

Chapter 3. Project Purpose and Needs

Through a collaborative process involving public, jurisdictional, and agency stakeholders, Project Purpose and Needs were developed and formally adopted to guide the development of the I-5 to 99W Connector. The final wording of these statements is presented below.

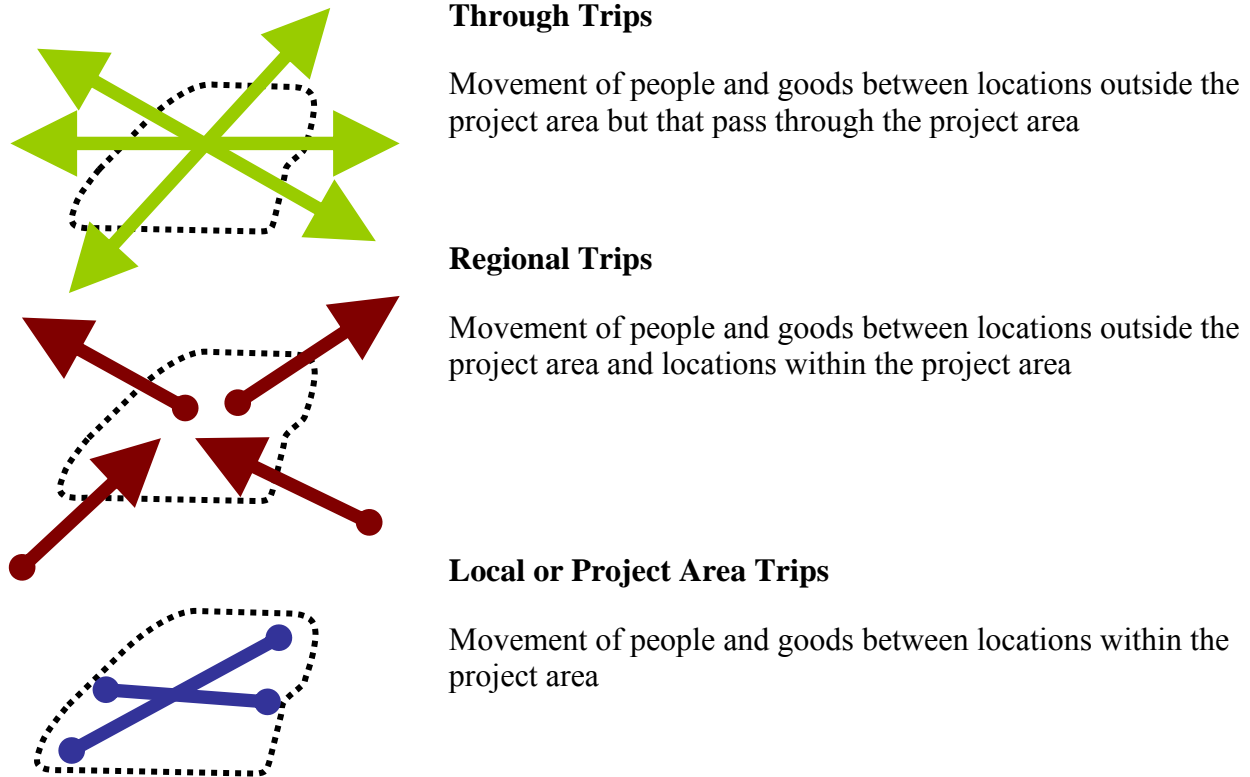
3.1 Project Purpose

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 OR 99W), while considering the need for local arterial access to the state highway system.

The Project Purpose directs the project to focus on “regional” and “intrastate” or through travel, as defined in Figure 3.2-1.

3.2 Project Needs

- ◆ There is no efficient access or portal into and out of the Portland metropolitan area for state and regional through travel along OR 99W.
- ◆ There is inadequate multimodal connectivity in the state highway network for the outer southwest quadrant of the Portland metropolitan area.
- ◆ 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.
- ◆ 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.
- ◆ 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.
- ◆ Existing and new industrial lands in the project area do not have effective access routes to the state highway system.

