

PREPARE TO STOP

EXIT 10C
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What Have We Learned So Far?

Portland/Vancouver I-5 Trade Corridor Leadership Committee Study

- *Initiated as a response to growing concern in the public and private sectors about congestion*
- *Designed to answer some basic questions:*
 - *How significant is the problem, now and in the future?*
 - *Are options promising enough to warrant further study?*

Leadership Committee

<i>Name</i>	<i>Affiliation</i>
<i>Peter Bennett</i>	<i>K-Line</i>
<i>Mike Bletko</i>	<i>Fred Meyer</i>
<i>Margaret Carter</i>	<i>Urban League</i>
<i>Anthony Ching</i>	<i>Wafertech</i>
<i>Wesley Hickey</i>	<i>Tidewater Barge Lines</i>
<i>Bill Hutchinson</i>	<i>Tooze, Duden, Creamer et al.</i>
<i>Phil Kalberer</i>	<i>Kalberer Food Service</i>
<i>Steve Madison</i>	<i>Cana Realty</i>
<i>Bill Maris</i>	<i>Market Transport, Ltd.</i>
<i>Ken Novack</i>	<i>Schnitzer Group</i>
<i>Dick Pokornowski</i>	<i>Vancouver Citizen</i>
<i>Vern Ryles</i>	<i>Poppers Supply</i>
<i>Carl Talton</i>	<i>PGE</i>
<i>Keith Thomson</i>	<i>Port of Portland</i>

Leadership Committee Charge

- *What is the magnitude of the problem?*
- *What is the cost of inaction?*
- *What improvements are needed?*
- *How can improvements be funded?*
- *What are the next steps?*

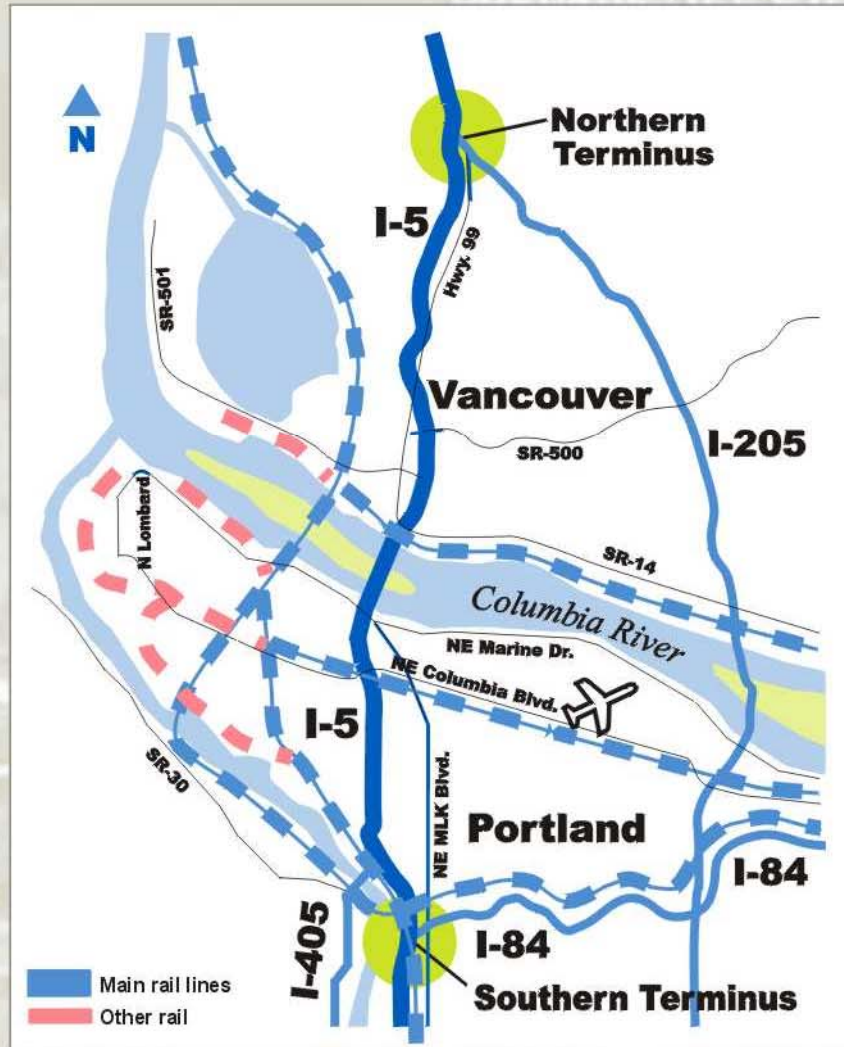
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What is the magnitude of the problem?



