STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2960-A FOR THE PURPOSE OF APPROVING I-5 HIGH OCCUPANCY VEHICLE FACILITY RECOMMENDATIONS

Date: June 8, 2000 Presented by: Andy Cotugno

PROPOSED ACTION

Approval of this resolution would support the continued development of high-occupancy vehicle facilities on I-5 between Oregon and Washington in order to encourage more commuters between Washington and Oregon to share rides and use transit. With approval of this resolution, JPACT would support the designation of a southbound HOV lane on I-5 during peak commute times between 99th Street and the vicinity of the north end of the Interstate Bridge, support consideration of a southbound HOV lane as part of the planned Delta/Lombard widening project and support continued efforts to make the existing interim northbound HOV land on I-5 in Oregon permanent. Approval of this resolution would also commit JPACT to work with the Southwest Washington Regional Transportation Council (RTC) to develop and carry out a public information and involvement plan in coordination with the implementation of these HOV policy recommendations.

EXISTING LAW

This action relates to federal and state planning guidelines related to Metro's Regional Transportation Plan (RTP).

BACKGROUND AND ANALYSIS

The Southwest Washington Regional Transportation Council (RTC) recently completed a High-Occupancy Vehicle (HOV) Study for the I-5 Corridor. The purpose of the study was to develop an HOV option that could be implemented in the corridor without replacing the Interstate Bridge and without adding a lane through Delta Park. During the study, RTC conducted a public survey and held public open houses on the HOV options.

The Washington State Department of Transportation is currently widening I-5 between 99th Street and Main Street. One of the reasons for the HOV study was to see if the additional capacity could be used for HOV during peak times effectively when the new lane opens.

Because of the bi-state significance of an HOV lane on I-5 in Oregon and Washington, the Bi-State Transportation Committee reviewed the study findings. At several meetings, the Bi-State Transportation Committee discussed the short- and long-term opportunities for establishing HOV lanes in the I-5 Corridor. At its April 27, 2000, meeting, the Bi-State Transportation Committee approved a resolution on I-5 HOV facility policy recommendations (Attachment 1).

JPACT and RTC discussed the Bi-State Transportation Committee's recommendations on I-5 HOV facility policies at their May meetings. At their May meeting, the RTC approved a letter to WSDOT directing the agency to pursue a "2 + 1" configuration with two general purpose lanes and one HOV lane using the lane currently under construction for HOV during peak times and explore opportunities to continue the HOV designation south of Main Street. In response, WSDOT has established an implementation team to work on the HOV issues.

Both JPACT and RTC are scheduled to take action on the recommendations at their June meetings. The staff report to the Bi-State Transportation Committee, attached to the Resolution as Exhibit A, describes the information in support of the recommendations.

BUDGET IMPACT

None.

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Bi-State Transportation Committee Resolution 04-00-01 For the Purpose of Approving the I-5 HOV Facility Policy Recommendations

WHEREAS, Metro and the Southwest Washington Regional Transportation Council (RTC) entered into Intergovernmental Agreement to establish the Bi-State Transportation Committee; and

WHEREAS, the Bi-State Transportation Committee shall review all issues of bi-state significance; and

WHEREAS, Metro's Joint Policy Advisory Committee (JPACT) and RTC shall take no action on an issue of major bi-state significance without first referring the issue to the Bi-Sate Transportation Committee for their consideration and recommendation; and

WHEREAS, the implementation of an HOV facility in the I-5 corridor has bi-state significance; now therefore,

BE IT RESOLVED,

1. That a southbound HOV lane should be pursued by adding HOV capacity in Washington from 99th Street to the vicinity of the north end of the Interstate Bridge.
2. That because of safety concerns an HOV lane should not be pursued across the Interstate Bridge at this time.
3. That because of safety concerns a reversible southbound HOV lane in Oregon south of the Interstate Bridge should not be pursued at this time.
4. That a southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard should be pursued as a part of the preliminary engineering design for the I-5 Delta Park to Lombard project.
5. That a permanent northbound HOV lane in Oregon continue to be pursued by resolving the perceived issues of safety and enforcement.
6. That a northbound HOV lane north of the Interstate Bridge in Washington not be pursued at this time because the Interstate Bridge provides an

effective metering of traffic. However, this position would be revisited in the future as conditions require.

7. That a full corridor bi-directional long-term HOV facility be investigated as part of the I-5 Trade Corridor Study discussion of replacing or expanding the Interstate Bridge.

8. That a public information and public involvement plan be developed by RTC and JPACT and carried out in coordination with the implementation of the Bi-State Transportation Committee HOV policy recommendations.

ADOPTED by the Bi-State Transportation Committee this 27th day of April 2000.

Rod Monroe, Chair Bi-State Transportation Committee, Metro Councilor

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING I-5 HIGH-OCCUPANCY VEHICLE FACILITY RECOMMENDATIONS	)))	RESOLUTION NO. 00-2960-A Introduced by Jon Kvistad, JPACT Chair

WHEREAS, Metro and the Southwest Washington Regional Transportation Council (RTC) established a Bi-State Transportation Committee to develop recommendations to JPACT/ Metro and RTC on bi-state transportation issues; and

WHEREAS, The Bi-State Transportation Committee has reviewed information on short-term operation opportunities for high-occupancy vehicle (HOV) facilities in the I-5 corridor between Oregon and Washington; and

WHEREAS, The Bi-State Transportation Committee adopted recommendations for I-5 high-occupancy vehicle facility policy recommendations for JPACT/Metro and RTC; and

WHEREAS, The Bi-State Transportation Committee's recommendations are consistent with transportation demand management policies and I-5 strategies contained in the proposed Regional Transportation Plan Update; now, therefore,

BE IT RESOLVED THAT:

1. The technical findings summarized in the staff report to the Bi-State Transportation Committee, dated April 20, 2000, attached as Exhibit A, be adopted; and

2. A southbound HOV lane should be pursued by adding HOV capacity in Washington from 99th Street to the vicinity of the north end of the Interstate Bridge. It is the intent of this resolution that the recommended I-5 HOV facility minimum through-lane configuration be 2 + 1, two (2) general purpose lanes and one (1) high-occupancy vehicle lane; and

3. Because of safety concerns, an HOV lane should not be pursued across the Interstate Bridge at this time; and

4. Because of safety concerns, a reversible southbound HOV lane in Oregon south of the Interstate Bridge should not be pursued at this time; and

5. A southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard Street should be pursued as part of the preliminary engineering design for the I-5/Delta Park to Lombard project; and

6. A permanent northbound HOV lane in Oregon continue to be pursued by resolving the perceived issues of safety and enforcement with the interim HOV lane; and

7. A northbound HOV lane north of the Interstate Bridge in Washington not be pursued at this time because the Interstate Bridge provides an effective metering of traffic. However, this position would be revised in the future as conditions require; and

8. A full corridor bi-directional long-term HOV facility be investigated as part of the I-5 Trade Corridor Study discussion of replacing or expanding the Interstate Bridge; and

9. A public information and public involvement plan be developed by RTC and JPACT and carried out in coordination with the implementation of these HOV policy recommendations.

ADOPTED by ~~JPACT~~ the Metro Council this _____ day of _____, 2000.

_____
David Bragdon, Presiding Officer

Approved as to form:

_____
Daniel B. Cooper, General Counsel

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Bi-State Transportation Committee

The Bi-State Committee is appointed by Metro's Joint Policy Advisory Committee on Transportation and the Southwest Washington Regional Transportation Council.

Metro
Councilor Rod Monroe
CHAIR

Clark County
Commissioner Craig Pridemore
VICE CHAIR

Multnomah County
Commissioner Serena Cruz

City of Vancouver
Mayor Royce Pollard

City of Portland
Commissioner Charlie Hales

City of Battle Ground
Dave Mercier, City Manager

City of Gresham
Councilor Chris Lassen

C-TRAN
Keith Parker, Executive Director

Tri-Met
Fred Hansen, General Manager

Port of Vancouver
Larry Paulson, Executive Director

Port of Portland
Bill Thorne, Executive Director

WSDOT
Don Wagner, SW Administrator

ODOT
Kay Van Sickel, Reg. 1 Manager

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TDD 503-797-1804

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STAFF REPORT

TO: Bi-State Transportation Committee

FROM: Dean Lookingbill, RTC Transportation Director
Andy Cotugno, Metro Transportation Director

DATE: April 20, 2000

SUBJECT: **Consideration of Resolution 04-00-01, I-5 HOV Facility Policy Recommendations**

PROPOSED ACTION

The attached resolution would: 1) Recognize the technical findings of the I-5 HOV Operational Study, 2) Adopt a policy strategy for the implementation of an HOV facility in the I-5 Corridor between Downtown Portland (vicinity of I-5 and Lombard) and Vancouver (vicinity of I-5 and 134th Street) and 3) send this recommendation on to JPACT/Metro and RTC for their consideration.

I-5 HOV OPERATIONAL TECHNICAL STUDY FINDINGS

The findings of I-5 HOV Operational Study have been presented to the Bi-State Transportation Committee at their February and March meetings. These findings are documented in the final report entitled, *I-5 High-Occupancy-Vehicle Operational Study, April 2000.* The purpose of the study was to conduct a traffic operational and design feasibility analysis of constructing an HOV lane in the I-5 corridor without widening the Interstate Bridge or Delta Park.

The study's technical findings identified the following:

- A continuous HOV lane could be built on the Washington side, southbound from 134th Avenue to the Interstate Bridge.
- The travel time benefits of constructing a reversible HOV lane across the Interstate Bridge did not outweigh the safety and operational risks associated with the lane.
- A southbound reversible HOV lane on the Oregon portion also had safety and operational risks. This reversible lane would involve substantial capital and operating costs. A southbound HOV lane could be considered as part of the Delta Park widening project.
- The construction of a northbound HOV lane north of the Interstate Bridge would have limited travel time savings for HOV because of the bottleneck effect of the bridge.

In summary the findings concluded that a southbound bi-state HOV facility in the 2020 forecast year would save HOV users 8 to 10 minutes, carry more persons per hour (5120 persons) than the adjacent general purpose land (3850 persons) and help to ensure travel time reliability for buses and car pools.

STATUS OF EXISTING NORTHBOUND HOV LANE IN OREGON

Regarding the existing northbound HOV lane in Oregon. This HOV lane was implemented as a temporary mitigation measure during the I-5 Bridge Trunnion Repair Project. It has continued to be a mitigation measure during the I-5 Bridge Painting and for the upcoming preservation project on this section of I-5. The Oregon Department of Transportation has been considering how to make the HOV lane permanent. To date measures of effectiveness demonstrate that the HOV lane is successful in carrying more person trips than in the adjacent general purpose lane. Public approval for the HOV lane has been consistently high, even among corridor users who do not use the lane. There are two primary issues that need to be resolved for ODOT to make the lane permanent:

1. Safety. Because the lane was originally envisioned as a temporary mitigation measure, ODOT was able to secure needed approvals to implement the HOV lane with design exceptions. Notably, the safety shoulders on this segment are quite narrow in some places and non-existent in others. To make the HOV lane permanent, ODOT will either need to demonstrate that the lane is safe given the accident history or work towards implementing standard safety shoulders throughout the length of the HOV lane. ODOT is pursuing both of these options at this time by continuing to monitor the safety record for the lane, and by working to get preliminary engineering funds for the I-5 Delta Park to Lombard project.
2. Enforcement. A successful HOV lane depends on enforcement. ODOT can only pay for enforcement of the lane while this project is a mitigation measure. A plan to finance the enforcement of the HOV lane needs to be developed in order for a permanent HOV lane to be effective.

I-5 OPERATIONAL STUDY IMPLEMENTATION FINDINGS BY SEGMENT

The following section contains a segment by segment description of the findings for implementing HOV in the I-5 corridor. The short term strategies listed are those that could be implemented within the next five years with available funding. Longer term strategies extend beyond the five year time and would require new funding sources.

I-5 from 99th Street to Main Street Interchange

- *Short Term*: AM peak southbound HOV lane should be provided by designating the new general purpose lane, now under construction, to an HOV lane. This segment would then consist of an HOV lane, two general purpose lanes and an auxiliary lane. No PM peak northbound HOV lane in this segment is recommended.
- *Long Term*: If new bridge capacity were provided across the Columbia River, the conversion of the southbound auxiliary lane to a general purpose travel lane should be considered if warranted by congestion. Additional bridge capacity from Oregon into Washington would also warrant the reconsideration of a northbound HOV lane in Washington.

Main Street to the Interstate Bridge

- *Short Term*: AM peak southbound HOV should be provided by adding HOV capacity. This segment would then consist of an HOV lane, two general purpose lanes and the extension of an auxiliary lane from Mill Plain to SR-14. No PM northbound HOV lane in this segment is recommended.
- *Long Term*: If new bridge capacity were provided across the Columbia River a northbound HOV lane in Washington should be re-considered.

Interstate Bridge

- *Short Term:* No HOV lane across the Interstate Bridge is recommended.
- *Long Term:* The I-5 Trade Corridor Study should determine whether or not HOV lane(s) should be part of a new or expanded bridge.

Delta Park

- *Short Term*: Maintain the existing interim HOV lane northbound.
- *Long term*: Provide new southbound and permanent northbound capacity for an HOV lanes in Oregon through the Delta Park project area. The southbound HOV lane extension through Delta Park is a critical component of a successful bi-state HOV facility.

The recommendations in this resolution give JPACT/Metro and RTC direction from a bi-state perspective. Prior to reaching a decision to build an HOV lane in Oregon, ODOT will need to meet the requirements of the National Environmental Policy ACT (NEPA) for construction of an additional lane through the Delta Park section of I-5. The project development process will need to include an HOV lane as an option. If at the conclusion of that process, the HOV lane is the preferred option, JPACT and Metro would need to amend the Regional Transportation Plan to incorporate the HOV lane and would need to ensure that the additional project meets air quality conformity for the region.

Prior to reaching a decision to build an HOV lane in Washington, WSDOT will also need to meet the NEPA requirements both in regard to the current I-5 widening project and the HOV project to widen I-5 southbound, south of SR-500. If at the conclusion of this process, the HOV lane were the preferred option, RTC would need to seek Washington Transportation Commission approval for the operation of a peak period only HOV lane. RTC would also need to amend the Metropolitan Transportation Plan to incorporate the HOV project and ensure that it meets air quality conformity

The I-5 HOV Operational Study held several public meetings in Clark County to solicit public comments on the range of HOV options. Prior to implementation of a recommended HOV project, more public involvement and outreach is needed on the specifics of the proposals in both Oregon and Washington.

Attachment: Bi-State Transportation Resolution 04-00-10, For the Purpose of Approving the I-5 HOV Facility Policy Recommendations

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2960 FOR THE PURPOSE OF APPROVING I-5 HIGH OCCUPANCY VEHICLE FACILITY RECOMMENDATIONS

Date: June 8, 2000 Presented by: Andy Cotugno

PROPOSED ACTION

Approval of this resolution would support the continued development of high-occupancy vehicle facilities on I-5 between Oregon and Washington in order to encourage more commuters between Washington and Oregon to share rides and use transit. With approval of this resolution, JPACT would support the designation of a southbound HOV lane on I-5 during peak commute times between 99th Street and the vicinity of the north end of the Interstate Bridge, support consideration of a southbound HOV lane as part of the planned Delta/Lombard widening project and support continued efforts to make the existing interim northbound HOV lane on I-5 in Oregon permanent. Approval of this resolution would also commit JPACT to work with the Southwest Washington Regional Transportation Council (RTC) to develop and carry out a public information and involvement plan in coordination with the implementation of these HOV policy recommendations.

EXISTING LAW

This action relates to federal and state planning guidelines related to Metro's Regional Transportation Plan (RTP).

BACKGROUND AND ANALYSIS

The Southwest Washington Regional Transportation Council (RTC) recently completed a High-Occupancy Vehicle (HOV) Study for the I-5 Corridor. The purpose of the study was to develop an HOV option that could be implemented in the corridor without replacing the Interstate Bridge and without adding a lane through Delta Park. During the study, RTC conducted a public survey and held public open houses on the HOV options.

The Washington State Department of Transportation is currently widening I-5 between 99th Street and Main Street. One of the reasons for the HOV study was to see if the additional capacity could be used for HOV during peak times effectively when the new lane opens.