Figure 3.2-1 Defining Local, Regional, and Through Trips**Through Trips**

Movement of people and goods between locations outside the project area but that pass through the project area

Regional Trips

Movement of people and goods between locations outside the project area and locations within the project area

Local or Project Area Trips

Movement of people and goods between locations within the project area

Using the Project Purpose as overarching guidance, a set of Project Goals and Objectives were developed to assist in evaluating the effectiveness of potential solutions to address perceived problems. Project Goals reflect stakeholder opinions on what performance characteristics a potential solution should have in addressing the Project Purpose. Project Objectives provide guidance on what factors are important to consider in achieving the Project Goals.

3.3 Project Goals and Objectives

The Project Steering Committee (PSC), with input from the Executive Management Team (EMT) and Stakeholder Working Group (SWG) adopted the following Goals and Objectives to guide the project, as shown in Table 3.3-1. This table also shows the sections in this Alternatives Analysis that relate to each Objective.

Table 3.3-1 Project Goals and Objectives

Goal or Objective	Related Alternatives Analysis Section
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	
<i>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.</i>	Section 7.5
<i>Objective 1B – Improve the “gateway” access for regional and intrastate trips on 99W and I-5 accessing the greater Portland metropolitan area.</i>	Sections 7.6, 7.7
<i>Objective 1C – Provide transportation improvements that are safe and effectively serve all travel modes including bicycles, pedestrians, transit, and motor vehicles (including trucks).</i>	Sections 5.2, 7.3.4, 7.4, 7.8
<i>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.</i>	Section 7.6.2
<i>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.</i>	Sections 7.4, 7.7
<i>Objective 1F – Provide multimodal transportation improvements that complement and support local transportation systems planning.</i>	Sections 8.1.3, 8.1.4, 8.1.6
<i>Objective 1G – Provide for enhanced emergency vehicle response time and access needs, and needs identified from regional and state evacuation route planning.</i>	Sections 8.1.3, 8.1.4, 8.1.6
<i>Objective 1H – Provide expanded transportation facilities capacity within the project area.</i>	Sections 7.4, 7.5
Goal 2 – Provide transportation improvements that support state, regional, and local land use planning	
<i>Objective 2A – Fully investigate and consider potential transportation solutions that avoid having to take state land use goal exceptions.</i>	Sections 8.1.3, 8.1.4, 8.1.6, 8.1.7
<i>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.</i>	Sections 7.4, 8.1.3, 8.1.5, 8.1.6, 8.1.7
<i>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.</i>	Sections 8.1.3, 8.1.4, 8.1.6, 8.1.7, 8.10.4, 8.12.4
<i>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.</i>	Sections 8.1.3, 8.1.5, 8.1.6
<i>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.</i>	Sections 8.1.3, 8.1.6
<i>Objective 2F – Avoid disproportionate impacts to minority and low-income communities.</i>	Sections 8.1.4, 8.5.4, 8.6.3, 8.6.4, 8.7.4, 8.11.4

Table 3.3-1 Project Goals and Objectives (cont.)

Goal 3 – Provide transportation improvements that avoid where possible then minimize and effectively mitigate adverse impacts to natural and cultural resources	
<i>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.</i>	Section 8.2.4, 8.3.4
<i>Objective 3B – Avoid impacting cultural sites and resources where practicable. Where impacts are unavoidable, provide recordation, salvage, and/or mitigation as appropriate.</i>	Section 8.9.4
<i>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.</i>	Section 8.2.4
<i>Objective 3D – Minimize and mitigate adverse impacts to surface and groundwater resources within the project-influence area.</i>	Sections 8.2.4, 8.3.4, 8.4.4, 8.8.4
Goal 4 – Provide a timely and cost-effective project solution that performs as designed throughout its expected design life	
<i>Objective 4A – Develop a project solution that can be implemented, in all or in part, within the next ten years.</i>	*
<i>Objective 4B – Consider project affordability, sources of funding, and the role of tolling in judging the cost-effectiveness of the project solution.</i>	*
<i>Objective 4C – Develop measures to protect the operational integrity of the project solution from unintended land use impacts.</i>	Sections 8.1.6, 8.1.7
<i>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 so that residents and businesses in the areas that are not suitable for an I-5 to 99W Connector can be assured that such a connector will not be further considered.</i>	Section 4.3

* This information will be developed as part of the alternative selection process.

See Section 4.3, Task 2 for an explanation of how Goals and Objectives were developed.