

Interstate Bridge Replacement Program (IBRP)



City Council Work Session May 10, 2022



PBOT
PORTLAND BUREAU OF TRANSPORTATION

IBRP Work Session Agenda

- **Opening Remarks** **9:30**
- **City staff overview** *why & how IBRP matters to the City of Portland* **9:45**
- **IBRP program overview** *purpose & need, desired outcomes* **9:55**
- **IBRP Recommendation** *Modified Locally Preferred Alternative components* **10:05**
- **City Council Discussion** **10:30**
- **City Council Closing Remarks** **11:15**
- **Next Steps** **11:30**

CITY OVERVIEW

City of Portland's Role

Bi-state legislative committee oversight and guidance to shape program work

ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies including elected officials on the Executive Steering Group

- TriMet
- C-TRAN
- Oregon Metro
- SW WA Regional Transportation Council
- **City of Portland**
- City of Vancouver
- Port of Portland
- Port of Vancouver

City team includes **PBOT, BPS, PWB, BES, BDS, PP&R**

City of Portland's Role

2019 regional letter of support, signed by Mayor Wheeler, emphasized:

need for **high-capacity transit**

cost effectiveness

demand management

equitable job creation

active transportation and local street safety

minimized negative impacts

accounting of historical negative impacts

right-sized interchange connection at Hayden Island

meaningful public engagement

CITY OVERVIEW

Process

Columbia River Crossing & IBRP same project extents, but there are modifications to the main components

- 4.5-mile I-5 corridor
- Interchange rebuilds & improvements
- High-capacity transit
- New bridges over Columbia
- New local bridge over Columbia Slough from N Portland to Hayden Island
- Multi-use Path improvements from Delta Park to Vancouver
- Variable-rate tolling
- Auxiliary lanes

ROM cost \$3.2 - 4.8B



Why does IBRP matter?

IBRP could be one of the **largest single projects** and expenditures of money in our region's history - **up to \$4.8B**.

A project this large can have a large impact, positive or negative, depending on the direction it is pointed.

A lot is at stake because transportation touches every major issue in society right now – **mobility, racial justice, climate change**

WHY DOES THIS MATTER?

