

# What is the Project Area?



A five-mile stretch of Interstate 5 from SR 500 in Vancouver to Columbia Blvd. in Portland.

# Leading this Project

**Oregon Department of Transportation (ODOT) and Washington Department of Transportation (WSDOT)** *are responsible for building, operating and maintaining the state highways and federal interstate system in Washington and Oregon. The two states share responsibilities for maintaining and operating the I-5 Bridge.*



**Oregon Department  
of Transportation**



**Washington State  
Department of Transportation**

Columbia River  
 **CROSSING**

# Project Partners

Other government agencies also have direct interests and responsibilities in this project:



**City of Vancouver**



**City of Portland**



**Metro**



**Regional Transportation Council**



**C-TRAN**

**TRIMET TriMet**

Columbia River  
**CROSSING**

# What do you know about the I-5 Bridge?

- 2 million people live in the region.
- 130,000 vehicles cross the bridge every day.
- 3,475 people ride transit across the bridge every day.
- Each time there is a bridge lift, the likelihood of accidents increases three to four times.
- The US Coast Guard does not open the bridge to marine traffic 6:30 - 9 a.m. and 2:30 - 6 p.m weekdays.

## Columbia River Crossing Project Timeline – Continuing the work that began in 1999

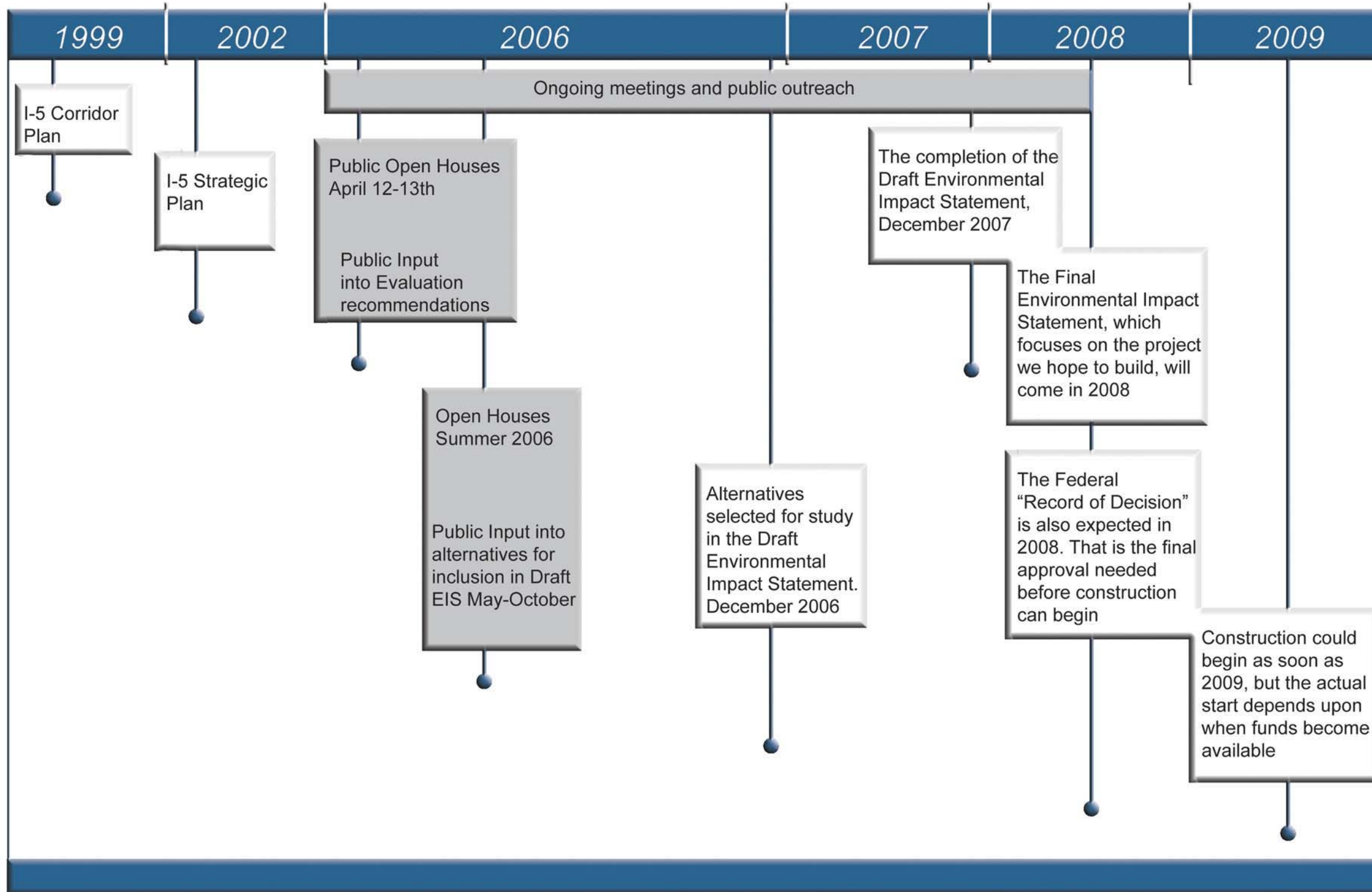
**1999 – I-5 Trade Corridor Study:** Identified the effects congestion and bottlenecks have on trade and our local economy.

