



Problem Definition

TASK FORCE MEETING

September 12, 2005

Problem Definition

- Review existing and projected transportation performance data
- Dialogue with the public concerning problems to be solved



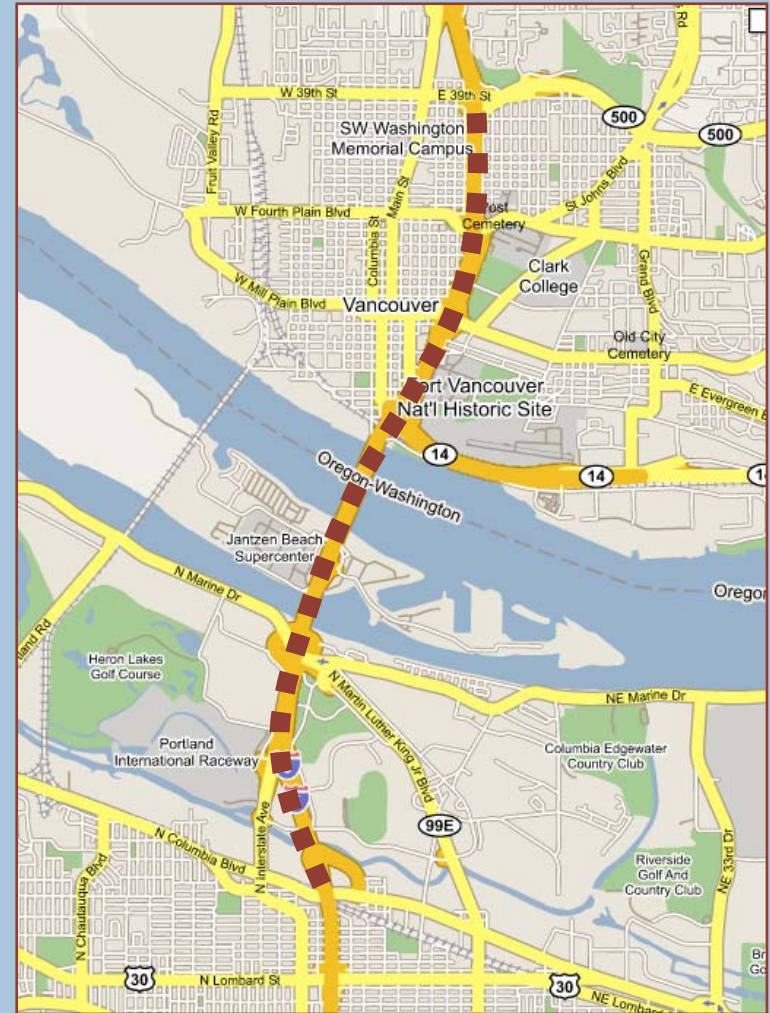
Function and Role of the I-5 Bridge Influence Area

- Only continuous north/south interstate on West Coast
- Interstate connectivity in Vancouver-Portland



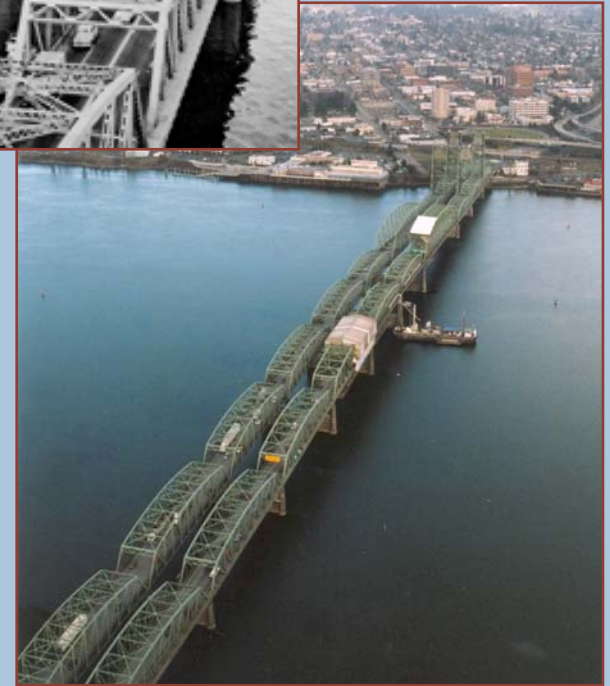
Function and Role of the I-5 Bridge Influence Area

- 5-mile long Bridge Influence Area
- I-5 connects with 3 state highways and 6 major arterial roadways
- Provides access to variety of land uses