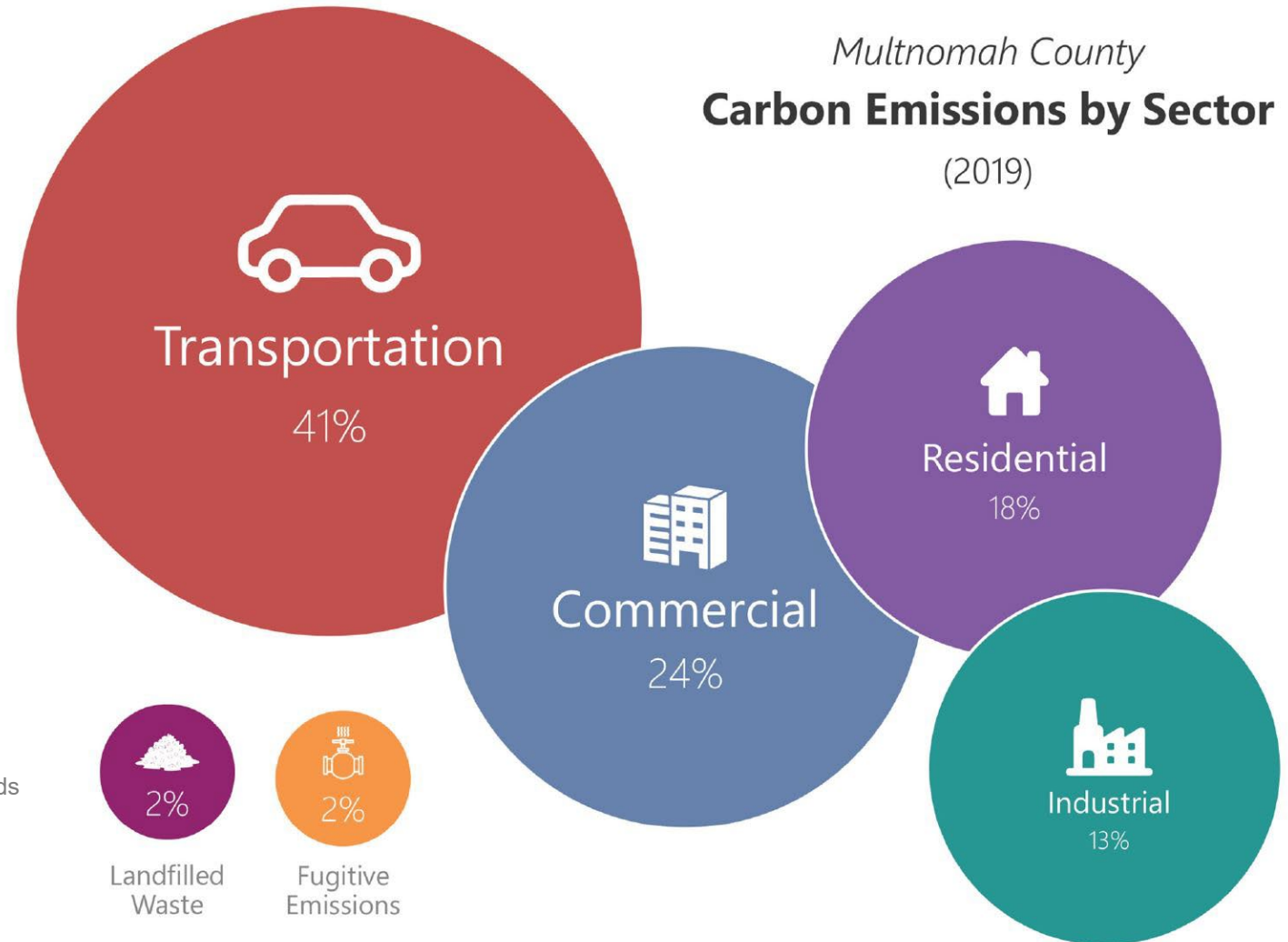
Fighting climate change

41 percent
of the emissions from Multnomah County result from transporting people and goods, the largest single source.

Summary of 2019 Multnomah County Carbon Emissions and Trends
(Multnomah County carbon emissions by sector).

Source: Portland Bureau of Planning and Sustainability

Multnomah County
Carbon Emissions by Sector
(2019)



WHY DOES THIS MATTER?

A more equitable future is possible

27% of Black households in Portland do not have access to a car



compared to just **13%** of white households.⁴

A greater proportion of BIPOC Portlanders (**17%**) ride public transit than white Portlanders (**11%**)⁵



20% longer commute

Between 2000-2019, bus speeds decreased by 14%,⁶ and average commute times are 20% longer for Black Portlanders than white Portlanders.⁷

More diverse neighborhoods experience pollution levels 2-3 times higher than the rest of the city



WHY DOES THIS MATTER?

Access to opportunity

Transportation is how
people reach what
they need to live
safe, happy, and
fulfilled lives

