

# Council Update: Interstate Bridge Replacement (IBR) Program

VANCOUVER  
CITY HALL

CITY OF  
**Vancouver**  
WASHINGTON

**January 24, 2022**

**Katherine Kelly**, Senior Policy Advisor  
Community Development Department

# Identifying a Modified Locally Preferred Alternative (LPA)

January 24 Workshop: Design Options Overview

➤ ***Council Discussion***

April 11 Workshop:

- Review Refined Design Options
- Review draft language for a Modified Locally Preferred Alternative (LPA)

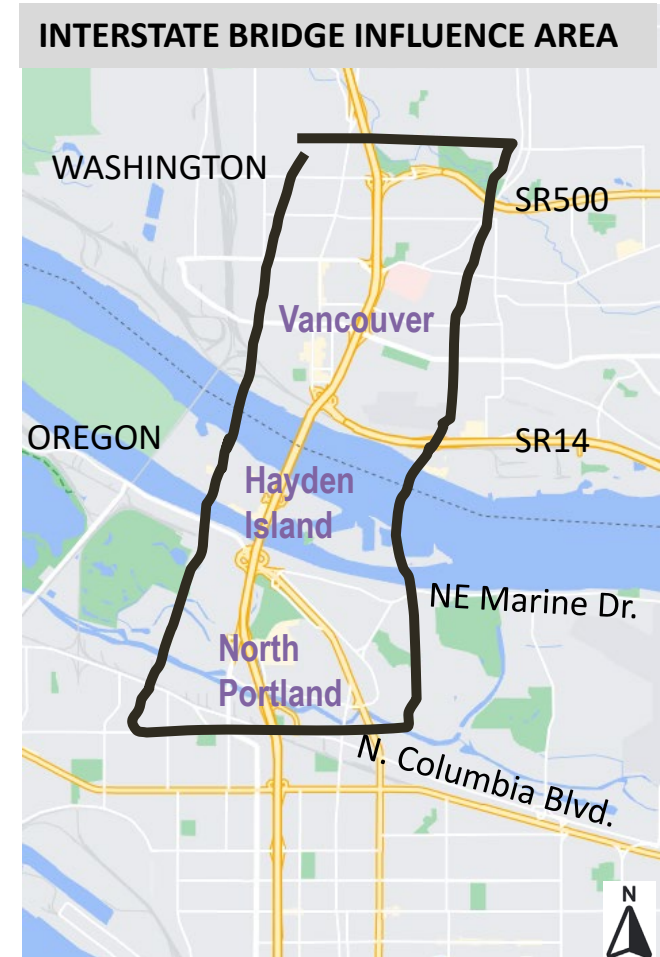
➤ ***Council Direction on draft Modified Locally Preferred Alternative***

June 6 Workshop: Review Draft Resolution for a Modified Locally Preferred Alternative

➤ ***Council Feedback on Draft Resolution***

June 27 Consent:

➤ ***Seeking Council Approval of Resolution endorsing a Modified Locally Preferred Alternative***





# Today's Presentation

- Program Purpose and Need
- Recap of Vancouver Desired Outcomes
- Current Design Options
- Overview of Tolling
- Next Steps
- Council Discussion



# Program Purpose and Need

There are six primary problems to be addressed:



**GROWING TRAVEL DEMAND  
AND CONGESTION**



**SAFETY ISSUES WITH  
CURRENT DESIGN**



**INADEQUATE BICYCLE AND  
PEDESTRIAN FACILITIES**



**IMPAIRED FREIGHT  
MOVEMENT**



**LIMITED PUBLIC  
TRANSPORTATION**



**SEISMIC  
VULNERABILITY**

Designs to address the problems must meet or exceed state, regional, local goals for  
**CLIMATE** and **EQUITY**

# Modified Locally Preferred Alternative (LPA) Components

- ✓ **Replacement Bridge across Columbia River**
- ✓ **Transit in a Dedicated Guideway**
  - **Alignment**
  - **Terminus**
  - **Mode**
- ✓ **Interchange Improvements**
- ✓ **Active Transportation Enhancements**
- ✓ **North Portland Harbor Bridge**
- ✓ **Tolling**

# Bridge Design Considerations

## Height Clearances

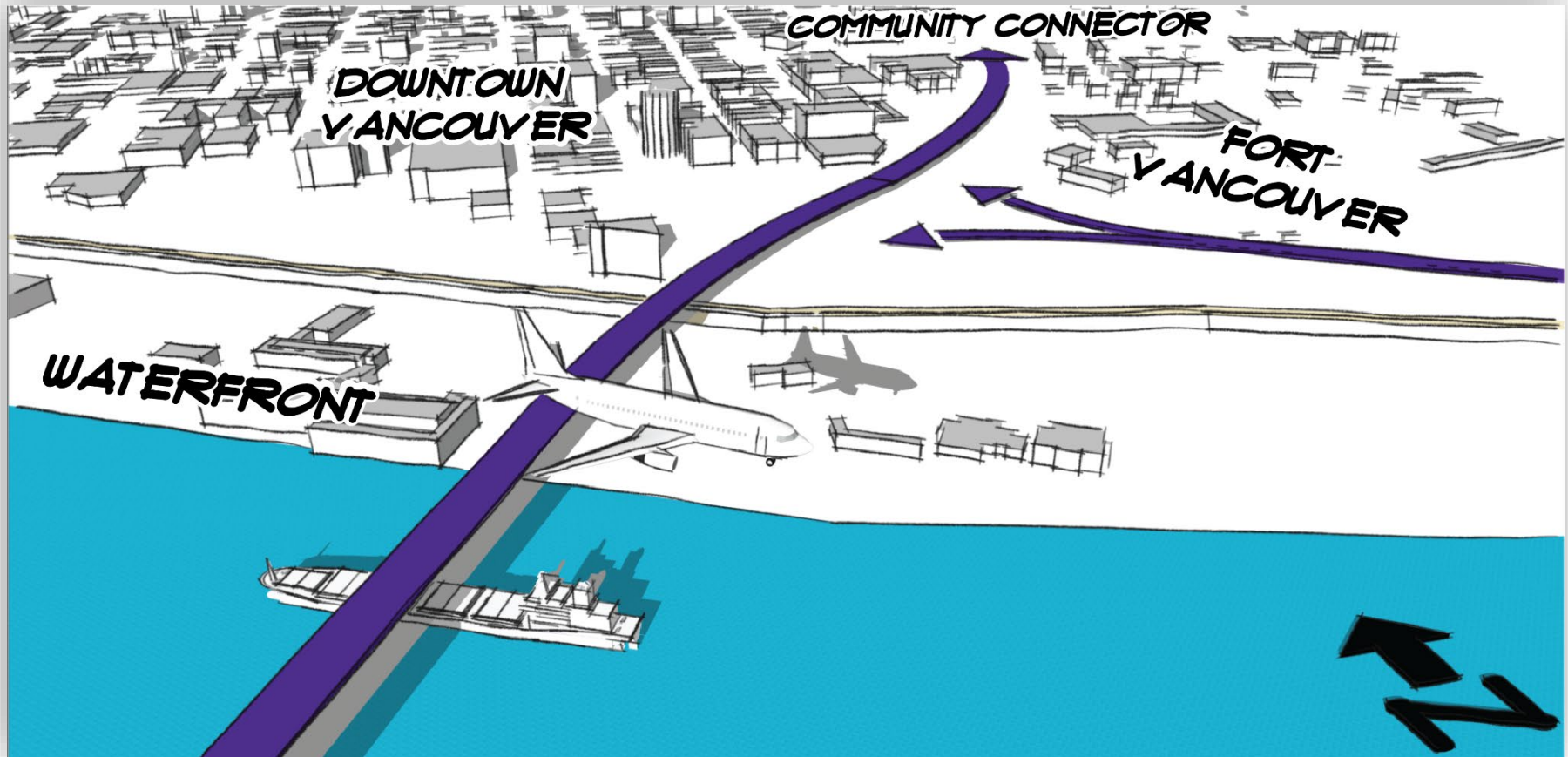
- PDX
- Marine navigation
- BNSF railroad line
- Overpasses