The Portland/Vancouver I-5 Trade Corridor:

- links Mexico, California, Oregon, Washington, Canada and Pacific Rim countries
- nexus of transportation facilities: deep-water shipping, barging, railroads and the interstate freeway system
- home to the region's largest industrial areas

What are today's "problems"?



- *Travel demands are exceeding available capacities*
- *This affects I-5 and other roadways*

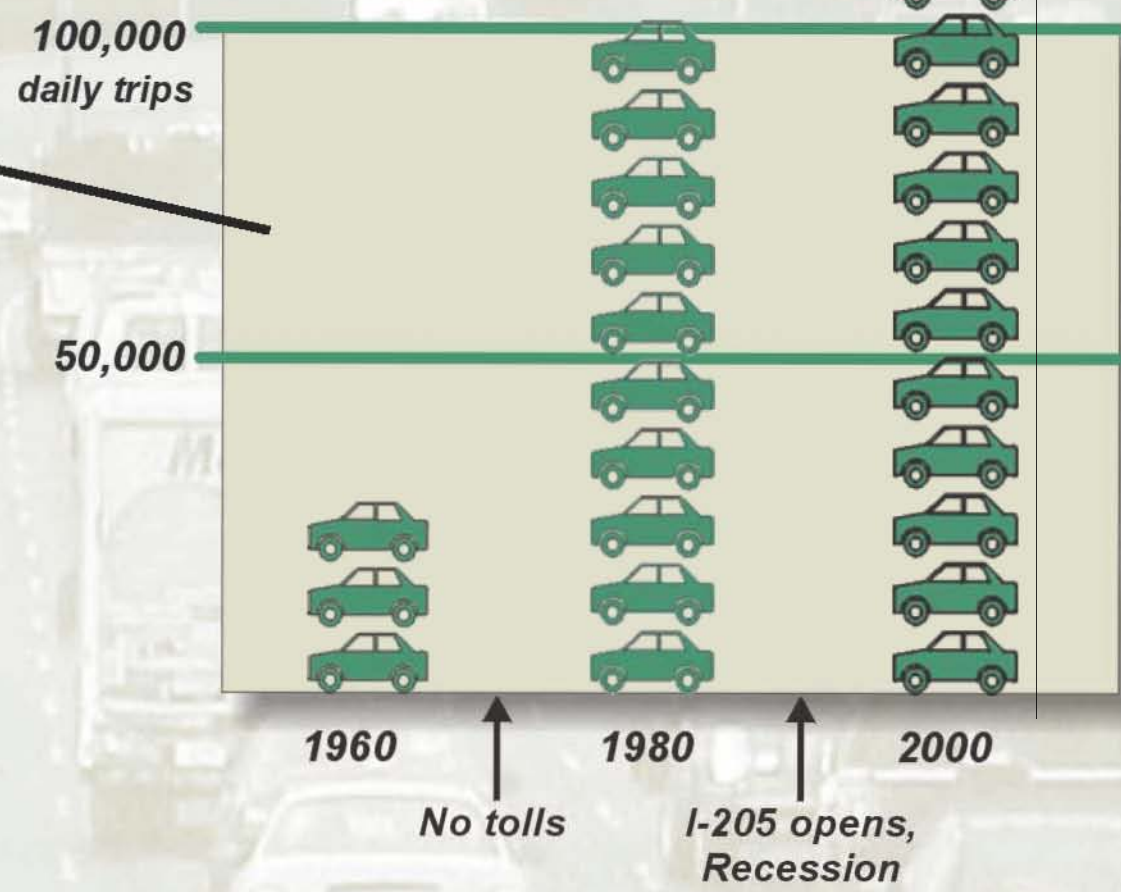
***I-5's current
users:***

***Regional vs.
through trips***





I-5's daily traffic volumes



What is the magnitude of the problem?

What does the future hold?