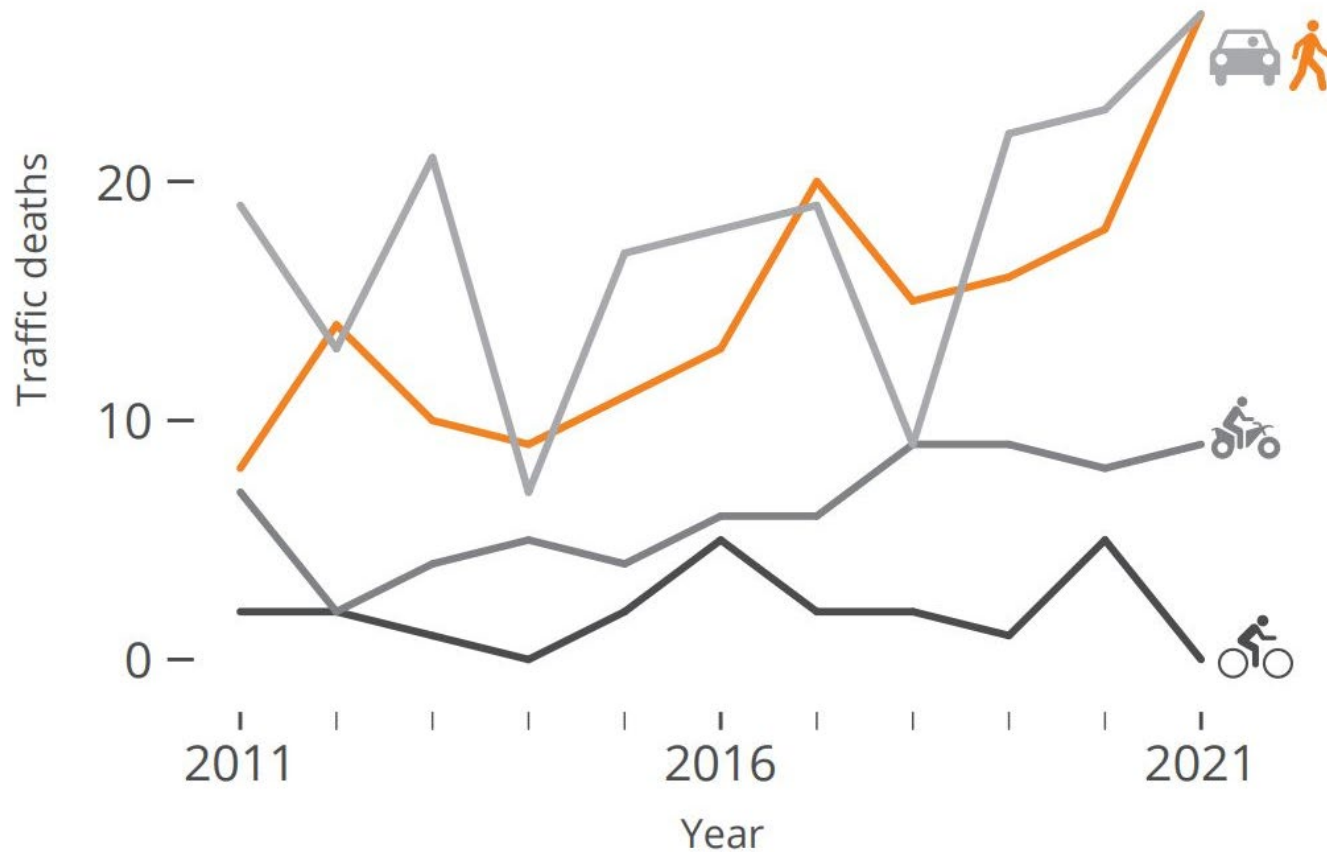
But as congestion gets
worse, a **system**
relying on wide-
spread car use to
provide access to
opportunity **works**
less and less well



**What does more car use and
increased traffic do to a city?**

MORE CARS IN THE CITY?

Vision Zero is harder to reach



When Vehicle Miles Traveled and speeds go up, so do the number of **fatalities and serious injuries**

MORE CARS IN THE CITY?

Housing & development cost more

Housing and development get **much more expensive** when we have to build parking to store more cars



