

I-5 Trade Corridor  
Regional Land Use Committee  
Findings and Recommendations

Presented to the Task Force  
October 30, 2001

# I. Committee Process

Fundings and Recommendations  
Regional Land Use Committee  
I-2 Trade Corridor

# Committee Charge

To report on:

- Likely effects of investment
  - on local and regional growth
  - on growth management goals

# Committee Charge

To report on:

- Policy changes
  - to reduce the need for improvements
  - protect the public investments
  - support growth management goals.

# Information Sources

- Metroscope model
- Opinions of national experts
- Literature review
- Case studies
- Committee members' professional opinion
- Other information

# Metroscope Model

- New integrated land use-transportation model
  - Allocates regional forecast of households and employment based on land supply, zoning, price and transportation access
  - Includes traffic generated from new development **induced** by improved access

# Metroscope Model

- Two Scenarios
  - Base Case similar to Baseline 2020
  - Added I-5 Capacity:
    - Added 1 HOV lane in each direction (Going St to 134th)
    - Total of 8 lanes across the Columbia River on I-5
    - Light rail loop in Clark County



- Total of 2 lanes across the Columbia River on I-2

## II. Committee Findings

- Added I-2 Capacity:
- 5-lane Cross-section to Baseline 3050
- Two Scenarios

## Metroscobe Model



# Land Use Impacts Without Investment

- Population and employment growth in the region are developing in a more dispersed pattern than anticipated in our current adopted plans.
- There will be more job growth in Clark County than anticipated in our current adopted plans.

# Land Use Impacts Without Investment

- The Columbia Corridor is already a valuable regional and bi-state resource, but...
- Traffic congestion and reduced travel reliability will have an adverse economic effect on industries and businesses in the Corridor.

# Land Use Impacts Without Investment

- Industrial areas near interchanges are at risk of being converted to commercial uses.

# Land Use Impacts With Investment

- Travel time savings will attract employment growth towards
  - The center of the region,
  - The Columbia Corridor, and
  - Along the I-5 Corridor.
- There will be new job opportunities for north and northeast Portland residents.



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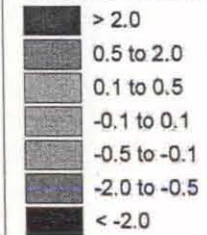
REGIONAL LAND INFORMATION SYSTEM

### MetroScope Residential Model

### I-5 Added Capacity vs. Base Case

### 2020 New Employment

#### % Relative Change



#### Disclaimer:

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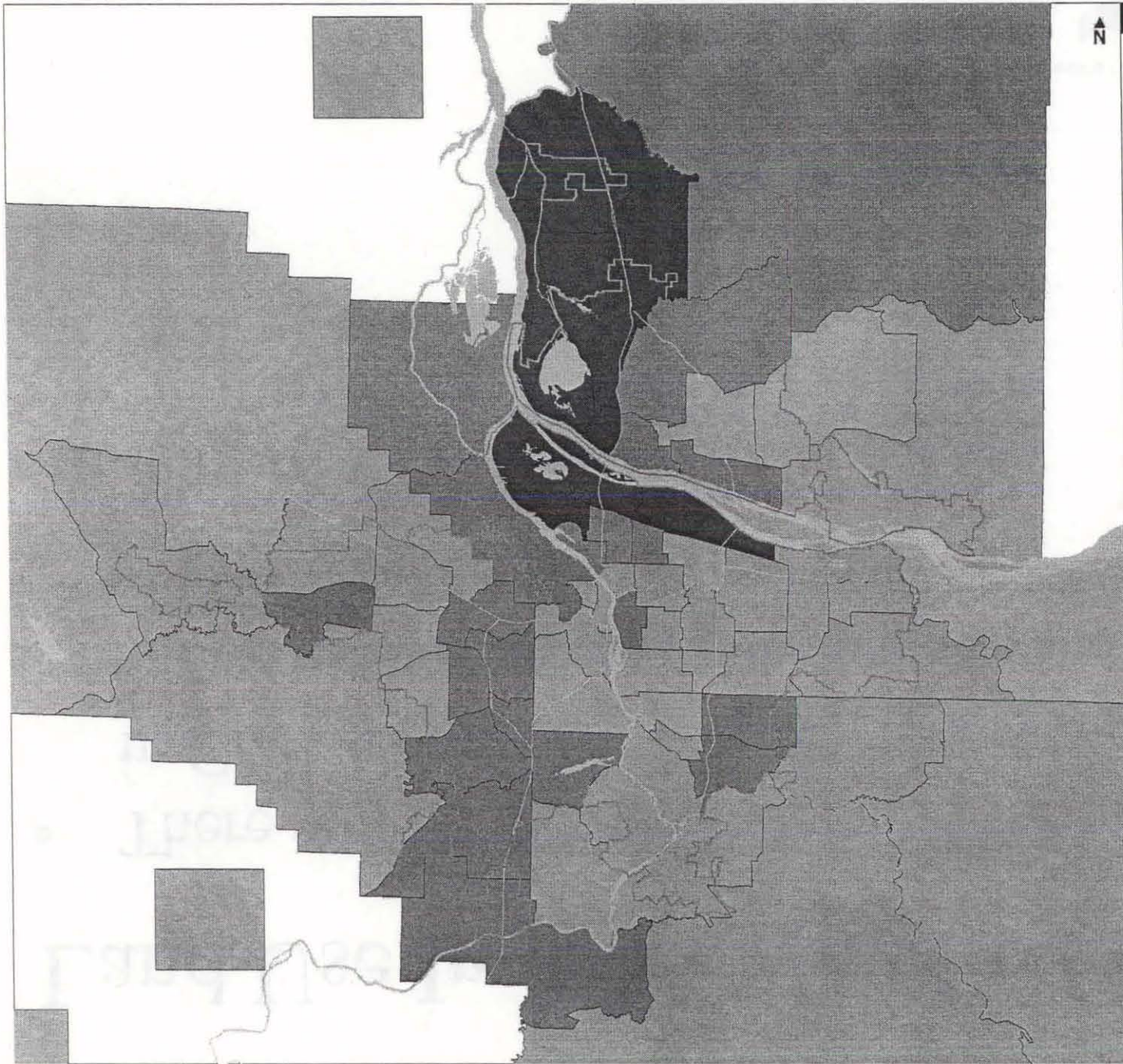


