

The IAMP workshop joint with Council and Planning was called to order by Mayor Chet Phillips at 6:30 a.m.

Council members:	Chet Phillips, Jerry Johnson, and Lavern Gertlar
Absent:	Christie Perry, Randy Yates, Jill Pambrun, and Glaya Baker
Planning Commissioner:	Kellye Finch, Kevin Gilbertson, Paul Beagle, and Steve Taylor
Staff:	Karen Pettigrew-City Manager, Lila Killingbeck-Recorder, Barry Beyeler, Community Development Director
Audience:	Pam Docken, Vijay Patel, Kirshan Patel, Darci Rudzinski-Angelo Group, Teresa Penninger-ODOT, Matt Crall TGM Project Mgr.,

Mayor Phillips opened the workshop at 6:30 p.m. and turned the meeting over to Ms. Darci Rudzinski of the Angelo Group. She explained to the group what the process is to complete an Interchange Area Management Plan. This is a plan to manage traffic growth for 20 years. The plan's main focus is the area located around the Main Street Overpass, the Freeway On and Off Ramps, and the local street circulation. This plan gives the City of Boardman the tools to manage traffic safety over that 20 years time span. The adoption process will include: the Interchange Area Management Plan, changes in the City of Boardman Zoning map, and changes in the City of Boardman Development Code language. The IAMP will be based on traffic growth rate, population growth rate, system failures, and re-routing of property accesses. Ms. Rudzinski emphasized that access to properties located in this area will not be closed. Alternative accesses would be in place before any changes would be made.

Ms. Rudzinski introduced Ms. Teresa Penninger from ODOT. She made a Power Point presentation of the existing traffic patterns, growth, future needs, future planning, and requirements from the State of Oregon. She explained that the City of Boardman has been chosen to receive a State Transportation Improvement Plan (STIP) Ped/Bike Safety grant to improve the circulation on the South Main area from overpass about 1000 feet. This grant will establish curbs and sidewalks to help keep Ped/Bike separated from vehicular traffic.

### **Access Management Plan Goal**

Mayor was in favor of the Mid-range Goal: Additional approach lanes, Need network set up, New access before right turn only were implemented, and Reasonable access to property (2 or 3 blocks).

Councilor Doherty wanted to add language to explain what will happen at the intersection when it ceases to function because of too many vehicles. That language would explain changes in accesses.

Matt Crall explained that it would be preserving access instead of restricting access if there had to be a change or restriction of right turn only on to Front Street.

Mr. Barry Beyeler, Community Development Director, explained the suggested funding options for projects in our transportation plans. He listed several that had been discussed by Council at a workshop:

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|-------------------------------------|-------------------------------------|
| 1. URA District                     | 7. Gas & Room Tax                   |
| 2. TSDC fees- Average Daily Trips   | 8. Utility Billing Surcharge        |
| 3. LID-Smaller District in IAMP     | 9. State/Fed Highway Grants at 85%  |
| 4. Extractions                      | 10. Transportation Special District |
| 5. Gen. Fund Transfers              | 11. Enterprise Zone                 |
| 6. Gen. Obligation Bonds-needs vote |                                     |

Mr. Beyeler explained the Code Language changes that would need to be done. There would need to be a new chapter 2.5 in the Development Code which would add an IAMP Overlay District. There will be some changes to Traffic Impacts 4.10 Chapter Traffic Impact Study to include Trip generation reports, addition of a Pre-application conference, and the 3.1 regarding Access & Circulation. Ms. Rudzinski explained that changes in the district (Comp Plan, Zoning Map, etc.) that had not been anticipated and increase the PM Peak trips by 15% and then there would be a requirement for a Transportation Impact Study consistent with Chapter 4.10. Mr. Beyeler explained that because the proposed hotel project was planned before the IAMP Plan began the trip count estimates were included in the final draft of the IAMP. When the running trip count total is approaching the trigger point then it would be the time for the City to initiate discussion and review changes that need to be made to the IAMP.

The next step would be to complete: the Code language, Traffic impacts, trip generation, pre-application for access & circulation, and Cross accesses. After that, the IAMP would be submitted to Department of Land Conservation and Development for their review. Matt Crall felt that because DLCD has been working with the Steering Committee and City Staff through this entire process that the public hearings time line could be about 45 days.

The next public hearing would be at the Planning Commission on August 19 or September 16. The staff reports would be ready one week before the hearings. Depending on the outcome of the hearing, there may need to be another Steering Committee meeting. The City Council would then hold a public hearing during the regular meeting scheduled for September 15 or October 6. The Final Draft would be then be adopted by an Ordinance.

Mayor Phillips asked each member of the Council and Planning Commission that had attended the meeting what their opinion was: their questions had been answered during the presentation, they were pleased with the draft, Council Doherty strongly suggested that the language be changed to preserve accesses instead of restrict access. Planning Commissioner Beagle was convinced that the overpass should be changed first. Then build the infrastructure and work both ways with our improvements. There was discussion regarding the realistic expectations of the State and Federal Highway. At this time the overpass is still working, but the City needs to keep working to have this project on the State and Federal Highway improvement list until it is funded for construction.

Open House was adjourned at 8:30 p.m.

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Chet Phillips-Mayor

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Lila Killingbeck, Recorder