## Grade Limits

- Access ramps
- Roadbed and Bike/Ped ways
- Freight movements must be accommodated

## Limits on Width

- Downtown (west)
- Fort Vancouver /Historic Area/ land bridge (east)
- Community Connector over I-5 (North)



# Desired Outcomes (Res. M-4140, 7/26/2021)

## Enhance the Built Environment

- Seismically resilient
- Improve connectivity
- Improve access for all modes/users
- Extend Main St. to waterfront
- Dedicated guideway for transit
- Do placemaking
- Replace/upgrade subsurface assets

## Ensure Mobility

- Efficient, connected, safe movement
- Reliable travel
- Reduce congestion and no lift span
- Reduce impact on local roads
- Reduce collisions
- Tolling to fund construction
- Retain 3 through travel lanes

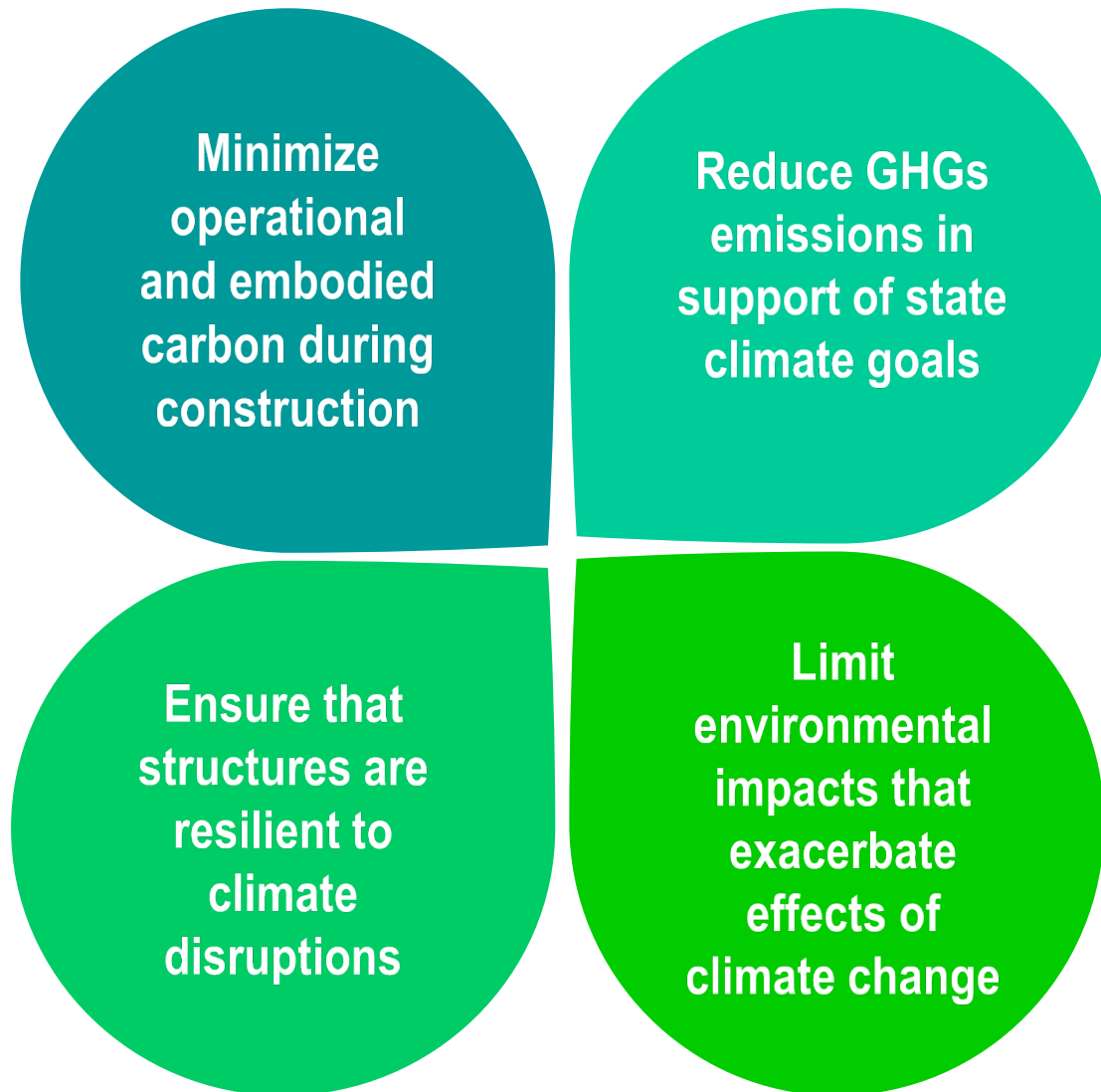
## Do Excellent Urban Design

- Prioritize movement of people, freight, goods
- Center human and natural systems
- Connect east/west via a “lid”
- Create new public open spaces
- Integrate transit with existing and planned
- Aesthetics and landmark elements

## Efficiently Construct, Operate, Maintain

- Meet/exceed WMDBE requirements
- Create inter-generational wealth
- Implement tolling in equitable manner
- Mitigate impacts -businesses, residents, visitors
- Manage costs
- Use climate smart construction

