop, which is a city street and that would eventually get them onto Halsey Street. The Council seemed to understand the concerns that Mr. Winkler was raising but also had some issues or concerns about the proposed development, particularly the access point onto 257th and the fact that it would be designed and developed as a full intersection allowing for both left turns in and out of the site and with the traffic speeds and volume on 257th you felt would lead to some access at that intersection and it would be your preference to see the intersection moved so that it would be a right –in/right-out only. Basically you were sympathetic and were willing to entertain the notion of assisting Mr. Winkler in gaining a secondary access but felt the need to reconsider the access point on

257th and perhaps some improvements on Halsey Loop given the additional pedestrian and vehicular traffic that would be on that street. The final point being the costs related to any condemnation action that the city might have to take in order to facilitate that second access point. I was instructed to bring these concerns of the Council to Mr. Winkler and ask if he would be willing to re-open the site and design review process so that these traffic concerns could be reevaluated and perhaps new conditions issued in the form of a modified decision. I took those concerns to Mr. Winkler and needless to say he is not thrilled about the ideas that you had and asked if it would be possible to address you personally on this matter and therefore I set up this meeting to allow him the opportunity to present his case to you.

Jim Winkler stated about two years ago Dick Holmason and I started talking about developing and innovative project and we wanted to do a project that was designed to posture a since of community among young working families. Accordingly our 228-unit project design is about 90% two and three bedroom units and features a community center with a family room and a big screen television, library and services for families. All of the units have washers, dryers and microwaves. We were very interested in making sure the project was as safe as it could possibly be. We generally had an extremely successful and supportive relationship with the staff. As part of the design review we engaged Randy to look at the traffic issues and the safety concerns. We came out of it with a design that was approved by both the county and the city. I think it is really us, we are very concerned that we are going to have young families here and that we could do more to enhance the safety. As part of Randy's report to us and to the city, he identified the fact that there was less than 20' between our property line and Halsey Loop and that a connection involving 400 to 600 square feet would give us a driveway creating a secondary access that would essentially relieve any congestion on 257th. That was the starting point for all of our discussions. Really what we come back to is how can we make this as safe as it can possibly be. You have seen the letter that I wrote and the one that Harold Lasley of Multnomah County wrote. We started out with the assumption that we would be able to get a traffic signal, but because of some things that Jim Bean will discuss the median is in the wrong place, we don't have the sight stopping distance and the traffic signal would be less safe then its present condition. I wanted to give you a sense of where we were coming from. Jim Bean will give you a little of the history and Randy will tell you about our specific proposal.

Jim Bean stated I have represented the owner of this property, successive owners, for 33 years. When I first started representing the owner it was Kaz Fujii, he owned all of the property on both sides of 257th. In the late 70's I kept telling him that the city was going to grow around him and that he should look for another place to grow vegetables, he resisted that a lot. Finally the city and the county decided that they needed an extension on 257th. They sent him a letter to agree to sale it, Kaz said no and a condemnation was instituted. I represented Kaz in objecting to the condemnation. He lost that case but in the negotiation for the condemnation we made the deed out, which we negotiated and wrote out that specifically reserved, in the deed itself, a provision that there would not be controls placed on access to his other property. I should add that one of the reasons Kaz was so strongly opposed to it was that he also knew that when the road went through that there would also be some sewer lines, storm lines, water line and some other things and the assessments on his property were going to be over \$200,000 and he was not excited about that. Usually if the state, city

