

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 97-2498
THE INTERIM CORRIDOR STRATEGY	)	
FOR THE PORTLAND TO LINCOLN CITY)		
CORRIDOR	)	Introduced by Presiding
		Officer Jon Kvistad
		JPACT Chair

WHEREAS, The State of Oregon, acting by and through its Oregon Transportation Commission, has submitted to JPACT and the Metro Council an interim strategy for the Portland to Lincoln City Corridor (Oregon Highways 99W and 18 I-5 to U.S. 101) for a resolution of support; and

WHEREAS, The Interim Corridor Strategy represents Phase 1 of a four-phase corridor development process; and

WHEREAS, The Interim Corridor Strategy has been developed collaboratively with representatives of the cities, counties and tribes within the corridors: regional, federal and state agencies with jurisdiction in the corridor; and in consultation with key stakeholders and the public in the corridor; and

WHEREAS, Said document proposes an interim strategy and objectives for the operation, preservation and enhancement of all transportation modes and facilities within the Portland to Lincoln City corridor; and

WHEREAS, The Interim Corridor Strategy and objectives will guide development of local and regional Transportation System Plans for the corridor, refinement plans for specific areas and issues in the corridor, and the development of a final corridor plan and implementation strategy for the corridor; and

WHEREAS, The adopted policies and actions contained within the RTP will provide the basis for the Phase 2 Corridor Plan; now, therefore,

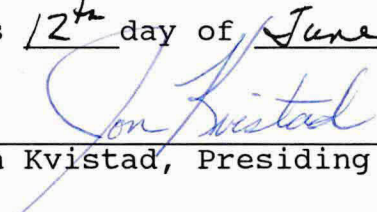
BE IT RESOLVED:

1. That JPACT and the Metro Council supports this Interim Corridor Strategy document as shown in Exhibit A and urges adoption of the findings and conclusions by the Oregon Transportation Commission.

2. That the development of the corridor plan during Phase 2 should be coordinated with the *Regional Transportation Plan Update* to recognize any relevant changes in transportation performance measures including Level of Service (LOS).

3. That consistent with the *Urban Growth Management Functional Plan*, Metro staff work with the Oregon Department of Transportation (ODOT) in pursuing agreements with neighboring cities and counties to preserve green corridors as part of the Interim Strategy in the corridor.

ADOPTED by the Metro Council this 12th day of June, 1997.


Jon Kvistad, Presiding Officer

Approved as to Form:


Daniel B. Cooper, General Counsel

CHAPTER 6

Interim Corridor Strategy

The Highway 99W/18 corridor provides mobility for commuters and tourists between Oregon's largest metropolitan area and the central Oregon Coast, and serves freight movement among communities within and beyond the corridor. For each mode of transportation, issues of concern have been identified through a public involvement program and consultation with agencies. Limited technical data was available to assist in framing the issues.

Based on the physical and service inventories of the corridor, opportunities for future improvements were identified, together with potential constraints related to their implementation (see Chapter 5). A number of improvement options could involve institutional or legislative actions for implementation, or increased cooperation and coordination among stakeholders in the corridor. Other programs include physical or service improvements with uncertain sources of funding or subsidy.

At this stage in planning for the corridor, a wide range of alternatives addressing all modes of travel is sought for later evaluation. More detailed studies will be conducted in Phase 2 Corridor Planning and Phase 3 Refinement Planning processes (see Chapter 1). Individual projects can then advance through project development to implementation. The implementation stage for some projects and programs will involve many agencies and diverse funding sources. The corridor plan will provide a basis for coordinating actions among the participants.

Specific actions, activities, or projects are included in the strategy based on the current available information. Their inclusion does not preclude future reconsideration or addition of other actions, activities, or projects. Rather, it is intended to present information useful in responding to travel demands in the corridor.

