

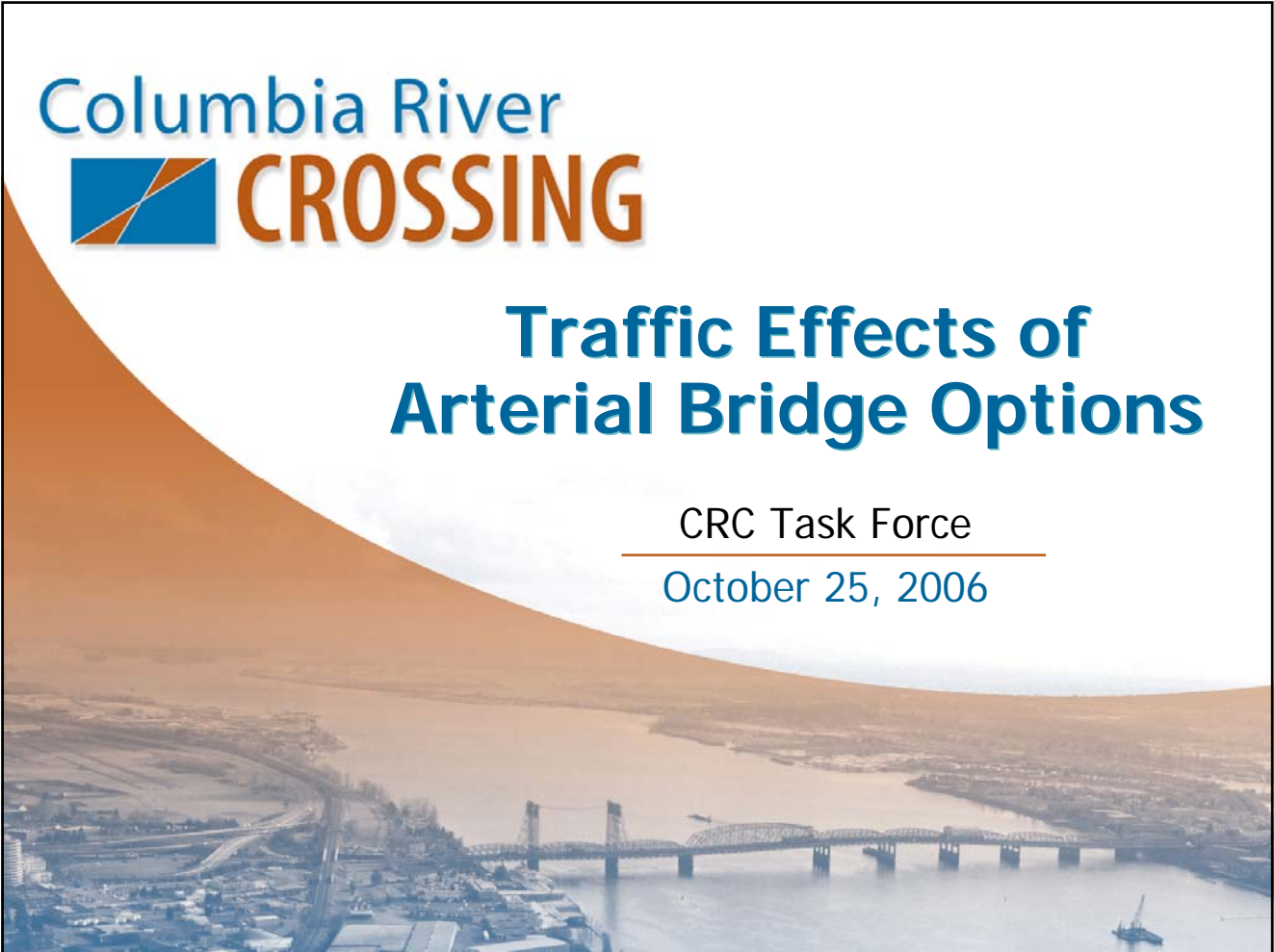
Columbia River  
 **CROSSING**

**Traffic Effects of  
Arterial Bridge Options**

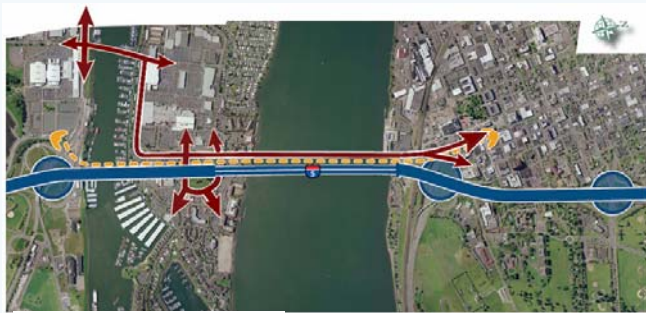
CRC Task Force  

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October 25, 2006



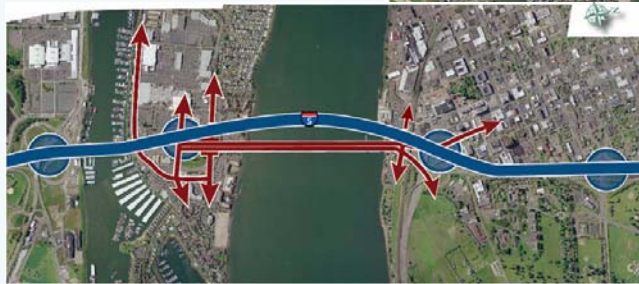
## Arterial Alternative Overview



*Alternative 3*



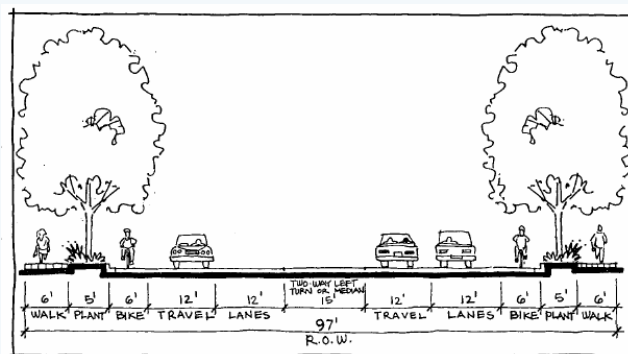
*Alternative 4 & 5*

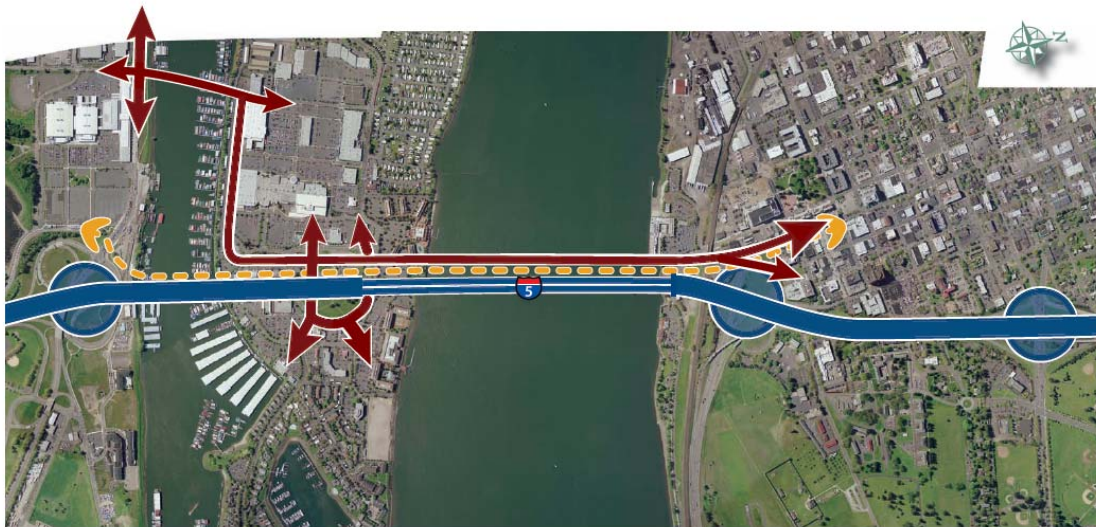


*Alternative 6 & 7*

## Arterial Roadways

- Alternatives 3 through 7 include an arterial roadway crossing the Columbia River
- What is an arterial?
  - Generally 2 to 6 through travel lanes
  - Usually 35 to 55 mph posted speeds
  - Provide high degree of mobility
  - Broad right-of-way
  - Bicycle and pedestrian facilities









DISCLAIMER These maps are for discussion purposes only and are subject to change.