150,000
daily trips

100,000

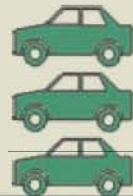
50,000

1960

1980

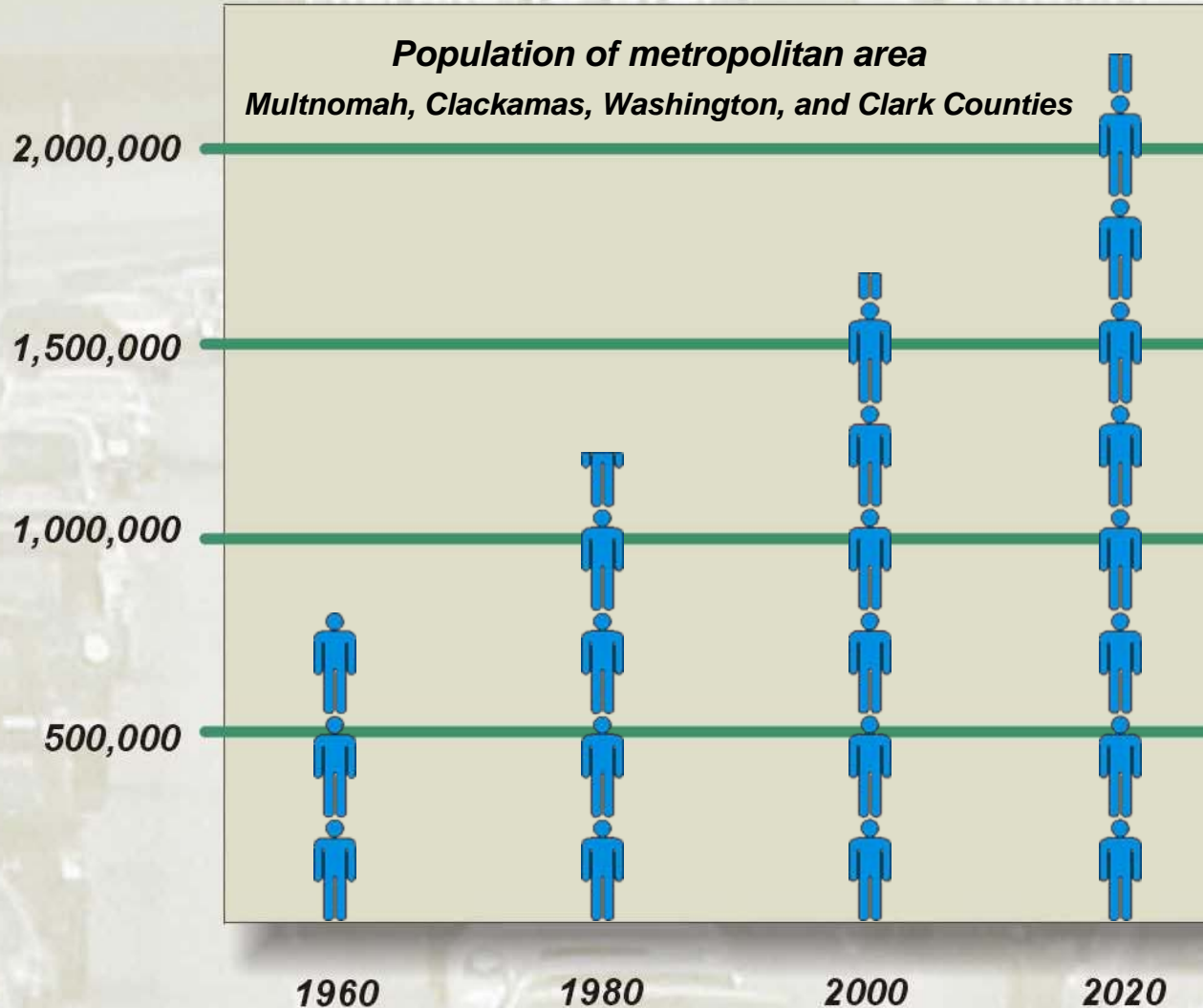
2000

2020



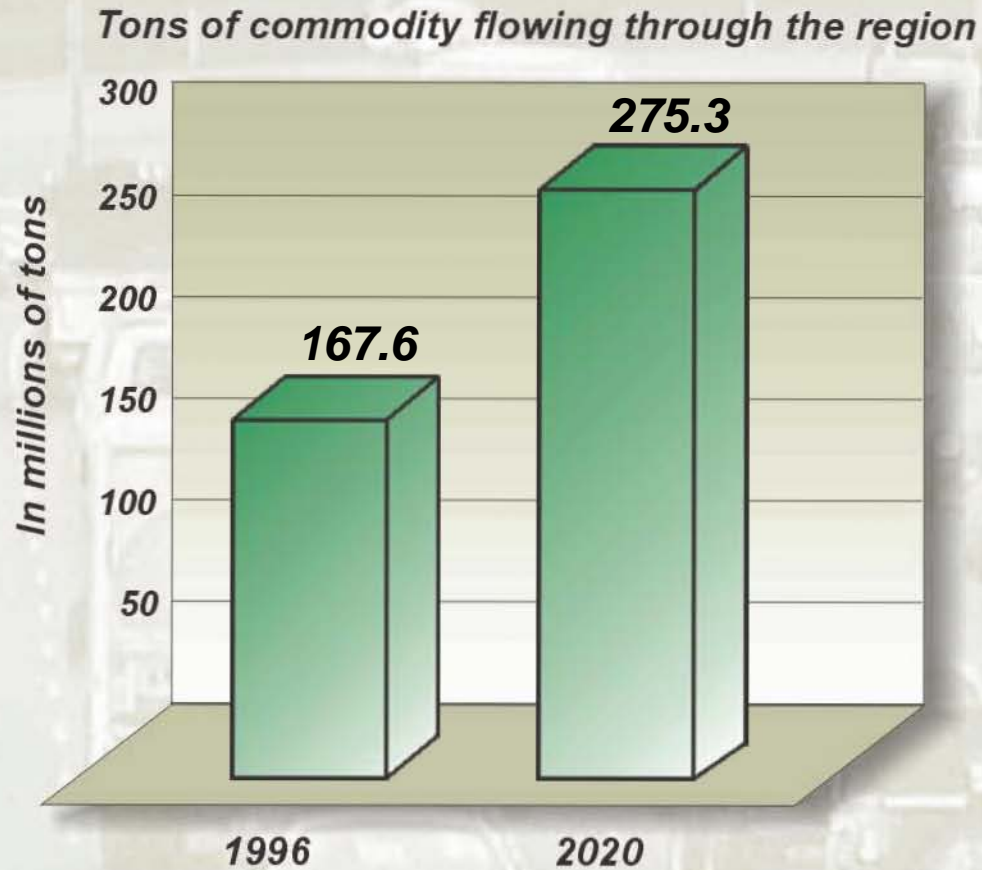
What is the magnitude of the problem?