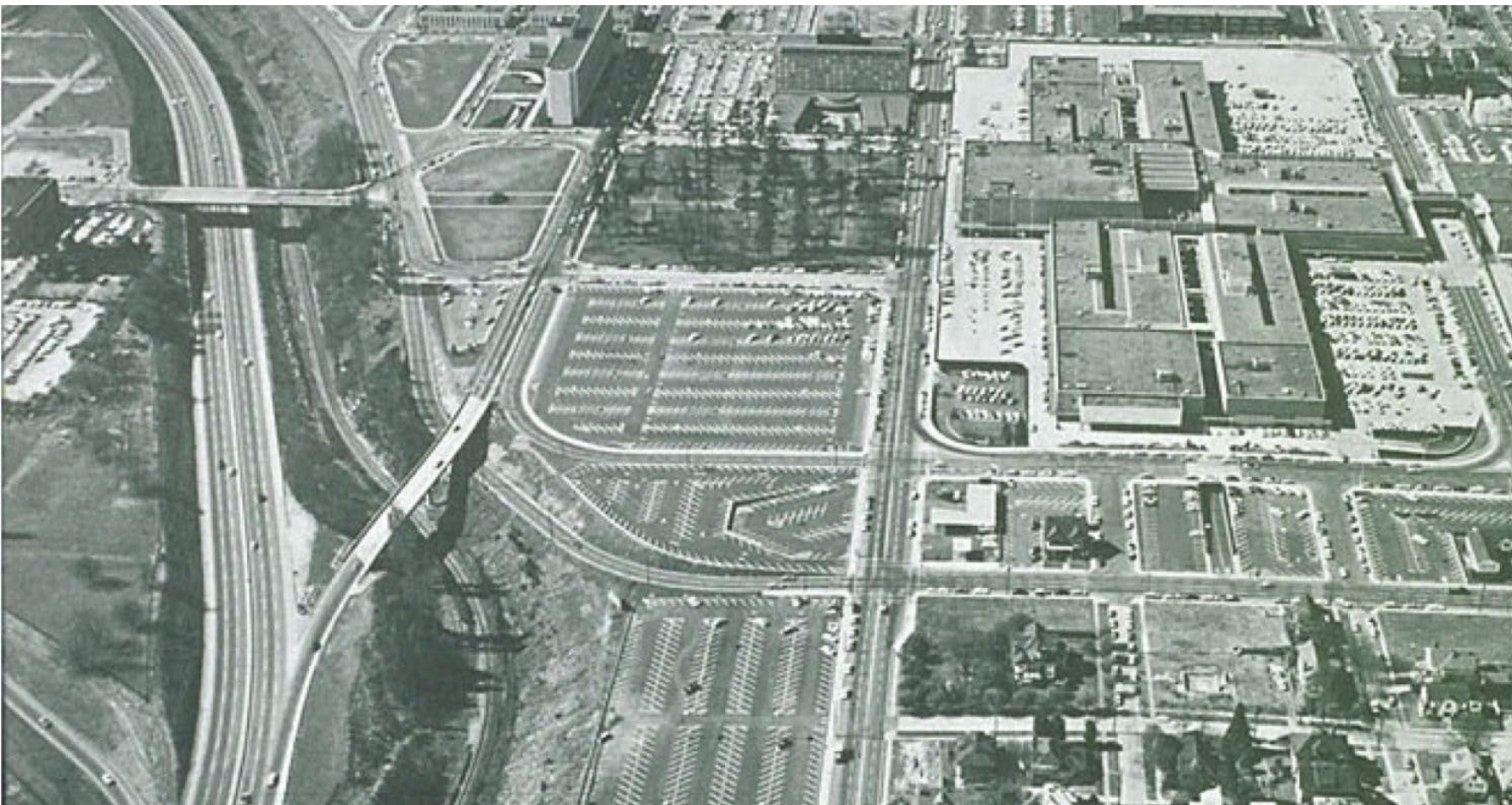
MORE CARS IN THE CITY?

