

RESOLUTION NO. 989

A RESOLUTION ENDORSING FIVE TRANSPORTATION ALTERNATIVES, INCLUDING THE LUTRAQ ALTERNATIVE, FOR EVALUATION IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) OF THE WESTERN BYPASS STUDY.

WHEREAS, the City of Wilsonville is within the Western Bypass Study area and is a party to the Western Bypass Intergovernmental Agreement and

WHEREAS, the Oregon Department of Transportation (ODOT) is conducting a Western Bypass Study to identify and resolve issues related to accommodating major existing and future state, regional and intra-county travel needs within the project study area; and

WHEREAS, a Purpose and Need Statement has been prepared identifying the underlying purpose and need for the Western Bypass Study; and

WHEREAS, ODOT's staff has studied, developed, and refined five (5) alternatives to meet the regional westside circumferential travel needs identified in the Purpose and Need Statement; and

WHEREAS, ODOT's staff has recommended certain reasonable transportation alternatives for further study; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metropolitan Service District (Metro) have considered reasonable transportation alternatives for further study as recommended by ODOT's staff.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

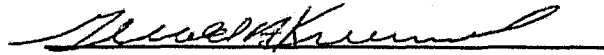
1. That the five alternatives recommended by ODOT and its Technical, Citizens and Steering Committees, and described in the "Evaluation of Alternatives Evaluation Summary" dated October 5, 1992 and included as Exhibit A, namely: the No-Build, the Planned Projects/TSM, the LUTRAQ, the Arterials Expansion/HOV Express and the Bypass Alternatives, be carried forward for analysis in the Draft Environmental Impact Statement.

2. That no element of any of the alternatives be included in such a way as to preclude the eventual inclusion of Light Rail as the Highway 217 High-Capacity Transit element at a later date.

3. That further consideration be given to financing the major elements of the alternatives.

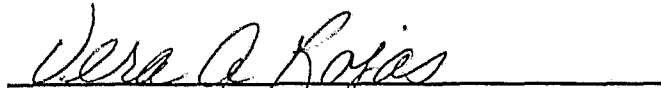
4. That further evaluation of components related to parking charges, dial-a-ride transit, and transit fare subsidy be reflected in the DEIS.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof the 19th day of April, 1993, and filed with the Wilsonville City Recorder this date.



GERALD A. KRUMMEL, Mayor

ATTEST:



VERA A. ROJAS, CMC, AAE City Recorder

SUMMARY of Votes:

Mayor Krummel	<u>AYE</u>
Councilor Carter	<u>AYE</u>
Councilor Lehan	<u>AYE</u>
Councilor Van Eck	<u>AYE</u>
Councilor Hawkins	<u>AYE</u>



City of
WILSONVILLE
in OREGON

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PUBLIC WORKS DEPARTMENT

MEMORANDUM

DATE: APRIL 14, 1993

TO: HONORABLE MAYOR AND CITY COUNCILORS

FROM: STEVE STARNER, PUBLIC WORKS DEPARTMENT *Steve Starner*

SUBJECT: WESTERN BYPASS STUDY - - ENDORSEMENT
OF ALTERNATIVES *js*

SUMMARY:

Consistent with the Intergovernmental Agreement process, Resolution No. CB-R-673-93 is presented for endorsement of the five transportation system alternatives recommended by ODOT and the Western Bypass Study Advisory Committees for further analysis in a draft Environmental Impact Statement. JPACT and Metro have already endorsed the alternatives.

Completion of the draft Environmental Impact Statement is anticipated for Spring/Summer 1994. At that time, local governments would again participate in the decision process for the selection of the final transportation alternative.

STAFF RECOMMENDATION:

Approve Resolution No. CB-R-673-93 as presented.

ss/js

WESTERN BYPASS STUDY

Oregon Department of Transportation

RECOMMENDED WESTERN BYPASS STUDY ALTERNATIVES FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT OCTOBER 5, 1992

INTRODUCTION

We are at a decision point in the Western Bypass Study process, at the end of the evaluation of alternatives phase. The purpose of this phase has been to identify a range of viable alternatives for further analysis in the DEIS. Viability has been tested based on the performance of the alternatives with transportation-related evaluation criteria. In the DEIS additional study will be completed to show how well these alternatives perform with environmental criteria.

It is important that a range of alternatives be carried into the DEIS, so that the viability of different alternative solutions, both inside (urban) and outside (rural) the Urban Growth Boundary, can be identified and evaluated relative to one another. Documenting these impacts will provide decision-makers the information to make an informed decision.

Further refinements to the three WBS build alternatives resulting from this summer's Open Houses and the last series of committee meetings have been identified by the study team. A brief description of these modifications as well as refinements to the LUTRAQ alternative are identified in the description of alternatives under the following recommendation.

