

October 2021

IBR Preliminary List of Design Options

In 2011, a Final EIS and Record of Decision for the prior work on the program was published. In the years subsequent to that decision, the baseline conditions, regulatory and policy context, and community priorities have changed, including:

- Regional, state, and local equity policies and priorities
- Regional, state, and local climate goals and priorities
- Oregon tolling/congestion pricing programs being studied
- Demographics along the I-5 corridor and nearby neighborhoods
- COVID-19 impacts on transportation
- Environmental regulations
- Expanded transit service in the corridor (i.e., VINE BRT and bus-on-shoulder on I-5 in Vancouver)
- Current Regional Transportation Plans and City Comprehensive Plans
- Updates to USACE, USCG and FAA requirements
- Land use policies, planned development, and zoning changes
- Federal transit funding requirements
- Freight/industrial activity

To address these changes, the IBR program collaborated with lead Federal agencies (FHWA and FTA) and partner agencies to identify how these changes affected prior assumptions, data analysis, designs, anticipated impacts and benefits, as well as mitigation for adverse impacts. Building on past work, the program in collaboration with agency partners developed high-level design options to respond to changes while incorporating current regional values and priorities into the IBR Solution. Input on these design options will be gathered through a variety of community engagement strategies. The design options pertain to the following program areas:

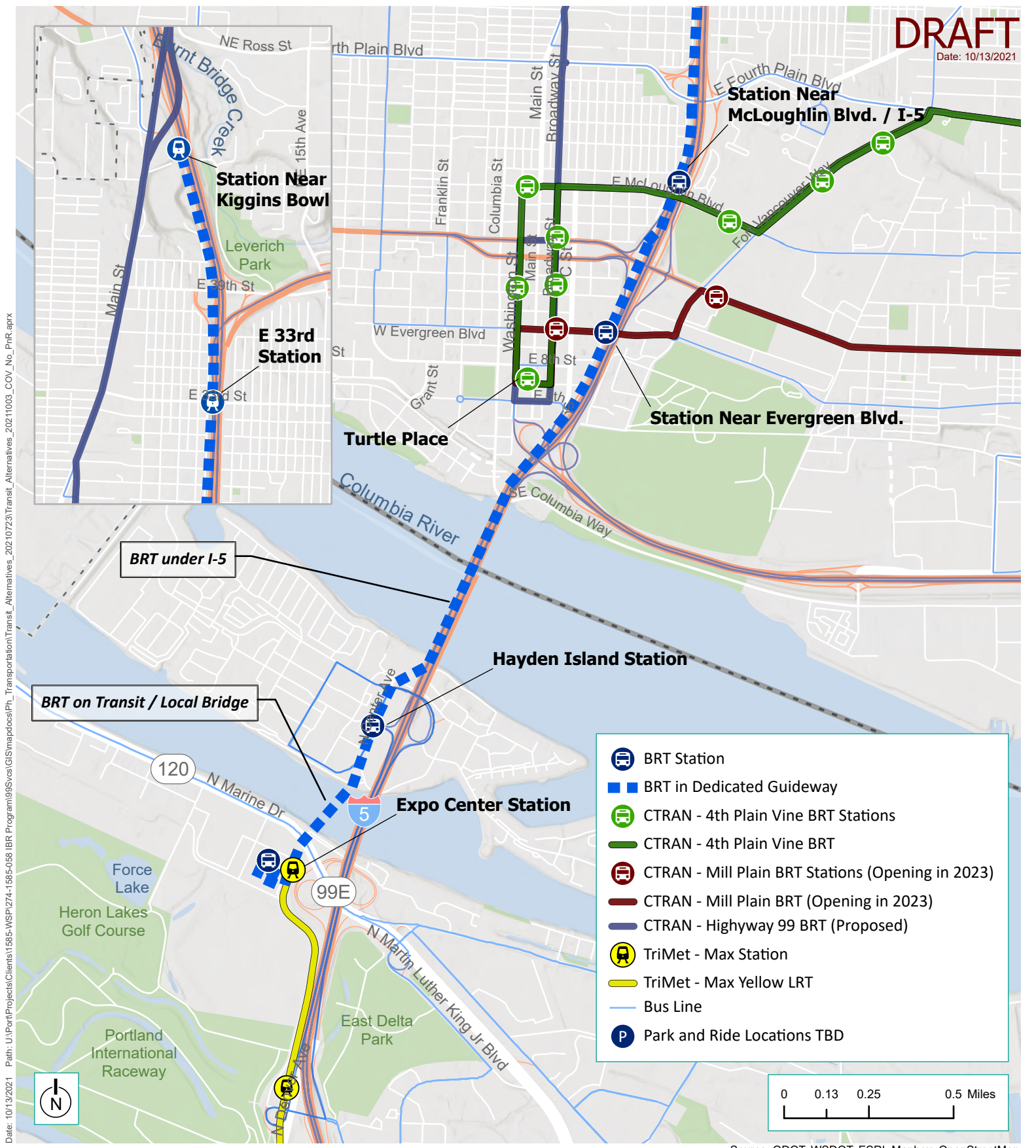
- Hayden Island and Marine Drive interchanges including the North Portland Harbor bridge
- Bridge Crossing over the Columbia and Alignment
- Downtown Vancouver
- Vancouver Interchanges
- Transit
- Active transportation improvements