Because of the bi-state significance of an HOV lane on I-5 in Oregon and Washington, the Bi-State Transportation Committee reviewed the study findings. At several meetings, the Bi-State Transportation Committee discussed the short- and long-term opportunities for establishing HOV lanes in the I-5 Corridor. At its April 27, 2000, meeting, the Bi-State Transportation Committee approved a resolution on I-5 HOV facility policy recommendations.

JPACT and RTC discussed the Bi-State Transportation Committee's recommendations on I-5 HOV facility policies at their May meetings. At their May meeting, the RTC approved a letter to WSDOT directing the agency to pursue a "2 + 1" configuration with two general purpose lanes and one HOV lane using the lane currently under construction for HOV during peak times and explore opportunities to continue the HOV designation south of Main Street. In response, WSDOT has established an implementation team to work on the HOV issues.

Both JPACT and RTC are scheduled to take action on the recommendations at their June meetings. The staff report to the Bi-State Transportation Committee, attached to the Resolution as Exhibit A, describes the information in support of the recommendations.

BUDGET IMPACT

None.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING I-5 HIGH OCCUPANCY VEHICLE FACILITY RECOMMENDATIONS	)))	RESOLUTION NO. 00-2960 Introduced by Jon Kvistad, JPACT Chair

WHEREAS, Metro and the Southwest Washington Regional Transportation Council (RTC) established a Bi-State Transportation Committee to develop recommendations to JPACT /Metro and RTC on bi-state transportation issues; and

WHEREAS, The Bi-State Transportation Committee has reviewed information on short term operation opportunities for high-occupancy vehicle (HOV) facilities in the I-5 corridor between Oregon and Washington; and

WHEREAS, The Bi-State Transportation Committee adopted recommendations for I-5 high-occupancy vehicle facility policy recommendations for JPACT/Metro and RTC; and

WHEREAS, The Bi-State Transportation Committee's recommendations are consistent with transportation demand management policies and I-5 strategies contained in the proposed Regional Transportation Plan Update; now, therefore,

BE IT RESOLVED THAT:

1. The technical findings summarized in the staff report to the Bi-State Transportation Committee, dated April 20, 2000, attached as Exhibit A be adopted; and

2. A southbound HOV lane should be pursued by adding HOV capacity in Washington from 99th Street to the vicinity of the north end of the Interstate Bridge; and

3. Because of safety concerns, an HOV lane should not be pursued across the Interstate Bridge at this time; and

4. Because of safety concerns, a reversible southbound HOV lane in Oregon south of the Interstate Bridge should not be pursued at this time; and

5. A southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard Street should be pursued as part of the preliminary engineering design for the I-5/Delta Park to Lombard project; and

6. A permanent northbound HOV lane in Oregon continue to be pursued by resolving the perceived issues of safety and enforcement with the interim HOV lane; and

7. A northbound HOV lane north of the Interstate Bridge in Washington not be pursued at this time because the Interstate Bridge provides an effective metering of traffic. However, this position would be revised in the future as conditions require; and

8. A full corridor bi-directional long-term HOV facility be investigated as part of the I-5 Trade Corridor Study discussion of replacing or expanding the Interstate Bridge; and

9. A public information and public involvement plan be developed by RTC and JPACT and carried out in coordination with the implementation of these HOV policy recommendations.

ADOPTED by JPACT this _____ day of _____, 2000.

_____
David Bragdon, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

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Bi-State Transportation Committee

e Bi-State Committee is appointed by Metro's Joint Policy Advisory Committee on Transportation and the Southwest Washington Regional Transportation Council.

Metro
Councilor Rod Monroe
CHAIR

Clark County
Commissioner Craig Pridemore
VICE CHAIR

Multnomah County
Commissioner Serena Cruz

City of Vancouver
Mayor Royce Pollard

City of Portland
Commissioner Charlie Hales

City of Battle Ground
Dave Mercier, City Manager

City of Gresham
Councilor Chris Lassen

C-TRAN
Keith Parker, Executive Director

Tri-Met
Fred Hansen, General Manager

Port of Vancouver
Larry Paulson, Executive Director

Port of Portland
Mike Thorne, Executive Director

WSDOT
Don Wagner, SW Administrator

ODOT
Kay Van Sickel, Reg. 1 Manager

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TDD 503-797-1804

www.metro-region.org

Exhibit A
to Metro Resolution No. 00-2960

STAFF REPORT

TO: Bi-State Transportation Committee

FROM: Dean Lookingbill, RTC Transportation Director
Andy Cotugno, Metro Transportation Director

DATE: April 20, 2000

SUBJECT: **Consideration of Resolution 04-00-01, I-5 HOV Facility Policy Recommendations**

PROPOSED ACTION

The attached resolution would: 1) Recognize the technical findings of the I-5 HOV Operational Study, 2) Adopt a policy strategy for the implementation of an HOV facility in the I-5 Corridor between Downtown Portland (vicinity of I-5 and Lombard) and Vancouver (vicinity of I-5 and 134th Street) and 3) send this recommendation on to JPACT/Metro and RTC for their consideration.

I-5 HOV OPERATIONAL TECHNICAL STUDY FINDINGS

The findings of I-5 HOV Operational Study have been presented to the Bi-State Transportation Committee at their February and March meetings. These findings are documented in the final report entitled, *I-5 High-Occupancy-Vehicle Operational Study, April 2000.* The purpose of the study was to conduct a traffic operational and design feasibility analysis of constructing an HOV lane in the I-5 corridor without widening the Interstate Bridge or Delta Park.

The study's technical findings identified the following:

- A continuous HOV lane could be built on the Washington side, southbound from 134th Avenue to the Interstate Bridge.
- The travel time benefits of constructing a reversible HOV lane across the Interstate Bridge did not outweigh the safety and operational risks associated with the lane.
- A southbound reversible HOV lane on the Oregon portion also had safety and operational risks. This reversible lane would involve substantial capital and operating costs. A southbound HOV lane could be considered as part of the Delta Park widening project.
- The construction of a northbound HOV lane north of the Interstate Bridge would have limited travel time savings for HOV because of the bottleneck effect of the bridge.

In summary the findings concluded that a southbound bi-state HOV facility in the 2020 forecast year would save HOV users 8 to 10 minutes, carry more persons per hour (5120 persons) than the adjacent general purpose land (3850 persons) and help to ensure travel time reliability for buses and car pools.

STATUS OF EXISTING NORTHBOUND HOV LANE IN OREGON

Regarding the existing northbound HOV lane in Oregon. This HOV lane was implemented as a temporary mitigation measure during the I-5 Bridge Trunnion Repair Project. It has continued to be a mitigation measure during the I-5 Bridge Painting and for the upcoming preservation project on this section of I-5. The Oregon Department of Transportation has been considering how to make the HOV lane permanent. To date measures of effectiveness demonstrate that the HOV lane is successful in carrying more person trips than in the adjacent general purpose lane. Public approval for the HOV lane has been consistently high, even among corridor users who do not use the lane. There are two primary issues that need to be resolved for ODOT to make the lane permanent:

1. Safety. Because the lane was originally envisioned as a temporary mitigation measure, ODOT was able to secure needed approvals to implement the HOV lane with design exceptions. Notably, the safety shoulders on this segment are quite narrow in some places and non-existent in others. To make the HOV lane permanent, ODOT will either need to demonstrate that the lane is safe given the accident history or work towards implementing standard safety shoulders throughout the length of the HOV lane. ODOT is pursuing both of these options at this time by continuing to monitor the safety record for the lane, and by working to get preliminary engineering funds for the I-5 Delta Park to Lombard project.
2. Enforcement. A successful HOV lane depends on enforcement. ODOT can only pay for enforcement of the lane while this project is a mitigation measure. A plan to finance the enforcement of the HOV lane needs to be developed in order for a permanent HOV lane to be effective.

I-5 OPERATIONAL STUDY IMPLEMENTATION FINDINGS BY SEGMENT

The following section contains a segment by segment description of the findings for implementing HOV in the I-5 corridor. The short term strategies listed are those that could be implemented within the next five years with available funding. Longer term strategies extend beyond the five year time and would require new funding sources.

I-5 from 99th Street to Main Street Interchange

- *Short Term*: AM peak southbound HOV lane should be provided by designating the new general purpose lane, now under construction, to an HOV lane. This segment would then consist of an HOV lane, two general purpose lanes and an auxiliary lane. No PM peak northbound HOV lane in this segment is recommended.
- *Long Term*: If new bridge capacity were provided across the Columbia River, the conversion of the southbound auxiliary lane to a general purpose travel lane should be considered if warranted by congestion. Additional bridge capacity from Oregon into Washington would also warrant the reconsideration of a northbound HOV lane in Washington.

Main Street to the Interstate Bridge

- *Short Term*: AM peak southbound HOV should be provided by adding HOV capacity. This segment would then consist of an HOV lane, two general purpose lanes and the extension of an auxiliary lane from Mill Plain to SR-14. No PM northbound HOV lane in this segment is recommended.
- *Long Term*: If new bridge capacity were provided across the Columbia River a northbound HOV lane in Washington should be re-considered.

Interstate Bridge

- *Short Term:* No HOV lane across the Interstate Bridge is recommended.
- *Long Term:* The I-5 Trade Corridor Study should determine whether or not HOV lane(s) should be part of a new or expanded bridge.

Delta Park

- *Short Term*: Maintain the existing interim HOV lane northbound.
- *Long term*: Provide new southbound and permanent northbound capacity for an HOV lanes in Oregon through the Delta Park project area. The southbound HOV lane extension through Delta Park is a critical component of a successful bi-state HOV facility.

The recommendations in this resolution give JPACT/Metro and RTC direction from a bi-state perspective. Prior to reaching a decision to build an HOV lane in Oregon, ODOT will need to meet the requirements of the National Environmental Policy ACT (NEPA) for construction of an additional lane through the Delta Park section of I-5. The project development process will need to include an HOV lane as an option. If at the conclusion of that process, the HOV lane is the preferred option, JPACT and Metro would need to amend the Regional Transportation Plan to incorporate the HOV lane and would need to ensure that the additional project meets air quality conformity for the region.

Prior to reaching a decision to build an HOV lane in Washington, WSDOT will also need to meet the NEPA requirements both in regard to the current I-5 widening project and the HOV project to widen I-5 southbound, south of SR-500. If at the conclusion of this process, the HOV lane were the preferred option, RTC would need to seek Washington Transportation Commission approval for the operation of a peak period only HOV lane. RTC would also need to amend the Metropolitan Transportation Plan to incorporate the HOV project and ensure that it meets air quality conformity

The I-5 HOV Operational Study held several public meetings in Clark County to solicit public comments on the range of HOV options. Prior to implementation of a recommended HOV project, more public involvement and outreach is needed on the specifics of the proposals in both Oregon and Washington.

South Corridor Study

May 2000

A Report for:

South Corridor Transportation Alternative Study

By Moore Information, Inc.

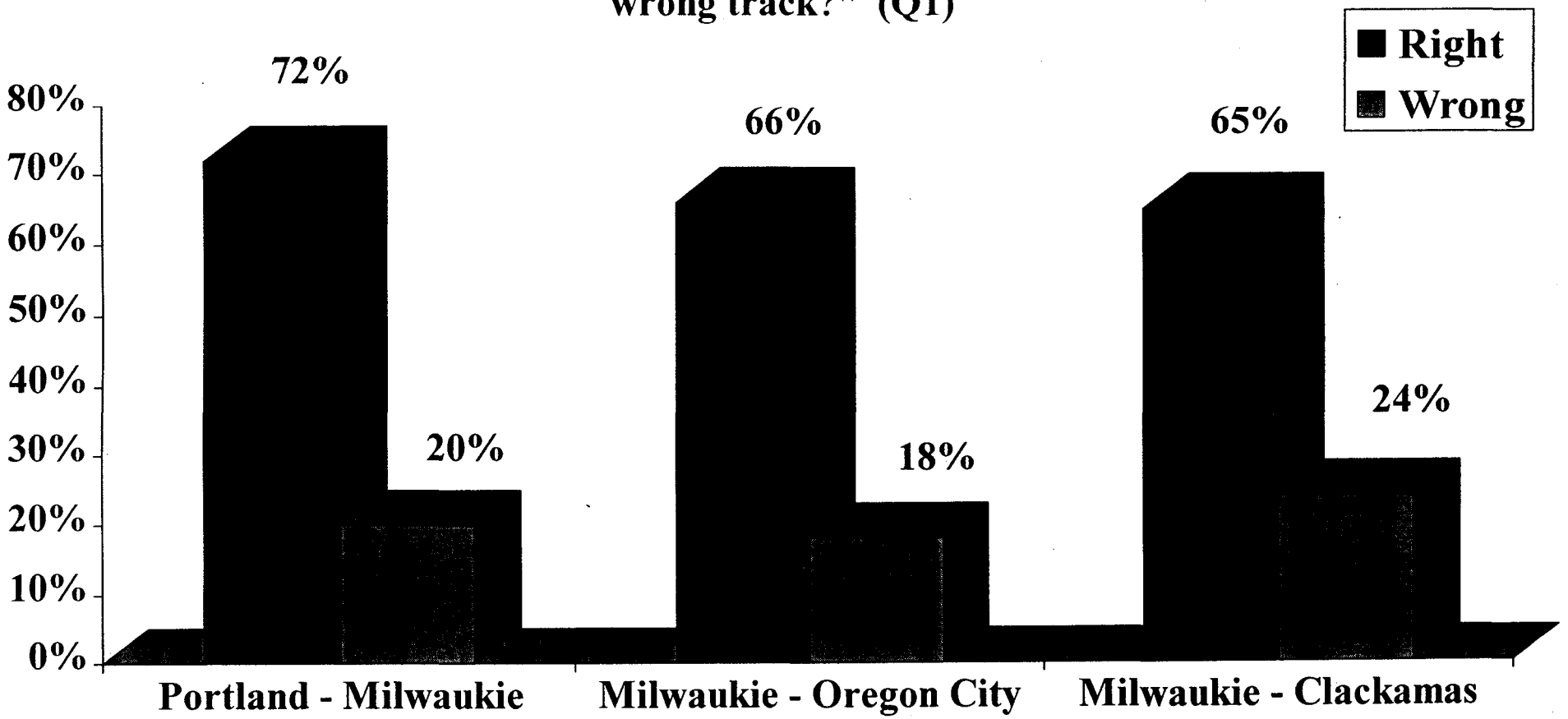
MOORE INFORMATION

Survey Methodology

- Sample
  - A total of 900 interviews among residents age 16 and older in three South corridor geographic segments
- Method
  - Telephone interviews conducted May 1-3, 2000
- Sampling error
  - Plus or minus 3% at the 95% confidence level

South Corridor Residents Are Optimistic

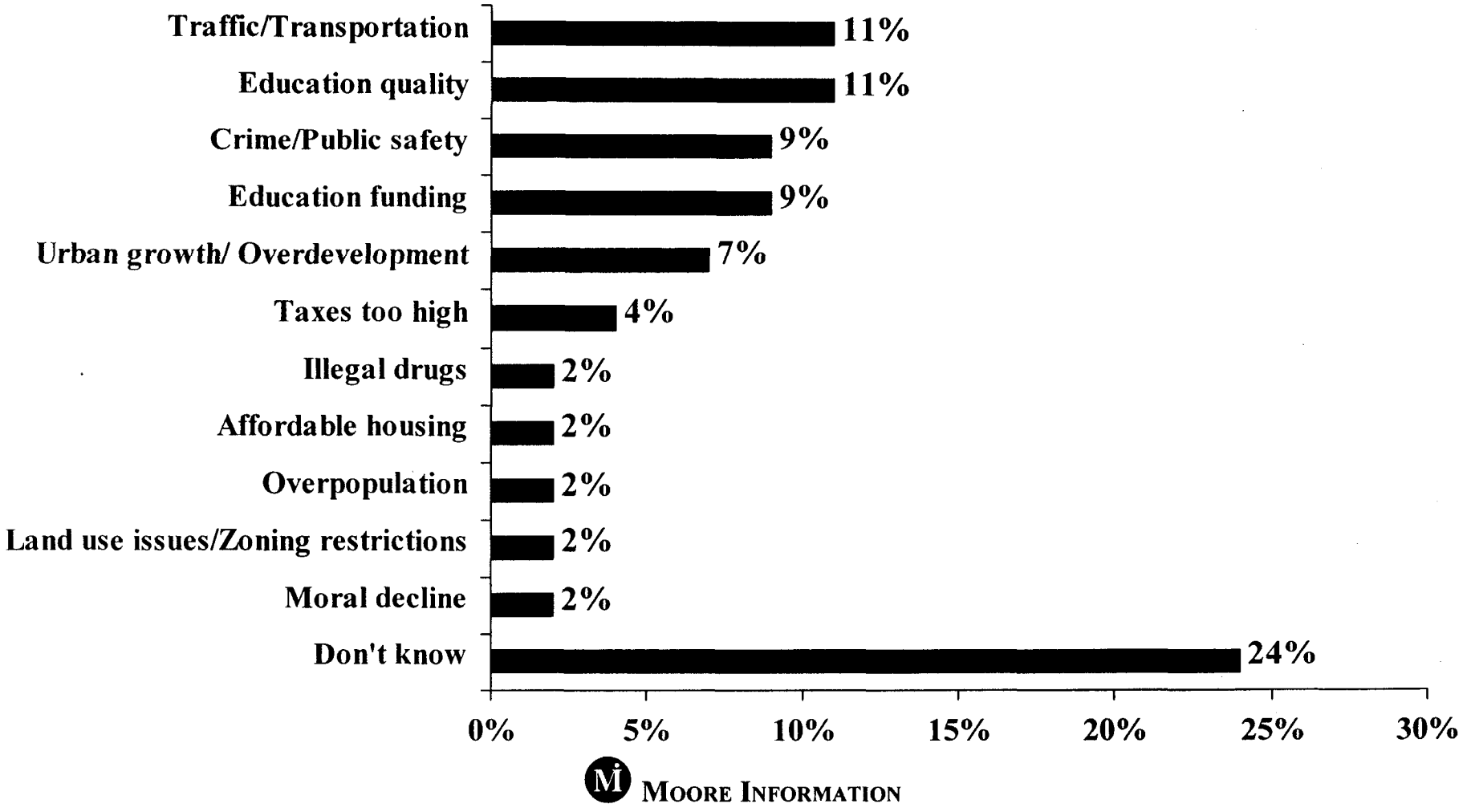
"Generally speaking, do you think things in your community are going in the right direction, or do you think things have gotten pretty seriously off on the wrong track?" (Q1)



