



DRAFT MEETING SUMMARY

I-5 to 99W Connector: PSC Mtg. #16

Meeting Date: 3/26/08

Issue Date: 4/16/08

The contents of this draft summary are subject to change based on PSC review and approval at their May 28, 2008 meeting.

DRAFT MEETING SUMMARY

Project: I-5 to 99W Connector Project
Purpose: Project Steering Committee (PSC) Meeting #16
Date/Time: Wednesday March 26, 2008 / 12:30 PM – 2:30 PM
Location: Sherwood Police Training Center

Attendees:

PSC	Roy Rogers Monique Beikman Andy Duyck Charlotte Lehan Keith Mays Lynn Peterson Rian Windshiemer	Washington County (Alternate Chair) City of Tualatin (PSC Alternate) Washington County (PSC Alternate) City of Wilsonville City of Sherwood Clackamas County ODOT (PSC Alternate)
Executive Management Team (EMT)	Lawrence Odell Andy Cotugno Fred Eberle Mike McKillip Tom Pessemier R. Scott Pemble Mike Stone	Washington County Metro ODOT City of Tualatin City of Sherwood Clackamas County City of Wilsonville
Project Management Team (PMT)	Vaughn Brown Russ Knoebel Scott Richman Jennifer Danziger Amy Gibbons Leslie Howell Angie Jones Jef Kaiser Chris Maciejewski Mark Turpel Tim Wilson	Jeanne Lawson Associates (JLA) Washington County DEA DEA ODOT Howell Consulting DEA DEA DKS Metro ODOT
Stakeholder Working Group (SWG)	Tom Aufenthie Dave Volz	
Others (sign-in sheet)	Michael Bowers Jim Evans Adelle Jenike Mark Ottenad	

Distribution: PSC, EMT, PMT, SWG

The meeting began at 12:30 PM. Agendas and other materials were provided to the PSC members prior to the meeting, and copies of these materials were provided at the meeting. The agenda items are represented in "bold" headings.

- **Welcome/Introduction**

- Roy Rogers chaired the meeting

- **Approve February 27, 2008 PSC Meeting Summary**

- The PSC approved the previous PSC meeting (2/27/08) summary with the request to change the year in the meeting date (type error) from "2007" to "2008".

- **EMT Update**

- Lawrence reported that on March 20th, the EMT unanimously approved proposed modifications to the blue pathways to accommodate additional capacity on roadways approaching OR 99W in Sherwood for Alternatives 4 and 5, and reconfigured interchange concept that would expand the blue shaded potential impact area for the OR 99W interchange for Alternative 5.
- The EMT is asking for PSC approval of modifying the blue areas. Lawrence noted that these modifications will also change the analysis results for these two alternatives, including some of the traffic analysis information to be presented today as follow-up to the last PSC meeting.

- **Alternatives Analysis: Alternatives 4 and 5 Modifications**

- Mayor Mays requested that the agenda items to discuss the modified alternatives and traffic analysis information be very brief presentations. He said that he would like to get the balance of analysis information to be able to compare the alternatives. He questioned the need for the PSC to act to modify alternatives during the analysis, and suggested that the PSC grant the technical team flexibility to modify the alternatives up to 500' if necessary to continue the analysis expeditiously. He would like to keep this analysis process moving along.
- Scott said the alternative modifications to 4 & 5 would result in additional impacts that were not considered within the original blue band area for these two alternatives. The PMT and EMT felt the modifications to two of the PSC-adopted alternatives were substantial enough to bring this back to the PSC for their approval.
- Commissioner Peterson said that she thought the main reason for meeting today was to go through the traffic analysis data for the alternatives, including further discussion of maps that the EMT had seen up to two months ago. She expressed concern that there is a lot of data to talk about and that the PSC has limited opportunity to discuss it.
- Mayor Lehan agreed with Commissioner Peterson's understanding of why we were meeting today. She noted that it is interesting to her to see the connection concepts for 99W, and she would like to see similar I-5 connection concepts.