The overall corridor strategy consists of interim objectives that address each of the categories in the Oregon Transportation Plan. In some cases, individual objectives may respond to several of these categories. For example, some projects to improve regional connectivity also could be expected to ease future congestion. Similarly, programs to address transportation balance through demand management also would affect energy and environmental objectives. For these overlapping effects, the reader is urged to review the related categories.

The discussion of improvement options may pertain to general conditions in the corridor, or only to the urban or rural portions, or to individual segments of the corridor. These limitations are noted where applicable.

Transportation Balance

The Oregon Transportation Plan states that a balanced transportation system is one that provides transportation options at appropriate minimum service standards, reduces reliance on the single occupant automobile where other modes or choices can be made avail-

able, particularly in urban areas, and takes advantage of the inherent efficiencies of each mode. In the Highway 99W/18 corridor, many modes of travel are available, but travel remains dominated by the private automobile. Plans and policies to encourage alternative commute modes have been adopted in the metropolitan area, and more widespread acceptance can be expected in the urban centers during the next 20 years.

The transportation balance goal is:

Provide for a balanced mix of modes of transportation within the corridor in order to provide a range of modal choice for urban and rural users of the transportation system.

Actions and Objectives

For each travel mode, objectives were developed that respond to identified issues. These strategies are outlined briefly below.

Automobile

- A1. Increase vehicle occupancy through expanded rideshare programs.
- A2. Develop other transportation demand management techniques, such as vanpooling, telecommuting, and flexible work schedules.
- A3. Consider implementation of "guaranteed ride home" programs in conjunction with ridesharing efforts.
- A4. Establish park-and-ride lots at selected locations in the corridor to serve carpool formation. Sites could be chosen based upon their proximity to major intersections or interchanges and for their market potential in attracting park-and-ride users. Candidate locations include Sherwood, Newberg, McMinnville, and Willamina.
- A5. Evaluate potential use of high-occupancy vehicle (HOV) lanes and HOV bypass lanes upstream of congested intersections and highway on-ramps..
- A6. Improve highway connections to existing and future transit and intercity bus terminals, airports, and trucking terminals.

Public Transit

- B1. Identify ways to improve commuter transit service between the Portland metropolitan area and cities in Yamhill County.
- B2. Maintain and improve bus service between cities in Yamhill County and connections to Washington County at levels consistent with market demand and funding availability.
- B3. Investigate the feasibility of linking proposed park-and-ride lots with express transit service to major employment centers in the metropolitan area.
- B4. Expand intra-urban public transit service in McMinnville if feasibility is demonstrated in the studies currently under way.
- B5. Connect transit service to and between passenger terminals for existing and future rail, intercity bus, and airports.

- B6. Maintain or expand intercity bus service to communities in the corridor.
- B7. Resort-oriented bus operations such as those serving the casinos should be expanded, possibly to include other destinations at the Oregon Coast.
- B8. Coordinate all bus pull-out needs with transit and school bus system operators.

Passenger Rail

- C1. The feasibility of commuter rail and intercity passenger rail services between Portland area light rail stations and cities in the corridor should be further evaluated. Excursion service to the Spirit Mountain Casino also should be evaluated.
- C2. Preserve or acquire abandoned rail lines for possible future use.

Transportation Services for the Transportation-Disadvantaged

- D1. Improve the mobility of the transportation-disadvantaged population living within the Highway 99W/18 corridor using a coordinated approach involving state, local, and private providers of specialized social and medical services.
- D2. Continue dial-a-ride service for patrons in the corridor.
- D3. Support Volunteer Transit Incorporated and other volunteer services for handicapped and elderly throughout the corridor.
- D4. Consider expansion of dial-a-ride service for the transportation-disadvantaged in Polk County.
- D5. Design all passenger intermodal transportation hubs to comply with the Americans with Disabilities Act.
- D6. Improve coordination and sharing of equipment among special transportation providers.

