

- 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

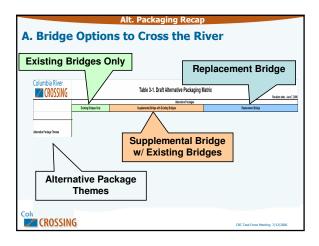
- A. Bridge options to cross the river
- B. Alternative packaging themes expressed by Task Force
- C. High capacity transit mode(s) across river
- D. Function of existing and new bridges
- E. Location and use of I-5 managed lanes
- F. Arterial crossing options
- G. Other components (bike, ped, freight,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

# Columbia River

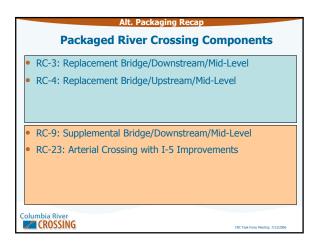
RC Task Force Meeting 7/12

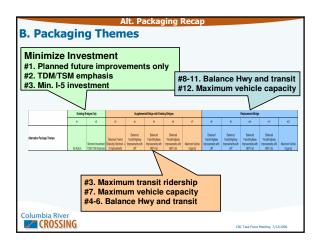
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Columbia River		Table 3-1. Draft Alternative Packaging Matrix											
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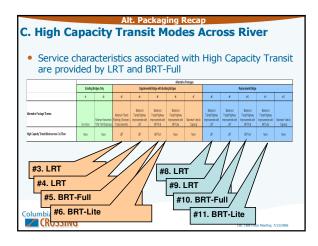
CRC Task

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

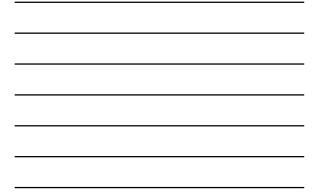




#### 3. Packaging Context C. Other Transit Modes Across River cont.

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

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### 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

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## 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

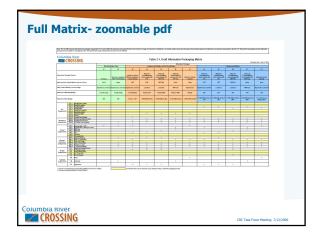
- From the June 14, 2006 meeting, the project team heard the following comments:
  - I-5 CRC alternatives need to be consistent with findings from the Delta Park EA (e.g., three lanes per direction south of Columbia Blvd.);
  - There needs to be a future opportunity to apply what we learn from studying 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

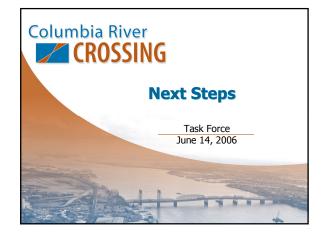
Force Meeting 7/12/20













## 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

