



172nd / 190th Corridor Plan

TECHNICAL MEMORANDUM #8.3

Selection of the Preferred Alternative

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Project #: 10213

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This technical memorandum summarizes the feedback received from the public workshop participants and Project Advisory Committee (PAC) with regard to the three most promising alternatives, which were presented in Technical Memorandum 8.2. Members of the public and PAC were invited to review and discuss the alternatives and provide feedback through the following three venues:

- *Open House* on July 20, 2011 at Scouters Mountain Elementary School,
- *Virtual Open House* from July 15 through July 24, 2011 at <http://172nd.com>, and
- *PAC Meeting #5* on July 27, 2011 at Scouters Mountain Elementary School.

The remainder of this technical memorandum summarizes the process and results of the public input.

PUBLIC FEEDBACK PROCESS

Attendees at both the public workshop and PAC meeting had the opportunity to view large-size (8' x 16') drawings of each of the most promising alternatives overlaid onto the aerial photo base map. The workshops also provided a host of exhibits presenting the relevant traffic information, environmental analyses, cost estimates, and technical evaluation results.

The project team described to attendees at PAC Meeting #5 and Public Workshop #5 the reasoning behind their preliminary recommended preferred build alternative. At the Open House, the team initially recommended AS10a; however, the project team changed their preliminary recommendation to AT2 for the PAC Meeting due to comments at the Open House and the uncertainties with the Foster Road extension and other planning related activities (i.e., the comprehensive plan and transportation system plan within the City of Damascus became clearer after the Open House. Participants at both meetings were asked to note on a score card whether they agreed with the project team recommendation.

The intent of the exercise was to have each participant recommend the alignment alternative they considered to be the best and to rank the alternatives in order of preference. Those not able to attend either the Open House or PAC Meeting #5 in person could review the concepts and provide feedback through the Virtual Open House, (<http://172nd.com>).



Participants at Public Workshop #5 view drawings of the three most promising alternatives

PUBLIC FEEDBACK RESULTS

The number of positive versus negative votes and rankings for each of the three most promising alternatives were totaled separately for PAC and public feedback in tabular form to rank the concepts. It should be noted that since the number of PAC members is significantly less than public participants, the total score was not calculated with a weighted average. In other words, the total percentages from the PAC and public responses were given equal weighting. A detailed explanation of the methodology used to evaluate feedback from the PAC Meeting and Public Workshops is contained in Attachment A. Attachment B contains all the written comments received on the alignment concepts. Table 1 summarizes the PAC and public approval percentages for all three concepts.

The public workshop participants and PAC members were also given the opportunity to rank the three most promising roadway alternatives based on how well they meet the project needs. If an

alternative was ranked as the best alignment, it received 3 points, 2 points for second place and 1 point for third place. Table 2 summarizes the results of the scoring feedback received.

Additional feedback was received from the stakeholders on the three most promising alternative roadway alignments. Eleven of the twenty stakeholders chose AS10a as the preferred alternative, while five chose AT2 and four chose AT6. Despite AS10a being ranked highest, thirteen stakeholders said they were “quite comfortable” with AT2 as the preferred alternative, while only eleven expressed the same confidence in AS10a. A more detailed account of the stakeholder feedback is available in Technical Memorandum 2.2.

The probable cause for the lower confidence in AS10a is that it relies heavily on the future Foster Road extension from the southern terminus of the proposed new alignment at Troge Road to Highway 212. Without this extension, Alternative AS10a would not be able to effectively provide north-south via two corridors as it was designed. Concepts AT2 and AT6 utilize SE 172nd Avenue as the primary north-south corridor connecting to Highway 212, and therefore are not as reliant on the future connector roadway, which is not planned at this time and still requires the adoption the City of Damascus comprehensive plan and transportation system plan as well as a corridor refinement plan in order to be implemented.

The stakeholder group is intended to be a “sounding board”, providing local knowledge of the study area. For this reason, their input has been used to shape the alignment and streetscape concepts; however, their votes are not averaged with the Public and PAC in the final scoring.

Table 1 Public and PAC Approval Percentages

		AS10a		AT2		AT6	
		Yes	No	Yes	No	Yes	No
Public	Total*	44%	56%	40%	60%	35%	65%
	Meeting	47%	53%	33%	67%	31%	69%
	Virtual	40%	60%	50%	50%	40%	60%
PAC	Total	40%	60%	70%	30%	11%	89%
Average	Total	42%	58%	55%	45%	23%	77%

*The total percentage represents the combined results of the public meeting and public virtual workshop. (It is not an average of the public meeting and public virtual workshop percentages.)

Table 2 Public and PAC Rankings

		AS10a	AT2	AT6
Public	Meeting Score	23	19	17
	Virtual Score	19	22	18
	Total Score	42	41	35
	Average Score per Respondent	2.10	2.05	1.75
	Rank	1	2	3
PAC	Score	21	24	12
	Average Score per Respondent	2.33	2.67	1.33
	Rank	2	1	3
Average	Score	2.22	2.36	1.54
	Rank	2	1	3

SELECTED "BUILD" ALTERNATIVE

Based on the evaluation and the feedback received at the Public Open House and Virtual Open House, the PAC recommended AT2 as the preferred build alternative to the PMT. Based on PAC recommendation and the uncertainties of the Foster Road extension, the Project Management Team selected AT2 as the preferred build alternative due to its high scores and ability to connect destinations inside and beyond the study area, while relying less on roadway projects planned by others. Figure 1 shows the current preferred build alternative that will move forward into a preliminary design phase as part of the overall 172nd Corridor Management Plan.

NEXT STEPS

The project team is currently developing Fifteen Percent plans depicting the design details of the preferred build alternative "AT2" and preparing the Draft 172nd Corridor Management Plan to document the plan and implementation element as well as all the key findings generated throughout the project history. The Environmental Baseline Report is also being finalized. On September 21st and 22nd, the PAC and PMT, respectively, will meet and discuss these documents for the final time. Beginning in December, the plan will be presented through public hearings to the local agencies (city and county) for consideration and adoption.

Appendix A –
Scoring Methodology

Appendix B –
Summary of Comments