BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE OREGON DEPARTMENT OF TRANSPORTATION U.S. 30 INTERIM CORRIDOR STRATEGY	RESOLUTION NO. 95-2195 Introduced by Councilor Rod Monroe, JPACT Chair

WHEREAS, The State of Oregon, acting by and through its Oregon Transportation Commission, has caused to be prepared and submitted to JPACT and the Metro Council an interim strategy for the Portland-Astoria Corridor for a resolution of support; and

WHEREAS, Said document has been developed collaboratively with representatives of the cities and counties within the corridor; regional, federal and state agencies with jurisdiction in the corridor; and in consultation with key stakeholders and the public in the corridor; and

WHEREAS, Said document proposes an interim strategy and objectives for the operation, preservation and enhancement of all transportation modes and facilities within the Portland-Astoria Corridor; and

WHEREAS, The Interim Corridor Strategy and objectives will guide development of local and regional Transportation System Plans for the corridor, refinement plans for specific areas and issues in the corridor, and the development of a final corridor plan and strategy for the corridor; now, therefore,

BE IT RESOLVED:

That JPACT and the Metro Council supports this Interim Corridor Strategy document, urges its adoption by the Oregon

Transportation Commission, and directs Metro staff to develop the U.S. 30 portion of the RTP to conform with, implement and refine, as necessary, the Interim Corridor Strategy.

ADOPTED by the Metro Council this 28 day of Sept., 1995.

J. Ruth McFarland, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

MH:lmk
95-2195.RES
8-16-95

EXHIBIT A

PORTLAND-ASTORIA CORRIDOR PLAN

INTERIM CORRIDOR STRATEGY

July 24, 1995

The attached Interim Corridor Strategy for the Portland-Astoria Corridor Plan replaces earlier drafts and represents a final version for purposes of endorsement by jurisdictions within the Corridor and by the Oregon Transportation Commission.

This Interim Corridor Strategy should be inserted as Chapter 7 in the Portland-Astoria Corridor Plan document.

CHAPTER 7
INTERIM CORRIDOR STRATEGY

A. Introduction

1. Corridor Strategy

This Interim Corridor Strategy proposes a long-term (20-year) program for the operation, preservation and enhancement of transportation facilities within the Portland-Astoria (U.S. Highway 30) Corridor. As a first step in the Corridor Planning process, *the purpose of the Corridor Strategy is to establish realistic performance objectives for transportation in the corridor and to make major transportation tradeoff decisions.* Objectives have been developed for all modes of transportation in the corridor based upon issues identified by local and regional governments in the Corridor, interest groups, and the general public. Objectives address the corridor as a whole, as well as major segments of the corridor, but do not address specific sites or transportation improvements. Site-specific decisions will be made during preparation of city and county Transportation System Plans (TSPs) and General Plans. This is intended to be an *Interim* Corridor Strategy, as it may be further refined during development of TSPs and General Plans.

Implementation of the Strategy will require actions and investments by a variety of parties, including ODOT, local and regional governments, and/or private parties. For example, Burlington Northern would have primary responsibility for implementation of strategies to expand rail service in the corridor. Assignments of responsibility will be developed during refinement of these objectives in city and county TSPs, then incorporated into the Corridor Plan.

The Portland-Astoria Interim Corridor Strategy builds on the strategies and policies found in the Oregon Transportation Plan (OTP) and the Oregon Highway Plan (OHP). Similarly, it incorporates the corridor-specific strategies and recommendations found in the 1990 U.S. 30 Access Oregon Highway Study (AOH) and the 1991 U.S. 30 Multimodal Study.

2. Development of the Corridor Strategy

This Interim Corridor Strategy has been developed over the last nine months with the active involvement of local and regional governments in the corridor, interest groups, statewide agency and stakeholder committees, and the general public. A draft Interim Corridor Strategy was developed by a Corridor Technical Advisory Group (CTAG), composed of representatives of ODOT and 19 regional and local governments with the Corridor, and circulated for broad agency, stakeholder and public review. The CTAG draft was then reviewed and approved, with some revisions, by a Corridor Steering Committee (CSC), consisting of elected officials or other representatives from the affected jurisdictions represented on the CTAG. Formal endorsement of the Interim Corridor Strategy by the

affected jurisdictions and the Oregon Transportation Commission is expected to be completed in summer, 1995.

Key steps in the development of this Strategy include:

- Stakeholder surveys

A survey of 200 stakeholders and other interested parties in the Portland-Astoria Corridor was conducted by ODOT beginning in September, 1994. The primary purpose of the survey was to identify issues and needs to be addressed in the corridor planning process.

- Local government briefings

Local and regional governments within the corridor were briefed on the corridor planning process and asked to designate representatives to serve on technical and policy review committees.

- Technical committees

Two technical committees were created to identify preliminary issues, opportunities and constraints; develop draft corridor objectives for public review; and advise on the planning process. These included an Internal Review Team (IRT), composed of ODOT regional and district planners and engineers, and the Corridor Technical Advisory Group (CTAG), previously described. The CTAG is the primary author of recommended objectives.

- Policy Committee

This Interim Corridor Strategy was finalized and approved by a Corridor Steering Committee (CSC) composed of elected officials or appointed representatives from each of the local and regional jurisdictions in the Corridor.

- Corridor newsletter

A January, 1995 newsletter was distributed to more than 2,500 individuals and organizations within the corridor. The newsletter provided information on the corridor planning process, announced open houses and other public involvement strategies, and solicited input on significant issues and priorities to maintain or improve transportation services in the corridor.

- Open houses

Open houses were conducted at six locations in the corridor in January and February, 1995 to provide information on the planning process and to solicit input on issues, needed improvements to the transportation system, and priorities.

- Stakeholder Outreach

Input was also solicited through direct mailings to key stakeholders, including transportation service providers and interest groups, on a Preliminary Draft Interim Corridor Strategy.

3. Assumptions

The Interim Corridor Strategy assumes implementation of several near-term projects within the corridor that have been previously approved for construction, as well as standard levels of roadway maintenance and repair. Specific capital improvements that are assumed include:

- Widening of Highway 30 to five lanes between Warren and the northern city limits of Columbia City.
- Realignment of Highway 30 between Fernhill Road and the John Day River Bridge.

All transportation projects are assumed to meet federal and state standards, including applicable Americans with Disabilities Act requirements. In addition, any highway improvements will meet federal, state and local standards for construction of new highways.

