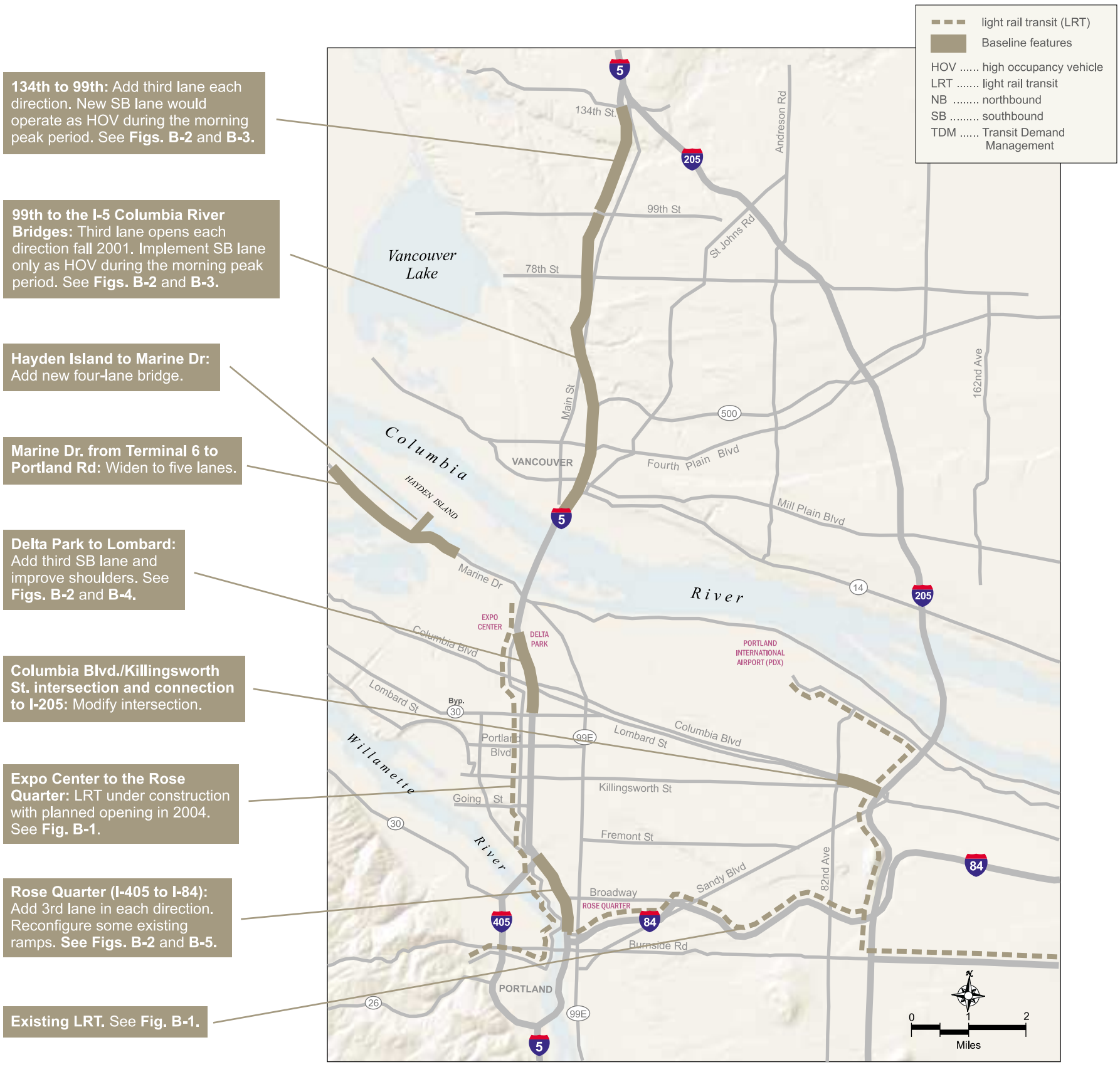


Overview

The baseline option includes the regional transit and roadway improvements and transportation demand management (TDM) measures in the adopted transportation plans for Clark County and the Portland metropolitan area. This figure shows the locations of the major improvements expected to affect transportation to, from, and along I-5. Baseline features are common to all the options described in this document.