Moving goods costs more

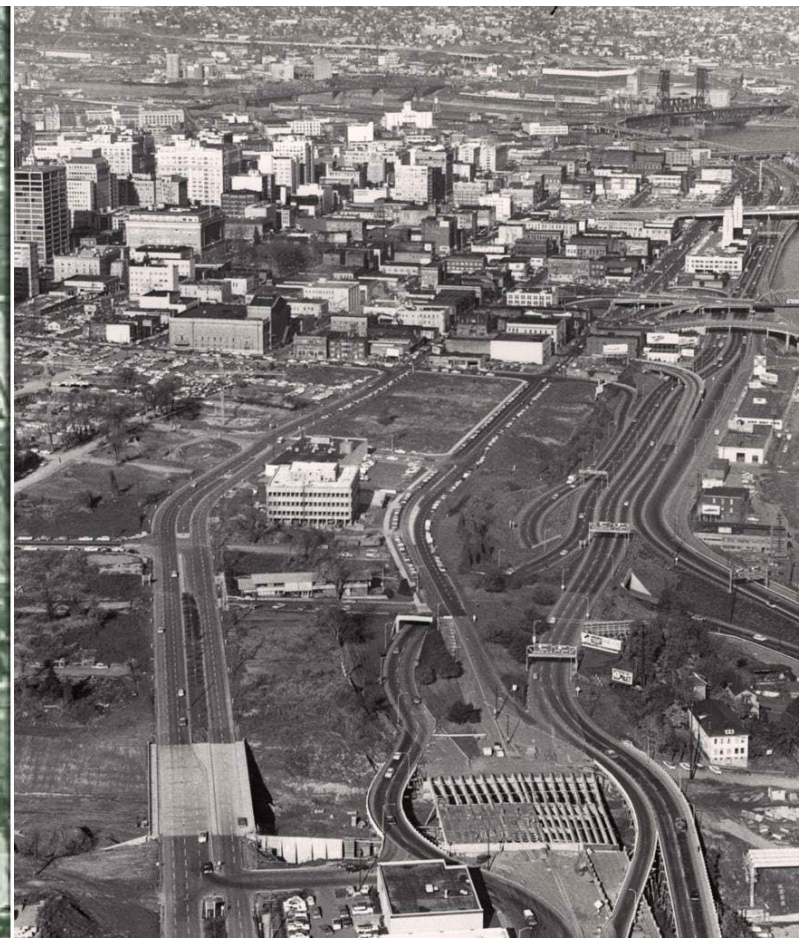


MORE CARS IN THE CITY?

They need space to move and park



Banfield Freeway and Lloyd Center Mall



South Auditorium Urban Renewal

What is Portland doing to reduce the impact?

HOW ARE WE REDUCING THE IMPACT?

