



Draft Problem, Vision and Values Statement

Problem Statement

The Interstate 5 corridor is currently the most congested and critical segment of the regional transportation system in the Portland/Vancouver metropolitan area. Currently, congestion occurs during the peak commuter hours. Without attention, however, congestion will likely increase significantly, adversely impacting the accessibility, livability and economic promise of the entire region. Action is needed now to implement appropriate solutions before the problem grows beyond the region's ability to address the issue.

Vision and Values for the Corridor

The goal of the I-5 Partnership Task Force is to create a multi-faceted, integrated plan of transportation policies, capital expenditures, personal and business actions, and incentives to address the future needs of the I-5 corridor.

The plan will:

- Provide travel mobility, safety, reliability, accessibility and choice of transportation modes for all users whether public, private, or commercial and recognizing the varied requirements of local, intra-corridor, and interstate movement;
- Support a sound regional economy by addressing the need to move freight efficiently through the corridor; Support a healthy and vibrant mix of residential, commercial, industrial, recreational, cultural and historical areas;
- Respect and protect natural resources;
- Support balanced achievement of community, neighborhood, and regional goals for growth management, the environment, and a healthy economy; and
- Fairly distribute the associated benefits and impacts for the region and the neighborhoods adjacent to or affected by the Corridor.

The result will be an equitable balance of livability, mobility, access, environmental stewardship, economic vitality and social justice, now and in the future.



Option Packages: Draft Recommendations

The following table summarizes the draft set of Option Packages recommended by the Governors' Task Force on April 24th for public review. A final set of packages will be adopted on May 22nd, based on comments received at the public open house and Community Forum meeting on May 10th.

<u>Package</u>	<u>Recommendation</u>
1. <i>Baseline (no new Columbia River Crossing)</i>	<i>Study further</i>
2. <i>Express Bus on New Bridge, Without Additional Freeway Corridor Capacity</i>	<i>Study further</i>
3. <i>Light Rail Transit on New Bridge Without Additional Freeway Corridor Capacity</i>	<i>Study further</i>
4. <i>Commuter Rail Without Additional Freeway Corridor Capacity</i>	<i>Defer further study until results from Rail Capacity Analysis are available (Fall 2001)</i>
5. <i>Planned Regional Bus With Additional Freeway Capacity</i>	<i>Do not study – refine as an option in Package 6</i>
6. <i>Express Bus to Downtown Portland With Corridor-Wide Freeway Capacity Increase (includes new Columbia River crossing)</i>	<i>Study further</i>
7. <i>Light Rail Transit With Corridor-Wide Freeway Capacity increase (includes new Columbia River Crossing)</i>	<i>Study further</i>
8. <i>New Arterial Road with Columbia River Crossing</i>	<i>Continue to study “port-to-port” bridge, Mill Plain to Columbia Boulevard.</i>
9. <i>New Freeway Corridor</i>	<i>Do not study</i>



Each of the 9 option packages has the following elements:

- Highway
- Transit
- Arterial
- Transportation Demand Management

In addition, there are two special analysis areas for each package:

- Lombard to SR 500
- Rose Quarter (I-405 to I-5)

These two areas require special analysis over the summer to identify how to address the transportation problems.

Finally, analyses are currently underway to:

- identify the needs of the heavy rail system and
- assess how land use and policy changes can reduce the need for physical improvements

When results are available this fall, the Task Force will add freight and passenger rail improvements to the option packages. The Task Force will also identify land use and policy changes for each option package.



Option Package No. 1: Baseline (No New Columbia River Crossing)

Recommendation: Study

Overview:

This option includes only the existing transportation system plus improvements included in the adopted transportation plans for Clark County and the Portland metropolitan area.

Package Elements:

Transit Improvements:

- Light rail transit (LRT) from Rose Quarter to Expo Center
- Express bus service from Clark County park-and-ride lots to the Portland International Raceway LRT station.
- Express bus will use existing lanes across the Columbia River.
- Planned growth in transit service based on adopted regional transportation plans. Includes more transit service in the corridor.

I-5 Improvements:

- Provide a third lane in each direction in Vancouver from 134th to Main St. In the morning rush hour, the southbound lane will be for high occupancy vehicles (HOV).
- System management, including ramp metering, freeway reader boards, and other measures to maintain traffic flow
- Potential *freight and other* improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Arterial Road Improvements:

All Option Packages have a common set of arterial road improvements based on adopted regional transportation plans.