Baseline transit features

Baseline transit features include:

- expanding light rail transit (LRT) from the Expo Center to the Rose Quarter (**Fig. B-1**)
- adding express bus service from Clark County Park-and-Rides to the Expo Center LRT station; the express bus will use existing lanes across the Columbia River
- increasing transit service levels in Portland and Clark County according to regional plans

Baseline roadway features

The I-5 improvements include:

- adding a 3rd lane in each direction from 134th to 99th; the new SB lane would operate as HOV during the morning peak period (**Figs. B-2** and **B-3**)
- opening a 3rd lane in each direction from 99th to the I-5 Columbia River Bridges in the fall of 2001; the new SB lane only will operate as HOV during the morning peak period (**Figs. B-2** and **B-3**)
- adding a 3rd SB lane and improving shoulders from Delta Park to Lombard (**Figs. B-2** and **B-4**)
- adding a 3rd lane in each direction and reconfiguring some existing ramps in the Rose Quarter (from I-405 to I-84) (**Figs. B-2** and **B-5**)
- adding ramp metering, freeway reader boards, and other measures to help maintain traffic flow

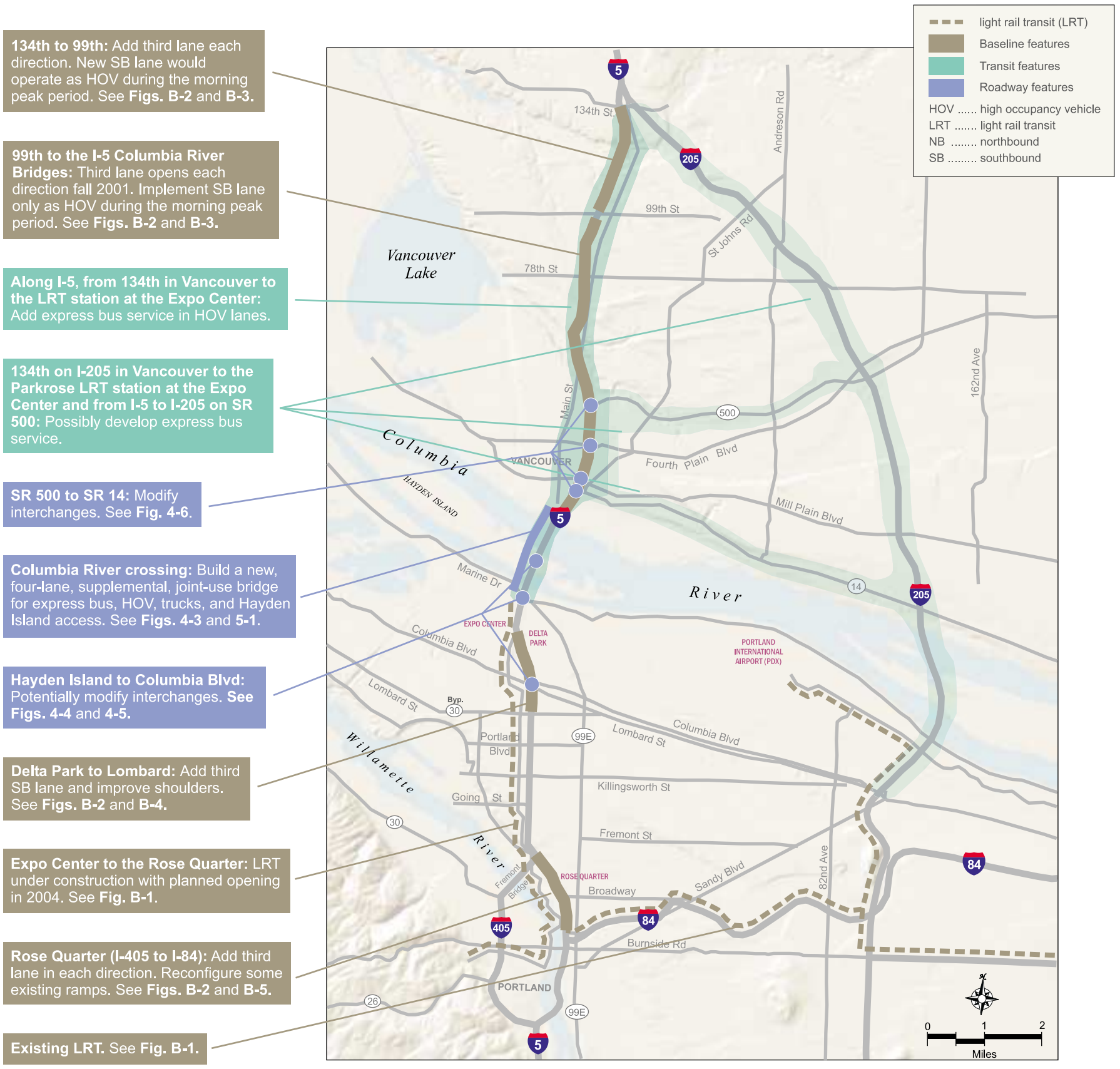
The arterial improvements include:

