



**DRAFT MEETING SUMMARY**

ODOT0000-0526

MS: 21

Meeting Date: 5/03/07

Issue Date: 7/12/07

*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 #21**

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

**Attendees:**

<b>EMT</b>	Andy Cotugno	Metro
	Danielle Cowan	City of Wilsonville (alternate)
	Rob Dixon	City of Sherwood
	Fred Eberle	ODOT
	Jeff Graham	FHWA
	Mike McKillip	City of Tualatin
	Lawrence Odell	Washington County (EMT Chair)
	R. Scott Pemble	Clackamas County
	Mike Stone	City of Wilsonville
<b>PMT</b>	Vaughn Brown	Jeanne Lawson Associates (JLA)
	Alex Dupey	DEA
	Amy Gibbons	ODOT
	Angie Jones	DEA
	Jef Kaiser	DEA
	Russell Knoebel	Washington County (PMT Chair)
	Mark Turpel	Metro
Tim Wilson	ODOT	
<b>Others</b>	Mike Feves	SWG
	Chris Macjewski	DKS
	Randy McCourt	DKS

**Distribution:** PMT, EMT, Interested Parties, File

The meeting began at 9:35 AM. The agenda and other materials were provided to EMT members in electronic format prior to the meeting and copies were distributed at the meeting. The agenda items are represented in "bold" headings.

- **Welcome and Introductions**

- Lawrence welcomed the group and asked if there were any changes or additions to the agenda.

- **Additions and Deletions to the Agenda**

- Lawrence spoke about a meeting with businesses in the project area
- Fred asked if there was any mention of 217, and Lawrence said there was one comment about it; nothing is going to get added to this project
- Rob asked about the paradigm shift in the next 30 years, we are going to move more freight than people
- Lawrence said there was a comment about creating a new subcommittee to deal with Land Use and Transportation

- **ROA Development Presentation and Discussion of TDM/TSM/EES Alternatives**

- Jef explained today's focus is to decide if we are ready to take the TDM/TSM/EESA to SWG
- He said we want to be clear on the definitions for TSM/TDM and EESA
- Also make sure to have a tight focus on the project purpose
- We need to have a valid process and firm foundation to support future NEPA involvement
- Need to make sure the project elements are doable, built from historic planning base
- Danielle asked what the definition of "doable" would be
- Jef said if it is clear and it is affordable, the effects to land use are feasible, etc. It would be difficult to nail down an exact definition
- Andy said it gets defined through this approval process
- Randy McCourt stepped up to present the powerpoint presentation to the EMT
- He went over the definitions of TDM/TSM and EESA
- Randy said some of the TDM/TSM/EESA will be carried all the way through the expected ROA
- He explained the TDM measures that are able to be measured and modeled, and those that cannot
- Danielle asked about future transit routes
- Randy showed the slide of Enhanced Transit Service with existing and future bus routes and rail
- Andy asked about TDM/TSM alternative, we would assume Tualatin-Sherwood road as the connector; he feels the focus should not be isolated to east-west movements. We are trying to get as much traffic off of T-S as possible
- Lawrence asked where they are getting the information to model this
- Randy said that we are using the regional model to put in these new routes
- Showed ¼ mile buffer of the enhanced transit service, and Andy and Randy explained that is the average that a person would walk to transit
- Randy said if we see these routes are performing well, we would look at if we should increase routes
- He spoke about park and ride facilities, locations and spaces available

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- Danielle and Mike Stone said it appeared to be missing some spaces and facilities in Wilsonville
- He showed two slides for bicycle and pedestrian facilities, both existing and “gap filling” proposed expansion areas
- Randy spoke about signal timing on Tualatin-Sherwood Road
- Danielle asked about more park and ride facilities to keep people from causing congestion to drive their cars to the park and ride facilities
- Randy said we will let the results guide us if to add, where to add
- Jef said that as we do the analysis we will learn things, changes to the alternatives may occur.
- EMT is comfortable with proposed TDM/TSM alternatives
- Randy said we did try to stay within the solution area, primarily within the UGB. If we strike into too much new ground, we are getting into the other expected ROA (connector alternatives within and partially or entirely outside UGB)
- Danielle asked about the I-205 connection
- Randy said we are taking that into consideration in the EESA
- Lawrence clarified by saying the PSC discussed the connection to I-205, but did not necessarily agree that it should be a direct connection
- Lawrence asked about modeling from a practical effect, but not a monetary effect
- At what point do we get to figuring out where the money is coming from
- Andy said what is fundable should be part of the evaluation
- Lawrence does not see the feds able to fund a bus route, etc.
- Randy said what we have been looking at thus far are patterns that meet the purpose and need, not modeled at this point
- One of the key things we looked at when we looked at these routes in addition to bike, ped, transit; is need to look at freight
- Randy said when we go through evaluation, we will be looking at the degree of change; working through the five types of improvement expected to be considered in ROA phase, they get more radical in types of change
- Randy proposed a discussion of policy decisions to the EMT, opportunity to come to a consensus
- Andy said the strategic approach would be to make improvements to help Tualatin-Sherwood Road
- Chris said that they ran a model of Tualatin-Sherwood Road with the TDM/TSM improvements, and it pulled about 30 vehicles each direction off
- PSC decided to keep improvements to 99W in the mix, although they did decide to take the 99W as a connector off the table
- Fred said those concepts have been around in Tigard for quite some time
- We have not brought Tigard into this discussion yet
- Randy said we need to keep this up at the policy level, and then move to the strategic approach
- Jeff G. said what we are trying to answer is to what extent will these projects improve operation on Tualatin-Sherwood Road
- Lawrence asked if it makes sense to move with what we’ve got, but to also move with others (Tigard)

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- Andy said if you don't have a major new corridor, all routes will suffer, all will absorb the burden if we do not build a facility.
  - Andy said recognizing when we get into the connector options, we will also be looking at a southern connector, but that is still a glaring hole for transportation in and out of Sherwood (east-west)
  - UGB and wetland is an issue for a direct connection there
  - Mike S. said you will need to do the modeling to convince them of the impacts to Tigard
  - Lawrence said we need to have a discussion with Durham and Tigard, but in the interim we need to decide what to bring to the SWG
  - Jef said that the EESA alternative is a starting point
  - In the alternatives analysis, we are going to be doing more modeling, until we get to it, the ROA is what you see today
  - We also have to include the connectors for the August 22<sup>nd</sup> meeting, we also want to have the EMT, SWG input on that for refinement
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- **ROA Development Presentation and discussion of approach and schedule**
    - The next EMT meeting is tentatively scheduled to be held on April 5<sup>th</sup> 9:30 am - 11:30 am.