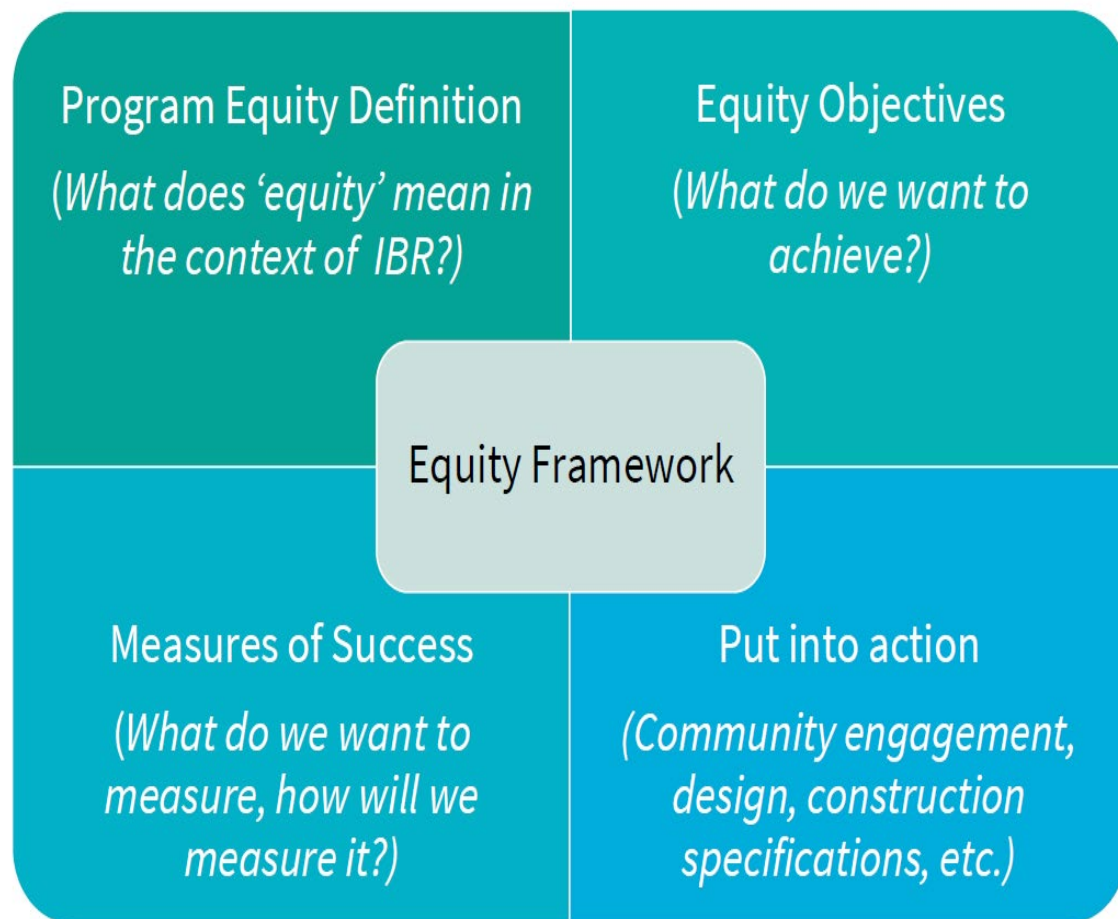
# Prioritizing Climate



*Minimize Impacts  
and  
Create Resiliency*



# Prioritizing Equity

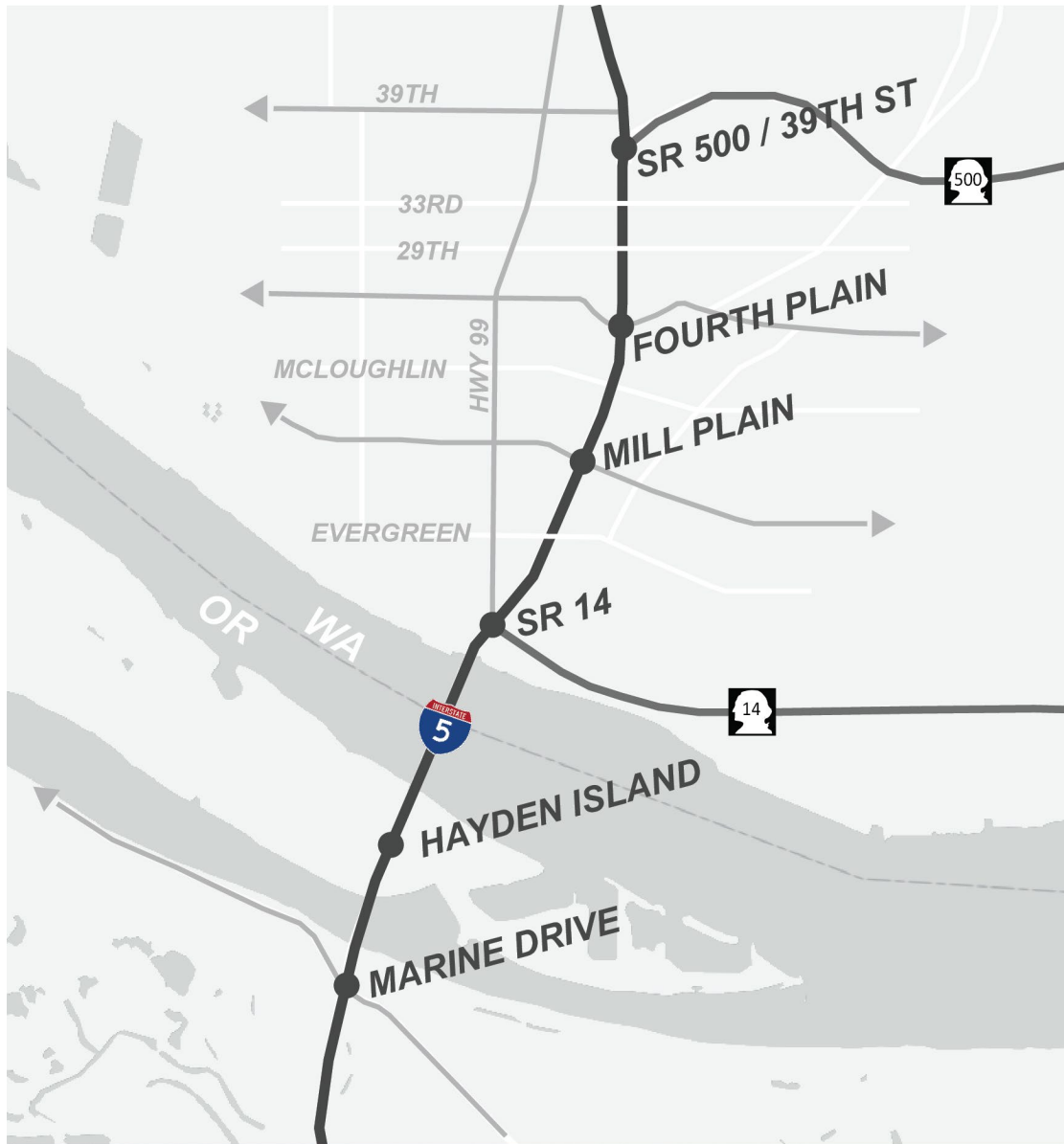


*Process Equity  
and  
Outcome Equity*



# DESIGN OPTIONS: Interchanges, River Crossing, and Transit

# Interchanges and Enhanced Connections

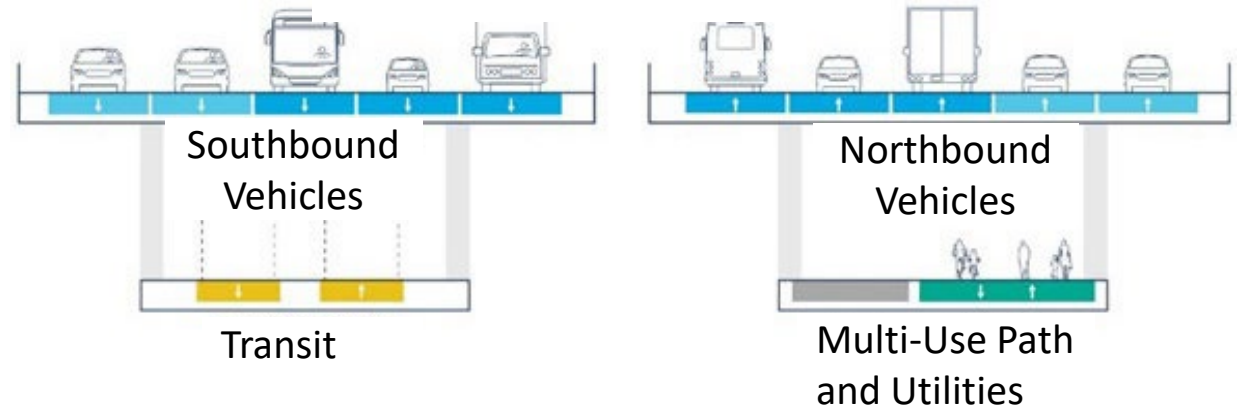




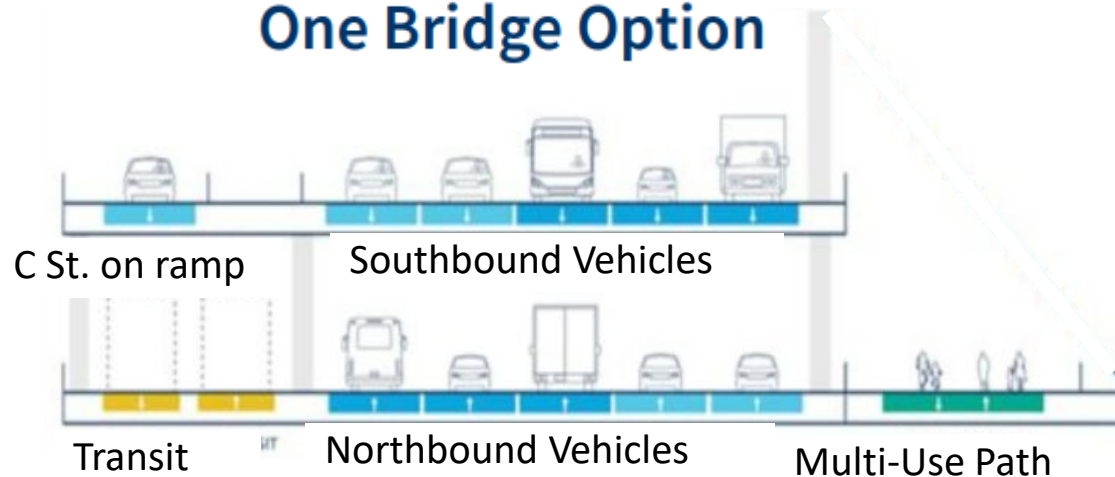
# River Crossing Options

- All options provide a dedicated transit guideway and Multi-Use Path
- Options differ in constructability and footprint
- Additional design work will determine bridge height, width, and number of support columns required