- widening Marine Dr. to 5 lanes from Terminal 6 to Portland Rd.
- adding a new 4-lane bridge from west Hayden Island to Marine Dr.
- improving the Columbia Blvd./Killingsworth St. intersection and connection to I-205
- adding an overcrossing from N. Lombard St. into Rivergate

Baseline TDM measures

Baseline TDM measures are:

- increasing funding for carpool and vanpool programs
- increasing funding for employer outreach to promote flex hours and telecommuting
- expanding employer-sponsored transit passes to reduce transit fares for commuters
- increasing mixed-use development to reduce vehicle trips
- increasing parking pricing and parking management



Overview

The major feature of this option is the connection of the express bus service in Clark County with the Portland metropolitan LRT system. The option also includes a new, supplemental I-5 bridge for express bus, HOV, and vehicle traffic.

Baseline features

Baseline features are shown in brown. They include key regionally adopted transit and roadway improvements in the I-5 corridor. The baseline roadway improvements result in 3 lanes along I-5 in each direction from I-205 to I-84.

The baseline HOV system in Washington and Oregon includes:

- SB HOV in the morning peak period from 134th to the I-5 Columbia River Bridges (Washington)
- SB HOV in the morning peak period from the I-5 Columbia River Bridges to Lombard St. (Oregon)
- NB HOV in the evening peak period from the I-5 Columbia River Bridges to Going St. (Oregon)

Transit features

Transit features are shown in green and include:

- developing express bus service along I-5 that would travel in an HOV lane during the morning and evening peak periods between 134th in Clark County and the Expo Center LRT station in Portland
- increasing express bus service in general-purpose lanes along the SR 500 and I-205 corridors
- possible future extension of express bus service in HOV lanes in the I-205, SR 500, and SR 14 corridors

See **Fig. 3-1** for a detailed map of the express bus transit features.

Roadway features

Roadway features, shown in blue, include:

- building a new, 4-lane bridge that will:
  - — connect the Washington and Oregon HOV lanes across the Columbia River
  - — provide access to Hayden Island
- re-striping I-5 from 134th to the I-5 Columbia River Bridges to provide a NB HOV lane during the evening peak period
- modifying all interchanges between SR 500 and SR 14 to eliminate weaving problems
- potentially modifying the Marine Dr. and Columbia Blvd. interchanges

See **Figs. 4-3** through **4-7** for detailed schematics of the roadway features.

See **Fig. 5-1** for a detailed schematic of a potential Columbia River crossing for this option.

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Fig. 0-2. Express Bus/3 Lanes.

134th to 99th: Add third lane each direction. New SB lane would operate as HOV during the morning peak period. See **Figs. B-2** and **B-3.**

99th to the I-5 Columbia River Bridges: Third lane opens each direction fall 2001. Implement SB lane only as HOV during the morning peak period. See **Figs. B-2** and **B-3.**

134th to SR 500 along I-5 and I-205: Possibly extend LRT.

Downtown Vancouver to Vancouver Mall area along SR 500 or Fourth Plain: Extend LRT.

SR 500 to SR 14: Modify interchanges. See **Fig. 4-6.**

Along I-205, from NE 83rd Padden Expwy to Parkrose Station: Extend LRT and connect to Airport MAX.

