



**Portland/Vancouver I-5
Transportation and Trade Partnership**

Community Forum/Task Force Joint Meeting

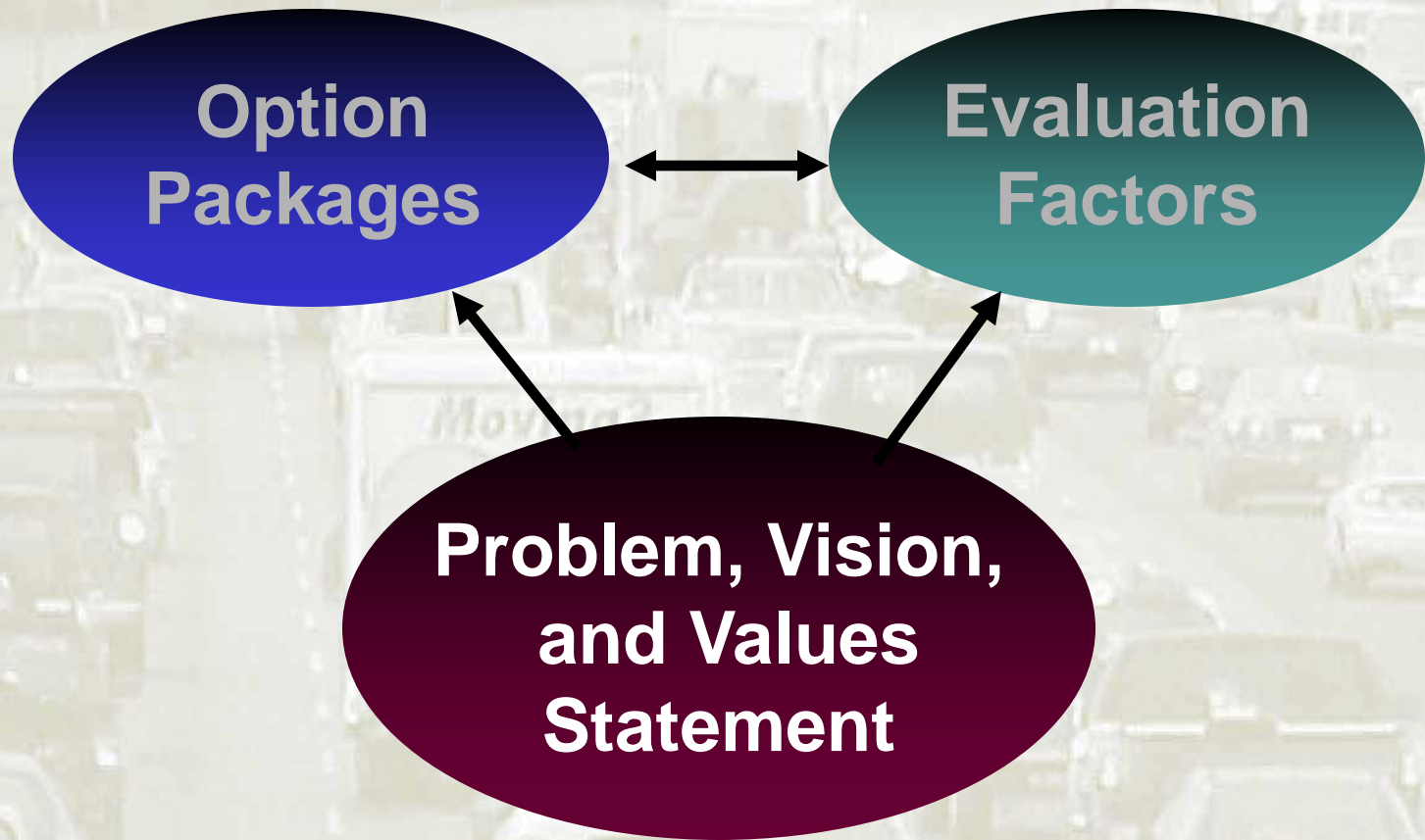
- 6:30 pm Welcome
- 6:35 pm Review and Feedback on Problem, Vision and Values Statement
- 6:55 pm Review of Recommended Option Packages
- 7:15 pm Public Comment on Option Packages
- 7:30 pm Feedback on Recommended Option Packages
- 8:25 pm Review and Feedback on Recommended Evaluation Factors
- 8:50 pm Report Back and Next Steps
- 9:00 pm Adjourn

*May 10, 2001
6:30 – 9:00 pm
DoubleTree Hotel
Portland Lloyd Center
1000 NE Multnomah
Portland, OR*

TOPICS

- **Problem, Vision, and Values Statement**
- **Option Packages Recommended for Study**
- **Draft Evaluation Factors**

Corridor Building Blocks



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

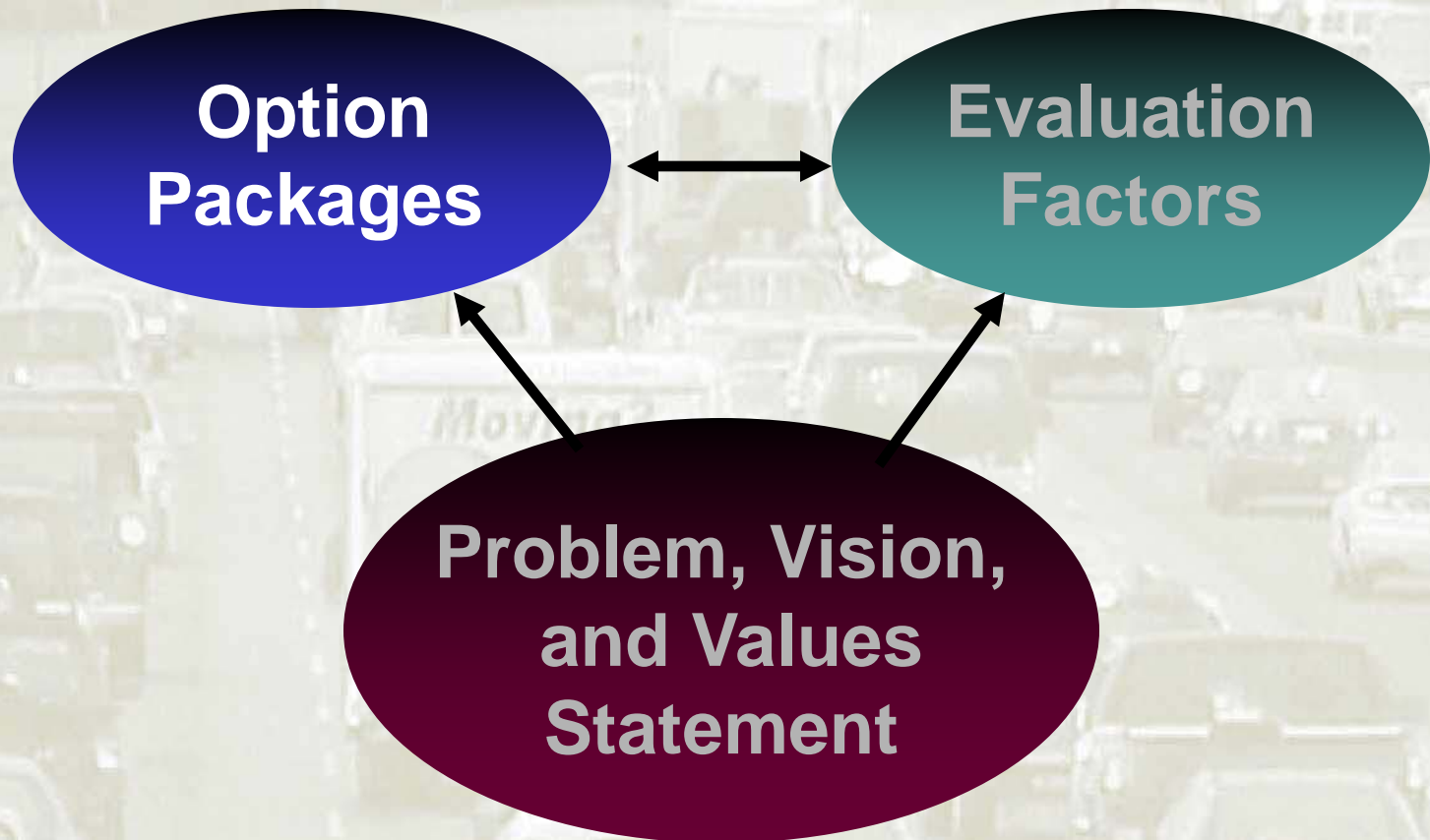
Draft Problem, Vision and Values Statement (cont.)