Truck and Rail Freight

- E1. Maintain and promote the use of existing freight rail lines (Portland and Western, Willamette and Pacific) in the corridor as a viable means for freight movement.
- E2. Determine if intermodal truck and railroad facilities are feasible in the corridor.
- E3. Support improvement of the Westside branch line to FRA Class 3 standards between McMinnville and Tigard.
- E4. Enhance truck freight mobility by providing highway improvements such as truck climbing lanes and curve realignments.

Pedestrian

- F1. Provide sidewalks where determined appropriate on both sides of the highway in urban and rural communities, as well as convenient and safe pedestrian crossing opportunities.
- F2. Consider planting strips between the curb and sidewalk in urban areas.

- F3. Link sidewalks together by completing intermittent sections, particularly in Tigard, Tualatin, Sherwood, Newberg, and Dundee.
- F4. Pedestrian refuge islands should be provided where crossing distances are wide, and in conjunction with raised median installations.
- F5. Consider developing separate multi-use paths for pedestrians and bicyclists along limited-access or heavily traveled portions of the corridor, or along new bypasses.
- F6. Consider grade-separated pedestrian crossings at convenient locations in areas where high travel speeds limit safe opportunities for at-grade crossings.
- F7. Visually distinguish areas of high pedestrian activity. Evaluate using alternative paving materials for crosswalks that contrast with the road surface.
- F8. Replace or upgrade pedestrian facilities where improvements are made to increase the mobility or safety of other transportation modes.
- F9. Include pedestrian access and facilities in the design of transit and park-and-ride facilities.
- F10. In areas where complete access control is developed, provide pedestrian and bicycle facilities on overcrossing structures or in association with interchanges so that barriers are not created.

Bicycle

- G1. Provide continuous bicycle facilities (bike lanes or shoulder bikeways) along the Highway 99W/18 corridor using 6-foot paved shoulders wherever feasible.
- G2. Incorporate bikeways into future highway and bridge projects, including bypasses.
- G3. Provide connections to local bicycle facilities where feasible.
- G4. Provide safe bicycle crossings with railroads (i.e., even surfaces, right-angle crossings).
- G5. In areas where shoulders are narrow and levels of recreational bicycling are high, consider "Watch for Bikes on the Roadway" or similar signs.
- G6. Clean roadway shoulders when debris accumulates, particularly in the peak summer cycling months.
- G7. Provide secure bicycle parking at all transit and park-and-ride facilities.
- G8. Outfit transit and intercity buses with bike racks.
- G9. Encourage employers to provide secure bicycle parking, showers, and lockers for bicycle commuters.
- G10. See also F5 and F10.

Airports

- H1. Ensure that airports in the corridor continue to be protected by airport overlay zoning to prevent construction or growth of obstructions into the Federal Aviation Administration Part 77 Airspace around the airports.

- H2. Aviation easements should be dedicated to the airport operators before any new development is allowed within the land beneath the FAR Part 77 Approach Surfaces.
- H3. Encourage cities and counties to adopt land use regulations that protect existing public use airports from land use conflicts and provide compatible land use near the airport.
- H4. Support intrastate and interstate passenger flights in new markets (for example, McMinnville or coast communities).
- H5. Expansion of McMinnville Municipal Airport facilities should be considered to accommodate increased regional demands, together with shuttle van services to the airport to improve airport access and usage. A master planning effort for the airport is now under development.
- H6. Evaluate appropriate shuttle bus service to Portland International Airport. Encourage service expansion in ways that best respond to demand.

Pipeline

- I1. Coordinate with utility contractors, maintaining and/or replacing utility lines in the corridor.

Regional Connectivity

Regional connectivity is a measure of how well the corridor connects various parts of the state and nation. This is usually quantified in terms of travel times, or described by reflecting the level of transportation services available. The issue of travel time overlaps with the congestion and transportation balance performance measures. Both of those measures can affect regional connectivity. Increased congestion may result in slowed travel times and discontinuity between regions. Congestion is caused when demand exceeds available capacity and may be the result of a transportation system that is not in balance (that is, people or goods are moving inefficiently).