**2002 – I-5 Strategic Plan:** Identified three significant projects to eliminate the bottlenecks on I-5 between Vancouver and Portland:

- 1) Widen I-5 in the Salmon Creek area – To be completed Fall 2006.
- 2) Add a lane at Delta Park in north Portland – Construction begins in 2008.
- 3) Add capacity at the Interstate Bridge and nearby interchanges.

**2006 – The Columbia River Crossing Project** currently is in the “development” stage. We are evaluating which ideas should be considered for inclusion in the Draft Environmental Impact Statement.

# Project Schedule



# What is the problem?

**Travel demand exceeds capacity.** More people want to use I-5 and the Interstate Bridge than either was designed to carry. Congestion results, lasting on average six hours each weekday. Population will increase congestion to about 14 hours per day if nothing is done.

**Transit gets stuck too.** Bus travel times between the Vancouver Transit Center and Hayden Island increased 50% since 1998, and buses traveling during the morning or afternoon “rush hours” take 10-60% longer than trips during other times of day.

**Congestion slows trucks – and our economy.** If nothing is done, freight on I-5 will get stuck in 14 hours of congestion per day by the year 2020.

**There are too many crashes.** Congestion, bridge lifts, interchanges spaced too closely, and short merging distances all contribute to higher than average crash rates.

**The bike/pedestrian path is too narrow.** It is unsafe and doesn’t meet federal standards for accessibility.

**The bridge doesn’t meet seismic standards.**

# Traffic Patterns in the Project Area

A task force is studying traffic congestion in a 5-mile area of Interstate 5. Compared are two travel times during the day:

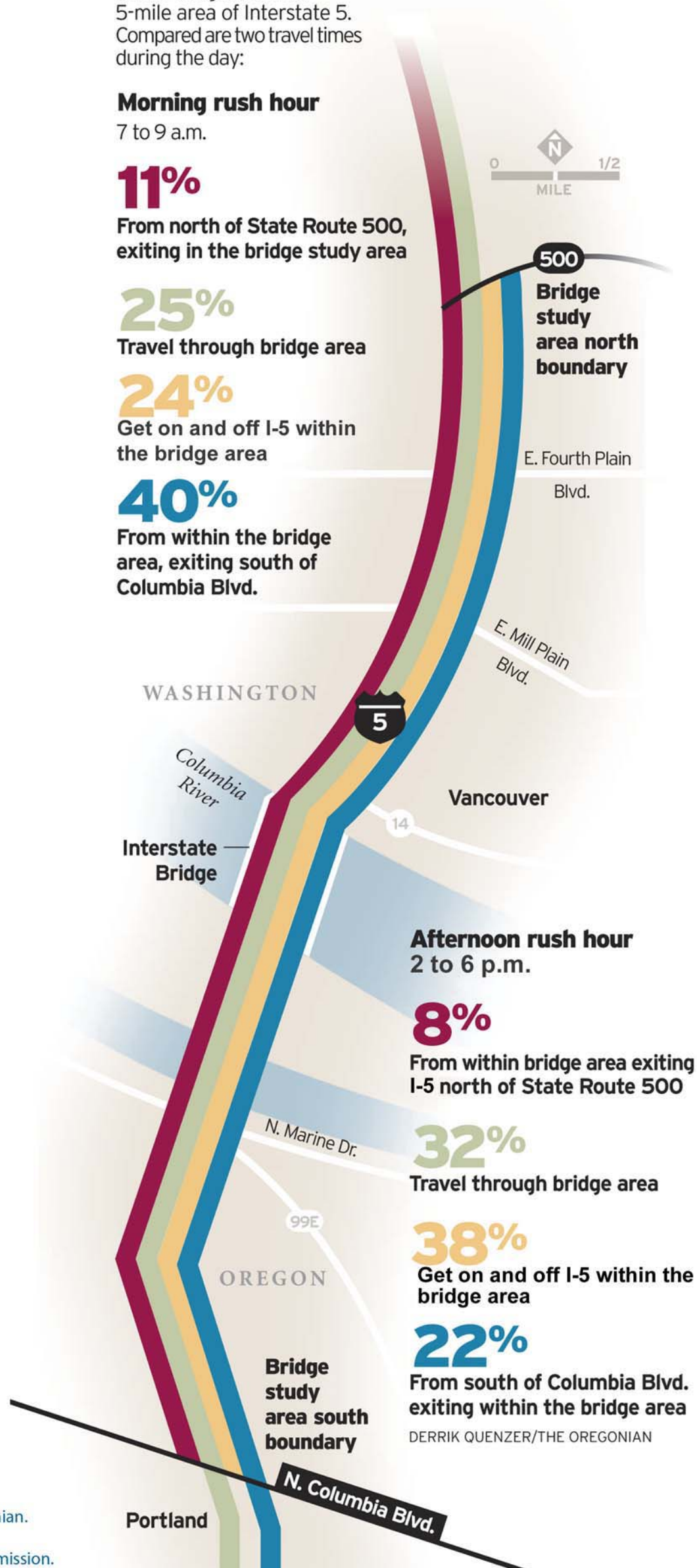
**Morning rush hour**  
7 to 9 a.m.