or county wanted to take away access rights, they would do that in the deed. We specifically negotiated and included that wasn't to happen in this case. The deed said right on the back of it that access would not be controlled to all of the rest of the lots, we were comfortable with that and we signed the deed. A few years passed by and we sold a piece of the property that is on the southeast portion of the property to two developers that were building mobile home parks. The first sale did not impact 257th and did not access it. The second sale was all negotiated and in the mean time Mr. Holmason had come in and purchased all of Kaz Fujii's property and paid off the large assessments. The developer of the second site had an agreement with us that he was going to buy part of the property and develop it into a mobile home park. We were almost ready to close when we received a call from him and he said the county told him he could not have a cut in the median strip to allow left turns onto 257th so he was going to call off the deal unless we could get that sorted out. I called the city and they referred me to the county. I met with the county and got out the deed and showed them what we had done years before and that they had agreed we would not have access denied to us. Well, they couldn't do that. We then negotiated an agreement with the county that said we would agree to take only one access, but it was to be right and left access to these properties on both sides. The county sent us a letter confirming that. The agreed location for that site was 1600 feet north on 257th from Cherry Park. We looked at the topography and saw that we could get in on our side of the street, that there was enough sight distance and it would work. So we signed off on it and agreed to that. So we sold the land and I don't know how the next part happened. Somewhere between the negotiations with the city and the county and with the fellow that purchased the land from us, they moved without notice to us and without any involvement of the property owner on the west side of 257th, they moved that access point up to about 1250 feet instead of having 1600 feet as we agreed. That created a significant problem for the development of our remaining property. Had we known about it upfront we could have come in and said something, but it is too late now. We, as the landowners, have felt some pressures to figure out what to do now. The property was zoned by the city as commercial, and we consented to that. For years we looked at what to do. Then the city reviewed the zoning and said that commercial zoning didn't make any sense for that property, we agreed that it didn't make sense as commercial. The plan was that it would be made into a multi-family residential use and we agreed that was reasonable. We then looked for a developer and found Mr. Winkler. It was after all that happened that we began to find out that there were changes in personnel and ideas and we had problems that we had not originally anticipated. It is my understanding it would be much better for us if the access were down the hill where we had originally agreed to, but it will work where it is especially if we have another way to release some of the people going in and out. That is the history and why I am here tonight.

Randy McCourt stated we picked it up where Jim left off and some of the more recent history. We were looking at the site and trying to provide the traffic capacity, safety and access requirements for the site. We have looked at it a couple of different ways and we had advised them during the development process that the original site plan had been provided and with discussions with the county the county had said that there would be a single access off of 257th where the existing median break exists. We had looked at other options for access in the perimeter of the site including the county property to the west and the property to the south where Halsey Loop is. The closest option is Halsey Loop but there is a small

piece of property that separates the two properties. We had looked at it both ways and advised that having a second access would be the most desirable for the site. However, it can work under the form that the project was approved. One of the concerns that we had is as time goes by and the traffic on 257th increases, the conditions that you see today that are acceptable and meet the criteria and standards that the city approved the project under will change over time. What we know about the 257th access at Jennings Way is the levels of traffic today, where we have about 30 to 50 cars an hour going in and out of there, it works reasonably fine. At our site we would be generating in the range of 100 to 120 cars an hour. With the second access we would basically be at about the same access level as the other side of the street. We know that level has been safe for many years and is at a low enough level of about a car every minute. It would be well balanced and unsignalized it would work just fine. As a single access it was broaching the point of requiring a signal. One of the criteria in terms of sight distance for traffic signals, because of the position of the signal, as Jim mentioned, was moved up the hill enough that it was closer to the curve and normally with a traffic and with the speeds that are traveled down that hill, it would be right at or slightly beyond the curve where we would desire to have a traffic signal. It would require the design of the traffic signal to be different and possibly wouldn't be as safe as it would be either without the signal or with the adequate spacing. So we were looking at different options and ways that the site could be configured. Clearly the one that came out on top was an access to Halsey Loop. The reason that we looked at it, not only because of its proximity, but one of the things we like to look at in terms of access in these kinds of conditions where you are approaching an unsignalized case where capacity is constrained or if you are at a single access point is where you have a second alternative access where the levels of service are fully adequate, that if the access were to go out that way you would always have adequate levels of service and safety. In that case Halsey Loop meets that. It meets it from a level of service stand point that even if we were to deliver the entire development out Halsey Loop, it would operate at levels of service "C" and better. That clearly met that criteria and we were looking for a road that was more residential in character and one that we wouldn't have substantial impact, and Halsey Loop carries in the range of about 300 to 400 cars a day and that is about what we would be putting on it. That is well within the range of a local street that you normally carry throughout the city given the criteria on the street. It was clearly the alternative access that we were looking at as the best option. One of the concerns is as traffic grows and we get twenty years down the road and young families move in, is are we delivering with a single access as safe a project as we could if we would provide the secondary access. The answer I believe is not. I think we can do better than that.

