

I-5 TO 99W CONNECTOR PROJECT



Purpose and Need Statements, Goals and Objectives and Screening Criteria Adopted by the Project Steering Committee (11/22/06)

PURPOSE STATEMENT

The purpose of the project is to address the problem of inadequate transportation facilities in the outer southwest quadrant of the Portland metropolitan area to serve the growing demand for regional and intrastate travel access to the area's federal and state highways (I-5 and 99W), while considering the need for local arterial access to the state highway system.

NEED STATEMENTS

- **There is no efficient access or portal into and out of the Portland metropolitan area for state and regional through travel along Highway 99W.** Comment: Development in the town centers of Sherwood, Tualatin, and Tigard as well as in north Wilsonville and the City of Portland has reduced the through travel experience to a succession of stop-and-go conditions. Heavy through-trip movements conflict with growing local circulation needs and access needs have significantly diminished the effectiveness of this urban portion of Highway 99W to serve its function as a state and regional transportation facility.
- **There is inadequate multimodal connectivity in the state highway network for the outer southwest quadrant of the Portland metropolitan area.** Comment: Regional and state travel is forced to compete with local trips using multiple modes of travel on town center arterials that are at or nearing capacity. All travel modes including vehicles, trucks, transit, bicyclists, and pedestrians in newly urbanizing areas have inadequate access to state- and region-level highways.
- **Freight mobility in the outer southwest quadrant of the Portland metropolitan area is constrained and inefficient due to the lack of effective access to the state highway system and significant congestion conflicts on existing arterials.** Comment: Current regional and statewide truck travel is forced to use heavily congested arterials through the urban and urbanizing economic centers of Sherwood, Tigard, north Wilsonville and Tualatin and/or substandard and circuitous rural roads not designed for heavy freight travel.
- **Conflicts between through travel needs and local destination and access needs threaten the continued economic viability and livability of the town centers of Sherwood, Tualatin, Wilsonville and Tigard.** Comment: Highway 99W through Sherwood and Tigard is at or exceeding capacity during peak periods and Tualatin-Sherwood Road serving Tualatin is also at or exceeding capacity during these periods. Boones Ferry Road in north Wilsonville is also severely congested during peak period travel.

- **Due to high levels of congestion on routes intended to serve urban, freight and regional travel, rural land uses and roads in the project area are being infiltrated and adversely impacted by freight and regional traffic.** Comment: These roads are being used beyond their design limitations in trying to serve the speeds and volumes of these types of trips creating safety and livability issues in rural areas.
- **Existing and new industrial lands in the project area do not have effective access routes to the state highway system.** Comment: As traffic growth continues to degrade the effectiveness of the existing local road system, the ability of industrial centers to move goods and create jobs diminishes.

GOALS AND OBJECTIVES

Transportation

Goal 1 – Provide transportation improvements that address present and future demand for travel to and between I-5 and 99W in the Tualatin/Sherwood/Wilsonville area.

Objective 1A – Reduce the growing problem of congestion in the designated Town Centers of Tualatin, Sherwood, Wilsonville and Tigard caused by regional through and interstate trips conflicting with local access and circulation.

Objective 1B – Improve the “gateway” access for regional and intrastate trips on 99W and I-5 accessing the greater Portland metropolitan area.

Objective 1C – Provide transportation improvements that are safe and effectively serve all travel modes including bicycles, pedestrians, transit, and motor-vehicles (including trucks).

Objective 1D – Provide transportation improvements that will not negatively impact I-5, between the Nyberg/I-5 interchange and the Boone Bridge at the Willamette River, and 99W.

Objective 1E – Provide for the access and regional and intrastate travel needs of trucks hauling freight into and out of the Tualatin, Sherwood and Wilsonville areas.

Objective 1F – Provide multimodal transportation improvements that complement and support local transportation systems planning.

Objective 1G – Provide for enhanced emergency vehicle response time and access needs, and needs identified from regional and state evacuation route planning.

Objective 1H – Provide expanded transportation facilities capacity within the project area.

Land Use and Socioeconomics

Goal 2 – Provide transportation improvements that support state, regional, and local land use planning.

Objective 2A – Fully investigate and consider potential transportation solutions that avoid having to take state land use goal exceptions.