Regional population growth is driving travel demand ...



What is the magnitude of the problem?

... as is the region's projected growth in trade



Congestion will become a problem throughout the morning ...



2020

... and the evening



2020

Congestion on the freeway ...



What is the magnitude of the problem?

... on arterial roadways ...



... and on-ramps



The duration of congestion will extend to several hours



2020



2020

Leadership Committee Charge

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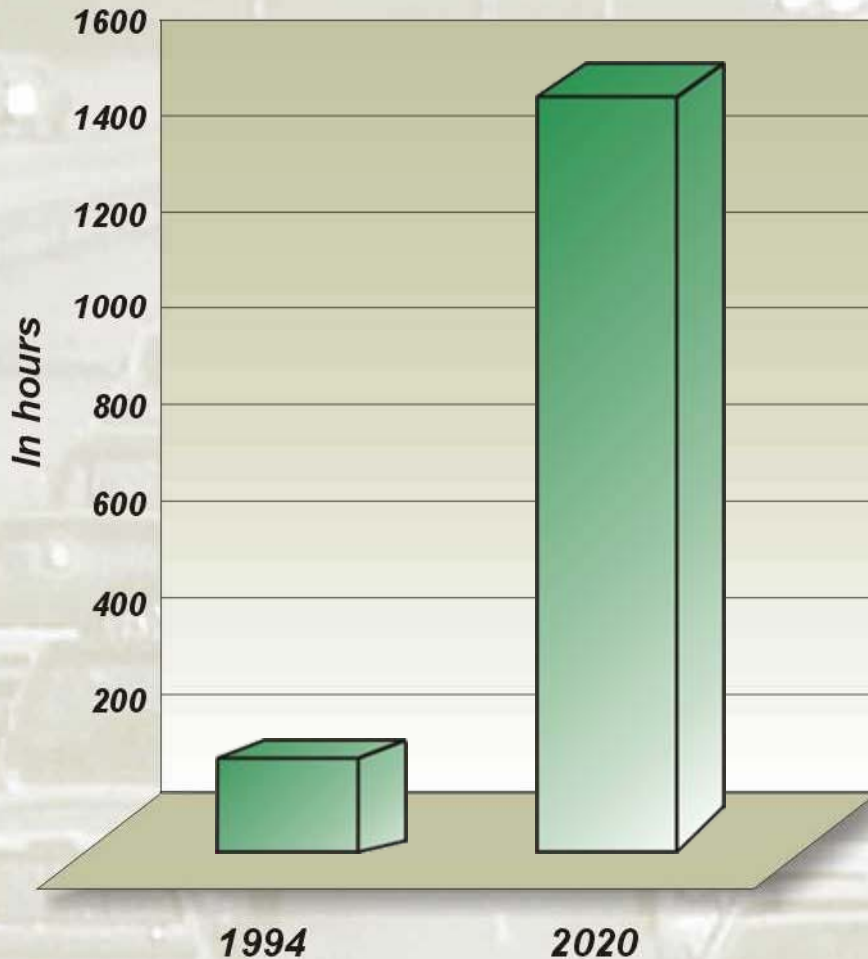
What is the cost of inaction?