- Arterial improvements in all packages include:
 - Widen Marine Drive to 5 lanes from Terminal 6 to Portland Road
 - New 4 lane bridge to Hayden Island from Marine Drive
 - Improve Columbia/Killingsworth intersection and connection to I-205
 - North Lombard overcrossing into Rivergate



Demand Management:

All Option Packages have a common set of demand management measures based on adopted regional transportation plans.

- Demand management measures in all packages include:
 - Increase funding for carpool and vanpool programs
 - Increase funding for employer outreach encouraging flex hours and telecommuting
 - Expand employer sponsored transit passes to reduce transit fares for commuters
 - Increase mixed use development to reduce vehicle trips
 - Increase parking pricing and parking management



Option Package No. 2: Express Bus on New Bridge, without Corridor-Wide Freeway Capacity Increase

Recommendation: Study

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service to the light rail station at Expo Center.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus in high occupancy vehicle lane from 134th to light rail station at Expo Center
- Options for possible extensions of express bus include, express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

I-5 Improvements:

- New Columbia River bridge to support express bus. *Bridge could also support HOV or local traffic between Vancouver and Portland.*
- Potential *freight and other* improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 3: Light Rail Transit on New Bridge Without Corridor-Wide Freeway Capacity

Recommendation: Study

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County without a corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- *Phased extension of light rail transit into Clark County including:*
 - *Extending Interstate Max to downtown Vancouver area*
 - *Extending Airport Max along I-205 from the Parkrose station to the Vancouver Mall area, and*
 - *An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.*
- *Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.*
- Establish feeder bus service to light rail stations



I-5 Improvements:

- *This option package will be studied with two variations: 1) as a Light Rail only bridge, and 2) as a joint-use bridge for LRT and vehicle traffic.*
- Potential *freight and other* improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 4: Commuter Rail Without Corridor-Wide Freeway Capacity Increase

**Recommendation: Defer Study
Decision to Fall 2001**

Overview:

This Option Package focuses on development of commuter rail between downtown Portland and Clark County without an increase in corridor-wide freeway capacity.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Establish commuter rail service on new rail alignment including tunnel under North Portland, new stations in Portland and Vancouver, and a new rail bridge across the Columbia River and North Portland Harbor
- Establish feeder bus service to rail stations

I-5 Improvements:

- Potential *freight and other* improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 5: Planned Regional Bus System with Corridor-Wide Capacity Increase

**Recommendation: Do not Study
- Combine with Option 6**

Overview:

This Option Package involves a major increase in I-5 roadway capacity with no major increase in high capacity transit.

Package Elements:

Baseline improvements, plus...

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A general purpose lane for all freeway traffic
- Build new I-5 Columbia River Bridge
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 6: Express Bus to Downtown Portland with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Recommendation: Study

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service *to downtown Portland*. It also includes the addition of a fourth lane in each direction along I-5 to be used for high occupancy vehicles, express lanes, or *freight* use.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus *service from Clark County to downtown Portland*
- Options for possible extensions of express bus include express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

Note: There may be difficulty getting funding from the Federal Transit Administration for express bus service that runs parallel to a new light rail line (Interstate MAX).



I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - *Freight traffic*
- Build new I-5 Columbia River Crossing
- Potential *freight and other* improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 7: Light Rail Transit with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Recommendation: Study

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County with a major corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Phased extension of light rail transit into Clark County including:
 - Extending Interstate Max to downtown Vancouver area
 - Extending Airport Max along I-205 from the Parkrose station to the Vancouver Mall area, and
 - An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.
- Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.
- Establish feeder bus service to light rail stations



I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - *Freight traffic*
- Build new I-5 Columbia River Crossing
- Potential *freight and other* improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No 8: New Arterial Road with Columbia River Bridge

Recommendation: Study

Overview:

This Option Package involves a new arterial road between *Columbia Boulevard in Portland and Mill Plain Blvd. in Vancouver.*

Package Elements:

Baseline improvements, plus...

Arterial System Improvements:

- Provide “port-to-port” bridge linking *Columbia Boulevard in Portland* to Mill Plain in Vancouver near existing rail corridor across Hayden Island

I-5 Improvements:

- Potential *freight and other* improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 9: New Freeway Corridor

Recommendation: Do Not Study

Overview:

This Option Package involves construction of a new westside freeway corridor. A specific alignment has not been established.

