

SUMMARY PRESENTATION

Developing the Range of Alternatives

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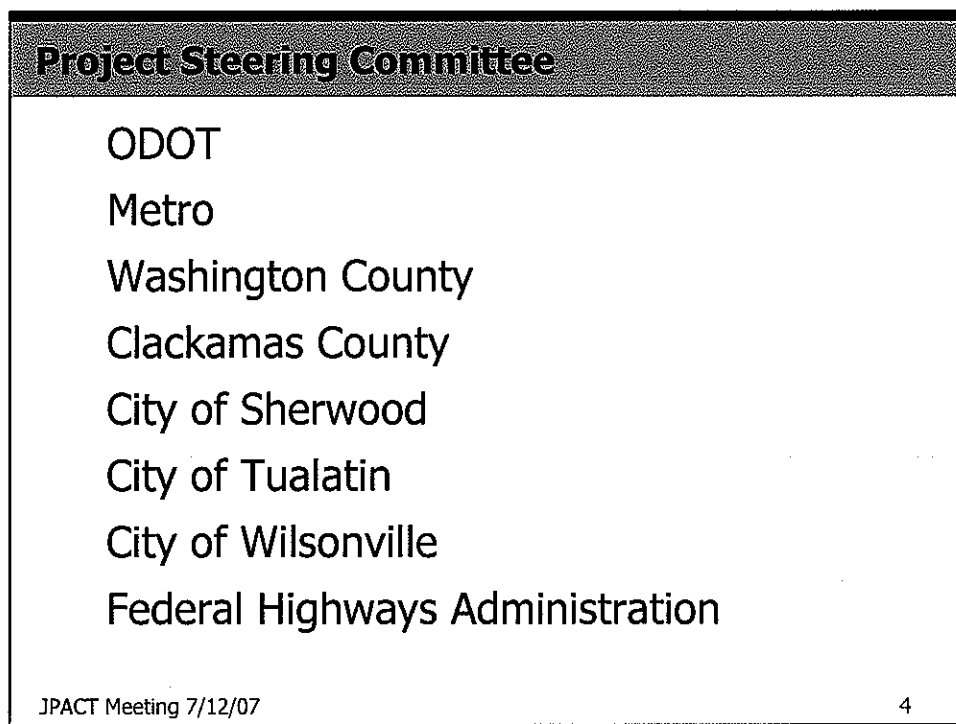
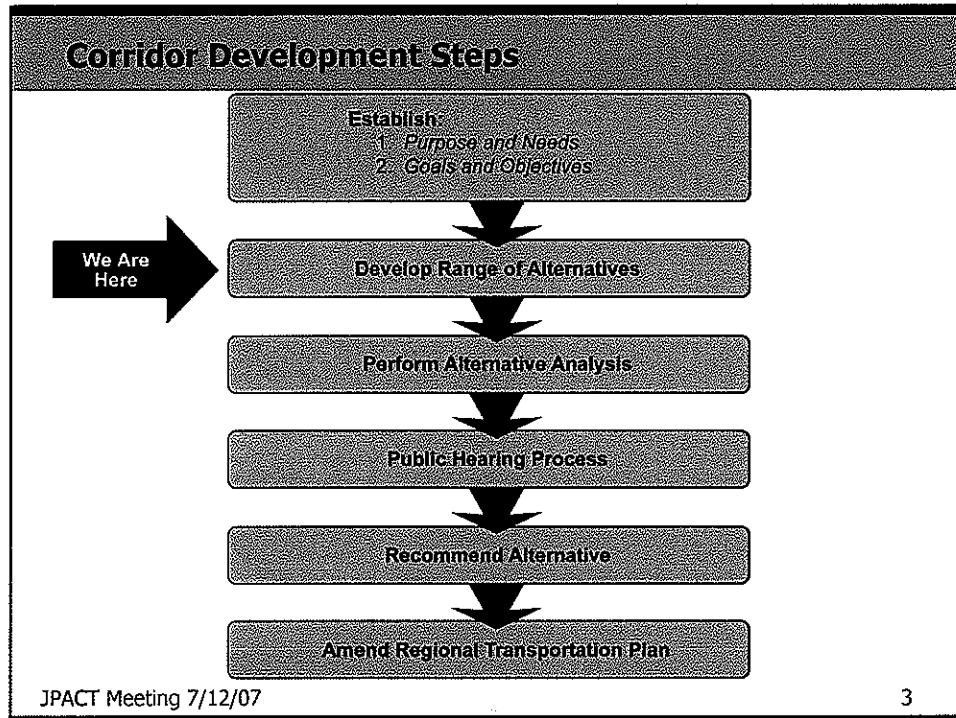
I-5 TO 99W
Connector
Project

Adopted Project 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.

