

MEMORANDUM

DRAFT – FACILITY IMPACT AREA AND AFFECTED JURISDICTIONS

Date: April 18, 2024
To: Oregon Department of Transportation (ODOT)
From: Angela Rogge, PE, David Evans and Associates, Inc.
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Subject: K21541: I-5 Boone Bridge Project – Facility Impact Area and Affected Jurisdictions

1 BACKGROUND AND PURPOSE

The I-5 Boone Bridge Project (“Project”) is exploring solutions to provide a seismically resilient bridge crossing of the Willamette River on I-5 to support current and future vehicle, transit, pedestrian and bicycle traffic needs and safety. As part of the project, a southbound auxiliary lane greater than one-half mile is proposed between the I-5: Wilsonville Road Interchange entrance ramp and the I-5: OR 551 Interchange exit ramp. As such, Oregon Administrative Rule (OAR) 660-012-0830 (Enhanced Review of Select Roadway Projects) applies.

The purpose of this memorandum is to satisfy the requirements outlined in OAR 660-012-0830(3) to define a facility impact area and the affected jurisdictions. This memorandum also identifies the underserved populations and summarizes documented gaps and deficiencies in multimodal, public transportation and demand management services within the facility impact area.

2 FACILITY IMPACT AREA AND AFFECTED JURISDICTIONS

2.1 PROCESS

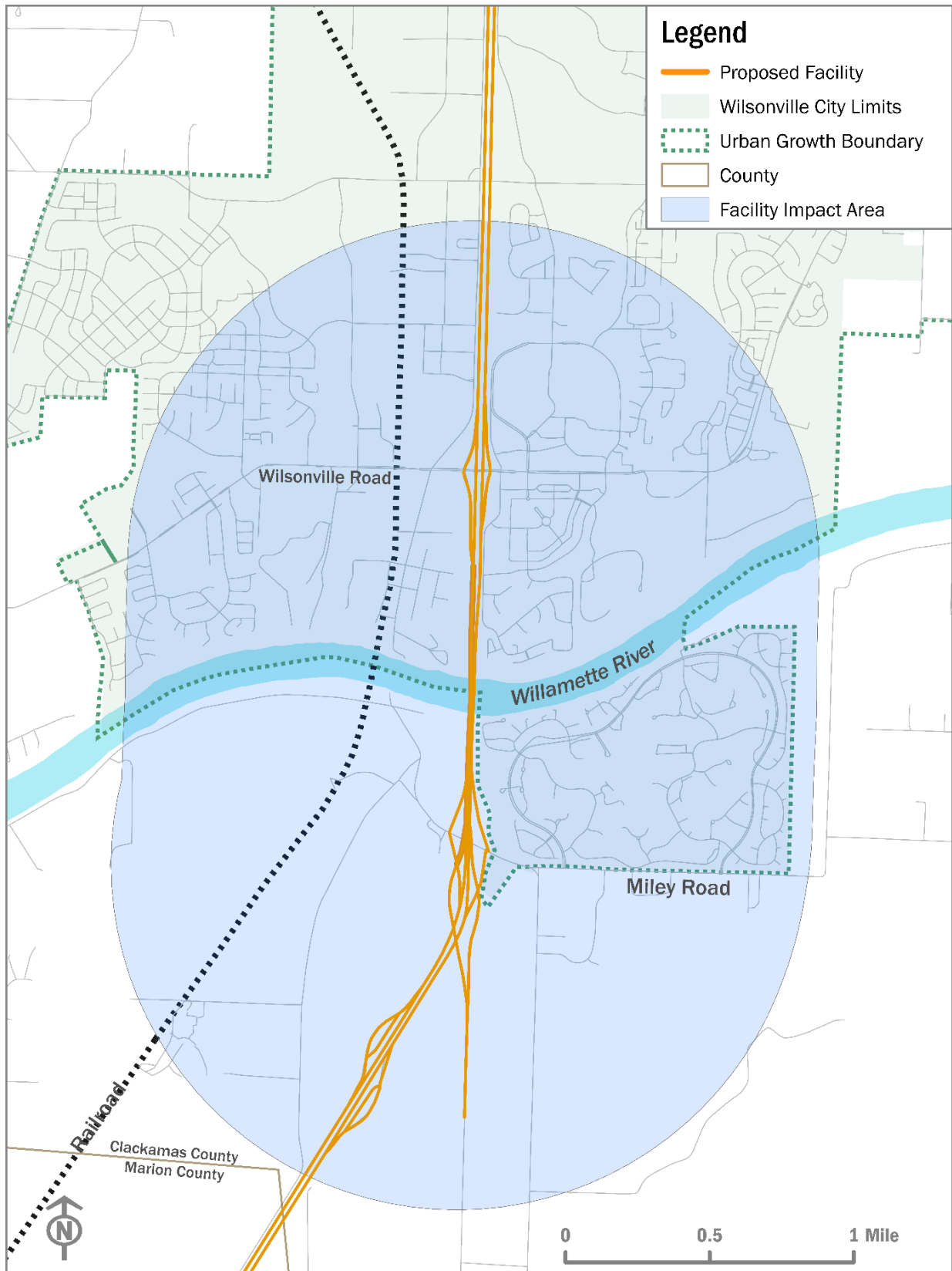
To establish a facility impact area and affected jurisdictions, the OAR requires coordination with all cities and counties with planning jurisdictions within two miles of the limits of the proposed facility. These local agencies are the City of Wilsonville and Clackamas County.

