



Auxiliary Lanes

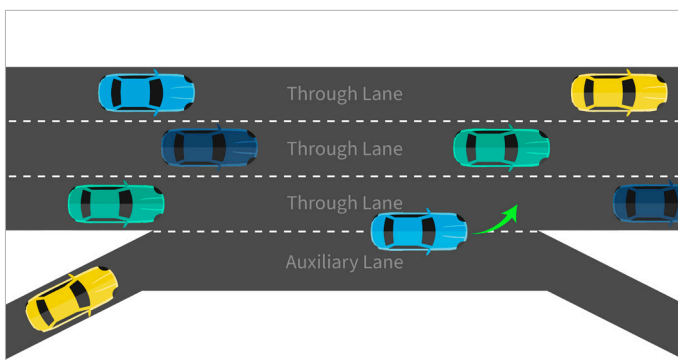
The Interstate Bridge provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national, and international economies.

Over 143,000 vehicles cross the Interstate Bridge each weekday. Each day, the bridge corridor experiences up to 10 hours of congestion during peak travel times due to high vehicle volumes and safety issues, affecting commuters, freight transportation, and public transit. The area's current crash rate is over three times higher than statewide averages, with collisions resulting not just in fender-benders, but fatalities as well.

One of the factors that contributes to safety issues and congestion in the Interstate Bridge area is the lack of auxiliary lanes across the bridge and near the surrounding interchanges.

What are auxiliary lanes and how will they help?

Auxiliary lanes are ramp-to-ramp connections designed to give drivers distance to speed up or slow down before entering or exiting the roadway. They are not through lanes and are not the same as adding an additional lane.



These connections reduce bottlenecks and optimize traffic flow by giving drivers space to merge safely. Benefits of auxiliary lanes include improved travel time, reduced likelihood for crashes, anticipated reduction in greenhouse gas emissions due to less congestion, and safety improvements.

Auxiliary lanes are currently being used within the program area such as along Mill Plain & 4th Plain in Vancouver and Marine Drive in Portland. However, they do not exist on or near the bridge where most of the congestion and collisions occur.

There are currently seven closely spaced interchanges in the Interstate Bridge area along I-5. While standard spacing is two miles, these interchanges are all less than a mile apart, resulting in substantial weaving and merging issues for drivers.



From 2015-2019, **55% of vehicle crashes within the Interstate Bridge program area were the result of rear-end collisions, and 19% were sideswipe crashes.** Auxiliary lanes are needed for substandard interchange spacing, lack of shoulders, and speed differential, not just stop and go traffic or congestion.



How many lanes will the new bridge have?

The IBR program intends to maintain the three existing through traffic lanes in each direction to remain consistent with the existing system on either side of the bridge. The addition of auxiliary lanes can help optimize the three through lanes and allow for more efficient movement through the corridor. 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. The program will also analyze two auxiliary lanes to better understand the full range of impacts associated with variations of the Modified LPA and ensure safe and efficient freeway operation and ramp access is achieved.

Beyond auxiliary lanes

The IBR program is one essential component of the region's transportation system and we are committed to creating equitable and safe multimodal transportation options for all travelers.

A holistic solution that supports efficient movement of people and goods through the program corridor includes:

- ▶ Multimodal investments and safe and accessible connections for people walking, biking, or rolling across the bridge
- ▶ Improved access to light rail in a dedicated guideway, separate from traffic plus express bus on shoulder to better connect transit systems
- ▶ Variable priced tolling that charges higher prices during peak travel periods, resulting in drivers making different travel choices and improving reliability



Auxiliary lanes currently being used along Mill Plain.

Stay engaged with us

VISIT OUR WEBSITE

- ▶ www.interstatebridge.org to learn more, sign up for our e-newsletter, or submit a comment.

FOLLOW US



OREGON

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

WASHINGTON

Accommodation requests for people with disabilities in Washington can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO) Title VI Coordinator by contacting (360) 705-7090.