



# IBR Recommended Modified LPA

The Interstate Bridge Replacement (IBR) program's Modified LPA identifies the foundational elements local agency partners agree should move forward for further evaluation through the environmental process in compliance with the National Environmental Policy Act (NEPA).

Other components expected to be included in the Modified LPA include additional corridor interchange improvements, replacement of the North Portland Harbor Bridge, active transportation improvements, variable rate tolling, and the continuation of the C-TRAN express bus service and current/future BRT lines.

The IBR program's Modified LPA recommendation is based on work completed since 2019 including climate and equity frameworks; screening results and modeling data; and input and feedback from partner agencies, program advisory groups, and the broader community. Targeted community engagement efforts to gather feedback on design options that helped inform the recommendation have included an online community survey with over **9,600 responses**, **300+ listening session participants** across multiple sessions, four Community Working Groups, over **two dozen** public meetings from the program's steering and advisory groups since fall of 2021, and a community opinion survey.

## IBR Recommendation: Modified LPA

- Hayden Island: **Partial Interchange**
- River Crossing Auxiliary Lanes: **1**
- Transit: **Light Rail to Evergreen near I-5**
- Variable Rate Tolling: **Yes**



*Visualization is intended as a high-level example for illustration purposes only and does not reflect property impacts or indicate that decisions on design options have been made.*

### Partial Interchange Summary

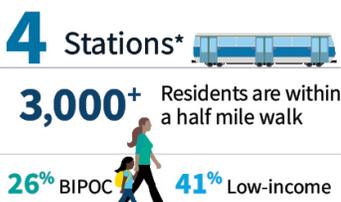
Hayden Island Drive local-only trips and Tomahawk Island Drive extension increase Hayden Island east-west connectivity



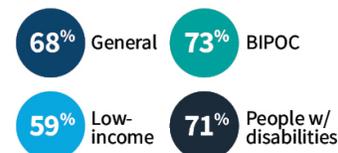
Smaller interchange leaves space for a comfortable pedestrian environment and opportunities for open space

Addresses safety and congestion by improving active transportation, adding shoulders, increasing lane widths and improving ramp merges

### Benefits of Expanding LRT from Expo to Evergreen

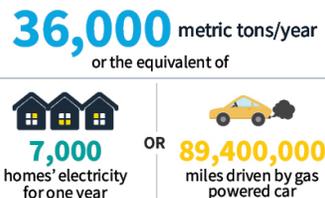


### Equity - Jobs Accessible via Transit (% increase)\*



\*Increase in jobs accessible from the program area within a 45 minute midday transit ride. Percent increase determined by adding LRT Expo to Evergreen compared to 2045 No Build.

### Climate - GHG Reduction\*



\*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.

### Strategies to Combat Climate Change

- Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)
- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies

## Transit Recommendation:

Connect existing transit systems by extending light rail from Portland to Vancouver.

A light rail transit extension of the MAX Yellow Line from Expo Center into Vancouver best integrates existing transit investments in the region – including C-TRAN’s Vine bus rapid transit network and express bus service. With a terminus near Evergreen Blvd. and adjacent to I-5, property impacts and disruptions to downtown Vancouver will be minimized.

### This recommendation offers:

- ▶ More competitive travel times
- ▶ A higher capacity of riders per trip
- ▶ Improved access to jobs and services
- ▶ More competitive and higher amounts of FTA discretionary funding for this project
- ▶ Strong community support
  - *Priorities expressed in community feedback included a desire for transit options that improve connectivity across the river, ease of access for a variety of users, and transit travel time/reliability*

## Hayden Island/Marine Drive Configuration Recommendation:

Partial interchange at Hayden Island and a full interchange at Marine Drive.

A partial interchange on Hayden Island recognizes the desire to balance vehicle and freight access, with a preference expressed by the community to minimize the footprint over Hayden Island.

### This recommendation offers:

- ▶ Access to Hayden Island through direct ramps at Jantzen Drive for I-5 traffic coming from the north
- ▶ Access to Hayden Island to/from the south with an upgraded interchange at Marine Drive and a local bridge connection between Marine Drive and Hayden Island
- ▶ The opportunity to reconnect local streets under I-5 improving east/west connectivity
- ▶ A smaller footprint over Hayden Island and separation of local traffic from freeway traffic
- ▶ A smaller footprint over the North Portland Harbor resulting in fewer property impacts
- ▶ Integration of community feedback prioritizing congestion relief on I-5 near Hayden Island, safe intersections and road improvements, and convenient access to services

## Auxiliary Lane Recommendation:

Include one auxiliary lane northbound and one auxiliary lane southbound between Marine Drive and Mill Plain Blvd.

An addition of auxiliary lanes can help optimize the existing three through lanes and allow for more efficient movement through the corridor – improving safety, helping to relieve congestion with better traffic flow, and reducing emissions from vehicles idling in congestion.

Studying one auxiliary lane in each direction during the environmental process recognizes the desire to balance all of the regional needs and priorities, including safe, efficient, and reliable travel, as well as equity and climate goals.

### This recommendation offers:

- ▶ Improved travel times
  - *Southbound morning traffic 5% faster (3 minutes) between I-5/I-205 split and I-405*
  - *Northbound evening traffic 30% faster (11 minutes) Broadway Ave and SR-500*
- ▶ Reduced congestion during off-peak travel periods and safer travel by improving visibility and decreasing collisions that occur when vehicles change lanes and enter/exit the freeway
- ▶ Strong community support
  - *Community engagement feedback has expressed support for the addition of auxiliary lanes, with both travel time and environmental impacts expressed as important considerations*

## Next Steps

- ▶ **Now - July 2022:** Review of IBR recommended Modified LPA by partner agency boards and councils, with a goal of receiving endorsement from partner agencies and Executive Steering Group by the end of July 2022
- ▶ **Fall 2022:** Begin preparing the environmental documentation, with the goal to submit by 2023

The program is committed to “right-sizing” the bridge replacement investment to best meet the needs of the region. The next phase of work will analyze benefits and impacts of the Modified LPA for public review and comment as part of the environmental process.

Final environmental documentation will be prepared to receive federal approval to reach construction after refinements are made in response to public, partner, and Tribal engagement, as well as additional design analysis. Construction is anticipated to begin as early as late 2025.

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