

The workshop was called to order by Planning Commission Chair Baker at 7:04 p.m. Roll call was taken:

Council Members: Lu Ann Huffman, Christie Perry, Pam Docken, Randy Yates, Steve Doherty

Planning Commission: Debi Watson, Dan Daltoso, Grant Chapman, Scott Martin and Glaya Baker

Staff: Barry Beyeler-Community Development Director, Jackie McCauley, Angie Hughes Acting Recorder, Rex Mather City Manager, John Russell Code Compliance Official, Jackie McCauley

Presenters: Carl Springer DKS Associates, Cheryl Jarvis-Smith-ODOT Region 5

INTRODUCTIONS

PRESENTATIONS

DLCD & ODOT PRESENTATION

Carl Springer – DKS Associates explained the purpose of the workshop was to give the City an overview of the Draft Interchange Area Management Plan (IAMP) and Transportation System Plan (TSP). Mr. Springer began with the Interchange Area Management Plan (IAMP) presentation. Mr. Springer made sure that the planning commission and city council understood that this was a 20 year plan. Things that were suggested within the draft would not be implemented until there was an issue raised about an intersection. The reason for having an IAMP is to ensure the continued safety of the existing interchanges. At the present time there is limited sight when coming off of the freeway, narrow lanes, and no bike lanes at the 165 exit or on South Main Street these were the main concerns from all of the meetings and interviews that were put on. Mr. Springer said that they based the plan on a 2.5% growth per year which would indicate that after 20 years the City of Boardman would be at the population of about 5000 people.

The first thing that Mr. Springer talked about was the Port of Morrow interchange. This interchange would need only a few changes, those changes would be to either put a “Truck Sized Roundabout” at the intersection of Columbia and Laurel Lane or to move that intersection to the North about 100 or 200 feet with a few lane changes. The preferred option would be to move the intersection north and make those few lane changes.

Mr. Springer then noted some suggestions on how to deal with the increase in traffic that we could potentially see within the next 20 years. Those suggestions are to add a traffic signal on the north side of the bridge for traffic coming off the freeway, widen the bridge for safer pedestrian traffic and bike traffic, as well as make all of the front streets a right in right out turn. There were also two other options that were researched and presented to deal with exit 164. One option was roundabouts as you come up off of the freeway that would connect the interchange with Front Street, the other was to move the on and off ramps back down the freeway and have those ramps come up onto Front street and use that like a frontage road. After researching those two alternatives, the preferred option was still the original idea of making Front Streets right in right out when traffic demands it to be. Some of the costs were also

The Transportation System Plan updates were briefly gone over, these changes are things such as road width for new roads, implementing bike lanes and making sure the flow of traffic is acceptable.

QUESTION & ANSWERS

Mary Ann Allemann who owns a piece of property just south of the car wash asked about the proposed road that would fall on the south end of her property. The wording in the IAMP plan is that the proposed road would be put on the North side of the BPA power lines, and she doesn't want that road to be put on her property for fear that it would negatively effect her property value. She asked that the Planning Commission and City Council take that into consideration when they adopt or deny this plan.

The Workshop was adjourned at 8:25pm

Angie Hughes, Acting-Recorder