



CITY of PORTLAND

OFFICE of TRANSPORTATION

December 1, 1997

MEMORANDUM

TO Portland City Council
FROM Gabe Onyeador, *GHO* Transportation Planning

SUBJECT: Resolution Supporting US 30 and US 26 Corridor Plans

On December 10th, the Portland Office of Transportation and Bureau of Planning will be asking Council for approval of the attached Resolution supporting the implementation of the US 30 (Portland-Astoria) and US 26 (Portland - Cannon Beach Junction) Corridor Plans

The Corridor Plans propose a comprehensive strategy and objectives for the operation, preservation and enhancement of the transportation modes and facilities in the US 26 and US 30 Corridors

Background

In 1991 and 1992, the Oregon Department of Transportation (ODOT) completed the Oregon Highway (OHP) and Oregon Transportation Plan (OTP) which set the policies and broad improvement strategies for the statewide transportation network. The Corridor Plan is built upon previous planning efforts, including the 1990 US 30 Access Oregon Highway Study (AOH), the 1991 US 30 Multi-Modal Study, 6-Year State Transportation Improvement Program (STIP) and Intermodal Transportation Efficiency Act (ISTEA)

The Corridor Plans provide the basis for prioritizing transportation improvements within the corridors and provide guidance for updating the State Transportation Improvement Program (STIP). Additionally, the Corridor Plans provide the basis for distributing the State's limited transportation resources necessary to build and maintain a statewide transportation system that meets the growing demand for the next 20 years.

As a first step in the planning process, objectives were developed for all modes of transportation based upon issues identified by local and regional governments in the corridor, interest groups and the general public. The objectives address broad corridor issues and site-specific issues will be addressed through the Local Transportation Systems Plan.

Study Coordination

These two Corridor Plans were developed collaboratively with representatives of the cities and counties within the corridors, regional, federal and state agencies with jurisdiction in the corridors. Additionally, the study was presented at Metro's January 1995 Transportation Fair and at five other public meetings held within the corridor in February 1995. Issues and needs identified through the meetings were supplemented by those generated by the Technical and Policy Advisory Committees.

December 1, 1997

Page 2

Subject. Resplution Supporting US 30 and US 26 Corridor Plans

35661 -

Study Findings

The recommended corridor improvements within the Metro area are primarily aimed towards Transportation System Management (TSM) action. The TSM will focus on operations enhancement, roadway maintenance, promote use of alternative modes and address safety issues.

For US 26, the multi-modal Corridor Plan will define programs and priorities for management, maintenance and improvement of U S 26, the Westside Light Rail/other transit, Portland-Hillsboro Airport, Port of Tillamook Bay railroad and other elements of the transportation network within the corridor.

ODOT statistics indicate that about 20 percent of the U S 26 Corridor is currently highly congested and without improvements the forecast for 2016 is that about 50 percent of the corridor will be highly congested.

Regarding US 30, the study found no great need for freight-related roadway improvement north of Portland, because a slight shift in freight movement from truck to rail/ship is anticipated plus the fact that most truck traffic uses I-5. In addition to TSM actions, the study recommends deepening the Columbia River Channel and potentially constructing a new crossing in the Longview/Rainier area.

Other elements of the study called for better management of through and local traffic in the smaller communities including the Linnton Neighborhood, enhancing pedestrian and bicycle access and highway crossings to encourage use of alternative modes, and establishing appropriate "green corridor" strategies consistent with the Region 2040 concept to preserve the natural area between Portland and Scapoose.

The Portland Office of Transportation recommends approval of the resolution because the corridor strategies identify basic functions, issues, needs and a useful list of transportation projects to be evaluated for STIP funding. Additionally, the Linnton Neighborhood Bicycle, Pedestrian and Vehicular Circulation Study currently underway is a by-product of the Corridor Plans.

GOdb

RESOLUTION

35661

Endorse the Oregon Department of Transportation US 30 (Portland-Astoria) and US 26 (Portland-Cannon Beach Junction) Corridor Plans (Resolution)

WHEREAS, the Corridor Plans propose a comprehensive strategy and objectives for the operation, preservation and enhancement of the transportation modes and facilities within the corridors, and

WHEREAS, in addition to the strategies and policies found in the Oregon Highway Plan and the Oregon Transportation Plan, the Corridor Plans will incorporate the corridor-specific strategies and recommendations found in the 1990 U S 30 Access Oregon Highway Study (AOH), the 1991 U S 30 Multi-modal Study, 6-Year State Transportation Improvement Program (STIP) and obligations established by the Intermodal Transportation Efficiency Act (ISTEA), and

WHEREAS, the interim corridor strategies and objectives will guide development of local and regional transportation system plans for the corridors and refinement plans for specific areas and issues within the corridors, and the development of final corridor plans and strategies for the corridors, and

WHEREAS, the Corridor Plans are being developed collaboratively with representatives of the cities and counties within the corridors, regional, federal and state agencies with jurisdiction in the corridors and in consultation with key stakeholders and the public in the corridors, and

WHEREAS, U S 30 and U S 26 are important parts of the state's transportation system and are identified as highways of statewide importance providing a critical link between Astoria and Portland, including Linnton Neighborhood and the Portland metropolitan area to the Oregon coast respectively, and

WHEREAS, the Bureau of Planning, Office of Transportation and Linnton Neighborhood will assist ODOT in the Linnton Subarea study designs as part of the US 30 Corridor implementation plan, and

WHEREAS, the U S 26 multi-modal Corridor Plan will define programs and priorities for management, maintenance and improvement of U S 26, the Westside Light Rail/other transit, Portland-Hillsboro Airport, Port of Tillamook Bay railroad and other elements of the transportation network within the corridor,

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Portland hereby endorses these Interim Corridor Strategies for US 30 and US 26, and be it further

RESOLVED that the ODOT's U S 30 Corridor Plan include planning for bicycle, pedestrian, transit and vehicular circulation for the Linnton Village Square and Willbridge subareas of Linnton

Adopted by the Council,
Commissioner Charlie Hales
Gabe Onyeador db
December 3, 1997

DEC 10 1997

Barbara Clark
Auditor of the City of Portland
by

Deputy

Britt Olson

1868

Agenda No

RESOLUTION NO.

35661

Title

Endorse the Oregon Department of Transportation US 30 (Portland-Astoria and US 26 (Portland-Canon Beach Junction) Corridor Plan (Resolution)

INTRODUCED BY Commissioner Charlie Hales	Filed DEC 05 1997
	Barbara Clark Auditor of the City of Portland
NOTED BY COMMISSIONER	By <u>Gay Kershner</u> Deputy
Affairs	
Finance and Administration	
Safety <u>Charlie Hales</u>	
Utilities	
Works	For Meeting of
BUREAU APPROVAL	
Bureau Office of Transportation	Action Taken
Prepared By Date Gabe Onyeador Dec 1, 1997	___ Amended
Budget Impact Review	___ Continued to
___ Completed ___ <u>X</u> Not Required	
Bureau Head Vic Rhodes <u>W</u>	

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS		
				YEAS	NAYS
Consent	<u>X</u> Regular	Francesconi	Francesconi		
NOTED BY		Hales	Hales		
City Attorney		Kafoury	Kafoury		
City Auditor		Sten	Sten		
City Engineer		Katz	Katz		