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Proposed Alternatives for Evaluation

1) No Build

- 2) Transportation System Management / Transportation Demand Management (TSM / TDM)
- 3) Enhance Existing System Alternative (EESA)
- 4) Connector(s) inside the UGB *
- 5) Connector(s) outside the UGB *

* A Connector is defined as a new partially or fully limited access highway / high capacity parkway between I-5 and 99W

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Proposed TDM Measures

TDM - Measures to reduce the number of single-occupancy-vehicle (SOV) trips on existing roadway network toward meeting the Project Purpose:

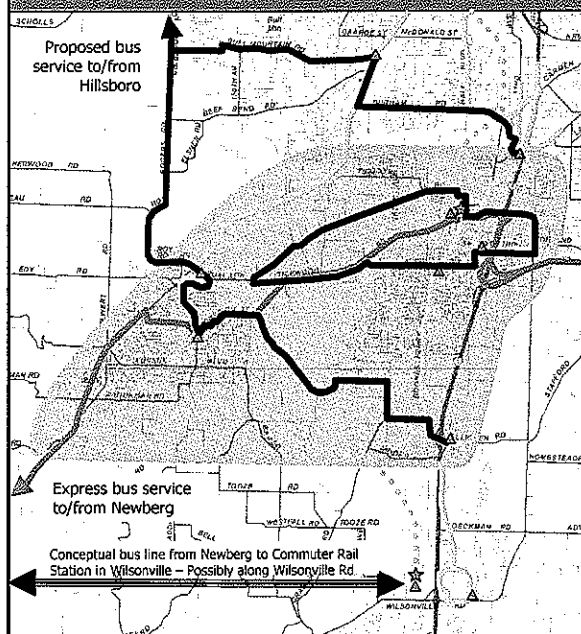
- * 1) Managing Parking Supply in Town Centers (62% of central Portland)
- * 2) Expanding Transit Pass Subsidies (85% of full fare)
- 3) Enhancing Transit Service
- * 4) New Park and Ride Facilities
- 5) Improving Bicycle & Pedestrian Facilities
- * 6) Supporting Transportation Management Associations (TMAs)
- * 7) Promoting Carpool/Vanpool/Rideshare Programs
- * 8) Encouraging Telecommuting/Flex Time

