BEFORE THE METRO COUNCIL

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| FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020. | ) ) ) ) | RESOLUTION NO. 05-3616A<br><br>Introduced by Rex Burkholder |

WHEREAS, The Oregon Transportation Planning Rule requires metropolitan planning agencies to identify areas where refinement planning is required to develop needed transportation projects and programs not included in the Transportation System Plan; and

WHEREAS, Chapter 6 of the 2004 RTP, sections 6.7.5 and 6.7.6, identifies transportation corridors where multi-modal refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the Regional transportation Plan (RTP); and

WHEREAS, on July 26, 2001 the Metro Council adopted Resolution No 01-3089, for the purpose of endorsing the findings and recommendations of the Corridor Initiatives Project, which developed a work program that prioritized corridor refinement studies; and

WHEREAS, the Corridor Refinement Work Program was adopted as an amendment to the RTP in the fall of 2001; and

WHEREAS, the resolution called for monitoring and updating of Corridor Refinement Work Program as part of the Unified Work Program process; and

WHEREAS, significant work has been completed on a number of corridors. In addition, decisions regarding the urban growth boundary and other significant land use changes over the past several years make it timely to revisit the corridor planning priorities for future planning periods; and

WHEREAS, in the fall of 2004, Metro convened a working group of the Transportation Policy Alternatives Committee (TPAC) to update the work program for the 2006-2010 planning period; and

WHEREAS, there was involvement by the jurisdictions in the process. The TPAC working group consisted of representatives from the Washington, Multnomah and Clackamas Counties, the Cities of Portland, Gresham and Wilsonville, the Oregon Department of Transportation, the Port of Portland and TriMet; and

WHEREAS, the TPAC working group reviewed the status of corridor planning throughout the region, considered the technical evaluation that was completed in 2001 and discussed changes that might affect corridor planning priorities for the 2006-2010 planning period; and

WHEREAS, the Exhibit “A” of this resolution contains the Updated Work Program for Corridor Refinement Planning through 2020; now therefore,

BE IT RESOLVED that the Metro Council,

1. That the Updated Work Program for Corridor Refinement Planning through 2020 (Exhibit "A") is hereby approved and adopted as a guideline for planning work in these corridors. It will be monitored and updated as part of the Unified Work Program. The work program also references proposed project development work (e.g. Environmental Impact Studies and engineering), which

are approved and funded through the MTIP and STIP processes. It will be monitored and updated as part of the Unified Work Program.

2. Directs staff to prepare a proposed amendment to the RTP to add the I-405 Loop Corridor to the list of corridors needing major refinement plans in Chapter 6 of Metro's RTP by a future RTP amendment. The City of Portland will bring the recommendations of the recently completed I-405 Loop Analysis to TPAC, JPACT and the Metro Council for review and study steps will be agreed to as part of that process

3. Recognizes that the 2006-2010 planning period will include major new planning initiatives for the I-205 South Corridor, the Outer Southwest Area Transportation study, the I-405 Loop Corridor and East Multnomah County I-84/US 26 Connector Corridor. The northern terminus of the I-205 corridor will be determined by the current corridor reconnaissance and JPACT and may result in a decision to merge the north and south corridor studies into a single corridor.

4. Directs that the East Multnomah County I-84/US 26 Connector Corridor may be completed in conjunction with Phase II of the Powell/Foster Corridor and will be coordinated with the Damascus and Springwater area concept planning studies.

5. Concurs that ODOT will lead planning for the I-205 Corridor, ODOT and Metro will co-lead the Outer Southwest Area Transportation Study, the City of Portland and ODOT will lead the I-405 Loop Corridor and Metro will lead planning for the East Multnomah County I-84/US 26 Connector study. The lead agencies will provide staff support, will include appropriate jurisdictions in the planning process and will develop a work program and budget. The commencement of the I-405 corridor planning work is dependent upon the City of Portland obtaining needed funds.

6. Directs staff to work with TriMet and other jurisdictions to develop a transit system plan and transit corridor priorities in the 2006-2010 time frame.

7. Concurs that Corridor Planning has important land use and transportation implications. Therefore, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) and their respective staff shall work together to coordinate the development of the studies to ensure achievement of regional and local land use and transportation objectives.

8. The recommendations of the Highway 217, I-205 and I-5 99W Connector Corridor Studies shall be evaluated in light of the findings of the Outer Southwest Area Corridor Study.

ADOPTED by the Metro Council this 27th day of October, 2005.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

GODKÄND APPROVED METRO COUNCIL METRO COUNCIL HUVUDSTADSRÅD

**Exhibit A to Resolution 05-3616A**

## Updated Work Program for Corridor Refinement Planning Through 2020

Jun-05

| Corridor and Key Facilities | First Planning Period (2001 - 2005) | Second Planning Period (2006 - 2010) | Third Planning Period (2011 - 2020) |
|---|---|---|---|
| **Corridor Planning On-Going** | | | |
| **I-5 (North) Corridor** - I-5 from I-84 to Vancouver | I - 5 Trade Corridor Study *Completed* | Financial Plan/EIS/Preliminary Engineering *Study Initiated* | |
| **Powell/Foster Corridor** - Powell Blvd. from the west end of Ross Island Bridge to Gresham. Foster Road from Powell to Hwy. 212 Damascus. | Corridor Planning - Phase I *Study Completed* | Phase II Planning, Powell Street design, Environmental Impact Study and Preliminary Engineering of I-205 Interchange* | |
| **Highway 217 Corridor** - Hwy. 217 from Sunset Hwy. To I-5 | Corridor Planning *Study Initiated* | Environmental Impact Study and Preliminary Engineering* | |
| **Sunrise Corridor** - Hwy. 212/224 from I-205 to US 26. | Complete Refinement Planning and EIS for Unit 1 *Study Initiated* | Begin Unit Two Environmental Study* | |
| **Willamette Shoreline/Highway 43 Corridor -** Portland to Oregon City. | Transit/Pedestrian/Bike Transportation Demand Management Study/South of the Sellwood Bridge *Study Initiated* | Environmental Assessment/DEIS and Preliminary Engineering to Lake Oswego | |
| **I-5 to Highway 99W Connector -** Tualatin- Sherwood Road from I-5 to Hwy. 99W. Hwy. 99W from Tualatin-Sherwood Road to Bell Road. | Southern Alignment Study; Complete Exceptions; Right-of-Way Preservation Analysis; Corridor Planning *Initiated* | Complete Corridor Plan and Environmental Impact Study | |
| **McLoughlin and Hwy. 224 Corridor** - Hwy. 99E from Hawthorne Blvd to Oregon City. Hwy. 224 from McLoughlin Blvd. To I - 205. | South Transit Corridor EIS and Preliminary Engineering *Initiated* | Complete South Corridor Phase II EIS/PE | Corridor Planning for Highway Improvements |
| **New Major Corridor Refinements Recommended in the Second Period** | | | |
| **East Multnomah County I-84 to US 26 Connector Corridor** - Identify major connection from I - 84 to US 26 between 181st and 257th Avenues. | Freight Data Collection Study *Initiated*, North-South reconnaissance *Completed.* | Corridor Planning; National Highway and System Truck Designation | Preserve Right of Way; Environmental study & design of arterial improvements |
| **I-205 (South) Corridor** from I-5 to Johnson Crk. Blvd. | Corridor Reconnaissance Planning *Initiated* | Complete Corridor Planning; Possible Environmental Impact Study | |
| **Outer Southwest Area** - I-5 from Hwy. 99W in Tigard to Wilsonville, surrounding area and facility connections. | Boeckman Road Interchange Study *Study Completed* | Reconnaissaince and Corridor Planning | Environmental Impact Study* |
| **I-405 Loop -** I-5 and I-405 from Freemont to Ross Island Bridges and adjacent land use districts. | Corridor Reconnaissance Study Completed Transit AA *initiated* | Corridor Planning; Initiate Environmental study of priority improvements | |
| **LRT and Streetcar System Plan & Corridor Priorities (2006-2010)** | | Transit System Plan | |
| **Other Corridors** | | | |
| **North Willamette Crossing Corridor -** Study new crossing near St. Johns Bridge (Hwy. 30 from NW Newberry Road to BN Railroad Bridge). | | | Corridor Planning |
| **Highway 213 Corridor** - Hwy. 213 from I-205 to Leland Road. | Construct Southbound Turning lane on Highwy 213 *Study Completed* | Implement Funded Recommendations of Highway 213 Design Study | Refine Corridor Planning and Design |
| **Barbur Blvd./I-5 Corridor -** Hwy. 99W and I-5 from I - 405 to Tigard. | Implement Transit Service Improvements and Elements of the Barbur Streetscape Plan (not all streetscape) *Study Initiated* | | Initiate Corridor Planning. Begin Environmental Assessment/Environmental Impact Statement Process |
| **TV Highway Corridor** - Tualatin Valley Hwy. from Hwy. 217 to downtown Hillsboro. | | Refine scope of work in next RTP update. | Corridor Planning (if required) |
| **Sunset Highway Corridor** - US 26 from I-405 to Cornelius Pass Road | Refinement and Environmental Assessment of Hwy. 26 Widening to Cornell. Barnes Road design/construction. *Design Complete/Construction started* | Engineering of US 26 Widening west of Murray Boulevard, feasability study for widening from HWY 217 to Cornelius Pass Rd | |
| **NE Portland Highway Corridor** - Columbia Blvd. from Burgard to Killingsworth, Lombard from I - 5 to Killingsworth, and Killingsworth from Lombard to I - 205. | East End Connector Environmental Assessment; Begin Refinement Planning through I-5 Trade Corridor; Adopt St. Johns Truck Access Study *Study Completed* | Implement St Johns Truck Access Study Recommendations; Environmental Assessment and Engineering on I-5 Trade Corridor Recommendations *Construction Commenced* | |
| **I-205 (North) Corridor** - I - 205 from Hwy. 224 to Vancouver. | South Transit Corridor Study and I-5 Trade Corridor Study (transit only) *Completed* | Reconnessance Planning for highway improvements *Initiated.* South Corridor Phase I Construction | Corridor Planning for Roadway Widening |
| **Banfield (I-84) Corridor** - I - 84 from I - 5 to Troutdale. | Light Rail Capacity Analysis *Completed* | Transit, Transportation System Management Corridor Plan | Transit Improvements and/or Transportation System management Projects |

