



**DRAFT MEETING SUMMARY**

ODOT0000-0526

MS: 23

Meeting Date: 6/7/07

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.*

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**DRAFT MEETING SUMMARY-EMT #23**

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

**Attendees:**

|               |                 |                                 |
|---------------|-----------------|---------------------------------|
| <b>EMT</b>    | 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>    | Walt Bartel     | DEA                             |
|               | Alex Dupey      | DEA                             |
|               | Leslie Howell   | Howell Consulting               |
|               | Angie Jones     | DEA                             |
|               | Jef Kaiser      | DEA                             |
|               | Russell Knoebel | Washington County (PMT Chair)   |
|               | Scott Richman   | DEA                             |
|               | Mark Turpel     | Metro                           |
| Tim Wilson    | ODOT            |                                 |
| <b>Others</b> | Tom Aufenthie   | SWG                             |
|               | Mike Feves      | SWG                             |
|               | Randy McCourt   | DKS                             |

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

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The meeting began at 9:45 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

- **ROA Development: Presentation and Discussion of Initial Connector Alternatives**

- Jef gave a slide show presentation about the corridor connectors
- We are looking at two sets, one set is inside the UGB, the other set is outside the UGB
- Jef said we are looking at corridor patterns where a limited access highway or something less could occur within
- Jef explained the consideration matrix, and how we have reflected element 26 as not meeting any of the consideration points
- He explained the connection points and the restrictions we have for placing connections on I-5
- Mike Stone asked about the stretch along I-5 and how the shaded area appears to be on the east side of I-5
- Jef said with the development on the west side of I-5, we would hold the ROW static on the east side of I-5
- In order for the direct connection into I-205 to function, you need to add another layer (tunnels) – they are reflected on Alternative 4B
- Mike Stone asked if it would be possible to reflect the red lines represent possible tunnel options
- R. Scott said the tunnel option could be shown on the other I-205 connection alternatives as well
- Lawrence said yesterday at the Chamber meeting there was concern that the blue area represented the actual roadway
- Mike M. asked if it would be good to indicate tunnel versus flyover ramps or something surface to accommodate those connections
- Jef said he feels it is easier at this point to use tunnel illustrations only – you can roughly mirror I-205 on the west side if you need an idea of surface facilities
- Lawrence asked about the wide area at the midpoint interchange on alternative 5B
- Jef said we need to refine the drawing
- Randy said we need to have some flexibility to get around constraints, topo, etc.
- R. Scott asked about running something parallel to I-5 to make the I-205 connection
- Jef responded we are looking at doing that with auxiliary lanes and collector distributor roads
- Jef said if we design the southern I-5 connection, we may keep flexibility for a future 4<sup>th</sup> leg stemming east
- Randy presented the pathways that go through the corridor
- All the corridors run about 40-70K cars per day
- 4D and 5A drop about 20% of the function. They require a lot of out of direction travel, we are attempting to serve the SW quadrant, and this struggles to accomplish that
- Randy said all the northern alternatives serve Tualatin-Sherwood road effectively, although the differences lie in the reduction to 99W

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- Mike M. asked about the no-build in the baseline report, Randy said that is the starting point for these figures
- Randy said the further north you have the corridor, you are shifting use from I-5 and I-205, and you pick up travel west on Roy Rogers
- Randy said the midpoint interchange plays a pivotal role in distributing the traffic and bringing it to the facilities (I-5 and I-205)
- Randy said the six corners intersection struggles and will continue to in the future
- Randy said it is very complex, and it will require a solution
- Rob asked about Adams Avenue loop to create two smaller connections to T-S road
- Randy said there is clearly a need for capacity improvements on 99W to the north
- R. Scott asked about the need of capacity improvements to 99W with and without the 124<sup>th</sup> extension
- We lost over 500 vehicles per hour on I-5 when we made the fourth quadrant off of 124<sup>th</sup>
- Fred said the midpoint interchange gives a western access to Wilsonville, essentially giving Wilsonville a third interchange
- Randy said as we move the midpoint corridor north, we lose its efficiency
- Mike S. asked if the 500 cars are ultimately destined for Wilsonville
- Randy said we can do a more in depth study of the origins/destinations
- What we are trying to do with this is to figure out which pathways to study (which connections)
- Randy said freight is 5-12% representative to the total flow in the area
- Randy said the north connections to 99W; designing interchanges to avoid the Refuge is difficult while still maintaining capacity
- Randy said the closest you stay to a straight line, the better the performance; the sharp direction of some of the alternatives causes an out of direction movement and does not perform as well
- Jef showed the slide of all the alternatives, and explained there will be a package of improvements associated with each alternative
- He went over the initial recommendations
  - Drop Alternative 4D because of relatively low performance in serving regional through travel
  - Drop Alternatives 4A, 4B, 4C, and 5A
- He said we are not asking the EMT to take action on these recommendations today, we would like to expose these to the SWG next week
- Mike M. asked when the EMT will be expected to agree or disagree with the recommendations
- Jef said that will be discussed at the next EMT meeting when we have a little more refinement, and he would also like to have more to present on the T-S road hybrid
- Mike M. asked if these are filtered through the P&N and G&O
- Jef said yes
- As we go through the evaluation criteria, we will be comparing the affected elements to choose which alternatives to advance

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- Jef said he feels the next two PSC meetings will be briefings, exposing them to this information
- **ROA Development: Presentation and discussion of schedule, meetings and briefings**
  - Scott said he would expect the PSC to have two meetings before they are expected to take any action on the alternatives
  - The August meeting is when we would expect they could take action
  - August 17<sup>th</sup> and 20<sup>th</sup> are potential dates for that meeting
  - We have a SWG meeting next week, June 14<sup>th</sup>, and also next month on July 12<sup>th</sup>
  - Jef said when we go to the PSC, we want to take the whole package, not incremental decisions
  - Scott said as we further develop these into July and early August, we will have several briefings scheduled with various organizations (city councils, etc.)
  - Danielle said that Wilsonville will need the numbers before they can vote for a recommendation
  - Randy would like to package the information to put it in a comprehensive format
  - Mike M. asked about the T-S road hybrid alternative, and if it is part of the TDM/TSM/EESA
  - Jef said it was intended to fall in the categories of the connectors
  - Scott said it is being studied at a little more refined level because it is an existing facility
  - Jef said within any one blue pattern we have, there may be two alternatives, an expressway or different type facility
- **Other Business**
  - Lawrence mentioned the Wilsonville Chamber of Commerce meeting, Mayor Lehan presented her slideshow
  - Next EMT is June 21st

\*\*\*\*Local Wilsonville paper (Spokesman) or South Metro section, look for an article on the Wilsonville Chamber meeting yesterday\*\*\*\*