



Corridor Refinement Plans

Implementing the regional transportation plan

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What is the Regional Transportation Plan?

Metro's 2000 Regional Transportation Plan is a blueprint to guide new transportation investments in the Portland metropolitan region during the next 20 years. The plan begins to implement Metro's 2040 Growth Concept to protect the livability of this region in the face of an expected 50 percent increase in population and a 70 percent increase in jobs by 2020. The goal of the plan is to expand choices for travel in the region. To this end, the plan sets policies for traveling by cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water.



METRO
Regional Services
Creating livable communities

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.

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A new Willamette Crossing study will include a long-term management plan for the St. Johns Bridge and the need for an additional crossing to address strong travel demand projected for North and Northeast Portland.

Refinement plans in the RTP

A number of refinement studies of major travel corridors must be completed before specific transportation solutions can be adopted in the Regional Transportation Plan. However, the need for improvements in these corridors has been determined in the RTP and "placeholder" solutions have been included in the plan.

Refinement plans are detailed studies of possible transportation solutions in response to needs identified in the RTP. The evaluation may also include land-use alternatives to fully explore transportation options in these corridors. Refinement plans involve a combination of transportation and land-use analysis involving many

Banfield (I-84) is a congested eastside route during peak periods, but it cannot be widened because of the impacts to surrounding communities and the environment.

The RTP calls for a refinement plan to consider additional transit service and other improvements to serve the travel needs of the corridor.



jurisdictions and facilities operated by several transportation agencies. Metro or the Oregon Department of Transportation will initiate and lead most refinement planning in coordination with other affected agencies.

Following completion of a corridor refinement plan, the project development stage of a particular improvement will determine engineering and design details, a project location or alignment, if necessary, and environmental impacts.

Corridors for refinement planning

The following corridors require refinement planning before specific improvements can be incorporated into the RTP. More detail on each corridor can be found in Section 6.7 of the plan.

Banfield Corridor (Interstate 84)

Improvements are needed for an acceptable level of access to the central city from Eastside Portland and East Multnomah County. Widening this corridor is not feasible because of physical, environmental and social impacts, so the refinement plans will focus on traffic

management techniques to mitigate excess traffic on adjacent corridors due to congestion along I-84 and improved light rail service to keep pace with travel demands.

Interstate 5 North (I-84 to Clark County)

This heavily traveled route is the main connection between Portland and Vancouver. In addition to planned highway refinements, light rail is planned along Interstate Avenue to the Expo Center and may eventually extend to Vancouver. High-occupancy lanes and peak period pricing will be considered as will transit alternatives from Vancouver to Portland.

North Willamette Crossing

A strong demand for travel is projected between Northeast Portland Highway and the Rivergate industrial area and Highway 30 on the opposite side of the Willamette River. This demand is currently being served by the St. Johns Bridge, which is limited in function. A long-term management plan for the bridge and need for an additional crossing will be included in the study, as well as a streamlined Northeast Portland Highway between Lombard and Columbia Boulevard in the vicinity of Martin Luther King Jr. Boulevard.

Northeast Portland Highway (US 30 Bypass)

Northeast Portland Highway plays an important role in freight mobility as it links the Rivergate marine terminals

and Portland International Airport to industry across the region. This route includes Killingsworth and Lombard streets from I-205 to Martin Luther King Jr. Boulevard, and Columbia Boulevard from MLK Jr. Boulevard to North Burgaard. A long-term strategy is needed to serve freight movement in this corridor, including aggressive access management along Northeast Portland Highway.

Interstate-84 to US 26 Connector

There is a long-term need to develop a highway link between I-84 and Highway 26 in the Gresham area. A series of interim improvements to Hogan Road will meet projected demand through 2020. The RTP calls for improvements that will better connect Hogan Road to both I-84 on the north and Highway 26 to the south.

McLoughlin-Highway 224

Long-term improvements are needed to preserve access to Portland central city from the Clackamas County area, especially Clackamas regional center and Milwaukie town center. Transit improvements are critical to keep pace with growth in this part of the region. Recommendations for this corridor assume a short-term rapid bus or equivalent transit service, with light rail service possible in the long-term.

Interstate 205

Improvements are needed throughout this corridor to

address existing deficiencies and expected growth in travel in Clark, Multnomah and Clackamas counties. Long-term access must be maintained to Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area, as well as to the Portland International Airport.

Powell Boulevard/ Foster Road

Heavy demands are placed on connecting routes that link growing outer Southeast neighborhoods with employment in Portland and Multnomah County. The outer Foster/Powell corridor is particularly limited by slopes and the Johnson Creek floodplain. Existing development and the capacity of the Ross Island Bridge are other limiting factors. A corridor study is needed to explore the potential for high-capacity transit in order to relieve traffic growth in this corridor.

Sunrise Corridor (Highway 212/224)

Sunrise Corridor improvements from I-205 to Highway

26 are needed during the 20-year RTP plan period. Improvements should be implemented with design and phasing to reinforce development of the Damascus town center and protect rural reserves from urban traffic impacts. A draft environmental impact statement has been prepared for this corridor.

Sunset Highway (US 26)

Improvements are needed in this corridor to preserve access to and from Portland and the employment area within the corridor, and provide access to Hillsboro regional center. This includes phased capacity improvements from the Sylvan interchange to 185th Avenue, expanding to a total of three lanes in each direction.

Highway 217

Travel demand is expected to grow along this heavily traveled route. Improvements are needed to maintain acceptable access to Beaverton and Washington Square regional centers. Some options to be considered include additional new lanes, express lanes, high-occupancy vehicle lanes and peak period



The Highway 217 corridor needs refinement planning to maintain access to Beaverton and Washington Square regional centers.

pricing on new lanes. Improvement of parallel routes and light rail service will be considered, as well as coordination with planned commuter rail from Wilsonville to Beaverton.

Tualatin Valley Highway

A number of improvements are needed in this corridor to address current deficiencies and serve increased travel demand. The refinement plan will consider options ranging from a congestion management strategy to access management between Cedar Hills Boulevard and Brookwood Avenue, new travel lanes and expanded transit service.

Interstate 5 South (Highway 217 to UGB)

This is the major southern access to and from Portland central city. The route serves as an important freight corridor and provides access to Washington County via Highway 217. I-5 serves as a critical gateway for regional travel and commerce. A combination of roadway and transit improvements will be considered for the corridor.

I-5 to 99W Connector

An improved connection between Highway 99W and I-5 is needed in the Tualatin area to accommodate regional traffic and move it away from the Tualatin, Sherwood and Tigard town centers. This connection will have significant



The McLoughlin Boulevard-Highway 224 corridor needs long-term transit improvements to keep pace with growth.

effects on urban form in this rapidly growing area. In addition to the north alignment considered in the Western Bypass Study, a southern alignment located along the southern edge of Tualatin and Sherwood will be examined.

Macadam/Highway 43

Despite heavy travel demand, physical and environmental constraints prevent major roadway expansion along this route. Instead, a long-term strategy for high-capacity transit will consider bus service or rail from Lake Oswego to Portland in the Macadam Corridor.

Highway 213

Improvements to this highway link between I-205 and the Willamette Valley should be built in phases to provide for continued development of the Oregon City regional center and freight mobility demands.

How can I get more information?

Call the transportation hotline, (503) 797-1900 option 2. You can leave a message requesting a copy of the Regional Transportation Plan or other fact sheets about the plan. Ask for a list of all RTP fact sheets. If you are hearing impaired, call TDD (503) 797-1804.

Visit our web site at www.metro-region.org

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