- *Future congestion threatens the economic promise of the region*
- *Maintaining mobility is key to our quality of life*

The economic promise of the region is threatened

Truck hours of delay (2-hour pm peak)



- Freight and trade will be adversely impacted by congestion, especially during midday*
- Lack of reliability will increase transportation costs more than increases in delay*

Economic promise



- *Increases in cost and uncertainty will influence business location and expansion decisions*

Economic promise



- *Lack of accessibility will limit the ability to attract future jobs in key industrial areas*
- *Planned growth may be affected by congestion*

Mobility in the I-5 Trade Corridor is key to our quality of life



- *“Spillover” traffic from I-5 will congest neighborhood streets*

Mobility and quality of life



- *Congestion threatens development potential of downtown Vancouver*

Stakeholders interviewed say — “I-5 is our lifeline”

- *Community and business stakeholders rely on it 24/7*
- *The, or one of the, top transportation priorities*
- *Consequences of inaction:*
 - *lack of mobility for neighborhoods, shippers and commuters*
 - *economic and trade impacts*
 - *livability (traffic in neighborhoods, time ...)*
 - *can't meet land-use plans (industrial areas, Lloyd district, downtowns)*
- *But don't ignore consequences of action — air quality, displacements, noise, land use*

The broader public agrees — I-5 needs help

- *85% of opinion survey participants say problems are serious or very serious*
- *Freight and trade in the corridor is important to the economy (87%), and most think the problems will hurt the economy*
- *Most feel personal impacts as well*
- *Most don't anticipate significant neighborhood or environmental impacts*

Leadership Committee Charge

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What are the next steps?

- *The Strategic Plan should:*
 - *be developed with citizen input*
 - *identify specific improvements and their phasing*
 - *be coordinated with other regional economic development, transportation and land use plans*

Next steps

- *The Strategic Plan should address:*
 - *demand management strategies*
 - *needed highway, transit and rail improvements*
 - *land-use opportunities and impacts*
 - *environmental issues*

Next steps

Portland/Vancouver I-5 Transportation and Trade Partnership Target Schedule for Public Input Opportunities

	Assessment of Issues & Options			Design & Evaluation of Options			Development & Adoption of Corridor Strategy	
	Feb. 01	April 01	May 01	Oct. 01	Jan. 02	Feb. 02	July 02	Aug. 02
Public Input Opportunities	●	●		●	●		●	
Task Force Decision Points			*			*		*

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Questions and Answers



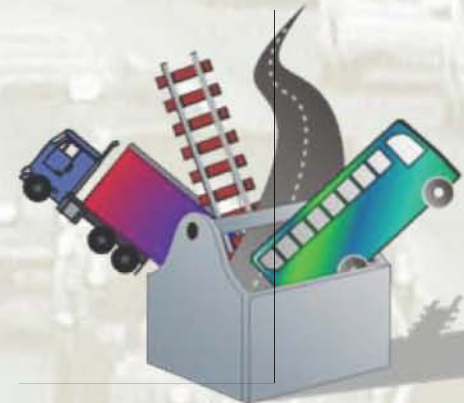
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Thinking about the Future ...



Leadership Committee Charge

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Leadership Committee findings regarding planned projects

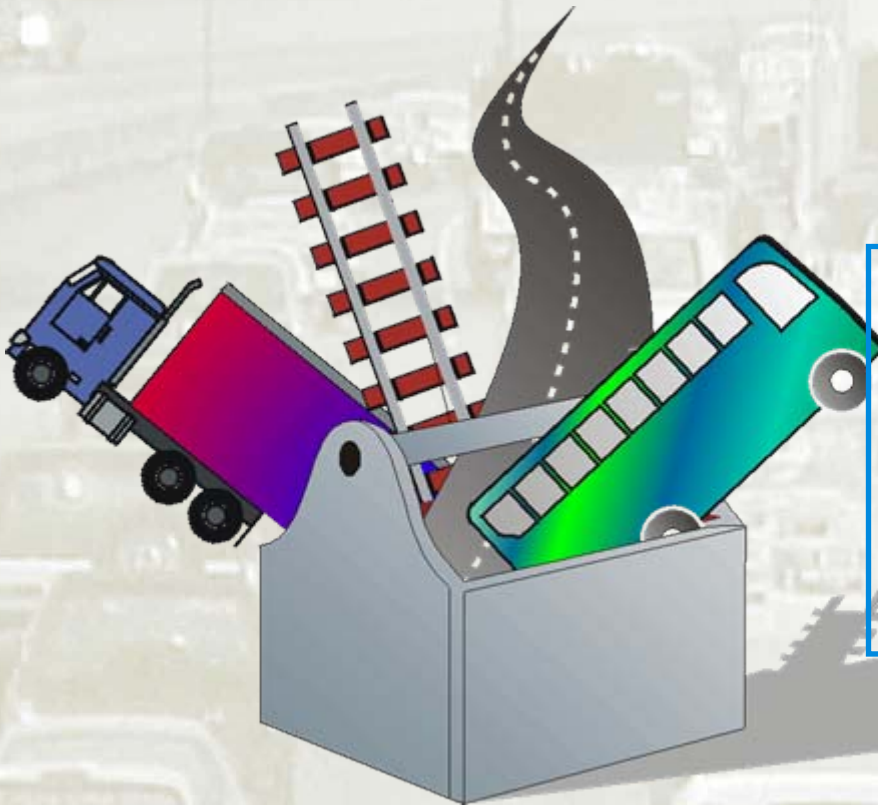
- *Planned improvements are important, but projected travel will still vastly exceed system capacity*
- *Without improvements, congestion will greatly increase*
- *The problem's magnitude requires new passenger and freight capacity across the Columbia River*



What improvements are needed?

