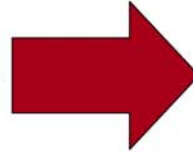


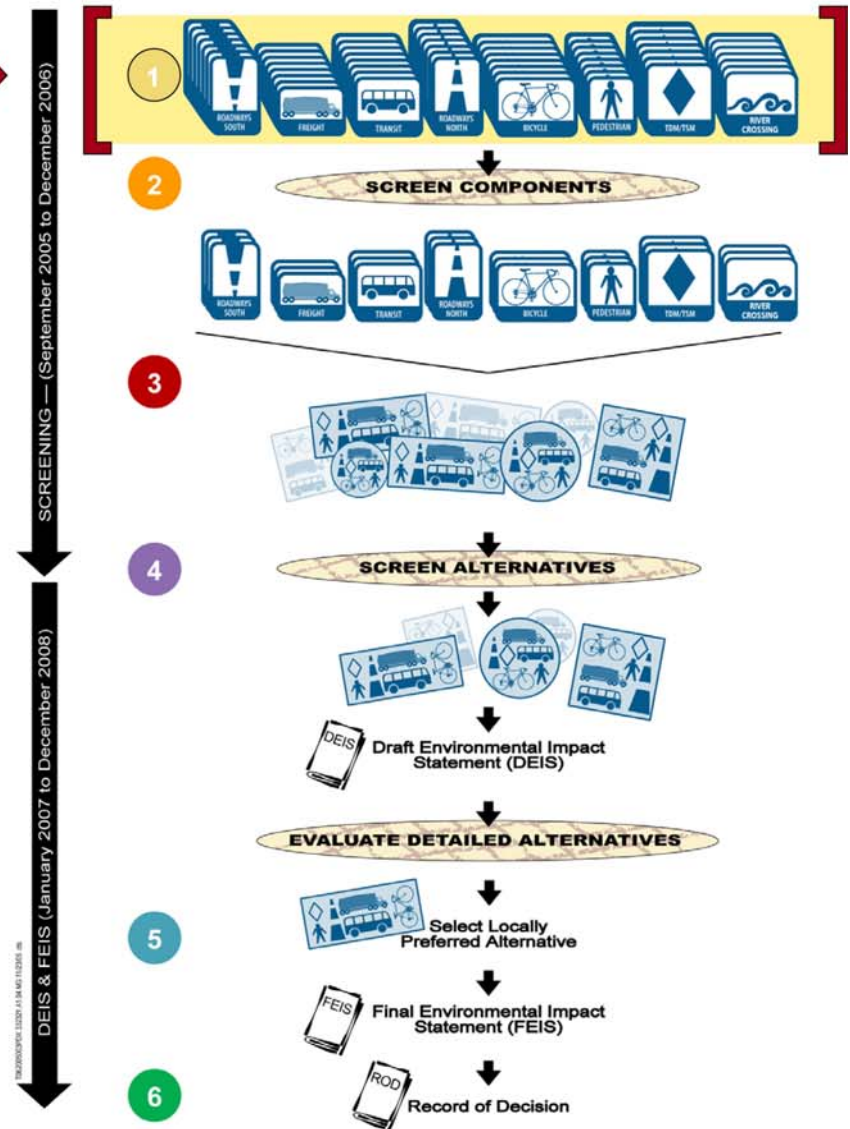
Columbia River CROSSING

1 Components List



DRAFT Transportation Component List for Screening

March 3, 2006





This document presents the full range of ideas generated to address identified needs under the I-5 Columbia River Crossing (CRC) project. Ideas, referred to as “**components**”, were generated from two sources: (1) recommendations in the 2002 I-5 Transportation and Trade Partnership Final Strategic Plan; and (2) additional suggestions from the public and affected agencies received during the National Environmental Policy Act (NEPA) scoping process for this project.