The regional connectivity goal is:

Develop transportation facilities within the corridor in order to provide a high degree of regional connectivity for all corridor users, both internal to the corridor as well as those passing through the corridor to other parts of the state and nation.

Actions and Objectives

- J1. Improve operations at highway-to-highway junctions and major intersections. If necessary, provide grade-separated interchanges in response to operation and safety needs.
- J2. Continue project development efforts related to the Newberg-Dundee Bypass to assist in relieving congestion in the Newberg/Dundee area. If ongoing analysis indicates feasibility, this bypass could be constructed as a limited-access tollway.

- J3. Continue project development efforts of a limited-access expressway from I-5 to Highway 99W (Tualatin-Sherwood Highway). If constructed, this limited-access facility could be operated as a tollway.
- J4. Identify locations for Highway 99W's interchanges with the proposed Newberg-Dundee Bypass and Tualatin-Sherwood Expressway.
- J5. Maintain or improve travel times for both autos and freight through high levels of facility management, including speed change lanes, turn refuges, synchronized signals, and access management.
- J6. Implement planned access management projects in Tigard and Newberg.
- J7. Implement the three-phase facility plan to convert Three Mile Lane in McMinnville to a limited-access facility. The plan includes an interim signal installation near the airport in Phase 1, to be replaced with a grade-separated interchange in Phase 2, together with an ancillary road network for local access. In Phase 3, the East McMinnville interchange would be reconstructed as a full-service interchange, eliminating the Cruikshank Road intersection. An interchange also would be developed at the Lafayette Highway to the east in Phase 2.
- J8. Investigate conversion of the Highway 99W/18 junction to a limited-access facility.
- J9. Evaluate Highway 18 between McMinnville and the Van Duzer State Park to determine needs for passing lanes, capacity improvements, intersection improvements, grade-separated interchange at Highway 22 (Valley Junction), and access management applications.
- J10. Investigate alternative access between Willamina and Highway 18 to address concerns related to the loss of the Steel Bridge.
- J11. Take action to reserve right-of-way needed for future transportation projects.
- J12. Use the ODOT Pavement Management System to implement state policy to maintain road surfaces at a 90 percent fair-to-good rating.
- J13. Use the ODOT Bridge Management System to maintain bridges in adequate structural and operational conditions.

Congestion

Congestion is defined as the level at which transportation system performance is no longer acceptable due to traffic interference. Both recurring and incident congestion are included.

The highway congestion goal is:

Operate all transportation facilities within the corridor at a level of service that is both cost-effective and appropriate for the area they serve.

Actions and Objectives

K1. Manage transportation demand using techniques such as:

- Increased use of carpools and vanpools through carpool-matching and marketing activities
- Increased use of transit
- Adoption of measures to provide travel time advantages to buses
- Examine means to shift travel demand to off-peak hours with flex-time or shortened work weeks
- Include employer trip reduction programs in planning, development review, and access permitting processes
- Investigate the feasibility of congestion pricing in the Portland metropolitan area and on potential tollway facilities
- Promote increased use of telecommunication and intelligent transportation system technologies

K2. Evaluate travel demand and highway capacity from I-5 to the southern Sherwood UGB.

- First, implement an aggressive TSM program that improves the flow of traffic. Determine which of the following techniques are appropriate for individual locations:
 - Provide raised median, turn lane, and signal modifications.
 - Limit traffic movements crossing the corridor or turning left to arterials and major collectors only.
 - Adopt signal timing/interconnection plans that emphasize through movements on the facility.
 - Restrict new signal installations.
 - Provide major intersection improvements.
- Second, investigate widening of Highway 99W to six lanes north of Sherwood only if (1) the Tualatin-Sherwood Highway cannot be constructed, and (2) implementation of the TDM and TSM programs do not result in acceptable travel conditions.

K3. Widen Highway 99W to four through lanes from the Highway 99W/18 intersection at (McDougal Corner) to Dundee, particularly if the bypass study calls for connection in south Dundee.