Mayor Thalhoffer stated the Council has discussed this at some length already. I will speak for myself on this point but I think some of the Councilors agree with this position and that is I think we understand that there needs to be a second access. I think some of us are willing to bite the bullet, condemnation is not something that we take lightly, it is a last resort. Speaking for myself, I am willing to take that step. However, I am really concerned about going out onto 257th. I think that right-in/right-out is the only way to go there and do a u-turn at Cherry Park Road at the top of the hill if you want to go north. That is going to be a very bad intersection there. Councilor Rabe is not here tonight but he wrote a note stating that he is opposed to a full intersection onto 257th. Unless somehow you can convince me that it is going to be a safe intersection, that is the only rub with me.

McCourt replied we looked at that intersection from a sight distance standpoint and when we were looking at it as a single access point, which is what it is approved as right now. It is fully adequate as an uncontrolled unsignalized intersection. The amount of sight distance that we need up the road is in the range of 500 to 600 feet, we have 800 feet. The difference between a traffic signal at the speeds that we have and the situation with an unsignalized intersection, is at an unsignalized intersection the traffic on the main street does not have to stop. When you add a traffic signal you basically are injecting a stop condition so you need to have room for vehicles that are traveling up to 55mph to stop. Whereas in an uncontrolled intersection the side streets are the ones that have to stop and wait for an acceptable gap to occur. So the sight distance requirements are different, they are more stringent for the traffic signal than they are for unsignalized. With the unsignalized we are putting in the northbound left turn lane that is clearing out the sight distance and that was approved as part of the project. With the second access, and this is the key thing from my standpoint, as a single access we are pushing the threshold of an unsignalized intersection, delay wise we are service levels "D", "E" and "F". Whereas when we have a second access point we pull off traffic and we go back to the service level "C". The concern with the lower level of service is even though we have full sight distance and we do have adequate gaps in the traffic stream, the concern is that when people reach that condition where they have waited 40 to 60 seconds before they make a turn, their behavior can change. Then you have a condition that we construed as the safety problem of why we even considered the second access. By lowering the volume with the second access point, we reduce those delays because we have an alternative access that does not have those delays and the amount of traffic that turns left at that point is the single number one volume that is reduced by the second access, it is the left turn traffic that goes into conflict. It is not the traffic coming left in, it is not the traffic coming right-in or right-out. By doing that the levels of service go down, the delays go down and the chance for risky behavior goes down with it. We can develop the intersection unsignalized, you can see it today, it is very high speed and there is about 40 to 50 cars an hour that go in and out of Jennings Way today. The accident record and history that we have shows absolutely no collisions at that location. That doesn't mean that it is a perfect safe location but it does mean that it has been operating effectively at those volume levels, and those would be the volume levels that we would achieve with the second access. With the single access we would be pushing volume levels that are double or triple that versus having volumes that we know have been safe in the past. In terms of the access and the need for right-in/right-out versus a single access, a couple of the issues with the design; first it is very difficult to develop a right-in/right-out with a median break on the intersection. As you had recommended in your comments, you shifted the driveway to get it out of the influence area so they wouldn't be tempted to go through the median break, that is almost the only way you can really prohibit it. It is really difficult to prohibit those left turns. The geometry of the site isn't conducive to that, as you move up the hill you are picking up the grade and you are now, actually if we had been at the original starting point we would have been at the most flat point of the site, as we moved up they picked up more grade and as you move up the hill you are picking up even more grade, so your access is now at a point where you are on grade rather than at a flatter location which is less safe. Even for the right-in/right-out, you are making people accelerate from a severe grade coming off of the site to a grade on 257th. Neither of those two conditions would be desirable as compared to the access point that would be in