Creating a balanced system



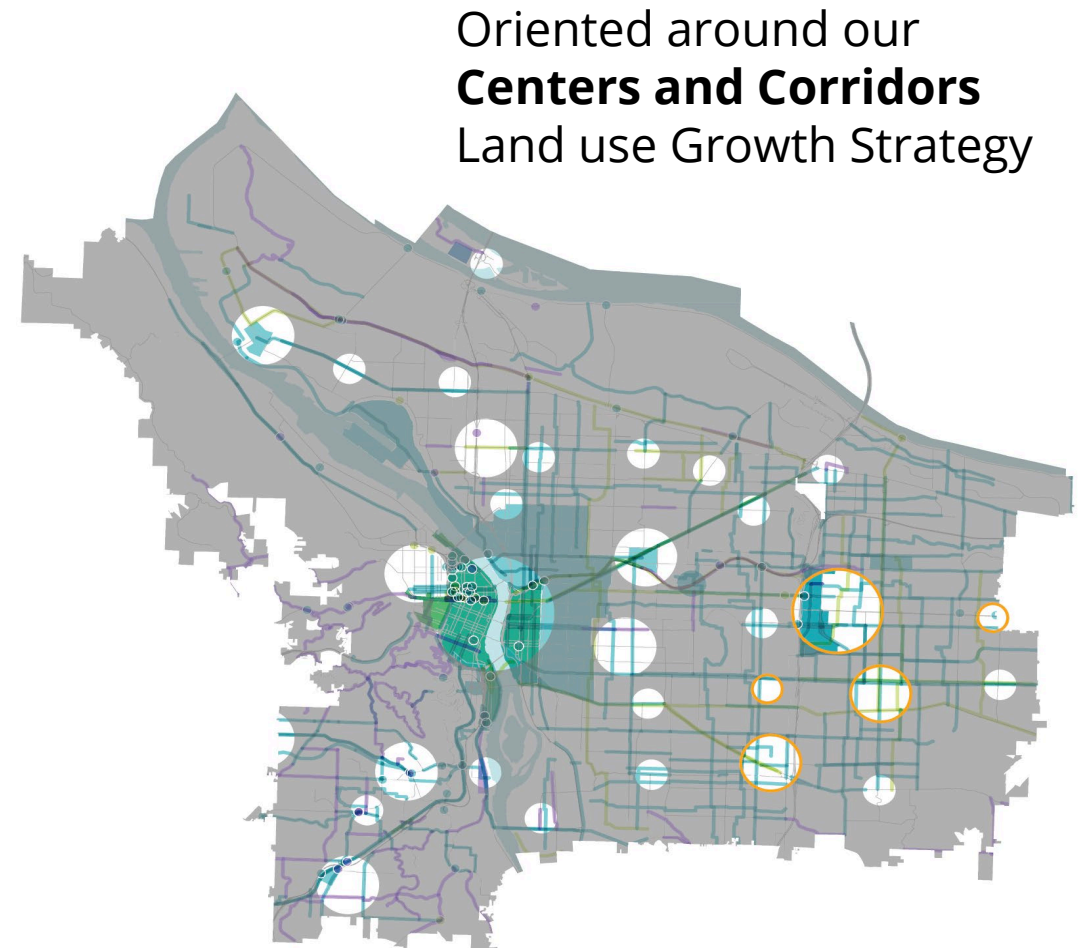
All Ages and Abilities
Cycling Network



Safe and Accessible
Pedestrian Environment



Fast and Reliable Transit

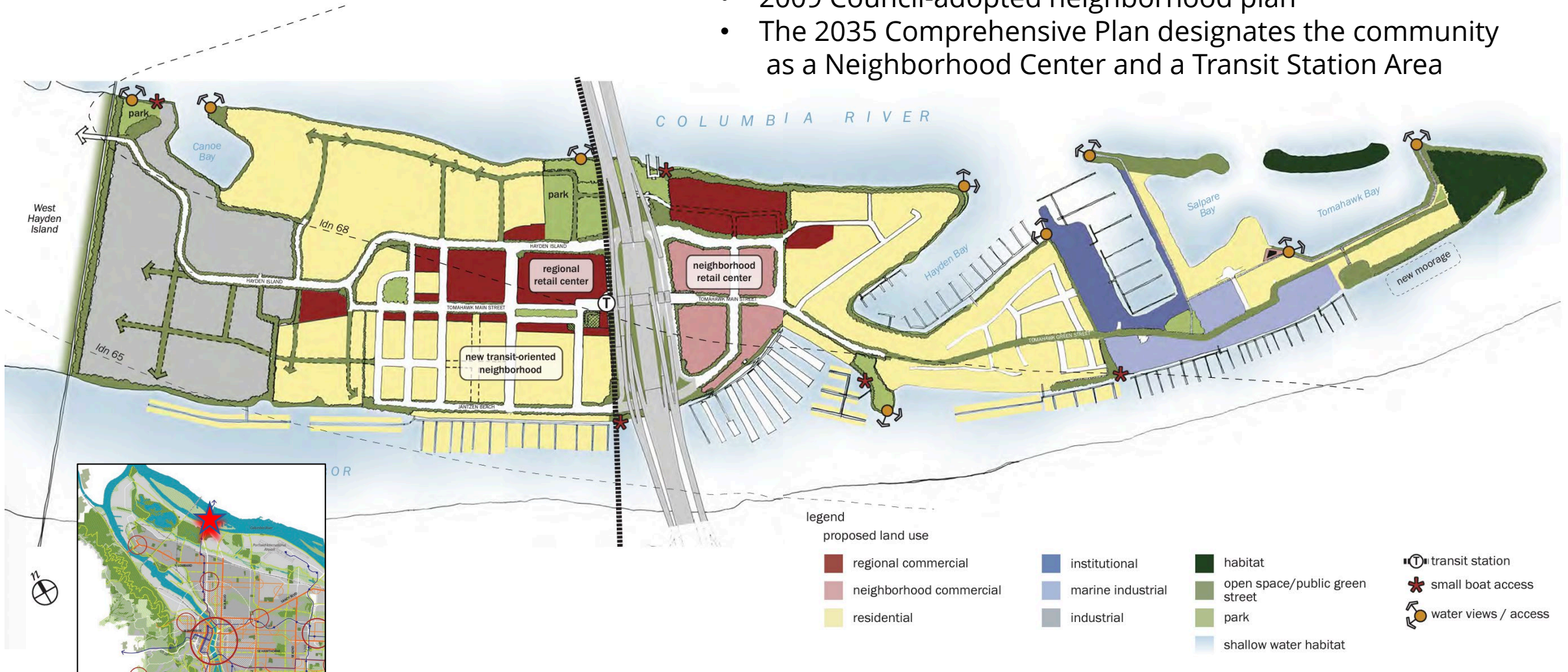


Oriented around our
Centers and Corridors
Land use Growth Strategy

HOW ARE WE REDUCING THE IMPACT?