* Metro 2030 Baseline assumption

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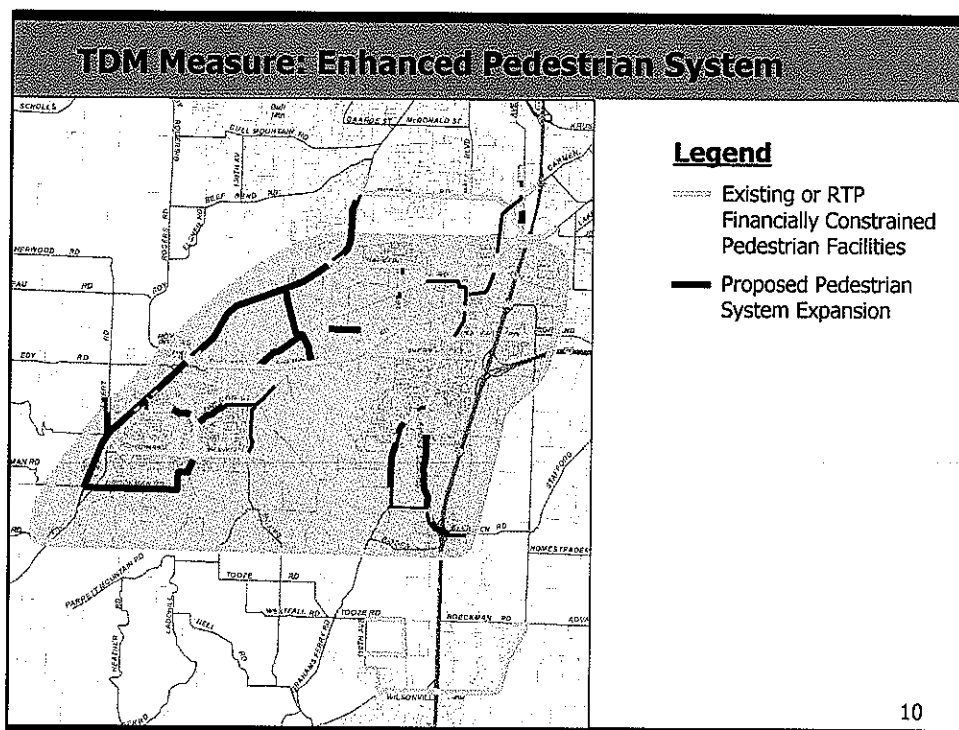
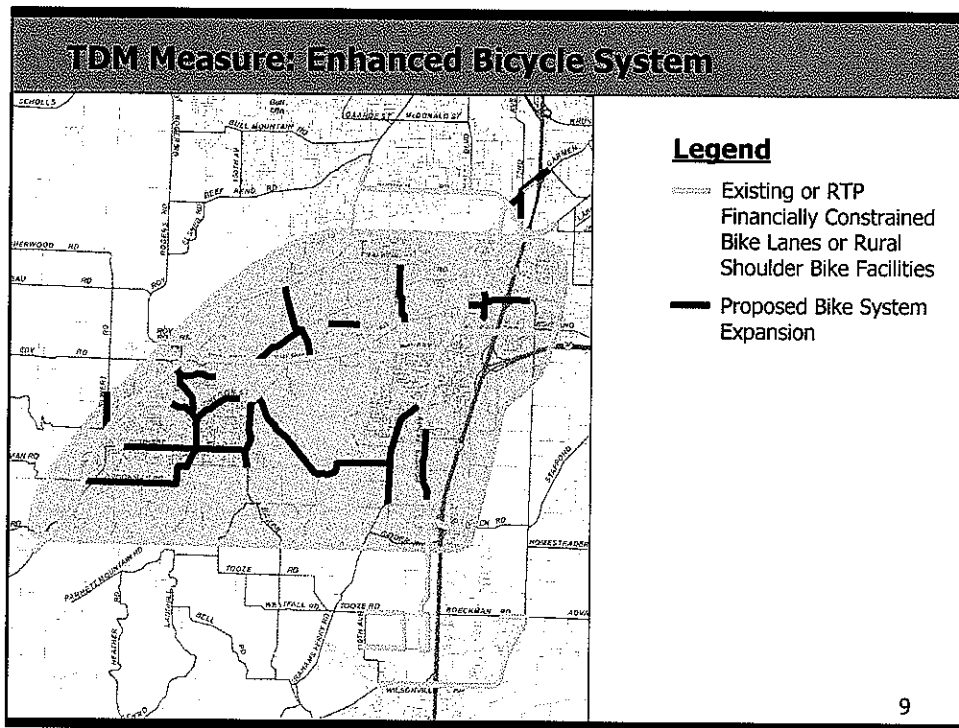
TDM Measure: Enhanced Transit Service



Legend

- Existing Bus Routes
- ▲ Existing and Commuter Rail Park and Ride Lots
- Commuter Rail Under Construction
- ★ Commuter Rail Station
- Future Bus Routes from RTP Preferred System
- ▲ Future Park and Ride Lots from Local TSPs
- Recommended Route Additions to connect communities where no service is planned

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Proposed TSM Measures

TSM - Measures to improve the efficiency of existing transportation facilities toward meeting the Project Purpose

Corridors proposed for TSM Improvements:

- Tualatin-Sherwood Road (I-5 to 99W)

TSM measures include:

- Signal timing/coordination
- ITS programs
- Access consolidation
- Incident management

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Definition of EESA

Enhanced Existing System Alternative (EESA):

- Multimodal projects that focus on significantly enhancing the existing transportation system toward achieving the Project Purpose

