



MEMORANDUM

TO: Bi-State Coordination Committee
FROM: RTC Staff
DATE: July 22, 2016
SUBJECT: I-5 Corridor Status Report

INTRODUCTION

Interstate 5 is an important freight corridor for the region, the west coast states, and the nation. During the recent economic recession, travel activity in the I-5 corridor connecting Washington and Oregon remained relatively static and even decreased for a time during the depth of the economic contraction.

The information provided in this memorandum summarize: noteworthy capital investments made in the I-5 corridor in the past 20 years; future investments as identified in Regional Transportation Plans; and a description of additional short-term options for addressing congestion in the I-5 corridor.

RECENT INVESTMENTS

Over the past 20 years, the region has made significant multimodal investments in the I-5 corridor to provide for the movement of both freight and people in this bi-state corridor. The following list of noteworthy investments includes capacity, operational, and transit investments.

Table with 4 columns: WASHINGTON Projects, Outcome, OREGON Projects, Outcome. Rows include Main St. to I-205, NE 78th St. Interchange, NE 99th St. Interchange, NE 139th St. Interchange, NE 219th/SR-502 Interchange, Pioneer St. Interchange, NE 99th Transit Center, NE 139th Transit Center, I-5 North HOV lane, Delta Park SB, Max Yellow Line, WA and OR Projects, Various Ramp Meters, Variable Message Signs, Travel Time Signs.

REGIONAL TRANSPORTATION PLAN INVESTMENTS

RTC and Metro both adopted new Regional Transportation Plans (RTPs) in 2014 that identify a number of planned investments in the I-5 corridor to address increasing travel demand due to growing population and freight movement over the next 20 years.

Washington Projects	Status
NE 319 th St. Interchange – Urban upgrade	Funded (CN)
NE 179 th St. Interchange – Urban upgrade	Funded (CN)
I-5/SR-500 direct north connections – New	Planned
Mill Plain Interchange – Freight upgrade	Funded (CN)
Mill Plain Blvd, Columbia to I-5 – Freight Improvements	Funded (CN)
SR-500 Interchange – Upgrade	Planned
I-205 Access and Operations Study Recommendations	Some Funded
Oregon Projects	Status
Marine Dr. Interchange- Upgrade	Planned
Victory Blvd. Interchange- Upgrade	Planned
I-5 Rose Quarter - Improvements	Funded (PE)
Hwy 217 Interchange – Upgrade	Planned
I-5/I-205 South Junction – Upgrade	Planned
Oregon Interstate Operational Plans	Planned
WA and OR Projects	Status
I-5 Bridge – Replacement	Planned
HCT, Expo Center to Clark College - New	Planned

I-5 SOUTH CORRIDOR OPERATIONS STUDY

Along with capital infrastructure investment, RTC's RTP also recognizes the importance of application of Travel Demand Management (TDM) and Transportation Systems Management (TSM) strategies in providing means to improve transportation system efficiencies without adding new physical roadway capacity. In 2014, RTC conducted the I-205 Access and Operations Study that identified a number of specific operational improvements (i.e. lane restriping and ramp metering), as well as recommended a

detailed feasibility study of bus on shoulder operations to improve transit travel time reliability in the corridor.

RTC staff recommends building upon the I-205 work with a detailed operations study of the I-5 corridor that considers a broad range of TSM and TDM strategies, including ramp meters, variable speed signs, queue warning, lane restriping, transit operational improvements, bi-state TDM/CTR, travel options apps, and etc. The study would focus on specific improvements that would benefit the corridor now and work in the future with capital improvements identified in regional plans. The study would complement existing operation studies of the Interstate system in the Portland, OR region and RTC's own I-205 operational study, providing a full picture of corridor specific operational improvement for the region's Interstate system and facilitate the implementation of the RTP.