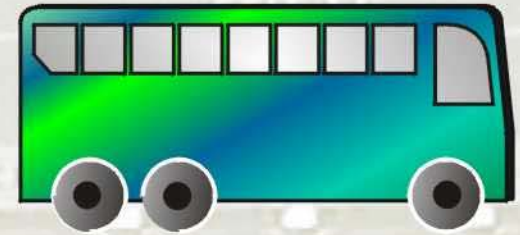
*Leadership Committee
conclusion:*

*“Best solution will use a
variety of tools”*



- *Transit and demand management*
- *Highway improvements*
- *Truck improvements*
- *Freight rail improvements*

Transit and demand management tools



- *High-capacity transit*
 - *express bus*
 - *light rail*
- *Expanded bus service*
- *Parking policies*
- *Employer-oriented programs*
 - *flex-time*
 - *vanpools*
- *Land-use changes*

Highway improvement tools



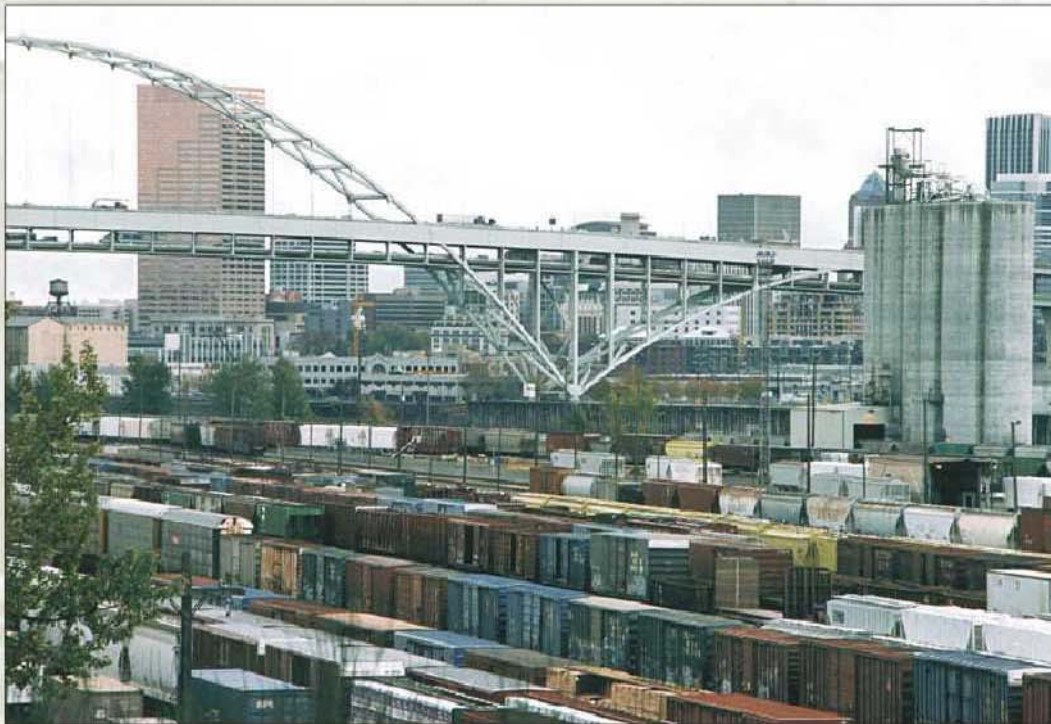
- *Additional travel lanes*
 - *general purpose*
 - *HOV / special purpose*
- *Interchange improvements*