**11%**  
From north of State Route 500, exiting in the bridge study area

**25%**  
Travel through bridge area

**24%**  
Get on and off I-5 within the bridge area

**40%**  
From within the bridge area, exiting south of Columbia Blvd.



**Afternoon rush hour**  
2 to 6 p.m.

**8%**  
From within bridge area exiting I-5 north of State Route 500

**32%**  
Travel through bridge area

**38%**  
Get on and off I-5 within the bridge area

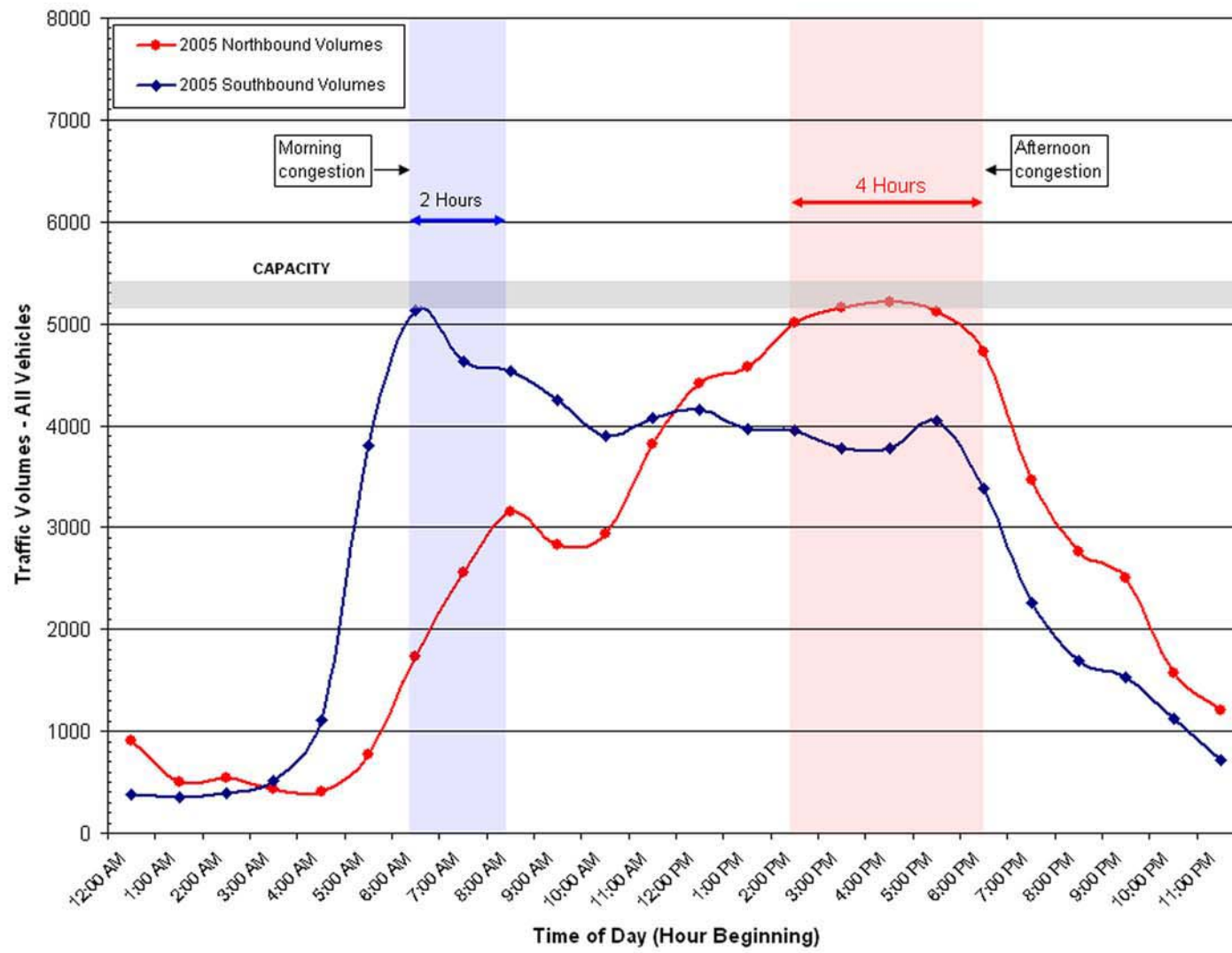
**22%**  
From south of Columbia Blvd. exiting within the bridge area