* Environmental work would be next logical setp of project development process. Initiation of the EIS process will be determined through funding decisions made during updates of the MTIP and STIP.

**STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 05-3616A, FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020.

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Date: August 26, 2005 Presented by: Bridget Wieghart

**BACKGROUND**

The Transportation Planning Rule (TPR) (section 660-12-020) requires that regional transportation system plans establish a coordinated network of transportation facilities adequate to serve regional transportation needs. Section 660-12-025 of the TPR allows a Metropolitan Planning Organization (MPO) to defer decisions regarding function, general location and mode as long if it can demonstrate that the refinement effort will be completed within three years. On June 15, 2001, the 2000 Regional Transportation Plan (RTP) was acknowledged by the Land Conservation and Development Commission (LCDC). As part of the acknowledgement process, LCDC continued a decision to amend the TPR to allow Metro to adopt an action plan that exceeds the current three-year timeframe.

Chapter 6, section 6.7.4 of the 2004 RTP identifies transportation corridors where two types of multi-modal refinement planning is warranted before specific projects and actions that meet the identified need can be adopted by the RTP. In Chapter 6, section 6.7.5 lists specific corridors where a transportation need has been identified but a major corridor planning study is needed to determine the function, mode and general location of an improvement before a project can be fully defined for implementation. Section 6.7.6 lists specific corridors where both the need and mode for a transportation improvement have been identified, but proposed transportation projects must be developed to a more detailed level before construction can occur.

Due to the large number of corridors that require additional planning work and the resources required to undertake these studies, Metro undertook a regional effort in 2001 to develop a strategy for their completion as part of the Corridor Initiatives Project. In 2001, a technical advisory committee and a project management group comprised of representatives from the Multnomah, Clackamas, Washington, and Clark counties, and the cities of Multnomah, Clackamas and Washington county, ODOT, the City of Portland, Port of Portland and Tri-Met was established.

Metro staff and the Technical Advisory Committee (TAC) developed and implemented a technical evaluation process. The Project Management Group (PMG) reviewed and approved the criteria and results of the technical evaluation. The evaluation assessed and compared the corridors with respect to five major criteria:

- Support of key 2040 land uses
- Congestion
- Support of 2040 transit plans
- Support of 2040 freight goals
- Safety and reliability

In addition to the technical evaluation, Metro staff, the TAC and the PMG considered non-technical factors such as relation to other planning efforts, community interest and available resources for each corridor. Metro staff and Councilors met with Multnomah, Washington, and Clackamas County Coordinating Committees, the City of Portland Transportation System Planning Committees, and the

Clackamas County Mayors and Managers. Feedback regarding non-technical issues was received from each committee and incorporated as a general ranking under "Jurisdictional Interest" and was considered for determining which tier the corridor was put in. A public meeting was held on June 18, 2001 where information was provided to, and feedback was solicited from, the general public.

A summary of the corridor initiative findings, including a ranking of the corridors into tiers is contained in Attachment 1 to this staff report.

Since 2001, much corridor planning anticipated in the original work program has been completed. For example, the I-5 Trade Corridor Study, the Sunset Highway Corridor refinement and environmental assessment, the South Corridor transit study and Phase I of the Powell-Foster Corridor Transportation Plan have all been completed. Phase I of the Highway 217 Corridor Study has been completed and Phase II will wrap up this fall.

In the fall of 2004, Metro convened a subgroup of the Transportation Planning Alternatives Committee (TPAC) to update the work program for multi-modal refinement planning for the period from 2006 to 2010. The working group review work completed. In addition, it revisited previous technical work regarding corridor priorities and considered any changes that might affect priorities going forward.

The working group determined that, since the 2001, the importance of some of the corridors has changed. New Urban Growth Boundary (UGB) expansions have put additional pressure on certain corridors, which the group now considers to be of higher importance.

The recent explosive growth in Tualatin and Wilsonville, along with recent urban growth boundary expansion and higher usage of industrial lands in the area, make the Outer Southwest Area Transportation Study a higher priority from a land use perspective. In addition, a number of connecting corridors including Highway 217, I-5/99W and I-205 South are currently under study for improvements, which increases the urgency of studying this critical link. Further, all of the connecting corridors are considering value pricing as an option, which makes this corridor a hub of a potential value pricing network. All of these factors have also increased the level of jurisdictional interest in this corridor study.

I-205 South was a priority from a technical and jurisdictional perspective in 2001. The Oregon Department of Transportation (ODOT) has recently initiated a reconnaissance study of the entire I-205 Corridor and has issued an Regional Framework Plan (RFP) to solicit private interest as part of its Innovative Partnerships Program. These actions, combined with the growth plans for Damascus and Clackamas Regional Center, heightens the importance of corridor planning in this area.

The City of Portland led I-405 Loop study has highlighted the need for a separate corridor which focuses on the downtown freeway facilities and their relationship with land uses in the Central Eastside, Lloyd and Macadam districts.

Recent urban growth boundary decisions have significantly increased the importance of the East Multnomah County I-84/US 26 Corridor from both a land use and transportation standpoint. The planned industrial and employment growth in the Springwater area, along with planned household and employment growth in the Pleasant Valley and Damascus areas, increases the urgency of planning for north south transportation connections between these areas and the Columbia Corridor. The North South Transportation study recently completed by Gresham identifies serious future congestion and transit needs for this area.

After review from the TPAC subgroup and conferring with the local jurisdictions, a 2005 work program for corridor refinement planning through 2020 was created and is attached to the Metro Council resolution as Exhibit "A". The 2005 work program highlights five potential "major new corridor refinements" for the 2006 – 2010 planning period. Metro has partial funding for two of the proposed "major new corridor refinements" during that period. The City of Portland is seeking funding to complete the I-405/I-5 Loop study and the commencement of that study is dependent upon their ability to obtain

needed funds. ODOT has some funding and is seeking additional funding for the I-205 (South) corridor study.

There is also a need to identify, define and prioritize high capacity transit corridors for further planning work during the 2006-2010 timeframe. Metro will work with TriMet and other jurisdictions on this effort.

Three of the "new major corridor refinements recommended in the 2006-2010 planning period" from Exhibit A are already identified in the RTP. For those corridors, the description of the major facility and specific considerations that must be incorporated into corridor refinement studies derived from Chapter 6 of the RTP is attached for reference (Attachment 2 to this staff report). The City of Portland is bringing findings and recommendations regarding the I-405 loop analysis to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for review this fall. Based on those discussions, an RTP amendment to adopt a corridor description and required study element will be developed.

**ANALYSIS/INFORMATION**

1. **Known Opposition** – None.

2. **Legal Antecedents** – None.

3. **Anticipated Effects** – This resolution would update the work program for corridor refinement planning through 2020. It would serve as a guide for planning for corridors identified in Chapter 6 of the RTP that need additional work prior to adoption of improvements or actions to meet the identified transportation need, as required by the Oregon State TPR. It identifies new corridor planning priorities for the 2006-2010 planning period. This resolution also directs staff to add the I-405 Loop Corridor to the major corridor refinements in chapter 6, section 6.7.5, of the 2004 RTP as part of the next update to the RTP.

4. **Budget Impacts** – None.

**RECOMMENDED ACTION**

It is recommended that the updated 2005 Work Program for Corridor Refinement Planning (Exhibit "A" to the Council resolution) through 2020 be adopted as a guideline for planning work in these corridors. It is recommended that the 2006 - 2010 planning period will include the following four major new planning efforts: I-205 (South) Corridor, I-5 (South) Area Corridor, I-405 Loop Corridor, and I-84/US 26 Connector Corridor. It is also recommended that the I-84/US 26 Connector Corridor be completed in conjunction with Phase II of the Powell/Foster Corridor and the Damascus and Springwater area concept planning studies.

It is anticipated that Metro staff resources currently budgeted for corridor planning purposes would be allocated to complete two of these multi-modal corridor planning efforts within the next five years. Separate funds from other sources are being sought to provide necessary resources for materials and professional services and any additional staff needs.