B. Role/Functions

The Portland-Astoria Corridor is a major route connecting the Portland metropolitan area with the northern Oregon and southern Washington coasts and providing access to communities along the lower Columbia River. It is an important recreational, commuter and commercial traffic corridor and one of the most multi-modal corridors in the state, with active truck freight, rail, air and water transport services. Often referred to as the Lower Columbia River Corridor, it extends from the intersection with I-405 in Portland to the intersection with U.S. Highway 101 in Astoria.

U.S. Highway 30, formerly the Lincoln Highway, is the oldest, most historic and most populated route between Portland and the Coast. The highway serves as the "Main Street" for a number of cities along the lower Columbia River -- Scappoose, St. Helens, Columbia City, Prescott, Rainier, Clatskanie, and Astoria. It also serves the Ports of Portland, Astoria and St. Helens with rail and highway connections on the Oregon side of the Columbia River and the Ports of Longview, Kalama and Vancouver on the Washington side of the river.

Highway 30 is a designated bike route on the Oregon Statewide bike route system, and accommodates substantial bicycle traffic, particularly during summer months. It is also designated as both an Access Oregon Highway and a State Scenic Highway.

The function of the corridor varies in different segments:

- Near Portland, U.S. 30 handles a high amount of commuter and commercial traffic as it provides access to downtown Portland and the interstate highway system in the metro area. It also provides direct access to the Port of Portland and the industrial area in northwest Portland.

- Between St. Helens and downtown Portland, U.S. 30 is an important commuter route.

- West of St. Helens, U.S. 30 assumes more of a rural roadway function, serving trips from outlying areas to the towns and cities in this section, as well as recreational and commercial through-traffic. This section also serves substantial truck traffic due to several lumber mills along the route.

- Between Rainier and Portland, U.S. 30 competes with I-5 in Washington as a travel corridor, with the connection between these highways through Longview, Washington via the Columbia River bridge at Rainier. While U.S. 30 in general is an attractive route between Portland and the coast, I-5 provides a quicker alternative route between Portland and Ranier.

- West of Rainier, U.S. 30 is a more attractive route to the coast than State Route 4 in Washington (which parallels U.S. 30 on the north side of the Columbia River) because of better alignment.

C. Key Themes

A wide variety of objectives have been developed to address various aspects of the corridor's transportation system. The following identify the key themes reflected in this Strategy:

- Allocation of state resources to highway projects according to the following priorities:
  (1) Maintenance of the existing facility to ensure that it remains safe and functional, e.g. fixing potholes;
  (2) Preservation of the roadway by investing in roadbed and pavement reconstruction as needed to minimize maintenance costs; and
  (3) Safety and capacity improvements.

- No additional expansion in highway capacity from Columbia City to Portland, except for transportation system management (TSM) improvements such as turning lanes and signal improvements.

- No major expansions in highway capacity from Columbia City to Astoria, except for truck climbing/passing lanes, and turning lanes and through lanes in congested urban areas.

- A stronger I-5/Highway 30 connection to provide a high-speed through-route between the western portion of the corridor and Portland.

- Reconstruction or construction of a new river crossing at Longview/Rainier and/or alternative bridge locations, if legislation is enacted enabling public-private toll facilities.

- Minimizing additional long-haul truck use of Highway 30 by promoting increased bulk freight movement by rail and water.

- Deepening of the Lower Columbia River navigation channel to accommodate deep draft ships.

- Construction of the Astoria Bypass, defining a new route for U.S. 30 from the John Day Bridge area to U.S. 101.

- Reliance upon local access management and circulation plans to relieve localized congestion problems, to facilitate local trips crossing Highway 30 safely without unduly interfering with through-traffic, to reduce the need for Highway 30 improvements, and to meet other local transportation system needs.

- Application of the most restrictive access management standards (regulating the number, spacing, type, opportunities for left turns and location of driveways, intersections and traffic signals) for both local arterials and U.S. 30, consistent with existing or planned adjacent land uses.

- Transportation-efficient land use patterns that reduce vehicle miles traveled and promote a live/work balance.

- Targeting of realignment and widening to sections with above-average accident rates and to sections with high congestion rates.

- Prioritization of projects that enhance development of port properties and other designated industrial and commercial sites.

- Prioritization of projects that reduce automobile travel in urban areas through promotion of alternative transportation modes.

- Prioritization of projects that support increased recreation and tourism.

- Accommodation of increasing bicycle and pedestrian uses through bikeways along the entire corridor length, and, in urban areas, sidewalks on both sides of the highway and convenient and safe pedestrian crossings.

D. Transportation System Objectives

The following objectives are organized to respond to categories of policies and objectives in the OTP.

A. TRANSPORTATION BALANCE

The OTP establishes state policy to provide a balanced transportation system. A balanced transportation system is one *"that provides transportation options at appropriate minimum service standards, reduces reliance on the single-occupant automobile where other modes or choices can be made available, particularly in urban areas, and takes advantage of inherent efficiencies of each mode."*

Autos

In concert with improving systems and facilities that accommodate alternative modes of travel (e.g. rail, bike, pedestrian), the Oregon Highway Plan (OHP) indicates that Oregon must commit to protecting and improving its highway system or risk losing its economic base and potential economic expansion. As a statewide highway, the management objective for U.S. 30 as stated in the OHP is *"to provide for safe and efficient high-speed continuous flow operation in rural areas and moderate to high-speed operations of flow in urban and urbanizing areas."* Modal balance and transportation system efficiency are to be achieved, in part, through efforts to reduce reliance on the single-occupant vehicle. The Oregon Transportation Planning Rule (TPR) mandates reductions in per capita automobile travel in the larger urban areas of the state, including Portland. The Oregon Transportation Plan (OTP) discourages highway capacity improvements which primarily serve commuters from outside of urban growth boundaries.

A.1 Provide no additional expansion in highway capacity from Columbia City to Portland, except for transportation system management (TSM) improvements such as turning lanes.

A.2 Provide no major expansions in highway capacity from Columbia City to Astoria, except for passing lanes, turning lanes and through lanes in congested urban areas.

A.3 In lieu of capacity expansions, emphasize transportation demand management (TDM) techniques, especially the promotion of alternative modes; pricing mechanisms; and land use patterns which encourage alternatives to single occupant vehicles.

Air Service

Commercial air passenger service was recently started between Portland and Astoria with four daily round trips. This exceeds the minimum level of three daily round-trips identified in the OTP.