Hayden Island Neighborhood Plan

- 2009 Council-adopted neighborhood plan
- The 2035 Comprehensive Plan designates the community as a Neighborhood Center and a Transit Station Area

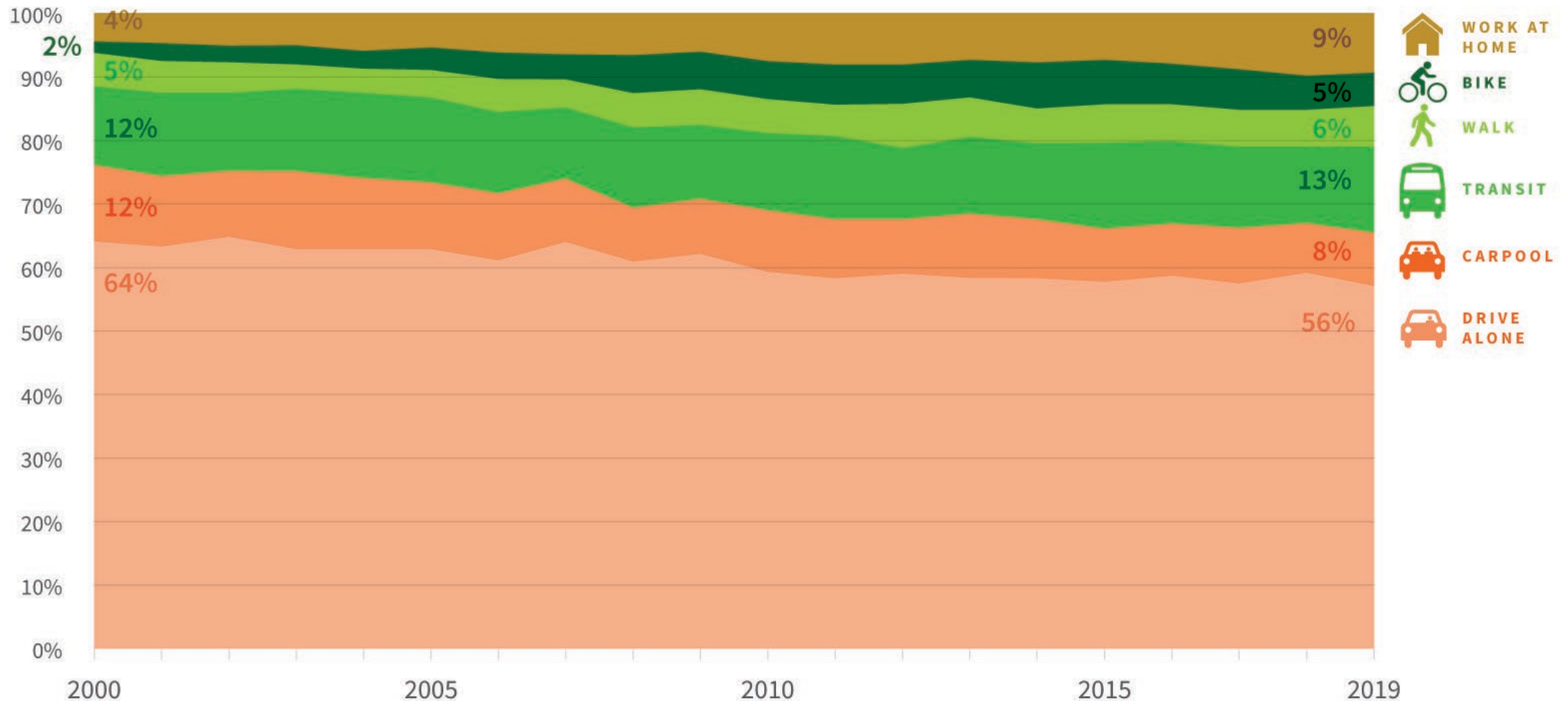


What are the trends?

WHY DOES THIS MATTER?

We've worked hard to give Portlanders other options to get around

HOW PORTLANDERS COMMUTE TO WORK: US CENSUS '00-'19



WHY DOES THIS MATTER?