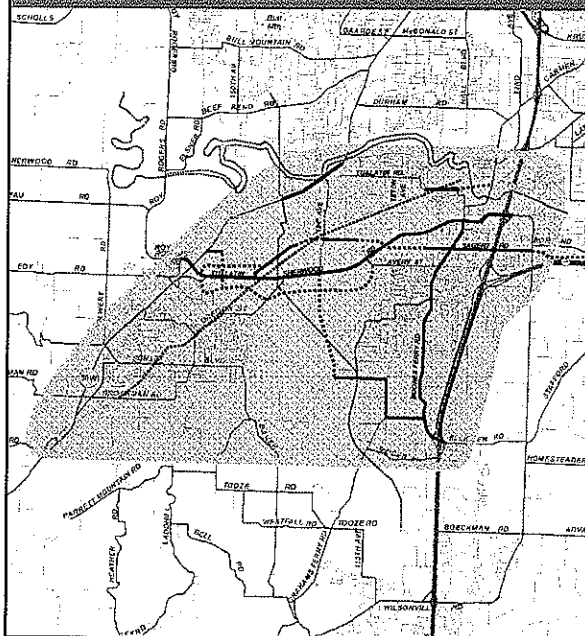
EESA Improvements Include:

- TDM/TSM Alternative
- Roadway Improvements
- Commuter Rail extension to Sherwood
- Regional Trail Development

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Proposed EESA Alternative



Legend

- 2-3 Lane Improved Roadway
- 2-3 Lane New Roadway
- 4-5 Lane Improved Roadway
- 4-5 Lane New Roadway
- 6-7 Lane Improved Roadway
- Auxiliary Lane
- Commuter Rail Extension
- Regional Trail System

Note: These improvements would be in addition to those included in the 2030 Baseline

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Proposed Alternatives for Evaluation

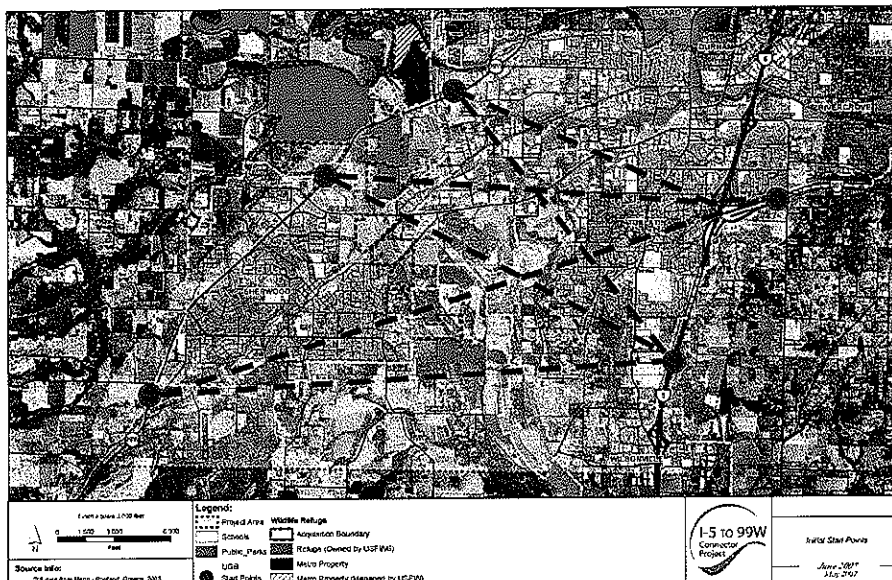
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Connector Alternatives: Possible Connections to I-5/99W