A.4 Encourage private airport shuttle service to the Astoria Regional Airport to improve airport access and usage.

A.5 Investigate use of the Scappoose Industrial Airpark to accommodate increased regional demands.

Bicycles

According to the Oregon Bicycle and Pedestrian Plan, state highways are to be improved to safely accommodate bicycle travel. The OTP calls for integrating statewide and regional bicycle systems with other transportation systems in urban and rural areas to accommodate commuting and other trips by bicycle. The TPR mandates the provision of safe, convenient, and adequate facilities that meet the travel needs of bicyclists and pedestrians.

A.6 Provide bicycle lanes in urban areas and, at a minimum, provide five-foot shoulders to accommodate bicycle use along the entire corridor length.

A.7 Provide connections to local bicycle and (hiking) systems where feasible.

A.8 Provide bicycle crossings across Highway 30 where appropriate and feasible.

A.9 Improve bicycle access to the St. John's and Longview Bridges.

A.10 Incorporate adequate bikeways into the Astoria Bypass and Fern Hill-John Day River Bridge project and enhance bicycle access into Astoria along the existing Highway 30 corridor.

A.11 Develop abandoned railroad corridors, e.g. the BN alignment over Cornelius Pass and the alignment from Tongue Point west to Smith Point in Astoria, into bike/pedestrian corridors.

A.12 Where feasible, develop remaining sections of the Old Highway 30 alignment into bicycle routes.

Pedestrians

Minimizing barriers to safe and convenient pedestrian crossings is a goal of the OTP, while providing pedestrian facilities that allow direct, hazard-free travel (such as sidewalks in urban areas) is required by the TPR.

A.13 In urban areas, at a minimum, provide six-foot sidewalks on both sides of the highway and convenient and safe pedestrian crossings.

Urban Transit/Intercity Transit

The OTP calls for commuter transit service between Portland and St. Helens, at least two daily round-trip intercity bus trips between Astoria and Portland, and linking local elderly and disadvantaged transit services to intercity bus service. The U.S. 30 Multimodal Study concluded that passenger rail in the corridor is not feasible at this time, in part due to insufficient population densities.

A.14 Investigate contracted transit services to serve increasing numbers of commuters between St. Helens and Portland.
A.15 Investigate expansion of Kelso-Longview transit service into St. Helens/Rainier.
A.16 Ensure ongoing intercity bus service between Astoria and Portland.
A.17 Encourage vanpooling to large employment centers.
A.18 Develop "Park and Ride" and "Park and Pool" lots.
A.19 Manage the rail line to preserve future opportunities for rail service, particularly self-propelled passenger rail. Through Transportation System Plans and the Corridor General Plan, identify the conditions that would warrant future investigation of the feasibility of passenger rail services.

Rail Service

A Burlington Northern (BN) branch line connects the cities of Astoria, Clatskanie, Rainier, Columbia City, St. Helens and Scappoose with the BN mainline in Portland. The OTP calls for the Lower Columbia River ports to have multimodal connections, and have access to rail freight service. The OTP includes a rail/truck intermodal facility at Astoria (Tongue Point), as demand warrants.

A.20 Upgrade railroad crossings in conjunction with other roadway improvements.
A.21 Make infrastructure improvements (railroad, streets, utilities, etc.) to enhance the investment climate for rail users.
A.22 Maintain active rail service to Tongue Point.
A.23 Develop rail/truck/marine intermodal, including reload, facilities at Tongue Point, Rainier, Columbia City, Port Westward, and other developed sites.
A.24 Develop a consortium of railroad shippers and target industrial recruitment on rail shippers. Encourage coordinated marketing between BN and the ports.
A.25 Develop excursion/tourism uses of the railroad.

Truck Freight

The OTP calls for open and competitive connections between deep draft ports and trucking lines, and level of service (LOS) C or better on state highways for off-peak period truck movements.

A.26 Minimize additional long-haul truck use of Highway 30 by promoting increased bulk freight movement by rail and water.
A.27 Promote use of I-5 and the Astoria Bypass as truck routes.
A.28 Construct truck climbing/passing lanes in the corridor's western portion.
A.29 Improve truck access to industrial sites, including turn and acceleration/deceleration lanes where appropriate.
A.30 Design local street systems to separate local truck traffic from through traffic.

Water

The Ports of Portland, Astoria and St. Helens are deep draft ports with rail and highway connections on the Oregon side of the Columbia River. The Ports of Longview, Kalama and Vancouver are deep draft ports on the Washington side of the Columbia River. Except for bulk commodities, it is assumed that Columbia River water transport will continue to be primarily international, national and regional, rather than local, in nature.

A.31 Support the proposed deepening of the Lower Columbia River navigation channel from 40 to 43 feet to accommodate deep draft ships, as currently being studied by the U.S. Army Corps of Engineers.

A.32 Improve access to port properties to take advantage of significant expansion opportunities.

A.33 Maintain ferry service between Cathlamet/Westport.

A.34 Investigate commercial ferry service between Astoria/Longview and St. Helens/ Portland.

Pipelines

The OTP calls for the provision of a natural gas pipeline to Astoria by the year 2012. Pipelines can be constructed by permit in ODOT rights-of-way. However, pipeline companies generally prefer to use more direct alignments for their trunk line facilities.

A.35 To the extent feasible, utilize pipeline rights-of-way as bicycle and pedestrian pathways and wildlife corridors.

Telecommunications

Telecommunication is identified by the OTP as a transportation demand management (TDM) technique that reduces auto usage. Telecommunication is expected to play an increasingly important role in linking individuals and communities in the corridor.

A.36 Promote telecommunication technologies and programs that reduce vehicle miles traveled.

A.37 Coordinate the installation of fiber optics with highway improvements.

B. REGIONAL CONNECTIVITY

The OTP establishes state policy *"to provide a transportation system with connectivity among modes within and between urban areas, with ease of transfer among modes and between local and state transportation systems."* (Note: A number of regional connectivity strategies are included under other sections, particularly Section A, and are not repeated here.)

Interconnected, Cooperative Transportation Roles Among Corridor Communities

Each community along the corridor is unique, with issues and concerns that reflect the needs of local citizens and businesses. However, U.S. 30 acts as a common lifeline, and actions taken by one community may affect others. In addition, decisions made about the future role of U.S. 30 may affect other transportation facilities.