The plan will (cont.):

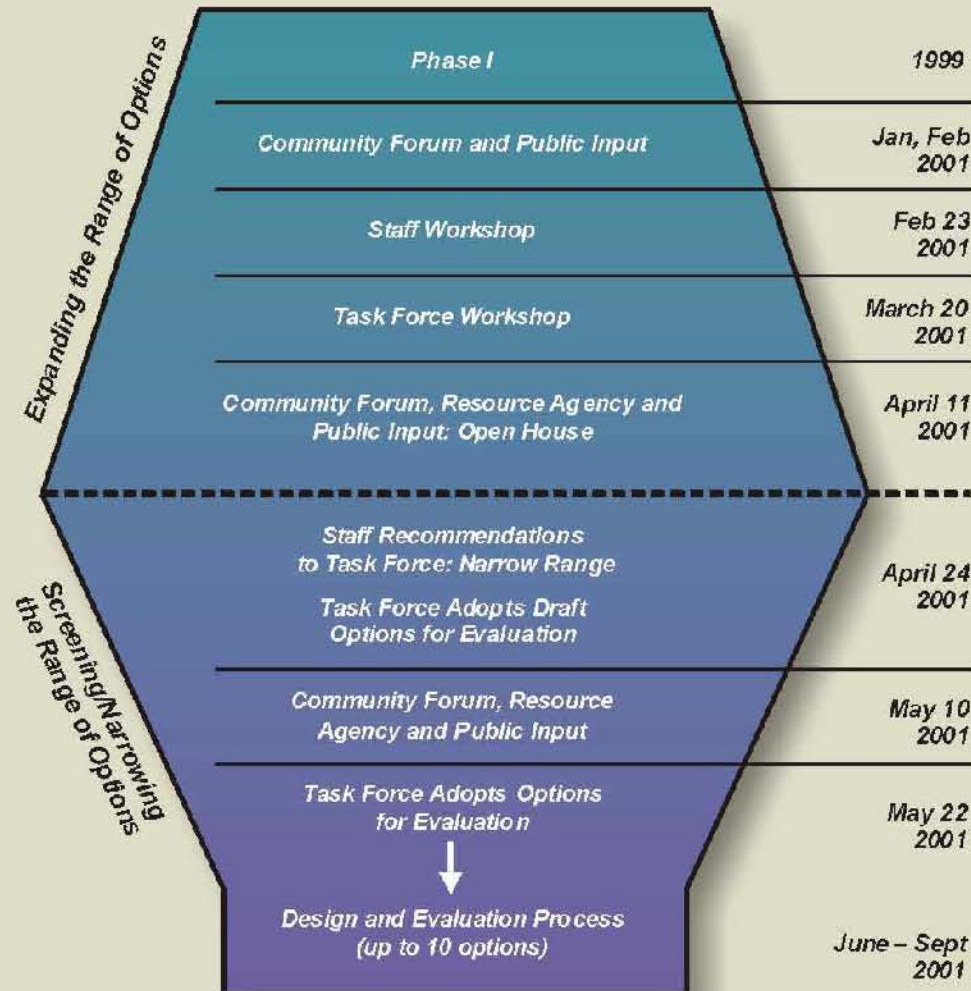
- Support a healthy and vibrant mix of residential, commercial, industrial, recreational, cultural and historical areas
- Respect and protect natural resources
- Support balanced achievement of community, neighborhood, and regional goals for growth management, the environment, and a healthy economy
- 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.

Corridor Building Blocks



Development of Corridor Options



PREPARE TO STOP **Option Package Overview**

Each of the Option Packages has these elements:

- **Highway**
- **Transit**
- **Arterial**
- **Transportation Demand Management**

PREPARE TO STOP **Option Package Overview**

In addition, analyses are currently underway to:

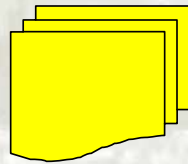
- **Identify the needs of the heavy rail system**
- **Assess how land use and policy changes can reduce the need for physical improvements**

PREPARE TO STOP

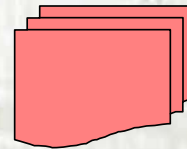
EXIT 10
Mill Plain Blvd.
City Center

Elements and Options

Highway



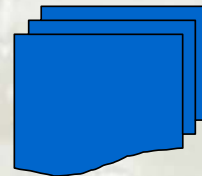
Transit



Arterials



**Demand
Management**



Highway Options

- **Address localized freeway issues only — no major corridor-wide capacity increase**
- **Add a fourth lane in each direction throughout the corridor for HOV, express, or freight**
- **Add a new corridor**

PREPARE TO STOP

EXIT 10
MILL PLAIN BLVD.
CITY CENTER

Transit Options

- **Transit service based on adopted regional transportation plans**
- **Express Bus**
- **Light Rail**
- **Commuter Rail**
- **Other: Personal Rapid Transit, Water Taxi, Helicopter, Jitney**

Arterial Roads

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

Arterial improvements in all packages include:

- Widen Marine Drive to five lanes from T-6 to Portland Road
- New four-lane bridge to Hayden Island from Marine Drive
- Improve Columbia/Killingsworth intersection and connection to I-205
- North Lombard overcrossing into Rivergate
- New interchange at SR 500/St. Johns Blvd.

PREPARE TO STOP

Demand Management

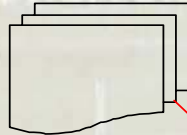
All Option Packages have a common set of demand management measures based on adopted regional plans.

Demand management measures in all packages include:

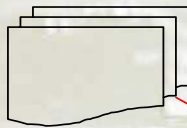
- Increase funding for carpool and vanpool programs
- Increase funding for employer outreach to encourage flex hours and telecommuting
- Expand employer-sponsored transit passes
- Increase mixed use development to reduce vehicle trips
- Increase parking pricing and parking management