Attachment 1 to Staff Report
Resolution 05-3616A

# 2001 Corridor Initiative Findings

## Technical Evaluation Summary

### Purpose

In conjunction with jurisdictional and community interest, the technical evaluation will help prioritize coridor planning studies described in the Regional Transportation Plan for long-term transit, highway, pedestrian and bicycle improvements

### Criterion Description

**Support of Key Land Uses**
Measures access to, and growth in, key land uses called out in the 2040 plan (regional centers, downtowns and industrial areas).

**Congestion**
Measures ability to get around in the region.

**Support of 2040 Transit Goals**
Assessment of future transit needs and deficiencies in each corridor.

**Support of 2040 Freight Goals**
Measures the importance of corridor to freight movement.

**Safety and Reliability**
Identified areas with more significant safety problems based on a 5-year accident history

Key: Black = High, Grey = Medium, White = Low

### Corridors Proposed for Study

| Corridors Proposed for Study | Land Use | Congestion | Transit | Freight | Reliability | Jurisdictional Interest |
|---|---|---|---|---|---|---|
| **First Tier Corridors** | | | | | | |
| I- 5 (North) Corridor | ■ | ■ | ■ | ■ | ■ | High |
| Banfield (I - 84) Corridor | ■ | ▒ | ■ | ■ | □ | Low |
| Powell/Foster Corridor | ■ | ■ | ■ | □ | ■ | High |
| Sunset Highway Corridor | ■ | ▒ | ■ | ■ | ▒ | High |
| McLoughlin and Hwy 224 Corridor | ■ | ■ | ■ | ▒ | ■ | High |
| Barbur Blvd./I - 5 Corridor | ▒ | ■ | ■ | ■ | ■ | Medium |
| **Second Tier Corridor** | | | | | | |
| I - 205 (South) Corridor | ▒ | ■ | □ | ■ | □ | High |
| I - 5 (South) Corridor | □ | ■ | ▒ | ■ | □ | Low |
| I - 205 (North) Corridor | ■ | □ | ■ | ▒ | □ | Medium |
| Highway 217 Corridor | ▒ | ▒ | ▒ | ▒ | ▒ | High |
| Macadam/Highway 43 Corridor | ▒ | ▒ | ▒ | ▒ | ■ | Medium |
| TV Highway Corridor | ▒ | ▒ | ▒ | □ | ■ | Medium |
| Sunrise Corridor | □ | ■ | □ | □ | ▒ | Medium |
| **Third Tier Corridor** | | | | | | |
| NE Portland Highway Corridor | ▒ | □ | □ | ■ | ■ | Medium |
| Highway 213 Corridor | □ | ■ | □ | □ | ▒ | Medium |
| I - 5 to Hwy 99W Connection Corridor | □ | □ | □ | ■ | □ | Medium |
| North Willamette Crossing Corridor | ▒ | □ | □ | □ | □ | Low |
| I - 84 to US 26 Corridor | □ | □ | ▒ | □ | □ | Medium |

## Attachment 2 to Staff Report, Resolution No. 05-3616A

(derived from Chapter 6 of the 2004 Regional Transportation Plan)

**Outer Southwest Area Transportation Study –**

The I-5 facility from Highway 217 to the Willamette River/Boones Bridge serves as the major southern access to and from the central city. The route also serves as an important freight corridor, where Willamette Valley traffic enters the region at the Wilsonville gateway" and provides access to Washington County via Highway 217. Projections for this facility indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area. A joint Oregon Department of Transportation (ODOT) and Wilsonville study concludes that in 2030 widening of I-5 to eight lanes would be required to meet interstate freeway capacity standards set by Metro and ODOT and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. For these reasons, the appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in of this facility and its interconnection with surrounding facilities and land uses has statewide significance. A major corridor study is proposed to address the following issues:

- the effects of widening I-205 and Highway 217 on the I-5 South corridor
- the effects of the I-5 to 99W Connector on the Stafford Road interchange and the resultant need for increased freeway access
- the effects of peak period congestion in this area on regional freight mobility and travel patterns
- the ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor
- the ability to maintain off-peak freight mobility with capacity improvements
- the potential for better coordination between the Metro region and valley jurisdictions on land-use policies
- the effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley
- the effects of UGB expansion and Industrial Lands Evaluation studies on regional freight mobility and the need for industrial access improvements
- the effects to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor
- the ability to effectively serve major Town Centers in Tigard, Tualatin and Wilsonville

In addition, the following design elements should be considered as part of the corridor study:

- peak period pricing and High Occupancy Vehicle (HOV) lanes for expanded capacity and potential networks with other value pricing facilities under consideration in the area
- provide rapid bus service on parallel Barbur route, connecting Wilsonville to the central city
- provide additional overcrossings in West Portland town center to improve local circulation and interchange access
- add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carmen Drive
- add overcrossings in vicinity of Tigard Triangle to improve local circulation
- extend commuter rail service from Salem to the central city, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks
- additional I-5 mainline capacity (2030 demand on I-5 would exceed capacity)
- provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Wilsonville.

**Interstate 205**

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Transportation solutions in this corridor should address the following needs and opportunities:

- provide for some peak period mobility for longer trips
- preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224 and Sunrise Corridor
- maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area
- maintain acceptable levels of access to Portland International Airport, including air cargo access

Potential transportation solutions in this corridor should evaluate the potential of the following design concepts:

- auxiliary lanes added from Airport Way to I-84 East

- consider express, peak period pricing or HOV lanes as a strategy for expanding capacity
- relative value of specific ramp, overcrossing and parallel route improvements
- eastbound HOV lane from I-5 to the Oregon City Bridge
- truck climbing lane south of Oregon City
- potential for rapid bus service or light rail from Oregon City to Gateway
- potential for extension of rapid bus service or light rail north from Gateway into Clark County
- potential for refinements to 2040 land-use assumptions in this area to expand potential employment in the subarea and improve jobs/housing imbalance
- potential for re-evaluating the suitability of the Beavercreek area for urban growth boundary expansion, based on ability to serve the area with adequate regional transportation infrastructure

**East Multnomah County Interstate-84 to US 26 Connector**

The long-term need to develop a highway link between I-84 and Highway 26 exists, but a series of interim improvements to Hogan Road are adequate to meet projected demand through 2020. The RTP calls for a series of interim improvements that will better connect Hogan Road to both I-84 on the north, and Highway 26 to the south.

These improvements are needed to ensure continued development of the Gresham regional center and expected freight mobility demands of through traffic. They also benefit transit-oriented development along the MAX light rail corridor, as they would move freight traffic from its current route along Burnside, where it conflicts with development of the Rockwood town center and adjacent station communities. In addition to planned improvements to the Hogan Road corridor, local plans or a corridor study should address:

- more aggressive access management between Stark Street and Powell Boulevard on 181st, 207th and 257th avenues
- redesigned intersections improvements on Hogan at Stark, Burnside, Division and Powell to streamline through-flow
- the need for a long-term primary freight route in the corridor
- the potential for a new alignment south of Powell Boulevard to US 26.

- the provision of adequate regional access between and to the Gresham Regional Center, the Springwater Industrial Area, the new city of Damascus and the Columbia Corridor Industrial Area.

BEFORE THE METRO COUNCIL

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| FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020. | ) ) ) ) | RESOLUTION NO. 05-3616B<br><br>Introduced by Rex Burkholder |

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6. Directs staff to work with TriMet and other jurisdictions to develop a transit system plan and transit corridor priorities in the 2006-2010 time frame.

7. Concurs that Corridor Planning has important land use and transportation implications. Therefore, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) and their respective staff shall work together to coordinate the development of the studies to ensure achievement of regional and local land use and transportation objectives.

8. The recommendations of the Highway 217, I-205 and I-5 99W Connector Corridor Studies shall be evaluated in light of the findings of the Outer Southwest Area Corridor Study.