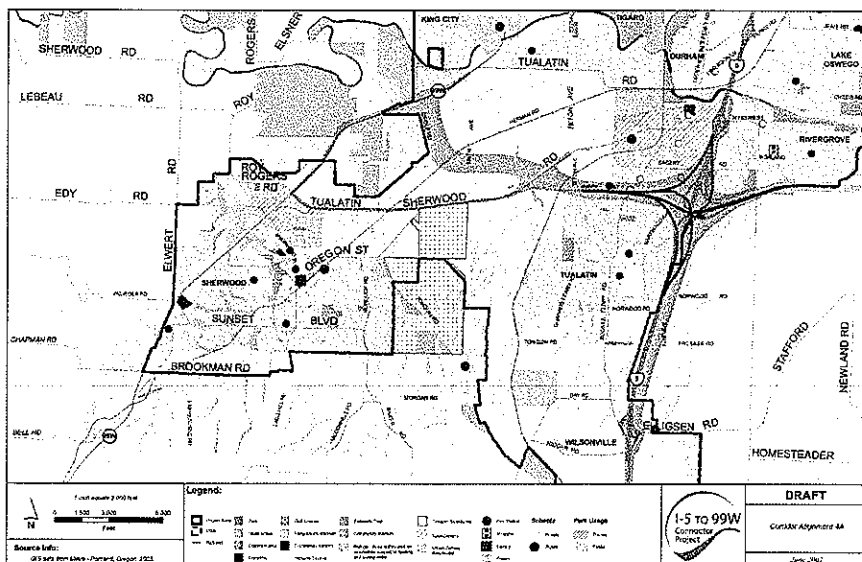


Dashed lines do not represent actual connector routes

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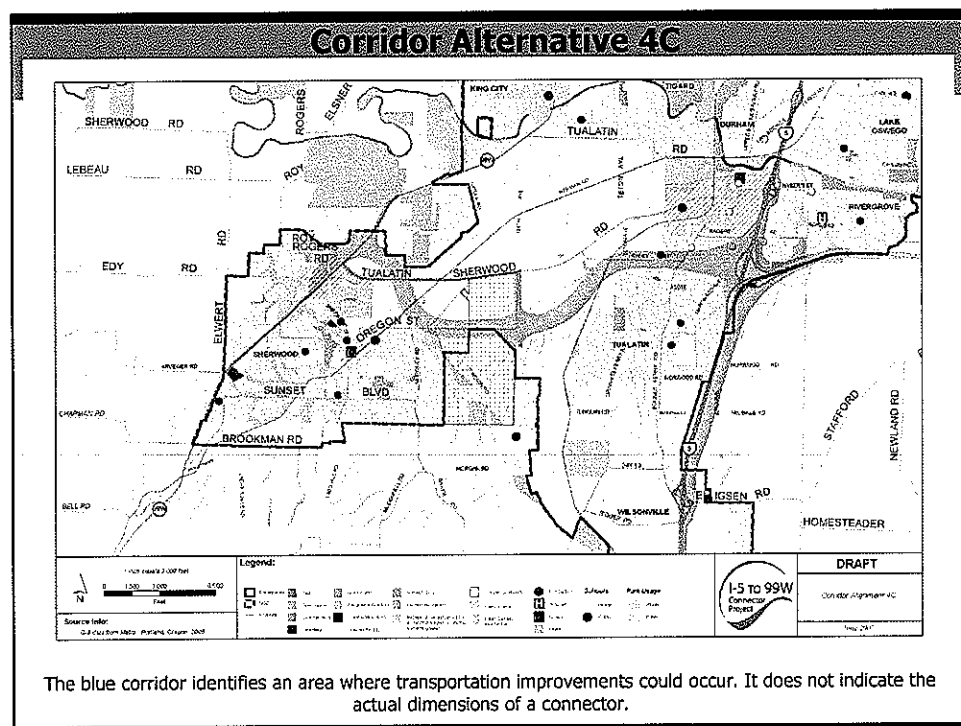