Elements/ Options

Highway



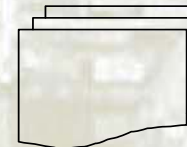
Transit



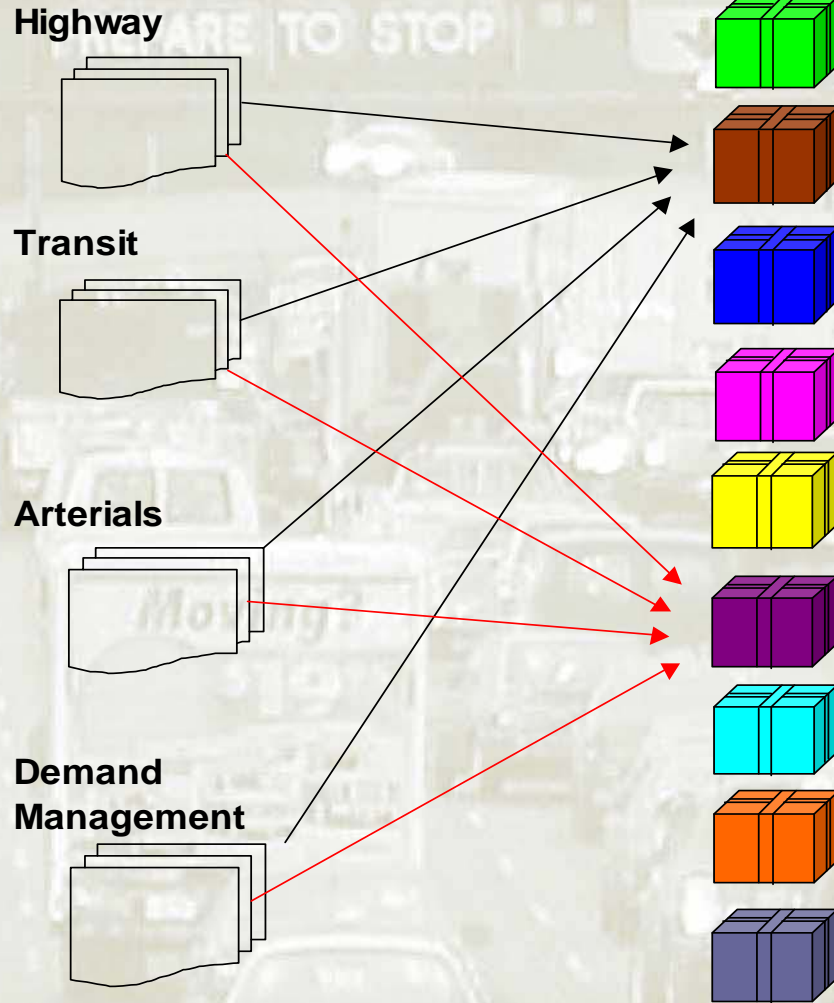
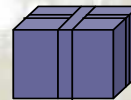
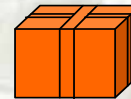
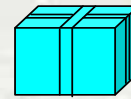
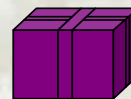
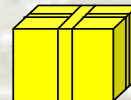
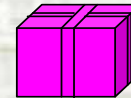
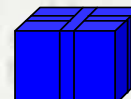
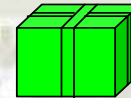
Arterials



Demand
Management



Option Packages



PREPARE TO STOP **Option Package Numbers**

I-5 Freeway

Transit	No Major Freeway Capacity Increases	Major Freeway Capacity Increases
Planned Regional Transit Service	1	5
Express Bus	2	6
Light Rail	3	7
Commuter Rail	4	

Option Package No. 8: New arterial road with Columbia River Crossing

Option Package No. 9: New Freeway Corridor

PREPARE TO

Special Analysis Areas

(1) Lombard Street to SR 500

(2) Rose Quarter

Special Analysis Areas



PREPARE TO SPECIAL ANALYSIS AREAS (cont.)

- Many inter-related problems
- Areas with significant constraints
- Wide range of possible solutions
- Potential improvements considered concurrently with evaluation of Option Packages

PREPARE TO STOP **Special Analysis Areas (cont.)**

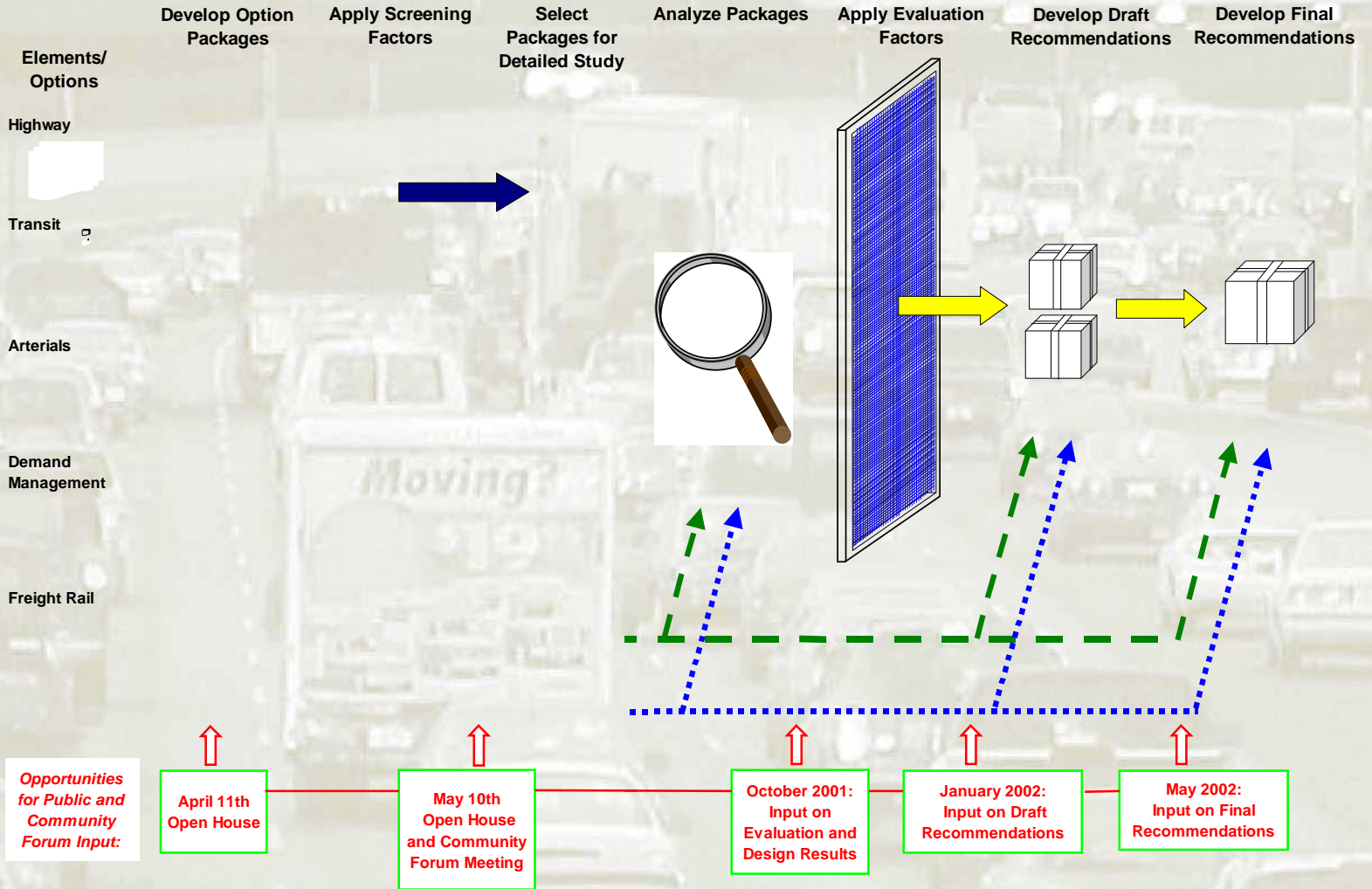
Potential improvements:

- **Arterial improvements**
- **Interchange reconfiguration (all interchanges will be studied)**
- **Freeway widening (from two to three lanes)**
- **New I-5 Columbia River crossing (Lombard – SR 500)**

How Will the Option Packages Be Evaluated?