Function and Role of the I-5 Bridge Influence Area

- 2 side-by-side bridges
- Eastern (northbound) built in 1917
- Western (southbound) built in 1958
- 3 lanes each
- 125,000 vehicles per day





Origins & Destinations for Trips on I-5 Bridge (Year 2000, PM Peak Period)

E ↔ E 7 %

E ↔ R 7 %

R ↔ R 47 %

E ↔ B 2 %

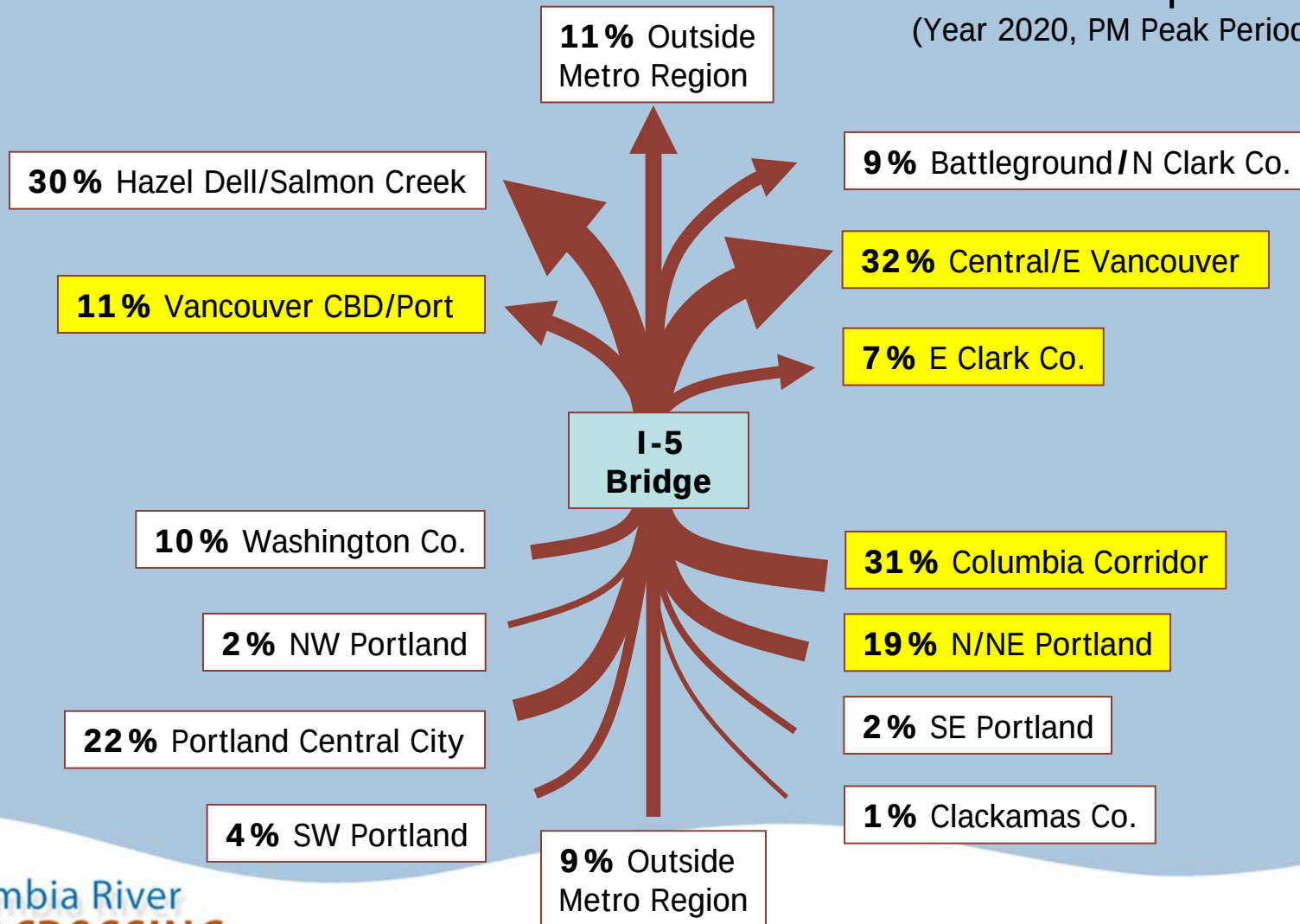
R ↔ B 32 %

B ↔ B 5 %

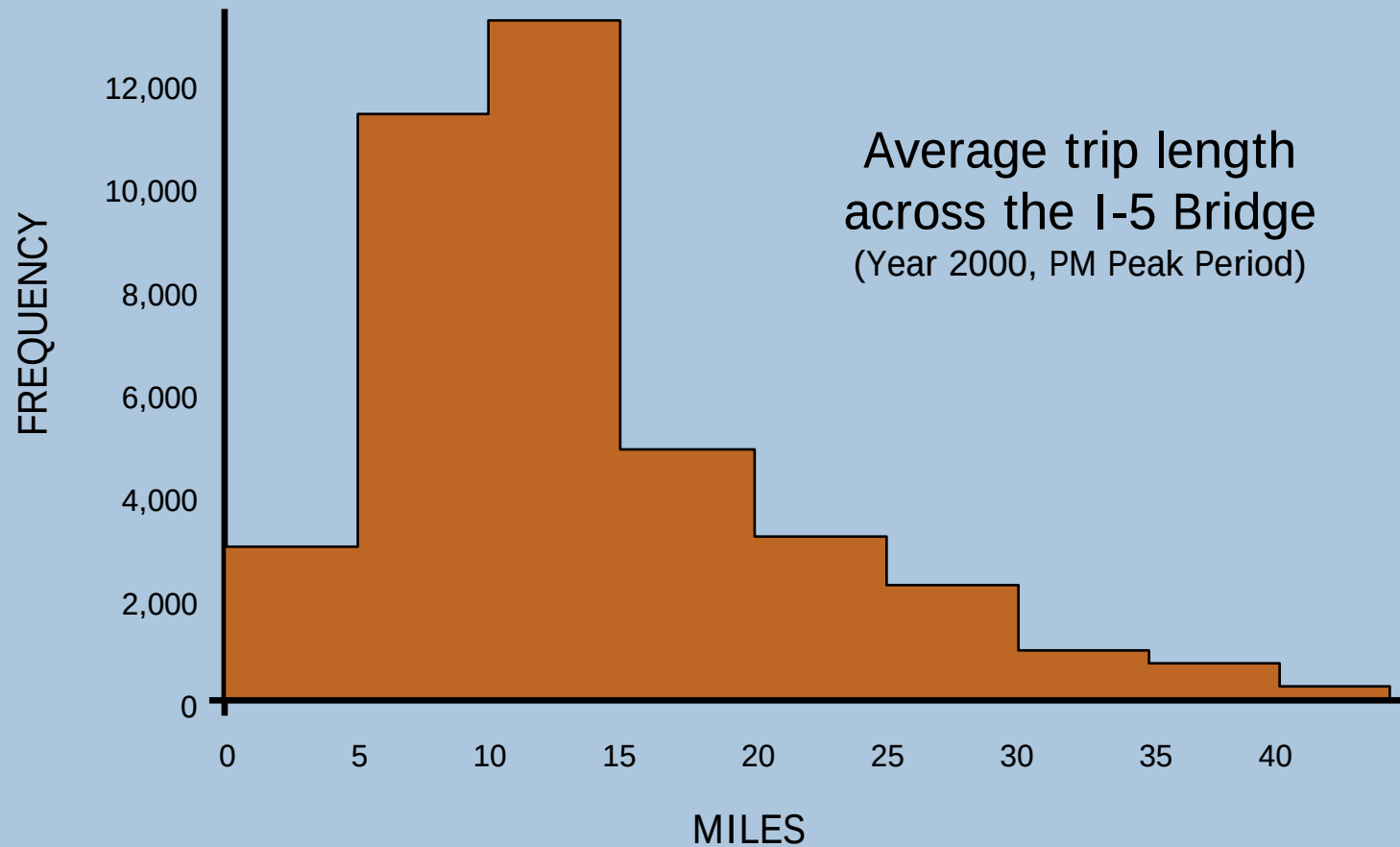
E = External
R = Regional, 4-County
B = Bridge Influence Area

Function and Role of the I-5 Bridge Influence Area

Northbound Trip Patterns (Year 2020, PM Peak Period)

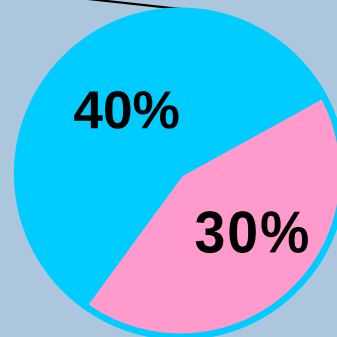
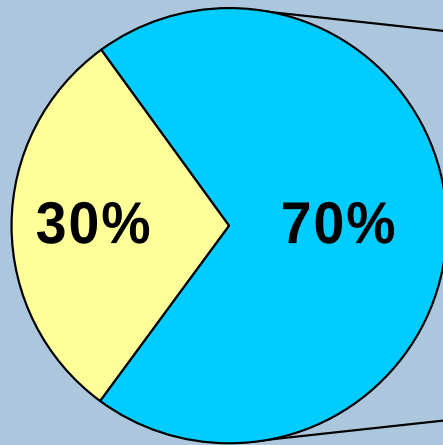