9. Recommendations from any current and future corridor studies shall be regarded as provisional, not final, until they can be considered in the context of the next update of the regional transportation plan and the refinement of the regional 2040 Growth Concept and related actions on the regional urban growth boundary. This policy shall guide the allocation of funds to be used for any EIS analysis or other studies following the corridors studies underway or approved by this resolution

ADOPTED by the Metro Council this _____ day of _____, 2005.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

**Exhibit A to Resolution 05-3616B**

## Updated Work Program for Corridor Refinement Planning Through 2020

Jun-05

| Corridor and Key Facilities | First Planning Period (2001 - 2005) | Second Planning Period (2006 - 2010) | Third Planning Period (2011 - 2020) |
|---|---|---|---|
| **Corridor Planning On-Going** | | | |
| **I-5 (North) Corridor** - I-5 from I-84 to Vancouver | I - 5 Trade Corridor Study *Completed* | Financial Plan/EIS/Preliminary Engineering *Study Initiated* | |
| **Powell/Foster Corridor** - Powell Blvd. from the west end of Ross Island Bridge to Gresham. Foster Road from Powell to Hwy. 212 Damascus. | Corridor Planning - Phase I *Study Completed* | Phase II Planning, Powell Street design, Environmental Impact Study and Preliminary Engineering of I-205 Interchange* | |
| **Highway 217 Corridor** - Hwy. 217 from Sunset Hwy. To I-5 | Corridor Planning *Study Initiated* | Environmental Impact Study and Preliminary Engineering* | |
| **Sunrise Corridor** - Hwy. 212/224 from I-205 to US 26. | Complete Refinement Planning and EIS for Unit 1 *Study Initiated* | Begin Unit Two Environmental Study* | |
| **Willamette Shoreline/Highway 43 Corridor -** Portland to Oregon City. | Transit/Pedestrian/Bike Transportation Demand Management Study/South of the Sellwood Bridge *Study Initiated* | Environmental Assessment/DEIS and Preliminary Engineering to Lake Oswego | |
| **I-5 to Highway 99W Connector -** Tualatin- Sherwood Road from I-5 to Hwy. 99W. Hwy. 99W from Tualatin-Sherwood Road to Bell Road. | Southern Alignment Study; Complete Exceptions; Right-of-Way Preservation Analysis; Corridor Planning *Initiated* | Complete Corridor Plan and Environmental Impact Study | |
| **McLoughlin and Hwy. 224 Corridor** - Hwy. 99E from Hawthorne Blvd to Oregon City. Hwy. 224 from McLoughlin Blvd. To I - 205. | South Transit Corridor EIS and Preliminary Engineering *Initiated* | Complete South Corridor Phase II EIS/PE | Corridor Planning for Highway Improvements |
| **New Major Corridor Refinements Recommended in the Second Period** | | | |
| **East Multnomah County I-84 to US 26 Connector Corridor** - Identify major connection from I - 84 to US 26 between 181st and 257th Avenues. | Freight Data Collection Study *Initiated*, North-South reconnaissance *Completed.* | Corridor Planning; National Highway and System Truck Designation | Preserve Right of Way; Environmental study & design of arterial improvements |
| **I-205 (South) Corridor** from I-5 to Johnson Crk. Blvd. | Corridor Reconnaissance Planning *Initiated* | Complete Corridor Planning; Possible Environmental Impact Study | |
| **Outer Southwest Area** - I-5 from Hwy. 99W in Tigard to Wilsonville, surrounding area and facility connections. | Boeckman Road Interchange Study *Study Completed* | Reconnaissaince and Corridor Planning | Environmental Impact Study* |
| **I-405 Loop -** I-5 and I-405 from Freemont to Ross Island Bridges and adjacent land use districts. | Corridor Reconnaissance Study Completed Transit AA *initiated* | Corridor Planning; Initiate Environmental study of priority improvements | |
| **LRT and Streetcar System Plan & Corridor Priorities (2006-2010)** | | Transit System Plan | |
| **Other Corridors** | | | |
| **North Willamette Crossing Corridor -** Study new crossing near St. Johns Bridge (Hwy. 30 from NW Newberry Road to BN Railroad Bridge). | | | Corridor Planning |
| **Highway 213 Corridor** - Hwy. 213 from I-205 to Leland Road. | Construct Southbound Turning lane on Highwy 213 *Study Completed* | Implement Funded Recommendations of Highway 213 Design Study | Refine Corridor Planning and Design |
| **Barbur Blvd./I-5 Corridor -** Hwy. 99W and I-5 from I - 405 to Tigard. | Implement Transit Service Improvements and Elements of the Barbur Streetscape Plan (not all streetscape) *Study Initiated* | | Initiate Corridor Planning. Begin Environmental Assessment/Environmental Impact Statement Process |
| **TV Highway Corridor** - Tualatin Valley Hwy. from Hwy. 217 to downtown Hillsboro. | | Refine scope of work in next RTP update. | Corridor Planning (if required) |
| **Sunset Highway Corridor** - US 26 from I-405 to Cornelius Pass Road | Refinement and Environmental Assessment of Hwy. 26 Widening to Cornell. Barnes Road design/construction. *Design Complete/Construction started* | Engineering of US 26 Widening west of Murray Boulevard, feasability study for widening from HWY 217 to Cornelius Pass Rd | |
| **NE Portland Highway Corridor** - Columbia Blvd. from Burgard to Killingsworth, Lombard from I - 5 to Killingsworth, and Killingsworth from Lombard to I - 205. | East End Connector Environmental Assessment; Begin Refinement Planning through I-5 Trade Corridor; Adopt St. Johns Truck Access Study *Study Completed* | Implement St Johns Truck Access Study Recommendations; Environmental Assessment and Engineering on I-5 Trade Corridor Recommendations *Construction Commenced* | |
| **I-205 (North) Corridor** - I - 205 from Hwy. 224 to Vancouver. | South Transit Corridor Study and I-5 Trade Corridor Study (transit only) *Completed* | Reconnessance Planning for highway improvements *Initiated.* South Corridor Phase I Construction | Corridor Planning for Roadway Widening |
| **Banfield (I-84) Corridor** - I - 84 from I - 5 to Troutdale. | Light Rail Capacity Analysis *Completed* | Transit, Transportation System Management Corridor Plan | Transit Improvements and/or Transportation System management Projects |

* Environmental work would be next logical setp of project development process. Initiation of the EIS process will be determined through funding decisions made during updates of the MTIP and STIP.

**STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 05-3616B, FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020.

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Date: August 26, 2005 Presented by: Bridget Wieghart

**BACKGROUND**

The Transportation Planning Rule (TPR) (section 660-12-020) requires that regional transportation system plans establish a coordinated network of transportation facilities adequate to serve regional transportation needs. Section 660-12-025 of the TPR allows a Metropolitan Planning Organization (MPO) to defer decisions regarding function, general location and mode as long if it can demonstrate that the refinement effort will be completed within three years. On June 15, 2001, the 2000 Regional Transportation Plan (RTP) was acknowledged by the Land Conservation and Development Commission (LCDC). As part of the acknowledgement process, LCDC continued a decision to amend the TPR to allow Metro to adopt an action plan that exceeds the current three-year timeframe.

Chapter 6, section 6.7.4 of the 2004 RTP identifies transportation corridors where two types of multi-modal refinement planning is warranted before specific projects and actions that meet the identified need can be adopted by the RTP. In Chapter 6, section 6.7.5 lists specific corridors where a transportation need has been identified but a major corridor planning study is needed to determine the function, mode and general location of an improvement before a project can be fully defined for implementation. Section 6.7.6 lists specific corridors where both the need and mode for a transportation improvement have been identified, but proposed transportation projects must be developed to a more detailed level before construction can occur.

Due to the large number of corridors that require additional planning work and the resources required to undertake these studies, Metro undertook a regional effort in 2001 to develop a strategy for their completion as part of the Corridor Initiatives Project. In 2001, a technical advisory committee and a project management group comprised of representatives from the Multnomah, Clackamas, Washington, and Clark counties, and the cities of Multnomah, Clackamas and Washington county, ODOT, the City of Portland, Port of Portland and Tri-Met was established.

Metro staff and the Technical Advisory Committee (TAC) developed and implemented a technical evaluation process. The Project Management Group (PMG) reviewed and approved the criteria and results of the technical evaluation. The evaluation assessed and compared the corridors with respect to five major criteria:

- Support of key 2040 land uses
- Congestion
- Support of 2040 transit plans
- Support of 2040 freight goals
- Safety and reliability

In addition to the technical evaluation, Metro staff, the TAC and the PMG considered non-technical factors such as relation to other planning efforts, community interest and available resources for each corridor. Metro staff and Councilors met with Multnomah, Washington, and Clackamas County Coordinating Committees, the City of Portland Transportation System Planning Committees, and the

Clackamas County Mayors and Managers. Feedback regarding non-technical issues was received from each committee and incorporated as a general ranking under "Jurisdictional Interest" and was considered for determining which tier the corridor was put in. A public meeting was held on June 18, 2001 where information was provided to, and feedback was solicited from, the general public.

A summary of the corridor initiative findings, including a ranking of the corridors into tiers is contained in Attachment 1 to this staff report.

Since 2001, much corridor planning anticipated in the original work program has been completed. For example, the I-5 Trade Corridor Study, the Sunset Highway Corridor refinement and environmental assessment, the South Corridor transit study and Phase I of the Powell-Foster Corridor Transportation Plan have all been completed. Phase I of the Highway 217 Corridor Study has been completed and Phase II will wrap up this fall.

In the fall of 2004, Metro convened a subgroup of the Transportation Planning Alternatives Committee (TPAC) to update the work program for multi-modal refinement planning for the period from 2006 to 2010. The working group review work completed. In addition, it revisited previous technical work regarding corridor priorities and considered any changes that might affect priorities going forward.

The working group determined that, since the 2001, the importance of some of the corridors has changed. New Urban Growth Boundary (UGB) expansions have put additional pressure on certain corridors, which the group now considers to be of higher importance.