Objective 2B – Protect the viability of regionally-designated Town Centers by avoiding and minimizing impacts where practicable. Where impacts are unavoidable, provide mitigation as appropriate.

Objective 2C – Protect the livability, quality, and integrity of established residences and communities by avoiding and minimizing impacts where practicable. Where impacts are unavoidable, provide mitigation as appropriate.

Objective 2D – Protect the economic viability of established commercial areas by avoiding and minimizing impacts where practicable. Where impacts are unavoidable, provide mitigation as appropriate.

Objective 2E – Protect by avoiding, or minimizing impacts to designated “Farm and Forest Lands,” wildlife refuges, parks, and other protected areas where practicable. Where impacts are unavoidable, provide mitigation as appropriate.

Objective 2F – Avoid disproportionate impacts to minority and low-income communities.

Natural and Cultural Resources

Goal 3 – Provide transportation improvements that avoid where possible then minimize and effectively mitigate adverse impacts to natural and cultural resources.

Objective 3A – Protect habitat systems including forested uplands, wildlife corridors, streams and water bodies, riparian zones, and wetlands. Where impacts are unavoidable, provide effective mitigation.

Objective 3B – Avoid impacting cultural sites and resources where practicable. Where impacts are unavoidable, provide recordation, salvage, and/or mitigation as appropriate.

Objective 3C – Avoid impacting the functional wildlife values of lands within the Tualatin National Wildlife Refuge, including those lands authorized by Congress for future acquisition.

Objective 3D – Minimize and mitigate adverse impacts to surface and groundwater resources within the project-influence area.

Project Development

Goal 4 – Provide a timely and cost-effective project solution that performs as designed throughout its expected design-life.

Objective 4A – Develop a project solution that can be implemented, all or in part, within the next ten years.

Objective 4B – Consider project affordability, sources of funding, and the role of tolling in judging the cost-effectiveness of the project solution.

Objective 4C – Develop measures to protect the operational integrity of the project solution from unintended land use impacts.

Objective 4D—As soon as practicable, eliminate potential solutions, including corridors and interchanges, that are clearly infeasible so that project efforts can be focused on the most promising locations and that residents and businesses in the areas that are not suitable for an I-5 to Highway 99W connector can be assured that such a connector will not be further considered.

SCREENING CRITERIA

Transportation

Goal 1 – Provide transportation improvements that address present and future demand for travel to and between I-5 and 99W in the Tualatin/Sherwood/Wilsonville area.

Criterion 1.1 – Provides a solution that meets the future demand for regional and through travel to/from and between I-5 and 99W in the Tualatin/Sherwood/Wilsonville area.*

Criterion 1.2 – Provides relief from regional and through traffic for Tualatin-Sherwood Road and 99W north of Tualatin-Sherwood Road.*

Criterion 1.3 – Mitigates operational and safety impacts on I-5, I-205 and 99W resulting from this project.

Criterion 1.4 – Improves freight access to/from I-5 and 99W.

* Does not preclude consideration of existing roadway facilities and allows for the designation of a state highway route connecting I-5 with 99W.

Land Use and Socioeconomics

Goal 2 – Provide transportation improvements that support state, regional, and local land use planning.

Criterion 2.1 – Provides a transportation solution that addresses the goals and policies of the *Oregon Highway Plan*, including mobility standards, access management, and rail and highway compatibility.

Criterion 2.2 – Provides a transportation solution that addresses regional land use planning and the intent, policies, and standards of the *Regional Transportation Plan*.

Criterion 2.3 – Provides a transportation solution that supports city and county comprehensive planning efforts.

Natural and Cultural Resources

Goal 3 – Provide transportation improvements that avoid where possible then minimize and effectively mitigate adverse impacts to natural and cultural resources.

Criterion 3.1 – Provides a transportation solution that maintains the functional values of protected natural resource areas.

Criterion 3.2 – Provides a transportation solution that avoids protected or designated cultural resources that are dependent on remaining in place for their value..

Project Development

Goal 4 – Provide a timely and cost-effective project solution that performs as designed throughout its expected design-life.

No screening criteria proposed. However, staff anticipates that applicable evaluation criteria will be developed at a later time to compare alternatives.