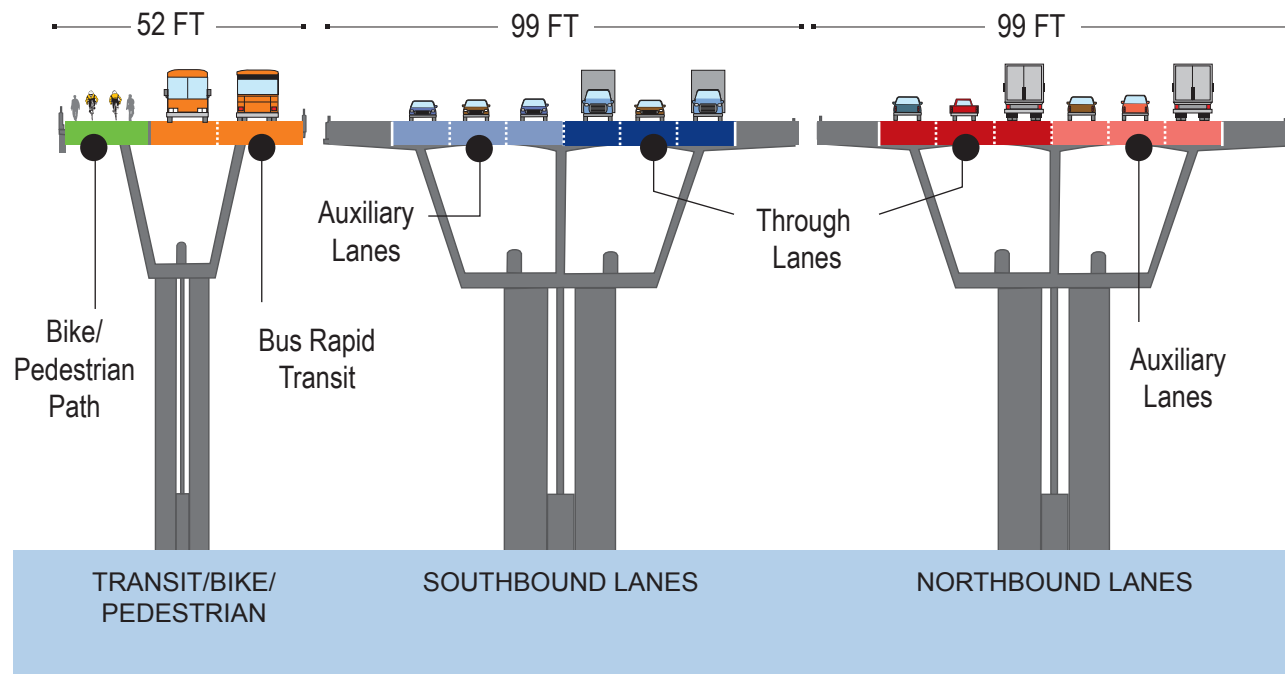


## ALTERNATIVE 2: Replacement Crossing with Bus Rapid Transit

This alternative would replace the existing I-5 bridges with a new crossing downstream (west) of the current I-5 alignment. The existing bridges would be removed. The new crossing could include three bridges, two for northbound and southbound Interstate traffic, and a third bridge for buses in dedicated transit lanes, bicyclists, and pedestrians. There is also a “Stacked Transit/Highway Bridge” (STHB) design that would require two new bridges, rather than the three needed for the standard replacement crossing design. The STHB design would include transit beneath the highway deck of the I-5 southbound bridge and would suspend the bicycle and pedestrian path under the eastern edge of the northbound I-5 bridge.