The cover page graphically illustrates the I-5 CRC project evaluation framework process and depicts generation of the component list as the first step in the screening process. **Note- screening has not yet occurred. Screening results will be presented to the Task Force beginning with the March 22, 2006 meeting.**







TRANSIT

ID	Name	Description	Sample Images
TR-1	Express Bus in General Purpose (GP) lanes	Primarily peak period local and express bus services operating in existing or new I-5 general purpose traffic lanes.	
TR-2	Express Bus in Managed Lanes	Primarily peak period local and express bus services operating in new I-5 managed lanes.	
TR-3	Bus Rapid Transit (BRT)-Lite	An all-day Bus Rapid Transit (BRT) service that operates in exclusive, managed, or general purpose lanes, which may or may not have in-line stations and special vehicles.	
TR-4	Bus Rapid Transit (BRT)- Full	An all-day Bus Rapid Transit (BRT) service with an exclusive right-of-way, in-line stations, special vehicles, and a unique branded identity.	







TRANSIT

ID	Name	Description	Sample Images
TR-5	Light Rail Transit (LRT)	An extension of MAX across the Columbia River in an exclusive guideway.	
TR-6	Streetcar	A modern streetcar system with an exclusive/non-exclusive guideway that has the ability to operate on light rail tracks (e.g., with Interstate MAX).	
TR-7	High Speed Rail	A high speed rail service operating in a new exclusive guideway within the I-5 corridor.	
TR-8	Ferry Service	A ferry service connecting downtown Vancouver to Hayden Island and/or downtown Portland via the Willamette River.	



TRANSIT

ID	Name	Description	Sample Images
TR-9	Monorail System	A monorail system operating in a new exclusive guideway within the I-5 corridor.	
TR-10	Magnetic Levitation (MagLev) Railway	A new monorail service connecting downtown Vancouver to either Hayden Island or downtown Portland.	 German Trans Rapid Maglev
TR-11	Commuter Rail Transit	A commuter rail service operating along existing BNSF trackage.	
TR-12	Heavy Rail Transit	An urban heavy rail transit system operating in an exclusive guideway within the I-5 corridor.	







TRANSIT

ID	Name	Description	Sample Images
TR-13	Personal Rapid Transit	A personal rapid transit system operating in an exclusive guideway in the I-5 corridor.	
TR-14	People Mover/Automated Guideway Transit	A people mover or automated guideway transit system operating in a new exclusive guideway in the I-5 corridor.	





RIVER CROSSING

(All river crossing components will include bicycle and pedestrian pathway.)

ID	Name	Description	Sample Images
RC-1	Replacement Bridge- Downstream/Low-level/Movable	Replace both existing I-5 bridges with a new, low-level, movable-span bridge downstream (west) of the existing bridges.	 <p>REPLACEMENT BRIDGE - DOWNSTREAM / MOVABLE / LOW-LEVEL RC-1 FEB 1, 2006</p>
RC-2	Replacement Bridge- Upstream/Low-level/Movable	Replace both existing I-5 bridges with a new, low-level, movable-span bridge upstream (east) of the existing bridges.	 <p>REPLACEMENT BRIDGE - UPSTREAM / MOVABLE / LOW-LEVEL RC-2 FEB 1, 2006</p>
RC-3	Replacement Bridge- Downstream/Mid-level	Replace both existing I-5 bridges with a new, mid-level bridge downstream (west) of the existing bridges.	 <p>REPLACEMENT BRIDGE - DOWNSTREAM / MID-LEVEL RC-3 BRIDGES BY BRIDGE FEB 1, 2006</p>
RC-4	Replacement Bridge- Upstream/Mid-level	Replace both existing I-5 bridges with a new, mid-level bridge upstream (east) of the existing bridges.	 <p>REPLACEMENT BRIDGE - UPSTREAM / MID-LEVEL RC-4 FEB 1, 2006</p>




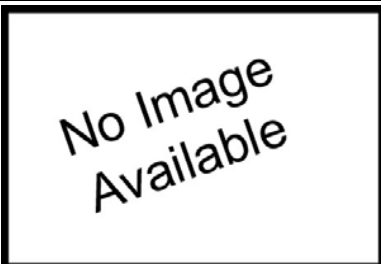
RIVER CROSSING

(All river crossing components will include bicycle and pedestrian pathway.)