Increased traffic on the Longview/Rainier (Lewis & Clark) Bridge is anticipated with continued regional growth and increased use of I-5 as an alternative route between Portland and Rainier. The existing structure is believed to be functionally obsolete and Oregon and Washington are currently discussing options, including public/private partnerships to rebuild and operate the bridge.

B.1 Encourage use of I-5 as an alternate route to avoid congestion in the segment from Columbia City to Portland.

B.2 Construct the Astoria Bypass, defining a new route for U.S. 30 from the John Day Bridge area to the Oregon Coast Highway (U.S. 101).

B.3 Analyze the effects of construction of the Astoria Bypass on the use of Business Highway 101 and identify needed improvements, access management, and other traffic mitigation measures.

B.4 Reconstruct or construct a new Longview/Rainier river crossing. If legislation is enacted enabling public-private toll facilities, examine alternative bridge locations, including the existing alignment; crossings in other locations such as Goble/Kalama and Columbia City/Woodland; and alternatives to bridges, e.g. tunnels.

B.5 With reconstruction or construction of a new Longview/Rainier river crossing, investigate the feasibility of connecting BN branch lines in Longview and Rainier.

B.6 Continue to work with the State of Washington to improve access management on SR 432 and SR 433.

B.7 Continue to work with the State of Washington to improve signage connecting Highway 30 and I-5.

B.8 Assess future travel demand and uses for Cornelius Pass Road and identify needed improvements and alternative connections between Highway 30 and 26.

B.9 Improve signalization to facilitate movement through urban areas.

Connections Between Places: Appropriate Travel Times

The OHP establishes a management directive for U.S. 30 "to provide for safe and efficient high-speed continuous flow operation in rural areas and moderate to high-speed operations of flow in urban and urbanizing areas." Astoria-Portland travel times are currently about 145 minutes for autos and 191 minutes for trucks. They are predicted to degrade to 164 and 206 minutes by the year 2016 based on continuation of current growth trends and assuming no major improvements or changes in maintenance and operation practices.

B.10 In lieu of major capacity expansions, strive to maintain existing travel times for both autos and freight through high levels of facility management (acceleration/ deceleration lanes, turn refuges, coordinated signals, and access management).

B.11 In urban areas, establish travel times compatible with the promotion of compact, pedestrian friendly "Main Streets".

B.12 Construct more passing and truck climbing lanes from Columbia City to the Astoria Bypass.

B.13 Provide a better network of local streets (alternate routes) in urban and developed rural areas.

C. HIGHWAY CONGESTION

The OHP calls for providing Level of Service (LOS) B or better in rural areas, LOS D or better in the Portland and Rainier areas, LOS C or better in other urban areas. LOS is a qualitative measure of highway operations, graded on a scale from A to F. LOS A represents free flow traffic movements with no delays while LOS F represents congested, stop and go conditions with significant delays. ODOT statistics indicate that 19% of the corridor is currently highly congested and 55% moderately congested. Without improvements, the forecast for 2016 is that 45% of the corridor will be highly congested and 37% will be moderately congested.

Facility Management

Facility management helps avoid premature obsolescence of highways and related transportation facilities by accommodating growth and increased traffic with and without capital-intensive improvements. One of the most important facility management techniques to preserve the function of the highway is access management, which includes regulating the number, spacing, type, and location of driveways, intersections and traffic signals. The OHP establishes six access management categories, ranging from full access control (freeways) to partial control (for regional or district highways). Other facility management techniques include enhanced utilization of parallel local streets, reconfigured land use patterns, and transportation demand management (TDM) strategies such as rideshare, park-and-ride and telecommuting.

C.1 Adopt the highest applicable (most restrictive) access management categories for both local arterials and U.S. 30, consistent with existing or planned adjacent land uses. As interim standards until local TSPs are completed, adopt the access management categories in Attachment A.

C.2 Develop consistent access management plans within and between urban areas.

C.3 Establish consistent policy on raised medians in congested areas.

C.4 Utilize LOS levels established in the OTP as goals, recognizing that they may not be achievable in all segments.

Congestion in Urbanized Areas

C.5 Develop local access management and circulation plans to relieve localized congestion problems, to facilitate local trips crossing Highway 30 safely without unduly interfering with through traffic, and to meet other local transportation system needs.
C.6 Improve local street systems to reduce the need for Highway 30 improvements.
C.7 Improve traffic signalization in urban areas to improve safety and livability.

Congestion in Rural Areas

The Access Oregon Highway (AOH) Study calls for one mile passing lanes at a spacing of no more than five miles, as needed to meet operating speed goals within rural segments of the corridor.

C.8 Preserve rural sections as rural, particularly in the Portland-to-Rainier segment, through access management and land use controls.
C.9 Provide passing and truck climbing lanes in key locations from Columbia City to the Astoria Bypass.

D. ROADWAY CONDITIONS

Roadway Geometry

The AOH Study calls for providing minimum travel lane widths of twelve feet, and minimum paved shoulders of six feet. Approximately 28% of the highway currently does not meet that standard. There are also several segments of highway with substandard vertical and horizontal curves, resulting in delays due to slow moving vehicles and reduced safety in those segments.

D.1 Target realignment and widening to sections with above average accident rates and to sections with high congestion rates where there is a favorable cost/benefit ratio.
D.2 Investigate the need to reconstruct the Maggie Johnson Road overpass over Highway 30 (near M.P. 31) to eliminate over-height load detours.
D.3 In the short term, target pavement of substandard shoulders to "easy fix"/low cost areas.
D.4 Widen bridges at Big Creek, Gnat Creek, and Goble Creek.

Roadway Condition

The AOH Study calls for improving and maintaining pavement surface to good or better condition. Only 48% of the highway currently meets that standard.

D.5 Maintain roadway surface conditions at 90% fair/better by the year 2010.
D.6 Address drainage problems where they affect the function and condition of the roadway.

E. SAFETY

In 1992, the number of high accident locations per mile for the U.S. 30 corridor was higher than the statewide average, while the overall accident rate per million vehicle miles of travel was slightly lower than the statewide average.