To Downtown Vancouver: Extend LRT.

Build supplemental bridge for:
(1) Joint use — LRT, HOV, trucks, and Hayden Island access — (**see Fig. 5-2**) or
(2) LRT only (see **Fig. 5-3**)

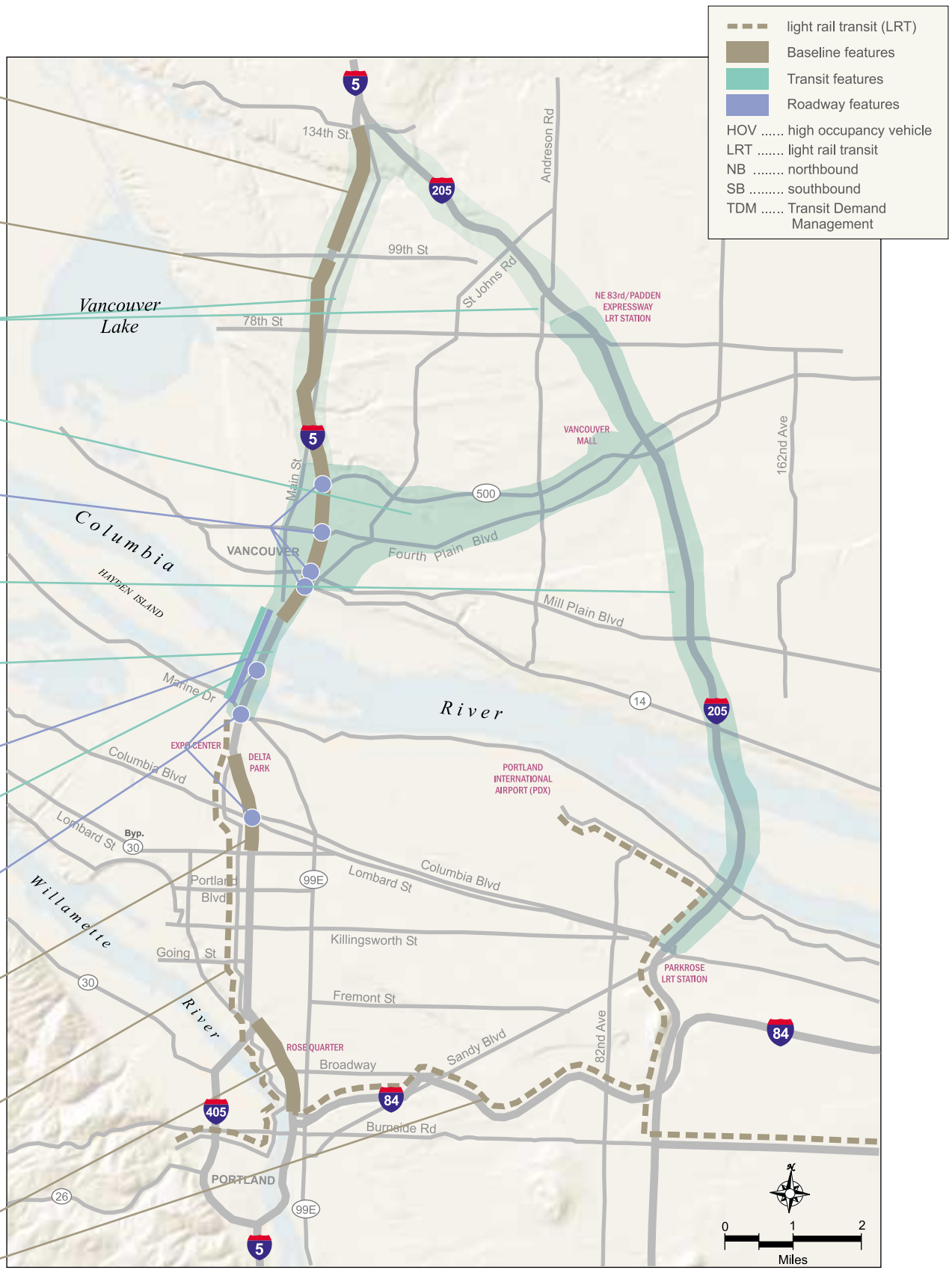
Hayden Island to Columbia Blvd: Potentially modify interchanges. **See Figs. 4-4** and **4-5.**

