

# Traffic Effects of 8, 10 and 12 Lane Scenarios

	No Build	8 Lanes	10 Lanes	12 Lanes
<b>Locations of Poor Service Level Conditions on I-5</b>	<b>Northbound I-5:</b> 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  <b>Southbound I-5:</b> 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	<b>Northbound I-5:</b> 1. Hayden Island off-ramp to Marine Drive on-ramp 2. Hayden Island on-ramp merge area 3. SR 14 off-ramp diverge area 4. Mill Plain/4th Plain off-ramp to SR 14 on-ramp  <b>Southbound I-5:</b> 5. 4th Plain off-ramp to SR 500 on-ramp 6. SR 14 off-ramp to Mill Plain on-ramp 7. Mill Plain on-ramp merge area 8. North of Hayden Island off-ramp 9. Marine Drive off-ramp to Hayden Island on-ramp	<b>Northbound I-5:</b> 1. Hayden Island off-ramp to Marine Drive on-ramp 2. Mill Plain/4th Plain off-ramp to SR 14 on-ramp  <b>Southbound I-5:</b> 3. 4th Plain off-ramp to SR 500 on-ramp 4. SR 14 off-ramp to Mill Plain on-ramp 5. North of Hayden Island off-ramp	None
<b>Local Streets Impacted by I-5 Backups</b>	<b>Due to northbound I-5 impacts:</b> 1. Denver/Victory 2. Marine Drive 3. Hayden Island  <b>Due to southbound I-5 impacts:</b> 1. SR 500 and Main Street 2. 4th Plain 3. Mill Plain 4. SR 14 and City Center 5. Hayden Island	<b>Due to northbound I-5 impacts:</b> 1. Marine Drive 2. Hayden Island 3. SR 14 4. Mill Plain  <b>Due to southbound I-5 impacts:</b> 1. SR 500 and Main Street 2. 4th Plain 3. Mill Plain 4. SR 14 and City Center 5. Hayden Island	<b>Due to northbound I-5 impacts:</b> 1. Marine Drive 2. SR 14  <b>Due to southbound I-5 impacts:</b> 1. SR 500 and Main Street 2. 4th Plain 3. Mill Plain 4. SR 14 and City Center	None
<b>I-5 AM and PM Hours of Congestion</b>	15 hours	7 to 9 hours	5 to 7 hours	3.5 to 5.5 hours
<b>Annual Collisions</b>	750	300	240	200
<b>I-5 Traffic</b>	184,000 vehicles (No tolls)	165,000 vehicles (Includes tolling I-5)	174,500 vehicles (Includes tolling I-5)	178,000 vehicles (Includes tolling I-5)
<b>I-205 Traffic</b>	210,000 vehicles	219,000 vehicles	214,500 vehicles	213,000 vehicles
<b>Total River Crossing Traffic</b>	394,000 vehicles	384,000 vehicles	389,000 vehicles	391,000 vehicles
<b>Diversion to I-205 from No Build</b>	—	9,000 vehicles	4,500 vehicles	3,000 vehicles
<b>Regional Vehicle Miles Travelled (VMT)</b>	56.658 million regional VMT	56.770 million regional VMT 0.20% increase over No Build	56.750 million regional VMT 0.16% increase over No Build	56.746 million regional VMT 0.15% increase over No Build
<b>I-5 Transit Riders</b>	8,800	+1-5% over 12 lane	+1-3% over 12 lane	18,200* (15,800 on light rail)
<b>HOV Lane Potential?</b>	Very unlikely based on current history in corridor	Unlikely as two of the four lanes will act as merge lanes	Possible with more impacts for lane conversion	Highest potential for future lane conversion

Note: All figures are for the year 2030

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\*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.