

- Why alternative Packages?
- Identify promising combinations of highway and transit improvements
- Understand how components
  perform together within BIA
- Inform major decisions, such as:
  Transit mode (narrow to one or two modes for DEIS)
  - Supplemental or replacement bridge
  - Arterial lanes
    Managed lanes
  - Managed lanes
- Further narrow and shape the range of alternatives to be considered in the DEIS Columbia River
   CROSSING



CRC Task I

#### Alt. Packaging Recap

## Understanding the Pieces of the Packaging Puzzle

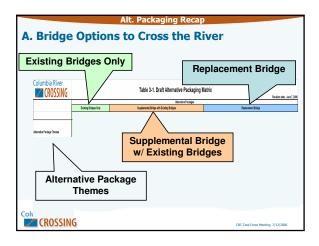
- A. Bridge options to cross the river
- B. Alternative packaging themes expressed by Task Force
- C. High capacity transit mode(s) across river
- D. Function of existing and new bridges
- E. Location and use of I-5 managed lanes
- F. Arterial crossing options
- G. Other components (bike, ped, freight, roadways, TDM/TSM)

# Columbia River

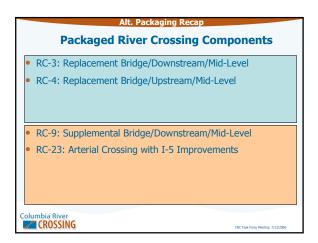
RC Task Force Meeting 7/12

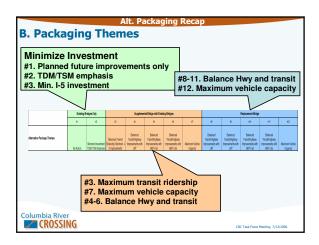
guinzu	cion	То	ol-	Alte	erna	ativ	e Pa	acka	age	Ma	trix		
Columbia River		Table 3-1. Draft Alternative Packaging Matrix											
2 CHOSSING						Manda	e Packages				Sevia da	ndah; June	
	Existing B	ridges Only		Suppleme	ntal Bridge with Exis		Pupiacement Bridge						
		R	6	н	6			A	8	R	m	11	
Alematine Pachage Themes	Na Adian	Mnimum Investment. TOM TOM Emphasio	Natinun Tarst Robstip, Minnun I Simpaismoto	Balanced TanstHighway Improvements with UTF	Balancad TranstHighway Improvements with R0TLFad	Balanced TransofHighway Improvements with BFT-Lite	Maximum Vieticle Casech	Balancad TranstHighway Inprovements with	Balancad TransofHighway Improvements with	Béarceó TranstHighean Improvements with	Balanced TranstHighway Improvements with R0Tuter	Ulaximum *	
High Capacity Transit Node across Col. River	fore	Nate	URT	LKT	BRTAN	Name	Note	UT	LAT	BRT-M	fore	Non	
Other Transit Blode(s) across bridge	Eipres tus, koal bus	Expressive, local bis	Expressibus, local bios	Localbus	Local bus	9974,M	Eipines tus	Express tus, local bus	Local bus	Liabs	BRTILIR	Express Bu	
Function of Existing Bridges	15 (CPlanes)	15(0Planes)	15 (3P bres)	ATENIALIST	Atelak6R7	Anelai + BRT	Aterial	NR.	NA	NA.	NA.	NA	
Function of New Bridge	NA.	NA	Atletid + LRT	15NE-858 (vi ML)	1518 659 (#/NL)	15 NB 858 (#101)	15 18 & SB (#13P)	ISNBASB(W.M.)A Let	IS NO ASIO (HI ML) A Lat	45 NO ASO (W'IIL) A Ort	15NB KSB (v M.) & Brt	15 m GP la Express	













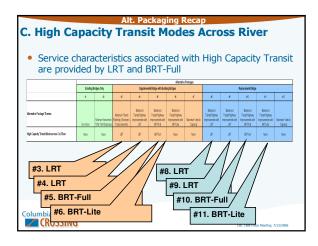
CRC Task

C.High Capacity Transit Modes Across River

Transit modes advanced through Step A Screening: • TR-1: Express Bus in General Purpose (GP) Lanes

- TR-2: Express Bus in Managed Lanes
- TR-3: Bus Rapid Transit (BRT)- Lite
- TR-4: Bus Rapid Transit (BRT)- Full
- TR-5: Light Rail Transit (LRT)