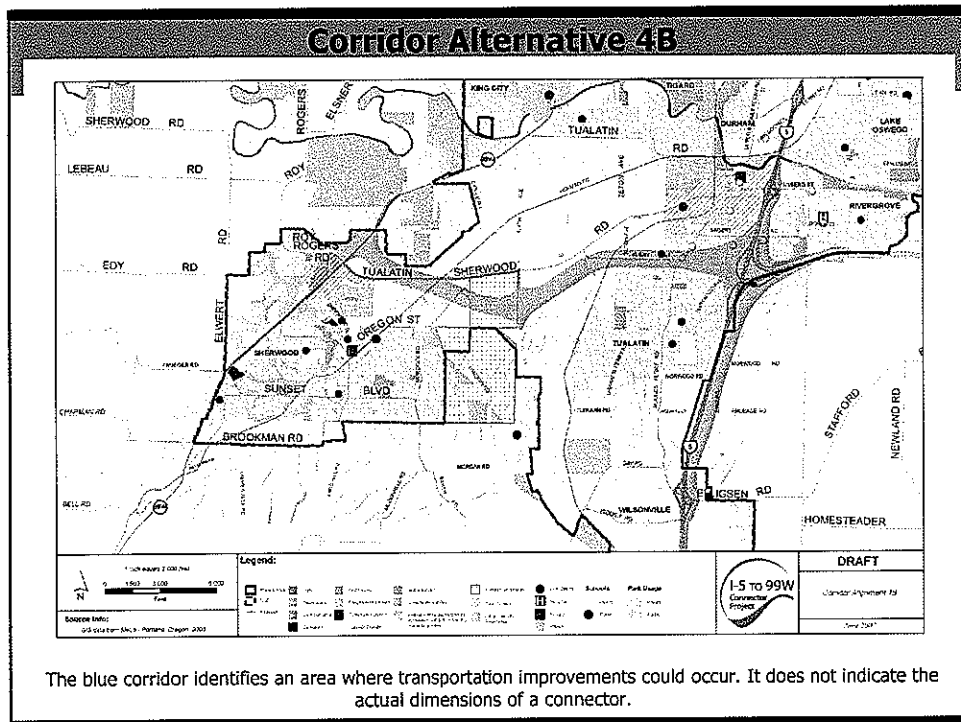
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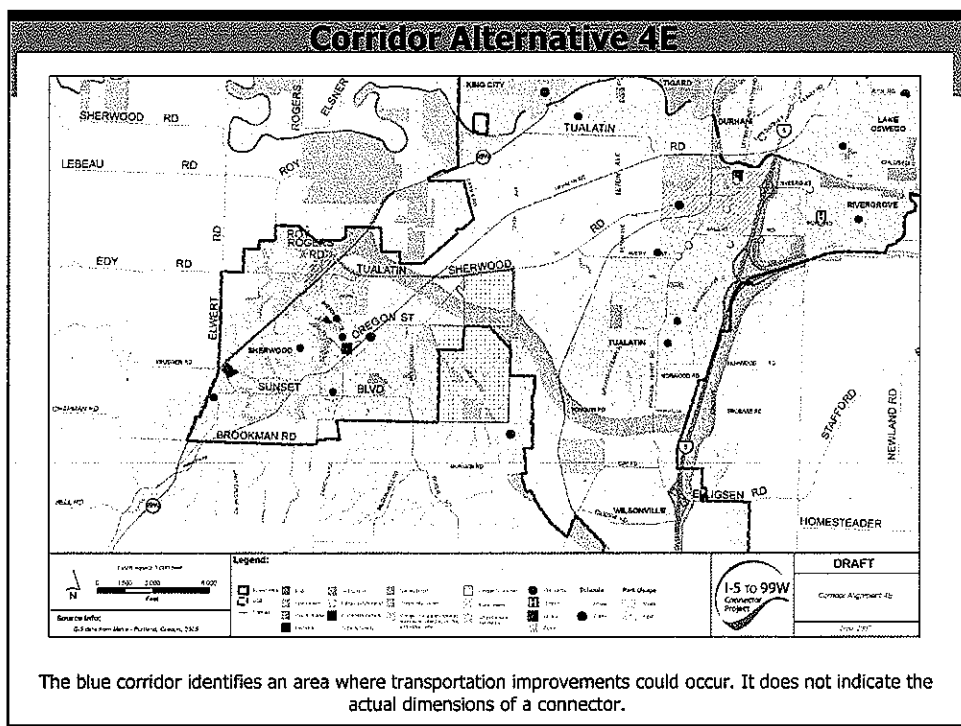
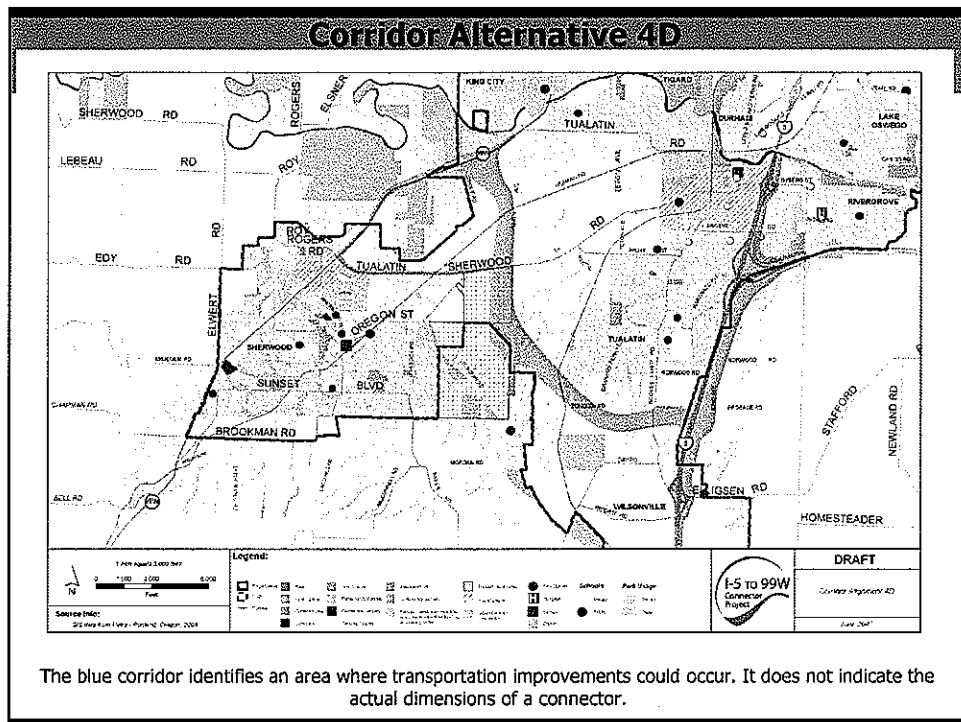
Corridor Alternative 4A