## Two Bridge Option



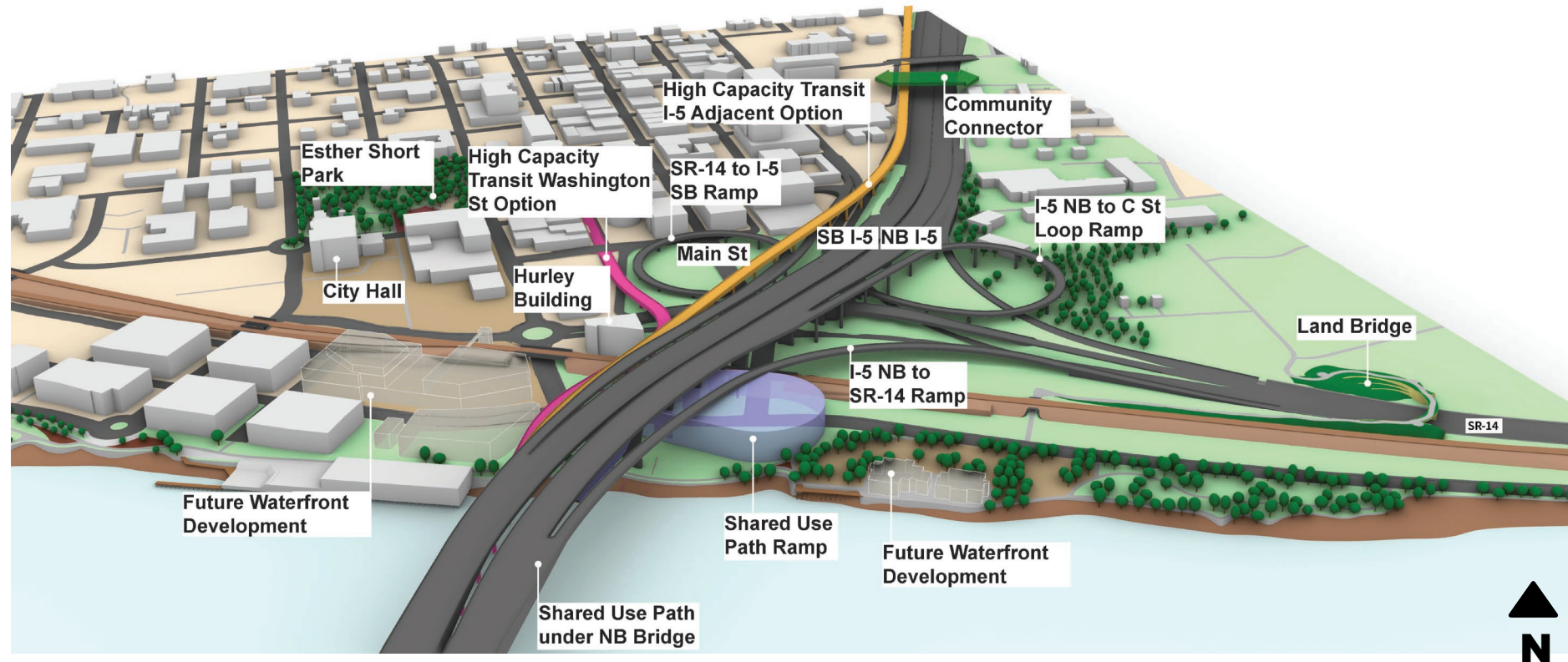
## One Bridge Option





# River Crossing: Two Bridge Option

Looking north toward Downtown Vancouver/ Historic Reserve

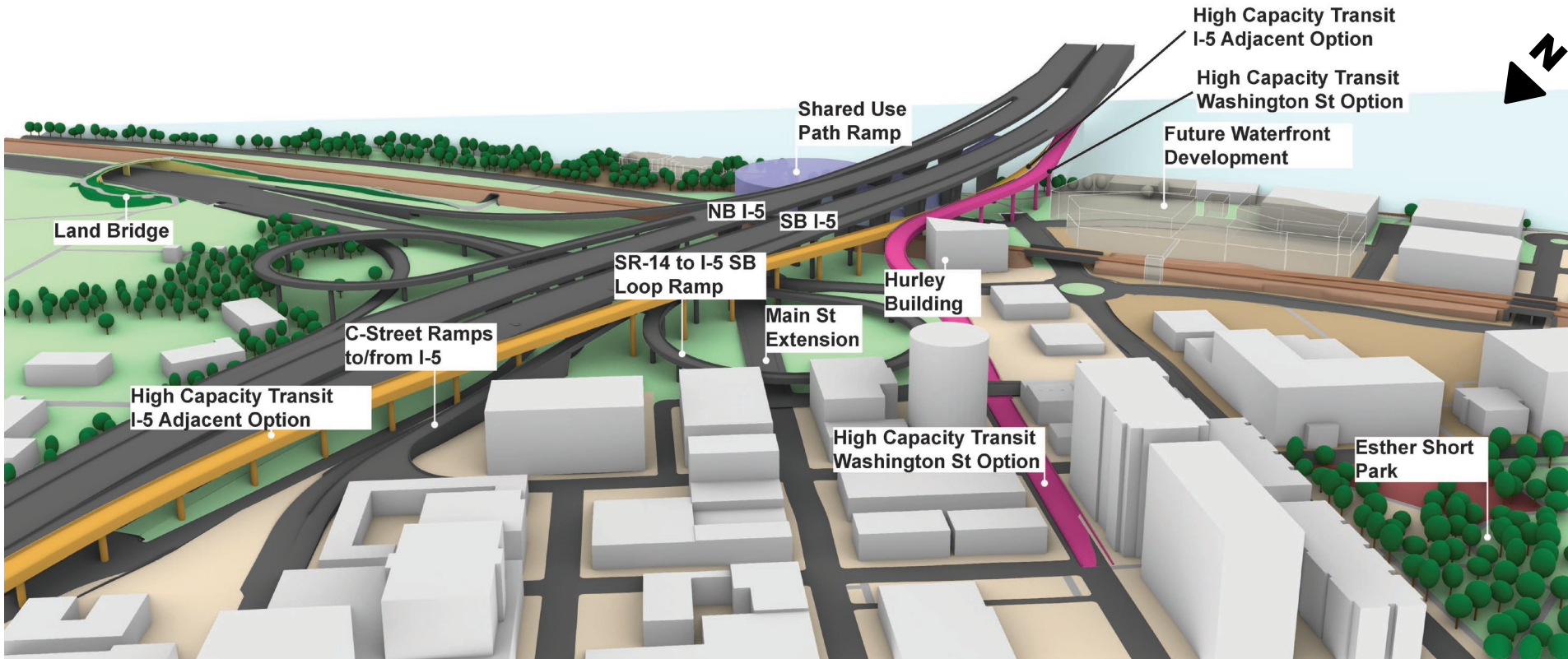


Draft 1/18/2022

*Visuals are for illustration purposes only; not representative of specific property impacts or exact engineering alignments.*