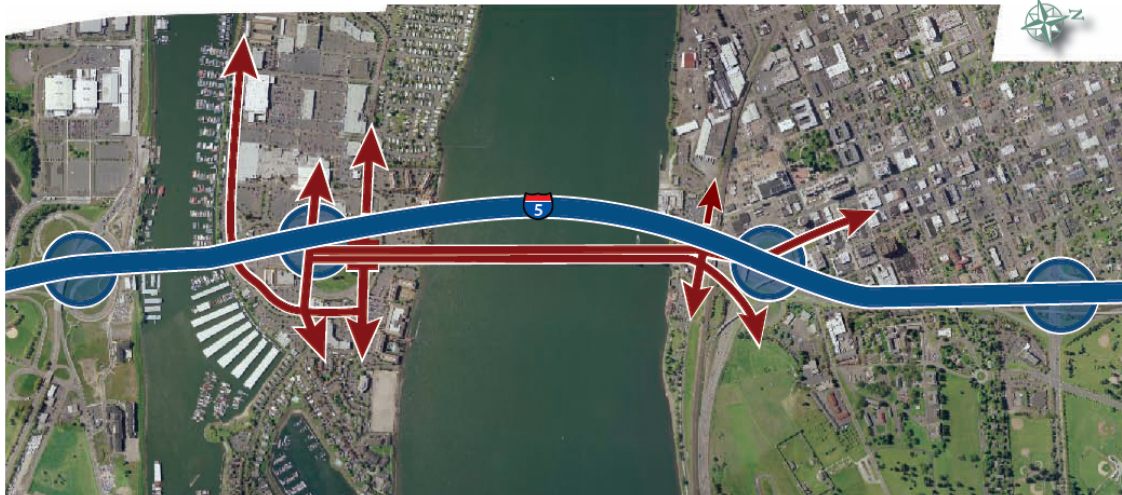
**LEGEND**

-  I-5 Travel Lanes
-  Arterial Connections
-  High Capacity transit alignments
-  I-5 Interchange



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- LEGEND**
-  I-5 Travel Lanes
  -  Arterial Connections
  -  High Capacity transit alignments
  -  I-5 Interchange

