5. What Options Were Considered?

- Alternatives Analysis
- Top Scoring Alternatives
Alternatives Analysis Study Process

Phase 1
2013

I-5 Corridor Plan Feasibility Study

I-5 JBLM Vicinity IJR and Environmental Documentation

Phase 1 – Corridor Plan Feasibility Study

January 2014

Brainstorming Participants
- City of DuPont
- Town of Steilacoom
- Pierce County
- Nisqually Tribe
- City of Lakewood
- JBLM
- WSDOT
- Pierce Transit
- Intercity Transit
- Sound Transit
- TRPC
- WSDOT CTR
- JBLM CTR
- FHWA

Focus on I-5 Mainline and Interchanges

Step 1 Criteria
- Regulatory/Legal Issues
- Military Security Issues
- Operations on I-5 Mainline
- Reasonableness/Feasibility
- Operations on Local Streets

Step 1
Fatal flaw analysis

Step 2
Evaluate I-5 benefit

Screening Process

Environmental Documentation and Interchange Justification Report

Alternative Analysis and Environmental Scoping

Scenario 3 – 3 GP and 1 HOV with CD Roads

Supplemental lanes in specific segments

Scenario 4 – 4 GP and 1 HOV

Supplemental lanes in specific segments

Transportation Demand Management 29
Local Streets 22
JBLM Streets 20
Modeling inputs 9
I-5 Access 30
I-5 Transit 43

172 options from brainstormed ideas

I-5 JBLM Vicinity IJR and Environmental Documentation

January 2014

Focus on I-5 Mainline and Interchanges
### Preliminary Alternatives

**Alternatives Resulting in No Change to I-5**

- **NO ACTION (P1)**

- **ENHANCED TRANSIT (P2)**
  - Enhanced Transit Service (15 minute headways)
    - Lacey to DuPont P&R to Main Gate to Lakewood
    - Lacey to Yelm to East Gate to Spanaway or Puyallup
    - Lacey to SR 512 P&R to Downtown Tacoma
    - Spanaway to Lakewood to Lacey
    - Expanded on-base shuttle system that matches the off-base transit schedule

- **ENHANCED TRANSIT + 9 LOCAL ROADS (P3)**
  - B-3: Gravelly to Thorne connector
  - B-13: Widen SR 507, McKenna to East Gate (north of Ray)
  - B-17: East half of Cross Base Highway
  - C-7: South A Rd. extension
  - C-6: Joint Base Connector
  - C-6: Fairview Road (extends Joint Base Connector further north)
  - C-15: New Arterial – mounts to Madigan
  - C-21: New Collector – DuPont Gate to East Gate
  - C-30: Synchronize signals on Pendleton & Jackson

**Alternatives Resulting in Changes to I-5**

- **I-5 EXPRESS LANES (P4)**
  + LOCAL ROADS (P4A)

- **I-5 HOV LANE AND C/D ROADWAYS (P5)**
  + LOCAL ROADS (P5A)

- **I-5 HOV LANE + GP LANE (P6)**
  + LOCAL ROADS (P6A)

- **I-5 HOV LANE (P7)**
  + LOCAL ROADS AND TRANSIT (P7A)*
  + LOCAL ROADS (P7B)
  + LOCAL ROADS, TRANSIT AND JBLM FRONTAGE ROAD (P7C)

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* C-30 is synchronization of signals on Pendleton Ave and Jackson Ave

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**Legend**

- On-Base Local Improvement
- Improvement Number
- X-XX

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**Intersection**

- 41st Division Dr
- 150th St
- Pacific Hwy
- 176th St
- Pacific Ave
- Spanaway Loop Rd
- Transmission Line Rd
- Mounts Rd
- Center Dr
- Steilacoom-DuPont Rd
- Railroad Ave
- 41st Division Dr
- Pendleton Ave
- Berkeley St
- Jackson Ave
- Gravelly Lake Dr
- Thorne Ln
- Bridgeport Way
- Barnes Blvd
- 150th St
- Perimeter Rd
- 512

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**P4 THROUGH P7B – LOCAL ROAD OPTIONS**

**P7C – LOCAL ROAD OPTIONS + JBLM FRONTAGE ROAD**
Alternative Scoring

Total Scores
I-5 JBLM Alternative Packages

Scoring Process for Alternatives

**QUANTITATIVE**

Performance

- Traffic Modeling
  - Speed
  - Hours of Congestion
  - Travel Time
  - Person Throughput
  - Percent of Person Demand Served
  - Potential Person Trips via Transit & HOV

**QUALITATIVE**

Impact Potential

- Environmental Scan
  - Wildlife & Habitat
  - Hazardous Materials
  - Cultural & Historic Resources
  - Section 4f & 6f
  - Wetlands & Streams
  - Surface Water
  - Ground Water
  - Noise
  - Socio-Economic

Implementation Characteristics

- Ability for Staged Construction
- Cost (Relative)
- Right of Way Needed

= Alternative Score
Top Scoring Alternatives

P4: Add Express Lanes

P6: General Purpose & HOV Lanes

P7: Add HOV Lanes