

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.



## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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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This eight-mile long segment of I-5 runs from the Columbia River and the I-205 interchange located in Salmon Creek, a few miles north of the city of Vancouver. As it crosses through Vancouver, it connects with SR 14, SR 500, and SR 501. I-5 connects the Portland metropolitan area with the Vancouver metropolitan area.

This segment of I-5 experiences significant congestion, especially approaching the Interstate Bridge over the Columbia River.

### Mobility Strategies: Operational Improvements

- Implement additional ramp metering to manage traffic flow and congestion.
- Install variable speed signs to manage traffic throughput and congestion.

### Demand Management

- Improve modal access, options, and connectivity to reduce single occupant vehicle trips.

### Further Study

- Examine City of Vancouver’s Westside Mobility Strategy study on bicycle and pedestrian connectivity for options to support access on local street network.
- Develop options to support local trips on local network.
- Examine options for functionally obsolete interstate bridges over the Columbia River.
- Study options for the SR 500 interchange to improve access to and from I-5.

### Corridor Segment Characteristics

- This segment of I-5 is within the City Limits of Vancouver and Clark County.
- There are six general purpose lanes (three northbound, three southbound), with auxiliary lanes in most areas, and nine interchanges.
- Average daily traffic was 132,000 vehicles in 2015. Freight accounted for 6.9% of traffic.
- The speed limit ranges from 50 to 60 mph.
- This stretch of I-5 has limited access control.
- C-TRAN provides express bus service mostly during weekday commute periods. There are major transit centers with park and ride lots at 99th Street and 139th Street interchange.

### Contributing Factors

- Traffic backs up southbound approaching the Columbia River Bridge, especially during the morning peak. This is primarily due to the functionally obsolete bridges over the Columbia River.
- The ramps on and off of I-5 at SR 14 and Washington/C Streets to and from the south are very short. Currently, the onramps are controlled by ramp meters.
- Due to short spacing between interchanges, there are some short weaves on the auxiliary lanes in Vancouver.
- SR 500 access to and from I-5 to the north at the existing interchange is challenging.



## For more information

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

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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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