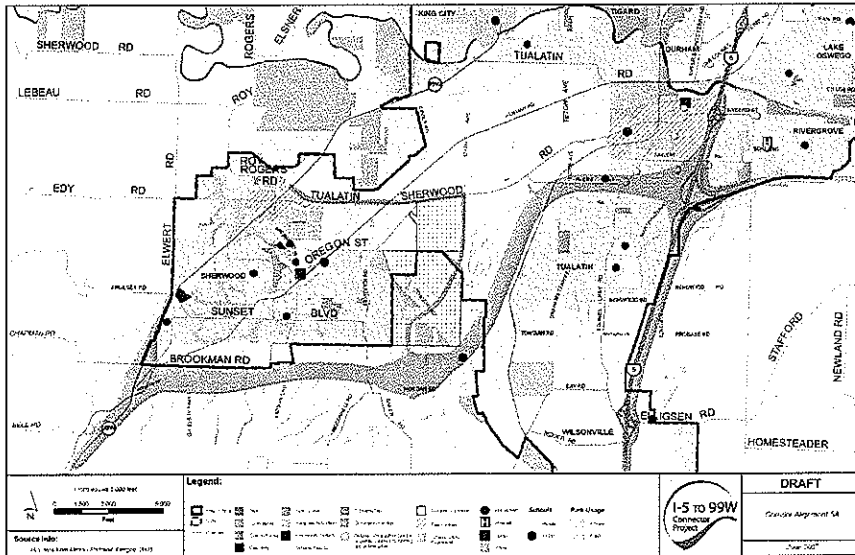
The blue corridor identifies an area where transportation improvements could occur. It does not indicate the actual dimensions of a connector.

DRAFT



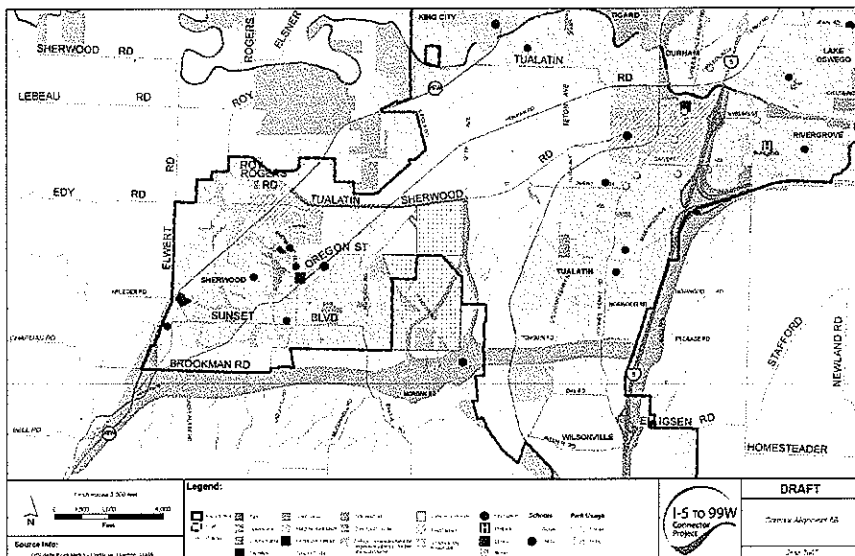


Corridor Alternative 5A



The blue corridor identifies an area where transportation improvements could occur. It does not indicate the actual dimensions of a connector.

Corridor Alternative 5B



The blue corridor identifies an area where transportation improvements could occur. It does not indicate the actual dimensions of a connector.

Next Steps

- PSC adopt Range of Alternatives to study (August 2007)
- Alternatives Analysis (Fall 2007)
- Public Hearings
- Select Preferred Solution
- RTP Amendment