Function and Role of the I-5 Bridge Influence Area

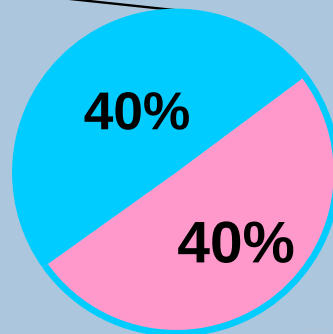
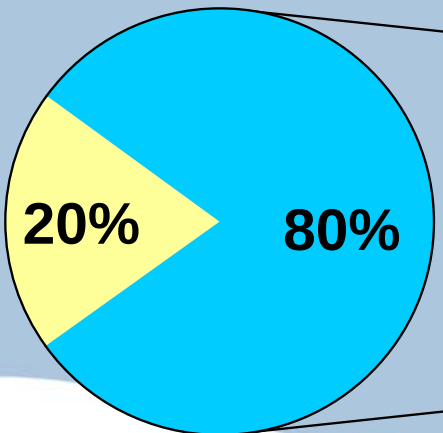
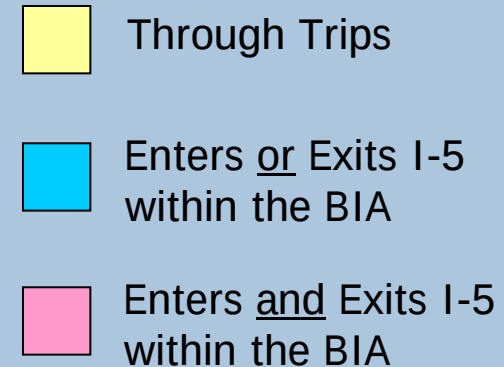