A coordination meeting took place with representatives from the Oregon Department of Transportation (ODOT), City of Wilsonville, Clackamas County and the Consultant team on March 15, 2024. The outcome of the meeting was agreement of the facility impact area and affected jurisdictions, as described in the following sections.

2.2 FACILITY IMPACT AREA

The facility impact area was initially drafted as a one-mile buffer from the proposed facility. Through review of underserved populations and discussion at the coordination meeting, it was uniformly expanded to include all of the Charbonneau community. The proposed facility and the facility impact area are shown in Figure 1.

FIGURE 1. FACILITY IMPACT AREA



2.3 AFFECTED JURISDICTIONS

The affected jurisdictions include all cities and counties with planning jurisdictions in the designated facility impact area (OAR 660-012-0830(3)(e)). These include the City of Wilsonville, Clackamas County, South Metro Area Regional Transit (SMART) (operated by City of Wilsonville), and ODOT as the preparer of the documentation and road authority for the proposed facility.

3 UNDERSERVED POPULATIONS

Census data indicates that there are underserved populations found within the facility impact area. The facility impact area intersects 15 U.S. Census Block Groups, as shown in Figure 2. This figure summarizes information within the facility impact area for four socioeconomic indicators: people of color, low-income populations (below 200% of the federal poverty level), seniors (age 65 and over) and limited English-speaking households. The data is from the U.S. Census Bureau’s American Community Survey 5-year estimates for 2018 – 2022. For comparison, Table 1 provides aggregated data for the facility impact area, data for the state of Oregon and the nation as a whole.

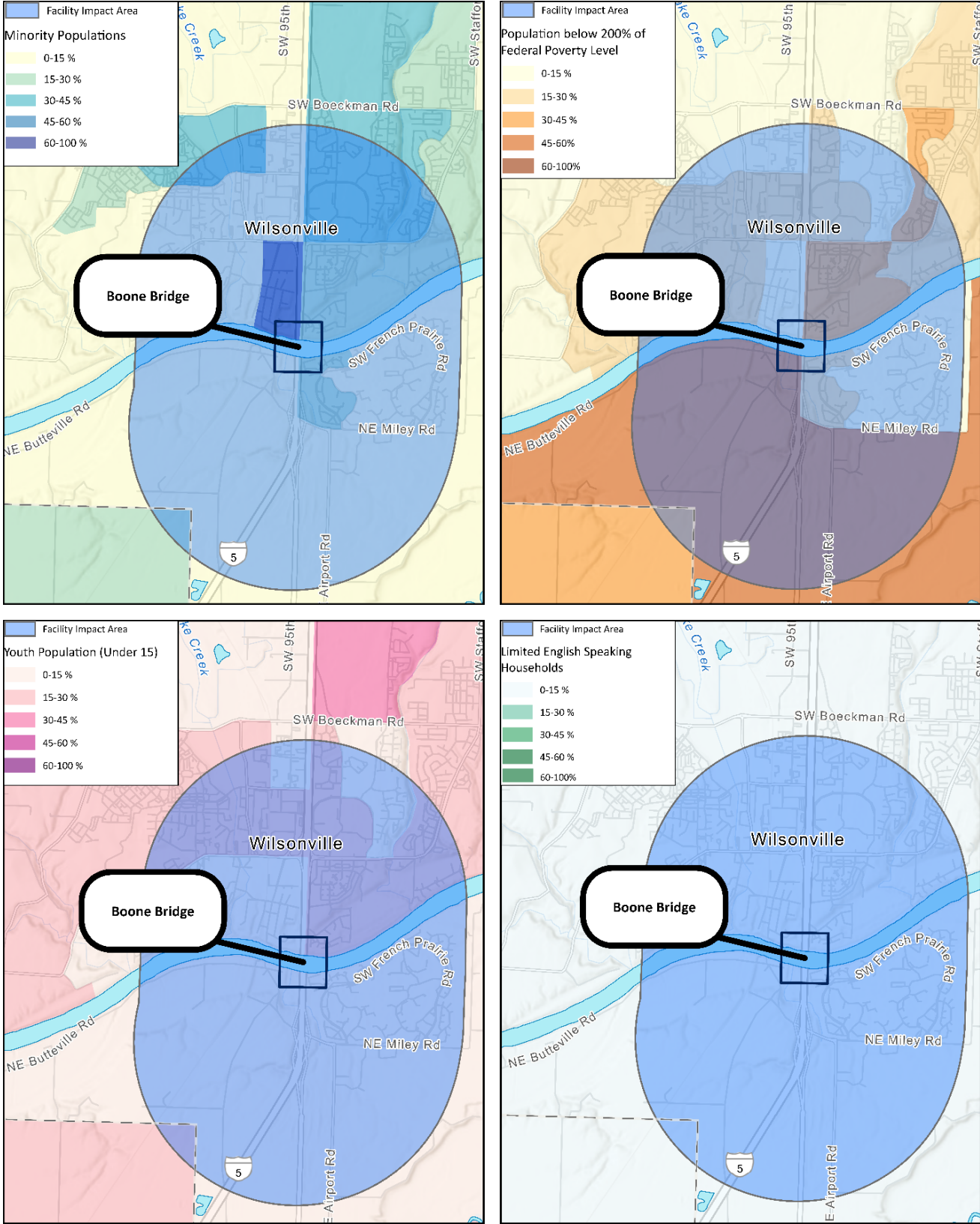
Table 1. Underserved Populations Summary

