

The following are proposed components of the study and resultant plan:

1. Provide updated Travel demand (20-year planning period so out to 2034) for remaining developable land within the subarea study area, including future demand from the Urban Reserve Area (URA).
2. Identify transportation system potential level-of-service and capacity issues.
3. Identify current high crash rate locations within the study area.
4. Assess the revised north-south truck route along Stacy Allison Way and recommend a route development plan and planning level cost estimates to develop a proposed new truck route or alternative.
5. Recommend "short-term" mitigation measures and transportation improvements with planning level cost estimates for Butteville Road at Parr Road intersection's and elevated crash rate.
6. Recommend "long-term" transportation improvements with planning level cost estimates for a newly aligned intersection of Butteville and the "southern arterial".
7. Update transportation system improvements for study area included in the Transportation System Plan and Transportation System Development Charge (TSDC) project list.
8. Engage impacted property owners to review alternatives and consider funding solutions.
9. Propose funding strategy and recommendations on TSDC fee schedule.
10. Package subarea plan document and recommendations for presentation to Planning Commission and City Council as part of TSP and TSDC updates.
11. Provide suggested truck route code language for the north-south recommended truck route.

Note: the study area and subarea plan area excludes the I-5 interchange ramp intersections with OR 214, which are separately addressed in the Interchange Management Area (IMA) and Interchange Transportation Development Charges (ITDC) as well as the OR 214 intersection with Highway 99E, which would be the focus of a separate design study.

Map of the proposed study and subarea plan area is attached.

Schedule

- Procurement of consultant: July to August 2023
- Contracting and project kick-off: early August/September 2023
- Technical analysis and report: September 2023

City shall issue invitations to TAG members and work to secure their participation.

TAG members may include representatives of the following:

- Marion County staff
- ODOT staff
- Interested citizens/property owners, including URA or SWIR property owners
- Transportation interest groups

Consultant shall provide agenda to City and TAG 1 week prior to each meeting, take meeting notes, and distribute meeting summaries to City and TAG within 1 week of each meeting.

Consultant shall provide Project materials to City and TAG members at least 1 week prior to each meeting to allow sufficient time for review and comment.

Task 1 Deliverables

- 1A Kick-off meeting (within 2 months of NTP).
- Schedule
- 1B TAG meetings (3 total)

TASK 2 DEFINITION AND BACKGROUND

Task 2.1 Methodology Memorandum

Consultant shall prepare and submit a memorandum describing how the analyses will be completed for the existing conditions, future conditions, and alternatives analysis to the City and partnering agency staff. Consultant shall obtain approval of methodology prior to beginning analysis and submitting draft Technical Memorandums.

Task 2.2 Technical Memorandum #1 ("TM #1") Southwest Subarea Plan Definition and Background

Consultant shall prepare TM #1 for the subarea plan. At a minimum, TM #1 must contain the following:

Task 3.1 Existing Subarea Inventory

Consultant shall develop an inventory for inclusion into TM #2. The inventory work shall utilize and summarize work performed as part of recent traffic studies as much as possible. The inventory must include:

- Location and jurisdictional responsibility
- Roadway functional classification
- ODOT and City Freight routes
- Bicycle and pedestrian facilities
- Public transit facilities
- Geometry for identified intersections, interchange ramps and roads (both geometric design and configuration), expected to include:
 - I-5/OR 219 Ramp Terminal
 - I-5/OR 214 Ramp Terminal
 - OR 214/Evergreen Road
 - Stacy Allison Way/Hooper Street
 - Butteville Road/Parr Road
 - Butteville Road/OR 219
- For collectors and arterial streets:
 - Pavement and shoulder width, number of lanes, lane width
 - Right-of-way width (to be provided by City)
 - Pavement type and condition (to be provided by City)
 - On street parking locations
 - Posted speed limits
 - Public and private approaches and access to interchange cross-streets within the study area, including location, width, type of use, and turn movements allowed.

Task 3.2 Current Transportation System Operations

Consultant shall summarize exiting transportation system operation and safety analysis of the study area roadways and intersections. The effort must be summarized in TM #2, which must include:

Traffic Counts:

Consultant shall obtain recent historical or collect up to 8 new weekday AM and PM peak hour traffic counts at the study intersections from the City of...