I-5 Columbia River Bridge Traffic

2020 Through Trips vs. Bridge Influence Area Trips



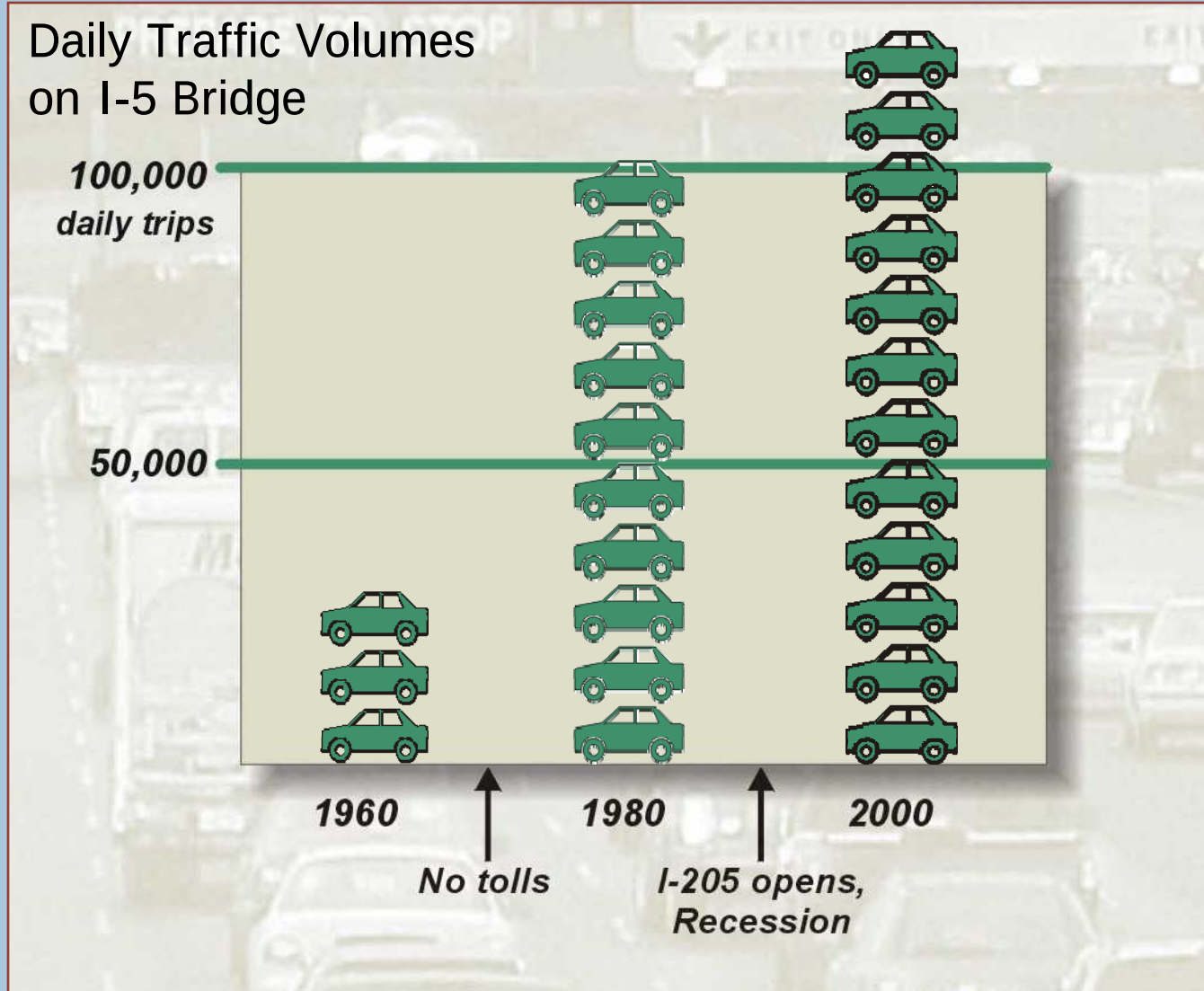
Southbound
AM Peak Period



Northbound
PM Peak Period

1. Travel demand exceeds capacity in the I-5 bridge influence area, causing heavy congestion and delay during peak travel periods for automobile, transit and freight traffic. This limits mobility within the region and impedes access to major activity centers.

Daily Traffic Volumes on I-5 Bridge













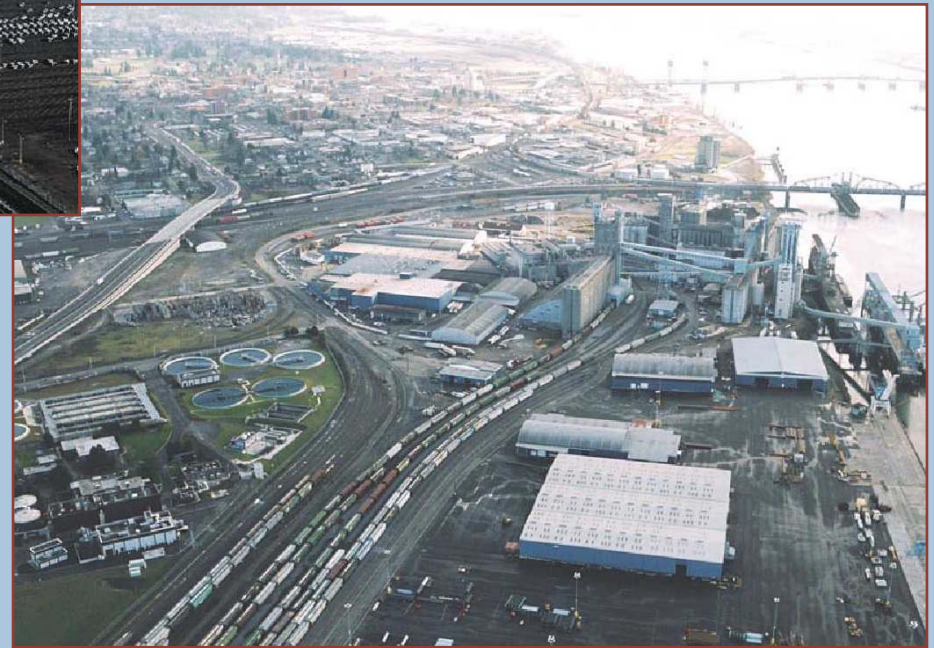
2. Transit service between Vancouver and Portland is slow, inefficient, and uncompetitive with the automobile.







3. The access of truck-hauled freight to the Ports of Vancouver and Portland and to regionally significant industrial and commercial districts is impaired by congestion in the I-5 bridge influence area.