ID	Name	Description	Sample Images
RC-5	Replacement Bridge- Downstream/High-level	Replace both existing I-5 bridges with a new, high-level bridge downstream (west) of the existing bridges.	
RC-6	Replacement Bridge- Upstream/High-level	Replace both existing I-5 bridges with a new, high-level bridge upstream (east) of the existing bridges.	
RC-7	Supplemental Bridge- Downstream/Low-level/Movable	Add a new, low-level, movable-span I-5 bridge downstream (west) of the existing bridges.	
RC-8	Supplemental Bridge- Upstream/Low-level/Movable	Add a new, low-level, movable-span I-5 bridge upstream (east) of the existing bridges.	

RIVER CROSSING

(All river crossing components will include bicycle and pedestrian pathway.)

ID	Name	Description	Sample Images
RC-9	Supplemental Bridge-Downstream/Mid-level	Add a new, mid-level I-5 bridge downstream (west) of the existing bridges.	 <p>Architectural rendering showing a new mid-level I-5 bridge structure downstream (west) of existing bridges, integrated with surrounding urban and green spaces.</p>
RC-10	Supplemental Bridge-Upstream/Mid-level	Add a new, mid-level I-5 bridge upstream (east) of the existing bridges.	 <p>Architectural rendering showing a new mid-level I-5 bridge structure upstream (east) of existing bridges, integrated with surrounding urban and green spaces.</p>
RC-11	Supplemental Bridge-Downstream/High-level	Add a new, high-level I-5 bridge downstream (west) of the existing bridges.	 <p>No Image Available</p>
RC-12	Supplemental Bridge-Upstream/High-level	Add a new, high-level I-5 bridge downstream (west) of the existing bridges.	 <p>No Image Available</p>




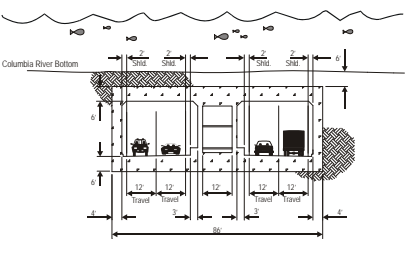
RIVER CROSSING

(All river crossing components will include bicycle and pedestrian pathway.)

ID	Name	Description	Sample Images
RC-13	Tunnel to supplement I-5	Supplement existing I-5 bridge(s) with a new tunnel crossing.	
RC-14	New Corridor Crossing	Create multi-modal, bi-state industrial corridor next to BNSF rail crossing west of existing I-5 Bridges.	
RC-15	New Corridor Crossing plus Widen Existing I-5 Bridges	Create multi-modal, bi-state arterial corridor next to BNSF rail crossing west of existing I-5 Bridges. Add two center lanes between existing I-5 bridges for additional vehicular capacity.	
RC-16	New Western Highway (I-605)	Add a new western bypass connecting Clark and Multnomah Counties.	




RIVER CROSSING

(All river crossing components will include bicycle and pedestrian pathway.)

ID	Name	Description	Sample Images
RC-17	New Eastern Columbia River Crossing	New bridge east of I-205 from Camas/East Clark County to Troutdale.	
RC-18	I-205 Improvements	Improvements in the I-205 corridor between Vancouver and Portland.	
RC-19	Arterial Crossing to Supplement I-5	Add new Columbia River crossing adjacent to existing I-5 bridges for arterial-use only, connecting downtown Vancouver to Hayden Island with potential connections to Marine Drive and Columbia Blvd.	
RC-20	Replacement Tunnel	Replace existing I-5 bridges with a new tunnel crossing.	

RIVER CROSSING

(All river crossing components will include bicycle and pedestrian pathway.)

ID	Name	Description	Sample Images
RC-21	33rd Avenue Crossing	Add new crossing east of I-5, connecting Vancouver and Portland near the 33rd Avenue corridor in Portland.	
RC-22	Non-Freeway Multi-Modal Columbia River Crossing	Add new multi-modal Columbia River crossing located west (downstream) of existing I-5 Bridges for vehicular, light rail, bicycle, and pedestrian use. Reconfigure Hayden Island and SR-14 access to I-5 via new crossing and other existing interchanges.	
RC-23	Arterial Crossing with I-5 Improvements	Add new Columbia River crossing for arterial use connecting downtown Vancouver to Hayden Island with potential connections to Marine Drive and Columbia Blvd, in conjunction with I-5 improvements in the Bridge Influence Area.	



