ENHANCED TRANSPORTATION DEMAND MANAGEMENT (TDM)

Description: Within the Portland metropolitan area, this option would be comparable to Baseline in terms of TDM measures included. For Clark County, the enhanced TDM option would include a major expansion of planned TDM measures to be similar to the TDM program planned for the metropolitan Portland area. Enhanced TDM in Clark County would include such measures as increased business support for transit passes, changes in development codes to promote local street connectivity and circulation, increased parking costs at businesses and retail centers, and fareless transit areas for the central city and regional centers (downtown Vancouver, Salmon Creek, and Vancouver Mall).

In addition to the enhanced TDM measures for Clark County, this option also was assumed to include the Clark County light rail loop.

		Compared to Baseline
Key Evaluation Factors	**Baseline 2020**	**Enhanced TDM**
TRANSIT PERFORMANCE		
Number of people crossing the Columbia River using transit during the evening peak period	6,500 riders	+118% (+7,600 riders) (14,100 riders)
Percent of people using transit from downtown Portland to all destinations during the evening peak period	37%	+5.3% (39.4%)
Percent of people using transit from downtown Vancouver to all destinations during the evening peak period	6.7%	+176% (18.5%)
Time to travel via transit between downtown Portland and downtown Vancouver during the evening peak period	41 minutes	-16 min. (25 min.) (- 39%)
FREEWAY PERFORMANCE		
Traffic volumes on I-5 during the evening peak period (Northbound)	25,800	
Total traffic volumes on I-5 Br. and new bridges during the evening peak period (Northbound)	25,800	
Traffic volumes on I-205 during the evening peak period (Northbound)	32,500	
Traffic volumes on all bridges across the Columbia River during the evening peak period (Northbound)	58,300	
Number of congested lane-miles on I-5 and I-205 during the evening peak period	30% congested miles	-16% (25.4%)
Number of people crossing the Columbia River in automobiles during the evening peak period	84,000 people in HOV/SOV	-7.3% (-6,100 people) (77,900 people)
Time to travel via autos and trucks between downtown Portland and downtown Vancouver during the evening peak period	30 minutes	-3.0 min. (27.1 min.) (- 10.0%)
Time to travel via HOV between downtown Portland and downtown Vancouver during the evening peak period	25 minutes	-2.9 min. (22.2 min.) (- 11.6%)
Number of hours of delay for vehicles on all study area roadways during the evening peak period	21,450 hours of delay	-14% (-3,010 hrs.) (18,440 hrs.)

Percent of congested study area truck route lane-miles during the evening peak period	25% truck route miles congested	-8.8% (22.9%)
Number of hours of delay for all vehicles on study area truck routes during the evening peak period	17,100 hours of delay	-15% (-2,600 hrs.) (14,500 hrs.)
IMPACTS		
Number of vehicle-miles traveled in the region per capita (24 hours).	15.83 VMT/capita (36.8 M VMT)	-0.3% (15.57 VMT/cap) (36.2 M VMT)
Representative neighborhood traffic diversion in North Portland – during the evening peak period.	65,900 vehicles	-3.2% (-2,100 vehicles) (63,800 veh.)
Representative neighborhood traffic diversion in Vancouver during the evening peak period.	45,700 vehicles	-5.9% (-2,700 vehicles) (43,000 veh.)
Number of residences displaced by highway options. *(Number of displacements varies with bridge type and location. See Decision 5 for further information).*	OR+6/WA 0	OR 0/WA 0
Number of businesses displaced by highway options. *(Number of displacements varies with bridge type and location. See Decision 5 for further information).*	OR +6/WA 0	OR 0/WA 0
Number of residences displaced by transit options. *(Number of displacements varies with bridge type and location. See Decision 5 for further information).*	OR 0/WA 0	OR 0/WA +25
Number of businesses displaced by transit options. *(Number of displacements varies with bridge type and location. See Decision 5 for further information).*	OR 0/WA 0	OR 0/WA +53
Impact to natural resources	Minor	Moderate
Impact to historical and cultural resources (most impacts are minor or indirect)	OR 1/WA 1	OR 0/WA 0
Impact to air quality	Avail Oct 30th	Avail Oct 30th
COSTS		
Highway cost (2001 $ Millions)	$291	
Transit capital cost (2001 $ Millions)	NA	+1,222
Transit operating cost (Annual 2001 $ Millions)	NA	+$12

Analysis:

Transportation

Compared to baseline:

- Would increase transit ridership across the Columbia River by 118%, more than doubling the ridership projected for Baseline. (Range for all options considered: +35% to + 118%)

- Would substantially improve (from 41 minutes to 25 minutes, a 39% decrease) projected transit travel times between downtown Portland and Vancouver (same as other options with light rail). (Range for all options considered: -11% to –39%)

- Would substantially increase the proportion of trips made by transit from the Vancouver CBD (from a 6.7 % mode share to 18.5 %).

- Would maintain travel times in the I-5 corridor for trucks and autos when compared to existing conditions, but would not show improvements in travel times comparable to other options.

- Would do the least of the options considered to reduce peak period congestion on I-5 and I-205. (Range for all options considered: -16% to -57%) .

- Would do the least of the options considered to reduce peak period delay for autos and trucks in the study area. (Range for all options considered: -14% to –26%) .

- Would do the least of the options considered to reduce congestion on study area truck routes. (Range for all options considered: -9% to –26%) .

Land Use/Environmental Impacts

- Impacts to the built and natural environment would result from the construction of the light rail loop for Clark County..