1" = 1.6 miles



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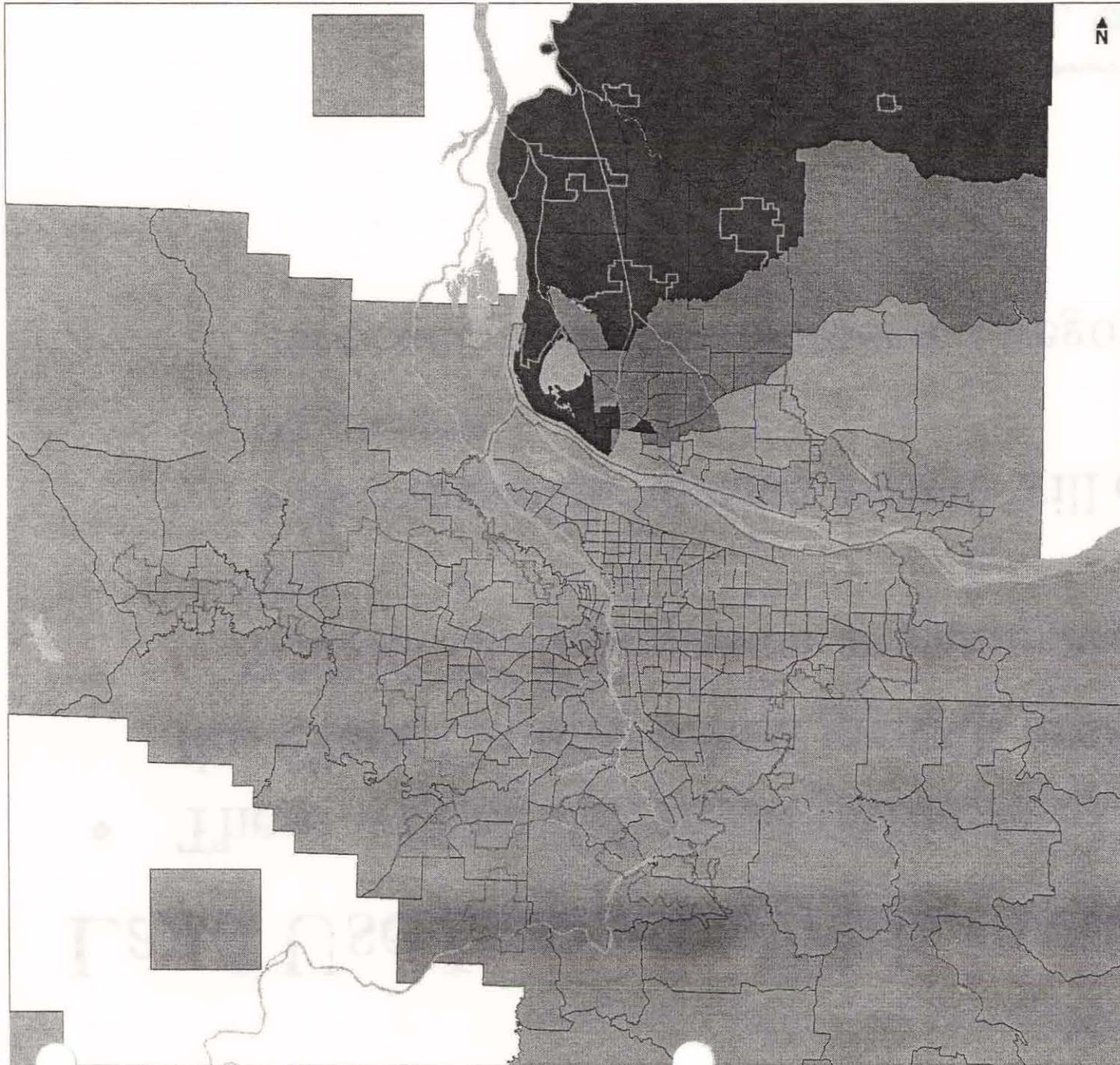