place with the site plan as it is configured. The other part is the benefit that the right-in/right-out provides versus the left. The real move that we are concerned with is the left out, the east bound left turn leaving the site going out onto 257th. That is the number one movement that is directly benefited, it is the direct takeaway movement by providing the access onto Halsey Loop. It is the one that is most heavily used and by having a route that is at level service "B", it is the one that we anticipate will have the greatest reduction. We will probably end up with volumes for left turns at or below what the existing Jennings Way is with the second access. From the design standpoint, yes we can develop it safe. In fact we can develop it more safely at the location where it is today then it would be if we were to move it up the hill. Secondly, by providing the second access we are basically eliminating the very things that the right-in/right-out would be trying to get at, which is the left turn movement.

Jim Bean stated we recognize that we have some challenges that we would like to figure out how to solve. We didn't create them. We aren't trying to blame people but they happened after our deals and agreements and they created problems for us. We had suggested that one of the concerns was that traffic goes through there so fast that the county says that a traffic light doesn't work there as well as they would like for it to work. My immediate reaction was well you guys put the thing in the wrong place after you agreed not to do that. They want to take away from us that solution and say you can't slow it down. In our original agreement we had with the county we agreed that if a traffic signal were required both sides would participate in hooking that up. They didn't tell us they were going to move it to where they would then say now you can't have a traffic light because there isn't enough room for it. We are not out trying to find fault with people, we are trying to find a solution and the solution that we thinks works best is to have a second access to Halsey Loop so it will divert part of the volume from 257th. This would have happened anyway if any of those traffic studies that were proposed for street connectivity had been adopted by the City Council, one of them had this exact street going through to Halsey just as we are proposing now and that would have been the logical thing to happen. If the intersection would have been put where it was suppose to have been put, it clearly would have gone straight through and it would have been a city street going all the way through to Halsey. All we are saying is we have a problem and it is not just our problem, lets figure out what the best way is to handle it and it seems to us that to take a 20' strip of land and letting the road go through to Halsey would relieve the burden on 257th and makes it a safe area that we are all comfortable with and we would much rather see that happen.

Mayor Thalhoffer stated we are looking for a solution also. The issue that I still have is why can't we do right-in/right-out, why is that a deal breaker if there is access to Halsey through Halsey Loop?

Winkler stated there are two or three reasons. One is physically, the topography is so extreme that physically I don't believe that we can do it even if we wanted to.

Mayor Thalhoffer asked why?

Winkler replied it is too steep. We would lose significant amount of earth to create the grades.

Mayor Thalhoffer asked what grade? I am talking about what is on 257th not what is on your property.

Winkler stated but the property is well below 257th. We are dealing with a property that just drops off, so if we are going to move the access we are going to have to figure out how to get up there and I don't think that is physically possible. In addition, the project is presently financed which will evaporate, right-in/right-out in the world which I live is considered to be financial disaster, it will simply go away. I am interested in doing a fairly innovated project and I don't want to see it jeopardized by something that I don't think will work. The Halsey Heights project which has a right-in/right-out has people routinely circling that median break, I have seen it. After the approvals were achieved we continued to work with the county and succeeded in getting the county to provide us with the u-turn at Cherry Park. The idea is really simple, in non-peak time when there is spacing some will take a left, if they have to wait too long they will take a right and go up and take a u-turn and come back down the hill. The idea of the secondary access is simply to relieve the congestion primarily during the am peak time.

