Columbia River CROSSING

November 2009 Draft Recommendation

Traffic Effects of No Build, 10 and 12 Lane Scenarios

	No Build	10 Lanes	12 Lanes
Locations of Poor Service Levels on I-5	**Northbound I-5:** 1. Denver/Victory Boulevard on-ramp merge area 2. Marine Drive on-ramp merge area 3. Hayden Island on-ramp merge area 4. SR 14 off-ramp diverge area **Southbound I-5:** 5. SR 500 on-ramp merge area 6. 4th Plain on-ramp merge area 7. Mill Plain on-ramp merge area 8. SR 14 on-ramp merge area 9. Hayden Island off-ramp diverge area	**Northbound I-5:** 1. Hayden Island on-ramp to SR 14 off-ramp **Southbound I-5:** 2. SR 14 on-ramp 3. Off-ramp north of Hayden Island	None
Local Streets Impacted by I-5 Backups	**Due to northbound I-5 impacts:** 1. Denver/Victory 2. Marine Drive 3. Hayden Island **Due to southbound I-5 impacts:** 1. SR 500 and Main Street 2. 4th Plain 3. Mill Plain 4. SR 14 and City center 5. Hayden Island	**Due to northbound I-5 impacts:** 1. Hayden Island **Due to southbound I-5 impacts:** 1. SR 14 and Vancouver City center	None
I-5 AM and PM Hours of Congestion	15 hours	4.5 to 6.5 hours	3.5 to 5.5 hours
Annual Collisions	750	220 to 240	200
I-5 Traffic	184,000 vehicles (No tolls)	175,500 vehicles (Includes tolling I-5)	178,000 vehicles (Includes tolling I-5)
I-205 Traffic	210,000 vehicles	213,500 vehicles	213,000 vehicles
Total River Crossing Traffic	394,000 vehicles	389,000 vehicles	391,000 vehicles
Diversion to I-205 from No Build	—	3,500 vehicles	3,000 vehicles
Regional Vehicle Miles Travelled (VMT)	56.658 million regional VMT	56.750 million regional VMT 0.16% increase over No Build	56.746 million regional VMT 0.15% increase over No Build
I-5 Transit Riders	8,800	18,500* (16,000 on light rail)	18,200* (15,800 on light rail)
HOV Lane Potential	Very unlikely based on current history in corridor	Some potential for future lane conversion	Highest potential for future lane conversion

Note: All figures are for the year 2030

November 9, 2009

*Ridership is based on DEIS Alternative 3 Light Rail Transit Efficient Operations with a Clark College Terminus. Currently more park and ride spaces are planned as part of the Locally Preferred Alternative, therefore ridership will be somewhat higher. However, differences due to number of lanes will not change substantially.