



# City of Vancouver Parks & Recreation Advisory Group: IBR Program Update

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# Interstate Bridge Replacement Program

- ▶ **Critical connection linking Oregon and Washington across the Columbia River**
  - Part of a vital regional, national, and international trade route
  - The only movable bridge on I-5 between Canada and Mexico
  - One span over 100 years old
  - At risk for collapse in the event of a major earthquake
  - \$1.2 million in annual Operations and Maintenance (O&M) costs
  - Capital maintenance is estimated to cost over \$270 million by 2040



# Initiating Efforts

- ▶ Bi-State Memorandum of Intent signed by Governors Brown and Inslee in November 2019.
- ▶ Bi-state legislative committee oversight and guidance shapes program work.
- ▶ The Oregon and Washington Departments of Transportation are jointly leading the Interstate Bridge Replacement program work in collaboration with eight other bi-state partner agencies.
  - TriMet
  - C-TRAN
  - Oregon Metro
  - SW WA Regional Transportation Council
  - City of Portland
  - City of Vancouver
  - Port of Portland
  - Port of Vancouver
- ▶ Greg Johnson was hired as program administrator to lead the replacement program on behalf of ODOT and WSDOT.



Photo courtesy of Office of Governor Kate Brown



# Purpose and Need



**Safety:** Narrow lanes, no shoulders, poor sight distances, bridge lifts, and substandard ramp merging and diverging contribute to accidents.



**Earthquake vulnerability:** In a major earthquake, the bridge would likely be significantly damaged, potentially beyond repair.



**Impaired freight movement:** Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.



**Inadequate bike & pedestrian paths:** Narrow shared-use paths, low railing heights, and lack of dedicated pathways impede safe travel.



**Congestion:** Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019, resulting in 7 to 10 hours of congestion during peak travel times.