- Option packages will be compared against each other as well as to a “No-Build” condition
- Each option package will be evaluated using the Evaluation Factors adopted by the Task Force

Corridor Improvements Analysis Process



PREPARE TO

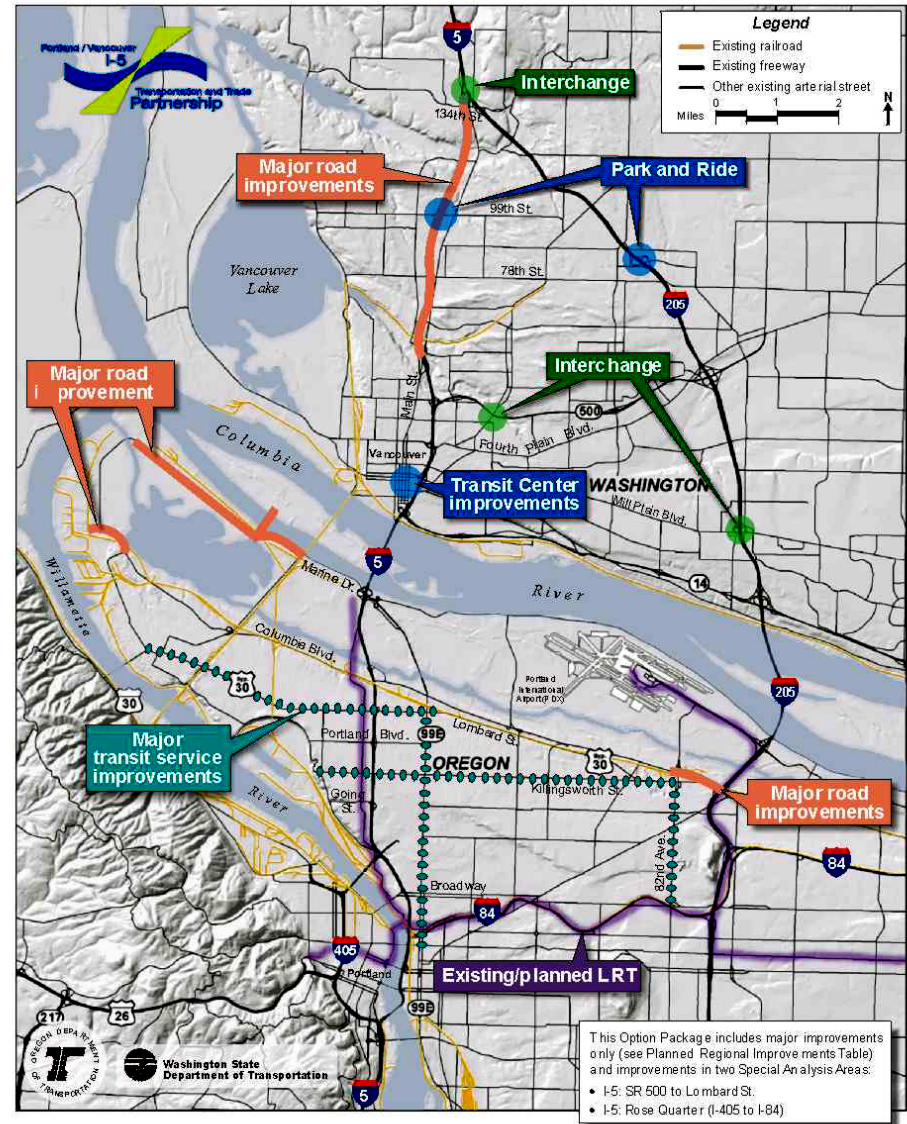
Option Package No. 1

Existing system plus
planned improvements

Recommendation:
Study further

Option Package No. 1

Baseline 2020



PREPARE TO

Option Package No. 2

Transit: Express bus in HOV lane, 134th to Expo Center

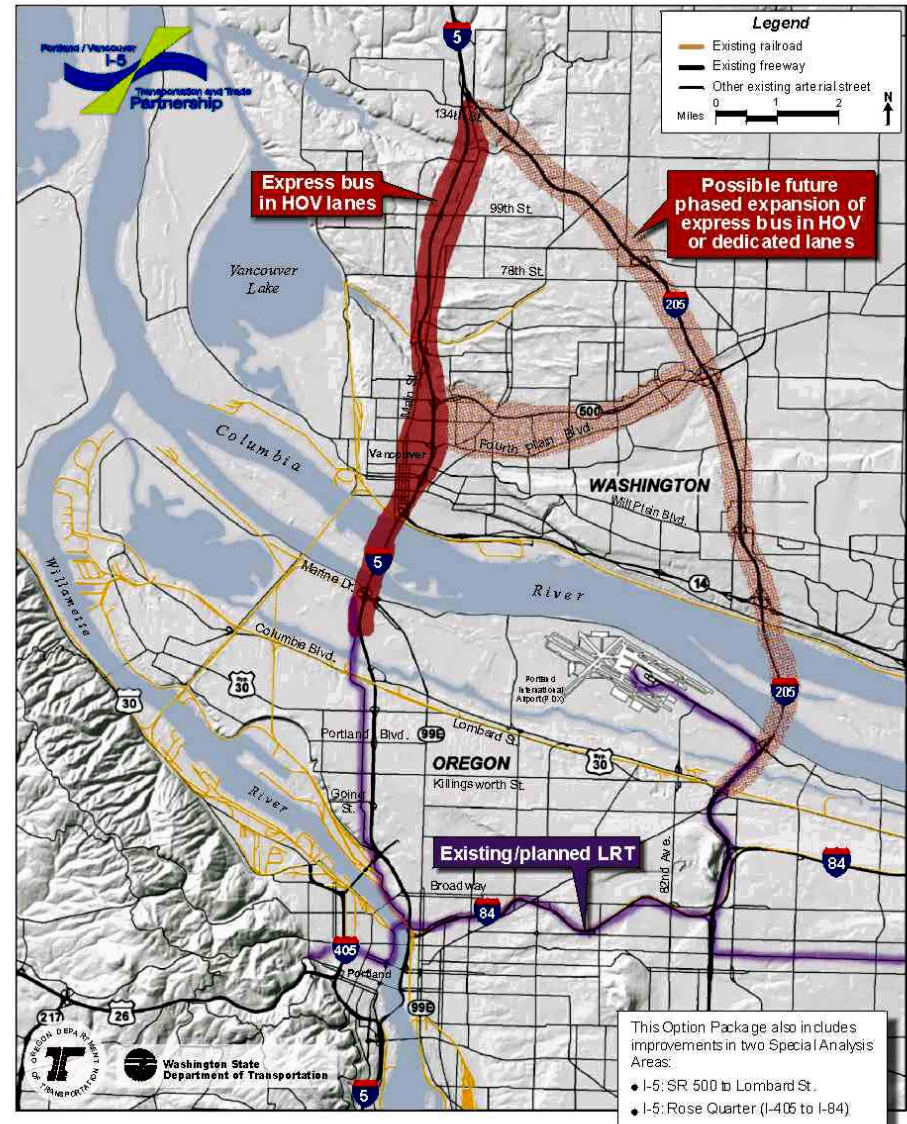
I-5:

- New Columbia River Bridge
- Potential improvements in Special Analysis Areas

Recommendation:
Study further

Option Package No. 2

Express bus on new bridge without corridor-wide freeway capacity increase



PREPARE TO

Option Package No. 3

Transit: Phased expansion of light rail transit to Clark County

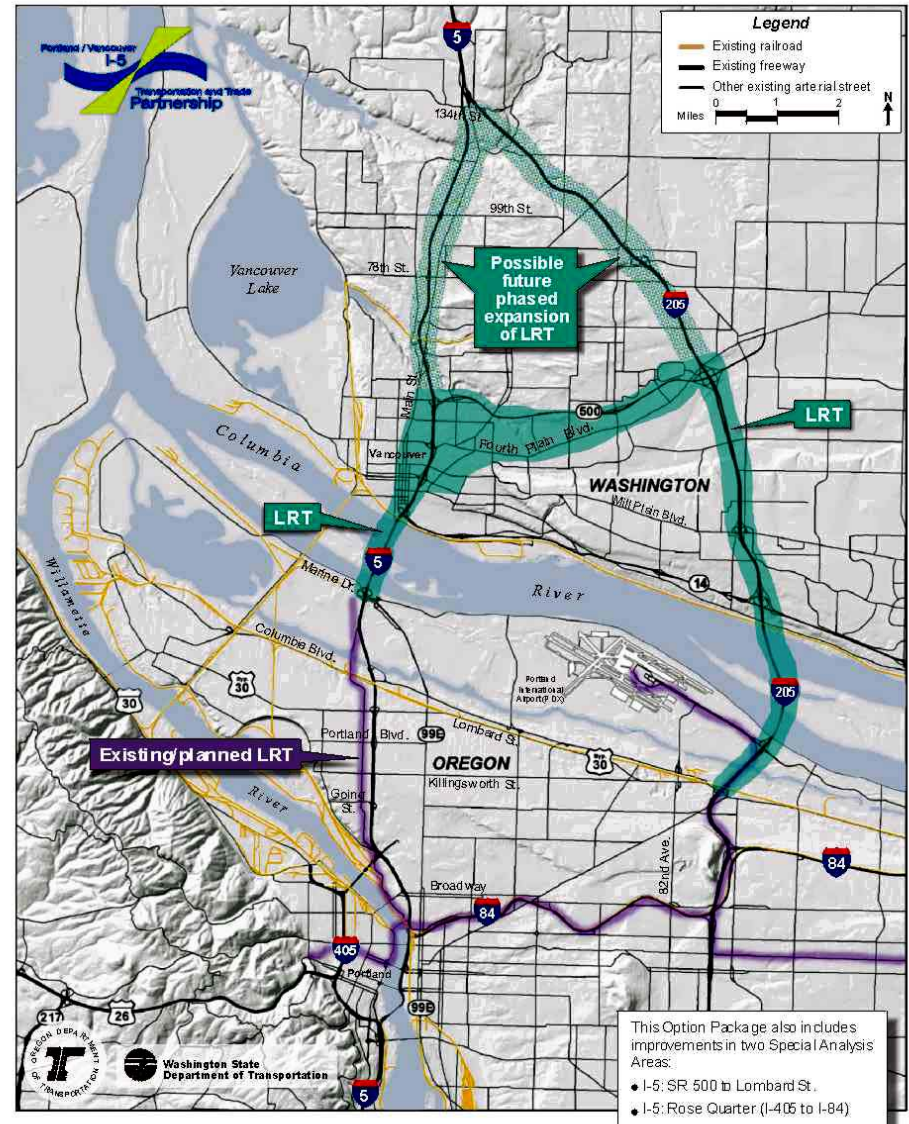
I-5:

– Potential improvements in Special Analysis Areas

Recommendation:
Study further

Option Package No. 3

Light rail transit on new bridge without corridor-wide freeway capacity increase



PREPARE TO

Option Package No. 4

Transit: **Commuter rail**

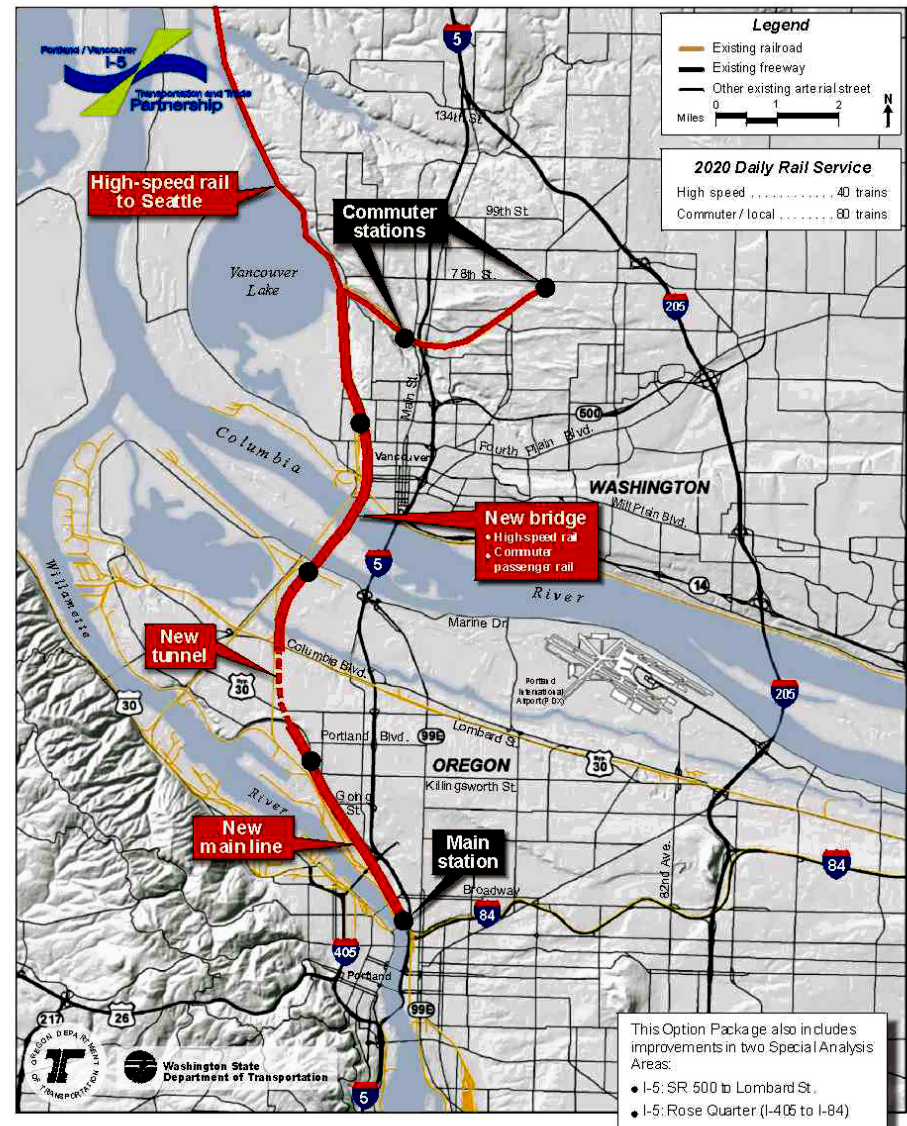
I-5:

– Potential improvements in
Special Analysis Areas

Recommendation:
Defer study decision until
Fall 2001 because:

Option Package No. 4

Commuter rail without corridor-wide freeway capacity increase



Option Package No. 4 (cont.)

- Existing freight rail facilities in the corridor are operating near capacity and may require major improvements in the future
- Commuter rail as a stand-alone project would also require major investments in new facilities
- Options for commuter rail should be considered as part of a coordinated heavy rail (freight and passenger) investment strategy