The recent explosive growth in Tualatin and Wilsonville, along with recent urban growth boundary expansion and higher usage of industrial lands in the area, make the Outer Southwest Area Transportation Study a higher priority from a land use perspective. In addition, a number of connecting corridors including Highway 217, I-5/99W and I-205 South are currently under study for improvements, which increases the urgency of studying this critical link. Further, all of the connecting corridors are considering value pricing as an option, which makes this corridor a hub of a potential value pricing network. All of these factors have also increased the level of jurisdictional interest in this corridor study.

I-205 South was a priority from a technical and jurisdictional perspective in 2001. The Oregon Department of Transportation (ODOT) has recently initiated a reconnaissance study of the entire I-205 Corridor and has issued an Regional Framework Plan (RFP) to solicit private interest as part of its Innovative Partnerships Program. These actions, combined with the growth plans for Damascus and Clackamas Regional Center, heightens the importance of corridor planning in this area.

The City of Portland led I-405 Loop study has highlighted the need for a separate corridor which focuses on the downtown freeway facilities and their relationship with land uses in the Central Eastside, Lloyd and Macadam districts.

Recent urban growth boundary decisions have significantly increased the importance of the East Multnomah County I-84/US 26 Corridor from both a land use and transportation standpoint. The planned industrial and employment growth in the Springwater area, along with planned household and employment growth in the Pleasant Valley and Damascus areas, increases the urgency of planning for north south transportation connections between these areas and the Columbia Corridor. The North South Transportation study recently completed by Gresham identifies serious future congestion and transit needs for this area.

After review from the TPAC subgroup and conferring with the local jurisdictions, a 2005 work program for corridor refinement planning through 2020 was created and is attached to the Metro Council resolution as Exhibit "A". The 2005 work program highlights five potential "major new corridor refinements" for the 2006 – 2010 planning period. Metro has partial funding for two of the proposed "major new corridor refinements" during that period. The City of Portland is seeking funding to complete the I-405/I-5 Loop study and the commencement of that study is dependent upon their ability to obtain

needed funds. ODOT has some funding and is seeking additional funding for the I-205 (South) corridor study.

There is also a need to identify, define and prioritize high capacity transit corridors for further planning work during the 2006-2010 timeframe. Metro will work with TriMet and other jurisdictions on this effort.

Three of the "new major corridor refinements recommended in the 2006-2010 planning period" from Exhibit A are already identified in the RTP. For those corridors, the description of the major facility and specific considerations that must be incorporated into corridor refinement studies derived from Chapter 6 of the RTP is attached for reference (Attachment 2 to this staff report). The City of Portland is bringing findings and recommendations regarding the I-405 loop analysis to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for review this fall. Based on those discussions, an RTP amendment to adopt a corridor description and required study element will be developed.

**ANALYSIS/INFORMATION**

1. **Known Opposition** – None.

2. **Legal Antecedents** – None.

3. **Anticipated Effects** – This resolution would update the work program for corridor refinement planning through 2020. It would serve as a guide for planning for corridors identified in Chapter 6 of the RTP that need additional work prior to adoption of improvements or actions to meet the identified transportation need, as required by the Oregon State TPR. It identifies new corridor planning priorities for the 2006-2010 planning period. This resolution also directs staff to add the I-405 Loop Corridor to the major corridor refinements in chapter 6, section 6.7.5, of the 2004 RTP as part of the next update to the RTP.

4. **Budget Impacts** – None.

**RECOMMENDED ACTION**

It is recommended that the updated 2005 Work Program for Corridor Refinement Planning (Exhibit "A" to the Council resolution) through 2020 be adopted as a guideline for planning work in these corridors. It is recommended that the 2006 - 2010 planning period will include the following four major new planning efforts: I-205 (South) Corridor, I-5 (South) Area Corridor, I-405 Loop Corridor, and I-84/US 26 Connector Corridor. It is also recommended that the I-84/US 26 Connector Corridor be completed in conjunction with Phase II of the Powell/Foster Corridor and the Damascus and Springwater area concept planning studies.

It is anticipated that Metro staff resources currently budgeted for corridor planning purposes would be allocated to complete two of these multi-modal corridor planning efforts within the next five years. Separate funds from other sources are being sought to provide necessary resources for materials and professional services and any additional staff needs.

Attachment 1 to Staff Report
Resolution 05-3616B

# 2001 Corridor Initiative Findings

## Technical Evaluation Summary

### Purpose

In conjunction with jurisdictional and community interest, the technical evaluation will help prioritize coridor planning studies described in the Regional Transportation Plan for long-term transit, highway, pedestrian and bicycle improvements

### Criterion Description

**Support of Key Land Uses**
Measures access to, and growth in, key land uses called out in the 2040 plan (regional centers, downtowns and industrial areas).

**Congestion**
Measures ability to get around in the region.

**Support of 2040 Transit Goals**
Assessment of future transit needs and deficiencies in each corridor.

**Support of 2040 Freight Goals**
Measures the importance of corridor to freight movement.

**Safety and Reliability**
Identified areas with more significant safety problems based on a 5-year accident history

Key: Black = High, Grey = Medium, White = Low

### Corridors Proposed for Study

| Corridors Proposed for Study | Land Use | Congestion | Transit | Freight | Reliability | Jurisdictional Interest |
|---|---|---|---|---|---|---|
| **First Tier Corridors** | | | | | | |
| I- 5 (North) Corridor | ■ | ■ | ■ | ■ | ■ | High |
| Banfield (I - 84) Corridor | ■ | ▒ | ■ | ■ | □ | Low |
| Powell/Foster Corridor | ■ | ■ | ■ | □ | ■ | High |
| Sunset Highway Corridor | ■ | ▒ | ■ | ■ | ▒ | High |
| McLoughlin and Hwy 224 Corridor | ■ | ■ | ■ | ▒ | ■ | High |
| Barbur Blvd./I - 5 Corridor | ▒ | ■ | ■ | ■ | ■ | Medium |
| **Second Tier Corridor** | | | | | | |
| I - 205 (South) Corridor | ▒ | ■ | □ | ■ | □ | High |
| I - 5 (South) Corridor | □ | ■ | ▒ | ■ | □ | Low |
| I - 205 (North) Corridor | ■ | □ | ■ | ▒ | □ | Medium |
| Highway 217 Corridor | ▒ | ▒ | ▒ | ▒ | ▒ | High |
| Macadam/Highway 43 Corridor | ▒ | ▒ | ▒ | ▒ | ■ | Medium |
| TV Highway Corridor | ▒ | ▒ | ▒ | □ | ■ | Medium |
| Sunrise Corridor | □ | ■ | □ | □ | ▒ | Medium |
| **Third Tier Corridor** | | | | | | |
| NE Portland Highway Corridor | ▒ | □ | □ | ■ | ■ | Medium |
| Highway 213 Corridor | □ | ■ | □ | □ | ▒ | Medium |
| I - 5 to Hwy 99W Connection Corridor | □ | □ | □ | ■ | □ | Medium |
| North Willamette Crossing Corridor | ▒ | □ | □ | □ | □ | Low |
| I - 84 to US 26 Corridor | □ | □ | ▒ | □ | □ | Medium |

## Attachment 2 to Staff Report, Resolution No. 05-3616B

(derived from Chapter 6 of the 2004 Regional Transportation Plan)

**Outer Southwest Area Transportation Study –**

The I-5 facility from Highway 217 to the Willamette River/Boones Bridge serves as the major southern access to and from the central city. The route also serves as an important freight corridor, where Willamette Valley traffic enters the region at the Wilsonville gateway" and provides access to Washington County via Highway 217. Projections for this facility indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area. A joint Oregon Department of Transportation (ODOT) and Wilsonville study concludes that in 2030 widening of I-5 to eight lanes would be required to meet interstate freeway capacity standards set by Metro and ODOT and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. For these reasons, the appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in of this facility and its interconnection with surrounding facilities and land uses has statewide significance. A major corridor study is proposed to address the following issues:

- the effects of widening I-205 and Highway 217 on the I-5 South corridor
- the effects of the I-5 to 99W Connector on the Stafford Road interchange and the resultant need for increased freeway access
- the effects of peak period congestion in this area on regional freight mobility and travel patterns
- the ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor
- the ability to maintain off-peak freight mobility with capacity improvements
- the potential for better coordination between the Metro region and valley jurisdictions on land-use policies
- the effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley
- the effects of UGB expansion and Industrial Lands Evaluation studies on regional freight mobility and the need for industrial access improvements
- the effects to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor
- the ability to effectively serve major Town Centers in Tigard, Tualatin and Wilsonville

In addition, the following design elements should be considered as part of the corridor study:

- peak period pricing and High Occupancy Vehicle (HOV) lanes for expanded capacity and potential networks with other value pricing facilities under consideration in the area
- provide rapid bus service on parallel Barbur route, connecting Wilsonville to the central city
- provide additional overcrossings in West Portland town center to improve local circulation and interchange access
- add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carmen Drive
- add overcrossings in vicinity of Tigard Triangle to improve local circulation
- extend commuter rail service from Salem to the central city, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks
- additional I-5 mainline capacity (2030 demand on I-5 would exceed capacity)
- provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Wilsonville.