Truck improvement tools



- *Freight-oriented travel lanes and ramps*

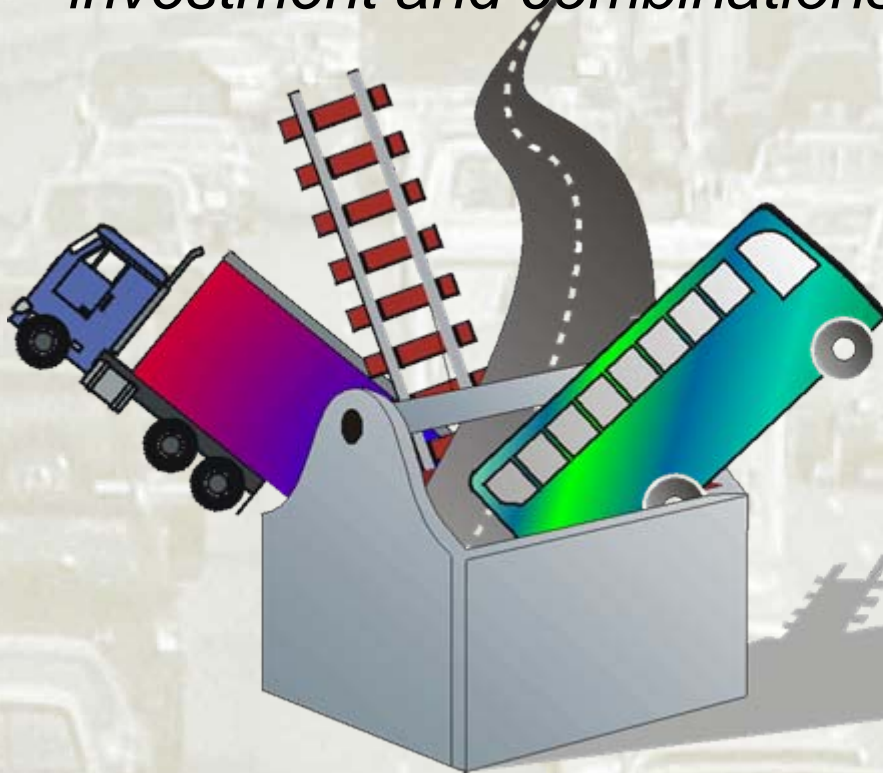
Freight rail tools



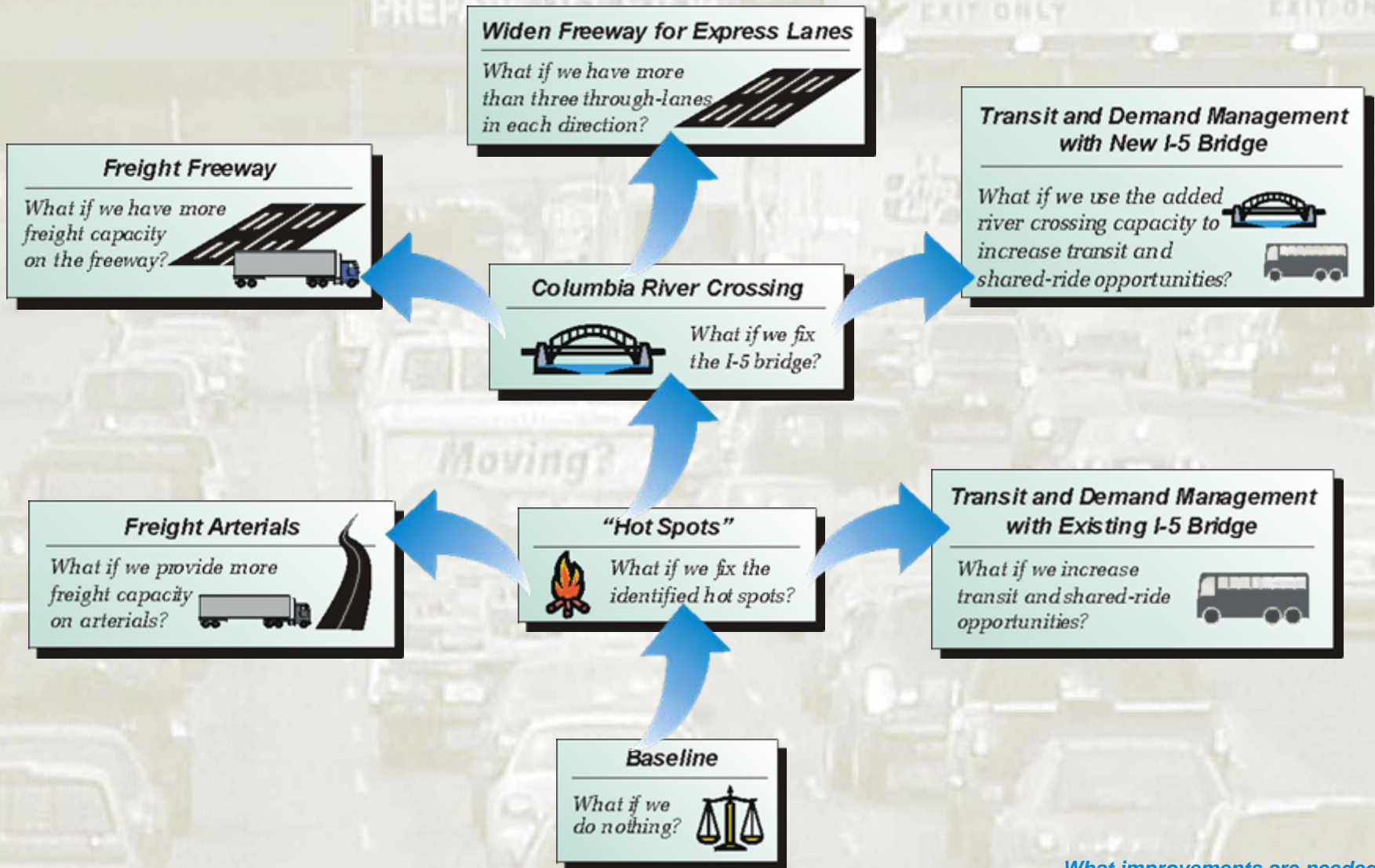
- *Mainline track improvements*
- *Switchyard improvements*
- *Integrated system management*