... area, statewide 90th percentile intersection crash rates must be used, as summarized by traffic control and land type in Table 4-1 of the ODOT research report, Assessment of Statewide Intersection Safety Performance – SPR 667. If a reliable critical segment crash threshold cannot be calculated based on data provided for the study area, critical crash rates from Table II in the most recent version of ODOT's published Crash Rate Tables for similar facilities must be used. At intersections or segments where the critical threshold is exceeded, a crash diagram must be prepared and crash trends must be reviewed to identify contributing factors and potential countermeasures.

Task 3 Deliverables

- *3A Draft TM #2, Update Existing System Conditions.*
- *3B Final TM #2, Update Existing System Conditions.*

TASK 4 FUTURE BASELINE (NO BUILD)

Purpose and approach: Consultant shall describe the future baseline (no-build) land-use and traffic volume forecasts and analyze operations. Consultant shall include all fiscally constrained projects listed in the Woodburn TSP and Capital Improvement Program ("CIP"). All data must be presented in tabular and mapped formats in Technical Memorandum #4.

Task 4.1 Future Land Use Analysis

Consultant shall analyze anticipated future planned land use. The land use forecast must be for the planning horizon (2040). For the land use analysis, Consultant shall:

- Coordinate with TPAU for Transportation Analysis Zone ("TAZ") information. This scope anticipates that the model information is consistent with the most recent PSU Population Research Center data.
- Use PSU Population Research Center ("PRC") data.

Task 4.2 Future Transportation System Operations Analysis

Consultant shall perform traffic analysis under a no-build scenario for both automobile and non-automobile transportation. The no-build scenarios must follow the same format as in Task 3.2 and contain V/C ratio, LOS, and turning movements, shown on figures. Future volumes will be generated by the current Woodburn travel demand model and supplied to the Consultant by TPAU. Consultant shall

and analyze their impacts.

Task 5.1 Develop System Alternatives and Evaluation

Based on Services in previous tasks, Consultant shall develop and evaluate strategies to address each identified deficiency. Consultant shall consult with TPAU and ODOT to ensure that strategies affecting State roads comply with ODOT standards. Strategies must be compliant with the Transportation Planning Rule ("TPR") and Oregon Highway Plan ("OHP"). Strategies must not be limited to construction projects, but must consider access management (on all Agency facilities and City collectors and above), multiple modes, and potential land use changes.

Consultant shall develop up to 3 modeling alternatives and 6 segment/intersection alternatives, each rooted in the basic multi-modal circulation plan identified in the TSP. For each alternative, Consultant shall prepare:

- Concept level diagrams with a narrative description.
- A Rough Order Magnitude planning-level cost opinion of each component of the circulation alternative package.
- Identify impacts/benefits to bicycle and pedestrian facilities and network.
- Identify impacts/benefits to Transit system.
- Identify any impacts/benefits to the freight network.

Task 5.1.1 Future Traffic Operations

In consultation with TPAU, Consultant shall identify which alternatives require further traffic operations analysis. New alternatives (network or land-use) will require a new travel demand model scenario to be created unless changes are operational in nature.

Task 5.1.2 Roadway System Classification Changes

Consultant shall evaluate the need for other roadway changes, and identify changes in road classification that may occur from changes in travel patterns.

Task 5.1.3 Evaluation Matrix

Consultant shall develop and utilize an evaluation matrix to compare the alternatives, based on the criteria and goals identified in Task 2.2. Decision criteria for selecting the preferred alternatives must be developed in

TASK 6 SOUTHWEST SUBAREA TRANSPORTATION PLAN

Purpose and approach: Consultant shall prepare and provide a draft Southwest Subarea Transportation Plan.

Task 6.1 Southwest Subarea Transportation Plan

Consultant shall prepare a DRAFT Plan, which must include, but is not limited to the following:

- Executive summary, that serves as a stand-alone summary of the most important aspects of the plan
- Goals, Policies and Objectives
- Existing conditions
- A detailed description of planned transportation facilities, services, and improvements, including the type, classification, capacity, mobility, right-of-way width, number of lanes, and planned locations, including a map showing the general location of planned improvements.
- Identify projects within UGB and those within the URA.

All supporting documentation, including the technical memorandums, must be included as an appendix.

Consultant shall prepare a Draft Plan and submit to City and TAG for review. Within 10 business days of receiving consolidated comments, Consultant shall revise draft Plan and submit final Plan to TAG and City for adoption .

Task 6 Deliverables

- 6A Draft Southwest Subarea Transportation Plan.
- 6B Final Southwest Subarea Transportation Plan

NOTE: City will need to adopt the Subarea Plan as an Appendix to the 2019 TSP via a legislative amendment process (and Comp Plan policies and goals, if applicable)