Mayor Thalhoffer stated we have a responsibility of protecting these young families you are talking about and seeing to it that we don't create a traffic hazard where they can get in accidents. We are not making any money on this project, you folks are the ones making money. I understand that you are trying to do everything that you can to create a project that pencils out for you profit wise. You have to look at it from our standpoint as well. We have an obligation to the citizens of this city to make sure that our roadways are safe and that we don't have people crossing over a busy 257th with a blind corner. We have an obligation to make sure that we don't create hazards, and we take that obligation very seriously. We are elected officials and we don't get a dime out of this, but we want to make sure that it is safe for the citizens. I want to go back to what is so bad about right-in/right-out. Why is that such a bad deal that it would kill this project especially when you have a second access at Halsey Loop?

Winkler stated it is called human nature, it a question of keeping the project financially stable. I have been building apartments for over twenty years. I have never seen a financially successful right-in/right-out project, it simply doesn't work.

Mayor Thalhoffer asked have you seen Albertsons lately?

Winkler replied that is not an apartment complex.

Mayor Thalhoffer stated but it is a right-in/right-out.

Winkler replied I am referring to housing. My experience tells me it won't work. We are the ones who pursued this after the project was approved. We spent a great deal of time badgering Mr. Faith to get here because we feel very strongly about the safety issue. We don't want to see anyone injured because they were impatient or reluctant to wait. We think we significantly enhanced public safety by getting the u-turn approved by the county. We see

this as an opportunity to take another leap forward that will enhance the safety. We are not concerned we the financial burden of building a sidewalk or adding some lighting or absorbing the legal and land acquisition costs of the condemnation action. We are completely willing to take those obligations, we simply can not accept the additional financial risks of the right-in/right-out and the physical difficulty of actually moving that to any other location on that site is extreme. If we move it further up the hill there is a 40' elevation differential and I don't see how that is physically possible.

Mayor Thalhfer stated what about right-in/right-out where it is?

Winkler stated again I don't think that is very practical for us. It is going to be a significant impediment to the financial success of the project and that is a risk that we don't want to take when we have an alternative that is acceptable. The project is going to cost over \$20 million dollars, it is a serious matter and I don't think we can take that risk.

Randy McCourt stated I think the key thing is, and I want you to feel comfortable with this, is the issue on safety is sight distance with the speeds that you have. If you don't have good sight distance you don't have good safety. We can guarantee that through the design, and the civil engineers that have been working on the project have developed a plan that will give us more than adequate sight distance for the speeds that are being traveled. We have looked at the volumes, speeds and gap availability on 257th, there are adequate gaps for people to make that left turn. The real gain is with the second access. The right-in/right-out in terms of safety, really the reality between the full access and the right-in/right-out in this location at this site with these geometrics and with the grade, to be honest we are safer with the access point where it is proposed right now as an unsignalized location then to move it up the hill. The reason for that is we will lose sight distance. I am 100% convinced that we can develop a safe access for the site.

Mayor Thalhfer stated in trying to compromise here, what about leaving the access point where it is but still right-in/right-out.

Randy McCourt stated the problem you run into with right-in/right-out where the median break exists, that affects the legal deeds to the property which do call for full access.

Mayor Thalhfer asked are the deeds binding on us?

Jim Bean stated when the property was condemned the government required certain rights that are described in the deed, that was not the right to limit the access. We voluntarily said we recognize the concern that you don't want to have a whole bunch of breaks in the median and we will agree to have only one but it is right and left access on both sides and that was agreed. We feel that there is a very substantial commitment on the government side that they will help us figure out how to do that .

Mayor Thalhfer asked Mr. Sercombe, are we bound by this deed?

Sercombe replied I have not researched this particular deeds but if they are as Mr. Bean described you are bound in the sense that they may limit your ability to put less than full access conditions in the exercising of your land use approval authority. There is a different dynamic where you are dealing with a contractual bartering situation where you are saying in exchange for condemning this that we would expect on your side certain limitations, that is what you are talking about now. You are not bound to not bargain about that in that sense. There is a different issue about whether or not you can compel this to occur through a land use process, which you can not if the deed is as Mr. Bean has described.

Jim Bean stated we are here with an approved plan, but we want to make it better by getting a second access. What is making it hard to do that is a 20' strip of land.