**Limited public transportation:** Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.

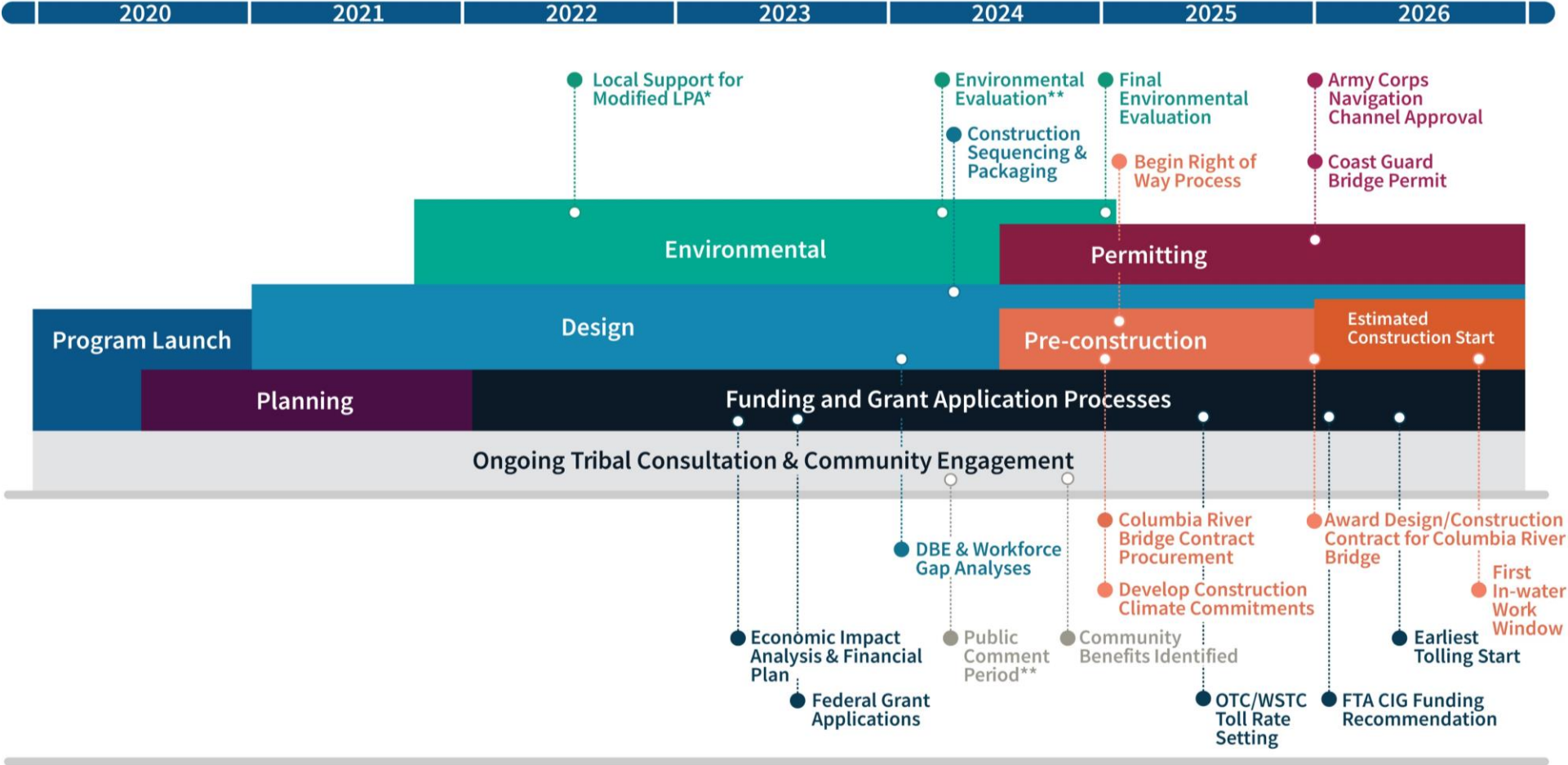
# Equity and Climate are Key Priorities



**Members of Advisory Groups on Bridge Tour**

- ▶ Maximize benefits and minimize burdens for equity priority communities
- ▶ Center equity priority community engagement and feedback
- ▶ Support state climate goals of reduction in greenhouse gas emissions and air quality improvements
- ▶ Improve infrastructure resilience to future climate disruptions

# Program Schedule



Working draft: 11.21.2023. Schedule will be updated as needed to reflect program changes and timeline.

\*Partner agencies confirmed their support for foundational program investments identified in the Modified LPA (Locally Preferred Alternative) to advance for further study in Draft Supplemental Environmental Impact Statement (SEIS).

\*\* The public comment period will extend for 60 days. Following public review of the Draft SEIS, refinements will be made to address comments and a corridor-wide alternative for analysis in the Final SEIS will be confirmed.

# Interstate Bridge Replacement Program

## River Crossing:

New earthquake-resilient, multimodal bridge

## Roadway:

Adds safety shoulders and auxiliary lanes and modifies 7 closely spaced interchanges