Geography	People of Color (%)	Low Income (%)	Seniors (% Age 65 and Over)	Limited English-Speaking Households (%)
Facility Impact Area (Combined BGs)	26%	21%	19%	2%
State of Oregon	27%	28%	18%	2%
United States	42%	28%	17%	4%

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Within the facility impact area, the block group west of I-5 and north of the Willamette River has 69% people of color, which is a much higher percentage than in the state or the United States as a whole. On the south side of the Willamette River (outside of Charbonneau), there is a high percentage of low-income population at 54%, almost double the state and national percentages. 72% of the block group containing the Charbonneau community is aged 65 and over. The percentages of households of limited English proficiency are lower than those in the United States overall and lower or on par with the percentages in the state.

FIGURE 2. UNDERSERVED POPULATIONS



4 DOCUMENTED GAPS AND DEFICIENCIES

The Wilsonville Transportation System Plan (TSP) was reviewed in order to identify gaps and deficiencies in the pedestrian, bicycle and public transportation facilities and the needed transportation demand management services within the facility impact area. This will aid in the identification and evaluation of alternatives in future phases of the project. The findings are summarized in Table 2.

TABLE 2. SUMMARY OF FACILITY IMPACT AREA GAPS AND DEFICIENCIES

Type of Facility	Description of Gap/Deficiency
Pedestrian & Bicycle	<ul style="list-style-type: none"> • Lack of bike/pedestrian facilities on French Prairie Rd • Lack of bike/pedestrian crossings over I-5 • Deficiencies in trail between Boones Ferry Park and Memorial Park • Lack of connectivity between Wilsonville and communities south of the Willamette River • Gap in facilities between industrial campuses and Elligsen Road • Lack of crossings along Canyon Creek Road • Lack of connectivity between SMART/WES stations and Town Center Loop • Lack of connectivity across Town Center loop limiting access to the Town Center area • Bicycle facilities south of Willamette River (Clackamas County TSP)
Public Transportation	<ul style="list-style-type: none"> • Improved regional transit connections (e.g. expanded service hours and express service to downtown Portland) • ¼-mile coverage radius in Charbonneau and along the Willamette River • Low transit frequency in West Wilsonville • Rider education and outreach • Maintain quality transit fleet / new buses • WES Light Rail (Near-Term Regional Priority) for high capacity transit (Clackamas County TSP)
Transportation Demand Management	<ul style="list-style-type: none"> • Support SMART Options Program (works with Wilsonville area employers and residents to promote transit and other transportation options) • Mode choice surveys • Car sharing demand monitoring • Off-peak shift change policies and practices • Town Center Parking Management Plan • WES Station Parking Management Plan

Source: City of Wilsonville Transportation System Plan (Amended May 1, 2023)

Although not specifically mentioned in the Wilsonville TSP, there is suspended public transportation service that creates a gap in service between Charbonneau and Wilsonville and between Legacy Meridian Park Medical Plaza and the Wilsonville Community Center.

4.1.1 Transportation Demand Management Services

Transportation Demand Management (TDM) refers to measures aimed at altering travel behavior to enhance the efficiency of transportation infrastructure and decrease the requirement for expanding road capacity. Various approaches may be used to employ these measures, such as promoting alternative modes of transportation,

implementing ridesharing and vanpool initiatives, enacting trip-reduction regulations, encouraging travel during off-peak hours, and implementing reduced or paid parking schemes.

The following section provides a brief description of existing TDM programming in the facility impact area. Although not a specific TDM program, it should be noted that SMART is a free service (with the exception of the 1x to Salem route).

TABLE 3. TRANSPORTATION DEMAND MANAGEMENT PROGRAMS

TDM Program	Description of Programming	Relevance to Facility Impact Area
Get There Oregon	Ride-matching program that connects commuters for carpooling and vanpooling.	SMART offers a \$500 monthly subsidy for commuter vanpools.
Metro's Regional Travel Options (RTO)	Provides grants and assistance to organizations that increase walking, biking, ride sharing, telecommuting and public transit use.	SMART Options commuter program assists commuters in finding the best way to get to work by connecting employees to alternative modes of transportation.

5 NEXT STEPS

The information in this memorandum is the first step toward meeting the requirements in 660-012-0830 for authorization of the proposed southbound auxiliary lane on I-5 between Wilsonville Road entrance ramp and the OR 551 exit ramp. The public involvement strategy, equity analysis and alternatives review will utilize and build upon the information outlined in this memorandum.