The design options will continue to be developed during the fall of 2021 to show more detail including local street connections and access to multi-use paths, ramps, and transit options. This fall, the program is sharing the design options with the community and is gathering feedback to inform the decision-making process. Following engagement with advisory groups, steering groups and the community, additional refinements, details, or options may be developed as needed to address feedback. Screening criteria are being developed

E Dedicated BRT Hugging I-5

Dedicated BRT Connection - Kiggins Bowl to Expo Center on an I-5 Adjacent Dedicated Guideway (West Side of I-5)

DRAFT
Date: 10/13/2021



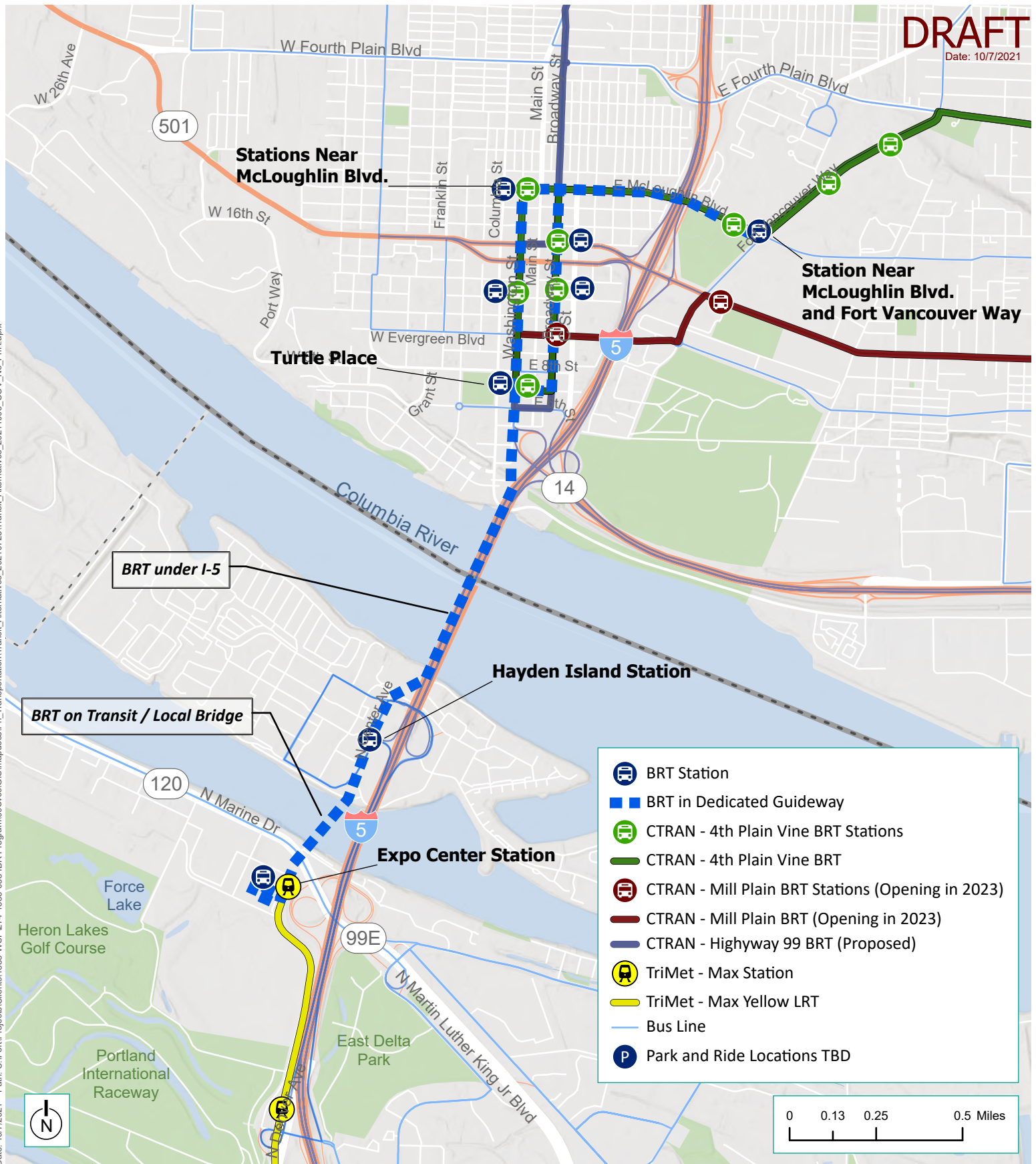
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Source: ODOT, WSDOT, ESRI, Mapbox, OpenStreetMap

F Dedicated BRT through the CBD

Dedicated BRT Connection - McLoughlin/I-5 to Expo Center in a
Dedicated Guideway on the 2013 Transit Alignment