# River Crossing: Two Bridge Option

Looking south from Downtown Vancouver toward Columbia River

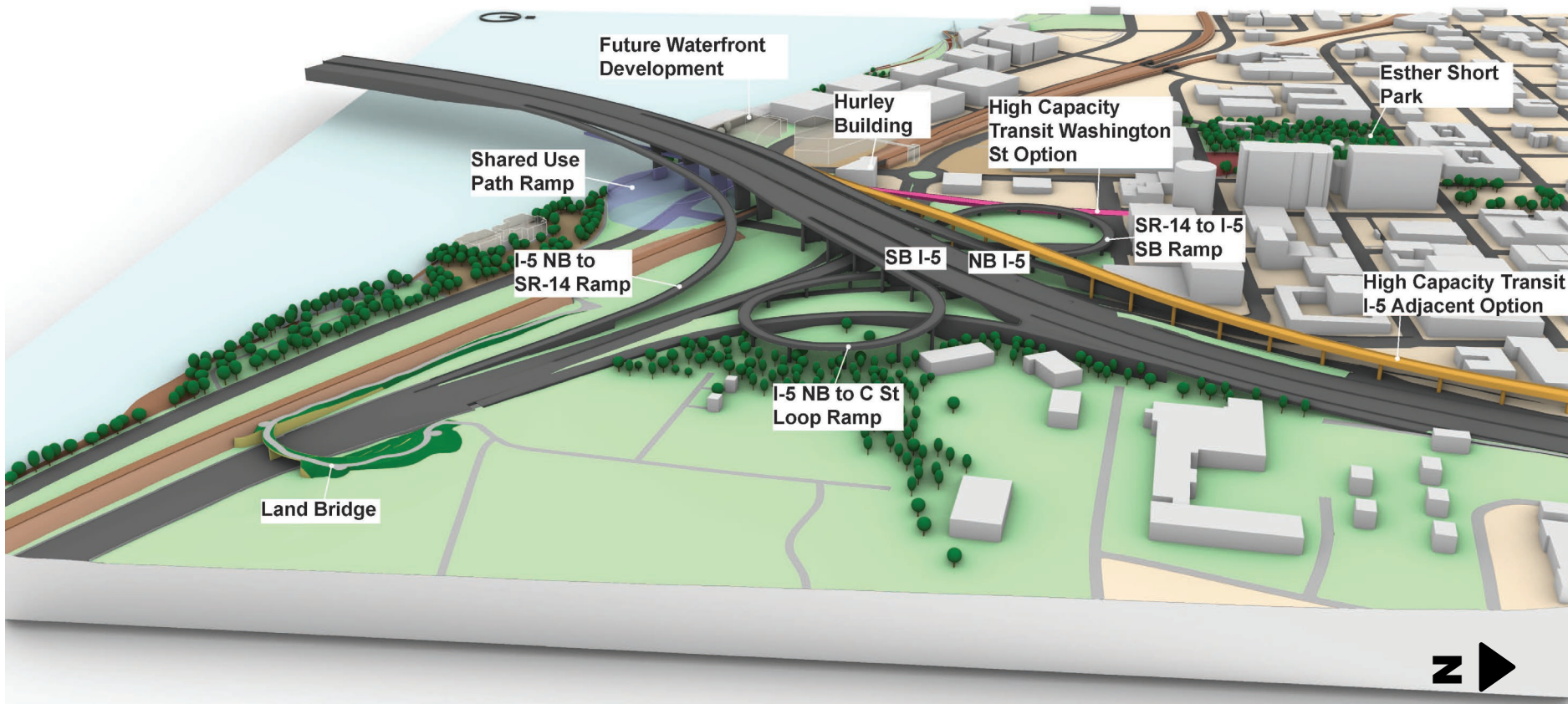


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## Looking west towards Downtown Vancouver from Historic Reserve

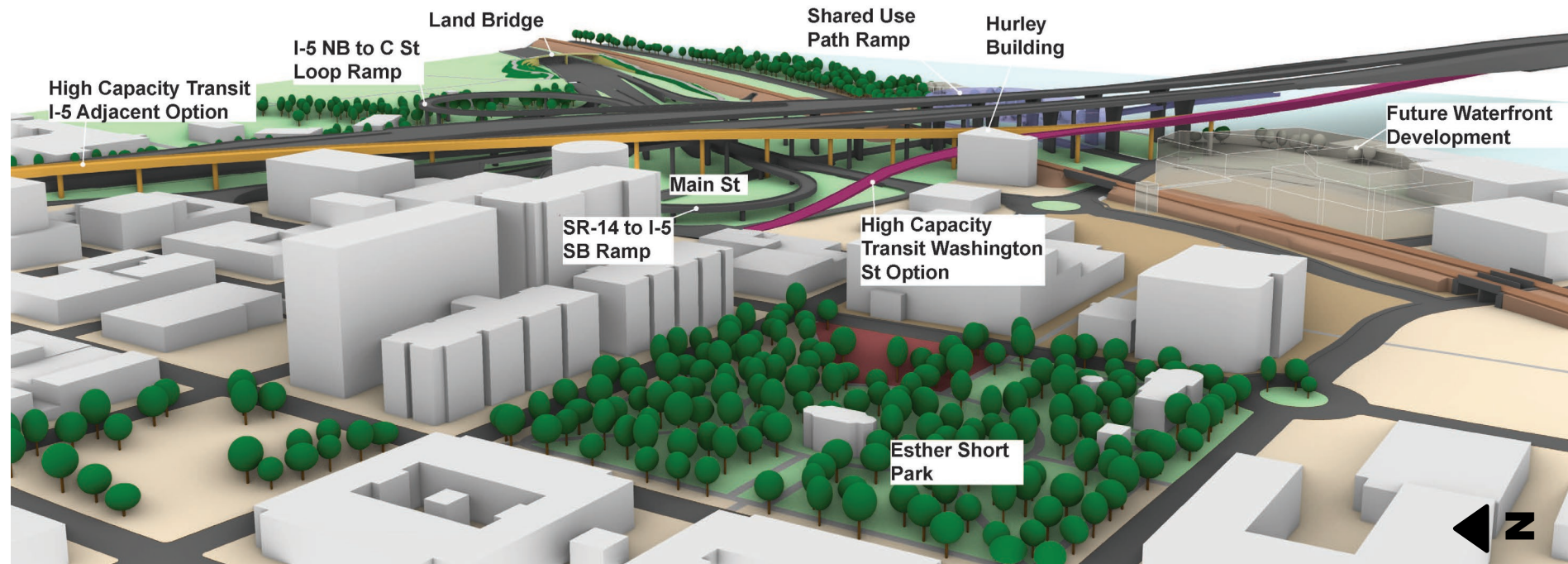


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# River Crossing: Two Bridge Option