Mayor Thalhoffer stated we understand that. We on the other hand, if we condemn that piece of property we are going to have a bunch of people mad at us. So we don't take this lightly. We are trying to work with you and if we are willing to do the condemnation I would think you would be so happy about that that you would be willing to help us a little bit on what we consider to be a safety issue.

Winkler stated we think we are proposing the safer alternative. We have thought about this a great deal and we have spent a great deal of money. Even after we have obtained approval we pressed the safety issue because we think we can take it to a better level. I really sincerely believe that a right-in/right-out is not only economically disadvantageous to us but less safe.

Councilor Kight stated lets see where we conditionally agree with one another. We would like to see a second access; we are all concerned about safety; you are willing to make the improvements to Halsey Loop should you gain access to that road; and we keep coming full-circle to the same issue and that is right-in/right-out at least in my perspective. I walk 257th frequently and the topography of 257th is interesting. When you brought up the issue of your property dropping off, you are right. As you walk on the sidewalk if you look off to your right, to the west, it is at the same grade level as the sidewalk then it drops rather dramatically as you go up the hill. However, at the historic highway the topography is just the opposite. I don't know the history of the land, but I am guessing that at some point they probably mined that property possibly for the topsoil. I know one of the owners has done that. At certain points the topography on 257th is actually above grade level and then it changes as it goes south. I am warning on your property, and as they do on any other developments, what we see today isn't what we are going to see once you develop that. The topography is going to change and that there could be some restructuring of the topography. The sticking point, at least from my prospective, is if you are willing to do the improvements for Halsey Loop is I would like the assurance of safety. Maybe I don't have the same faith in human behavior as you folks do in behavior modification, particularly in drivers. I drive 257th frequently, they drive that road very very fast. We are coming full-circle to the safety issue, I would like to have some assurance. I know you keep bring the point up of the economic viability of that property and it not working to have that right-in/right-out. I think that is where we are at. I think we both want two accesses to that property. I think once that property is developed you will see people will do right-in/right-out, they do it out of other developments whether it is

apartments or as the Mayor pointed out the Albertson's complex. The people will get use to it if they want to live there because of the amenities that you are building there. I think they are intelligent enough to realize that crossing 257th with those young families that they want to protect, that seeing cars going at that rate of speed down the hill, it will just make sense. To some people it won't make a difference, they are risk takers and they are going to cross 257th no matter what you do. At least from the city's prospective, we want to ensure that people don't cross 257th. I know that you have full access rights, but we are both wanting to gain the benefit of having two accesses to that property. I want the assurance that they are not going to go across 257th. I have never seen a development that people say I am not moving in that apartment because I can't go left and head north on 257th when there is a second access. The whole project, if I am correct, hinges on that one issue.

Winkler replied I believe the financing will evaporate.

Councilor Kight stated I don't believe it will.

Winkler replied with all due respect, I have a whole bunch of chips on the table and I do believe it.

Councilor Kight stated why don't you test it and say this is what the city is asking us to do in order to gain that second access.

Winkler replied I have made a notation. We are going to consider it.

Councilor Kight stated we are trying to work with you guys. We are going to get a lot of static from your competitor immediately to the north because he has an older property. This isn't going to be easy no matter how this comes out. We are looking for some compromise on your part.

Randy McCourt stated there is one other issue related to the safety issue and that is the fire station that is to the south. If we go right-in/right-out we basically, in terms of response time, unless we have a median breakthrough or some kind of access, we have to bring emergency vehicles all the way down around Halsey Loop.

Councilor Kight stated that driveway entrance is going to be wide enough that a truck could enter it.

Randy McCourt stated but if you advancing from the south, if it is a right-in/right-out and it is not aligned at that intersection the fire trucks are going to have to go all the way around.

Councilor Kight stated Randy, that is a detail and I think we can work through that.

