

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

I-5: Columbia River to I-205 Jct (Salmon Creek)

This eight-mile north-south corridor is located in Clark County between the Interstate 5 interchange with I-205 in Salmon Creek just north of Vancouver and the Oregon state border at the Columbia River. The corridor is generally urban and suburban with dense residential development and clusters of commercial land use throughout, most notably in downtown Vancouver at the southern end of the corridor. There are also multiple schools and parks located near the corridor including Fort Vancouver National Historic Site. There is significant industrial land use west of the corridor's southern end along the Columbia River, including the Port of Vancouver. North of the corridor is a cluster of healthcare sites including Legacy Salmon Creek Hospital, as well as Washington State University Vancouver. At the southern end of the corridor is the Vancouver campus of the Portland Veteran Affairs Medical Center, Clark College and the Pearson Field airport.



Current Function

I-5 is the major north-south route along the U.S. west coast connecting most major cities between Canada and Mexico. This section of the I-5 corridor serves as a commuter and freight route. As the corridor crosses through Vancouver, it connects with State Route 14, SR 500, and SR 501. The corridor connects Vancouver with Portland, Oregon and provides local access to the residential developments and commercial areas along the corridor including downtown Vancouver. The BNSF rail yard and the Port of Vancouver, both located west of I-5 via SR 501 provides a multimodal freight connection to regional and international markets. The nearby Amtrak Vancouver station provides intercity passenger rail service. There are sidewalks on the Interstate Bridge over the Columbia River, but otherwise bicycles and pedestrians are prohibited on this portion of I-5. C-TRAN provides bus service, as well as paratransit and vanpool on the corridor. There are multiple park and rides including Salmon Creek Park & Ride and 99th Street Transit Center.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same. Significant residential, commercial and industrial growth is anticipated in areas that will feed traffic into this corridor and increase the demand and congestion.

Highlights and Performance

This segment of I-5 is primarily a six-lane, divided highway with additional lanes near interchanges to accommodate exiting and entering the highway. The annual average daily traffic on this corridor is highest in Vancouver at SR 500 interchange and lowest at I-205 north of Vancouver.

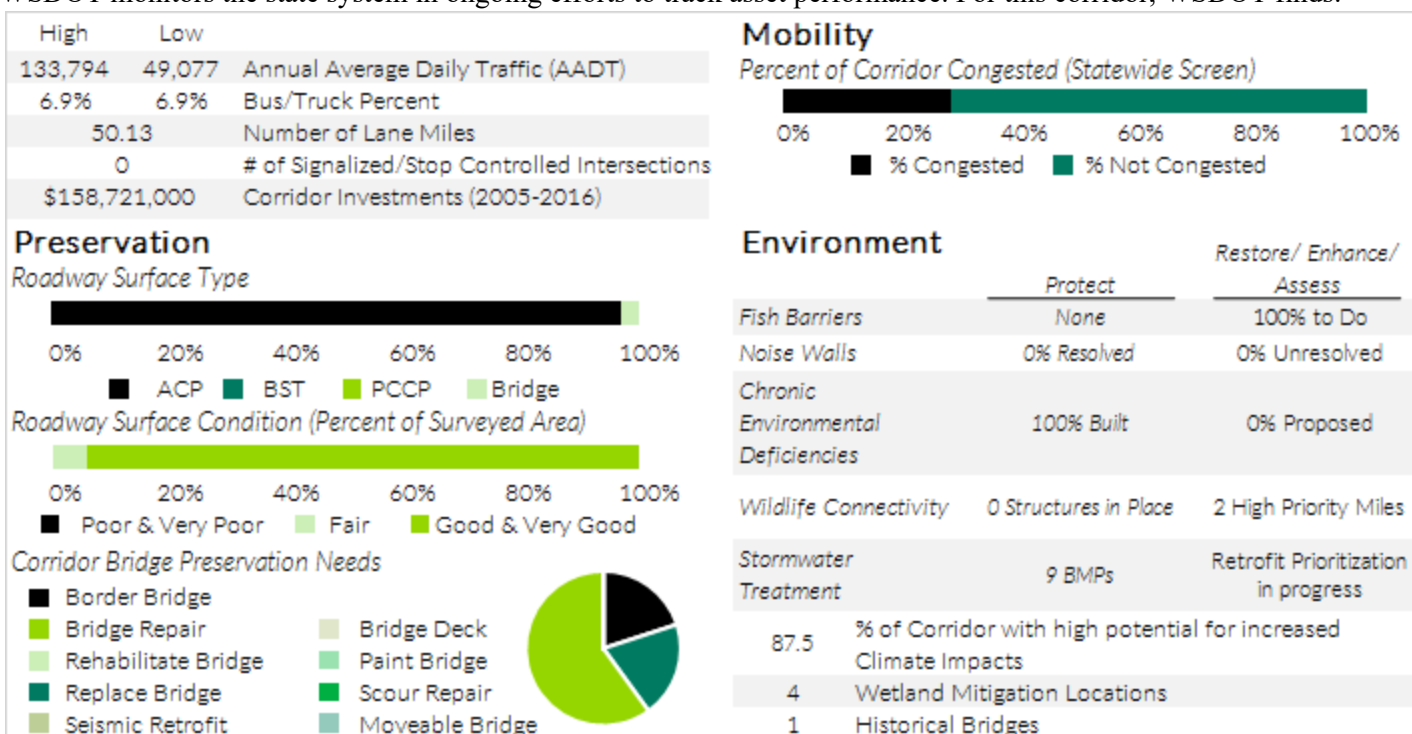
What's working well?

- 100% of surveyed pavements on the corridor are in fair or better condition.
- Multiple park and rides are along the corridor and provide access to alternative transportation modes.
- Variable message signs on the corridor provide information to travelers about roadway conditions.
- WSDOT has resolved previous chronic environmental deficiencies and there are no current CED sites on the corridor.

What needs to change?

- Roughly 28% of the corridor experiences congestion on a regular basis.
- Southbound traffic diverts off I-5 into neighborhoods to avoid congestion.
- Southbound freight traffic has difficulty entering I-5 due to heavy commuter traffic.
- Southbound traffic exiting I-5 onto westbound Fourth Plain Boulevard travels too fast for the local street network.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:



1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- An emphasis on the I-5 bridge's regional importance and a desire to replace it.
- Concerns about chronic congestion on I-5 limiting vehicle and freight access to Washington from Oregon in the afternoons and early evenings and limiting access to Oregon from Washington in the mornings.
- An interest in expanding high-capacity transit on the corridor.
- Concerns about traffic diverting off the highway onto local streets to avoid congestion.
- Interest in improving bicycle and pedestrian facilities particularly on major east-west crossings over or under I-5 to reduce traffic demand.
- Interest in additional local network crossings of I-5 particularly near the interstate bridges to help keep local traffic off the interstate system for local trips.
- Strong desire that bicycle, pedestrian, and transit facilities be addressed on any future bridge replacement over the Columbia River.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and rest areas.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years at a single location on this corridor.</i>
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Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 3% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years at specific locations within this corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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For more information

To find out more information about this corridor or how to get involved, please contact:

Michael Williams

Southwest Region Planning Office

Planning Manager

360-905-2082

william@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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