Columbia River





#### 3. Packaging Context C. Other Transit Modes Across River cont.

 BRT-Lite, express buses in GP or managed lanes, and local buses

						Aberrafive	Packages						
	Existing®	ridges (inly	Supplemental Bridge with Existing Bridges					Replacement Bridge					
	e.	R	6	ĸ	6	£	£	6	1	A)	81	R	
Alternative Package Themes	Nic Adion	Mnimum Investment. TEXN TSIN Englassis	Nainun Trest Ridecho, Minnun I- Sinpowenets	Balanced Transid-Highway Improvements with L.F.T	Babrood TransidHighway Inprovensets with BRTTF-W	Báscod TersidHybrey Impownets with ERT-Lite	Nation White Coasty	Balancoid Transid Highway Improvemente with Light	Bástost TarsidHybrey Impovenets vib UFT	External TranstHighway Inprovements with BRTFall	Báscod TasoBigtivay Impovenents with ERT-Lite	Nairun Velic Capacty	
High Capacity Transit Nacio across Cal. River	Note	Note	LRT	LET	BRT-M	lòre	Nore	LAT	LST	877.51	None	lore	
(ther Transit Mode(s) across bridge	Express bus, boai bas	Eprestus, local bus	Especisbes, brail 105	Localites	Lookbas	897.Lte	Epesas	Expression, local	Localbus	Locitus	8554.04	Eprestas, a	



### Alt. Packaging Recap

- D. Function of existing and new bridges
- Existing I-5 bridges suitable for:
  - local arterial general purpose auto/bus travel lanes
  - bike/pedestrian use
  - LRT?
- For operational and safety reasons, staff believes I-5 traffic should be carried on a new supplemental or replacement bridge wherever provided.
- Alternative #3 does not follow the logic outlined above, but is being carried forward to test a minimal I-5 investment solution while providing a transit corridor. Serious feasibility concerns persist (e.g., design/safety issues).

Columbia River

#### E. Location and use of I-5 managed lanes

• Gives preference to some users (freight, HOV, transit, etc.);

Alt. Packaging Recap

Provided only with supplemental or replacement I-5 bridge;

Managed lanes would be created as follows:

- A single I-5 managed lane in each direction within project area;
- Re-stripe I-5 wherever possible between 139th Street in Clark County and approximately Alberta Street;
- No current I-5 general lanes converted for managed use;
- Freight, HOV, and/or transit vehicles can bypass ramp meters.

Consistent with Delta Park EA direction

# Columbia River

Task Force Meeting 7/1

## F. Arterial Crossing Options

- Interest exists in exploring arterial connections between Vancouver and Portland;
  - Removes some short-distance trips from I-5
  - Arterial extending south of Hayden Island allows potential removal of the I-5 interchange at Hayden Island.
- Arterial crossing options exist only when a supplemental bridge is provided (alternatives#3 through #7);
- Project staff believes I-5 traffic should be carried on a new supplemental or replacement bridge wherever provided.
  - So, arterial function provided by existing I-5 bridges only as shown in alternatives #4 - #7.

Columbia River

Columbia River

#### Alt. Packaging Recap

- G. Other components (bike, ped, freight, roadways, TDM/TSM)
- Alternatives are primarily formed with consideration to linking river crossing and transit components.
- Other components are predicated on the river crossing/transit combination and chosen to be complimentary to the different alternatives.

## Alt. Packaging Recap 4. Recommended Alternative Packages

 Project team believes these 12 alternative packages allow appropriate and sufficient performance testing of the components.

## Columbia River

### 5. Evaluating Alternative Packages

- Alternative packages to undergo the following study during summer 2006:
  - Travel demand forecast modeling;
  - Conceptual design refinement;
  - Staff evaluation among design, traffic, transit, and environmental teams using adopted screening criteria
  - For criteria previously deferred to the packaging step, performance measures will be developed. Other previously qualitative measures will become as quantitative as possible.
  - Staff will begin to report study results in fall 2006.

## Columbia River

Columbia River

### 6. What follows Alternative Packaging

- Selection of range of alternatives
- New round of modeling and evaluation during EIS
- Task Force opportunities during summer 2006 to participate in review/comment of roadway and transit designs being presented to the public

## Task Force Comments on Alternative Packages

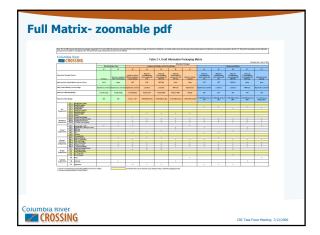
- From the June 14, 2006 meeting, the project team heard the following comments:
  - I-5 CRC alternatives need to be consistent with findings from the Delta Park EA (e.g., three lanes per direction south of Columbia Blvd.);
  - There needs to be a future opportunity to apply what we learn from studying alternative packages and re-mix them into optimally performing alternatives prior to the EIS;
  - Replacement bridge components need to retain the flexibility to provide arterial function in addition to highway function;
  - BRT-Full needs to retain flexibility to integrate with potential future LRT in Clark County

Columbia River

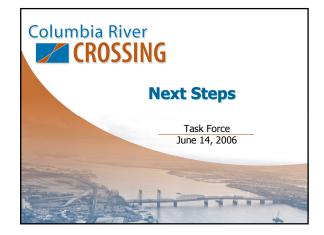
Force Meeting 7/12/20













## Upcoming Task Force Meetings

• July: Recommendations on Packaging

Columbia River

- August/September: Introduce Package Design Concepts
- October/November/December: Review evaluation results; adopt recommendations for DEIS alternatives