Moore Information

No Consensus About Most Important Issue: *Traffic/Transportation Concerns Total Just 11%*

"What, in your opinion, is the most important issue facing people in your community today? (Q2)

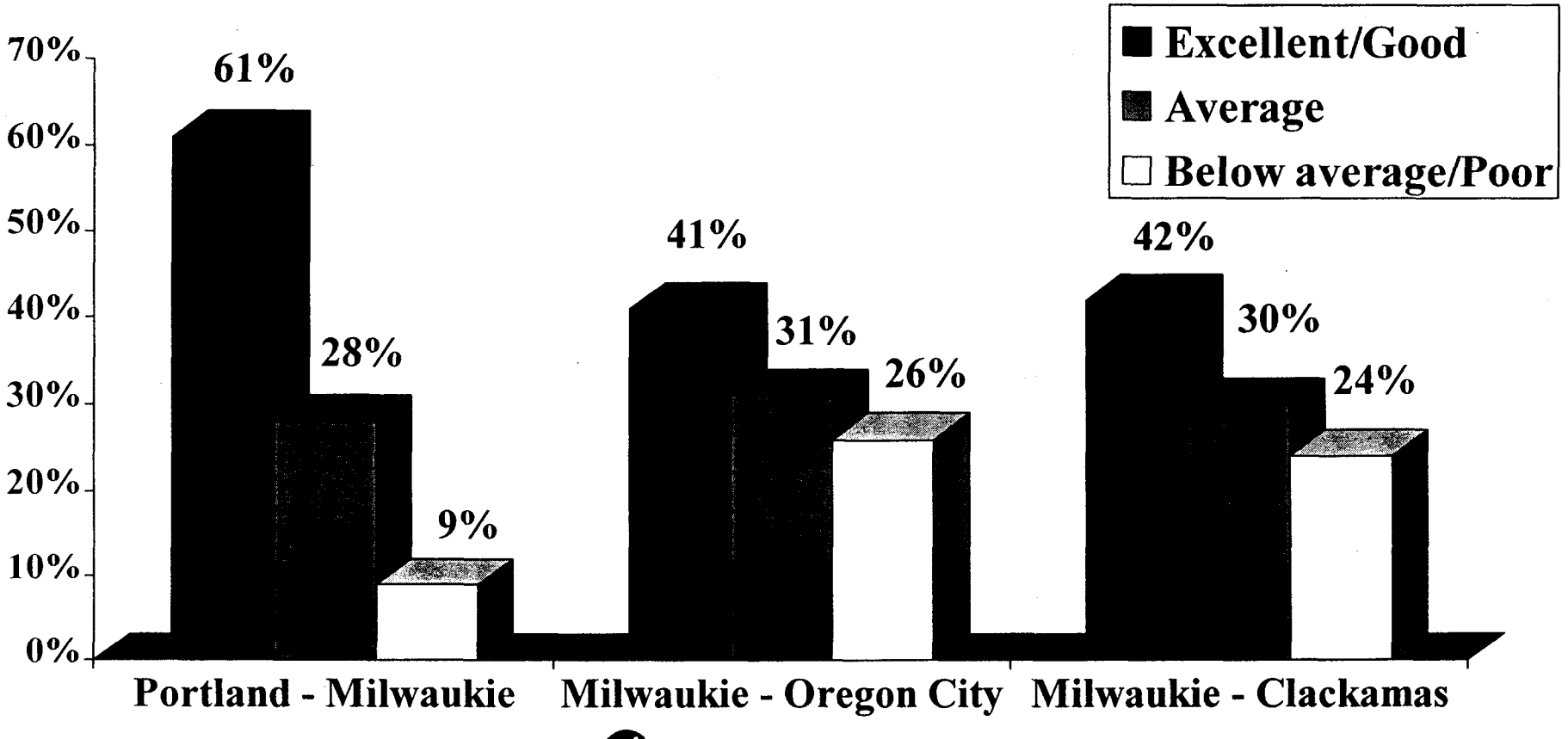


MOORE INFORMATION

"My Community Transportation System Is Okay"

Portland To Milwaukie Segment Residents Are Most Pleased

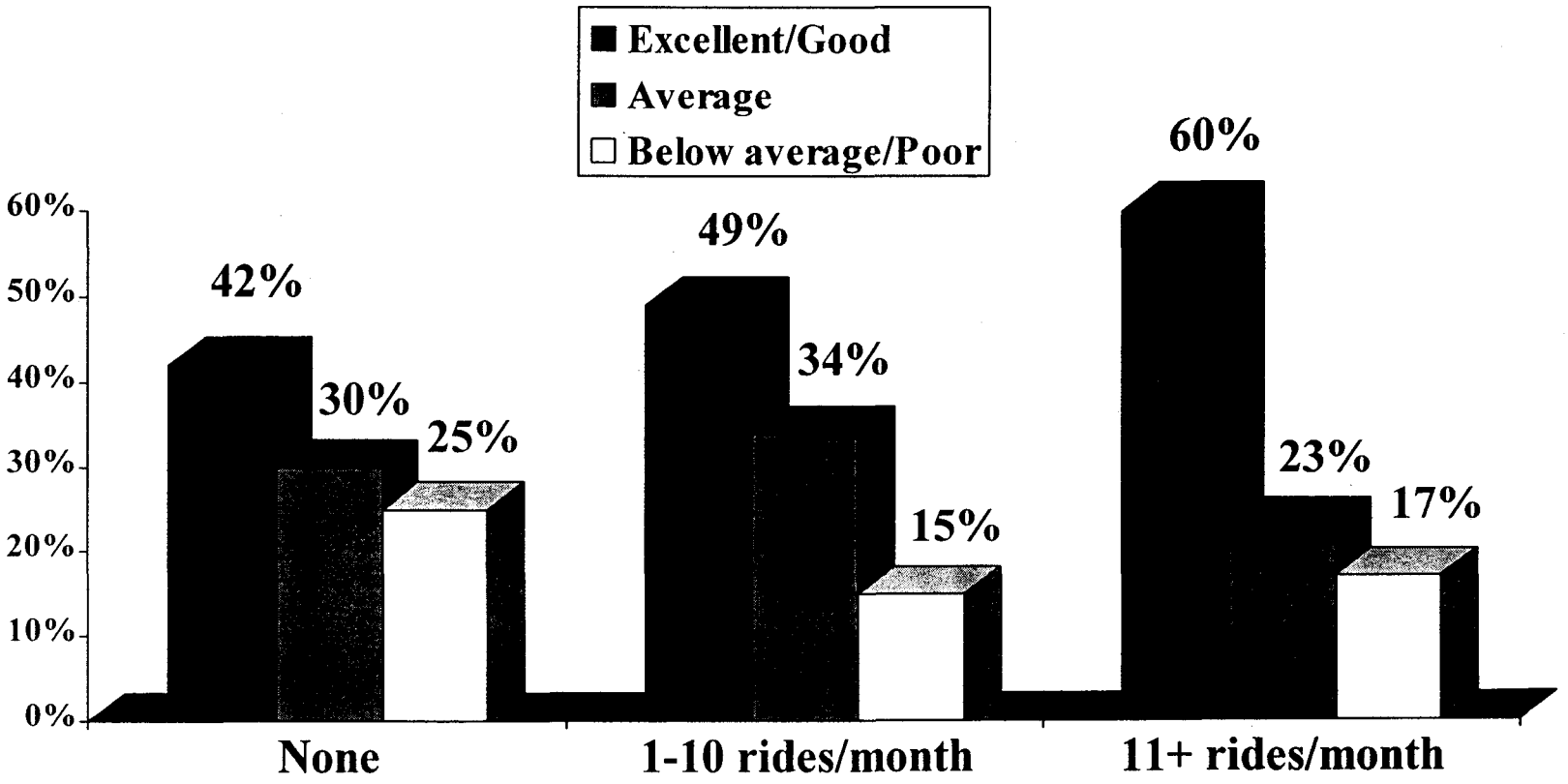
"How would you rate the transportation system in your community?" (Q3)



Moore Information

Transit Riders Are More Impressed With Their Community's Transportation System

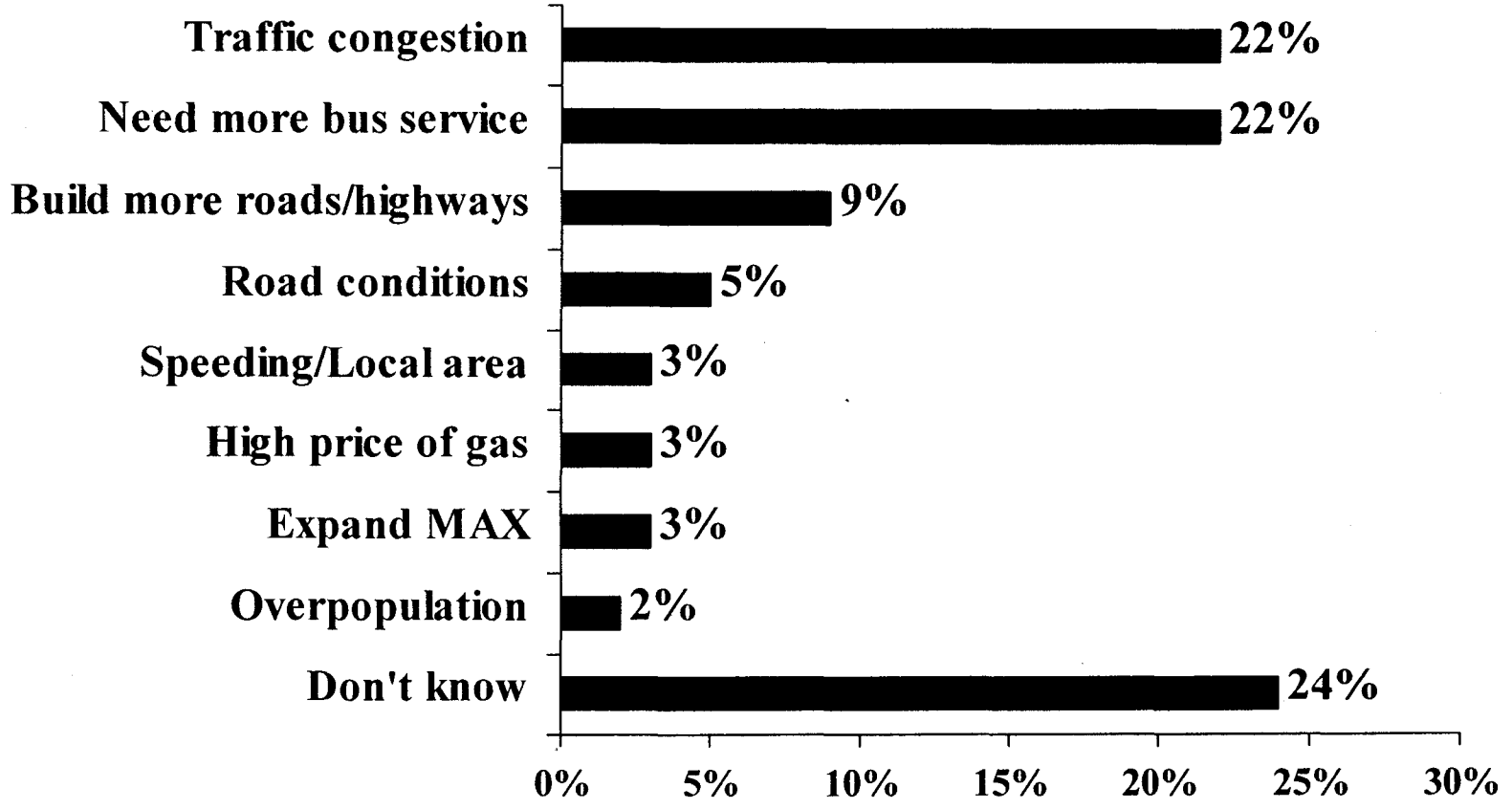
"How would you rate the transportation system in your community?" (Q3)



MOORE INFORMATION

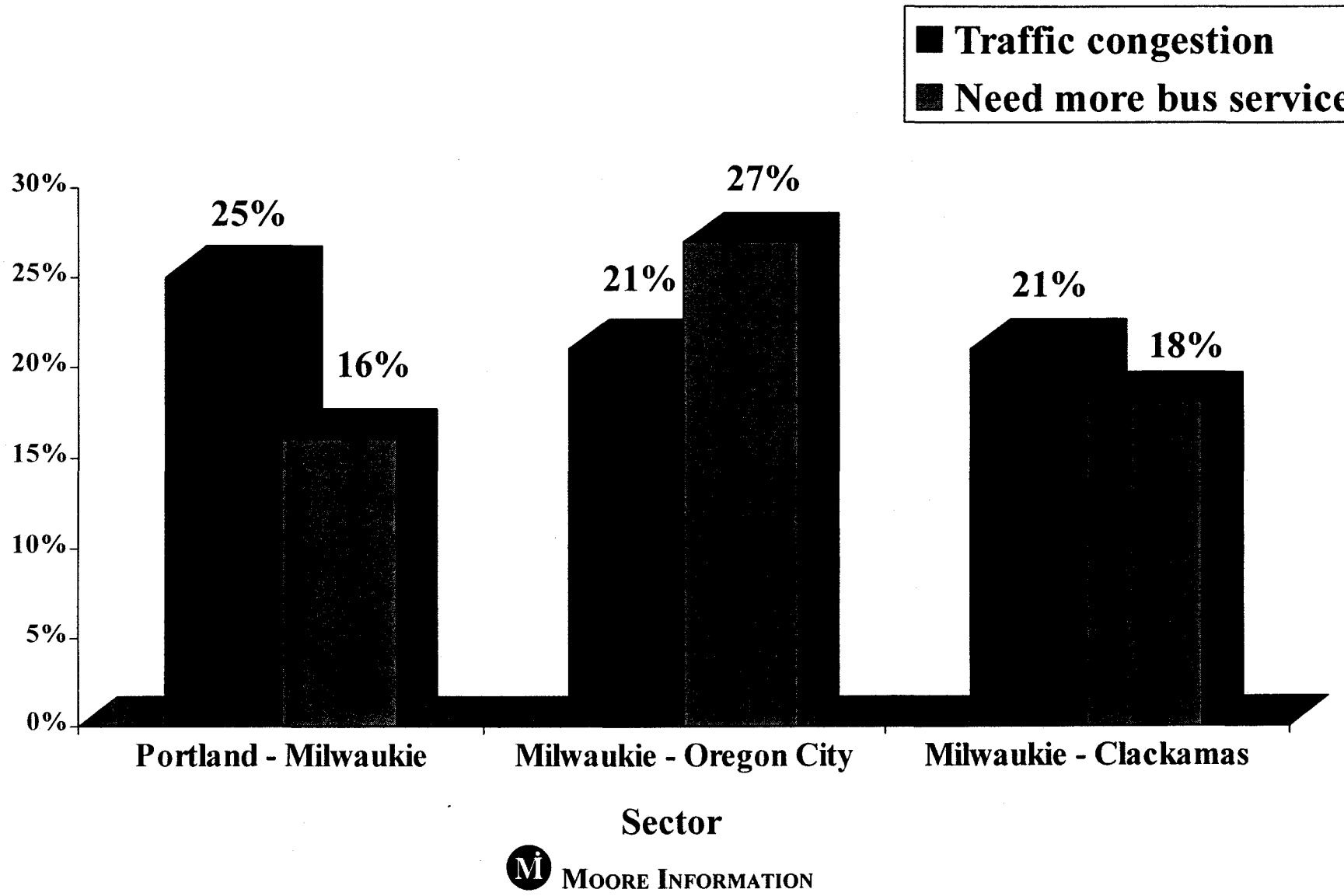
Traffic Congestion & Lack Of Bus Service Are Leading Transportation Problems