Delta Park to Lombard: Add third SB lane and improve shoulders. See **Figs. B-2** and **B-4.**

Expo Center to the Rose Quarter: LRT under construction with planned opening in 2004. See **Fig. B-1.**

Rose Quarter (from I-405 to I-84): Add third lane in each direction. Reconfigure some existing ramps. See **Fig. B-5.**

Existing LRT. See **Fig. B-1.**



Overview

The major feature of this option is the development of an LRT system in Clark County connecting to the Portland metropolitan LRT system along I-5 and I-205. The option also includes a new supplemental Columbia River bridge. Two variations of the bridge have been studied: (1) a joint-use bridge for LRT and motor vehicle traffic and (2) an LRT-only bridge.

Baseline features

Baseline features are shown in brown. They include key regionally adopted transit and roadway improvements in the I-5 corridor. The baseline roadway improvements result in 3 lanes along I-5 in each direction from I-205 to I-84.

Transit features

Transit features are shown in green. Phased development of LRT in Clark County includes:

- extending Interstate MAX along I-5 to the Downtown Vancouver area
- extending Airport MAX along I-205 from the Parkrose Station to the NE 83rd/Padden Expressway area with service to Vancouver Mall
- creating an east/west LRT connection within a corridor in the vicinity of SR 500/Fourth Plain Blvd. from Downtown Vancouver to Vancouver Mall
- establishing feeder bus service to light rail stations and Park-and-Ride lots
- possible future extension of the LRT system north on I-5 and I-205 to 134th St.
- new bridge: option of an LRT-only bridge

See **Fig. 3-3** for a detailed map of the transit features.

Roadway features

Roadway features, shown in blue, include:

- modifying interchanges at Columbia Blvd. and Marine Dr. in Portland (**Figs. 4-4** and **4-5**)
- modifying all interchanges between SR 500 and SR 14
- new bridge: option of a new supplemental, joint-use bridge that would:
  - — provide access to Hayden Island
  - — provide a connection to planned SB HOV system in Oregon to Lombard St.
  - — provide a connection to existing NB HOV system in Oregon from Going St.
  - — provide LRT service between Portland and Vancouver on I-5

See **Figs. 5-2** and **5-3** for detailed schematics of the Columbia River bridge variations for this option.