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Date: 10/7/2021



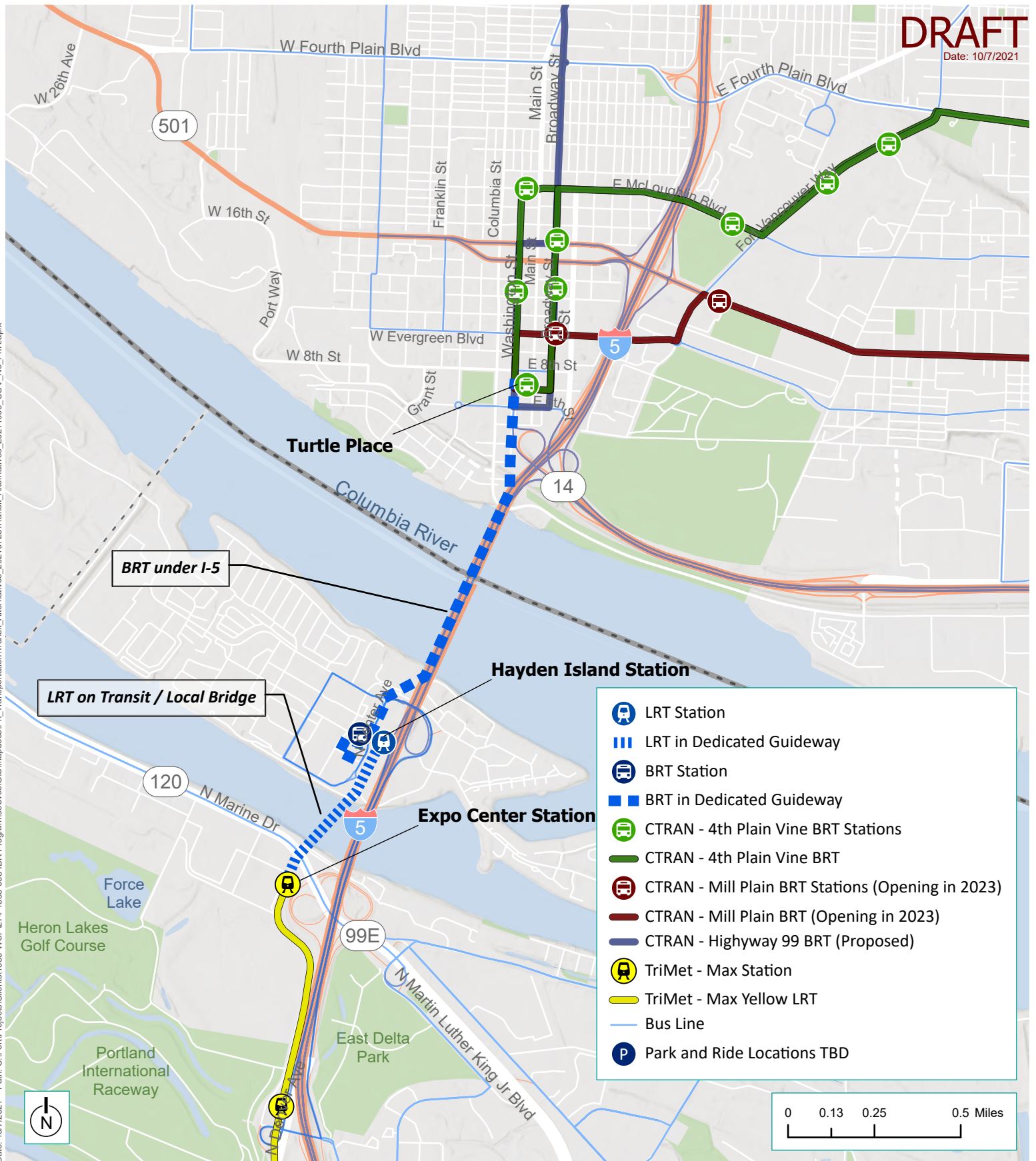
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Source: ODOT, WSDOT, ESRI, Mapbox, OpenStreetMap

G Dedicated BRT and LRT to Hayden Island

Hybrid Option - Extend Vine(s) BRT to Hayden Island, Extend MAX Yellow Line to Hayden Island