"What is the biggest transportation problem facing people in your community?" (Q4)



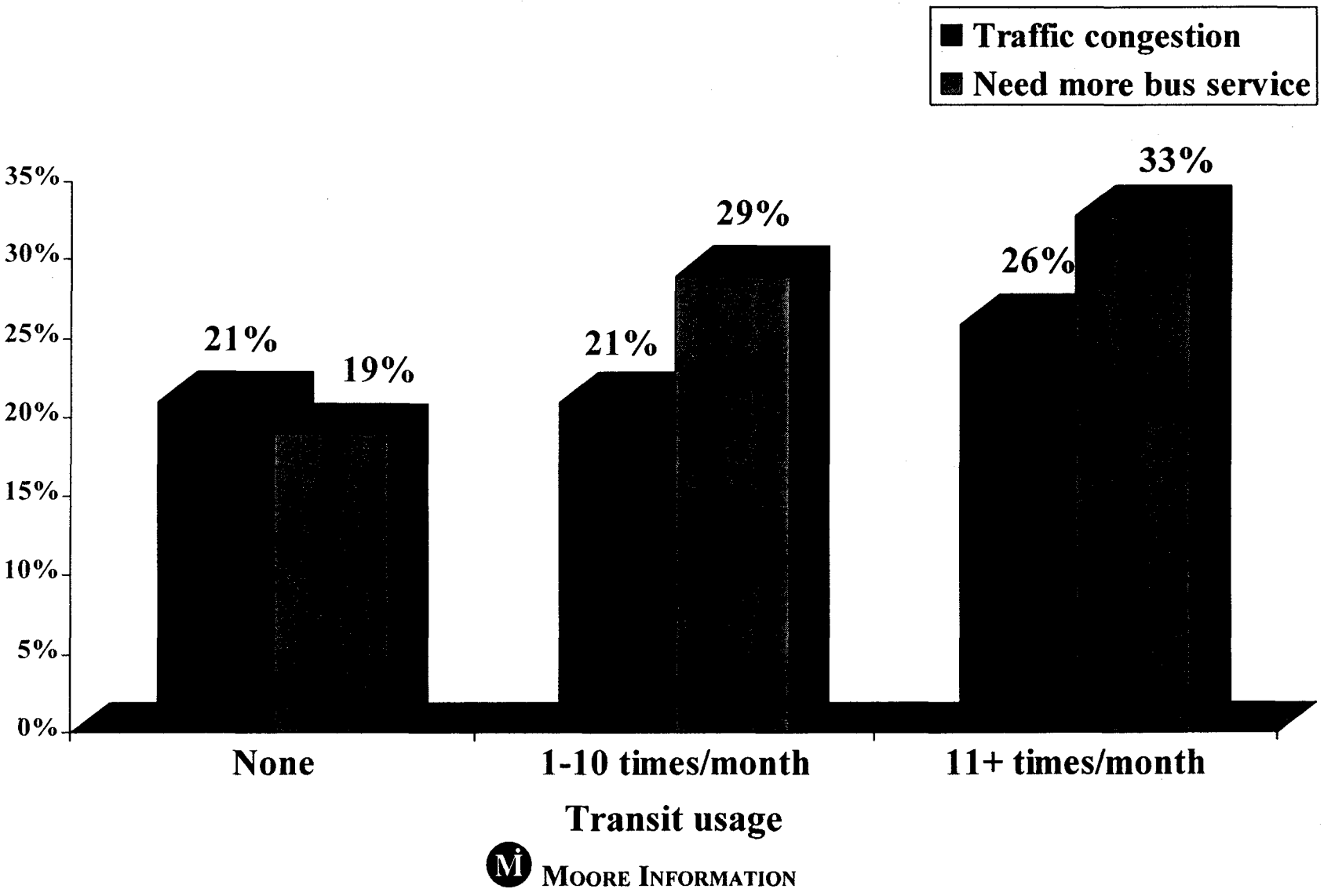
Moore Information

Milwaukie - Oregon City Residents More Concerned About Bus Service



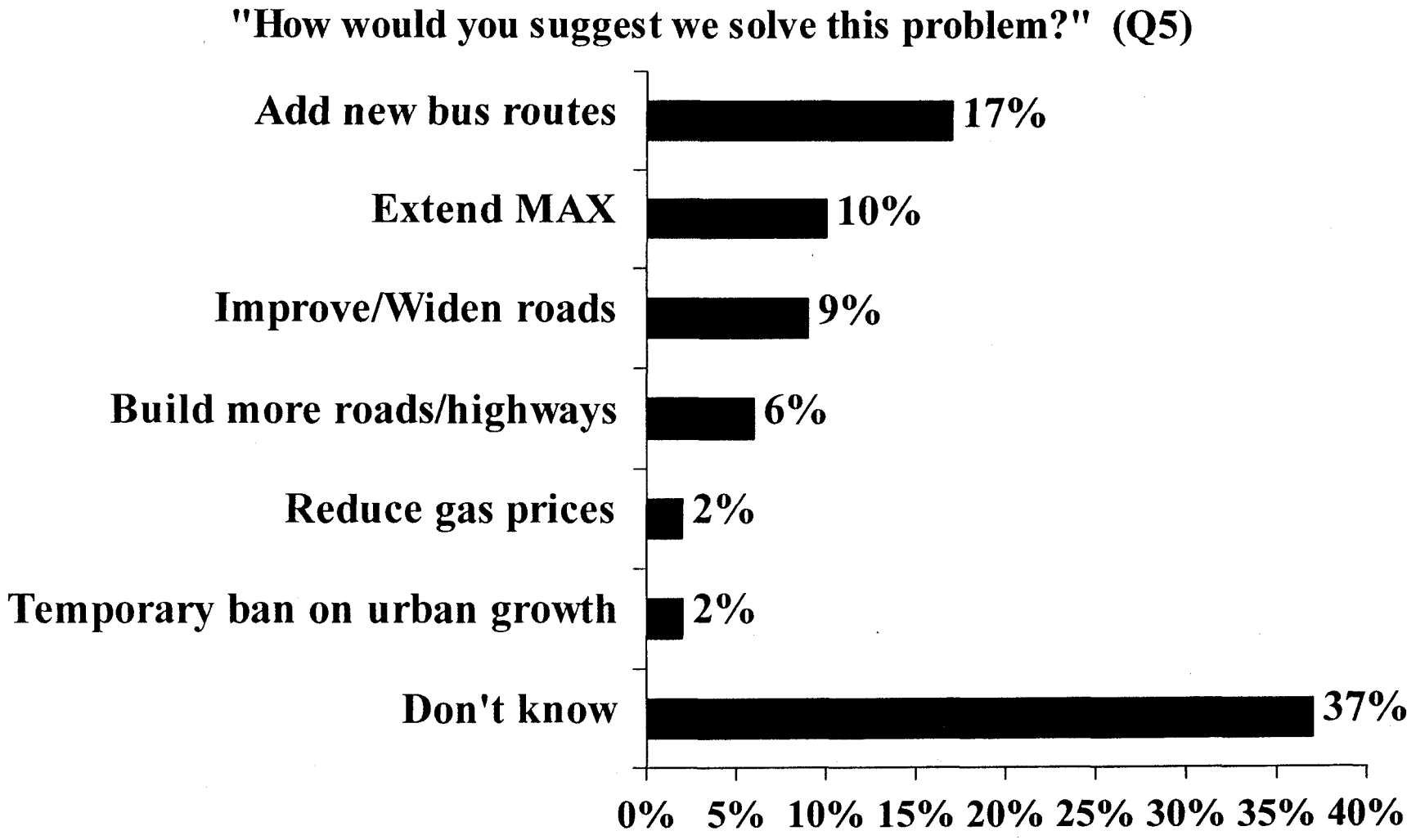
Moore Information

Bus Riders Most Concerned About Bus Service



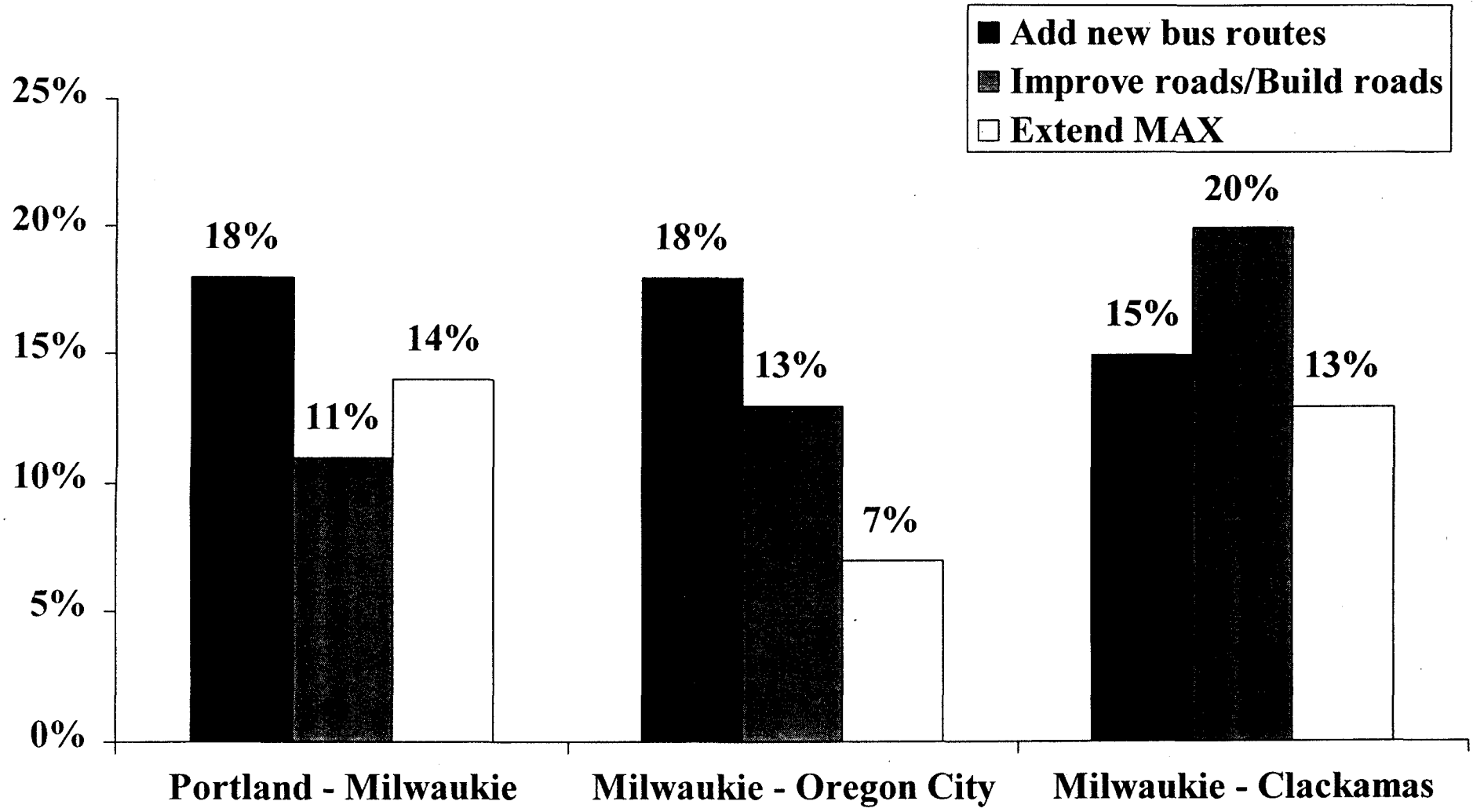
MOORE INFORMATION

Leading Solutions: *Improve Bus Service, Improve/Build Roads, Extend MAX*



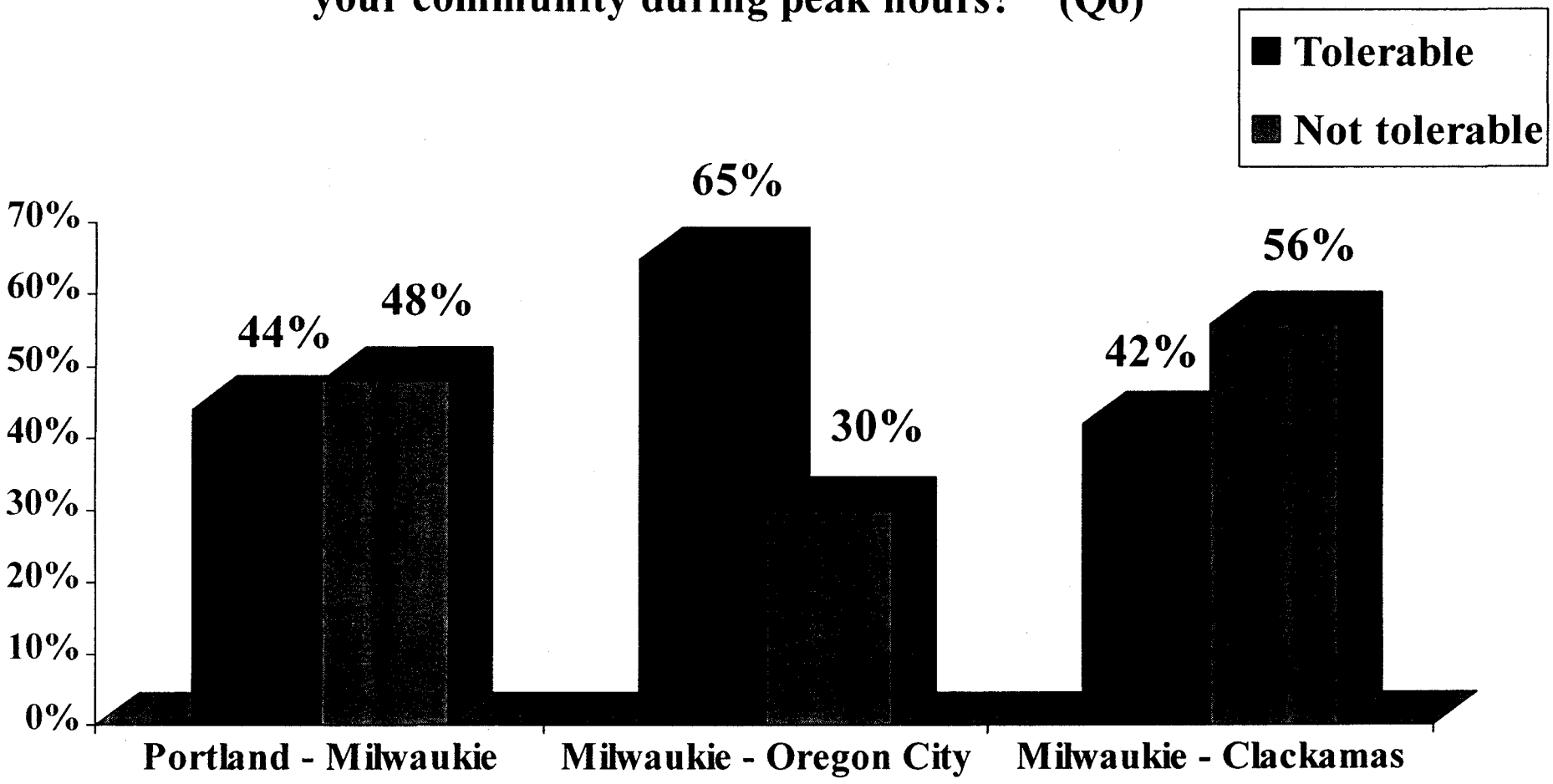
MOORE INFORMATION

Leading Transportation Solutions By Segment



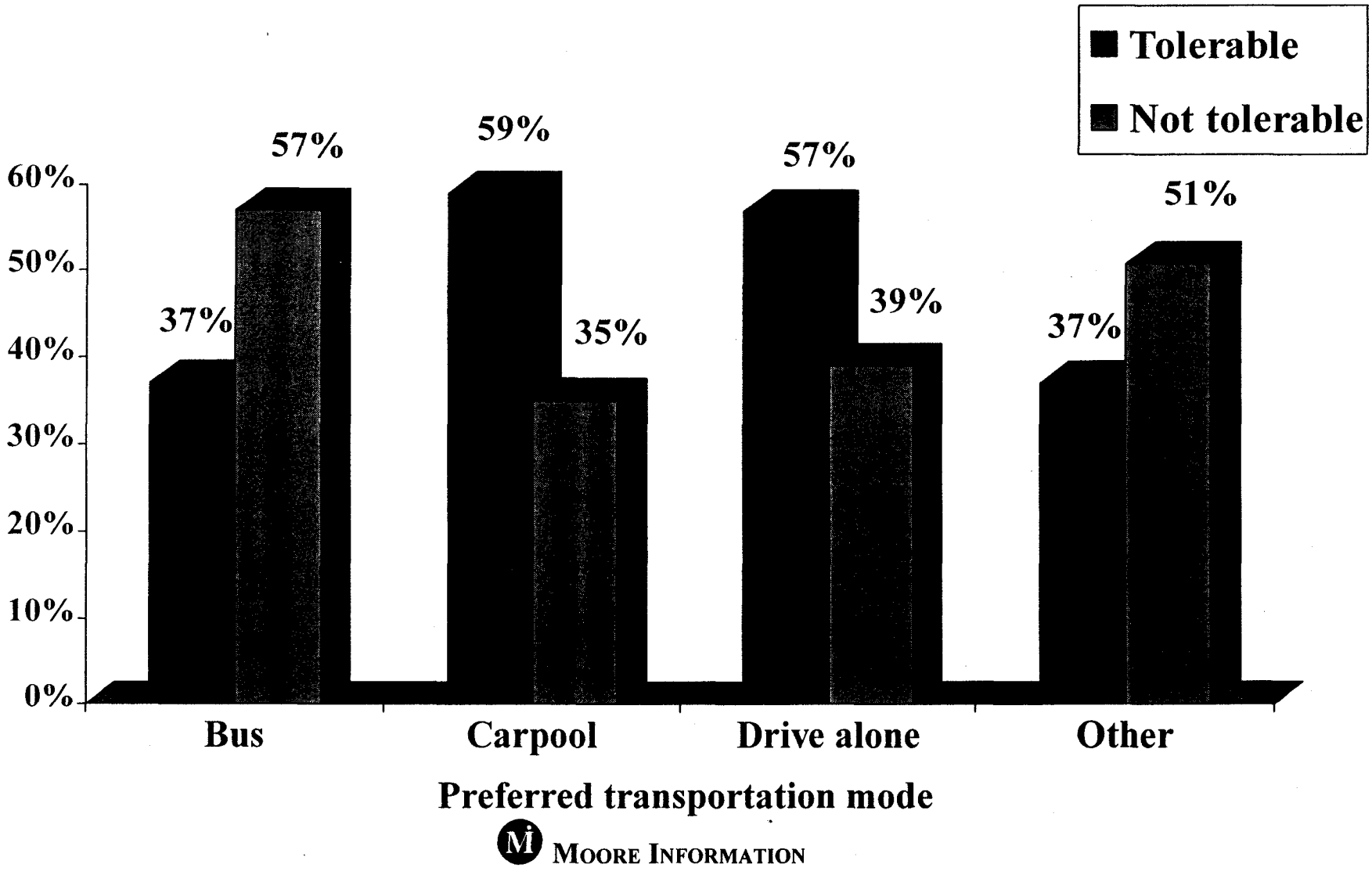
