



DAVID EVANS
AND ASSOCIATES INC.

DRAFT MEETING SUMMARY

ODOT0000-0526

MS: 15

Meeting Date: 10/26/06

Issue Date: 11/9/06

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

DRAFT MEETING SUMMARY-EMT #15

Project: I-5 to 99W Connector
Purpose: Executive Management Team Meeting
Location: Metro Council Chambers

Attendees:

EMT	Kathy Busse Andy Cotugno Rob Dixon Fred Eberle Jeff Graham Doug Rux Mike Stone	Washington County Metro City of Sherwood ODOT FHWA City of Tualatin City of Wilsonville
PMT	Amy Gibbons Barry Hennelly Leslie Howell Mark Turpel Scott Richman Tim Wilson	ODOT Washington County Howell Consulting Metro DEA ODOT
Other	Kent Belleque Danielle Cowan Mike Feves Mark Johnson John Marshall Aaron Myton Davin Simmons	ODOT City of Wilsonville (EMT alternate) SWG ODOT US Fish & Wildlife Service ODOT Oregon Dept. of Fish & Wildlife

Distribution: Attendees, File

The meeting began at 9:00 AM. Agendas and other materials were provided prior to and at the meeting. The agenda items are represented in "bold" headings.

- **Welcome**
 - Barry led introductions and reviewed the agenda

- **PSC Update**

- At their last meeting, held September 27th, the PSC adopted the corridor-level screening criteria. While the screening criteria have no legal bearing in this “pre-NEPA” process, a legal opinion requested by the PSC from the Attorney General resulted in slight revision to 2.3 wording that will be presented to the PSC at their next meeting on November 22nd.
- Barry noted that a SW Metro Land Use policy coordination meeting will be held from 11:00-12:00 and PSC meeting #8 will be held from 12:30-1:30 on November 22nd. The primary agenda at PSC meeting #8 will be a travel demand results briefing, and a briefing on the plan for the community forums. He has confirmed that most of the PSC members will be available for that meeting.

- **Travel Demand Results**

- Using a PowerPoint presentation that DEA had prepared and which Jennifer Danziger had presented to the SWG at their October 19th meeting, Scott gave a overview of travel demand results.
- Danielle inquired if the portion of local trips that are forecast to remain at approximately 14% from 2005 to 2030 are a result of an imbalance weighted toward employment and not building enough housing. Is there modeling that could show a raise in local travel percentage of all trip types?
- Andy noted that the travel demand model could consider “what ifs” related to different land use data input. He noted the forecast rise in through travel from 25% to 28% as representing a relatively substantial change.
- Rob said Sherwood is “jobs poor”/“housing rich” - opposite of Tualatin and Wilsonville
- Referring to a map showing historic, current, and forecast highway volumes, Mike asked if the model assumes an increase in capacity on I-5 and 99W.
- Fred responded that it does not, and he noted that six lanes on I-5 should accommodate forecast volumes.
- Jennifer noted that the substantial forecast increases in traffic throughout the project area are attributable both to trip diversion to avoid more congested routes, and planned development near routes with higher forecast traffic volumes. The model goes through iterations to balance travel times, and increased congestion on the most direct routes results in more vehicle miles traveled (VMT) on longer, secondary routes.
- Danielle said it seems a connector with limited access would not improve traffic conditions in the area.
- Mark J. suggested that we convey general travel demand to/from, and through the project area from the north, south, etc.
- Jennifer confirmed that we will do this, and we will also look at through, regional and local travel demand on industrial roadways in the project area.

• Public Involvement Update

- Vaughn referred to a handout prepared since the last SWG meeting that provides responses to questions received from SWG members.
- Vaughn reminded the EMT that the next round of community forums will be held on November 29th, 30th, and December 5th in Tualatin, Sherwood, and Wilsonville, and he encouraged EMT members to attend.
- Vaughn reviewed proposed open house display materials and a “looping” PowerPoint presentation to help orient participants as they arrive.

