



Portland / Vancouver
I-5



Transportation and Trade
Partnership

Conceptual Design Features

September 2001



Washington State
Department of Transportation

Introduction

In June 2001, after considering input from the public and the Community Forum, the I-5 Partnership Task Force adopted a range of seven multi-modal option packages for further consideration in the I-5 corridor. During the summer of 2001, the I-5 Partnership staff and consultants undertook a process to develop conceptual designs for the option packages and an evaluation of their costs, impacts and benefits. This report contains the conceptual designs for the seven option packages. A separate report will be issued in October 2001 on costs, impacts and benefits.

Conceptual Design Process

The conceptual design process was highly collaborative. Task Force and Community Forum members, local jurisdictions, and interested groups and individuals were invited to work with the project staff to review and comment on the designs as they were developed. Over 25 meetings were held between June 2001 and September 2001 to discuss design concepts and get input. This collaboration resulted in a number of creative ideas and changes that were woven into the designs in this report.

The conceptual designs give decision-makers and the public information about the feasibility of making the proposed improvements. The conceptual designs in this report have undergone fatal flaw analysis and were developed to minimize impacts to the built and natural environment. Further refinement of the designs, and compliance with regulations of the National Environmental Policy Act (NEPA) are necessary to implement any of the design concepts in this report.

Report Organization

In the fall of 2001, the I-5 Partnership Task Force will recommend improvements and policy actions for the I-5 corridor. This report is organized around key decisions the Task Force will make during the fall. The organization of this report is:

Overview. The information in this section is intended to provide an overview of the baseline, transit, and roadway features of each of the seven options currently under consideration.

Baseline. The information in this section describes key I-5 freeway, arterial, and transit features associated with the baseline transportation system identified in adopted Metro and RTC regional plans. All subsequent options build upon these baseline features.

Decision 1: New West Arterial Road? The information in this section is intended to help Task Force members decide whether investment in a new west arterial road will by itself, or in combination with other corridor improvements and policy actions, satisfy the Problem, Vision, and Values Statement.

Decision 2: Commuter Rail? The information in this section is intended to help Task Force members decide whether investment in a new commuter rail system will by itself, or in combination with other corridor improvements and policy actions, satisfy the Problem, Vision, and Values Statement.

Decision 3: Express Bus or Light Rail? The information in this section is intended to help Task Force members decide which form(s) of high-capacity transit along the I-5 corridor — light rail, express bus, or both — best satisfies the Problem, Vision, and Values Statement.

Decision 4: Should the Freeway Be 4 or 3 Lanes Wide? The information in this section is intended to help Task Force members decide whether a 4-lane or a 3-lane freeway (in each direction) better satisfies the Problem, Vision, and Values Statement.

Decision 5: Columbia River Crossing? The information in this section is intended to help Task Force members understand how high-capacity transit and freeway improvement preferences determine the need and possible options for a new Columbia River crossing in the I-5 corridor.

This report is arranged to highlight conceptual designs in an order corresponding to the overall decision-making process.

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