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- Mayor Mays moved to have the PSC authorize staff-proposed modifications to the blue band areas if it is reasonable (i.e. up to 500 ft.) and Monique seconded his motion. The PSC unanimously approved this motion.
- **Alternatives Analysis**
 - Chair Rogers noted that the schedule has shifted out from the previous schedule that he had seen.
 - Scott said that the project team will do our best to complete the AA in time to share complete summarized results to share with the PSC in April. He noted that this schedule shows community forums in June – about out a month later than previously shown, and the project team.
 - Rian said the next PSC meeting time on April 23rd conflicts with the Oregon Transportation Commission meeting in Portland and some PSC members will likely attend the OTC meeting. (Rian later confirmed availability of a meeting room at ODOT Region for a later afternoon PSC meeting (at 3:30 p.m.).
 - Scott said that the Sherwood Police Training Center is not available on May 28th and that an alternate location would need to be confirmed if the PSC meets on that date.
 - Mayor Lehan asked when the PSC might be discussing potential combinations of alternatives to work towards a PSC recommendation on a preferred alternative.
 - Scott said that we plan to present the alternatives analysis results to the public at upcoming forums, and then alternatives refinement would occur this summer. He urged PSC members to share any ideas for combinations they would like to consider as soon as possible.
 - Mayor Mays asked for recommendations at the next meeting from the PMT and/or EMT to address Mayor Lehan’s question. Once we have the facts, we can start analyzing hybrid alternatives.
 - Chair Rogers asked the PSC if they preferred beginning with a presentation on the traffic analysis, or just starting with questions to direct the discussion.
 - Commissioner Peterson and Mayor Lehan asked to focus where there are differences between alternatives as they affect traffic volumes and travel patterns, operations, and truck travel.
 - Jennifer said that Alternatives 4 and 5 would generate the highest traffic demand on OR 99W and Alternative 6 would shift the most traffic away from OR 99W in the project area. Under Alternatives 5 and 6, the connector would have higher traffic demand than OR 99W north of the connector, and OR 99W north of the Alternative 4 corridor would have the higher travel demand.
 - Alternative 3 (EESA) would decrease traffic on OR 99W through the project area, but would add traffic on Tualatin-Sherwood Road, compared to Alternatives 4, 5, and 6 that would all draw traffic away from T-S Road.
 - Chris noted that some of the traffic operations and circulation through Sherwood would change with the modifications to Alternatives 4 and 5. He also noted that due to high latent travel demand, OR 99W and T-S Road would continue to operate at or near capacity under all alternatives, but with fewer through trips that would shift from T-S Road to a connector under alternatives 4-6.
 - Commissioner Peterson asked which alternative would get the most use by freight traffic. This is important; people want to get large trucks out of downtown

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Tualatin, and that may not happen if an alternative does not effectively serve areas where freight travel demand is highest.

- Jennifer responded that Alternative 3 would result in minimal changes. The connector alternatives, especially Alternative 4, would attract the most truck travel demand to state highways including shifting some trucks away from arterials and non-arterial roads.
- Mayor Lehan asked for an explanation of the reduction in traffic on OR 99W north of the connectors for alternatives 4-6 vs. no-build. This reduction seems modest compared to the amount of traffic increase on I-5 under these alternatives.
- Jennifer explained that the I-5 collector-distributor road system incorporated into the connector alternatives add substantial capacity to the I-5 corridor, and that there is high traffic demand, including travel not related to the connector that fills this capacity.
- Mayor Lehan inquired about the effects upon I-5 beyond the project area where the collector-distributor system adds capacity that is utilized. She said that in comparison to no-build, the connectors would create a worse situation for I-5.
- Chris responded that this analysis reinforces the need for future planning of improvements to the I-5 corridor beyond this project area. No single project is going to solve all regional transportation issues. With a new connection to the state highway system, the collector-distributor system would allow people to travel more efficiently with less disruption to the I-5 mainline.
- Commissioner Peterson asked for clarification about what type of facility the collector- distributor roads would be. Would they function more like freeway lanes or frontage roads?
- Chris replied that they would operate more like freeway lanes that would hook up with each of the interchanges and allow higher speed travel between interchanges. He passed around a copy of a schematic illustration of the collector-distributor system – information that had been discussed at previous project meetings.
- Commissioner Rogers questioned the value of discussing this information in detail, since the analysis results will change due to the modifications of Alternatives 4 and 5.
- Commissioner Peterson said that understanding the transportation system effects and trends are important because they are not likely to change significantly.
- Jennifer and Chris described volume-to-capacity (v/c) ratio on major roads and project area lane miles of congestion comparisons for alternatives in the 2030 weekday PM peak hour.
- Commissioner Peterson questioned the value of high v/c ratios from the model when in reality we cannot get above 1.0.
- Andy noted that facilities with v/c ratios above 1.0 in the model would have more queuing and a longer peak congested period.
- Commissioner Peterson said that Alt. 3, 4, 5, and 6 are not that different in range of percentage for congestion. Looking only at congested lane miles percentages compared to differences in lane miles and vehicle miles of travel (VMT), it is not apparent that total lanes miles and VMT are higher for the connector alternatives.