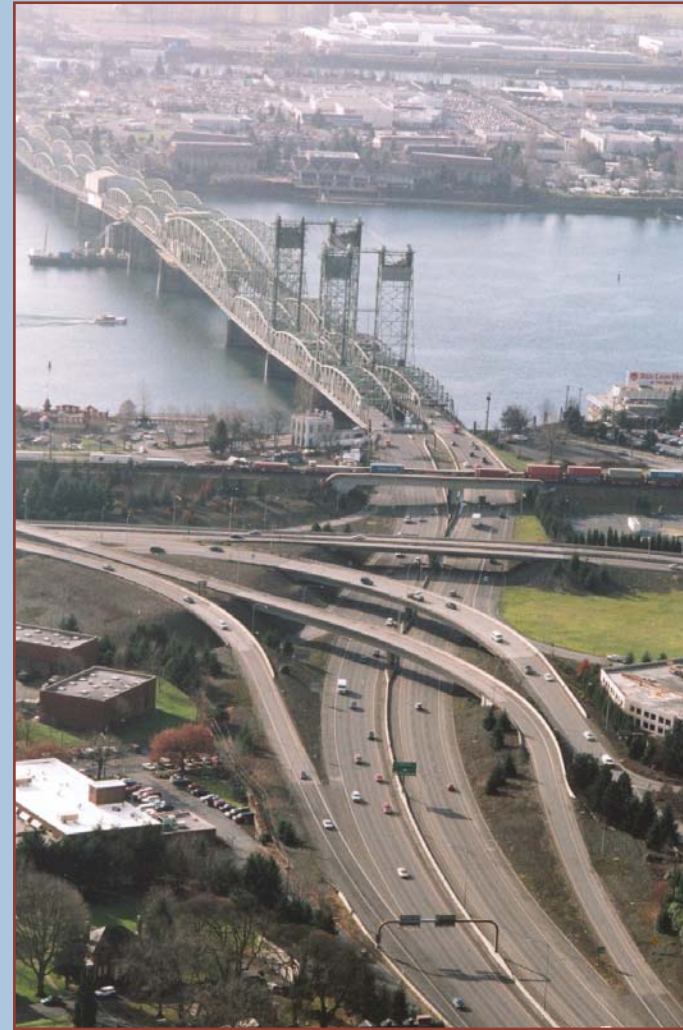


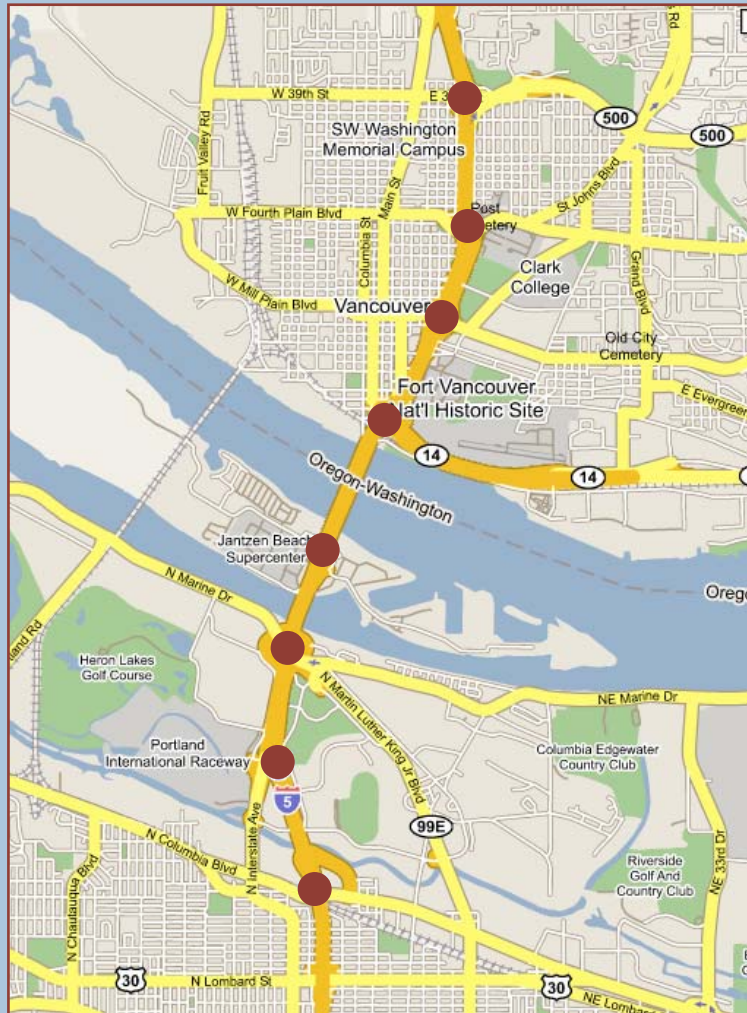


4. The I-5 bridge crossing area and its approach sections experience crash rates up to 2.5 times higher than statewide averages for comparable urban freeways in Washington and Oregon, largely due to substandard design. Incident evaluations attribute crashes to congestion, closely spaced interchanges, short weave and merge sections, vertical grade changes in the bridge span, and narrow shoulders.









