

COUNCIL WORK SESSION STAFF REPORT
I-5 BRIDGE REPLACEMENT PROGRAM REGULAR UPDATE: AUXILIARY LANES
CONSIDERATIONS

Date: April 26, 2022

Department: Planning, Development, and
Research

Meeting Date: May 3, 2022

Prepared by: Matt Bihn,
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Presenter(s): Margi Bradway, Deputy
Director, Planning, Development, Greg
Johnson, I-5 Bridge Replacement Program
(IBR) Program Administrator, Ryan
LeProwse, Transportation Planning Manager,
Shilpa Mallem, Deputy Design Manager
Length: 40 minutes

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Provide Metro Council with an update on the I-5 Bridge Replacement Program (IBR) (Greg Johnson).
- Review draft findings and considerations regarding the number of auxiliary lanes in the IBR programs area (Ryan LeProwse).
- Outcomes:
 - Metro Council understands IBR Program Area traffic patterns and auxiliary lane functions.
 - Metro Council understands the tradeoffs between 1, 2, and 3 future additional auxiliary lanes.
 - Metro Council understands next steps and how and when they will be engaged by the IBR team around the different components of the IBR project.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

RECENT BACKGROUND – I-5 Bridge Replacement Program Milestones

The IBR is working with the partners to develop a modified Locally Preferred Alternative (LPA) with project components that reflect changes since the Columbia River Crossing was approved over a decade ago. The modified LPA will define the preferred project's high capacity transit mode, that the project will include a new bridge over the Columbia River and the number of lanes on the bridge, the interchange configuration at Hayden Island/Marine Drive, whether there will be a replacement of the North Portland Harbor Bridge, and the confirmation of tolling on the Interstate 5 bridge. The modified LPA will be brought to the project's Community Advisory Group (CAG), Equity Advisory Group (EAG), the Executive Steering Group (ESG), and then to a Bi-state Legislative Committee for review and recommendation.

The modified LPA will be considered by the eight local participating agencies with Metro Council being asked to consider it by late June. The other seven local participating agencies (the City of Portland, TriMet, and the Port of Portland in Oregon; and RTC, the City of Vancouver, C-Tran, and the Port of Vancouver in Washington) are also anticipated to consider the modified LPA by July 2022. The IBR team and Metro staff will provide Metro Council regular updates to prepare for that action. Attachment 1 provides a program update.

Anticipated Schedule for LPA Briefings and Adoption – dates subject to change

April 26	Metro Council Work Session on Transit Analysis/Considerations
May 3	Metro Council Work Session on Auxiliary Lanes Analysis/Considerations
May 5	IBR Program narrows to a single LPA – share with ESG
May 6	TPAC Meeting: IBR Team Draft Modified LPA
May 10	Portland City Council work session: Modified LPA briefing
May 11	Port of Portland Board of Commissioners: Modified LPA briefing

May 12	Metro Council Work Session to Discuss Modified LPA, Conditions of Approval
May 24 (tentative)	Metro Council Work Session to Discuss Modified LPA, Conditions of Approval
May 26	TriMet Board of Directors: Modified LPA briefing
May/June	Portland City Council advisory committee meetings
June 3	TPAC Meeting: IBR LPA Resolution
June 6	Vancouver City Council workshop: Review draft resolution on modified LPA
June 7	RTC Board of Directors: Modified LPA briefing
Early June	Portland City Council: Endorse Modified LPA
June 14	CTran Board of Directors: Modified LPA briefing
June 15	Port of Portland Board of Commissioners: Modified LPA briefing
June 16	JPACT: Endorse Modified LPA
June 22	TriMet Board of Directors: Endorse Modified LPA
June 27	Vancouver City Council: Endorse Modified LPA
June 28	Port of Vancouver Board of Directors: Share and endorse Modified LPA
June 30 (tentative)	Metro Council: Endorse Modified LPA
July 5	RTC Board of Directors: Endorse Modified LPA
July 12	CTran Board of Directors: Endorse Modified LPA

Modified Locally Preferred Alternative Components

Auxiliary Analysis

Ryan LeProwse will report on the tradeoffs between the number of additional auxiliary lanes considered for the IBR bridge area. He will discuss current interchange spacing, traffic patterns, crash rates and the role of auxiliary lanes, and will describe future projections for traffic in the bridge area and compare results of multiple auxiliary lane scenarios.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council have questions about the current traffic patterns in the bridge area and the role of auxiliary lanes?
- Does Council have questions about the tradeoffs between the number of additional auxiliary lanes that could be part of the IBR LPA?
- Does Council have questions about next steps for the project?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? None