K4. Consider the use of frontage roads and grade-separated interchanges in the ongoing development of a plan in the Sherwood area.

- K5. Identify capacity and safety needs between Sherwood and Rex Hill, including access management measures.
- K6. Develop Highway 18 as a fully access-controlled facility between the Van Duzer Corridor and Highway 99W at McDougal Corner.
- K7. Construct passing lanes and truck climbing lanes at appropriate locations throughout the corridor (for example, eastbound passing lane from Fort Hill to Wallace Bridge).
- K8. Upgrade merge lengths at intersections and ramps where difficulties are revealed (for example, Dayton on-ramp going north; Sheridan on-ramp going north).
- K9. Investigate lengthening turnouts for slow-moving vehicles, particularly where passing lanes are infeasible.
- K10. Improve safety and reduce congestion by providing turn lanes. Evaluate the following locations:
 - Extend center turn lane at west end of Grand Ronde further west
 - Add left-turn lanes at Rowell Creek Road, Fort Hill Road, and Masonville Road
- K11. Improve local street systems to provide alternatives to the use of Highway 99W/18 for intra-area travel. These alternative street networks could reduce the need for highway capacity improvements and can be identified through the Transportation System Planning process.
- K12. Provide signal installations in rural areas only as an interim measure, accompanied by a long-range plan for interchanges or overcrossings.
- K13. Improve or provide traffic signal coordination in urban areas, specifically along Highway 99W in Tigard, Sherwood, and in Newberg.
- K14. Maintain responsive and efficient traffic signal settings throughout the corridor; e.g., improve settings at the Highway 99W/Fifth Street intersection in Dundee.
- K15. Develop access management plans for critical highway segments. Adopt the most restrictive access management category for each highway segment, consistent with existing and planned adjacent land uses and consistent with local TSPs and state provisions.
- K16. Develop an access management plan for Highway 18 in the Fort Hill, Valley Junction, and Grand Ronde area.
- K17. Evaluate the need for grade-separated interchanges at existing locations along Highway 18, including Highway 22 at Valley Junction and Highway 221 near Dayton.
- K18. Develop and implement an incident management program to address prevention, response, site management, incident clearance, motorist information, emergency services, and alternative route planning.

Safety

The improvement of transportation safety is a continuing goal of all agencies involved in the provision of transportation services. A Safety Management System is under development at ODOT to identify the potential for accident reduction for different kinds of improvements and at various levels of investment. It will help define the extent to which roadway design features and operating practices contribute to accident hazards.

The safety goal is:

Continually improve all facets of transportation safety within the corridor.

Actions and Objectives

- L1. Target safety improvement projects to sections of the corridor with the highest accident rates. Analyze the accident types at all SPIS accident index sites and develop solutions that reduce accident rates.
 - Consider the appropriate posted speeds through developed areas (for example, Sherwood, Dundee, Fort Hill, and Grand Ronde)
 - Increases in traffic enforcement
 - Minor design modifications such as change in striping, geometric layout, or illumination
 - Signalization and signing modifications to reduce potential hazards
 - Major redesign, including grade separations (for example, overpass and bridge structures, alignment changes, and passing lanes)
 - Improved maintenance practices such as sanding and debris removal
- L2. Develop a strategy to improve the Highway 99W/18 intersection at McDougal Corner, including consideration of realignment, grade-separation, and future connection to the Newberg-Dundee Bypass.
- L3. Review citizen input on accident or problem locations and identify what action might be taken to improve safety at those locations.

Specifically study the following accident/problem locations:

 - Highway 99W through Sherwood, including Meinecke Road
 - Valley Junction
 - Bear Creek
 - Slick Rock Creek
 - North Bank Road
- L4. All roadway surface striping, including fog lines, should be maintained to be highly visible.
- L5. Widen shoulders throughout the corridor to standard widths and rebuild curves with sight distance deficiencies, including through the Van Duzer Corridor, if practical.