E.1 Target resources to reduce accident potential in the top 10% of accident locations within the corridor.
E.2 Improve lighting at key locations along the corridor and maintain delineation (e.g. fog lines, reflector buttons) to be highly visible.
E.3 Investigate the need for additional safety rest facilities and emergency telephones.
E.4 Install guard rails where needed to meet highway safety standards.
E.5 Install rural railroad track crossing protection where needed to meet safety standards.
E.6 Provide adequate turn lanes near congested railroad crossings to prevent highway backups.
E.7 Consider realignment or other improvements of intersections with limited sight distances.
E.8 Widen the shoulders at the base of Rainier Hill to provide adequate truck chain-up area.
E.9 Target additional law enforcement to entrances/exits of urban areas and to base of Rainier Hill (eastbound)
E.10 Expand speed limit enforcement, e.g. install mobile digital speed indicators at mid-point of Rainier Hill eastbound (southbound) and between Portland and Scappoose.
E.11 Review and modify if needed, the current hazardous materials response program. Identify potentially unsafe locations (e.g. access/egress points to industrial sites) and develop necessary improvements to accommodate customary freight transport needs.
E.12 Investigate additional safety improvements to Cornelius Pass Road.
E.13 Re-open weigh stations and install weigh-in motion detectors to address trucks using Longview-Rainier Bridge and U.S. 30 to avoid weigh stations on I-5 north of Vancouver.
E.14 Install weather condition monitoring devices at strategic locations in the corridor.

F. ENVIRONMENTAL AND ENERGY IMPACTS

Scenic Resources

The OTP requires the protection and enhancement of scenic resources in the corridor *"to support economic development and preserve quality of life."* Impacts to views to and from the highway corridor must be considered with any proposed improvements.

F.1 Improve directional signing for existing attractions, including Old Highway 30 and other historic resources.
F.2 Identify and construct additional roadside turnoffs at scenic viewpoints.
F.3 Utilize vegetation management measures to create and protect scenic vistas, e.g. scenic buffers for timber harvests, and to replace or mitigate for vegetation lost to transportation system projects.
F.4 Remove scenic intrusions such as billboards. Investigate alternatives to billboards, e.g. Oregon Tourism Alliance travel information program.
F.5 Pursue federal designation as a Scenic Byway (e.g. Highway 101 and Hwy. 26) and establish official Lewis & Clark Trail signage along the route.
F.6. Establish an Astoria-Megler Bridge viewpoint, with appropriate signing.

Natural Resources

The OTP states that: *"It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation of natural resources." The design, construction and operation of the transportation system should "positively affect both the natural and built environment ... where adverse effects can not be avoided, minimize or mitigate their affect on the environment."*

F.7 Avoid transportation system improvement impacts to the most sensitive natural areas, e.g. large wetlands near John Day County Park, Trojan Park and Prescott Beach County Park.
F.8 To achieve state and federal air quality standards, institute measures to reduce vehicle-miles-traveled (VMT) and congestion, particularly within the Portland airshed portion of the corridor.
F.9 Design roadway improvements and new facilities to minimize surface runoff pollutants.
F.10 Minimize impacts from the transportation system, particularly local roads connecting to Highway 30, on wildlife migration routes.

Energy Impacts

The OTP mandates minimizing transportation-related energy consumption through the use of fuel-efficient modes of travel, improving vehicle efficiencies, and through the design, construction, and operation of transportation facilities. Energy consumption would be

reduced by implementation of many of the proposed strategies in this document, particularly those related to alternative transportation modes.

G. SOCIAL AND LAND USE IMPACTS

The OTP establishes state policy: *"To develop a multimodal transportation system that provides access to the entire state, supports acknowledged comprehensive land use plans, is sensitive to regional differences, and supports livability in urban and rural areas."*

Protection of Community Resources

Protection of sensitive cultural (historic and archaeological) resources and effects on community livability must be considered with any proposed improvements to the transportation system.

G.1 Design transportation system improvements to preserve the livability of the communities within the corridor and to avoid, minimize or eliminate impacts to sensitive cultural resources and other community resources.
G.2 Preserve those sections of Old Highway 30 with historic values.
G.3 Consult with the Tribes and local governments concerning the presence of significant cultural resources/uses.

Foreseeable Development Actions Affecting the Functioning of the Corridor

City and county comprehensive plans and Metro's Region 2040 Plan have identified areas for future growth. Review of these plans indicates that there is significant vacant developable land within the corridor, particularly between Scappoose and Rainier.

G.4 Encourage transportation-efficient land use patterns that reduce vehicle miles traveled and promote a live/work balance, e.g. clustered development, mixed uses, maximum parking ratios, and circulation systems that reduce out-of-direction travel.
G.5 Plan for continued growth by constructing alternative local transportation routes.
G.6 Utilize access management to limit the impacts of new development on highway congestion.
G.7 Establish standards for building setbacks adjacent to state rights-of-way.
G.8 Take advantage of the multi-modal capabilities/capacities of the corridor to promote development that is not solely auto/truck dependent.
G.9 As identified in Metro's Region 2040 Growth Concept, work with Metro, Multnomah and Columbia Counties, and the City of Scappoose to identify appropriate "green corridor" planning and transportation strategies to preserve natural areas between the Metro boundary and Scappoose.

H. ECONOMIC IMPACTS

Economic Development

The OTP promotes: *"the expansion and diversity of Oregon's economy through the efficient and effective movement of goods, services, and passengers in a safe, energy-efficient and environmentally sound manner."* The U.S. 30 Multimodal Study evaluated the role that each transportation facility plays in the economic development of the corridor, and found that barge, rail, and highway transportation facilities were generally supportive of economic growth. However, the need for a deep draft navigation channel, and "underdeveloped" rail, highway, port, and air facilities were listed as potential constraints to growth. The study concluded that about $200 million in highway, rail, and port improvements would be needed to support economic growth in the corridor.

H.1 Grant high priority to projects that enhance development of existing industrial and commercial sites.
H.2 Enhance access to existing industrial sites, e.g. Tongue Point and Cottonwood Island.

Recreation Opportunities

One of the primary uses of the Highway 30 corridor is recreation travel. The importance of recreation, particularly tourism, to economic development in the corridor is illustrated in the designation of tourism as the Regional Economic Strategy for Northwest Oregon.