**Interstate 205**

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Transportation solutions in this corridor should address the following needs and opportunities:

- provide for some peak period mobility for longer trips
- preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224 and Sunrise Corridor
- maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area
- maintain acceptable levels of access to Portland International Airport, including air cargo access

Potential transportation solutions in this corridor should evaluate the potential of the following design concepts:

- auxiliary lanes added from Airport Way to I-84 East

- consider express, peak period pricing or HOV lanes as a strategy for expanding capacity
- relative value of specific ramp, overcrossing and parallel route improvements
- eastbound HOV lane from I-5 to the Oregon City Bridge
- truck climbing lane south of Oregon City
- potential for rapid bus service or light rail from Oregon City to Gateway
- potential for extension of rapid bus service or light rail north from Gateway into Clark County
- potential for refinements to 2040 land-use assumptions in this area to expand potential employment in the subarea and improve jobs/housing imbalance
- potential for re-evaluating the suitability of the Beavercreek area for urban growth boundary expansion, based on ability to serve the area with adequate regional transportation infrastructure

**East Multnomah County Interstate-84 to US 26 Connector**

The long-term need to develop a highway link between I-84 and Highway 26 exists, but a series of interim improvements to Hogan Road are adequate to meet projected demand through 2020. The RTP calls for a series of interim improvements that will better connect Hogan Road to both I-84 on the north, and Highway 26 to the south.

These improvements are needed to ensure continued development of the Gresham regional center and expected freight mobility demands of through traffic. They also benefit transit-oriented development along the MAX light rail corridor, as they would move freight traffic from its current route along Burnside, where it conflicts with development of the Rockwood town center and adjacent station communities. In addition to planned improvements to the Hogan Road corridor, local plans or a corridor study should address:

- more aggressive access management between Stark Street and Powell Boulevard on 181st, 207th and 257th avenues
- redesigned intersections improvements on Hogan at Stark, Burnside, Division and Powell to streamline through-flow
- the need for a long-term primary freight route in the corridor
- the potential for a new alignment south of Powell Boulevard to US 26.

- the provision of adequate regional access between and to the Gresham Regional Center, the Springwater Industrial Area, the new city of Damascus and the Columbia Corridor Industrial Area.

BEFORE THE METRO COUNCIL

| | | |
|---|---|---|
| FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020. | ) ) ) ) | RESOLUTION NO. 05-3616<br><br>Introduced by Councilor Rex Burkholder |

WHEREAS, The Oregon Transportation Planning Rule requires metropolitan planning agencies to identify areas where refinement planning is required to develop needed transportation projects and programs not included in the Transportation System Plan; and

WHEREAS, Chapter 6 of the 2004 Regional Transportation Plan (RTP), sections 6.7.5 and 6.7.6, identifies transportation corridors where multi-modal refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the Regional Transportation Plan (RTP); and

WHEREAS, on July 26, 2001 the Metro Council adopted Resolution No 01-3089, for the purpose of endorsing the findings and recommendations of the Corridor Initiatives Project, which developed a work program that prioritized corridor refinement studies; and

WHEREAS, the Corridor Refinement Work Program was adopted as an amendment to the RTP in the fall of 2001; and

WHEREAS, the resolution called for monitoring and updating of Corridor Refinement Work Program as part of the Unified Work Program process; and

WHEREAS, significant work has been completed on a number of corridors. In addition, decisions regarding the urban growth boundary and other significant land use changes over the past several years make it timely to revisit the corridor planning priorities for future planning periods; and

WHEREAS, in the fall of 2004, Metro convened a working group of the Transportation Policy Alternatives Committee (TPAC) to update the work program for the 2006-2010 planning period; and

WHEREAS, there was involvement by the jurisdictions in the process. The TPAC working group consisted of representatives from the Washington, Multnomah and Clackamas Counties, the Cities of Portland, Gresham and Wilsonville, the Oregon Department of Transportation (ODOT), the Port of Portland and TriMet; and

WHEREAS, the TPAC working group reviewed the status of corridor planning throughout the region, considered the technical evaluation that was completed in 2001 and discussed changes that might affect corridor planning priorities for the 2006-2010 planning period; and

WHEREAS, the Exhibit "A" of this resolution contains the Updated Work Program for Corridor Refinement Planning through 2020; now therefore,

BE IT RESOLVED that the Metro Council,

1. That the Updated Work Program for Corridor Refinement Planning through 2020 (Exhibit "A") is hereby approved and adopted as a guideline for planning work in these corridors. It will be monitored and updated as part of the Unified Work Program. The work program also ~~includes~~

references proposed project development work (e.g. Environmental Impact Studies and ~~Engineering~~engineering), which are approved and funded through the Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP) processes~~. It will be monitored and updated as part of the Unified Work Program~~.

2. Directs staff to prepare a proposed amendment to the RTP to add the I-405 Loop Corridor to the list of corridors needing major refinement plans in Chapter 6 of Metro's RTP by a future RTP amendment. The City of Portland will bring the recommendations of the recently completed I-405 Loop Analysis to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for review and study steps will be agreed to as part of that process

3. Recognizes that the 2006-2010 planning period will include major new planning initiatives for the I-205 South Corridor, the Outer Southwest Area Transportation study, the I-405 Loop Corridor and East Multnomah County I-84/US 26 Connector Corridor. The northern terminus of the I-205 corridor will be determined by the current corridor reconnaissance and JPACT and may result in a decision to merge the north and south corridor studies into a single corridor.

4. Directs that the East Multnomah County I-84/US 26 Connector Corridor may be completed in conjunction with Phase II of the Powell/Foster Corridor and will be coordinated with the Damascus and Springwater area concept planning studies.

5. Concurs that Metro and ODOT will lead planning for the I-205, the Outer Southwest area and the East Multnomah County I-84/US 26 Connector corridor studies and the City of Portland and ODOT will lead the I-405 Loop Corridor Study. ~~Corridor, ODOT and Metro will co-lead the Outer Southwest Area Transportation Study, the City of Portland and ODOT will lead the I-405 Loop Corridor and Metro will lead planning for the East Multnomah County I-84/US 26 Connector study.~~ The lead agencies will provide staff support, will include appropriate jurisdictions in the planning process and will develop a work program and budget. The commencement of the I-405 corridor planning work is dependent upon the City of Portland obtaining needed funds.

6. Directs staff to work with TriMet and other jurisdictions to develop a transit system plan and transit corridor priorities in the 2006-2010 time frame.

7. Concurs that Corridor Planning has important land use and transportation implications. Therefore, the Metro Policy Advisory Committee (MPAC) and JPACT and their respective staff shall work together to coordinate the development of the studies to ensure achievement of regional and local land use and transportation objectives.

ADOPTED by the Metro Council this _____ day of _____, 2005.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