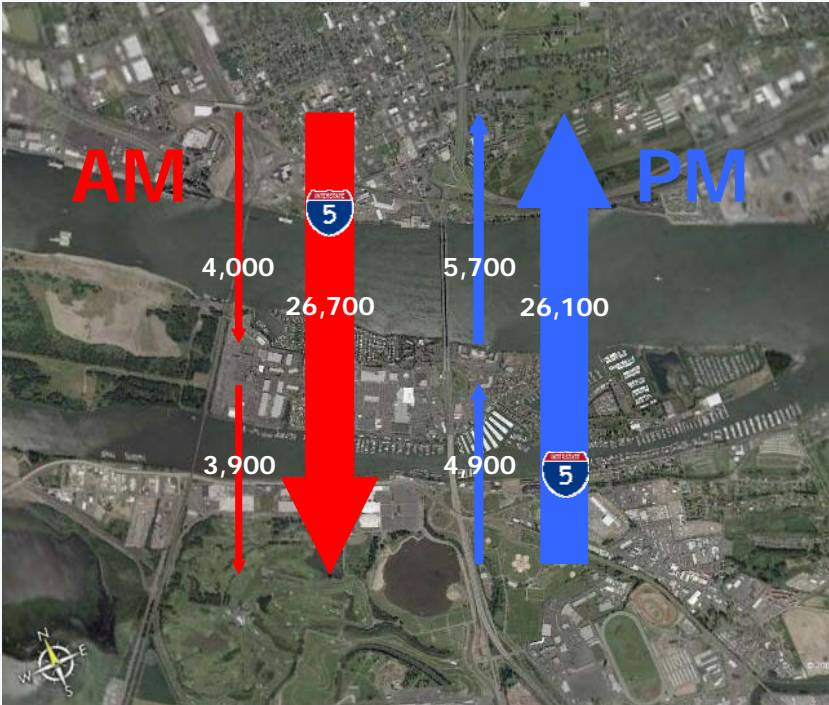


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LEGEND

-  I-5 Travel Lanes
-  Arterial Connections
-  I-5 Interchange

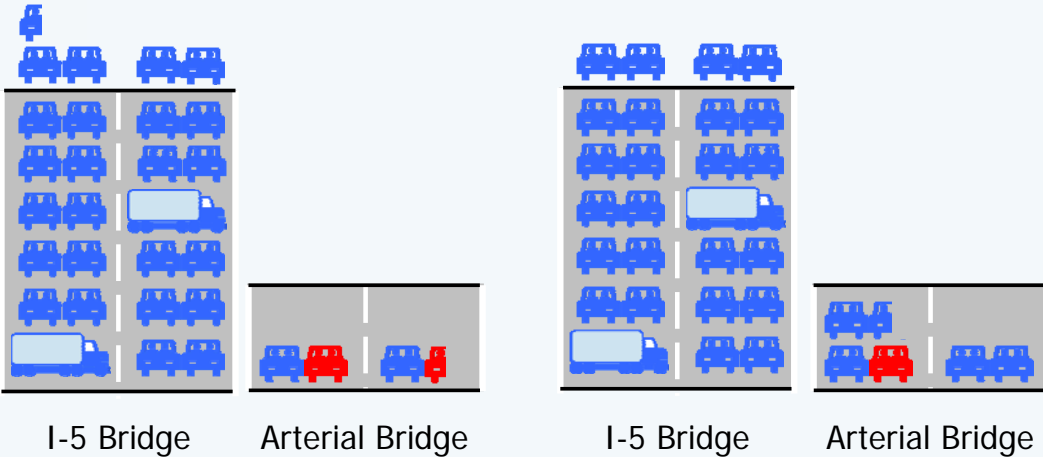
# Alternative 3: 2030 4-Hour Volumes



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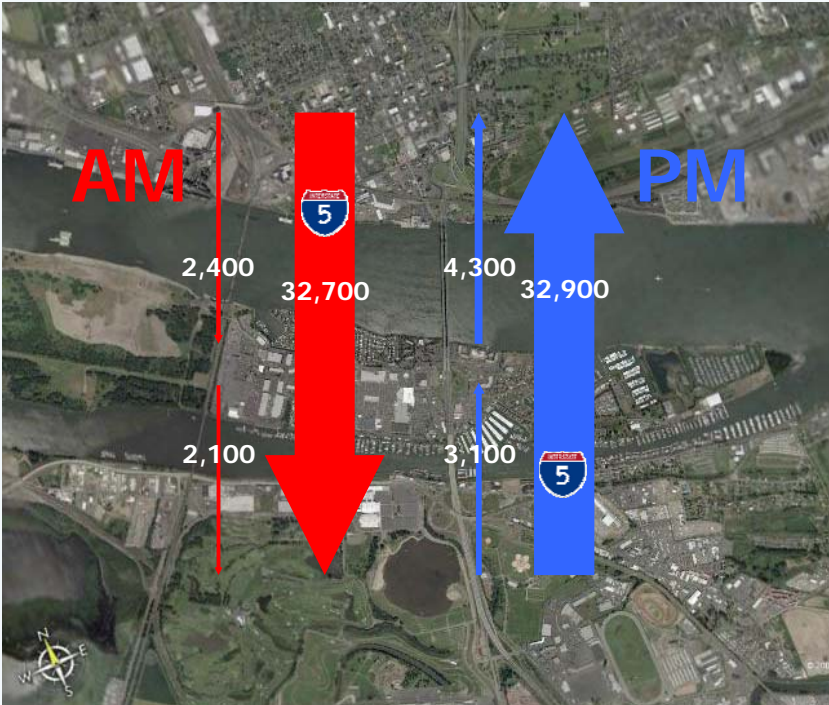
AM 4-Hr