Looking east toward Historic Reserve from Downtown Vancouver

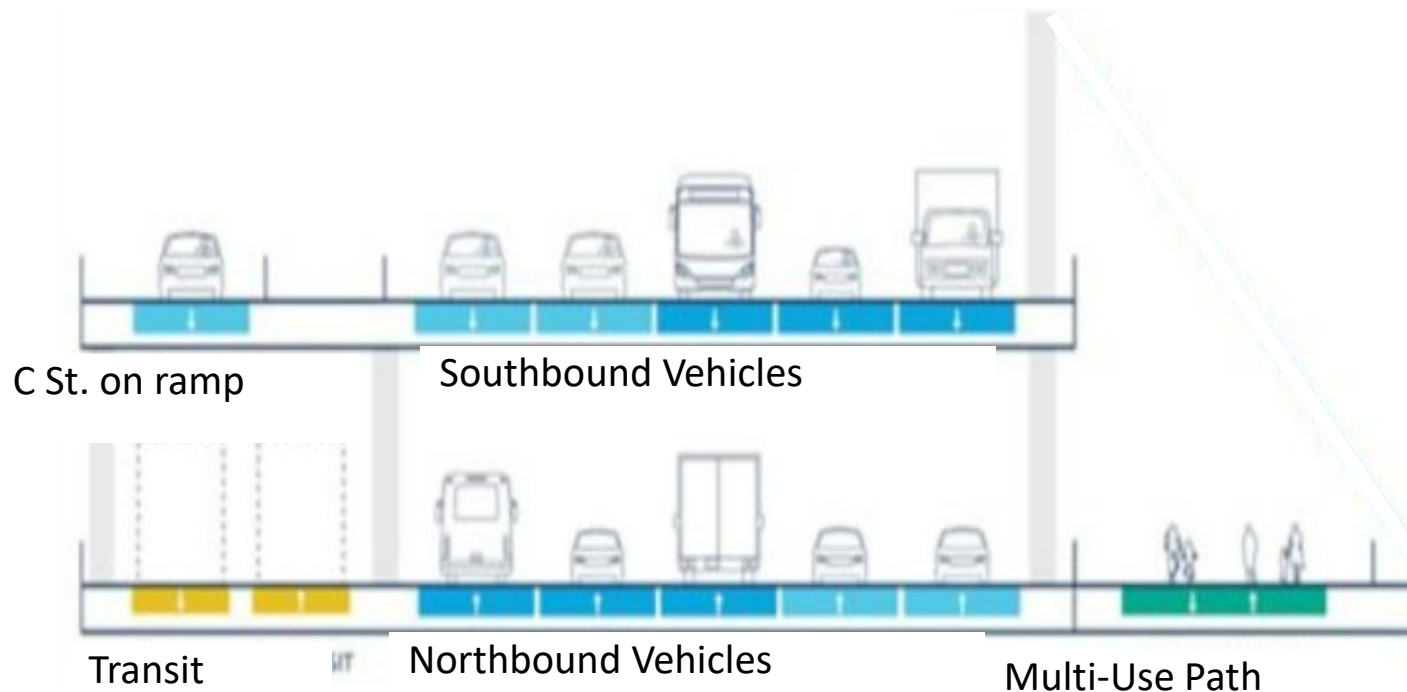


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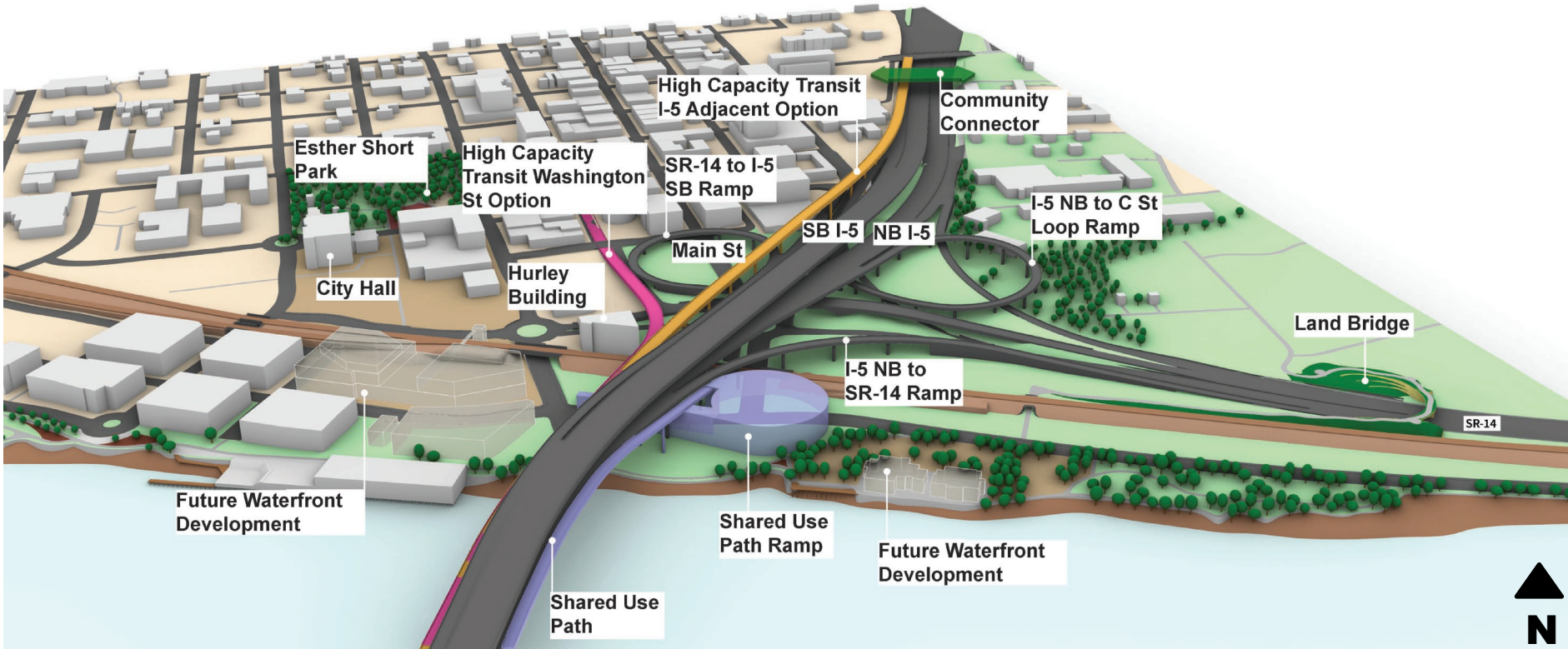
# River Crossing: One Bridge Option



- Can be different configurations
- Slightly narrower footprint than two bridge option
- Option includes removal or retention of C St. access.

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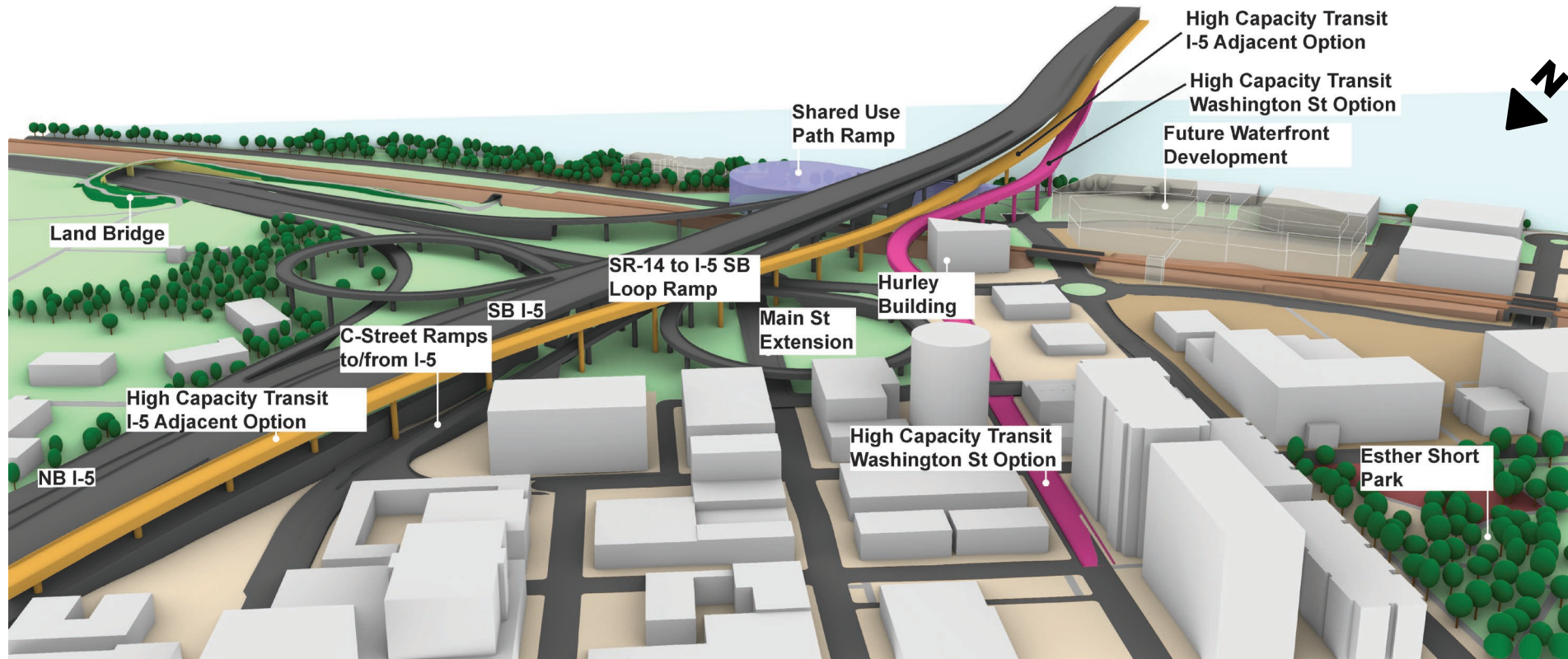