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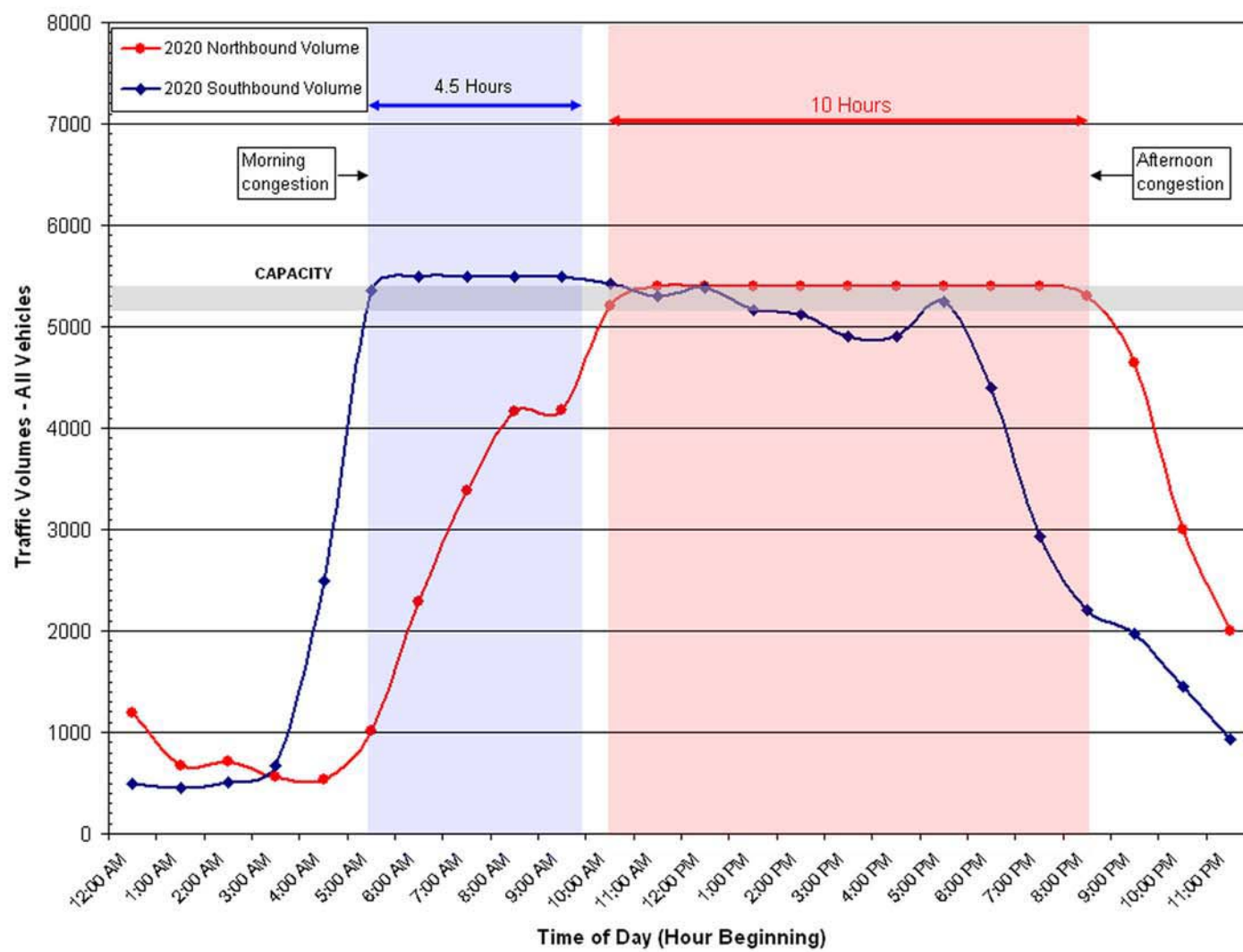
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# Traffic and congestion are growing

2005



2020



# Evaluation

This is the first step in the process to address problems on I-5. All the ideas were considered and assessed against the “Problem Definition,” and received a simple “yes” or “no.”

## **We looked at each River Crossing idea and asked, *Would this idea ...***

- Increase capacity or decrease traffic?
- Improve freight movement between the two states?
- Improve public transit?
- Reduce crashes and improve safety?
- Help bicyclists and pedestrians to cross the river safely?
- Reduce the bridges’ vulnerability to earthquakes?

## **We looked at each Transit idea and asked, *Would this idea ...***

- Increase capacity or decrease traffic?
- Improve public transit?

- The ideas that met these criteria are recommended to advance.
- If there wasn’t enough information to decide, the idea is recommended to advance.
- If an idea failed one of these measures, it is not recommended to advance.

STAFF RECOMMENDATION	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes
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