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- ❑ Chair Rogers noted that for the travel times comparison, a 22% reduction in travel time (Alternative 6 compared to No-Build) seems significant.
- ❑ Mayor Lehan said that with more lane miles, she does not believe that people would reach their destinations any faster - they would just drive a greater distance in less congestion.
- ❑ Chris said there will be more travel times comparison information to share by the next PSC meeting.
- ❑ Mayor Lehan said the EESA does not appear to impact I-5 as negatively as 4, 5, and 6.
- ❑ Jennifer said we are adding capacity to I-5; we would have a lot of these issues even without the connector. With the increased capacity in the I-5 corridor with the collector-distributor roads, more traffic than just that associated with the connector is attracted to the collector-distributor system.
- ❑ Mayor Lehan asked if four lanes would be added to I-5, and Jennifer responded that the analysis indicates that the I-5 mainline could be two lanes with auxiliary lanes, plus collector-distributor roads that are two lanes in each direction.
- ❑ Commissioner Rogers asked if updated traffic information could be ready for PSC review a week before the next meeting. He would rather postpone a meeting than not have the information in time to review prior to the meeting.
- ❑ Scott said the project team is trying to complete the AA for EMT members to have updated information to share with their PSC members in April.
- ❑ Mayor Lehan asked if the only alternatives that would be modified from the last packet would be 4 and 5, and Scott replied yes, the only additional analysis needed is to address changes to these alternatives – for transportation, land use, and other environmental effects.
- ❑ Mayor Lehan asked about the EESA – it would be nice to know somewhere in the analysis what the EESA involves – what elements are in it and how does it work? Whether or not a connector is part of a preferred alternative, we need to look at the EESA to determine what components are most effective. Some people are assuming that EESA improvements could be combined with a connector.
- ❑ Scott said that the AA report will have a description of EESA, and reminded the PSC that EESA was created in part by testing transportation benefits of many improvements to narrow to a set that would most effectively support the project purpose. For jumping ahead into alternatives refinement, the project team will identify which EESA elements are most effective, including in potential combination with features of than other options.
- ❑ Lawrence said that he thinks some of the EESA actions would help out different connector alternatives.
- ❑ Monique said she would like to see some more detail on the Alternative 5 99W interchange concept to see more specifically how it could affect the area (Home Depot, Refuge, etc.).
- ❑ Rian confirmed that ODOT Region 1 has a room available at 3:30 on April 23rd if needed for the next PSC meeting.

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- **Public Involvement Update**

- Vaughn gave an update from the SWG meeting. Some SWG members requested access to more detailed analysis information. The project team requested that the SWG provide written questions/comments prior to their next meeting.

- **Other Business**

- none

- **Public Comment**

- **Tom Aufenthie**, SWG representing CPO-5 commented. Since the SWG meeting a couple of things have come up. He is concerned that 124th would be closed at OR 99W under Alternative 4 because of intersection spacing. He thought that Stafford was too close on I-5 for a connection also, and is wondering how that can be overlooked. Under EESA, the biggest improvement is extending 124th to Tonkin Road. 124th could be expanded to 6 lanes, the ROW already exists. For a benefit cost ratio, it would be more beneficial than Alts. 3, 4, and 5.
- Jennifer said one of the revisions was to keep 124th as a signalized intersection; 124th at OR 99W would remain open under all alternatives.
- Chris said we have looked at 124th as two lanes in each direction and have not seen the demand to justify the need for more lanes; but as we get into the refinement that would consider combination of alternatives, we will look at it including the capacity need in more detail.

- **PSC Next Meeting**

- April 23, 2008; 3:30 p.m. at ODOT, Region 1 (123 NW Flanders in Portland)