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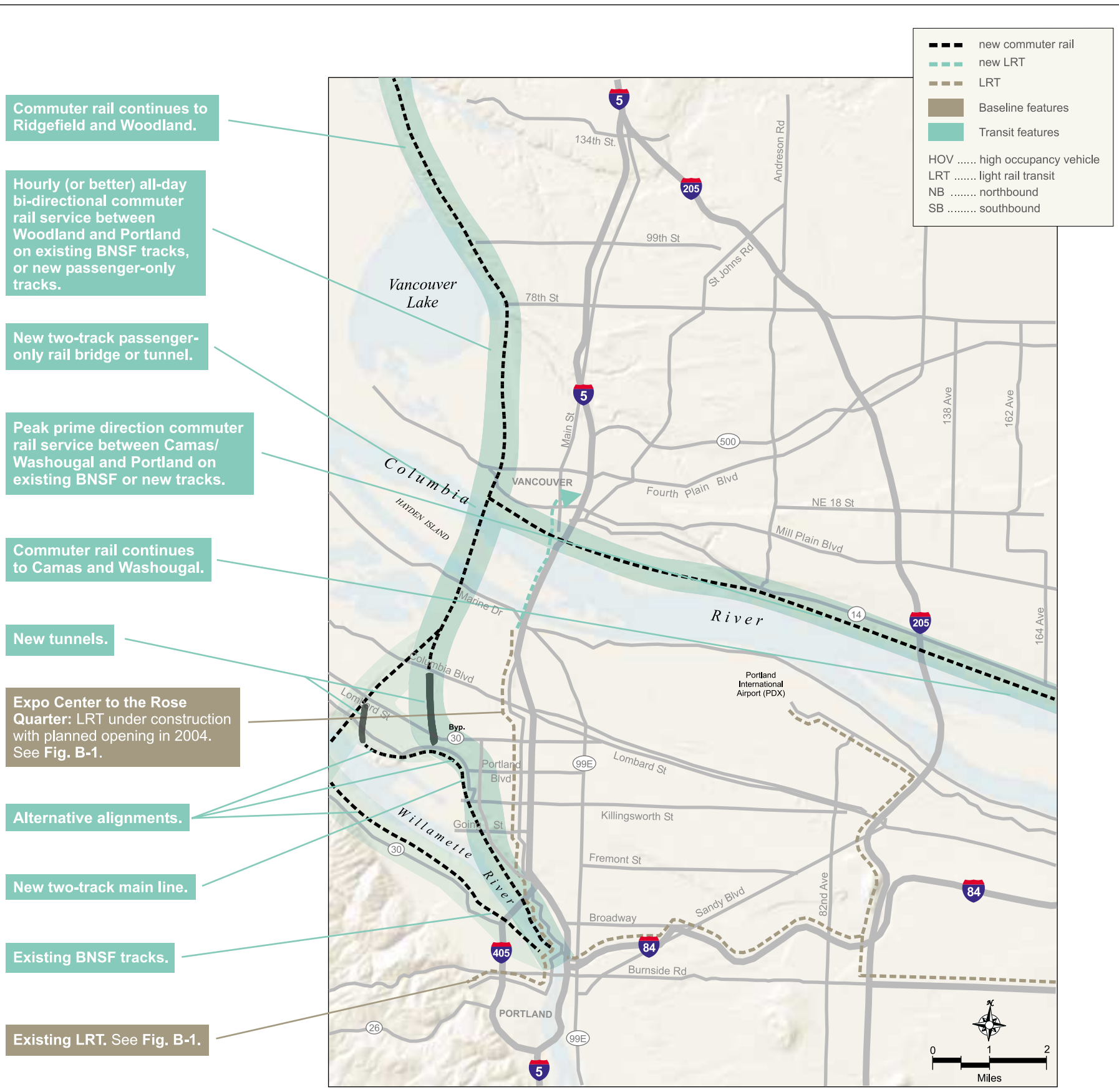
Fig. 0-3. Light Rail/3 Lanes.



Overview

This major feature of this option is establishing commuter rail service between Clark County and the Rose Quarter in Portland. The option could be implemented under any of the other options.

Baseline features

Baseline features are shown in brown and include key regionally adopted transit and roadway improvements in the I-5 corridor.

Transit features

The commuter rail features include:

- establishing hourly (or better) all-day, bi-directional service between Woodland, Washington, and Portland, with 6 or 7 stations, at these sites:
  - — Woodland, Ridgefield, 99th St., Fourth Plain Blvd. [St. Johns (Lombard St.)], Swan Island, and Rose Quarter/Coliseum
- establishing peak period, prime direction service between Camas/Washougal and Portland with 6 or 7 stations at these sites:
  - — Camas/Washougal, 162nd Ave., Wintler Park, Downtown Vancouver [St. Johns (Lombard St.)], Swan Island, and Rose Quarter/Coliseum
- upgrading existing freight tracks where feasible and/or adding new, double-track rail line for commuter rail and intercity passenger rail use only between Fourth Plain Blvd. in Vancouver and Columbia Blvd. in Portland
- building a new Columbia River crossing as a passenger rail-only bridge, or as a tunnel

Other transit features include:

- adding express bus service along I-5 from Clark County Park-and-Rides to the Portland International Raceway LRT station and to the Parkrose LRT station on I-205, possibly in HOV lanes
- implementing planned increases in transit service in the I-5 corridor, possibly including Bus Rapid Transit
- adding feeder bus service to commuter rail stations and from Park-and-Ride lots to commuter rail stations
- extending LRT service from the Expo Center in Portland to Clark County

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Fig. O-4. Commuter Rail.

Along I-5 from 134th in Vancouver to the Fremont Bridge in Portland: Add 4th lane in both directions. See **Figs. 4-1, 4-2** and **5-4.**

Along I-5, from 134th in Clark County to the LRT station at the Expo Center: Develop express bus service in HOV lanes.