Councilor Daoust stated I turn out onto 257th every single day and I take a left up on SW 28th. It has the same sight distance and the same speeds and it is very tricky during heavy traffic. The only difference where I turn out and where we are talking about is there is an open median area that I can pull into, which we don't have here. Maybe that is a solution that I am

thinking of rather than right-in and right-out is to open up the median strip in order to pull into it such that we are not forcing people to pull into lanes of traffic that are moving. The reason that I am bringing this idea to the table is really twofold. I think that 95% of the people that want to go north are going to go out Halsey Loop, I would. If you had a full intersection there where I could go either way, I think at least 90% of the people will choose out of common sense to go down Halsey Loop. We are only talking, in my mind, a minority of the people that are going to go out that way that want to turn left and take the risk. If we could provide them a harbor in the median strip where they could do that, I would be okay with that. When I think of a right-in/right-out, when I go out SW 28th I am faced at a 90° angle to 257th, I can see both ways at a 90° angle, and actually I think that is safer then when you are going out a right-out, usually the lane curves and you are looking over your shoulder behind you. Is that the kind of right-in/right-out we are talking about?

Randy McCourt replied you would have to get vehicles out of the throat of the intersection area where we have the opening, we would have a pork chop island and that would deflect you from the median break to get you pointed to the south.

Councilor Daoust stated in order to have that pork chop island to make it a right-in/right-out, which is what we are asking these people to do, we are actually forcing the people going south to turn and look over there shoulder at the traffic coming up the hill. I am wondering whether that is safer or not versus having the people going out of that complex at a 90° angle where they have a better view. I am trying to put another idea on the table where it may not be that bad of an issue to have an intersection where they can go left or right because, my first point is most of the people are going to go down Halsey Loop anyway and the fact is I don't want to force the people going south to look over their shoulder to see if they have a clear exit. I am basing that on my own experience pulling out of 28th. In order to take care of the issue of the left turn, which is what we are all concerned about, is to create that refuge in the median strip, take out part of the median strip where they can pull in there.

Mayor Thalhoffer stated I have come out of those side streets, not as frequently as Councilor Daoust, it is very tough. I don't know what the accident statistics are but I know there are a lot of accidents going onto 257th because they have a problem with sight and speed. The refuge island is an idea that we hadn't thought of before, how effective that would be I don't know. It looks like at the end of this meeting we will be, maybe with the majority of us, right back where we were when we started. Even if we agree that everything else works, we are willing to bite the bullet and take the heat, which we will get plenty of due to the condemnation, we still have this sticking point that we are trying to see if we can get a compromise on and we are not getting one.

Jim Bean asked could we take the time and spend the money to do a review of what it would mean to make a left turn and a refuge island and see if that could be done and get a report back to you on that. I think we would be willing to do that.

Winkler stated that is an interesting idea. It didn't come up in our discussions. The real issue that most of us, the reason I pushed it so hard is I do think it is the left hand turn during the peak hours. Most of those folks are going to end up going to Halsey Loop and most of the

other times I think it would be reasonably okay. The refuge gives an opportunity to just get out there and wait for a second and then go.

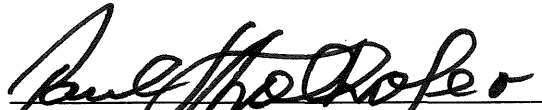
Councilor Kight stated Councilor Daoust I noted your concern about them looking over their shoulders on the right-out, imagine if there is no place to accelerate, they are now in the center lane and they have to look 90° to their rear and traffic is traveling much faster down the hill than it is on the flat sections. If that isn't bad enough you have trees and other landscaping bushes that are obstructing your view. You need to have space for acceleration. I think that would exasperate the problem not correct the safety problem.

Winkler stated our plan already anticipates altering the landscape.

Mayor Thalhoffer stated you can go forward and consider what has transpired tonight and see what you can come up with and perhaps we can meet again someday when you have done some work on the refuge lane.

3. ADJOURNMENT:

Meeting adjourned at 9:18pm.



Paul Thalhoffer, Mayor

Dated: 7-25-01

ATTEST:



Debbie Stickney, City Recorder