Average Interchange
Spacing = 0.5 miles

Minimum standard
spacing = 1.0 mile

5. Bicycle and pedestrian facilities for crossing the Columbia River in the I-5 bridge influence area are not designed to promote non-motorized access and connectivity across the river.

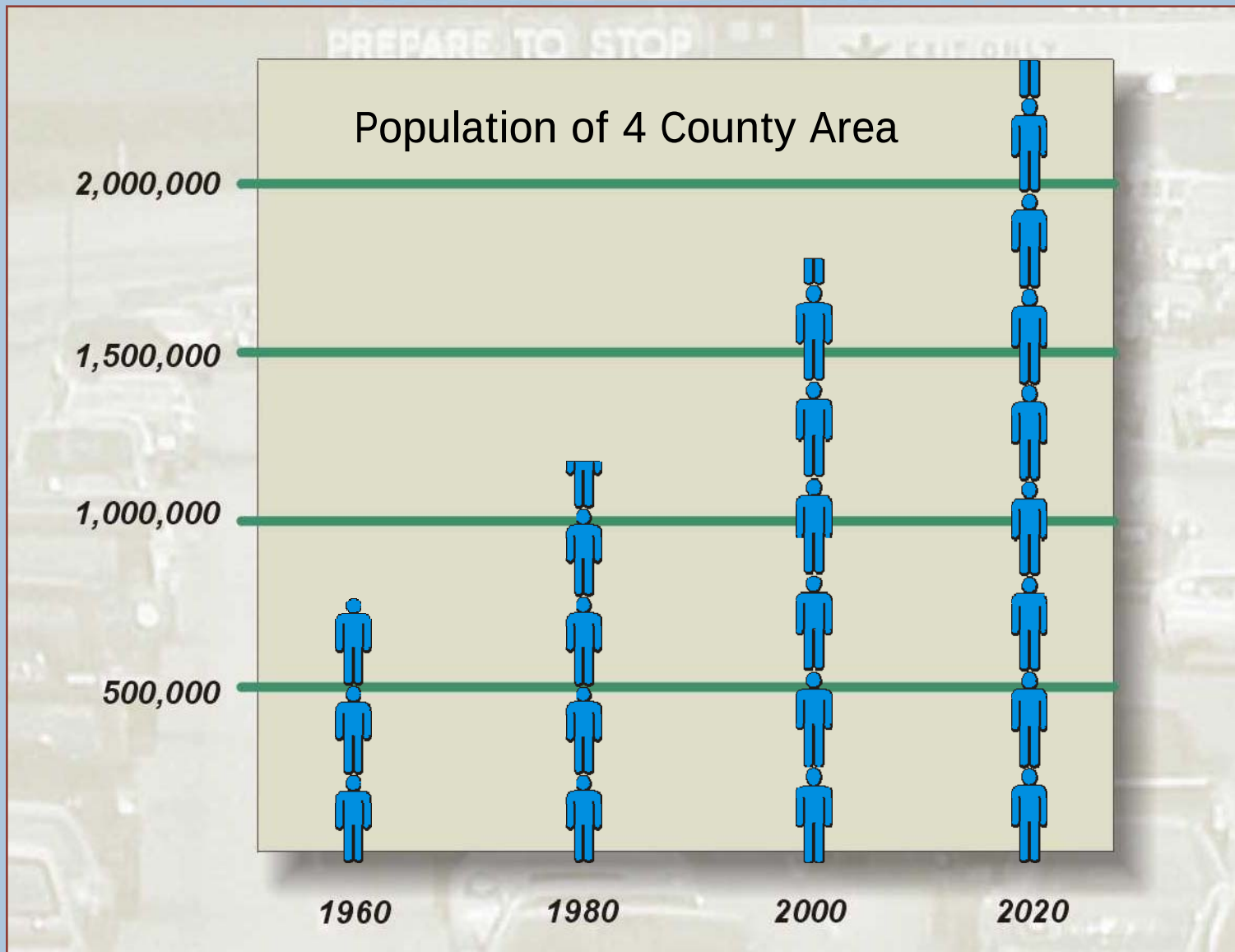


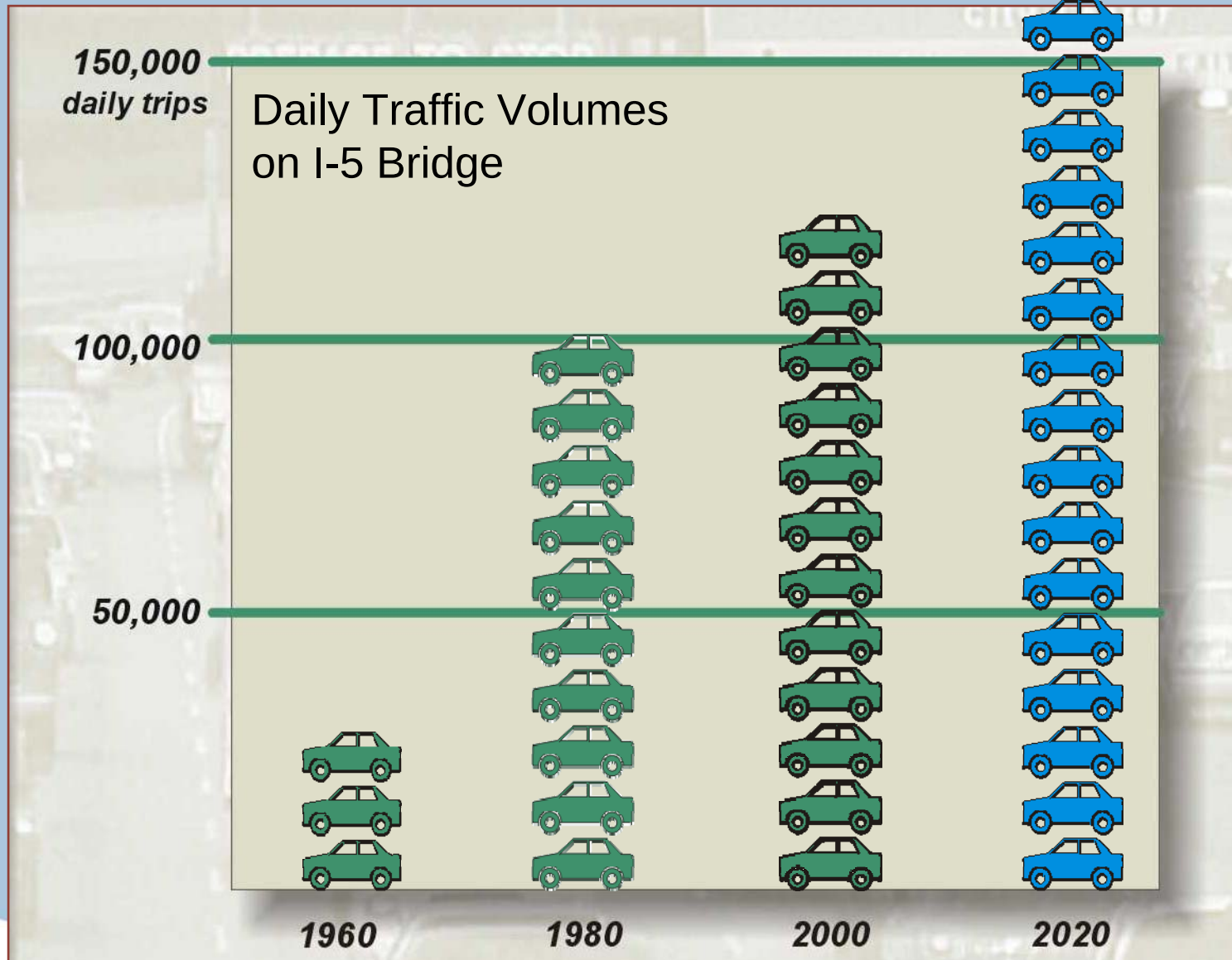
6. The I-5 bridges across the Columbia River do not meet current seismic standards, leaving them vulnerable to failure in an earthquake.





7. As the Portland/Vancouver region grows, mobility and accessibility for automobile, transit and freight will decline unless added capacity is provided in the I-5 influence area. An increasing disparity between demand and capacity will lead to longer delays, increased accident rates, and diminished quality of life and economic opportunity.





Duration of Congestion



2000



2020

Duration of Congestion



2000



2020

Deteriorating Traffic, Diminished Mobility and Accessibility

- Increased travel demands
- Increased congestion and delay for all modes
- Safety deterioration due to increased congestion
- Reduction in access to jobs, shopping and recreation
- Adverse affects to freight distribution and access

Columbia River CROSSING

Discussion

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