## Transit:

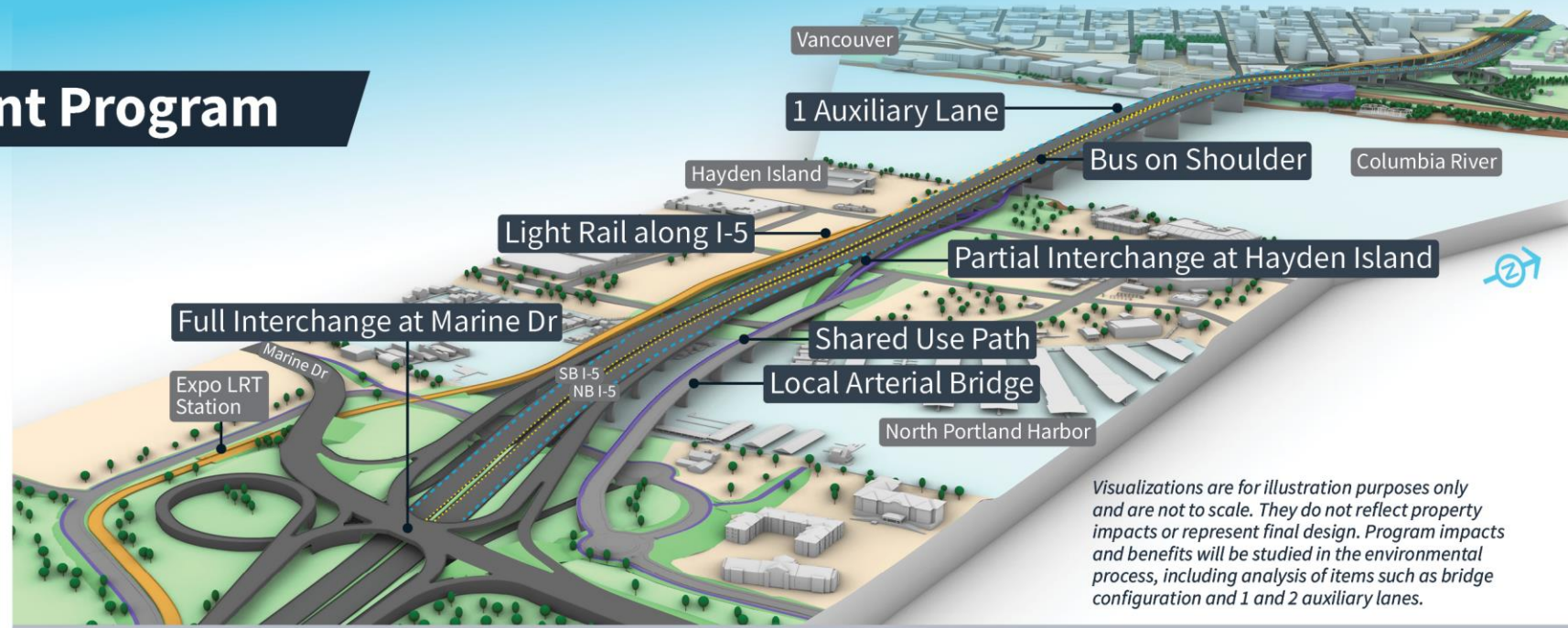
Extends Light Rail and adds express bus on shoulder to better connect transit systems

## Active Transportation:

Safe and accessible shared use paths

## North Portland Harbor:

New earthquake-resilient bridge



Visualizations are for illustration purposes only and are not to scale. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process, including analysis of items such as bridge configuration and 1 and 2 auxiliary lanes.

## Benefits:

Creates earthquake resilient corridor that improves safety, congestion, and reliability

