



**DRAFT MEETING SUMMARY**

I-5 to 99W Connector: PSC Mtg. #10

Meeting Date: 6/27/07

Issue Date: 7/10/07

*The contents of this summary are assumed correct unless our office is notified in writing within five calendar days of receipt.*

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**DRAFT MEETING SUMMARY**

**Project:** I-5 to 99W Connector Project  
**Purpose:** Project Steering Committee (PSC) Meeting #9  
**Date/Time:** Wednesday June 27, 2007 / 1:30 – 3:30 PM  
**Location:** Sherwood Police Training Center  
**Attendees:**

<b>PSC</b>	Roy Rogers	Washington County (Alternate Chair)
	Carl Hosticka	Metro
	Charlotte Lehan	City of Wilsonville
	Keith Mays	City of Sherwood
	Lou Ogden	City of Tualatin
	Lynn Peterson	Clackamas County
	Fred Eberle	ODOT (Alternate)

<b>Executive Management Team (EMT)</b>	Danielle Cowan	City of Wilsonville
	Rob Dixon	City of Sherwood
	Fred Eberle	ODOT
	Mike McKillip	City of Tualatin
	Lawrence Odell	Washington County

<b>Project Management Team (PMT)</b>	Vaughn Brown	Jeanne Lawson & Associates (JLA)
	Alex Dupey	DEA
	Amy Gibbons	ODOT
	Angie Jones	DEA
	Jef Kaiser	DEA
	Russ Knoebel	Washington County
	Chris Maciejeweki	DKS
	Shareen Rawlings	JLA
	Scott Richman	DEA
	Mark Turpel	Metro
	Tim Wilson	ODOT

<b>Stakeholder Working Group (SWG)</b>	Tom Aufenthie
	Dave Volz

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**Others** Dorothy Alto  
(including sign-in sheet) Cam Gilmore (Clackamas County)  
Ned Hammond  
Dan Lavey  
Dennis Lively  
Anne Madden  
Roger Pothoff

**Distribution: PSC, EMT, PMT, SWG**

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The meeting began at 1:30 PM. Agendas and other materials were provided prior to the meeting, and copies of these materials were provided at the meeting. The agenda items are represented in "bold" headings.

- **Welcome/Introduction**
  - Chair Rogers welcomed the group and led introductions
- **Scheduling the August PSC meeting**
  - The PSC agreed to the next meeting on August 22<sup>nd</sup> at 12:30 (lunch will be provided)
- **Approve April 11, 2006 PSC Meeting Summary**
  - The PSC approved the summary of the last PSC meeting held on April 11, 2006.
- **Range of Alternatives**
  - Transportation Demand Management/Transportation System Management (TDM/TSM) Alternative
    - TDM measures in addition to modeled measures incorporated into travel forecasts focus on enhancing transit service and bike and pedestrian facilities, and TSM measure are proposed for Tualatin- Sherwood Road
  - Enhanced Existing System Alternative (EESA)
    - The EESA was developed by identifying planned projects from the RTP and local transportation system plans (TSPs), public and other stakeholder-identified projects, and other actions identified by the consultants to serve the project purpose by substantially improving the existing transportation system.
    - The Tualatin-Sherwood Hybrid concept is incorporated into the EESA. It would be a limited access road with intersections approximately every ½ mile with extensive access management and parallel routes to access local land uses.
  - Connector alternatives:
    - Could include either a limited access expressway or parkway design
    - Corridors expand at to I-5 and 99W to include an area for a new interchange and improvement to 99W and I-5
    - Improvements to I-5 would be needed to offset additional traffic (i.e. collector distributor roads, etc.)
    - Tunneled options to provide a direct connection to I-205 would require a series of tunnels (a mirror type image of I-205, but below surface)

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- The PMT initially recommended dropping connector corridor alternatives 4A, 4B, 4C, 4D and 5A. The EMT has not made any recommendations on this and the SWG is being asked for additional input on the ROA at their meeting tomorrow evening (June 28).

### Key points discussed:

- The EESA includes a Tualatin-Sherwood extension of the Wilsonville-Beaverton commuter rail line. The RTP "illustrative plan" shows commuter rail extending between Milwaukie and McMinnville, and some PSC members suggested that the EESA should include a longer commuter rail line to attract more users. While a longer line would draw more riders, it would also extend beyond the I-5 to 99W project solution area, serve other purposes and needs, and add substantial costs to the EESA.
- A higher speed/higher capacity expressway with interchanges and a lower speed parkway with interchanges and/or intersections could each be situated within the "blue band" shown on the connector corridors maps. Connector alternatives would have one midpoint connection and an interchange at I-5 and 99W. A parkway could have 3-4 arterial connections in addition to interchanges at I-5 and 99W. Both expressway and parkway type connectors will be analyzed.
- A "cut and cover" alternative design option to reduce costs associated with a tunnel under a portion of Tualatin to connect directly to I-205 would still result in substantial costs and impacts to a large portion of the Tualatin community. A direct connection to I-205 with associated travel demand attraction could be achieved by locating a new connector south of the densely-developed area and linking to I-205 by means of collector/distributor roads and braided ramps to accommodate interchange movements and interaction with connecting arterials without adverse effect to I-5 operations. The blue bands on the alternatives maps are shown as widened along the east side of I-5 to include the area needed to construct these types of improvements.
- Councilor Hosticka asked if we are artificially constraining ourselves by having a connector completely within the UGB. As the urban area expands, the UGB will need to be modified, and the connector project may also help inform a future UGB change. If the selected alternative is partially outside or completely outside the UGB then the Metro council could go forward with its process to modify the UGB. Even if the UGB was not an issue, the range of alternatives would probably be similar to what we are presenting.
- The current process is to identify a range of discrete alternatives to study in more detail and compare to one another. A round of public hearings will occur to further inform the alternative selection process. The selected alternative could incorporate elements of more than one of the range of alternatives studied.
- Residents on the east side of I-5 where the wider blue band is shown are in the project solution area. There were included in the original project notifications, and additional information about the range of alternatives will be provided to residents of this area.

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- **Public Comment**

- Tom Aufenthie, SWG member, questioned the estimated cost of the project being \$750 million per info on ODOT's web site – what is the latest figure? Fred replied that ODOT does not have an exact number, but over 500 million is probably realistic. Tom asked Councilor Hosticka about the UGB being so flexible – why even bother to make it a constraint? Councilor Hosticka replied that if you look at the land use patterns and how the land is being used, the UGB will likely be expanded based on population and employment projections.
- Dave Volz, SWG member, inquired about the possibility of using the powerline corridor, a great deal of the public would like to have that option considered.
- Roger Potthoff, who serves on the Tigard 99W study Citizen Advisory Committee, asked if one of the key goals is to enhance north south transportation, why would this study exclude 99W through Tigard? Also, it is Tigard's perception that the further south that this connector goes, the greater traffic burden will remain on 99W through Tigard.
  
- Lawrence Odell noted that he will be sending the City of Tigard an invitation to send staff to future EMT meetings for the Connector Project.

**The next PSC meeting is scheduled for July 11<sup>th</sup> at 1:30 p.m.**