DRAFT
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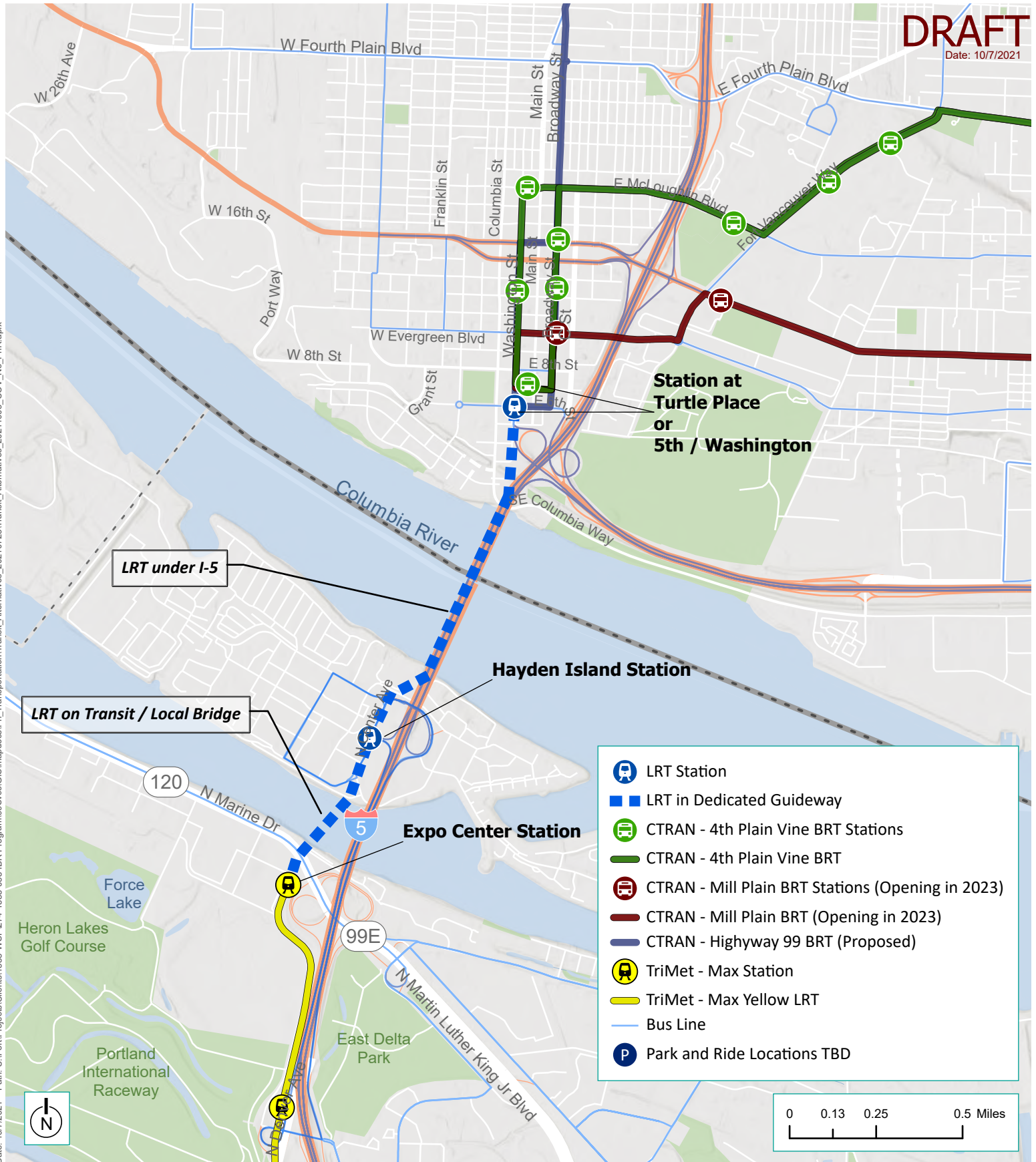
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Source: ODOT, WSDOT, ESRI, Mapbox, OpenStreetMap

LRT One Station in Vancouver

LRT Extension from Expo Center to Hayden Island to a Single Station with Terminus in Vancouver