Package Elements:

Baseline improvements, plus...

New Freeway Corridor:

- New freeway and bridge west of the existing I-5 bridge connecting Clark County, Washington and Washington County, Oregon

I-5 Corridor:

- Potential improvements in the Special Analysis Areas:
1) Rose Quarter and 2) Lombard to SR 500



Overview

- Two areas within the I-5 corridor require special consideration:
 - Lombard Street to SR 500 and
 - Rose Quarter (I-84 to I-405).
- These two areas have many physical constraints and operational problems, and there are a wide range of possible solutions to the problems.
- Problems within each area are inter-related and need to be looked at together.
- Design and evaluation of options in these two areas will occur this summer, concurrently with evaluation of the option packages.



Lombard Street to SR 500

Existing Physical and Operational Constraints:

Problems in this area include:

- **In Vancouver:**
 - Two major highways intersect with I-5: SR 14 and SR 500
 - Closely spaced interchanges makes it difficult for vehicles to merge on and off the freeway
- **At the Columbia River Crossing:**
 - The SR 14 and Hayden Island ramps are very close to the bridge which makes it difficult for vehicles to merge on and off the freeway, and results in back-ups
 - Marine Drive is a key interchange for freight movement. Back-ups at the Interstate Bridge result in delays to trucks getting on I-5 at Marine Drive
- **In Portland:**
 - I-5 is only two lanes southbound between the Delta Park and Lombard Street interchanges.
 - *Columbia Boulevard Interchange is a key for freight movement. The interchange does not work well for trucks and results in additional truck traffic traveling through the Kenton neighborhood.*



Lombard Street to SR 500

Potential Improvements:

- Collector-distributor (CD) roads - Improve access between the freeway and arterials to provide alternatives for short distance trips that would otherwise use the freeway
- Interchange reconfiguration - Improved freeway entrance and exit ramps, including the potential of freight-only lanes (Columbia Boulevard, Marine Drive, downtown Vancouver)
- Freeway widening - Provides third lane where two lanes now exist between Delta Park and Lombard interchanges
- *New I-5 Columbia River crossing – For Option Packages that include a new crossing, alternative designs will be considered.*



Rose Quarter: I-84 to I-405

Existing Physical and Operational Constraints

Problems in this area include:

- Closely spaced interchanges make it difficult to merge on and off the freeway
- Problems on freeway ramps back up traffic on local streets, likewise... problems on local streets back up traffic on freeway ramps
- Freeway drops to two lanes in this area

Potential Improvements:

- Interchange reconfiguration - Improve freeway entrance and exit ramps
- Freeway widening - Provide a third lane where two now exist. *The third through lane would be considered for general purpose traffic or for use as an HOV lane.*
- Regional arterial improvements



The Governor's Task Force has appointed a Committee to conduct a land use assessment for the I-5 Partnership.

The Regional Land Use Assessment Committee is charged with advising the Governors' Task Force on the Portland/Vancouver I-5 transportation and trade partnership about:

- the likely effects of adding capacity (and not adding capacity) in the I-5 Trade Corridor on local and regional growth and growth management goals in Oregon and Washington, and
- policy changes that can be made in Oregon and Washington that will reduce the need for improvements in the I-5 Trade Corridor, protect the public investments in the corridor, and support growth management goals.