134th on I-205 in Clark County to the Parkrose LRT station at the Expo Center and from I-5 to I-205 on SR 500: Possibly develop express bus service.

SR 500 to SR 14: Modify interchanges. See **Fig. 4-6.**

Columbia River crossing: Build a new supplemental bridge or completely replace the existing I-5 Columbia River Bridges. See **Figs. 5-4, 5-5, 5-8, 5-9** and **5-12.**

Hayden Island to Going St: Potentially modify interchanges. See **Figs. 4-1, 4-2** and **5-4.**

Expo Center to the Rose Quarter: LRT under construction with planned opening in 2004. See **Fig. B-1.**

Along I-5 from 134th in Clark County to the Fremont Bridge in Portland: Add 4th lane in both directions. See **Figs. 4-1, 4-2** and **5-4.**

Rose Quarter (I-405 to I-84): Add 3rd lane in each direction. Reconfigure some existing ramps. See **Figs. B-2** and **B-5.**

Existing LRT. See **Fig. B-1.**

Overview

The major features of this option are:

- widening I-5 to add a 4th lane in each direction between 134th in Clark County and the Fremont Bridge in Portland that would operate as an HOV lane during peak periods
- connecting express bus service in Clark County with the Portland metropolitan LRT system

Baseline features

Baseline features are shown in brown. They include key regionally adopted transit and roadway improvements in the I-5 corridor. The baseline roadway improvements result in 3 lanes along I-5 in each direction from I-205 to I-84.

The baseline HOV system in Washington and Oregon includes:

- SB HOV in the morning peak period from 134th to the I-5 Columbia River Bridges (Washington)
- SB HOV in the morning peak period from the I-5 Columbia River Bridges to Lombard St. (Oregon)
- NB HOV in the evening peak period from the I-5 Columbia River Bridges to Going St. (Oregon)

Transit features

Transit features are shown in green and include:

- developing express bus service along I-5 that would travel in an HOV lane during the morning and evening peak periods between 134th in Clark County and Downtown Portland
- increasing express bus service in general-purpose lanes along the SR 500, SR 14, and I-205 corridors
- possible future extension of express bus service in HOV lanes in the I-205 and SR 500 corridors
- re-routing east-side commuter service from the east side to west side to take advantage of capital improvements

See **Fig. 3-3** for a detailed map of the express bus transit features.

Roadway features

Roadway features are shown in blue and include:

- adding a 4th lane in each direction 134th in Vancouver to the Fremont Bridge in Portland; the 4th lane will be used for HOV traffic during the morning and evening peak periods
- building a new I-5 Columbia River crossing (existing bridge may or may not be retained); the new crossing, which may supplement the existing I-5 Columbia River Bridges or replace them, would:
  - — connect the Washington and Oregon HOV lanes across the Columbia River
  - — provide access to Hayden Island
- modifying Washington and Oregon interchanges to accommodate the 4th lane.

See **Figs. 4-1, 4-2** and **5-4** for detailed maps of the roadway features. See **Figs. 5-4, 5-5, 5-8, 5-9** and **5-12** for detailed schematics of potential new Columbia River bridge crossings.

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Fig. 0-5. Express Bus/Add a 4th Lane.

Along I-5 from 134th in Clark County to the Fremont Bridge in Portland: Add 4th lane in both directions. See **Figs. 5-6, 5-7, 5-10** and **5-11.**

134th in Clark County along I-5 and I-205: Possibly extend LRT.

Downtown Vancouver to Vancouver Mall along SR 500 or Fourth Plain: Extend LRT.

SR 500 to SR 14: Modify interchanges. See **Fig. 4-6.**

Along I-205, from NE 83rd Padden Expwy to Parkrose Station at the Expo Center: Extend Airport MAX.

Columbia River crossing: Build a new supplemental bridge or completely replace the existing I-5 Columbia River Bridges. See **Figs. 5-6, 5-7, 5-10** and **5-11.**

To Downtown Vancouver: Extend Interstate MAX.

