



The following table summarizes the decisions of the I-5 Task Force regarding Option Packages for the I-5 Corridor. Those packages designated as “study further” will be evaluated over the summer and results will be available in the fall of 2001. Those packages designated as “do not study” will be dropped from further consideration by the I-5 Task Force.

<u>Package</u>	<u>Task Force Decision</u>
1. <i>Baseline (no new Columbia River Crossing)</i>	<i>Study further</i>
2. <i>Express Bus on New Bridge, Without Additional Freeway Corridor Capacity</i>	<i>Study further</i>
3. <i>Light Rail Transit on New Bridge Without Additional Freeway Corridor Capacity</i>	<i>Study further</i>
4. <i>Commuter Rail Without Additional Freeway Corridor Capacity</i>	<i>No Decision by Task Force yet. Recommendation is to defer further study until results from Rail Capacity Analysis are available (Fall 2001)</i>
5. <i>Planned Regional Bus With Additional Freeway Capacity</i>	<i>Do not study – refine as an option in Package 6</i>
6. <i>Express Bus to Downtown Portland With Corridor-Wide Freeway Capacity Increase (includes new Columbia River crossing)</i>	<i>Study further</i>
7. <i>Light Rail Transit With Corridor-Wide Freeway Capacity increase (includes new Columbia River Crossing)</i>	<i>Study further</i>
8. <i>New Arterial Road: Mill Plain to US 30, with Columbia River Crossing</i>	<i>Study further</i>
9. <i>New Freeway Corridor</i>	<i>Do not study</i>

- Provides multi-modal alternatives:
 - Range of freeway investments
 - Range of transit options
- Incorporates transportation demand management
- Supports land use and growth management
- Reflects public and technical input
- Allows future mixing and matching of elements (picking the best parts)

Option Package No. 1: Baseline (No New Columbia River Crossing)

Decision: Study Further

Overview:

This option includes only the existing transportation system plus improvements included in the adopted transportation plans for Clark County and the Portland metropolitan area.

Package Elements:

Transit Improvements:

- Light rail transit (LRT) from Rose Quarter to Expo Center
- Express bus service from Clark County park-and-ride lots to the Portland International Raceway LRT station.
- Express bus will use existing lanes across the Columbia River.
- Planned growth in transit service based on adopted regional transportation plans. Includes more transit service in the corridor.

I-5 Improvements:

- Provide a third lane in each direction in Vancouver from 134th to Main St. In the morning rush hour, the southbound lane will be for high occupancy vehicles (HOV).
- System management, including ramp metering, freeway reader boards, and other measures to maintain traffic flow
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Arterial Road Improvements:

All Option Packages have a common set of arterial road improvements based on adopted regional transportation plans.

- Arterial improvements in all packages include:
 - Widen Marine Drive to 5 lanes from Terminal 6 to Portland Road
 - New 4 lane bridge to Hayden Island from Marine Drive
 - Improve Columbia/Killingsworth intersection and connection to I-205
 - North Lombard overcrossing into Rivergate

Transportation Demand Management:

All Option Packages have a common set of demand management measures based on adopted regional transportation plans.

- Demand management measures in all packages include:
 - Increase funding for carpool and vanpool programs
 - Increase funding for employer outreach encouraging flex hours and telecommuting
 - Expand employer sponsored transit passes to reduce transit fares for commuters
 - Increase mixed use development to reduce vehicle trips
 - Increase parking pricing and parking management

Option Package No. 2: Express Bus on New Bridge, without Corridor-Wide Freeway Capacity Increase

Decision: Study Further

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service to the light rail station at Expo Center.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus in high occupancy vehicle lane from 134th to light rail station at Expo Center
- Options for possible extensions of express bus include, express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

I-5 Improvements:

- New Columbia River bridge to support express bus. Bridge could also support HOV, freight or local traffic between Vancouver and Portland.
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 3: Light Rail Transit on New Bridge Without Corridor-Wide Freeway Capacity

Decision: Study Further

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County without a corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Phased extension of light rail transit into Clark County including:
 - Extending Interstate MAX to downtown Vancouver area
 - Extending Airport MAX along I-205 from the Parkrose station to the Vancouver Mall area, and
 - An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.
- Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.
- Establish feeder bus service to light rail stations

I-5 Improvements:

- This option package will be studied with two variations: 1) as a Light Rail only bridge, and 2) as a joint-use bridge for LRT and vehicle traffic.
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 4: Commuter Rail Without Corridor-Wide Freeway Capacity Increase

**No Decision Yet -
Recommendation: Defer Study
Decision to Fall 2001**

Overview:

This Option Package focuses on development of commuter rail between downtown Portland and Clark County without an increase in corridor-wide freeway capacity.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Establish commuter rail service on new rail alignment including tunnel under North Portland, new stations in Portland and Vancouver, and a new rail bridge across the Columbia River and North Portland Harbor
- Establish feeder bus service to rail stations

I-5 Improvements:

- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 5: Planned Regional Bus System with Corridor-Wide Capacity Increase

Decision: Do not Study Further
- Combine with Option 6

Overview:

This Option Package involves a major increase in I-5 roadway capacity with no major increase in high capacity transit.

Package Elements:

Baseline improvements, plus...

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A general purpose lane for all freeway traffic
- Build new I-5 Columbia River Bridge
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 6: Express Bus to Downtown Portland with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Decision: Study Further

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service to downtown Portland. It also includes the addition of a fourth lane in each direction along I-5 to be used for high occupancy vehicles, express lanes, or freight use.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus service from Clark County to downtown Portland
- Options for possible extensions of express bus include express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

Note: There may be difficulty getting funding from the Federal Transit Administration for express bus service that runs parallel to a new light rail line (Interstate MAX).

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A HOV lane that could accommodate freight traffic
- Build new I-5 Columbia River Crossing
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 7: Light Rail Transit with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Decision: Study Further

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County with a major corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Phased extension of light rail transit into Clark County including:
 - Extending Interstate MAX to downtown Vancouver area
 - Extending Airport MAX along I-205 from the Parkrose station to the Vancouver Mall area, and
 - An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.
- Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.
- Establish feeder bus service to light rail stations

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A HOV lane that could accommodate freight traffic
- Build new I-5 Columbia River Crossing
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No 8: New Arterial Road with Columbia River Bridge

Decision: Study Further

Overview:

This Option Package involves a new arterial road between *US 30 in Portland and Mill Plain Blvd. in Vancouver.*

Package Elements:

Baseline improvements, plus...

Arterial System Improvements:

- Provide arterial linking US 30 in Portland to Mill Plain in Vancouver. Would involve a new crossing of the Willamette River and a new crossing of the Columbia River near existing rail corridor across Hayden Island

I-5 Improvements:

- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 9: New Freeway Corridor

Decision: Do Not Study Further

Overview:

This Option Package involves construction of a new westside freeway corridor. A specific alignment has not been established.

Package Elements:

Baseline improvements, plus...

New Freeway Corridor:

- New freeway and bridge west of the existing I-5 bridge connecting Clark County, Washington and Washington County, Oregon

I-5 Corridor:

- Potential improvements in the Special Analysis Areas:
1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 9: Key Factors Leading to Recommendation to Discontinue Further Study

Studied previously and ...

- Would do little to address congestion in I-5 corridor (most trips in I-5 corridor start or end near I-5)
- Very significant environmental impacts to Vancouver lowlands, Sauvie Island, Tualatin Mountains
- Conflicts with local, regional, and state land use policies