• Alternatives Development

- Jef and Vaughn led the EMT and other agency representatives through an exercise intended to identify potential transportation solutions. A summary of their input follows.
- Tualatin (Doug Rux)
 - widen Tualatin-Sherwood to 5-lanes between Hwy 99W and Teton
 - Sketched concept of southern option between Greenhill Road area (I-5) to south of Brookman area
 - 124th is 5 lanes from 99W to Teton and will be completed to Tualatin-Sherwood Road soon.
 - Connection of 124th from 99W to Tualatin-Sherwood Road nearing completion and could be extended south to new roadway as new industrial area access.
- Wilsonville (Mike Stone and Danielle Cowan)
 - protect capacity of I-5 corridor between Wilsonville and Tualatin
 - protect industrial area → does not necessarily mean avoid
 - Concerns:
 - Protect the capacity of Stafford
 - Coffee Creek
 - Complete I-5 work to support project solution
 - Wetland (scabland) impacts, wetland areas
 - If connection to Newberg-Dundee is made the nature of the connector changes and has a greater impact on I-5.
- Sherwood (Rob Dixon)
 - Supported the Tualatin concept.
 - connector should be 500-1000 feet below Brookman (connect south of railroad x-ing of 99W if possible)
 - Tualatin-Sherwood improvements need to be part of any project solution.
 - Location of Sherwood connection to 124th extension is unknown at this time.
- Washington County (Kathy Busse and Barry Hennelly)
 - support Connector but no preconceived corridor
 - let cities take lead in its location
 - look at solutions from system perspective

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- concerned that Tualatin-Sherwood Road continues to function as an arterial
- Concerns:
 - Protect the regional road system.
 - Minimize sensitive area impacts.
 - Teton improvements needed as part of solution.
 - Take a hard look at Tualatin-Sherwood Road improvements to make it operate like a state highway.
- take state highway designation off of Tualatin-Sherwood Road

- Metro and ODOT (Andy Cotugno and Fred Eberle)
 - view alternatives as network alternatives vs. facility choices
 - need to look at minimal solution to meet project purpose as well as fuller solution (DLCD requirement for Goal 14 exception)
 - UGB may not be a static line - - Connector could become the UGB
 - demonstrate you can't meet need with lower base facility improvements inside the UGB
 - arterial base facility
 - upgrade Tualatin-Sherwood to state highway – grade separations?
 - role of transit
 - land use changes to support optimum use of transit (TODs)
 - change housing balance
 - upgrade Stafford Road Interchange
 - look at an alignment north of Sherwood (upgrade 99W through Sherwood)
 - look at hi-grade arterial solution instead of an expressway (e.g.: Kruse Way) 45 mph
 - LOS for Sunrise project unrealistic – don't use
 - Brookman becomes UGB as a possibility
 - maximize use of structures to protect wetlands and wildlife corridors
 - need to consider tolling and its demand management benefit
 - Develop alternatives from lower order to higher order improvements – begin with minimal improvements and move to larger improvements. Applies whether inside or outside the UGB.
 - Alternative Development Requirements:
 - Fully examine inside-UGB options to see if there is any logic to outside UGB options.
 - Demonstrate lower order facility won't work before building higher order facility
 - Need an arterial based solution – base grade facility including intersections, LU actions, transit considerations for example.
 - Need a Tualatin-Sherwood based solution – may turn out to be the arterial based solution.
 - Level-of-service standards are an issue and must not be set so high that they drive the solution to the higher order version only.
 - Provide generous bridging at wetlands.
 - Accommodate the north/south trail.

- CETAS (J. Marshall – USFWS, D. Simmons – ODFW)
 - tie into Newberg/Dundee BP?
 - CETAS Role – bring concerns to table as early as possible
 - environmental design management strategy (Design with Nature)
 - storm water initiative
 - importance of Coordination points for CETAS buy-in of project outcome
 - look at adequate right-of-access
 - must look at least environmental damaging alternative (clean water act)
 - CWA requires look at vs. NEPA which is disclosure
 - use LWR – “special aquatic site” – avoid if possible
 - refuge gives opportunities (context sens. design)
 - holistic ECD approach
 - be sure to check Goal 5 inventories
 - be careful of coarse methodologies
 - indirect / cumulative impacts should be considered
 - corridor level mitigation plans – enhancement opportunities should be a consideration
 - refuge cannot be used for mitigation – but project can add land
 - wildlife corridors are an important resource to be protected.
 - highway design is an important consideration to protect resources

- FHWA (Jeff Graham)
 - Agency role is to oversee the procedure to ensure planning process is valid.
 - Agency will be particularly interested and provide technical input at point where design is looking at interchange styles on I-5.

- ODOT Design (Mark Johnson)
 - Need to look at expanding existing facilities first before adding any new facilities – especially interchanges. Existing system must be shown to not meet need before new I-5 connection is justified.
 - Highways designs must be guided by the Oregon Highway Plan.
 - Tolling economics between this project and Newberg-Dundee is important.

- **Other Business**
 - The next EMT meeting is scheduled for Thursday November 9th.