Hayden Island to Going St: Potentially modify interchanges. See **Figs. 5-6, 5-7, 5-10** and **5-11.**

Expo Center to the Rose Quarter: LRT under construction with planned opening in 2004. See **Fig. B-1.**

Along I-5 from 134th in Clark County to the Fremont Bridge in Portland: Add 4th lane in both directions. See **Figs. 4-1** and **4-2.**

Rose Quarter (from I-405 to I-84): Add 3rd lane in each direction. Reconfigure some existing ramps. See **Figs. B-2** and **B-5.**

Existing LRT. See **Fig. B-1.**

Overview

The major feature of this option is the development of an LRT system in Clark County connecting to the Portland metropolitan LRT system along I-5 and I-205. The option also includes adding a fourth lane in each direction along I-5 from 134th in Clark County to the Fremont Bridge in Portland for HOV, express lanes, or freight use.

Baseline features

Baseline features are shown in brown and include key regionally adopted transit and roadway improvements in the I-5 corridor.

Transit features

Transit features are shown in green. Phased development of LRT in Clark County includes:

- extending Interstate MAX to the Downtown Vancouver area
- extending Airport MAX along I-205 from Parkrose Station to the NE 83rd/Padden Expressway area with service to Vancouver Mall
- creating an east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Blvd. from Downtown Vancouver to Vancouver Mall
- establishing feeder bus service to light rail stations and Park and Ride lots
- possibly extending the LRT system north on I-5 and I-205 to 134th St.

Roadway features

Roadway features are shown in blue and include:

- adding a 4th lane in each direction along I-5 from 134th in Clark County to the Fremont Bridge in Portland; the fourth lane will be used for HOV traffic during peak periods
- building a new I-5 Columbia River crossing (existing bridge may or may not be retained)
- modifying Vancouver and Portland interchanges to accommodate the 4th lane

See **Figs. 4-1, 4-2** and **5-4** for detailed maps of the roadway features. See **Figs. 5-6, 5-7, 5-10** and **5-11** for detailed schematics of potential new Columbia River bridge crossings.

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Fig. 0-6. Light Rail/Add a 4th Lane.

From 134th to 99th: Add 3rd lane each direction. New SB lane would operate as HOV during the morning peak period. See **Figs. B-2** and **B-3.**

From 99th to the I-5 Columbia River Bridge: Open 3rd lane each direction fall 2001. Implement SB lane only as HOV during the morning peak period. See **Fig. B-2.**

From SR 500 to SR 14: Improve interchanges. See **Fig. 4-6.**

From Mill Plain in Vancouver to US 30 in Portland: New 4-lane arterial generally following BNSF rail corridor. See **Figs. 1-1** through **1-3.**

Delta Park to Lombard: Add 3rd SB lane and improve shoulders. See **Figs. B-2** and **B-4.**

Hayden Island to Columbia Blvd: Potentially modify interchanges. **See Figs. 4-4** and **4-5.**

Expo Center to the Rose Quarter: LRT under construction with planned opening in 2004. See **Fig. B1.**

Rose Quarter (from I-405 to I-84): Add 3rd lane in each direction. Reconfigure some existing ramps. See Figs. **B-2** and **B-5.**

Existing LRT. See **Fig. B-1.**

Overview

The major feature of this option is a new arterial road along the existing railroad corridor and N. Portland Rd. between Mill Plain Blvd. in Vancouver and US 30 in Portland.

Baseline features

Baseline features are shown in brown. They include key regionally adopted transit and roadway improvements in the I-5 corridor. The baseline roadway improvements result in three lanes along I-5 in each direction from I-205 to I-84.

Transit features

This new west arterial includes a bus route. All other transit features for this option are baseline.

Roadway features

The roadway feature of this option, shown in blue, is a new arterial that links Mill Plain in Vancouver to US 30 in Portland. Access to this road is provided at:

- Mill Plain Blvd.
- Hayden Island
- Marine Dr.
- Columbia Blvd.
- Lombard St.
- US 30

The new arterial also involves a new crossing of the Willamette River and a new crossing of the Columbia River near the existing rail corridor across Hayden Island. The new Columbia River arterial bridge could be joint-use with heavy rail.

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Fig. O-7. New West Arterial.