PM 4-Hr



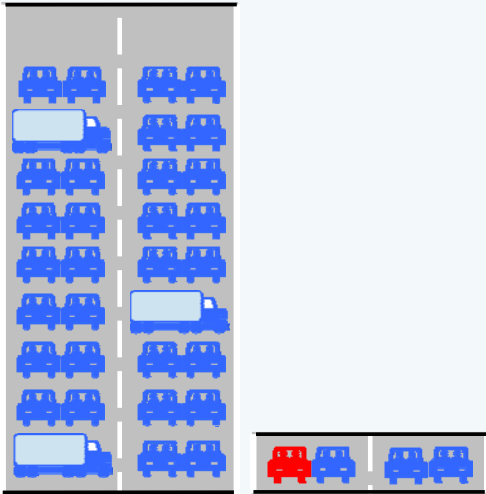


# Alternative 4 & 5: 2030 4-Hour Volumes



# Alternative 4 & 5: 2030 4-Hour Volumes

PM 4-Hr



I-5 Bridge

Arterial Bridge

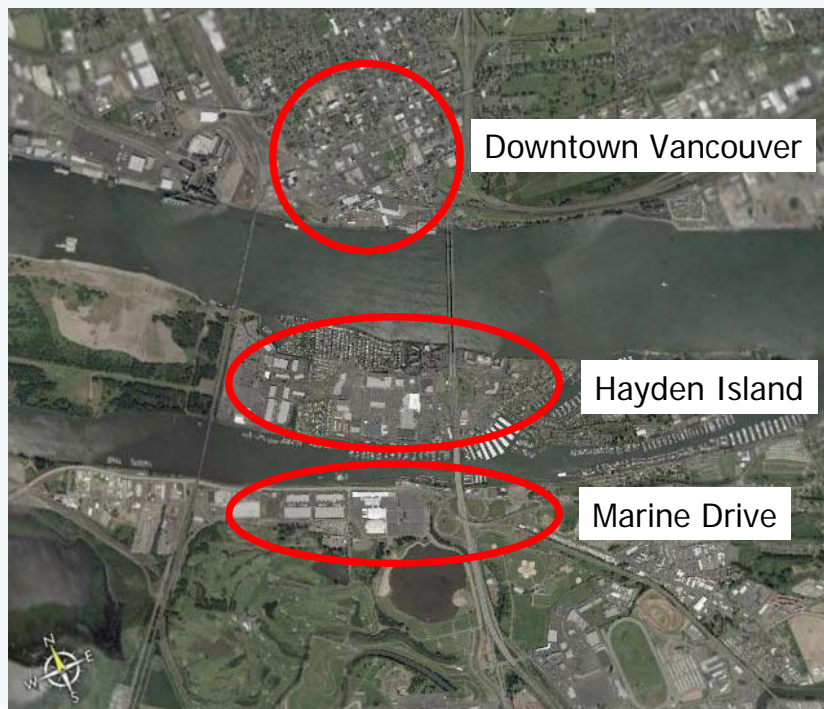
 "Local Trips"     "Regional Trips"



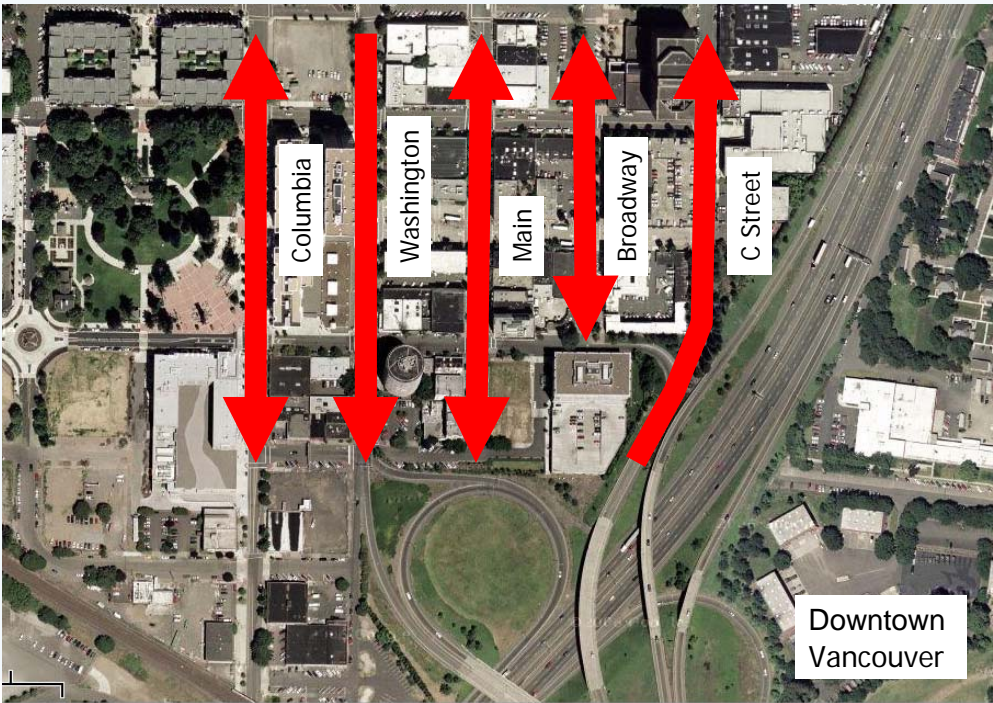
# Alternative 6 & 7: 2030 4-Hour Volumes