Traffic Congestion Is Biggest Problem In The Milwaukie - Clackamas Corridor

"How tolerable is traffic congestion along the roads you travel in your community during peak hours?" (Q6)



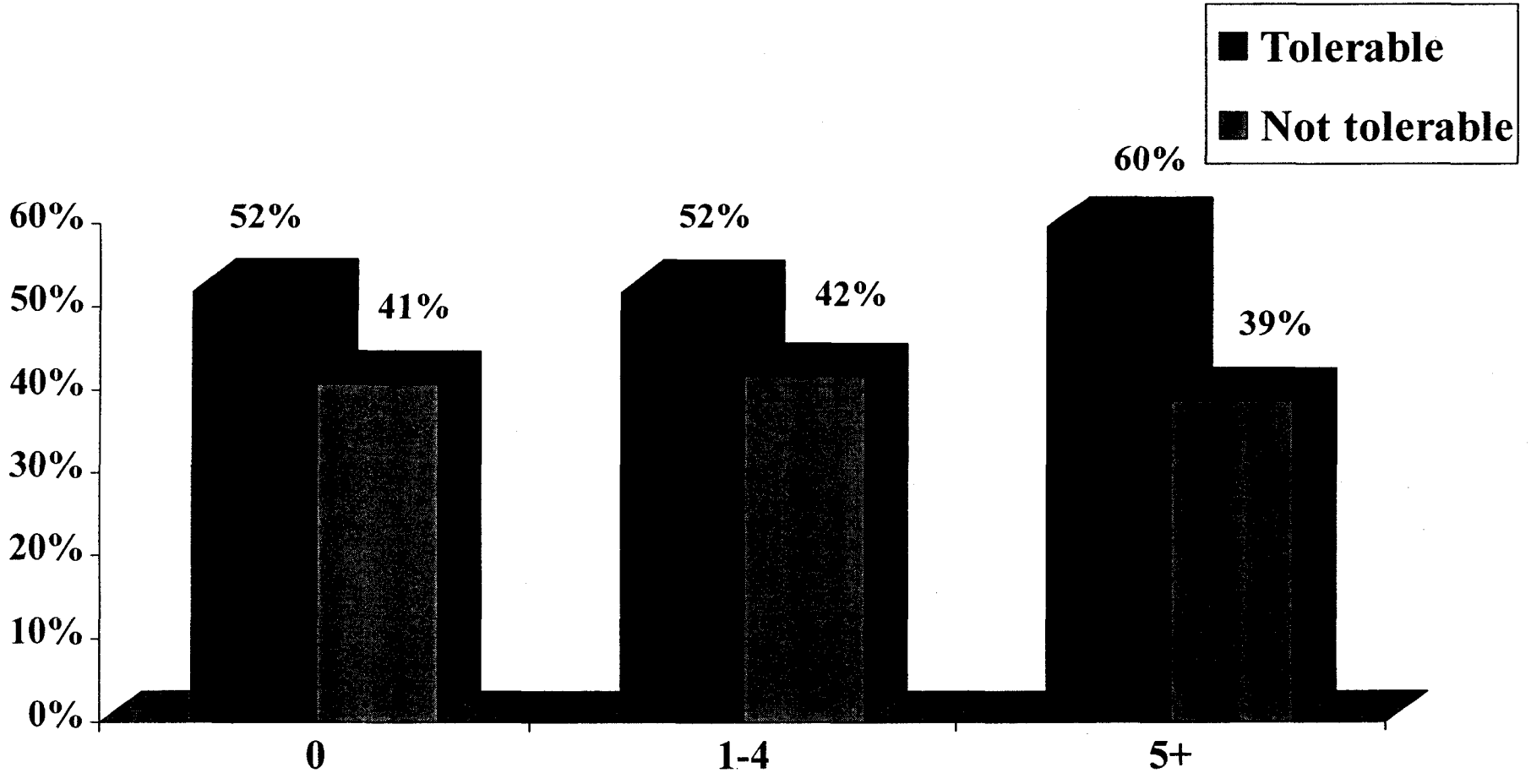
Moore Information

Auto Users Are Most Likely To Find Traffic Congestion Tolerable



MOORE INFORMATION

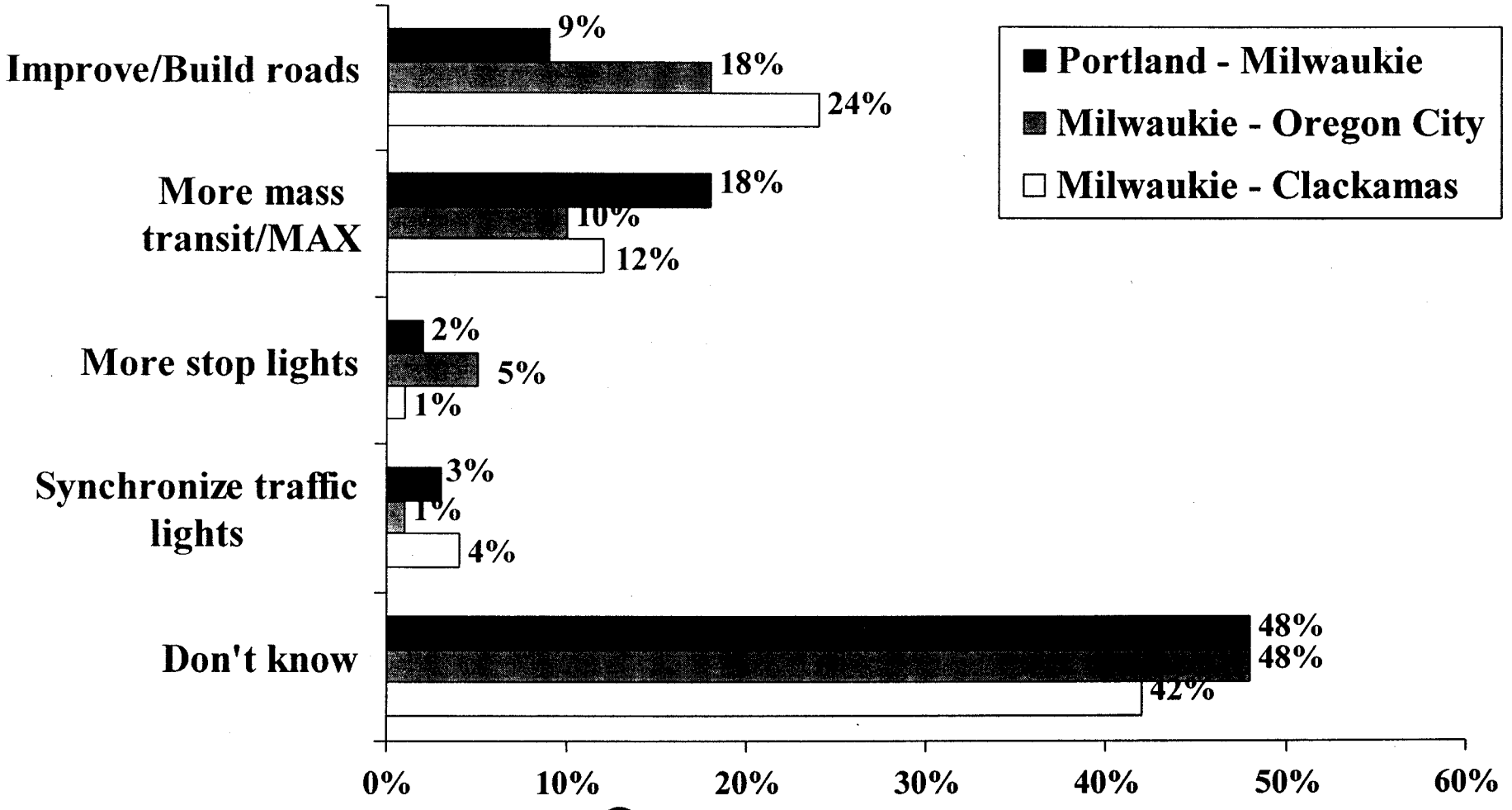
Regular Commuters Are Not More Upset By Congestion Than Are Bus Riders



Moore Information

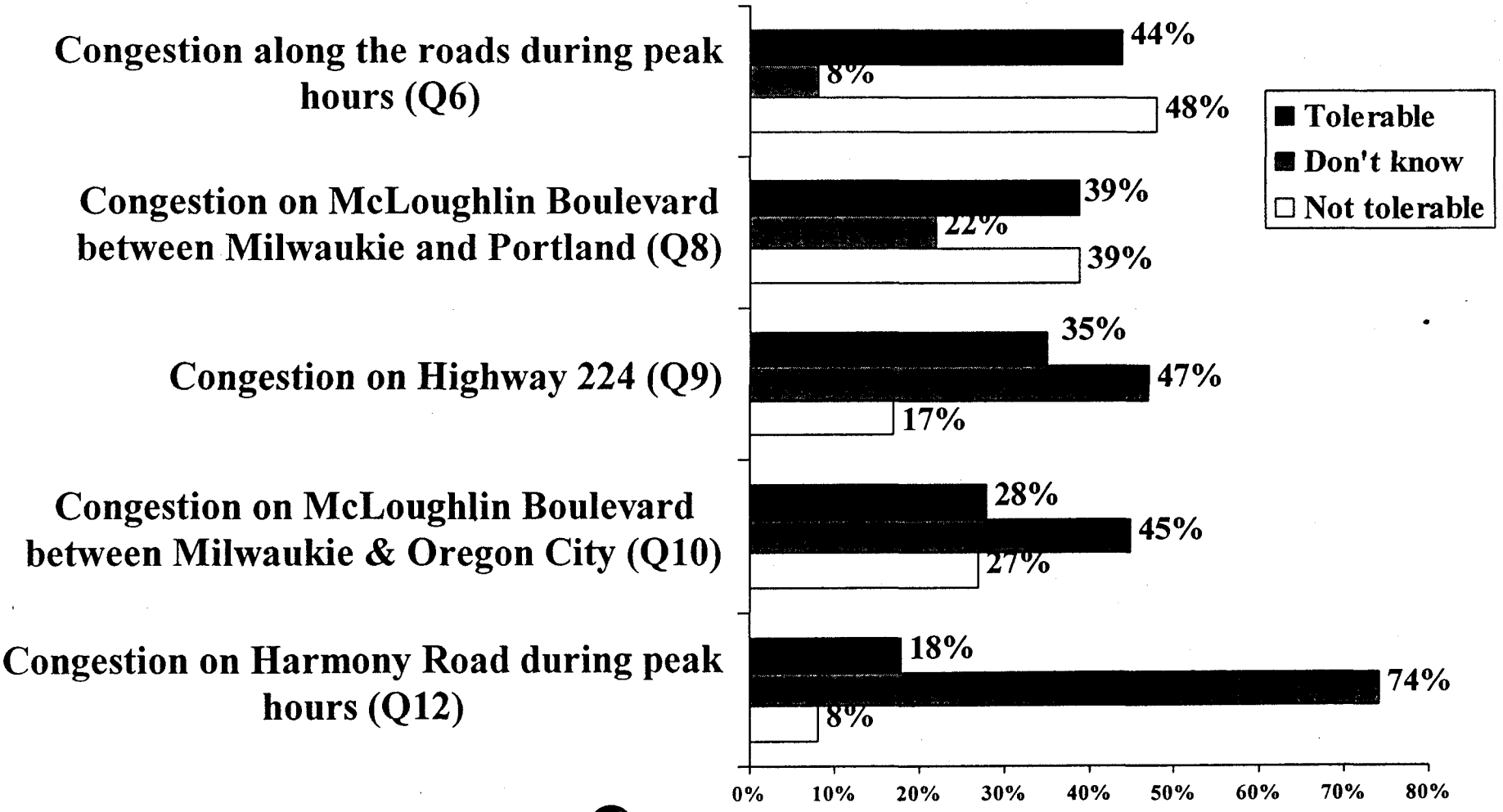
Almost Half Don't Know How To Improve Traffic Congestion

"What suggestions do you have to improve traffic congestion along the roads you travel in your community?" (Q7)