PEDESTRIAN

ID	Name	Description	Sample Images
P-1	Enhance Existing Pathway	Widen the existing narrow pathways on the existing bridges so that they meet multi-use pathway design standards. See B-1.	
P-2	New I-5 Bridge and Pathway	As part of a new bridge across the Columbia River, provide a multi-use pathway that meets design standards. See B-2.	
P-3	New I-5 Pathway-Only Bridge	Construct a new bridge across the Columbia River that provides a multi-use pathway only. See B-3.	
P-4	Enhanced Vancouver Connectivity	Improve pedestrian connections over and under I-5 in downtown Vancouver.	



PEDESTRIAN

ID	Name	Description	Sample Images
P-5	Enhanced Hayden Island Connectivity	Improve pedestrian connections over or under I-5 on Hayden Island.	
P-6	New North Portland Pathway	Construct a new multi-use bridge that connects Hayden Island/Jantzen Beach with Marine Drive. See B-6.	



BICYCLE

ID	Name	Description	Sample Images
B-1	Enhance Existing Pathway	Widen the existing narrow pathways on the existing bridges so that they meet multi-use pathway design standards. See P-1.	
B-2	New I-5 Bridge and Pathway	As part of a new bridge across the Columbia River, provide a multi-use pathway that meets design standards. See P-2.	
B-3	New I-5 Pathway-Only Bridge	Construct a new bridge across the Columbia River that provides a multi-use pathway only. See P-3.	
B-4	Enhanced Vancouver Connectivity	Improve bicycle connections over and under I-5 in downtown Vancouver.	



BICYCLE

ID	Name	Description	Sample Images
B-5	Enhanced Hayden Is. Connectivity	Improve bicycle connections over or under I-5 on Hayden Island.	
B-6	New North Portland Pathway	Construct a new multi-use bridge that connects Hayden Island/Jantzen Beach with Marin Drive. See P-6.	




FREIGHT

ID	Name	Description	Sample Images
F-1	I-5 Mainline Freight-Only Lanes	Construct new through travel lanes on I-5 (within the Bridge Influence Area) that are dedicated to truck-freight only use during certain periods of the day, or all day long.	
F-2	Ramp Freight Bypass Lanes	Construct lanes at select I-5 on-ramps and off-ramps (within the Bridge Influence Area) that are dedicated for truck-freight use only.	
F-3	Truck Freight Restrictions	Prohibit truck-freight use of I-5 (within the Bridge Influence Area) during peak commuting periods.	
F-4	Allow Increased Freight Truck Size and Weight	Develop policy to enable use of larger/heavier trucks on I-5.	



FREIGHT

ID	Name	Description	Sample Images
F-5	Freight Direct Access Ramps	Construct new ramps at select I-5 interchanges (within the Bridge Influence Area) that are dedicated to truck-freight use only.	



ROADWAYS NORTH

Components will enhance bicycle-pedestrian connectivity

Roadway North solutions refer to connecting I-5 and associated ramps in Vancouver to any new Columbia River crossing. Roadway North components are dependent on the type and location of River Crossing and Transit components. During component screening, the project team will concurrently leverage the significant work that went into developing roadway concepts during the I-5 Partnership. The project team will advance these concepts by addressing outstanding design issues. We will be working with the Task Force, neighborhood groups, and other interested parties throughout the spring and summer to advance roadway concepts.

ROADWAYS SOUTH

Components will enhance bicycle-pedestrian connectivity

Roadway South solutions refer to connecting I-5 and associated ramps in Portland to any new Columbia River crossing. Roadway South components are dependent on the type and location of River Crossing and Transit components. During component screening, the project team will concurrently leverage the significant work that went into developing roadway concepts during the I-5 Partnership. The project team will advance these concepts by addressing outstanding design issues. We will be working with the Task Force, neighborhood groups, and other interested parties throughout the spring and summer to advance roadway concepts.