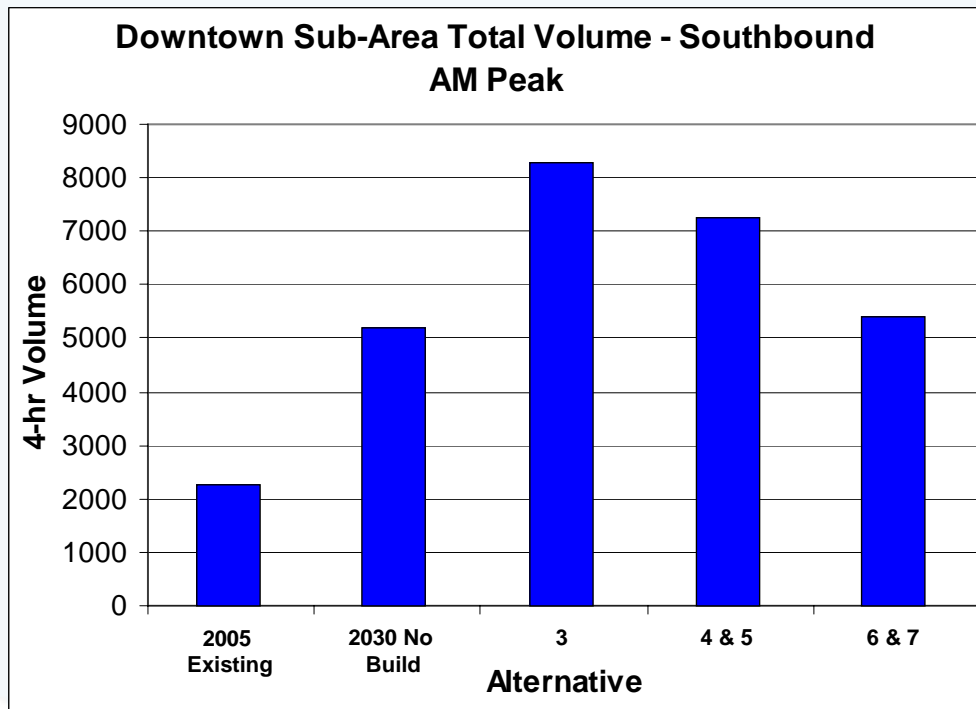
### Alternative 3: Impacts to Local Street Networks



# Alternative 3: Downtown Vancouver Effects



## AM Peak Traffic Impacts in Downtown Vancouver



## Findings of Arterial Alternative Analysis

- Alternative 3:
  - The arterial bridge would be moderately used
  - I-5 would remain congested - demand exceeding capacity
  - 60-80% of the arterial volume comprised of “diverted” trips
  - Arterial traffic would increase congestion in downtown Vancouver, on Hayden Island, and in the vicinity of Marine Drive
  - Freight movement may experience increased travel time variability
  - Safety issues along I-5 would not be addressed

## Findings of Arterial Alternative Analysis

- Alternatives 4 & 5 and 6 & 7:
  - The arterial bridge would carry low traffic volumes
  - 50-75% of the arterial volume comprised of “diverted” trips
  - Arterial traffic would increase congestion in downtown Vancouver, on Hayden Island, and in the vicinity of Marine Drive
  - The new I-5 bridge could accommodate all “arterial” trips