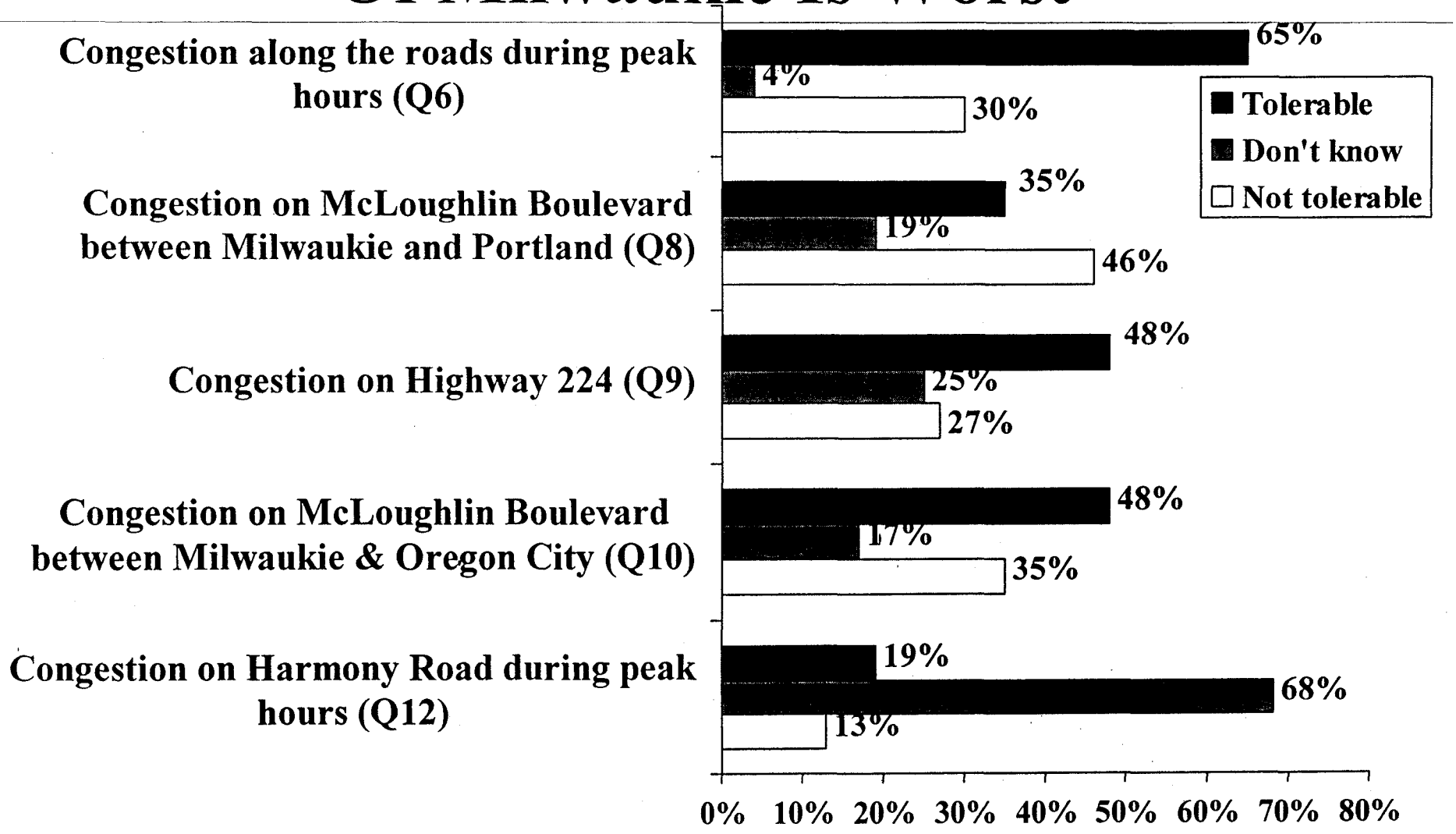


Moore Information

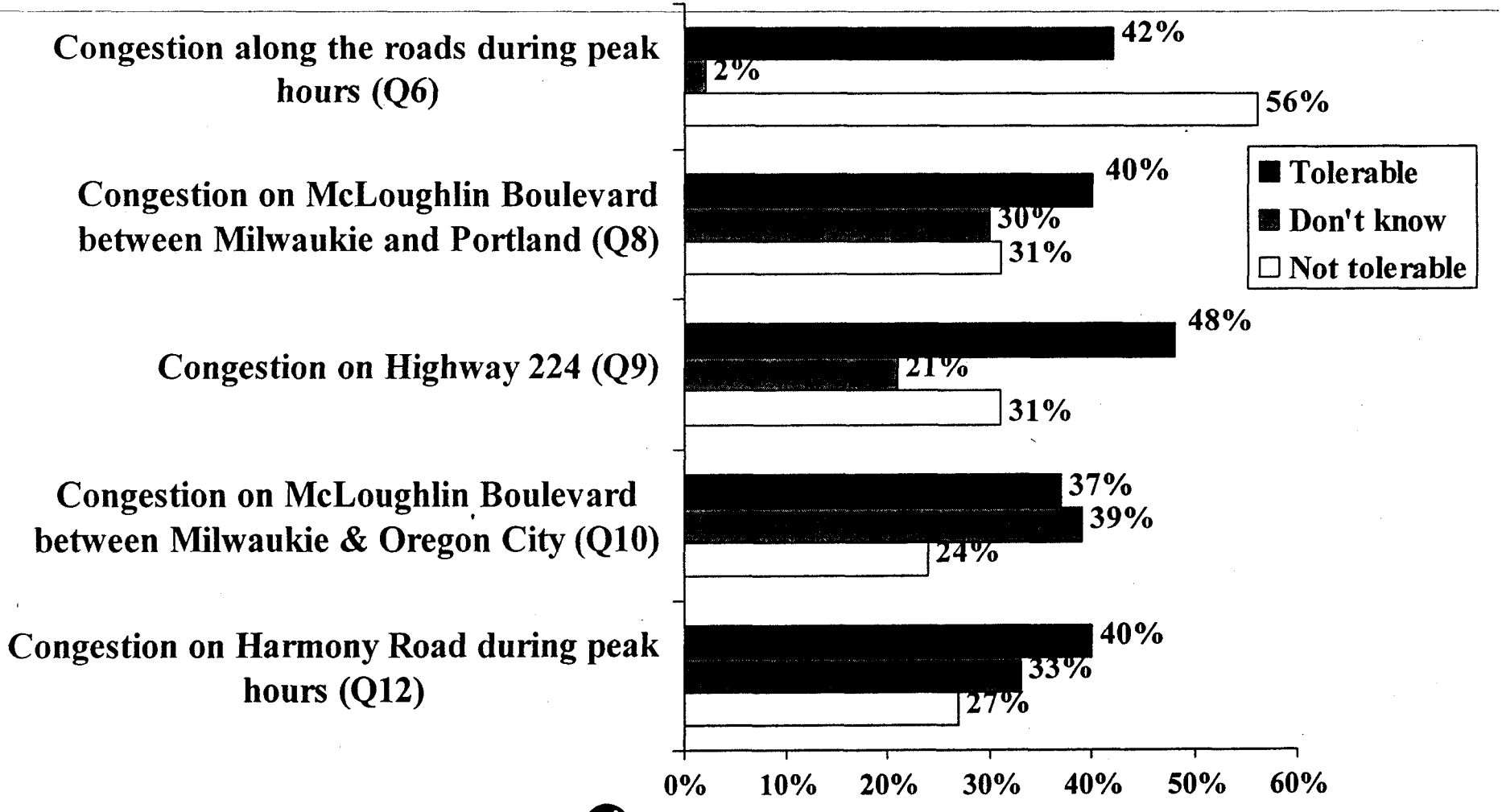
Portland - Milwaukie Segment Residents Views On Traffic Congestion: Roads In Their Community Least Tolerable



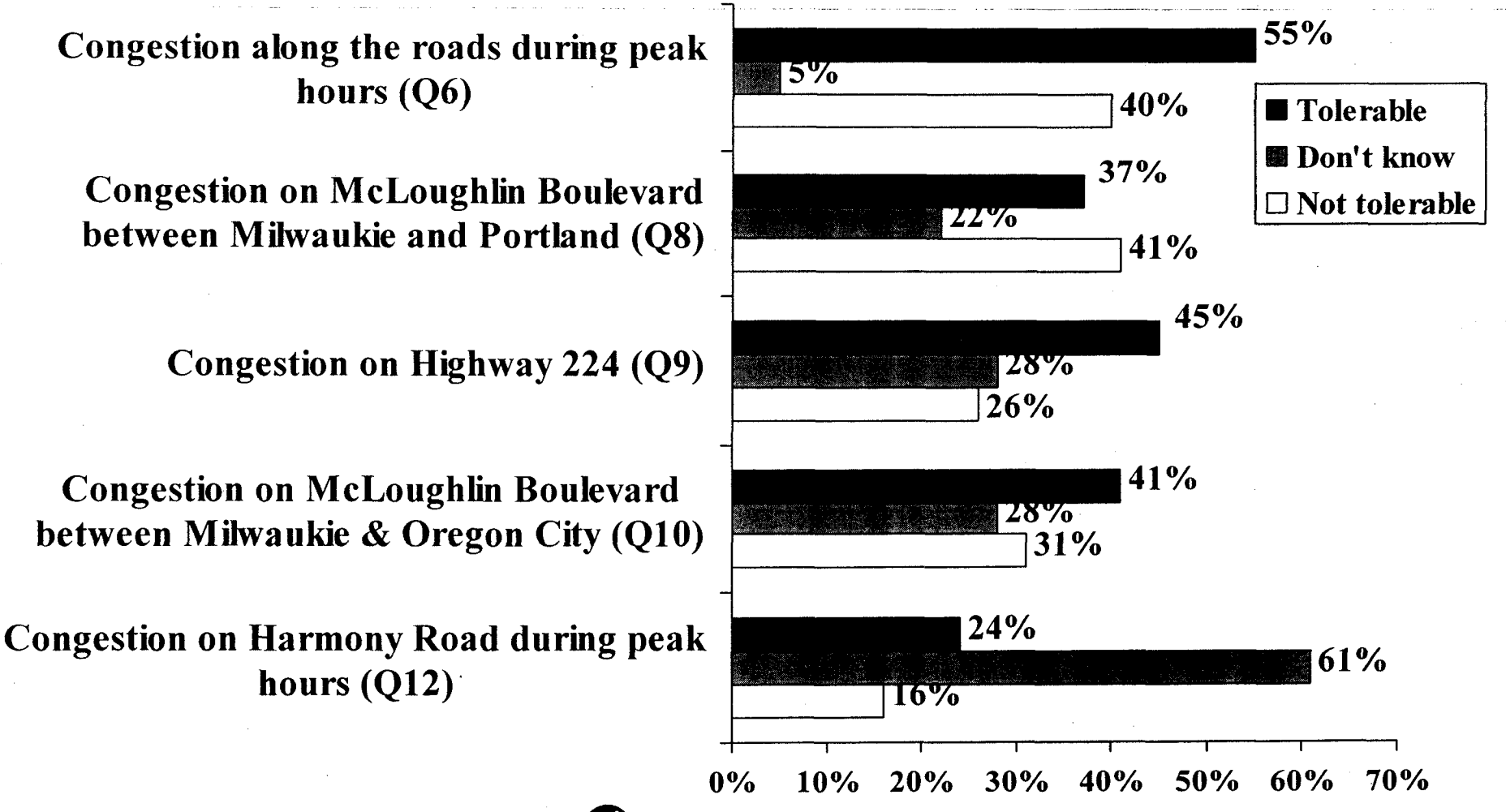
Milwaukie - Oregon City Segment Residents Views On Congestion: McLoughlin, North Of Milwaukie Is Worst



Milwaukie - Clackamas Segment Residents Views On Congestion: Roads In Their Community Least Tolerable

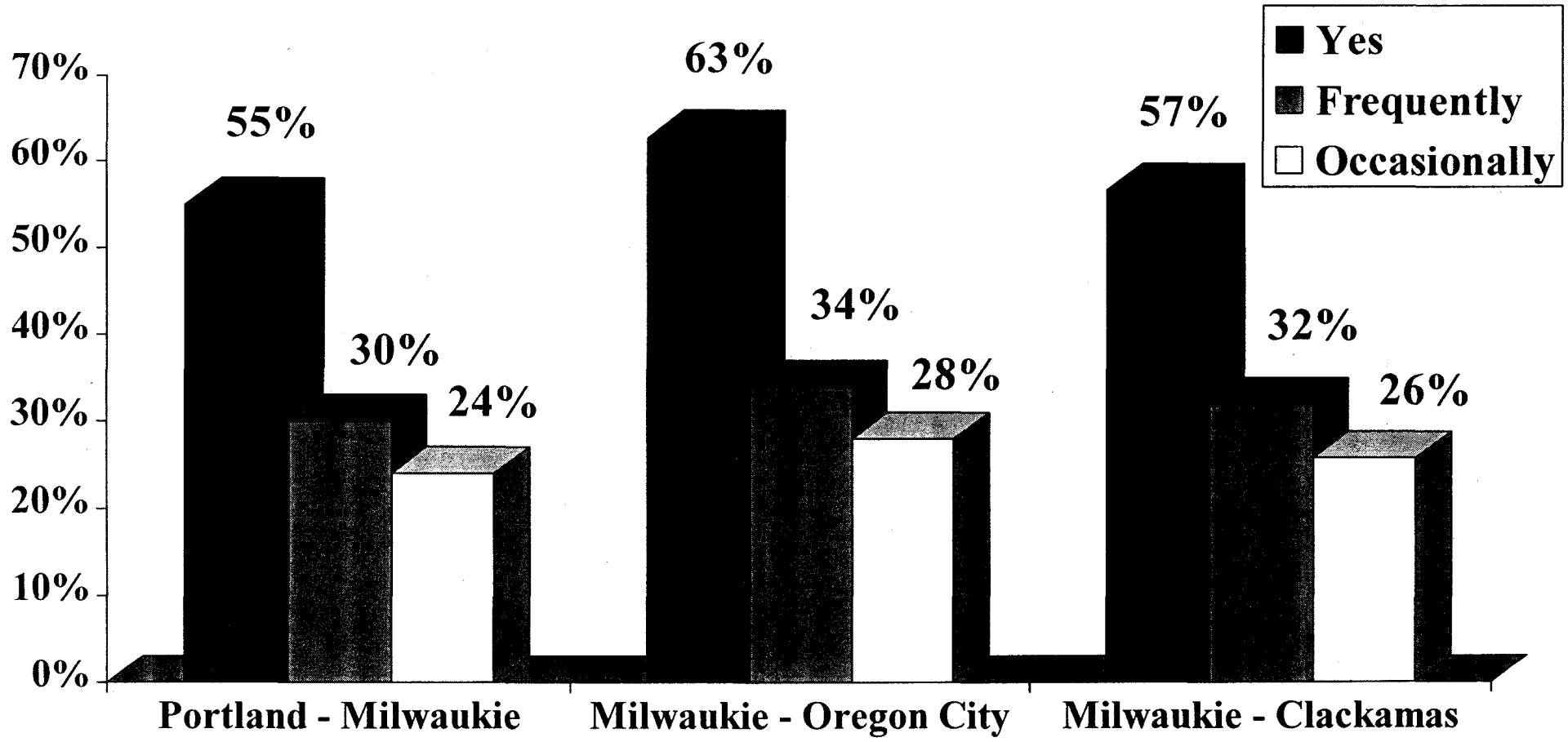


All Corridor Residents: Roads In Their Community, McLoughlin, North Of Milwaukie Most Congested



Milwaukie - Oregon City Segment Residents Are Most Likely To Avoid McLoughlin

"Do you ever use alternate routes to avoid McLoughlin Boulevard?" (Q11)



Moore Information

Potential Transportation System Improvements: Rail Is Most Popular

(% helpful)

"Here are some proposals that have been made to improve travel in your area. Please tell me if you think each option would be helpful or not helpful in improving travel in these areas." (Q13-24)

	All		Portland - Milwaukie	Milwaukie – Oregon City	Milwaukie – Clackamas
	Very	Smwt.			
Commuter rail service between Oregon City & Portland (Q23)	72%	41% 31%	76%	73%	67%
An additional traffic lane on McLoughlin Blvd. North of Milwaukie (Q13)	64%	31% 33%	56%	**64%**	**69%**
Light rail line from downtown Portland to Milwaukie (Q18)	63%	32% 31%	67%	61%	63%

Potential Transportation System Improvements: More Bus Service/ Additional Lanes On McLoughlin (% helpful)

"Here are some proposals that have been made to improve travel in your area. Please tell me if you think each option would be helpful or not helpful in improving travel in these areas." (Q13-24)