TRANSPORTATION DEMAND/SYSTEM MANAGEMENT (TDM/TSM)




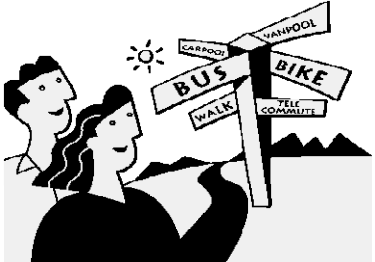
ID	Name	Description	Sample Images
TM-1	Create Northern I-5 <u>Managed Lane</u> through Restriping	Restripe existing I-5 right-of-way to designate one highway lane per direction for <u>managed lane</u> use separate of general purpose (GP) lanes north of the bridge influence area between SR 500 and 134th/139th Street interchange.	
TM-2	Create Northern I-5 <u>Transit-Only Lane</u> through Restriping	Restripe existing I-5 right-of-way to designate one highway lane per direction for <u>transit-only</u> use separate of general purpose (GP) lanes north of the bridge influence area between SR 500 and 134th/139th Street interchange.	
TM-3	Create I-5 <u>Managed Lane</u> within the Bridge Influence Area	Utilize new capacity in the Bridge Influence Area for <u>managed lane</u> use separate of general purpose (GP) lanes within the bridge influence area between SR 500 and Victory Blvd.	
TM-4	Create I-5 <u>Transit-Only Lane</u> within the Bridge Influence Area	Utilize new capacity in the Bridge Influence Area for <u>transit-only</u> use separate of general purpose (GP) lanes within the bridge influence area between SR 500 and Victory Blvd.	

TRANSPORTATION DEMAND/SYSTEM MANAGEMENT (TDM/TSM)

ID	Name	Description	Sample Images
TM-5	Reversible Express Managed Lane	Utilize new capacity in the Bridge Influence Area for a Reversible Express Managed Lane.	
TM-6	Direct Access Ramps	Provide interchange direct connection between I-5 Managed Lane(s) and other facilities for transit and/or other users within the I-5 corridor.	
TM-7	Preferential Managed Lane Merge(s)	Give priority to Managed Lanes at general purpose lane merge points within the Bridge Influence Area.	
TM-8	Ramp Queue Jump Lanes	Provide a bypass lane at select I-5 on-ramps within the Bridge Influence Area to allow one or more user groups (HOV, bus, freight, other) preferential access to the highway.	



TRANSPORTATION DEMAND/SYSTEM MANAGEMENT (TDM/TSM)

ID	Name	Description	Sample Images
TM-9	Increased Bus Service	Increased bus service within the I-5 corridor.	
TM-10	Enhanced Park-and-Ride Capacity	Expand existing Park-and-Ride lots and/or build new Park-and-Ride capacity.	
TM-11	Enhance ITS Technology and Management Systems	Enhance comprehensive Intelligent Transportation System (e.g., incident management; expanded detection capabilities, traffic signal coordination, message signing, etc.) within the I-5 corridor.	
TM-12	Improve the Package of Employer and Governmental TDM Policy Measures	Examples of policies and practices include subsidized transit passes, rideshare matching, parking supply and pricing, etc.	

TRANSPORTATION DEMAND/SYSTEM MANAGEMENT (TDM/TSM)

ID	Name	Description	Sample Images
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TM-13 Reduce Passenger Travel Time on Interstate MAX Reduce travel times for passengers using Interstate MAX.



TM-14 Transit Priority Signal System Provide preferential signal priority for transit within the I-5 corridor.



TM-15 Congestion Pricing on I-5 Congestion pricing of I-5 with any tolling scenario.




TM-16 Highway On-Ramp Metering Meter I-5 on-ramps within the I-5 corridor.





TRANSPORTATION DEMAND/SYSTEM MANAGEMENT (TDM/TSM)

ID	Name	Description	Sample Images
TM-17	Arterial Managed Lanes	Build new arterial lanes for transit and/or managed lane use, and improve access to I-5 on- and off-ramps within the I-5 Bridge Influence Area.	
TM-18	Ramp Terminal Improvements	Improve capacity at ramp terminal intersections.	