H.3. Create a gateway to Oregon, including a visitor center, at the Highway 101/202 intersection, the ODOT District 1 office near the Astoria-Megler Bridge entrance, or the existing Astoria Chamber of Commerce visitor center.
H.4 Promote a stronger I-5/Highway 30 connection to encourage additional tourism.
H.5 Improve access to recreational sites, including river access and expand the recreational services offered, e.g. windsurfing rentals at Jones Beach and additional public boat ramps and parking.
H.6 Improve recreation/tourist-oriented directional signing.
H.7 Investigate sites for visitor information centers, e.g. Longview Bridge, Trojan.
H.8 With railbanking of the Astoria segment of the BN line, develop a riverfront promenade, trolley or other tourist facilities.
H.9 With development of the Astoria bypass, encourage tourist access to downtown Astoria.
H.10 Promote river excursions between Portland and Astoria and Astoria as a cruise ship port-of-call.
H.11 Expand the Columbia River Heritage Canoe Trail from Portland to Astoria (currently extends from Clatskanie to the John Day Channel near Fern Hill).
H.12 Develop additional educational opportunities for interpretation and field studies connected to the Lewis & Clark Expedition down the Lower Columbia River.

I. MISCELLANEOUS

I.1 Maintain a corridor-wide advisory group to assist ODOT in prioritizing transportation projects, review Transportation System Plans for conformance with the Corridor Strategy, and assist in preparing and updating the Corridor Plan, as needed.

chap7714

TABLE 1

HIGHWAY ACCESS MANAGEMENT CATEGORIES

Category 1:

These highway segments provide for efficient and safe high speed and high volume traffic movements, on interstate, interregional, intercity, and some intracity routes in the largest urbanized areas. The segments do not provide direct land access. Access control and other methods will be used on nearby cross streets in the area of interchanges to protect the operation of those interchanges. This category will apply to all interstate highways and other highways that function like freeways.

Category 2:

These highway segments provide for efficient and safe high speed and high volume traffic movements, on interstate, interregional, intercity and longer distance intracity routes. They should not provide direct land access. This category is distinguished by highly controlled connections, and medians. Traffic signals should be avoided and where they must be installed, their effect on mainline traffic flow should be minimized. Grade separations should be considered for high volume cross streets or other cases where signals are not appropriate. Some category 2 facilities may be developed into category 1 facilities over time. This category includes many of the statewide facilities.

Category 3:

These highway segments provide for efficient and safe medium to high speed and medium to high volume traffic movements, on interregional, intercity and longer distance intracity routes. The segments are appropriate for areas which have some dependence on the highway to serve land access and where financial and social costs of attaining full access control would substantially exceed benefits. This category includes some of the statewide facilities.

Category 4:

These highway segments provide for efficient and safe medium to high speed and medium to high volume traffic movements, on higher function interregional and intercity highway segments. They also may carry significant volumes of longer distance intracity trips. They are appropriate for routes passing through areas which have moderate dependence on the highway to serve land access and where the financial and social costs of attaining full access control would substantially exceed benefits. This category includes a small part of the statewide facilities and most regional facilities.

Category 5:

These highway segments provide for efficient and safe medium speed and medium to high-volume traffic movements, on intercity, intracity and intercommunity routes. There is a reasonable balance between direct access and mobility needs within this category.

Category 6:

These highway segments provide for efficient and safe slower to medium speed and low to high-volume traffic movements, on intracity and intercommunity routes. This category will be assigned only where there is little value in providing for high speed travel. Providing for reasonable and safe access to abutting property is a major purpose of this access category.

ACCESS MANAGEMENT CLASSIFICATION SYSTEM

Category	Access Treatment	LOI (1)	Urban/ Rural	Intersection				Signal Spacing (4)	Median Control
				Public Road		Private Drive (3)			
				Type (2)	Spacing	Type	Spacing		
1	Full Control (Freeway)	Interstate/ Statewide	U	Interchange	2-3 Mi.	None	NA	None	Full
			R	Interchange	3-8 Mi.	None	NA	None	Full
2	Full Control (Expressway)	Statewide	U	At grade/Intch	1/2-2 Mi.	None	NA	1/2-2 Mi.	Full
			R	At grade/Intch	1-5 Mi.	None	NA	None (5)	Full
3	Limited Control (Expressway)	Statewide	U	At grade/Intch	1/2-1 Mi.	Rt. Turns	800'	1/2-1 Mi.	Partial
			R	At grade/Intch	1-3 Mi.	Rt. Turns	1200'	None (5)	Partial (6)
4	Limited Control	Statewide/ Regional	U	At grade/Intch	1/4 Mi.	Lt./Rt. Turns	500'	1/2 Mi.	Partial/None (7)
			R	At grade/Intch	1 Mi.	Lt./Rt. Turns	1200'	None (5)	Partial/None (7)
5	Partial Control	Regional/ District	U	At grade	1/4 Mi.	Lt./Rt. Turns	300'	1/4 Mi.	None
			R	At grade	1/2 Mi.	Lt./Rt. Turns	500'	1/2 Mi.	None
6	Partial Control	District	U	At grade	500'	Lt./Rt. Turns	150'	1/4 Mi.	None
			R	At grade	1/4 Mi.	Lt./Rt. Turns	300'	1/2 Mi.	None

Notes:

1) The Level of Importance (LOI) to which the Access Category will generally correspond. In cases where the access category is higher than the Level of Importance calls for, existing levels of access control will not be reduced.

2) The basic intersection design options are as listed. Special treatments may be considered in other than category 1. These include partial interchanges, jughandles, etc. The decision on design should be based on function of the highway, traffic engineering, cost-effectiveness and need to protect the highway. Interchanges must conform to the interchange policy.

3) Generally, no signals will be allowed at private access points on statewide and regional highways. If warrants are met, alternatives to signals should be investigated, including median closing. Spacing between private access points is to be determined by acceleration needs to achieve 70 percent of facility operating speed. Allowed moves and spacing requirments may be more restrictive than those shown to optimize capacity and safety.

4) Generally, signals should be spaced to minimize delay and disruptions to through traffic. Signals may be spaced at intervals closer than those shown to optimize capacity and safety.

5) In some instances, signals may need to be installed. Prior to deciding on a signal, other alternatives should be examined. The design should minimize the effect of the signal on through traffic by establishing spacing to optimize progression. Long-range plans for the facility should be directed at ways to eliminate the need for the signal in the future.

6) Partial median control will allow some well-defined and channelized breaks in the physical median barrier. These can be allowed between intersections if no deterioration of highway operation will result.

7) Use of physical median barrier can be interspersed with segments of continuous left-turn lane or, if demand is light, no median at all.