RECOMMENDATION

We recommend that the following five alternatives be carried forward into the DEIS phase of this study for the purpose of analyzing a broad range of alternatives and documenting their associated impacts. They represent a viable range of alternatives with reasonable transportation performances because each one performs better than the No-Build Alternative for all transportation-related evaluation criteria in this study. Each of these alternatives is different in its approach to meeting the study objectives, and would result in distinct impacts if implemented. Endorsement of this recommendation by committee members represents consensus for further study, and is not a decision for approval of any alternative or element of it for implementation.

Description of Alternatives

No-Build Alternative

This is the baseline alternative to which the build alternatives will be compared in the DEIS. It consists of transportation projects and services that are funded and committed for implementation in the region. These include a variety of roadway projects, Westside Light Rail Transit (LRT) to 185th Avenue, and an expanded feeder bus network in support of the light rail service. These projects, along with the 1988 existing system, will form the base transportation system for year 2010. The elements of the No-Build Alternative are included in all proposed build alternatives, described below.

Planned Projects/Transportation System Management (TSM) Alternative

The TSM Alternative includes all of the projects in the No-Build Alternative plus those planned projects without secured funding which expand the capacity of the existing transportation system. Such projects are included in existing jurisdictional, Tri-Met, and ODOT plans. Among the improvements are the extension of Westside LRT from 185th Avenue to Hillsboro, expansion of Highway 217 to three lanes in each direction, extension of Beef Bend Road to Elsner Road, extension of Murray Boulevard as a three-lane collector to Highway 99W, and various other roadway and intersection improvements.

The TSM Alternative includes a Transportation Demand Management (TDM) program aimed at reducing single-occupancy vehicle trips and maximizing transit ridership through parking charges and transit subsidies. This Alternative also includes Demand Responsive Transit (DRT) which provides transit service to riders when and where it is needed through a call-in "dial-a-ride" service (see attached TDM and DRT descriptions).

All of the elements of the TSM Alternative will be included in the Arterial Expansion/HOV Express Alternative and the Bypass Alternative. Some of the elements of the TSM Alternative will be included in the LUTRAQ Alternative.

Proposed Modeling Modifications - TSM Alternative:

- Schools Ferry Road - 121st Avenue to Hwy 217: Modify roadway capacity to reflect 7-lane section.
- Baseline Road - 158th Avenue to 185th Avenue: Modify roadway capacity to reflect 5-lane section.
- Express Bus/Feeder Network (HCT): Add transit service as currently included in the Arterial Expansion Alternative.

Arterial Expansion/High Occupancy Vehicle Express Alternative

This alternative is proposed as a means to complete or expand certain elements of the existing north-south and circumferential roadway system. It includes expanding Highway 217 to four lanes in each direction with one lane in each direction utilized for express travel, including buses. There would also be expanded local and feeder bus service. Roadway improvements would include additional lanes on 216th and 219th Avenues, extension of Murray Boulevard to I-5, and an expressway from I-5 to Highway 99W in the Tualatin area.

This alternative also includes all the improvements in the No-Build and TSM Alternatives.

Proposed Modeling Modifications - Arterial Expansion/HOV Express Alternative:

- Roadway modifications: Add capacity improvements as noted for the TSM Alternative.
- Highway 99W - Durham Road to Commercial Street: Modify roadway capacity to more accurately reflect the proposed 6-lane section.
- Demand Responsive Transit: Add service as included in the TSM Alternative.

Bypass Alternative

This alternative includes a new four-lane, limited access highway between I-5 and Highway 26, from the Tualatin area to the Hillsboro area. Other improvements include expansion of Highway 217 with preferential treatment for high-occupancy vehicles (HOVs) and transit. Expanded local, feeder, and express bus service would be focused in the Highway 217 corridor.

This alternative also includes all the improvements in the No-Build and TSM Alternatives.

Proposed Modeling Modifications - Bypass Alternative:

- Highway 99W - Durham Road to Commercial Street: modify roadway capacity to more accurately reflect the proposed 6-lane section.
- Demand Responsive Transit (DRT): Add service as included in the TSM Alternative.

LUTRAQ Alternative

The LUTRAQ Alternative includes three primary components. First, the alternative focuses the higher density land uses projected for the study area into transit corridors. These land uses are moderate in density, mixed use in nature, and designed for transit, pedestrian, and bicycle transportation, as well as for automobile use.

Second, the alternative includes a number of transportation improvements. On the transit side the LUTRAQ Alternative includes light rail in the Westside corridor to downtown Hillsboro, in the Barbur corridor to Tigard, in the Willamette Shores corridor to Lake Oswego and Tualatin, and in the 217 corridor from Beaverton to Tualatin. It includes express bus service from Forest Grove to the Beaverton Transit Center (TC), from Sherwood to the Tualatin light rail station, from Scholls Ferry Rd. at Murray Blvd. to the Beaverton TC, and from the Bethany area to the Sunset TC (Peterkort). There would also be expanded local and feeder bus service. LUTRAQ also includes, in the corridors that would be served by fixed route transit, the construction of bicycle and pedestrian improvements such as sidewalks, bicycle lanes, and roadway crossings.

Third, the LUTRAQ alternative includes the transportation demand management (TDM) program developed by the Western Bypass Study process (see attached TDM description).