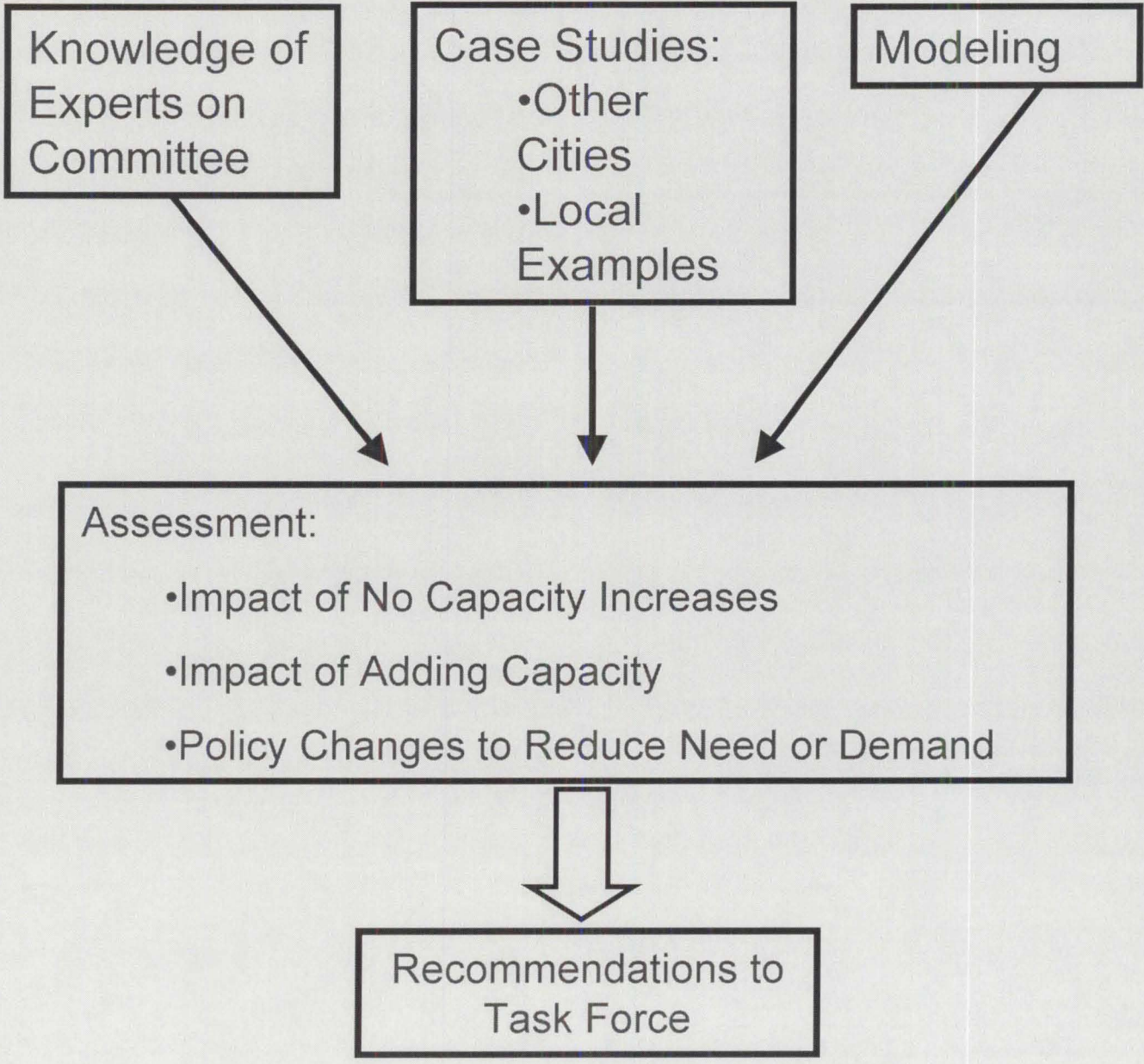


Oregon Members:

- Gail Achterman - Oregon Transportation Commission
- Baruti Artharee - Portland Development Commission
- Mark Fraser - Colliers International
- Commissioner Charlie Hales - City Of Portland
- Lance Killian - Killian Pacific
- Councilor Rod Park - Metro

Washington Members:

- Bill Connelly - Eric Fuller and Associates
- Bill Ganley - City of Battle Ground
- Alison Mielke - Friends Of Clark County
- Paul Nelson - Key Property Services Inc.
- Bart Phillips - Columbia River Economic Development Council
- Commissioner Craig Pridemore - Clark County





Factors affecting travel demand patterns:

- Jobs availability
- Housing availability and affordability
- Accessibility
- Mixed use development

Tools to reduce travel demand and support land use plans:

- Improve regional routes to access Industrial Areas, Regional Centers and Central City
- Invest in boulevards and other infrastructure to support Regional Centers and mixed-use development
- Improve connections between Regional Centers with transit and highways
- Improve transit and pedestrian environment, lower parking ratios, and increase mixed-use in Regional Centers
- Setting population and mixed-use targets for centers
- Use urban renewal and other tools to develop mixed use areas
- Tolerate more congestion in centers

Portland / Vancouver

I-5



Transportation and Trade
Partnership

Freight Rail Analysis

Text from old board.



Decide if we need to make new displays.