# Land Use Impacts With Investment

- There will be increased demand for housing in Clark County.
  - Due to better access to Oregon jobs, and
  - Due to more Clark County jobs

# Land Use Impacts With Investment

- There will be increased pressure to expand the Clark County urban growth area.
- Without UGA expansion, housing prices will rise
- With expansion, housing growth will exceed job growth.
- The result: more commuting to Oregon.



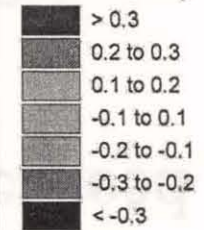
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**MetroScope  
Residential Model**

**I-5 Added Capacity vs.  
Base Case**

**2020 Housing Price  
(Year 2000 = 1)**

% Relative Change



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# Land Use Impacts With Investment

- More jobs may be attracted to the region.
- More mixed use and compact housing development will occur around transit stations, if zoning and regulations permit.
- Industrial areas are at even greater risk of being converted to commercial uses at interchanges.
- The region will function more as one economy, by reducing the barrier effect of the Columbia River.

### III. Staff Findings

- The region will function more as one marketplace.
- Being converted to commercial uses at industrial sites will reduce the risk of stations if zoning and regulatory barriers development will occur around transit.
- More mixed use and compact housing.
- More jobs may be attracted to the region.



# Overall Impacts

- Growth is induced by travel time savings (“accessibility”). The greater the travel time benefits, the greater the induced growth.

But,

- Land use impacts also depend on
  - zoning
  - utilities
  - local policies and incentives

# Overall Impacts

## Express Bus vs Light Rail

- Land use impacts:
  - depend on ridership: the more riders, the greater the benefits on adjacent properties and sites
  - occur at either end of the trip with express bus; more development may occur in centers,
  - occur at multiple locations at LRT station stops, with supportive land use policies

# Overall Impacts

## 3 vs 4 lanes

- Travel time savings of Task Force options are greater than with Metroscope option
  - More capacity assumed in 3 and 4 lane options
  - Traffic from induced growth not accounted for
- Land use effects would be greater with these options than estimated with Metroscope
  - More employment attracted to corridor
  - Greater pressure on Clark County housing

## Travel Time Comparison

SOV/Truck Travel Time between Downtown Portland and Salmon Creek  
(134<sup>th</sup> @ I-5) during the afternoon peak period 2020

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<b>Task Force Options</b>	<b>Metroscope Options</b>
Existing Conditions 2000	37.8 min
No Build 2020	44.4 min
Baseline 2020	40.0 min
West Arterial	34.1 min
3 Lane (w/express bus short)	31.7 min
3 Lane (w/LRT loop)	30.8 min
4 Lane (w/express bus long)	30.1 min
4 Lane (w/LRT loop + reversible)	21.4 min
	Metroscope Base Case
	42.5 min
	Metroscope w/ I-5
	Added Capacity
	34.9 min



# IV. Recommended Land Use Strategy

# Range of Land Use Strategies

- Three land use strategies address key land use impacts
- Three levels of intensity identified for each strategy
- Committee Recommended Strategy is shaded.



# Range of Land Use Strategies

Land Use Strategies	Level of Intensity		
	Level A	Level B	Level C
<b>1. Interchange and Transit Station area Management Plans</b> <i>Regulate areas most affected by land value changes.</i>	Status Quo No plans currently in place to preserve zoning for interchange areas in the region or for stations in Clark County	Intergovernmental Agreements to protect existing capacity.	Intergovernmental Agreements required to be in place before new cross-river capacity investments are made.
<b>2. Integrated Regional Plans</b> <i>Coordinate bi-state transportation land use plans and actions.</i>	Status Quo Consultation only.	Concurrent and complimentary decisions on UGB/A decisions and land use plans.	Mandatory requirement for bi-state planning in the Portland/Vancouver region.
<b>3. Transportation Demand Management and Transportation System Management Policies</b> <i>Encourage alternative modes and efficient use of road capacity.</i>	Status Quo Different levels of commitment throughout the region.	Develop consistent levels of commitment in the Clark County Framework Plan and coordinate with Metro Framework Plan.	Require consistent levels of commitment and enforcement of policies.