	All		Portland – Milwaukie	Milwaukie – Oregon City	Milwaukie – Clackamas
	Very	Smwt.			
Add limited-stop buses (Q22)	63%	22% 41%	62%	64%	62%
Increase local bus service (Q21)	60%	32% 28%	64%	59%	57%
Add a "bus & carpool only" lane on McLoughlin Blvd. (Q16)	56%	29% 28%	60%	55%	57%

Potential Transportation System Improvements: Rail, Carpool Lanes & Additional Lane On Highway 224

"Here are some proposals that have been made to improve travel in your area. Please tell me if you think each option would be helpful or not helpful in improving travel in these areas." (Q13-24)

	All		Portland – Milwaukie	Milwaukie – Oregon City	Milwaukie – Clackamas
	Very	Smwt.			
Commuter rail service linking Milwaukie/Lake Oswego/Tigard (Q24)	55%	30% 25%	**63%**	53%	52%
Add an additional traffic lane on Highway 224 (Q14)	53%	24% 28%	37%	**55%**	**60%**
Add a "bus/carpool only" lane on Highway 224 (Q17)	50%	24% 25%	47%	51%	50%

Least Popular Potential Transportation System Improvements

"Here are some proposals that have been made to improve travel in your area. Please tell me if you think each option would be helpful or not helpful in improving travel in these areas." (Q13-24)

	All		Portland – Milwaukie	Milwaukie – Oregon City	Milwaukie – Clackamas
	Very	Smwt.			
Passenger boats on the Willamette (Q15)	47%	19% 28%	50%	46%	47%
Add a "bus only" lane on McLoughlin & Highway 224 (Q20)	41%	16% 25%	44%	40%	40%
Toll lanes on McLoughlin & Highway 224 (Q19)	22%	6% 16%	25%	19%	26%

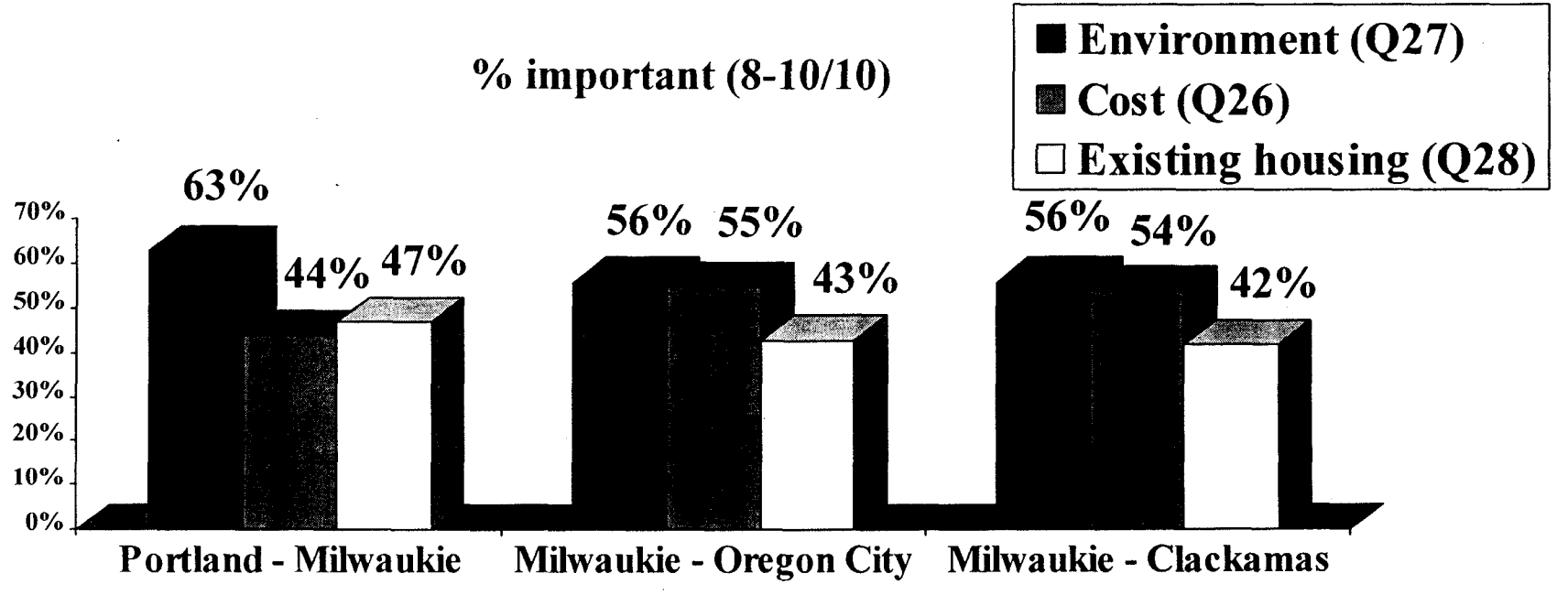
MAX & New Lanes Highest Priority

"If there were additional money available to spend on major transportation projects in your community, which one of the following would you give highest priority?" (Q25)

	All	Portland - Milwaukie	Milwaukie - Oregon City	Milwaukie - Clackamas
MAX/Light rail system	28%	**39%**	26%	26%
Additional traffic lanes	20%	12%	**21%**	**25%**
Local bus service	13%	8%	15%	12%
Bus/Carpool only lane	10%	11%	9%	12%
Commuter rail	8%	10%	8%	6%
Express busses	6%	7%	6%	5%
Passenger boats	3%	4%	3%	3%
Toll lanes	1%	1%	2%	1%

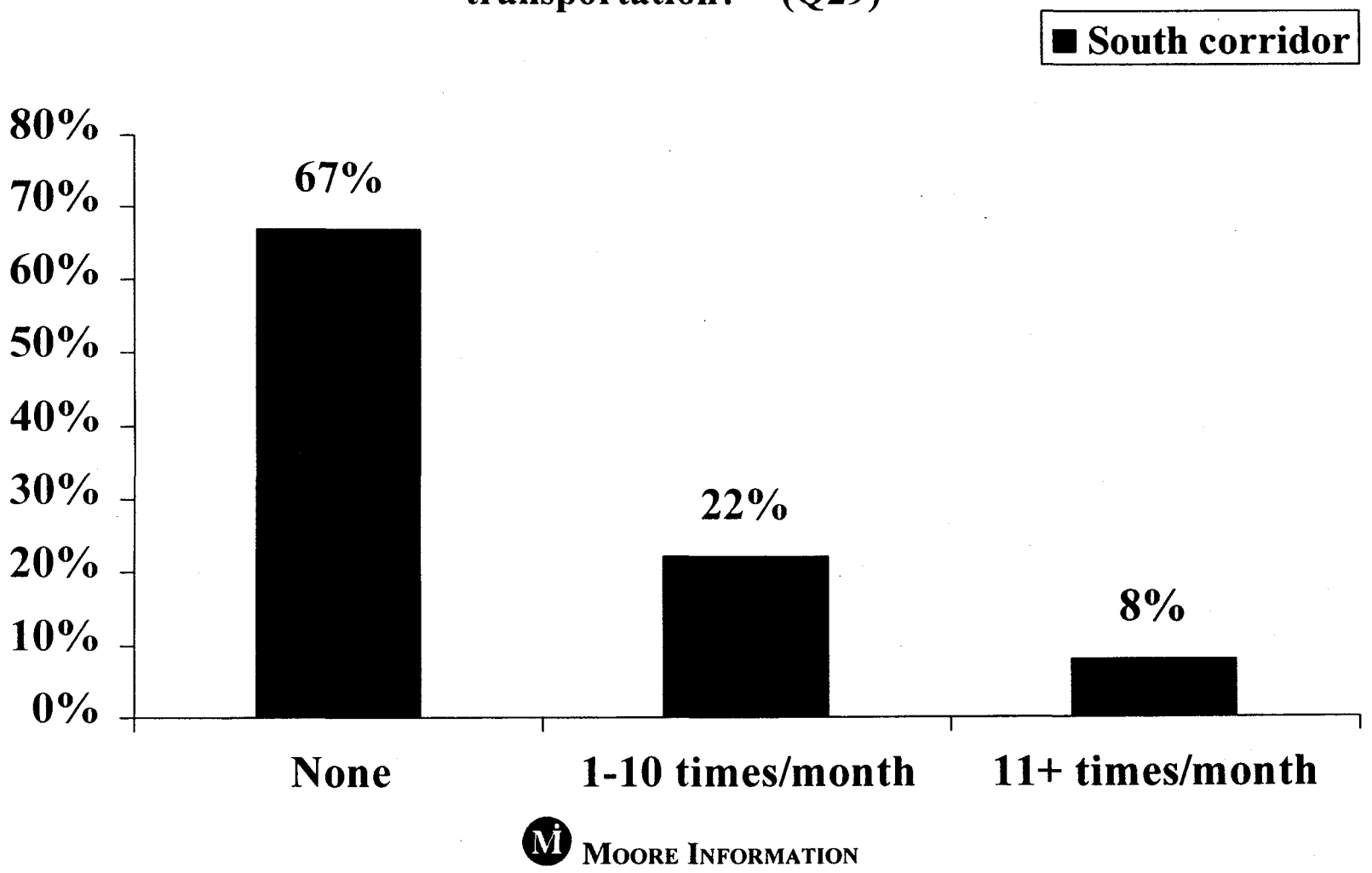
Impacts On Environment More Important Then Impacts On Existing Housing & Business When Selecting Transportation Improvement Projects

"A number of factors are considered in selection of transportation improvement projects. Using a ten-point scale where ten is very important and one is not important at all, what number best represents how important each of the following is to you?" (Q26-28)



Transit Ridership

"How many times per month do you ride public transportation?" (Q29)



Clean/Safe Environment & On Time Service Are Most Important Transit Service Factors

(% rating each very important 10/10)

	Transit ridership		
	None	1-10 times	More than 10 rides
Clean, safe waiting environment (Q32)	**50%**	**47%**	42%
Transit vehicle arrives on time (Q30)	**45%**	36%	**49%**
Affordable fares (Q34)	40%	28%	40%
Quick travel time (Q31)	35%	27%	34%
Frequency of transit service (Q33)	30%	22%	41%
Short walk or drive to transit station or waiting area (Q36)	24%	21%	20%
Trip without transfers (Q35)	23%	21%	23%