Option Package No. 6

Transit: Express bus to
Downtown Portland

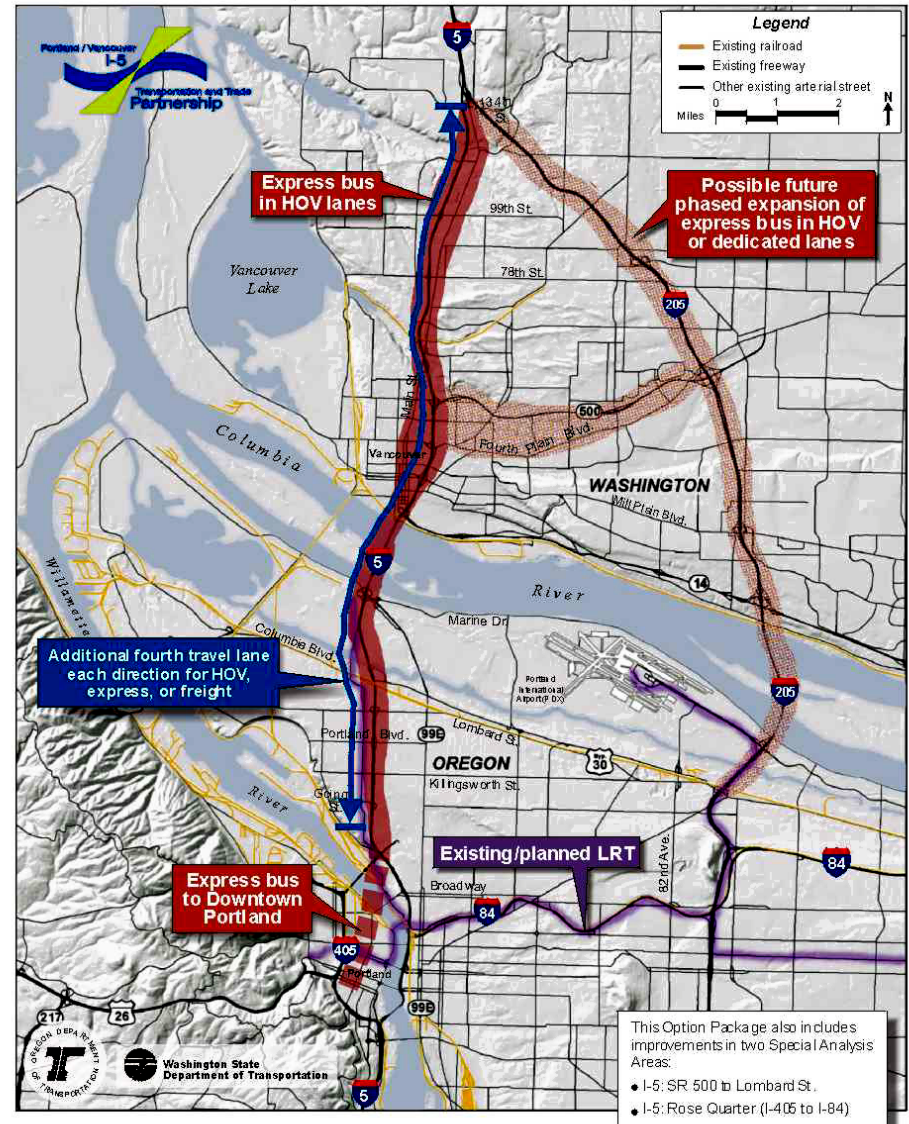
I-5:

- New fourth lane each direction
- Potential improvements in Special Analysis Areas

Recommendation:
Study further

Option Package No. 6

Express bus to Downtown Portland with corridor-wide freeway capacity increase
(includes new Columbia River crossing)



Option Package No. 7

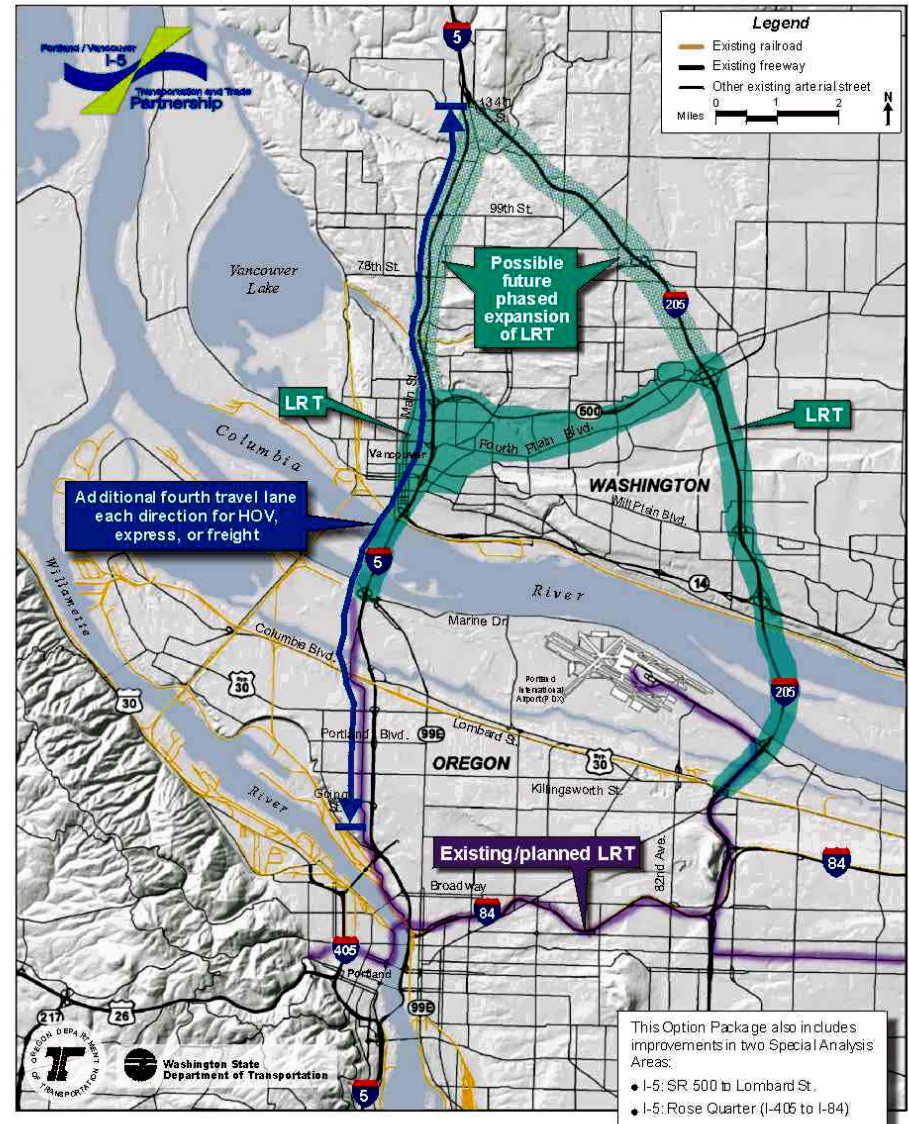
Transit: Phase expansion of light rail transit to Clark County

I-5:

- New fourth lane each direction
- Potential improvements in Special Analysis Areas

**Recommendation:
Study further**

Option Package No. 7
Light rail transit with corridor-wide freeway capacity increase
(includes new Columbia River crossing)