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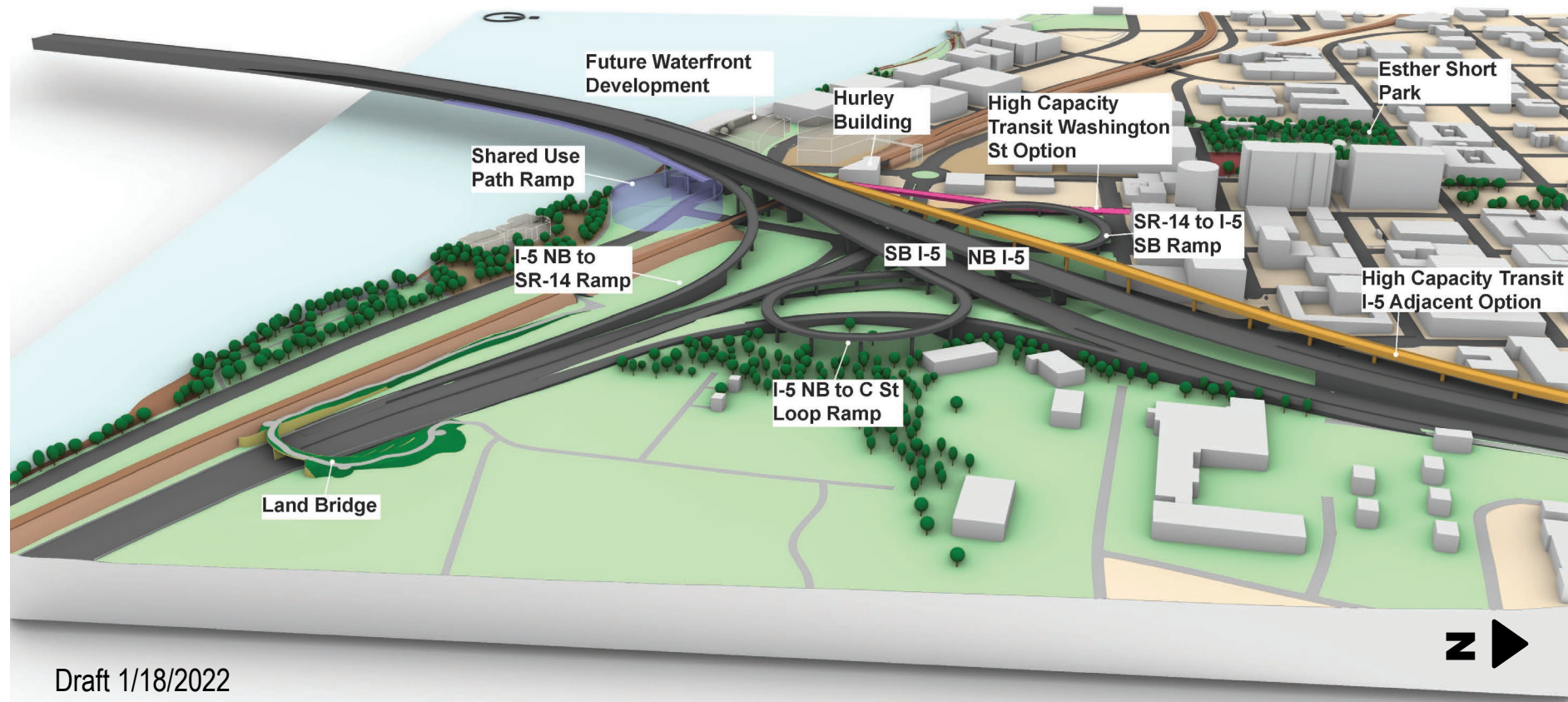
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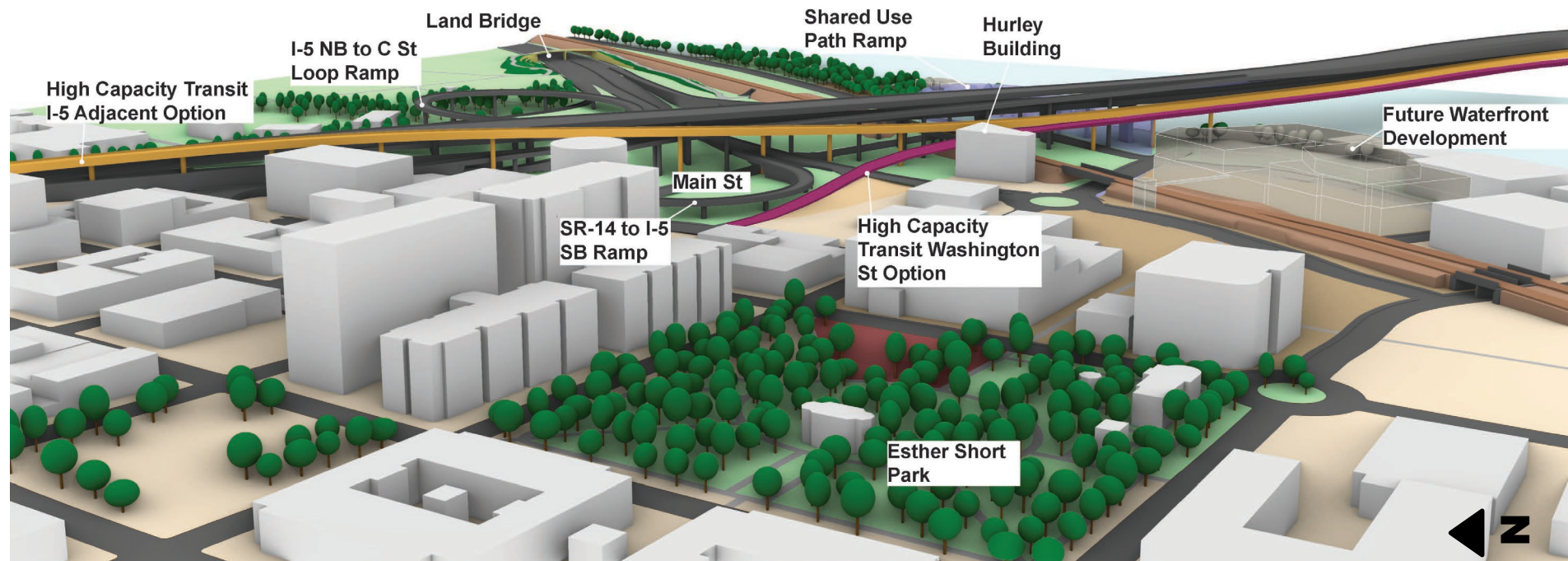
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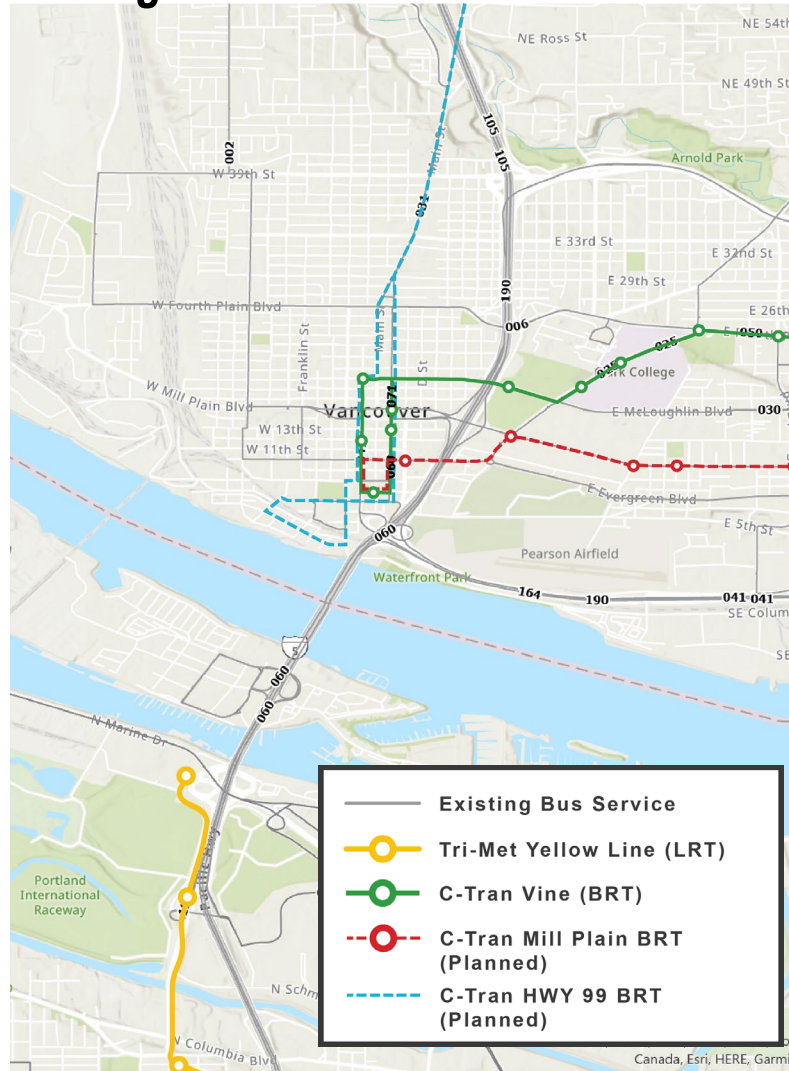