- L6. Eliminate median openings along Highway 99W, particularly between King City and Newberg, where safety history demonstrates potential problems. Consider retaining median openings only at public streets.
- L7. Provide public telephones or call boxes at approximately 5-mile intervals throughout the length of the corridor. Phones can be located at grocery stores or gas stations, or may be needed as stand alone phone booths (well lit and maintained) where no development exists.

Economic Impacts

Transportation systems can have a significant positive or negative economic impact. New transportation services can act as a catalyst of the siting of new businesses and the creation of jobs and for promoting access to recreational opportunities. Conversely, changes in the transportation system, such as recurring congestion or the elimination of some type of modal choice, can have the opposite effect and result in the loss of businesses and jobs.

The economic impact goal is:

Promote economic health and diversity through the efficient and effective movement of goods, services, and passengers in a safe energy efficient and environmentally sound manner.

Actions and Objectives

- M1. Enhance development of planned industrial and commercial sites through road facility and transportation service improvements.
- M2. Support timely and efficient truck movements by maintaining minimum levels of service.
- M3. Address congestion affecting access to town centers (for example, King City, Sherwood, and Newberg) with transportation improvements that emphasize transit, pedestrian, and bicycle modes.
- M4. Minimize adverse impacts to farmland and forest land along the corridor.
- M5. Enhance tourist travel to the Oregon Coast and other destinations in the corridor.
- M6. Provide adequate advance signing for businesses affected by actions to manage access.

Social Impacts

Transportation systems can have far reaching but sometimes very subtle social impacts on a community. A highway by-pass can isolate a community while improving regional connectivity. A street improvement can provide a benefit for persons traveling on the street but can have an adverse impact on an adjacent land use. Thoughtful analysis is needed to understand potential impacts both positive and negative when transportation system changes are planned.

The social impacts goal is:

Provide a transportation corridor that has positive social impacts by providing for the safe movement of goods and people while reducing the negative impacts caused by transportation/land use conflicts.

Actions and Objectives

- N1. Examine methods to reduce the negative impacts and increase the positive impacts of Highway 99W/18 corridor transportation systems on neighborhoods, parks, and community facilities.
- N2. Improve pedestrian crossing opportunities, particularly in the urban sections of Highway 99W/18, to reduce the "barrier" effect of the roadway and to foster safe pedestrian connections between both sides of the road.
- N3. Include landscaped medians to improve the "friendliness" of the streetscape (e.g., plant trees to separate sidewalk from curbs).
- N4. Plant trees alongside portions of the highway where it does not impair sight distances.
- N5. Address impacts on historic properties related to widening the highway.
- N6. Coordinate transportation improvements with scenic byways programs.

Environmental Impacts

The fact that transportation systems have an impact on the adjacent environment is undeniable. This impact can be in the form of noise, water pollution, air pollution, or physical disruption of the environment caused by the construction of a facility. Through careful management of the operation or modifications of a design for a facility, it is possible to reduce the impacts to acceptable levels. Accidents are another source of environmental impact upon the corridor when vehicle fuels or vehicle cargoes are spilled.

The environmental impacts goal is:

Provide a transportation system throughout the Highway 99W/18 corridor which is environmentally responsible and encourages protection of natural resources.

Actions and Objectives

- O1. Avoid or minimize transportation system improvement impacts to sensitive natural resource areas (e.g., Tualatin River National Wildlife Refuge, Van Duzer State Park Corridor, the Salmon River estuary, Cascade Head Scenic Research Area, etc.). Evaluate the benefit of capacity improvements outside these areas before considering similar capacity improvements in these areas.
- O2. Inventory sensitive environmental and cultural resources throughout the length of the corridor. Identify the resources that should be avoided if possible when developing transportation improvement projects. Items to inventory should include at least the following:
 - Rare, threatened, and endangered plants and animals or their known habitats
 - Wetland resources