ODOT Interim Access Management Catagories

Lower Columbia River Highway - US 30 (092)

5/24/95

MILEPOINT	Description	Urban/ Rural	Interim Access Management Category	Lanes	3-Color Traffic Signal	1992 ADT (All Vehicles)	Notes:
0.95	BEGIN CORRIDOR	U	2	2			
1.45		U	2	4			
1.48		U	2	3			
1.83	NW York St	U	2	4			
1.96		U	2	3			
1.97		U	2	5			
1.99	NW 23rd	U	2	4			
2.05	NW Suffolk St	U	2	4			
2.09	NW Brewer St	U	2	4			
0.00	Interchange	U	2	4			
0.87 (southbound)		U	2	2			
1.36 (southbound)		U	2	4			
1.54 (southbound)		U	2	2			
1.79 (southbound)		U	2	3			
1.93 (southbound)		U	2	2			
1.96 (southbound)	NW Nicolai St.	U	2	2	X	33,000	
2.25	street to Front Ave	U	2	4	X		
.42		U	2	4		28,000	
2.67	NW 29th Ave	U	2	4	X	31,000	
2.73	NW 30th	U	3	4			
3.12	NW 35th Ave	U	3	4	X	30,000	
3.92	NW Kittridge Ave	U	3	4	X	24,000	
4.70	NW 55th	U	4	4			
6.00		U	3	4			
6.23	road	U	3	4	X		
6.41	NW Bridge Ave	U	3	4	X		
7.32	NW Bridge Ave	U	3	4	X		
8.15	NW 105th Ave	U	4	4	X		
8.30	NW 107th Ave	U	4	4	X		
8.81	road	U	3	4			
9.66	Portland city limits	U	3	4		17,000	
9.98	Portland UBG	R	3	4			
10.83	road to Sauvies Is Br	R	3	4	X		
12.45	3rd St	R	4	4			
13.22	Cornelius Pass Rd	R	4	4	X		
13.50	west of Cornelius Pass Road	R	3	4			

ODOT Interim Access Management Catagories
Lower Columbia River Highway - US 30 (092)
5/24/95

MILEPOINT	Description	Urban/ Rural	Interim Access Management Category	Lanes	3-Color Traffic Signal	1992 ADT (All Vehicles)	Notes:
18.37	Columbia County line	R	3	4		16,000	
19.35	Scappoose city limits and UGB	U	3	4		17,000	
20.31		U	4	4			
20.35	Walnut St	U	4	4	X		
20.53	SW EM Watts Rd	U	4	4	X	20,000	
20.67	Maple St	U	4	4	X		
20.90	Columbia Ave	U	4	4	X	20,000	
21.05	NW Laurel St	U	3	4			
21.25		U	3	4		23,000	
21.30	Scappoose city limits (road)	U	3	4	X	15,000	
21.87	Scappoose UGB	R	3	4			
25.85		R	3	3			
25.92	St. Helens UGB (Bay Hill Lane)	U	3	3			
25.99		U	3	2			
.95	Millard Rd	U	3	2		14,000	
27.59	St. Helens city limits (Division Rd)	U	4	2		15,000	
27.69	Gable Rd	U	4	2	X	15,000	
27.70		U	4	2		15,000	
27.78	road	U	4	3	X		
27.88	Sykes Rd	U	4	2			
27.92		U	4	4			
28.56	Columbia Blvd	U	4	4	X	17,000	
28.66	St Helens St	U	4	4	X		
28.79	Howard St	U	4	2			
29.10	St. Helens city limits	U	3	2		11,000	
29.41	Liberty Hill Rd	U	3	2		11,000	
29.62	St Helens UGB	R	3	2			
29.85		R	3	4			
30.46	Columbia City - city limits and UGB	U	3	4		12,000	
30.65		U	3	2			
31.03	"E" St	U	3	2		9,500	
31.99	Columbia City - city limits and UGB	R	3	2		8,600	

ODOT Interim Access Management Catagories
Lower Columbia River Highway - US 30 (092)
5/24/95

MILEPOINT	Description	Urban/ Rural	Interim Access Management Category	Lanes	3-Color Traffic Signal	1992 ADT (All Vehicles)	Notes:
39.91	Jaquish Rd	R	3	2		6,000	
40.80	Neer Rd	R	3	2		6,800	
42.21	Trojan plant	R	3	3			
42.80		R	3	2			
43.12	Graham Rd	R	3	2		6,800	
45.88	Rainier city limits and UGB	U	3	2		8,200	
46.70		U	4	2			
46.91	2nd St East	U	4	2		8,500	
46.97	1st St	U	4	2	X	9,300	
47.20	4th St	U	3	2			
47.27	5th St	U	3	2		10,000	
47.34	6th St	U	3	4			
48.13	Mill St	U	3	4		11,000	
48.38	Rockcrest St	U	3	4	X	13,000	
48.51		U	3	2			
9.75	Rainier city limits	U	3	2			
0.16		U	3	3			
APPROX 50.26	Rainier UGB	R	3	3			
50.30	Wonderly Rd	R	3	3		9,700	
50.88		R	3	2			
55.56		R	3	3			
60.62	Clatskanie city limits and UGB	U	3	3		8,500	
60.82	Swedetown St	U	3	3			
60.83		U	3	2			
61.21	Clatskanie River	U	4	2			
61.22		U	4	4			
61.47	Nehalem St	U	4	4	X	9,700	
61.70	OR Hwy 47	U	3	2		9,700	
62.24	Clatskanie city limits	U	3	2		6,500	
63.00	Clatskanie UGB	R	3	2			
65.99	Marshland District Rd	R	3	2		7,100	
69.95	Clatsop County Line END ODOT REGION 1	R	3	2		6,600	
	(Region 2 has not developed Interim Access Management Categories -- For Discussion Only)						
72.86		R	3	3			
74.90	Clatsop Crest Summit	R	3	4			

ODOT Interim Access Management Catagories
Lower Columbia River Highway - US 30 (092)
5/24/95