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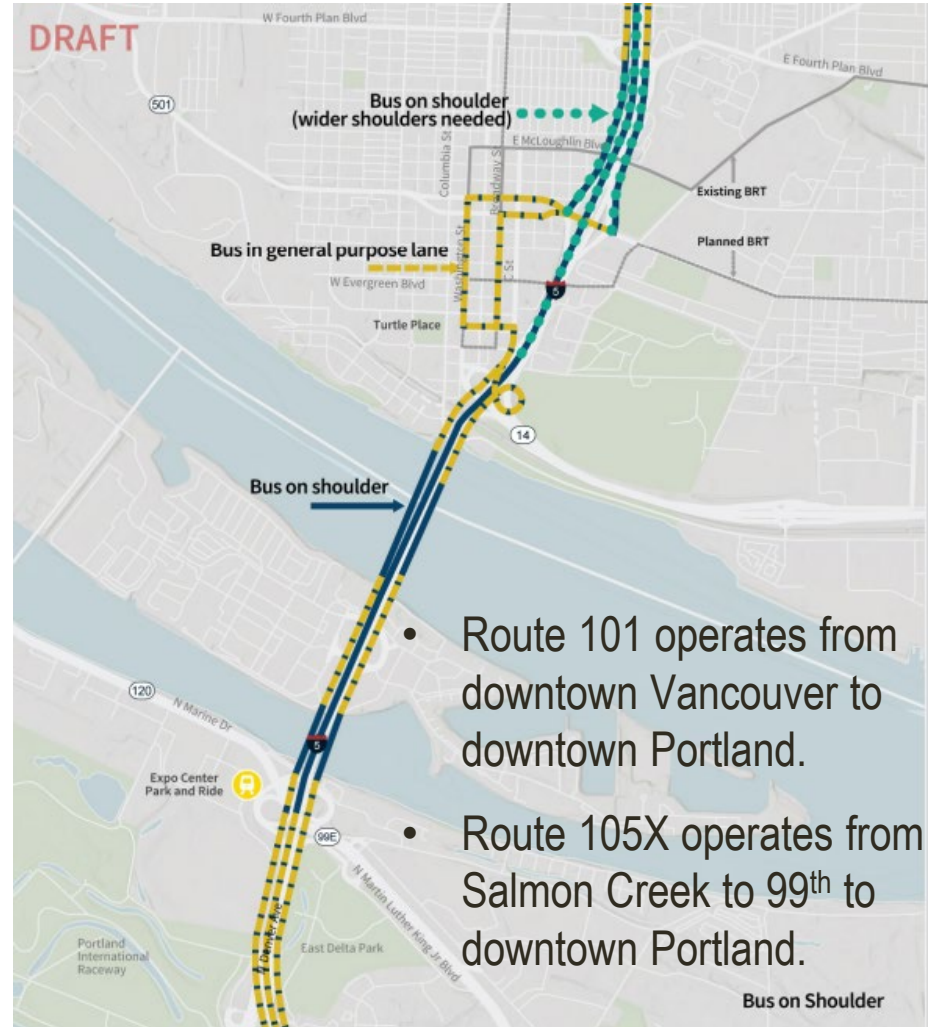
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# Transit: Existing Service + Bus on Shoulder

## Existing Transit Service



## Bus on Shoulder Enhancement

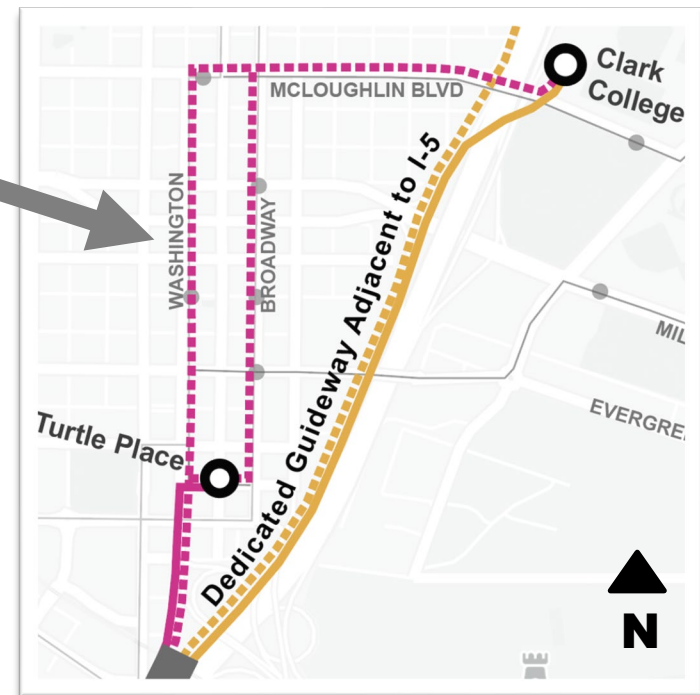


# Light Rail & Bus Rapid Transit Options

*Transit options for modeling purposes only*



- **Bus Rapid Transit (BRT)** extended south to Expo Ctr. or Hayden Is.
- **Light Rail Transit (LRT)** extended north to Turtle Place, McLoughlin Blvd., Clark College, or Kiggins Bowl
- **Hybrid BRT/LRT** extended to Hayden Is.





# Tolling

## Objectives:

- Revenue generation to fund construction
- Congestion relief through Variable Rate Tolling (set rates that vary by time of day)

## Process:

- Early 2022: Initial range of tolling rates in models to gauge how tolls influence demand
- Summer 2022 – Summer 2023: OR and WA Transportation Commissions – test toll rates scenarios and policies
- Early 2024 – Spring 2025: OR and WA Transportation Commissions set toll rates
- 2025: Earliest tolling could begin if legislature approves

## Discussions: Exemptions and Discounts

- Policies exist or are being considered around exemptions and discounts for buses, emergency vehicles, low-income travelers
- IBRP Tolling is separate from but coordinated with ODOT Regional Tolling/Congestion Pricing



# Next Steps – IBR Program



**Now – June, 2022:** Review and consideration of design options for inclusion in a Modified Locally Preferred Alternative by the Community, Boards, Councils, Commissions, Executive Steering Group, Bi-State Legislative Committee

**Summer 2022 – Mid-2024:** Additional analysis and design refinements that result in a *Supplemental Environmental Impact Statement (anticipated publication mid-2024)*

**Mid 2024:** Additional design details finalized plus off-site improvements and mitigations

**2025:** Construction begins

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# Discussion