Scenarios studied by the Leadership Committee

- *The Leadership Committee evaluated a wide range of improvement scenarios, with varying levels of investment and combinations of:*
 - *high-capacity transit*
 - *freeway improvements (including options for a new bridge)*
 - *demand management*
 - *freight improvements*



Scenarios studied by the Leadership Committee



*How will potential improvements affect **congestion and delay**?*



A combination of new highway and transit capacity across the river will result in the the fewest number of congested hours of travel per day, but congested periods will still last longer than they do today

*How will potential improvements affect **travel times** in the corridor?*



Compared to today, “rush hour” travel times will increase under nearly any assumption about future improvements, but will be much worse if nothing is done

How will potential improvements affect *transit ridership* in the corridor?



Compared to today, transit ridership will be substantially greater in the future under all scenarios studied. The greatest ridership increases will result from investments in high capacity transit (express bus or LRT).

Leadership Committee conclusions

- *The problem is complex and requires new capacity to be multi-faceted*
 - *there is no silver bullet*
 - *the most successful scenarios would combine highway and transit improvements*
 - *the best solution will need to be phased*
 - *there are no pre-conceived solutions*

Phased improvements based on further study of:



Improving two-lane bottlenecks at

- Rose Quarter and
Delta Park in Portland***
- Downtown Vancouver
and 99th-134th in Clark
County***

Phased improvements based on further study of:



*New highway and
transit capacity at the
Columbia River and
at key points
throughout the
corridor*

Phased improvements based on further study of:



*Improvements to critical
freight arterials*

Phased improvements based on further study of:



*Improvements to
the freight rail
system*

But ... not ... so ... fast ...

- *Even with improvements there will be a capacity problem in the future*
- *Analysis showed that under all scenarios, the congestion in the peak period will get worse than today*
- *For the economic health of the region, other solutions must be examined:*
 - *peak-period pricing*
 - *transportation-efficient development*
 - *express and/or HOV lanes*

Stakeholders interviewed support a mix of solutions

- *Opinions differ about how best to address the problem*
- *A big majority believe we need both transit and road improvements*
- *Most consistent support for: fixing bottlenecks, more transit, expanding or replacing the bridge*
- *Inconsistent support for: an additional bridge elsewhere, a fourth lane, demand management*
- *Other options: reversible lanes, truck-only lanes, shifting jobs to Vancouver*

Survey shows public also wants a mix of solutions

- *Four solutions rated very highly:*
 - *fixing bottlenecks / a third lane*
 - *more transit*
 - *a combination of road and transit improvements*
 - *incentives to reduce peak-hour commutes*
- *More than half also want:*
 - *expand or replace the bridge*
 - *a fourth lane*

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Funding Options

- *Funding for improvements will need to go beyond existing resources and potential federal support*
 - *Both states should make funding of infrastructure improvements in the corridor a priority*
 - *Private financing should be sought where appropriate*
 - *Tolling and other innovative financing tools will need to be considered*

Survey and interviews — no easy funding solutions

- *Nearly all stakeholders interviewed say:*
 - *“we need to find the funds to fix the problems”*
 - *most support user fees; some support new taxes*
 - *accountability is the key*
- *Telephone survey shows the broader public believes:*
 - *there’s enough money in the system to pay for improvements*
 - *we need new funding to pay for a solution*
 - *but they’re ambivalent about how to pay*

Conclusion - Thoughts for visioning and values

- *“The game has changed”*
 - *Traditional planning and engineering meant forecasting travel demands and building the capacity to serve it*
 - *We can't meet all the potential demand — the region will need to make hard choices*

Thoughts for visioning and values, cont.

- *Key points:*
 - *demand management will be important*
 - *there are real limits to our ability to add capacity to the corridor*
 - *new capacity across the Columbia River will be the linchpin in any transit or highway investment strategy*

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