MILEPOINT	Description	Urban/ Rural	Interim Access Management Category	Lanes	3-Color Traffic Signal	1992 ADT (All Vehicles)	Notes:
75.01		R	3	3			
76.71		R	3	2			
79.26		R	3	2			
79.76		R	3	3			
80.35		R	3	4			
81.00		R	3	3			
81.48	Valley Creek Rd	R	3	2			
83.67		R	3	3			
85.11		R	3	2			
85.76	Svensen Market Rd	R	3	2		5,800	
92.67	John Day River Rd	R	3	2		5,600	
92.67	Begin Proposed Astoria Bypass	U	2	4			
OR 202 Interchange	Proposed Astoria Bypass	U	3	4			
Hwy 101 rchange	Smith Point End Proposed Astoria Bypass	U	3	4			
95.12	Astoria city limits and UGB	U	3	2		9,200	
97.00	33rd St	U	3	2		13,00	
97.20	30th St	U	3	2	X		
97.41	27th St	U	3	2	X	14,000	
97.96	16th St	U	3	1		14,000	
97.96	(highway splits)	U	4	1			
98.05	15th St (US 30:Marine Dr)	U	4	2			
98.10 (eastbound)	14th St (US 30: Commercial St)	U	4	2		13,000	
98.39 (eastbound)	8th St (US 30: Commercial St)	U	4	2		13,000	
98.13	14th St (US 30: Marine Dr)	U	3	2	X	12,000	
98.27	11th St (US 30: Marine Dr)	U	3	2	X		
98.36	9th St (US 30: Marine Dr)	U	3	2	X		
98.41	8th St (US 30: Marine Dr)	U	3	4		12,000	
99.05	W Bond St (US 30: Marine Dr)	U	3	4	X		
99.29	Basin St (us 30: Marine Dr)	U	3	4	X	17,000	
99.34	END CORRIDOR	U	3	4			

Percentage of Corridor with:

4 Lanes: 59%

3 Lanes: 11%

2 Lanes: 30%

30ACCESS.XLS

Transportation Planning Committee Report

Resolution No. 95-2195, For the Purpose of Endorsing the Oregon Department of Transportation U.S. 30 Interim Corridor Strategy

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Date: September 21, 1995 Presented by: Councilor Kvistad

COMMITTEE RECOMMENDATION: At its September 19, 1995 meeting, the Committee voted 2/0 to recommend Council adoption of Resolution No. 95-2195. Councilors Kvistad and Monroe voted aye. Councilor Washington was absent.

COMMITTEE DISCUSSION/ISSUES: The resolution endorses ODOT U.S. 30 (Portland to Astoria) Corridor Strategy. The corridor is one of five corridors. Updates to the Regional Transportation Plan (RTP) inside the Urban Growth Boundary (UGB) inconsistent with the strategy will be forwarded to ODOT as proposed amendments.

Councilor Kvistad noted his concerns about safety on the corridor. Fred Everly, ODOT staff, stated U.S. 30 would be five lanes out to the North end of Columbia County, narrowing to two lanes with frequent passing lanes to Astoria. He said in areas of higher traffic there would be four lanes.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2195 FOR THE PURPOSE OF ENDORSING THE OREGON DEPARTMENT OF TRANSPORTATION U.S. 30 INTERIM CORRIDOR STRATEGY

Date: August 16, 1995 Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution endorses the Oregon Department of Transportation (ODOT) U.S. 30 (Portland to Astoria) Corridor Strategy. With the endorsement, the Metro Council and JPACT recognize the strategy as the guiding document for developing corridor system recommendations for Highway 30 as part of the Regional Transportation Plan (RTP) Update, Phase II. As the RTP Update will act as the first refinement to the corridor strategy, any RTP actions inconsistent with the strategy will be forwarded to ODOT as proposed amendments.

FACTUAL BACKGROUND AND ANALYSIS

Corridor Strategy

The corridor strategy recommendations are identified in Chapter 7 of a broader corridor document. The other chapters contain background information, analyses of existing and forecast conditions and a list of major issues. Chapter 7 is identified as Exhibit A to the resolution and is the component of the overall corridor study for which ODOT is seeking endorsement.

As noted on Page 7-1, the corridor strategy proposes a long-term (20-year) program for the operation, preservation, and enhancement of transportation facilities within the Portland-Astoria (U.S. Highway 30) Corridor. As a first step in the corridor planning process, the purpose of the Corridor Strategy is to establish realistic performance objectives for transportation in the corridor and to make major transportation tradeoff decisions. Objectives were developed for all modes of transportation in the corridor based upon issues identified by local and regional governments in the corridor, interest groups, and the general public. Objectives address the corridor as a whole as well as major segments of the corridor, but do not address specific sites or transportation improvements. Site-specific decisions will be made during preparation of transportation system plans (TSPs). The corridor strategy is intended to be interim as it may be further refined during TSP development.

Process

The key steps in the planning process are described on Page 7-2. Metro area agencies and jurisdictions participating in the corridor study as part of the technical and policy committees included ODOT Region 1 (project staff), Metro, Multnomah County, the City of Portland, Tri-Met, and the Port of Portland. The

corridor study was presented at Metro's January 1995 Transportation Fair and at five other meetings held within the corridor in February 1995. The meetings were used to identify needs and issues within the corridor and supplemented those presented by ODOT staff and the technical and policy committees. The policy committee (steering group) met in May 1995 to provide comments on the final review draft. Those comments have been incorporated into Chapter 7 (Exhibit A).

Key Findings

Recommendations for improvements to the corridor within the Metro area are oriented primarily to transportation system management (TSM) activities. Essentially, the strategy recognizes that there is adequate roadway capacity in the corridor between Portland and Columbia City. The primary focus in this segment will be to enhance operations, maintain the roadway, promote alternative modes and address safety needs. The strategy recognizes the existing shoulder as generally adequate for bicycle transportation. This may be one area we want to examine as part of the bicycle element of the RTP.

The report also recognizes that a slight shift in freight movement from truck to rail/ship can be anticipated in the corridor. Furthermore, most through truck traffic from Portland to Astoria travels via I-5, the Longview Bridge, and U.S. 30 west of Rainier. Therefore, the study found no great need to provide freight-related roadway improvements north of the Metro area UGB on U.S. 30. Again, TSM actions should be examined first and other system improvements south of the UGB, particularly around the St. Johns Bridge, may be identified in future system plans.

Similarly, the corridor strategy promotes deepening the Columbia River channel and potentially constructing a new crossing in the Longview/Rainier area. The latter strategy would encourage even more through truck traffic to use I-5 as an alternative to U.S. 30. This would imply that the region needs to study the implications of this movement on the segments of I-5 within the urban area.

Other highlights of the plan include separation of through and local traffic in the smaller communities; enhancing pedestrian and bicycle access and highway crossings to improve alternative mode travel; and establishing appropriate "green corridor" strategies consistent with the Region 2040 Concept to preserve the natural area between Portland and Scappoose.

In sum, the strategy identifies the basic function of the corridor, identifies issues and needs, provides a wealth of background and technical information, and identifies a useful list of general strategies for consideration in the development of TSPs within the corridor.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2195.