Maximizes benefits and minimizes burdens for equity-priority communities



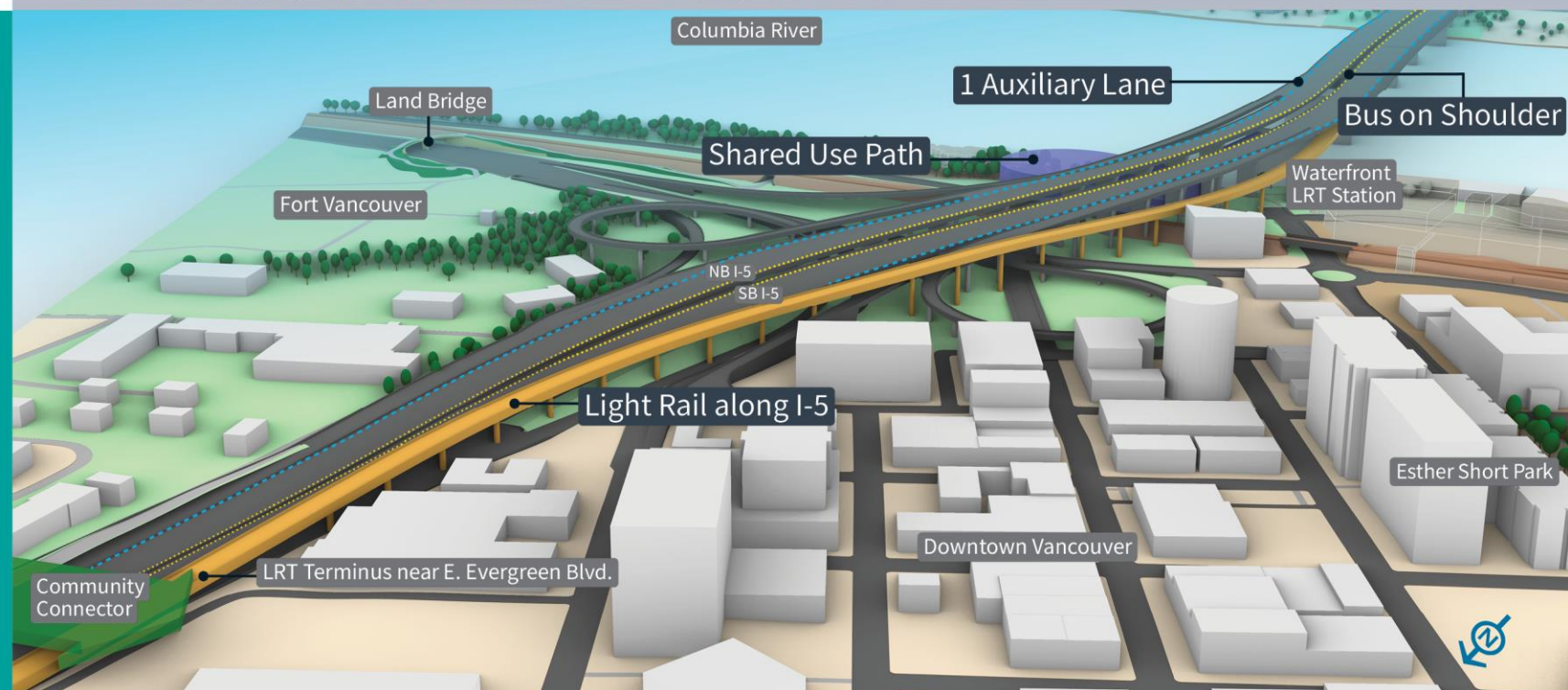
Improves freight movement and connections

Expands transit options and accessible alternatives to single-occupancy vehicles



Supports tens of thousands of jobs and generates nearly 2x return on investment during construction

Supports climate goals of both states



# Alternatives and Options Being Studied in the Draft Supplemental Environmental Impact Statement

## ▶ Modified Locally Preferred Alternative

- Modified LPA will be compared to the No-Build Alternative
  - *Full program alternative that includes the corridor-wide multimodal improvements*
- Design Options
  - *Options considered for specific locations or components*
  - *Options can represent “bookends” that will be evaluated in the Draft SEIS*
  - *After the public comment period, the design options will be narrowed down based on the analysis, public feedback and partner agency input.*

## ▶ No-Build Alternative

- None of the improvements associated with Modified LPA would be implemented
- Other planned projects that are independent of the IBR program would proceed



# Modified LPA and Design Options

## ► Modified LPA

- Improve active transportation facilities and connections
- Extend LRT from Expo to Evergreen Blvd and provide bus on shoulder
- Add three new LRT stations and up to two Park & Rides
- Replace bridges over Columbia River and North Portland Harbor
- Modify seven I-5 interchanges
- Three through lanes and at least one auxiliary lane in each direction

## ► Design options being studied

- Configurations of the Columbia River bridges
  - *Movable Span; Single Level; Double Deck/Stacked*
- C Street ramps to/from I-5
- Operations and safety
  - *One auxiliary lane*
  - *Two auxiliary lanes\**
- Possible Park & Ride locations at Waterfront and Evergreen Transit Stations
- I-5 alignment shift between SR14 and Mill Plain
  - *Maintain existing alignment; Westerly shift toward downtown\**

***\*Design options being studied in DSEIS but not included in the Modified LPA***

# Program Area Map

- ▶ Investments shown represent the areas being studied in the Draft SEIS and do not reflect a final decision about what will be built.



Program area map is available at: [www.interstatebridge.org/media/fnjho04j/mlpa-roll-plot-5-25-23.pdf](http://www.interstatebridge.org/media/fnjho04j/mlpa-roll-plot-5-25-23.pdf)



Thank you!



[www.interstatebridge.org](http://www.interstatebridge.org)