DECISION 0
What happens if you do nothing?

Objective:

This paper provides background information on the corridor. It is provided to help the Task Force understand:

- Today's conditions in the I-5 corridor (in the table below this is called "Existing Conditions 2000).

- The conditions in the I-5 corridor in 2020 if no improvements are made (in the table below this is called "No Build 2020").

- The conditions in the I-5 corridor in 2020 if only the planned improvements are made (in the table below this is called "Baseline 2020").

Summary of Results:

Analysis:

Traffic

- Regional population growth between 2000-2020 is projected to be approximately 30%.

- Peak direction travel demands across the Columbia River increases over the same period by ____.

- PM peak hours of delay increase by 74% for the No Build; 23% for Baseline.

- Truck hours of delay during the PM peak increase by 92% for the No Build; 28% for Baseline.

- VMT increases by 28% (No Build); 25% (Baseline). However, VMT/capita decreases by 1.5-2.2%.

- The proportion of PM peak transit usage (relative to all trips) from Portland CBD increases by 25% (No Build) to 59% (Baseline).

- The proportion of PM peak transit usage (relative to all trips) from Vancouver CBD decreases by 12% (No Build), but increases by 20% for Baseline.

- Transit travel times from downtown Portland to downtown Vancouver double for the No Build, increase by nearly 50% for Baseline.

- Travel times for autos and trucks from downtown Portland to downtown Vancouver increase by 23% for the No Build and 9% for Baseline.

- Congested lane-miles on truck routes in the study area increase during the PM peak by 56% for the No Build, and 30% for the Baseline.

- Traffic volumes on north-south arterials in North Portland generally increase by 16% in the No Build, and 8% in Baseline.
- Traffic volumes on north-south arterials in Vancouver generally increase by 15% in the No Build, and 25% in Baseline.

Environmental and Land Use

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Construction Cost (2001 $)

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