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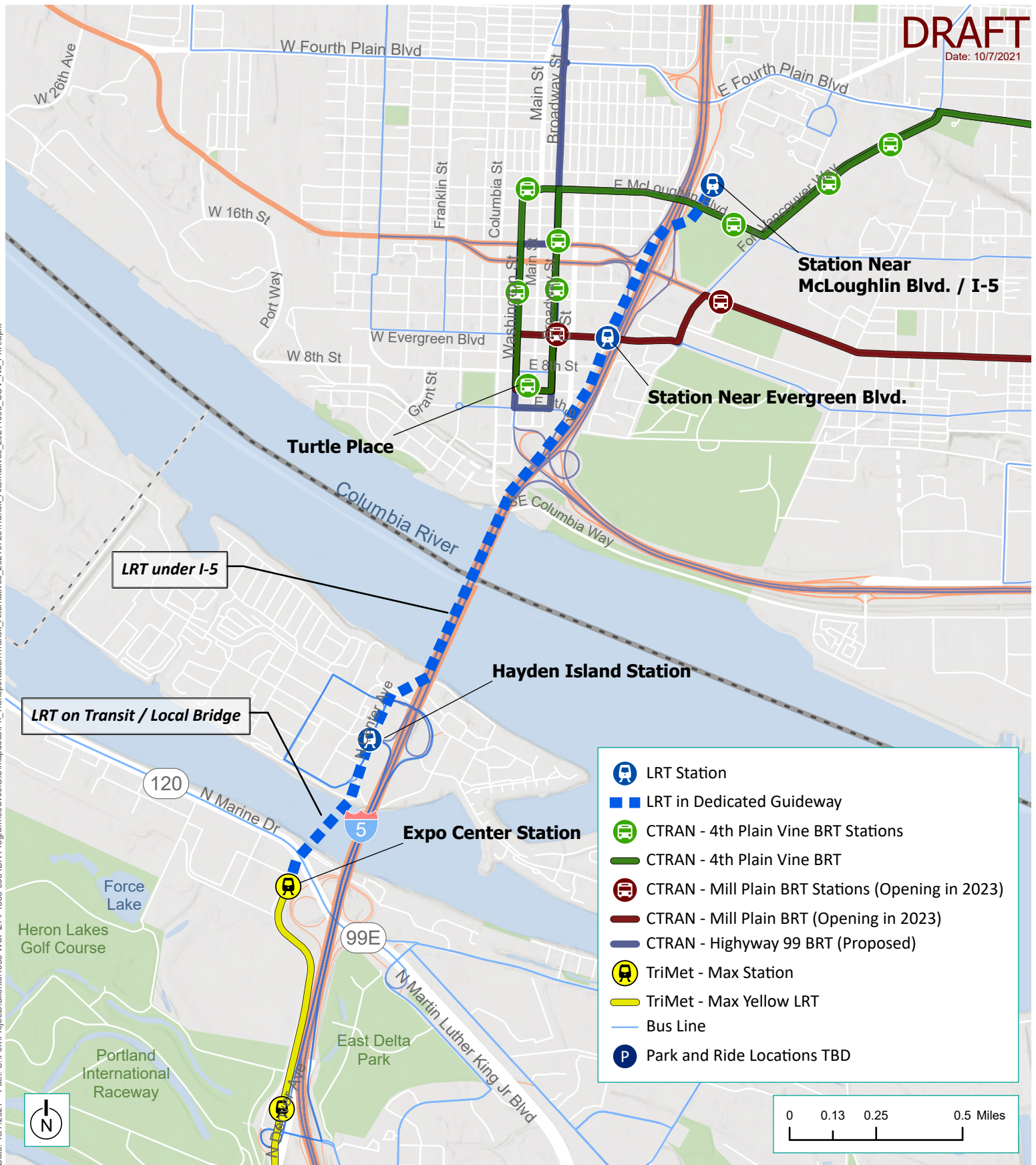
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Source: ODOT, WSDOT, ESRI, Mapbox, OpenStreetMap

I LRT Hugging I-5 to near McLoughlin

LRT Extension from Expo Center to a Terminus near McLoughlin/I-5 on an I-5 Adjacent Alignment (Center/West Side of I-5)