Most Important Service Factors

Non-riders

- Clean, safe waiting environment
- Transit vehicle arrives on time

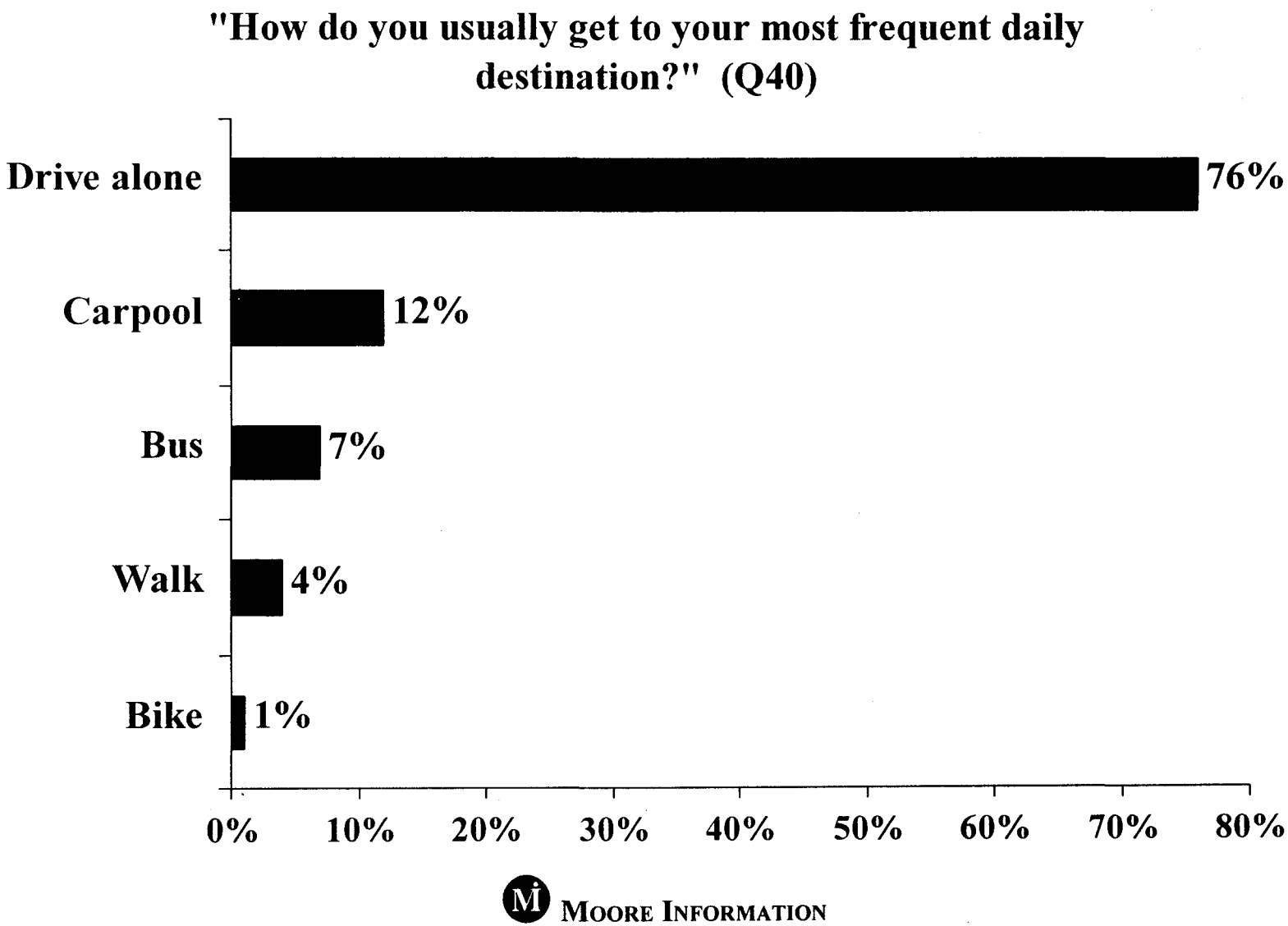
Occasional Riders

- Clean, safe waiting environment

Regular Riders

- Transit vehicle arrives on time

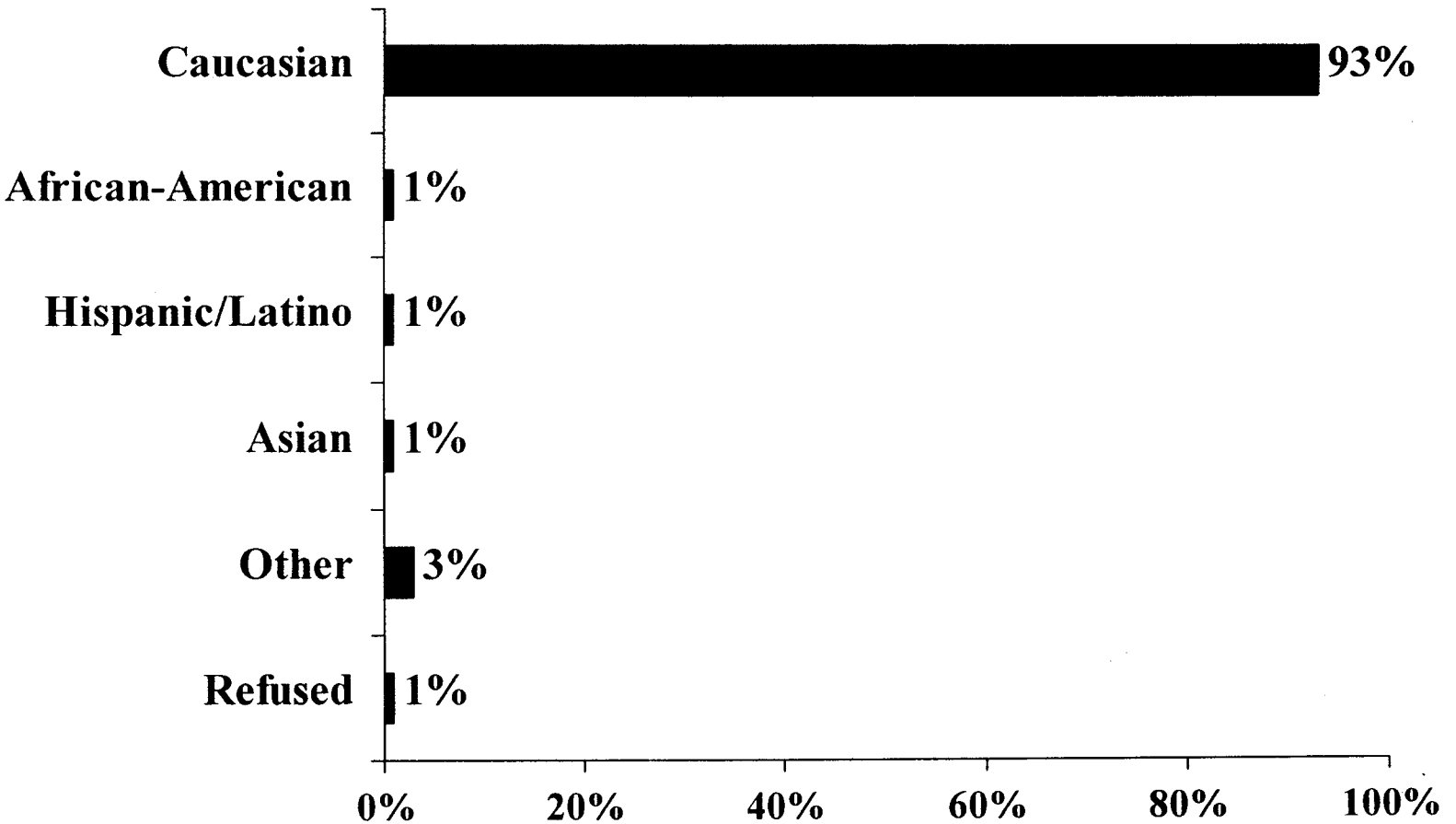
Autos Are Still Widely Popular



Moore Information

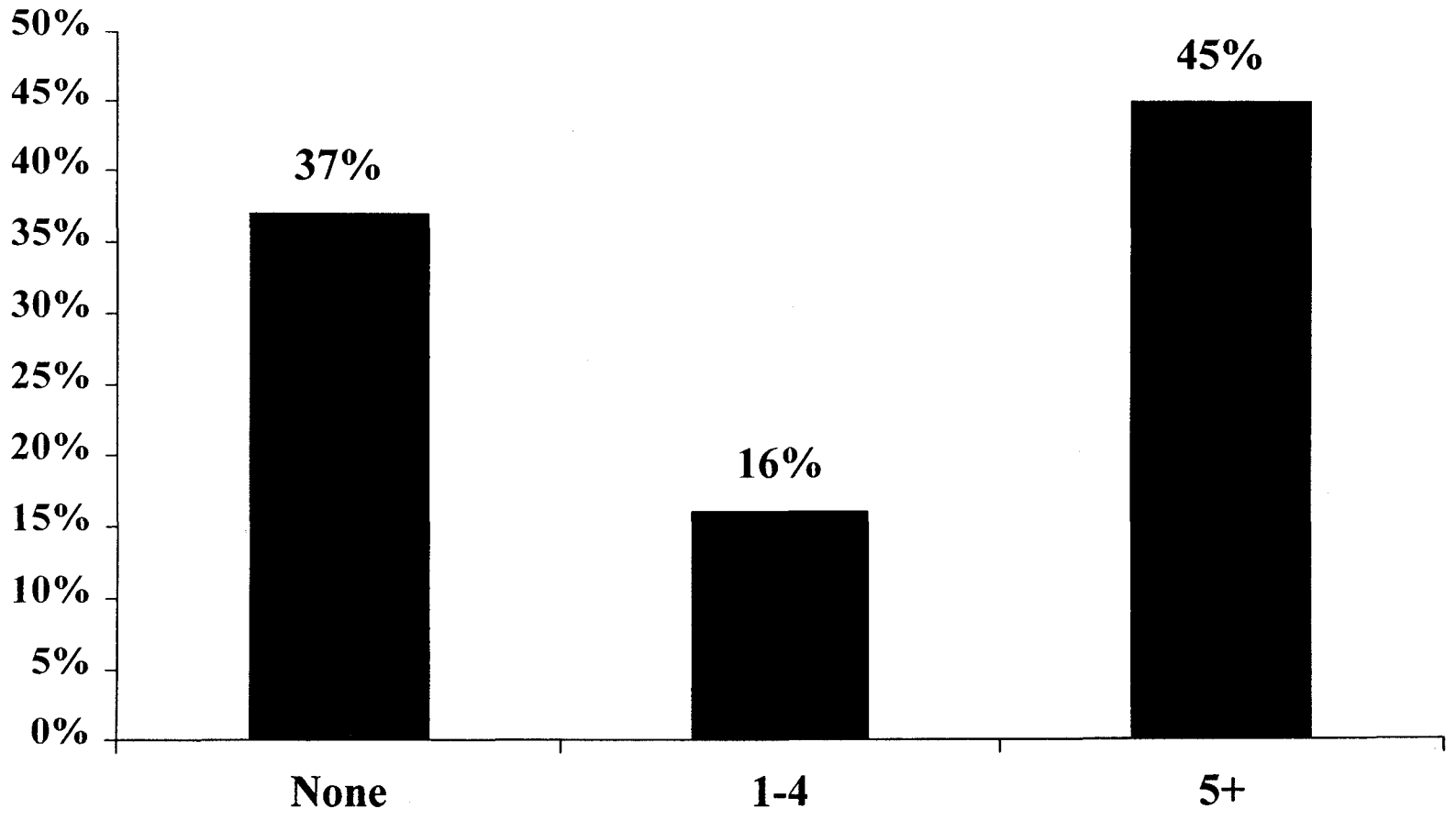
Ethnic Background

"What do you consider to be your ethnic background?"
(Q38)



Commuting: *Two-Thirds Of Region's Residents Commute*

"How many days a week do you commute to school or work?"
(Q41)



MOORE INFORMATION

Summary & Highlights

- Transportation is not a top of mind concern among residents of the South Corridor

- A plurality of residents rate the transportation system in their community as "excellent" or "good" and fewer than 31% among any subgroup rated their transportation system as below average or poor

Summary & Highlights

- There is no consensus in the region as to what the biggest transportation-related problem is
- There is no consensus in the region as to what solutions would help to solve transportation problems in the region
- South Corridor residents believe a wide variety of potential transportation projects would be helpful in improving traffic congestion in the region

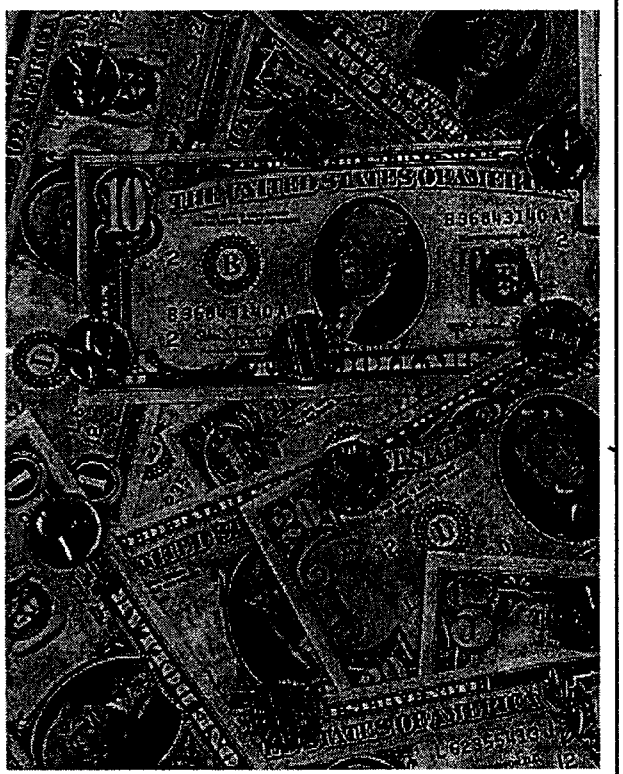
METRO

RTP Finance: Addressing Funding Shortfalls

- ✓ City/County Maintenance: $77-240 Million/year
- ✓ ODOT Maintenance: $44-166 Million/year
- ✓ Modernization: $2.54 Billion
- ✓ Transit Operations: $32-186 Million/year
- ✓ Transit Capital: $1.73 Billion

METRO

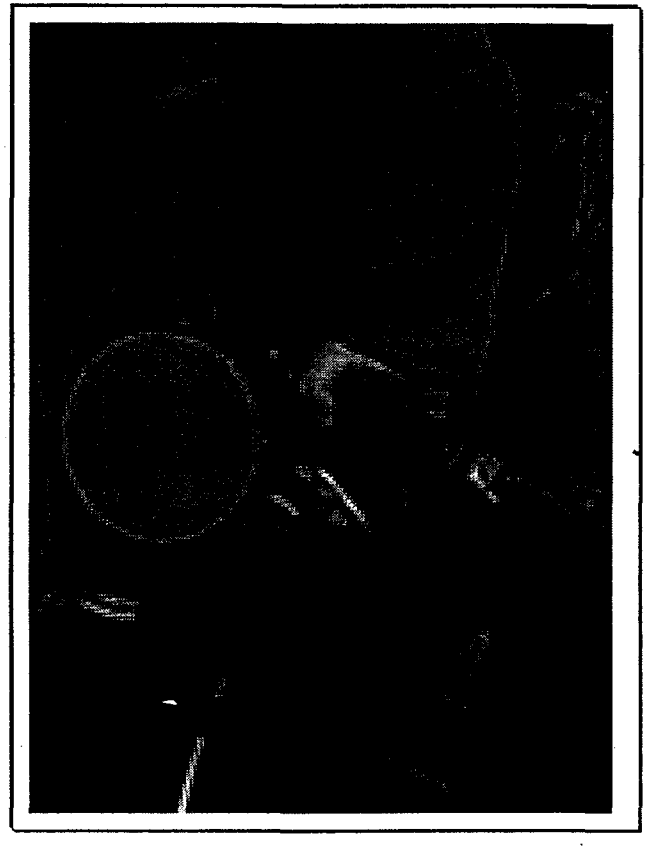
Possible RTP Finance Strategies



1. Annual 4¢ State Gas Tax Increase
2. Fund Maintenance Locally
3. Fund Modernization Locally
4. Accept Current Maintenance Level

METRO

Option 1
"Annual 4¢ State Gas Tax Increase"



- ✓ 2¢ Annual State gas tax increase for maintenance
- ✓ 2¢ Annual State gas tax increase for modernization
- ✓ Payroll tax rate increase for transit operations
- ✓ G.O. Bonds for transit capital

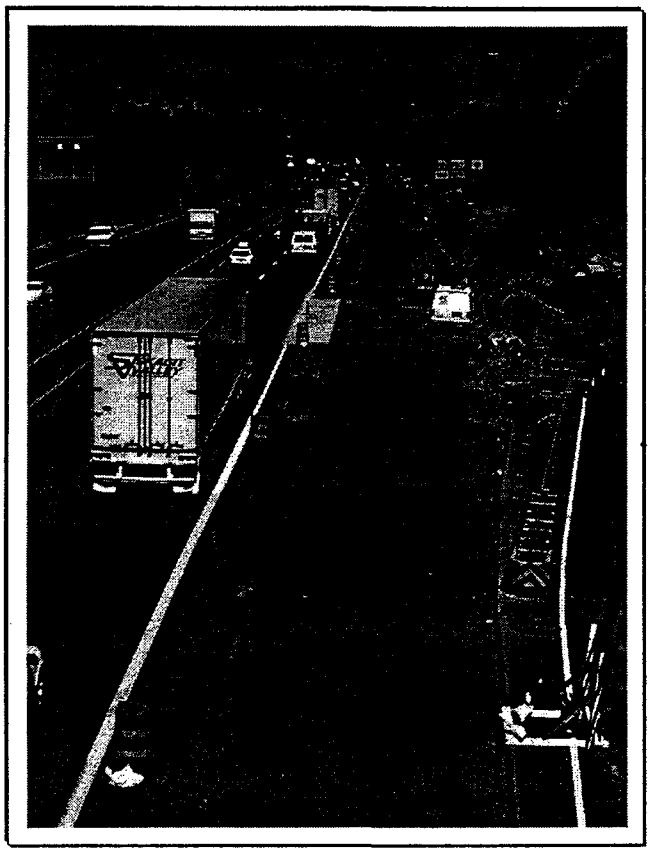
METRO

Option 2
"Fund Maintenance Locally"

- ✓ Local gas tax, street utility fees and/or maintenance districts for maintenance
- ✓ 2¢ State gas tax, SDC's and tolling for modernization
- ✓ Payroll tax rate increase and street utility fee for transit operations
- ✓ G.O. Bonds for transit capital

METRO

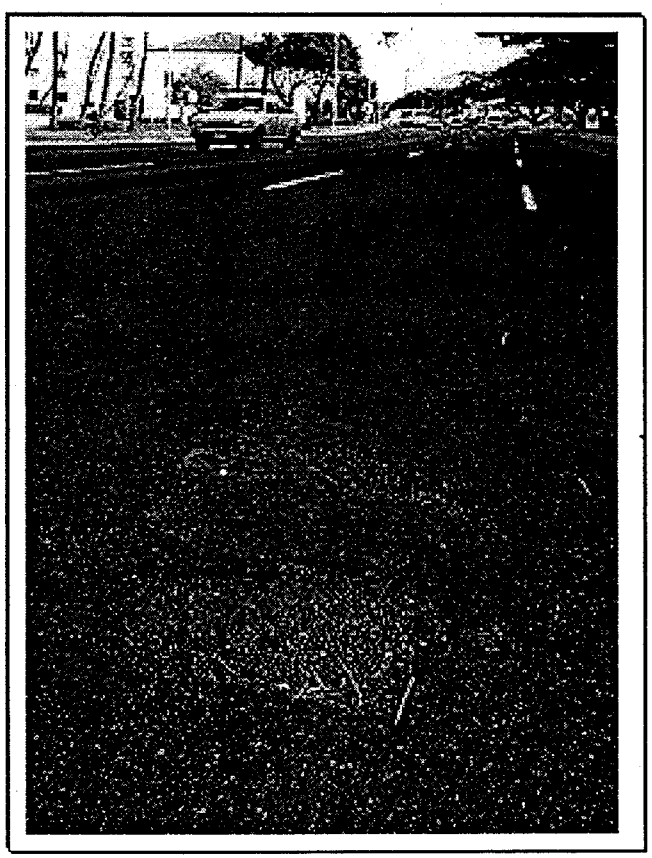
Option 3
"Fund Modernization Locally"



- ✓ 2¢ Annual State gas tax increase for maintenance
- ✓ VMT and commercial parking space fees for modernization
- ✓ Payroll tax rate increase for transit operations
- ✓ G.O. Bonds and SDC's for transit capital

METRO

Option 4
"Accept Current Maintenance Level"



- ✓ 1¢ Annual State gas tax increase for maintenance
- ✓ 1¢ Annual State gas tax increase and SDC's for modernization
- ✓ Payroll tax rate increase and street utility fee for transit operations
- ✓ G.O. Bonds and SDC's for transit capital

COMMITTEE TITLE JPACT

DATE 6-8-00

NAME	AFFILIATION
Andy Ginsburg	ODEQ
Mary Legry	WSDOT
GRACE CRUNICAN	ODOT
Roy Rogers	Wash. County
Bill Kennemer	Clackamas Co
Rod Monroe	Metro Council
Andy Cotugno	Metro
Jon	
ROB DRAKE	CITIES OF WASH. CO.
FRED HANSEN	TRI-MET
CHARLIE HALES	Portland
KARL J. ROUSE	C[illegible]
R Ellsworth	VANCOUVER
Serena Cruz	Mult Co.
Ed. Washington	METRO
Jim Knight	E Mult Co. Cities
Dave Lohman	Port of Portland
Elsa Coleman	PDOT

COMMITTEE TITLE JPACT

DATE 6-8-00

NAME	AFFILIATION
Ted SPENCE	CLF, Jr.
Susie Lahsene	Port of Ptld.
Dean Lookingbill	RTC
Karen Schilling	Multnomah County
Bill Atherton	Metro Council
JIM HOWELL	AORTA
Lynn Peterson	1000 Friends of Oregon
Chuck Green	Parsons Brinckerhoff
Ross Williams	CLF/CST
DICK FEENEY	TLI - Met
JASON DAUGHN	SEN. WYDEN'S OFFICE
Martha Bennett	City of Milwaukie
Ron Papsdorf	City of Gresham
Beckie Lee	Comm. Cruz's office
Dennis Mitchell	ODOT
Dave Williams	ODOT

Craig Pridemore came in late, did not sign in. pmb