- Water quality in adjacent creeks, streams, and rivers
 - Parks, schools, and churches
 - Wildlife refuges or significant wildlife habitat
 - Hazardous materials sites
 - Archeological, historic, and cultural resources
 - Soil and slope stability
- O3. Consider enhancements or management techniques that maintain or enhance the visual quality of the corridor by the following actions:
- Improve directional and informational signing for existing attractions.
 - Construct additional roadside turnoffs at scenic and historic locations.
 - Use vegetation management resources to create and protect scenic vistas (e.g., scenic buffers for timber harvests) and to replace or redesign vegetation lost to transportation system projects.
 - Seek restrictions on scenic intrusions such as billboards and other non-essential signs.
 - Implement Green Corridor protection through intergovernmental agreements in county plans.
- O4. Develop a coordinated accident response plan with the jurisdictions along the corridor to reduce the impact of hazardous material spills.
- O5. Design roadway improvements and new facilities to minimize surface runoff pollutants in adjacent streams and rivers. In addition, review maintenance and sanding practices near bridges.
- O6. To achieve regional, state, and federal air quality standards, institute measures to reduce vehicle miles traveled and congestion, particularly within the Portland metropolitan area airshed portion of the corridor.
- O7. Consider the need to construct berms or walls, if warranted, to reduce noise levels as traffic levels increase.
- O8. Develop a corridor signing program in transitional/rural areas to reflect services available.
- O9. Consider parkway style improvements to complement the rural character of the corridor and to mitigate visual impacts.
- O10. Develop a strategy to improve fish passage through streams and culverts in compliance with the Governor's Salmon Recovery Initiative.
- O11. Address environmental impacts of new roadway routes with a thorough analysis of alternatives and programs to mitigate adverse impacts.

Energy Impacts

Transportation systems and modal choices can have a significant impact on energy consumption. The lack of an appropriate mode may result in people, goods, or services moving in an inefficient manner. Transportation facility design may result in improved efficiency or diminished efficiency.

The energy impacts goal is:

Provide a transportation system that minimizes transportation-related energy consumption through the use of energy efficient and appropriate modes of transportation for the movement of people and goods.

Actions and Objectives

- P1. Give priority to those projects that reduce energy consumption.
- P2. Examine methods to reduce energy consumption through the use of TDM techniques such as:
 - Carpooling and vanpooling
 - Increased use of public transit for commute trips
 - Increased use of intercity transit and rail modes
 - Reduction of trips through strategies such as telecommuting, flex-time, and variable work schedules

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 97-2498 FOR THE PURPOSE OF ENDORISING THE INTERIM CORRIDOR STRATEGY FOR THE PORTLAND TO LINCOLN CITY CORRIDOR

Date: April 16, 1997

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution endorses the Oregon Department of Transportation (ODOT) Portland to Lincoln City Corridor (Oregon Highways 99W and 18 I-5 to U.S. 101) Interim Corridor Strategy. With endorsement, the Metro Council and JPACT recognize the strategy as the guiding document for developing corridor system recommendations for Highway 99W and Highway 18 as part of the Regional Transportation Plan (RTP) Update, Phase II.

In addition, because the RTP Phase II Update will act as the first refinement to the corridor strategy, endorsement of the Interim Strategy also recognizes the need for Metro to amend the RTP to recognize the need, mode and function of the proposed I-5/99W Connector as part of the overall corridor recommendation as well as a recommendation for ODOT to pursue agreements with neighboring cities in the corridor to protect "green corridors" in order to preserve the rural character of the area between Newberg and the Urban Growth Boundary and limit development pressures for access to the I-5/99W Connector.

TPAC has reviewed this interim corridor strategy and recommends approval of Resolution No. 97-2498.

FACTUAL BACKGROUND AND ANALYSIS

Corridor Strategy

The corridor strategy recommendations are identified in Chapter 6 of the corridor document. The other chapters contain background information, analyses of existing and forecast conditions and a listing of issues and constraints. Chapter 6 is included as Exhibit A to the resolution.