Option Package No. 8

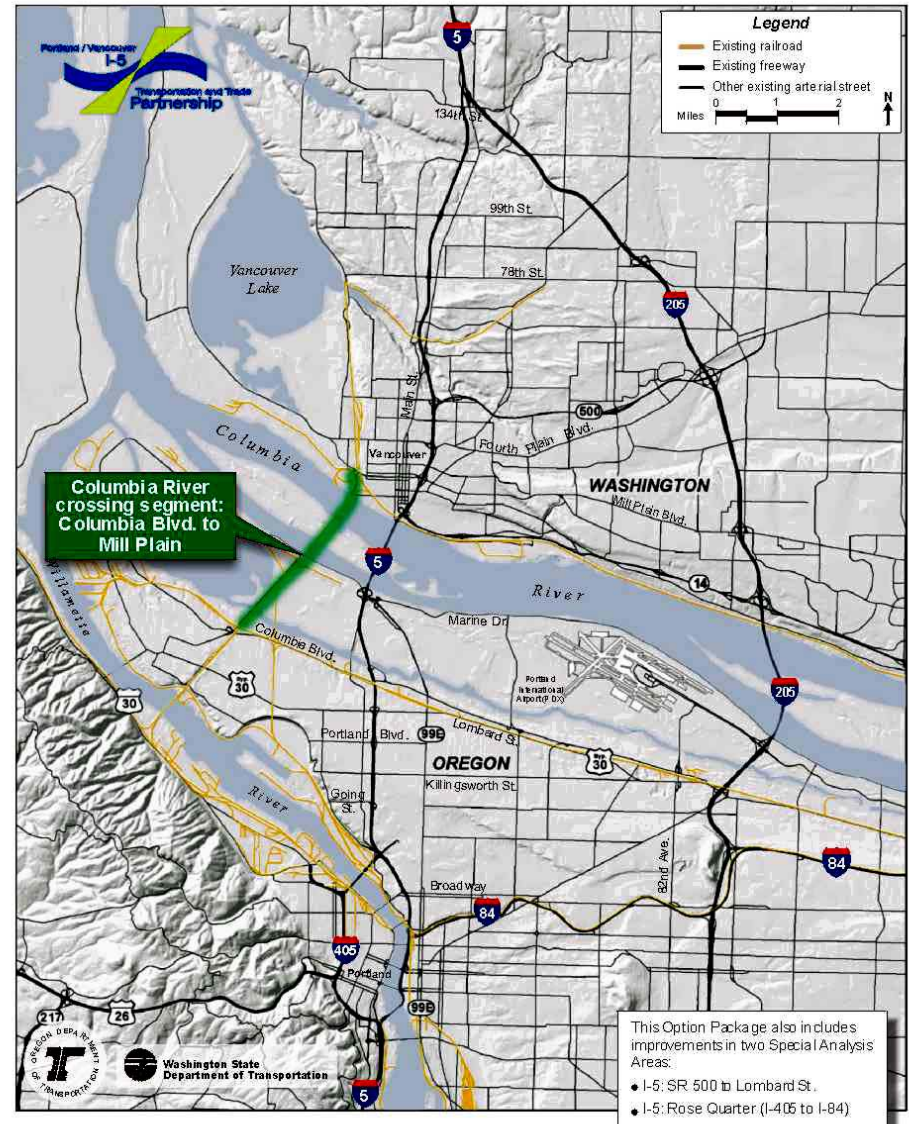
Transit: **Planned regional bus service**

I-5:

– Potential improvements in Special Analysis Areas

Recommendation:
Study further

Option Package No. 8 New arterial road with Columbia River crossing



Option Package No. 8: Key Factors Leading to Recommendation to Study Shortened Corridor

- **Mill Plain - Columbia Blvd. segment provides port and industrial access**
- **Results from previous studies indicate south option would carry little traffic**
- **North segment potentially has significant impacts to cultural and environmental sensitive resources**
- **North and south options not included in current transportation plans for Vancouver or Portland**

Option Package No. 9

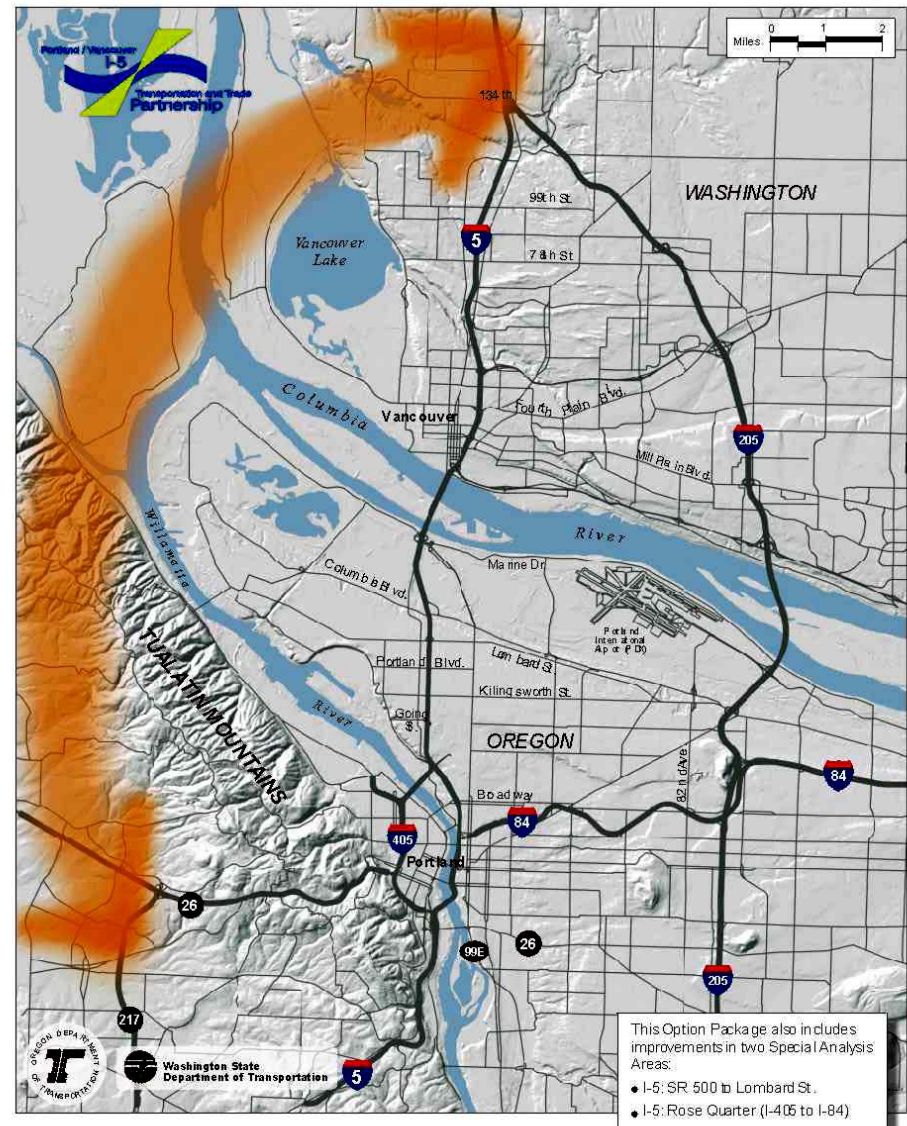
Transit: **Planned regional bus service**

I-5:

– Potential improvements in Special Analysis Areas

Recommendation:
Do not study

Option Package No. 9 New freeway corridor



Option Package No. 8: Key Factors Leading to Recommendation to Discontinue Further Study

Studied previously and ...

- **Would do little to address congestion in I-5 corridor (most trips in I-5 corridor start or end near I-5)**
- **Very significant environmental impacts to Vancouver lowlands, Sauvie Island, Tualatin Mountains**
- **Conflicts with local, regional, and state land-use policies**

PREP What About “Other Transit Options”?

- **Other transit options suggested through public outreach include personal rapid transit, water taxis, helicopters, jitneys**
- **Do not provide capacity to meet projected travel needs, or are unproven, and are therefore not specifically included in the Option Packages**
- **However, they could be added by future public or private action as supplemental service(s)**

Regional Land Use Assessment Committee

The Governor's Task Force has appointed the Regional Land Use Assessment Committee to advise the 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
- 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

Land Use Assessment Process

Knowledge of experts on committee:

- Developers
- Public policy makers
- Land use

Case Studies:

- Other cities
- Local examples

Integrated land use and transportation model

Assessment:

- Impact of no capacity increases
- Impact of adding capacity
- Policy changes to reduce need or demand

Recommendations to Task Force

Railroad Assessment Committee

Railroad Assessment Committee charge:

- Future rail traffic forecasts and capacity needs in the I-5 Corridor for passenger and freight, including port terminal activities
- Short-term and long-term improvements in rail

Committee includes:

- Railroad professionals from:
 - Burlington Northern Santa Fe Railroad
 - Union Pacific Railroad
 - Amtrak
- Public sector representatives from:
 - Cities of Portland and Vancouver
 - Ports of Portland and Vancouver
 - Metro and SW Washington Regional Transportation Council
 - ODOT and WSDOT