DRAFT
Date: 10/7/2021



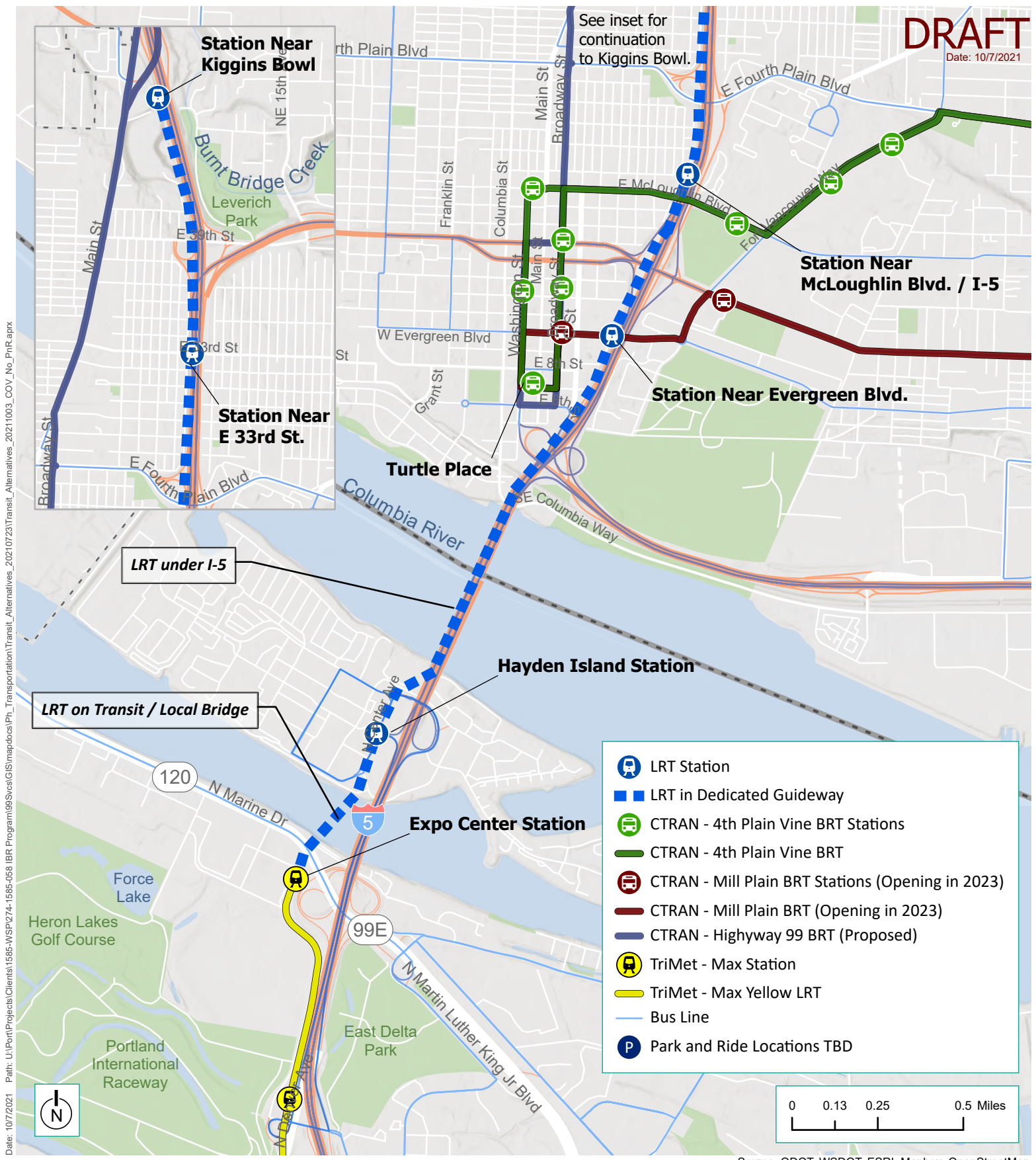
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J LRT Hugging I-5 to Kiggins Bowl

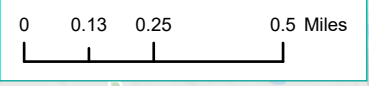
LRT Extension from Expo Center to a Terminus near Kiggins Bowl on an I-5 Adjacent Alignment (Center / West Side of I-5)

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- LRT Station
- LRT in Dedicated Guideway
- CTRAN - 4th Plain Vine BRT Stations
- CTRAN - 4th Plain Vine BRT
- CTRAN - Mill Plain BRT Stations (Opening in 2023)
- CTRAN - Mill Plain BRT (Opening in 2023)
- CTRAN - Highway 99 BRT (Proposed)
- TriMet - Max Station
- TriMet - Max Yellow LRT
- Bus Line
- Park and Ride Locations TBD



Source: ODOT, WSDOT, ESRI, Mapbox, OpenStreetMap