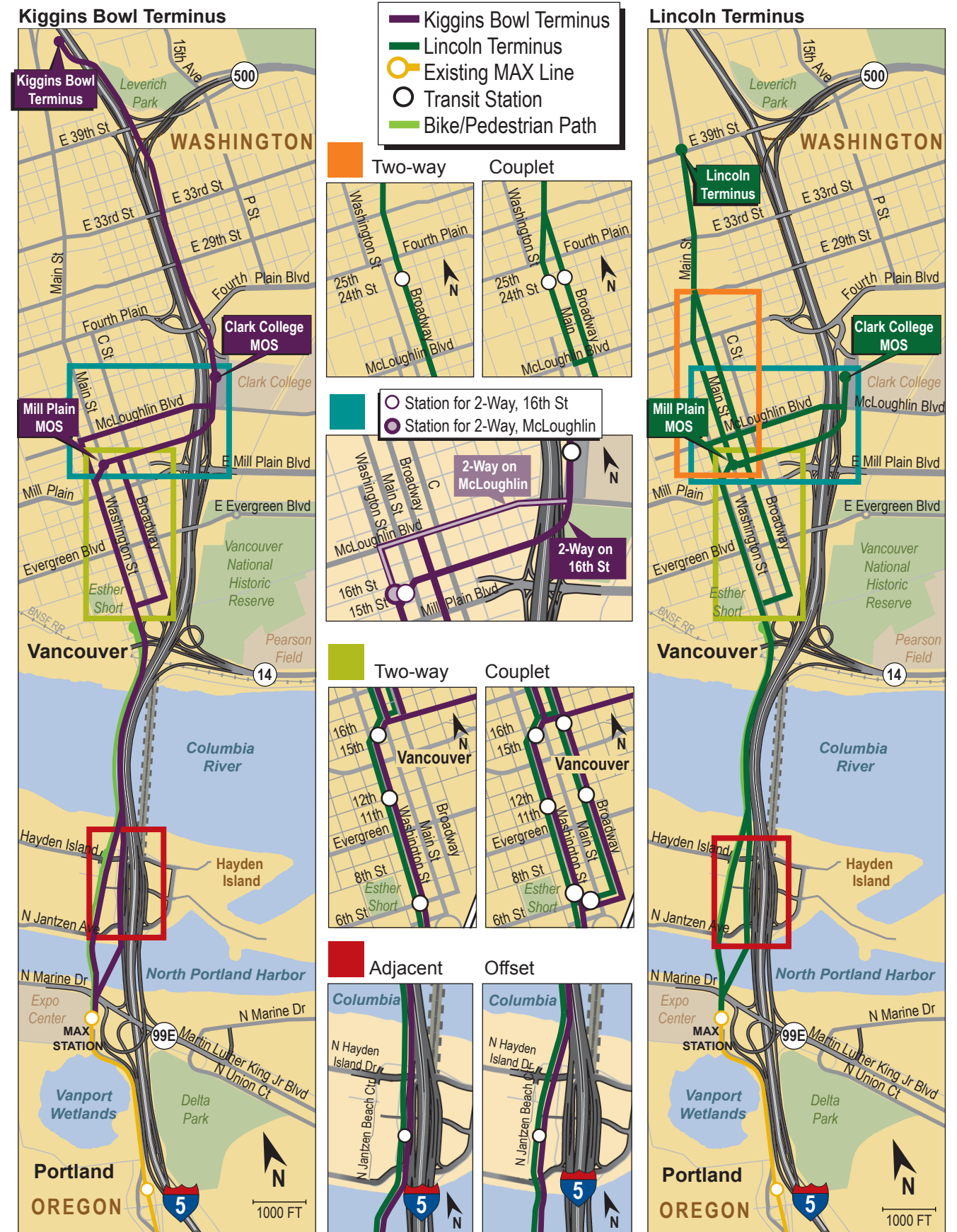
Bus rapid transit would operate in an exclusive guideway from the Expo Center in Portland along one of several alignment options through the project area to end at one of four possible terminus options (a description of these options is contained in Section 2.3.1 below). The exclusive bus lanes would extend 2.07–4.22 miles north from the Expo Center through Vancouver, and include five to seven transit stations and three to five structured or surface park and rides with up to 2,410 spaces, depending upon the transit terminus. Riders could transfer at the Expo Center to the existing MAX light rail system. Local bus service in Vancouver would increase to serve new transit passengers. Automobiles and trucks would pay a toll to cross the Columbia River on the new I-5 bridges.

### Replacement River Crossing with Bus Rapid Transit



Please see page 2-19 for a definition of Auxiliary Lanes.  
MEASUREMENTS PROVIDED ARE APPROXIMATE.

### Transit Terminus and Alignment Options for Alternative 2



MAP DIMENSIONS ARE APPROXIMATE.  
MOS=Minimum Operable Segment