Freight Rail Analysis

- **Options to improve the capacity of the freight rail system in the Portland/Vancouver area are being studied now**
- **Freight rail improvements could include:**
 - Dispatching and train operations improvements
 - Yard and terminal improvements
 - Mainline track improvements
 - Columbia River Railroad Bridge improvements
- **Options will be considered by the Governors' Task Force this fall as part of overall recommendations for improvements to the corridor**

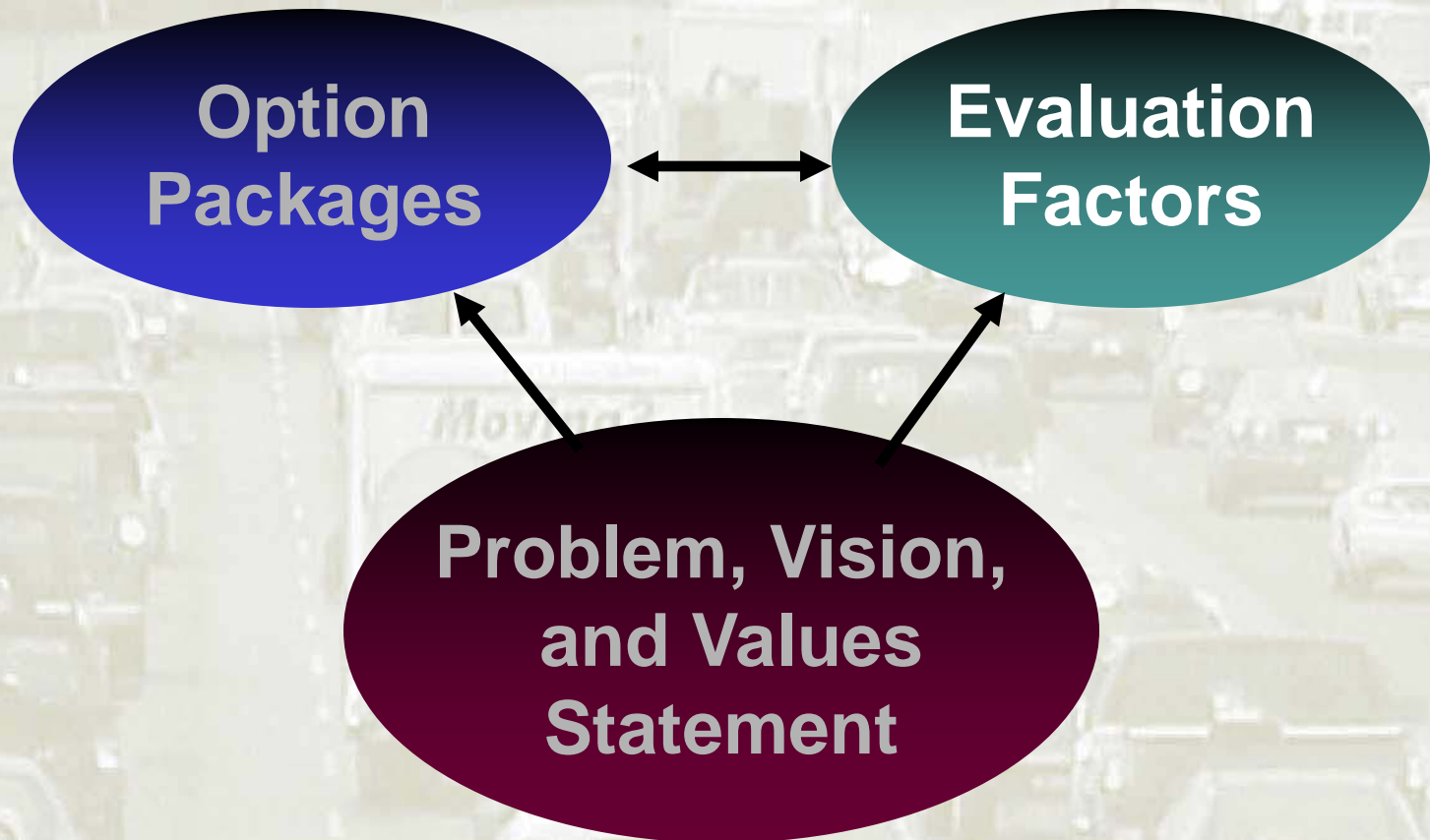
Recommended Range of Packages

- **Provides multi-modal alternatives:**
 - Range of freeway investments
 - Range of transit options
- **Incorporates transportation demand management**
- **Supports land use and growth management**
- **Reflects public and technical input**
- **Allows future mixing and matching of elements (picking the best parts)**

Summary of Recommended Option Packages

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

Corridor Building Blocks



Draft Evaluation Factors

1. **Maintain or improve transportation performance**
2. **Support trade and freight movement and the regional economy**
3. **Maintain or enhance quality of life**
4. **Minimize impacts to the environment**
5. **Support regional land use plan**
6. **Distribute benefits, costs, and impacts equitably**
7. **Evaluate project capital and operating costs**

Draft Evaluation Factors

1. Maintain or Improve Transportation Performance

- 1.1 Improve travel times
- 1.2 Maintain or reduce congestion
- 1.3 Promote transportation choices
- 1.4 Enhance public safety
- 1.5 Improve travel reliability
- 1.6 Minimize impacts on other highways and streets

Draft Evaluation Factors

2. Support Trade and Freight Movement and the Regional Economy

- 2.1 Improve strength of regional industrial areas
- 2.2 Increase regional business savings
- 2.3 Minimize impacts to water navigation

Draft Evaluation Factors

3. Maintain or Enhance Quality of Life

- 3.1 Reduce spillover traffic into neighborhoods
- 3.2 Support adopted city plans
- 3.3 Air quality impacts
- 3.4 Noise impacts
- 3.5 Impacts to water resources
- 3.6 Other land use impacts

Draft Evaluation Factors

3. Maintain or Enhance Quality of Life (cont.)

- 3.7 Average commute length and time
- 3.8 Auto occupancy vs. capacity (untapped capacity)
- 3.9 Roadway congestion
- 3.10 Annual transit ridership per capita
- 3.11 Time cost of travel (by mode)
- 3.12 General quality of life

Draft Evaluation Factors

4. Minimize Impacts to the Environment

4.1 Historic, cultural, and institutional resources

4.2 Other environmental impacts:

- Geologic impacts
- Hydraulic impacts
- Hazardous materials impacts
- Energy consumption/efficiency

Draft Evaluation Factors

5. Support Regional Land Use Plans

5.1 Support planned growth patterns:

- Clark County Comprehensive Plan
- Metro 2040 Growth Concept

Draft Evaluation Factors

6. Distribute Benefits, Costs, and Impacts Equitably

6.1 Distribute benefits equitably

6.2 Distribute costs equitably

6.3 Distribute impacts equitably

Draft Evaluation Factors

7. Evaluate Project Capital and Operating Costs

- 7.1 Estimate public sector capital costs
- 7.2 Estimate public sector operating costs

Using the Recommended Evaluation Factors To Measure Option Packages Will Allow Us To:

- Define nature and extent of the problem if we do nothing to the I-5 corridor
- Identify how well each of the Option Packages address the problem, vision, and values statement
- Determine the likely benefits, impacts, and cost of each Option Package
- Compare Option Packages
- Compare elements within Option Packages

Next Steps for the Project

- May 22** Task Force Selection of Option Packages for Detailed Study
- Summer 2001** Detailed Study and Evaluation of Option Packages
- Fall 2001** Review and Refinement
- January 2002** Draft Task Force Recommendations for Corridor
- June 2002** Final Task Force Recommendations