The corridor strategy is a long-range (20-year) program for managing and improving transportation facilities and services to meet the needs for moving people and goods on Highway 99W/Highway 18 between Lincoln City and the City of Portland. A key element of the strategy is consideration of the linkage between land use and transportation needs in the corridor. The corridor strategy will serve as the basis for selection of individual improvement projects and implementation of new or expanded transportation services.

Specific objectives were developed for all modes of transportation in the corridor based upon issues identified by local and regional governments in the corridor, interest groups, and the general public. Objectives address the corridor as a whole as well as major segments of the corridor. Site-specific decisions will be made during preparation of transportation system plans (TSPs). The corridor strategy is intended to be interim as it may be further refined during TSP development.

Process

The corridor planning process involves four phases: Phase 1 - Develop Interim Corridor Strategy; Phase 2 - Produce Corridor Plan; Phase 3 - Refinement Planning for key sites; and Phase 4 - Implementation of Projects and Programs. Metro area agencies and jurisdictions participating in the corridor study as part of the technical and policy committees included ODOT Region 1 and Region 2, Metro, Tri-Met, Washington County, City of Portland, City of Tigard, King City, City of Tualatin and City of Sherwood. In addition, other agencies participating in the development of the strategy included Yamhill, Polk, Tillamook and Lincoln counties; the cities of Newberg, Dundee, Dayton, Lafayette, McMinnville, Sheridan, Willamina, and Lincoln; the Confederated Tribes of the Grand Ronde; the Mid-Willamette Valley Council of Governments; and the Oregon State Parks and Recreation.

An extensive public involvement program was held as part of the corridor planning process. This included public meetings, direct mailings soliciting input, and print and electronic media coverage. Information was provided to more than 2,800 persons during the course of the project and input received from 350 persons. Federal and state agencies, tribal representatives, and transportation service providers are participating on a continuing statewide agency coordinating committee to help facilitate the interim strategy. In addition, ODOT staff from Region 2 conducted public hearings and presentations on the interim strategy including a presentation to Metro and ODOT Region 1 staff on April 9, 1997. The meetings were used to identify needs and issues in the interim strategy document and to provide comments to ODOT. Those comments have been incorporated into Chapter 6 (Exhibit A).

Key Findings

The corridor strategy for Highway 99W/18 consists of a series of actions that enhance the corridor's ability to serve commute, recreational and freight travel between Lincoln City and Portland. Consistent with the *Oregon Transportation Plan* to promote a balanced multi-modal transportation system, the corridor planning team adopted the following transportation balance goal for the strategy: *Provide for a balanced mix of modes of transportation within the corridor in order to provide a range of modal choice for urban and rural users of the transportation system.*

Chapter 6 objectives promote transportation demand management (TDM) and transportation system management (TSM) strategies as the first course in addressing future needs in the corridor. These TDM and TSM strategies include the development of support facilities for transit, carpooling, and other nonmotorized modes, as well as retaining the railroad as an effective means of freight transport and potential use for commuter rail service.

The report recommends improvements to transit service, particularly in Washington County, including the linking of proposed park-and-ride lots with express transit service to major employment centers in the Portland metropolitan area. Additionally, the report recommends development and implementation of access management plans to control future access to the corridor and improve efficiency of traffic flow, and capacity improvements only in balance with TSM and TDM goals and other community livability objectives.

In total, the strategy identifies the basic function of the corridor, identifies issues and needs, provides extensive background information, and identifies a useful list of potential strategies for consideration in the development of TSPs within the corridor.

The resolution recognizes that development of the corridor plan in Phase 2 must be coordinated with the RTP update and reflect consistency with new performance measures and levels of service (LOS) adopted as part of the RTP. In addition, consistent with recommendations being forwarded concurrent with this action regarding the proposed I-5/99W Connector, Metro will pursue green corridor agreements with ODOT, and appropriate cities and counties in the corridor.