This alternative also includes all of the improvements in the No-Build Alternative.

Proposed Modeling Modifications - LUTRAQ Alternative:

- Demand Responsive Transit (DRT): Add service as included in the TSM Alternative (see attached DRT description).

A series of roadway improvements selected from the TSM Alternative:

- Highway 26 Widen to 6 lanes between Hwy 217 and Cornelius Pass;
Add a lane in each direction between Katherine Lane and Hwy217;
Improve interchange with Jackson Road;
- Highway 99W Widen to 6 lanes between Pfaffle and Commercial;
- Highway 217 Add one additional through lane and one additional collector/distributor road southbound and one additional through lane northbound between Hwy 26 and TV Highway;
Widen to 6 lanes between TV Highway and 72nd;
Add ramp metering between Hwy 26 and Scholls Ferry;
- TV Highway Various intersection improvements;
- Farmington Road Widen to four lanes between 149th and 209th;
- Tualatin Road Widen to three lanes between 99W and Upper Boones Ferry;
- Durham Road Widen to three lanes between 99W and Hall;
- McDonald St. Widen to three lanes between 99W and 97th;
- Gaarde Street Widen to three lanes between 121st and 99W.

**PROPOSED
TRANSPORTATION DEMAND MANAGEMENT PROGRAM
OCTOBER, 1992**

Background

A Transportation Demand Management (TDM) Program will be modeled as an element of all of the "Build Alternatives" for the Western Bypass Study. A previous memo, distributed to the advisory committees at the July 1991 meetings, described possible program elements and their potential for being included in the Metro regional model as part of proposed study alternatives. To be included in the modeling process, the TDM program elements need to the number of trips by mode due to measurable or quantifiable differences in time or cost or time differences. The impact of TDM elements, such as information or ride matching services, are difficult to quantify and thus cannot be modeled. This does not mean that they cannot be part of a TDM program, as they can provide support to other elements, making them more effective.

There are two reasons for including such a program as part of the alternatives: 1) one of the adopted objectives of the study, Objective 2.5 of Goal 2 of the Evaluations Measures and Criteria, is to "Reduce reliance on the private automobile and reduce or delay the need for additional vehicular capacity through support of transit, ride sharing (carpools, vanpools), and other demand management strategies"; and 2) the Transportation Rule, adopted by LCDC in 1991, which also has the objective of reducing reliance on automobiles. The rule seeks to achieve this objective by requiring reductions in parking spaces, reductions in VMT per capita, and developments to be designed to encourage transit, walking, and bicycling. A program of incentives and disincentives, is being proposed to reduce single-occupancy vehicle (SOV) trips within the study area.

The region has certain TDM programs already in place. These activities are generated from policies in the Regional Transportation Plan and focus on ridesharing and parking management. The parking management efforts are centered in downtown Portland. There is currently no parking management program enforced within the study area.

TDM Program

The proposed TDM program is designed to address the objectives for the study area as stated above: to reduce the use of single occupancy vehicles and also reduce VMT per capita in the study area. The following assumptions are incorporated into modeling this element:

- A parking charge will be applied to all work-related single-occupancy vehicles parking in the study area.
- The charge will be applied uniformly throughout the study area.
- There will be no parking charge for carpool or vanpool parking.
- A full transit subsidy will be provided for all study area employer sites for all employees who work in the study area and who ride transit.

**PROPOSED
DEMAND RESPONSIVE TRANSIT PROGRAM
OCTOBER, 1992**

Background

A Demand Responsive Transit (DRT) program will be modeled as an element of the all Western Bypass Study "Build Alternatives". The addition of this program was suggested by the study advisory committees. Initially included in only the TSM alternative, DRT will now be modeled as an element of the Arterial Expansion and Bypass Alternatives as well. This type of service was described in the January, 1991 Western Bypass Study Report entitled "Alternative Transportation Technology Report", and was presented and discussed at the January 1991 advisory committee meetings. DRT was also considered in the April 1989 Tri-Met report entitled "Suburban Transit Study".

Demand responsive transit provides service to riders when it is needed and where it is needed. It includes types of dial-a-ride, shared ride and shuttle services. It provides flexibility that fixed-route service cannot, as well as more intensive transit coverage.

DRT Program

The following assumptions are incorporated into modeling this element:

- A system of five Demand Responsive Transit cells has been mapped which together cover the entire study area.
- A dial-a-ride service will be provided to users within each of these cells.
- DRT vehicles will be accessed by a call-in service. Vehicles will be routed by a dispatcher in response to requests for service.
- Service coverage will be to all and any destinations within a cell, including residences, offices, shopping centers, bus stops, light rail stops and transit centers, if they are located within the cell.
- DRT service will not be provided between cells but service will be provided by fixed route service such as bus routes and light rail.
- DRT service will be provided in addition to the expanded fixed-route bus service planned by the year 2010.
- A full transit subsidy will be provided to all study area employees who use transit for work trips as part of the TDM program.