**Exhibit A to Resolution 05-3616**

## Updated Work Program for Corridor Refinement Planning Through 2020

Jun-05

| Corridor and Key Facilities | First Planning Period (2001 - 2005) | Second Planning Period (2006 - 2010) | Third Planning Period (2011 - 2020) |
|---|---|---|---|
| **Corridor Planning On-Going** | | | |
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| **Powell/Foster Corridor** - Powell Blvd. from the west end of Ross Island Bridge to Gresham. Foster Road from Powell to Hwy. 212 Damascus. | Corridor Planning - Phase I *Study Completed* | Phase II Planning, Powell Street design, Environmental Impact Study and Preliminary Engineering of I-205 Interchange* | |
| **Highway 217 Corridor** - Hwy. 217 from Sunset Hwy. To I-5 | Corridor Planning *Study Initiated* | Environmental Impact Study and Preliminary Engineering* | |
| **Sunrise Corridor** - Hwy. 212/224 from I-205 to US 26. | Complete Refinement Planning and EIS for Unit 1 *Study Initiated* | Begin Unit Two Environmental Study* | |
| **Willamette Shoreline/Highway 43 Corridor -** Portland to Oregon City. | Transit/Pedestrian/Bike Transportation Demand Management Study/South of the Sellwood Bridge *Study Initiated* | Environmental Assessment/DEIS and Preliminary Engineering to Lake Oswego | |
| **I-5 to Highway 99W Connector -** Tualatin- Sherwood Road from I-5 to Hwy. 99W. Hwy. 99W from Tualatin-Sherwood Road to Bell Road. | Southern Alignment Study; Complete Exceptions; Right-of-Way Preservation Analysis; Corridor Planning *Initiated* | Complete Corridor Plan and Environmental Impact Study | |
| **McLoughlin and Hwy. 224 Corridor** - Hwy. 99E from Hawthorne Blvd to Oregon City. Hwy. 224 from McLoughlin Blvd. To I - 205. | South Transit Corridor EIS and Preliminary Engineering *Initiated* | Complete South Corridor Phase II EIS/PE | Corridor Planning for Highway Improvements |
| **New Major Corridor Refinements Recommended in the Second Period** | | | |
| **East Multnomah County I-84 to US 26 Connector Corridor** - Identify major connection from I - 84 to US 26 between 181st and 257th Avenues. | Freight Data Collection Study *Initiated*, North-South reconnaissance *Completed.* | Corridor Planning; National Highway and System Truck Designation | Preserve Right of Way; Environmental study & design of arterial improvements |
| **I-205 (South) Corridor** from I-5 to Johnson Crk. Blvd. | Corridor Reconnaissance Planning *Initiated* | Complete Corridor Planning; Possible Environmental Impact Study | |
| **Outer Southwest Area** - I-5 from Hwy. 99W in Tigard to Wilsonville, surrounding area and facility connections. | Boeckman Road Interchange Study *Study Completed* | Reconnaissaince and Corridor Planning | Environmental Impact Study* |
| **I-405 Loop -** I-5 and I-405 from Freemont to Ross Island Bridges and adjacent land use districts. | Corridor Reconnaissance Study Completed Transit AA *initiated* | Corridor Planning; Initiate Environmental study of priority improvements | |
| **LRT and Streetcar System Plan & Corridor Priorities (2006-2010)** | | Transit System Plan | |
| **Other Corridors** | | | |
| **North Willamette Crossing Corridor -** Study new crossing near St. Johns Bridge (Hwy. 30 from NW Newberry Road to BN Railroad Bridge). | | | Corridor Planning |
| **Highway 213 Corridor** - Hwy. 213 from I-205 to Leland Road. | Construct Southbound Turning lane on Highwy 213 *Study Completed* | Implement Funded Recommendations of Highway 213 Design Study | Refine Corridor Planning and Design |
| **Barbur Blvd./I-5 Corridor -** Hwy. 99W and I-5 from I - 405 to Tigard. | Implement Transit Service Improvements and Elements of the Barbur Streetscape Plan (not all streetscape) *Study Initiated* | | Initiate Corridor Planning. Begin Environmental Assessment/Environmental Impact Statement Process |
| **TV Highway Corridor** - Tualatin Valley Hwy. from Hwy. 217 to downtown Hillsboro. | | Refine scope of work in next RTP update. | Corridor Planning (if required) |
| **Sunset Highway Corridor** - US 26 from I-405 to Cornelius Pass Road | Refinement and Environmental Assessment of Hwy. 26 Widening to Cornell. Barnes Road design/construction. *Design Complete/Construction started* | Engineering of US 26 Widening west of Murray Boulevard, feasability study for widening from HWY 217 to Cornelius Pass Rd | |
| **NE Portland Highway Corridor** - Columbia Blvd. from Burgard to Killingsworth, Lombard from I - 5 to Killingsworth, and Killingsworth from Lombard to I - 205. | East End Connector Environmental Assessment; Begin Refinement Planning through I-5 Trade Corridor; Adopt St. Johns Truck Access Study *Study Completed* | Implement St Johns Truck Access Study Recommendations; Environmental Assessment and Engineering on I-5 Trade Corridor Recommendations *Construction Commenced* | |
| **I-205 (North) Corridor** - I - 205 from Hwy. 224 to Vancouver. | South Transit Corridor Study and I-5 Trade Corridor Study (transit only) *Completed* | Reconnessance Planning for highway improvements *Initiated.* South Corridor Phase I Construction | Corridor Planning for Roadway Widening |
| **Banfield (I-84) Corridor** - I - 84 from I - 5 to Troutdale. | Light Rail Capacity Analysis *Completed* | Transit, Transportation System Management Corridor Plan | Transit Improvements and/or Transportation System management Projects |

* Environmental work would be next logical setp of project development process. Initiation of the EIS process will be determined through funding decisions made during updates of the MTIP and STIP.

**STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 05-3616, FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020.

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Date: August 26, 2005 Presented by: Bridget Wieghart

**BACKGROUND**

The Transportation Planning Rule (TPR) (section 660-12-020) requires that regional transportation system plans establish a coordinated network of transportation facilities adequate to serve regional transportation needs. Section 660-12-025 of the TPR allows a Metropolitan Planning Organization (MPO) to defer decisions regarding function, general location and mode as long if it can demonstrate that the refinement effort will be completed within three years. On June 15, 2001, the 2000 Regional Transportation Plan (RTP) was acknowledged by the Land Conservation and Development Commission (LCDC). As part of the acknowledgement process, LCDC continued a decision to amend the TPR to allow Metro to adopt an action plan that exceeds the current three-year timeframe.

Chapter 6, section 6.7.4 of the 2004 RTP identifies transportation corridors where two types of multi-modal refinement planning is warranted before specific projects and actions that meet the identified need can be adopted by the RTP. In Chapter 6, section 6.7.5 lists specific corridors where a transportation need has been identified but a major corridor planning study is needed to determine the function, mode and general location of an improvement before a project can be fully defined for implementation. Section 6.7.6 lists specific corridors where both the need and mode for a transportation improvement have been identified, but proposed transportation projects must be developed to a more detailed level before construction can occur.

Due to the large number of corridors that require additional planning work and the resources required to undertake these studies, Metro undertook a regional effort in 2001 to develop a strategy for their completion as part of the Corridor Initiatives Project. In 2001, a technical advisory committee and a project management group comprised of representatives from the Multnomah, Clackamas, Washington, and Clark counties, and the cities of Multnomah, Clackamas and Washington county, ODOT, the City of Portland, Port of Portland and Tri-Met was established.

Metro staff and the Technical Advisory Committee (TAC) developed and implemented a technical evaluation process. The Project Management Group (PMG) reviewed and approved the criteria and results of the technical evaluation. The evaluation assessed and compared the corridors with respect to five major criteria:

- Support of key 2040 land uses
- Congestion
- Support of 2040 transit plans
- Support of 2040 freight goals
- Safety and reliability

In addition to the technical evaluation, Metro staff, the TAC and the PMG considered non-technical factors such as relation to other planning efforts, community interest and available resources for each corridor. Metro staff and Councilors met with Multnomah, Washington, and Clackamas County Coordinating Committees, the City of Portland Transportation System Planning Committees, and the Clackamas County Mayors and Managers. Feedback regarding non-technical issues was received from

each committee and incorporated as a general ranking under "Jurisdictional Interest" and was considered for determining which tier the corridor was put in. A public meeting was held on June 18, 2001 where information was provided to, and feedback was solicited from, the general public.

A summary of the corridor initiative findings, including a ranking of the corridors into tiers is contained in Attachment 1 to this staff report.

Since 2001, much corridor planning anticipated in the original work program has been completed. For example, the I-5 Trade Corridor Study, the Sunset Highway Corridor refinement and environmental assessment, the South Corridor transit study and Phase I of the Powell-Foster Corridor Transportation Plan have all been completed. Phase I of the Highway 217 Corridor Study has been completed and Phase II will wrap up this fall.

In the fall of 2004, Metro convened a subgroup of the Transportation Planning Alternatives Committee (TPAC) to update the work program for multi-modal refinement planning for the period from 2006 to 2010. The working group review work completed. In addition, it revisited previous technical work regarding corridor priorities and considered any changes that might affect priorities going forward.

The working group determined that, since the 2001, the importance of some of the corridors has changed. New Urban Growth Boundary (UGB) expansions have put additional pressure on certain corridors, which the group now considers to be of higher importance.

The recent explosive growth in Tualatin and Wilsonville, along with recent urban growth boundary expansion and higher usage of industrial lands in the area, make the Outer Southwest Area Transportation Study a higher priority from a land use perspective. In addition, a number of connecting corridors including Highway 217, I-5/99W and I-205 South are currently under study for improvements, which increases the urgency of studying this critical link. Further, all of the connecting corridors are considering value pricing as an option, which makes this corridor a hub of a potential value pricing network. All of these factors have also increased the level of jurisdictional interest in this corridor study.

I-205 South was a priority from a technical and jurisdictional perspective in 2001. The Oregon Department of Transportation (ODOT) has recently initiated a reconnaissance study of the entire I-205 Corridor and has issued an Regional Framework Plan (RFP) to solicit private interest as part of its Innovative Partnerships Program. These actions, combined with the growth plans for Damascus and Clackamas Regional Center, heightens the importance of corridor planning in this area.

The City of Portland led I-405 Loop study has highlighted the need for a separate corridor which focuses on the downtown freeway facilities and their relationship with land uses in the Central Eastside, Lloyd and Macadam districts.

Recent urban growth boundary decisions have significantly increased the importance of the East Multnomah County I-84/US 26 Corridor from both a land use and transportation standpoint. The planned industrial and employment growth in the Springwater area, along with planned household and employment growth in the Pleasant Valley and Damascus areas, increases the urgency of planning for north south transportation connections between these areas and the Columbia Corridor. The North South Transportation study recently completed by Gresham identifies serious future congestion and transit needs for this area.

After review from the TPAC subgroup and conferring with the local jurisdictions, a 2005 work program for corridor refinement planning through 2020 was created and is attached to the Metro Council resolution as Exhibit "A". The 2005 work program highlights five potential "major new corridor refinements" for the 2006 – 2010 planning period. Metro has partial funding for two of the proposed "major new corridor refinements" during that period. The City of Portland is seeking funding to complete the I-405/I-5 Loop study and the commencement of that study is dependent upon their ability to obtain

needed funds. ODOT has some funding and is seeking additional funding for the I-205 (South) corridor study.

There is also a need to identify, define and prioritize high capacity transit corridors for further planning work during the 2006-2010 timeframe. Metro will work with TriMet and other jurisdictions on this effort.

Three of the "new major corridor refinements recommended in the 2006-2010 planning period" from Exhibit A are already identified in the RTP. For those corridors, the description of the major facility and specific considerations that must be incorporated into corridor refinement studies derived from Chapter 6 of the RTP is attached for reference (Attachment 2 to this staff report). The City of Portland is bringing findings and recommendations regarding the I-405 loop analysis to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for review this fall. Based on those discussions, an RTP amendment to adopt a corridor description and required study element will be developed.

**ANALYSIS/INFORMATION**

1. **Known Opposition** – None.

2. **Legal Antecedents** – None.

3. **Anticipated Effects** – This resolution would update the work program for corridor refinement planning through 2020. It would serve as a guide for planning for corridors identified in Chapter 6 of the RTP that need additional work prior to adoption of improvements or actions to meet the identified transportation need, as required by the Oregon State TPR. It identifies new corridor planning priorities for the 2006-2010 planning period. This resolution also directs staff to add the I-405 Loop Corridor to the major corridor refinements in chapter 6, section 6.7.5, of the 2004 RTP as part of the next update to the RTP.

4. **Budget Impacts** – None.

**RECOMMENDED ACTION**

It is recommended that the updated 2005 Work Program for Corridor Refinement Planning (Exhibit "A" to the Council resolution) through 2020 be adopted as a guideline for planning work in these corridors. It is recommended that the 2006 - 2010 planning period will include the following four major new planning efforts: I-205 (South) Corridor, I-5 (South) Area Corridor, I-405 Loop Corridor, and I-84/US 26 Connector Corridor. It is also recommended that the I-84/US 26 Connector Corridor be completed in conjunction with Phase II of the Powell/Foster Corridor and the Damascus and Springwater area concept planning studies.

It is anticipated that Metro staff resources currently budgeted for corridor planning purposes would be allocated to complete two of these multi-modal corridor planning efforts within the next five years. Separate funds from other sources are being sought to provide necessary resources for materials and professional services and any additional staff needs.

Attachment 1 to Staff Report
Resolution 05-3616

# 2001 Corridor Initiative Findings

## Technical Evaluation Summary

### Purpose

In conjunction with jurisdictional and community interest, the technical evaluation will help prioritize coridor planning studies described in the Regional Transportation Plan for long-term transit, highway, pedestrian and bicycle improvements

### Criterion Description

**Support of Key Land Uses**
Measures access to, and growth in, key land uses called out in the 2040 plan (regional centers, downtowns and industrial areas).

**Congestion**
Measures ability to get around in the region.

**Support of 2040 Transit Goals**
Assessment of future transit needs and deficiencies in each corridor.

**Support of 2040 Freight Goals**
Measures the importance of corridor to freight movement.

**Safety and Reliability**
Identified areas with more significant safety problems based on a 5-year accident history

Key: Black = High, Grey = Medium, White = Low

### Corridors Proposed for Study

| Corridors Proposed for Study | Land Use | Congestion | Transit | Freight | Reliability | Jurisdictional Interest |
|---|---|---|---|---|---|---|
| **First Tier Corridors** | | | | | | |
| I- 5 (North) Corridor | ■ | ■ | ■ | ■ | ■ | High |
| Banfield (I - 84) Corridor | ■ | ▒ | ■ | ■ | □ | Low |
| Powell/Foster Corridor | ■ | ■ | ■ | □ | ■ | High |
| Sunset Highway Corridor | ■ | ▒ | ■ | ■ | ▒ | High |
| McLoughlin and Hwy 224 Corridor | ■ | ■ | ■ | ▒ | ■ | High |
| Barbur Blvd./I - 5 Corridor | ▒ | ■ | ■ | ■ | ■ | Medium |
| **Second Tier Corridor** | | | | | | |
| I - 205 (South) Corridor | ▒ | ■ | □ | ■ | □ | High |
| I - 5 (South) Corridor | □ | ■ | ▒ | ■ | □ | Low |
| I - 205 (North) Corridor | ■ | □ | ■ | ▒ | □ | Medium |
| Highway 217 Corridor | ▒ | ▒ | ▒ | ▒ | ▒ | High |
| Macadam/Highway 43 Corridor | ▒ | ▒ | ▒ | ▒ | ■ | Medium |
| TV Highway Corridor | ▒ | ▒ | ▒ | □ | ■ | Medium |
| Sunrise Corridor | □ | ■ | □ | □ | ▒ | Medium |
| **Third Tier Corridor** | | | | | | |
| NE Portland Highway Corridor | ▒ | □ | □ | ■ | ■ | Medium |
| Highway 213 Corridor | □ | ■ | □ | □ | ▒ | Medium |
| I - 5 to Hwy 99W Connection Corridor | □ | □ | □ | ■ | □ | Medium |
| North Willamette Crossing Corridor | ▒ | □ | □ | □ | □ | Low |
| I - 84 to US 26 Corridor | □ | □ | ▒ | □ | □ | Medium |

## Attachment 2 to Staff Report, Resolution No. 05-3616

(derived from Chapter 6 of the 2004 Regional Transportation Plan)

**Outer Southwest Area Transportation Study –**

The I-5 facility from Highway 217 to the Willamette River/Boones Bridge serves as the major southern access to and from the central city. The route also serves as an important freight corridor, where Willamette Valley traffic enters the region at the Wilsonville gateway" and provides access to Washington County via Highway 217. Projections for this facility indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area. A joint Oregon Department of Transportation (ODOT) and Wilsonville study concludes that in 2030 widening of I-5 to eight lanes would be required to meet interstate freeway capacity standards set by Metro and ODOT and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. For these reasons, the appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in of this facility and its interconnection with surrounding facilities and land uses has statewide significance. A major corridor study is proposed to address the following issues:

- the effects of widening I-205 and Highway 217 on the I-5 South corridor
- the effects of the I-5 to 99W Connector on the Stafford Road interchange and the resultant need for increased freeway access
- the effects of peak period congestion in this area on regional freight mobility and travel patterns
- the ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor
- the ability to maintain off-peak freight mobility with capacity improvements
- the potential for better coordination between the Metro region and valley jurisdictions on land-use policies
- the effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley
- the effects of UGB expansion and Industrial Lands Evaluation studies on regional freight mobility and the need for industrial access improvements
- the effects to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor
- the ability to effectively serve major Town Centers in Tigard, Tualatin and Wilsonville

In addition, the following design elements should be considered as part of the corridor study:

- peak period pricing and High Occupancy Vehicle (HOV) lanes for expanded capacity and potential networks with other value pricing facilities under consideration in the area

- provide rapid bus service on parallel Barbur route, connecting Wilsonville to the central city

- provide additional overcrossings in West Portland town center to improve local circulation and interchange access

- add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carmen Drive

- add overcrossings in vicinity of Tigard Triangle to improve local circulation

- extend commuter rail service from Salem to the central city, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks

- additional I-5 mainline capacity (2030 demand on I-5 would exceed capacity)

- provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Wilsonville.

**Interstate 205**

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Transportation solutions in this corridor should address the following needs and opportunities:

- provide for some peak period mobility for longer trips

- preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224 and Sunrise Corridor

- maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area

- maintain acceptable levels of access to Portland International Airport, including air cargo access

Potential transportation solutions in this corridor should evaluate the potential of the following design concepts:

- auxiliary lanes added from Airport Way to I-84 East

- consider express, peak period pricing or HOV lanes as a strategy for expanding capacity
- relative value of specific ramp, overcrossing and parallel route improvements
- eastbound HOV lane from I-5 to the Oregon City Bridge
- truck climbing lane south of Oregon City
- potential for rapid bus service or light rail from Oregon City to Gateway
- potential for extension of rapid bus service or light rail north from Gateway into Clark County
- potential for refinements to 2040 land-use assumptions in this area to expand potential employment in the subarea and improve jobs/housing imbalance
- potential for re-evaluating the suitability of the Beavercreek area for urban growth boundary expansion, based on ability to serve the area with adequate regional transportation infrastructure

**East Multnomah County Interstate-84 to US 26 Connector**

The long-term need to develop a highway link between I-84 and Highway 26 exists, but a series of interim improvements to Hogan Road are adequate to meet projected demand through 2020. The RTP calls for a series of interim improvements that will better connect Hogan Road to both I-84 on the north, and Highway 26 to the south.

These improvements are needed to ensure continued development of the Gresham regional center and expected freight mobility demands of through traffic. They also benefit transit-oriented development along the MAX light rail corridor, as they would move freight traffic from its current route along Burnside, where it conflicts with development of the Rockwood town center and adjacent station communities. In addition to planned improvements to the Hogan Road corridor, local plans or a corridor study should address:

- more aggressive access management between Stark Street and Powell Boulevard on 181st, 207th and 257th avenues
- redesigned intersections improvements on Hogan at Stark, Burnside, Division and Powell to streamline through-flow
- the need for a long-term primary freight route in the corridor
- the potential for a new alignment south of Powell Boulevard to US 26.

- the provision of adequate regional access between and to the Gresham Regional Center, the Springwater Industrial Area, the new city of Damascus and the Columbia Corridor Industrial Area.