Outside of Portland, driving is still the fastest-growing travel choice

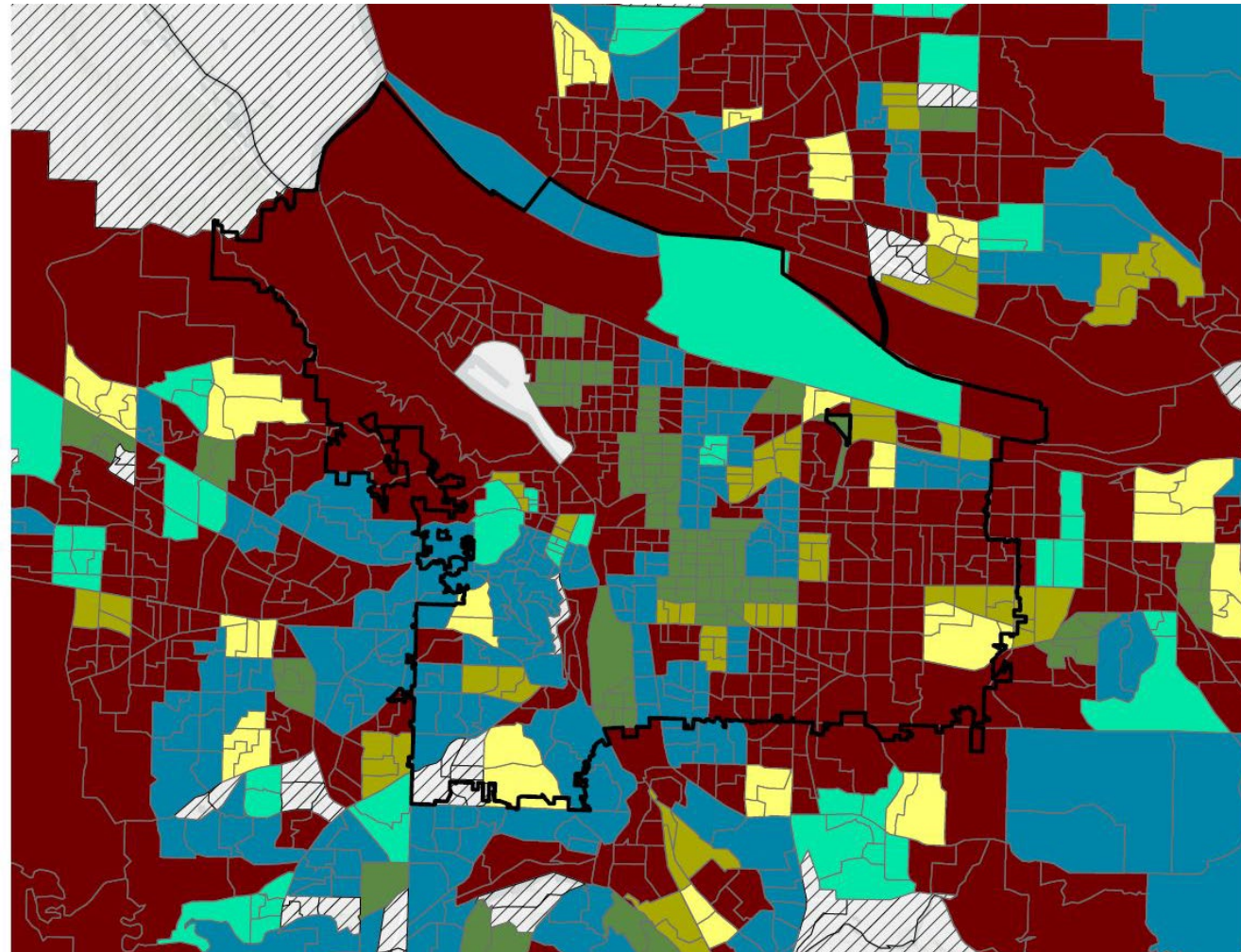
Mode with the greatest
increase of new commute trips
from 2000-2019,
in each census tract

— City of Portland Boundary

Greatest Change in Total Trips

- Walk
- Bicycle
- Public Transit
- Work at Home
- Carpool
- Drive Alone
- Other

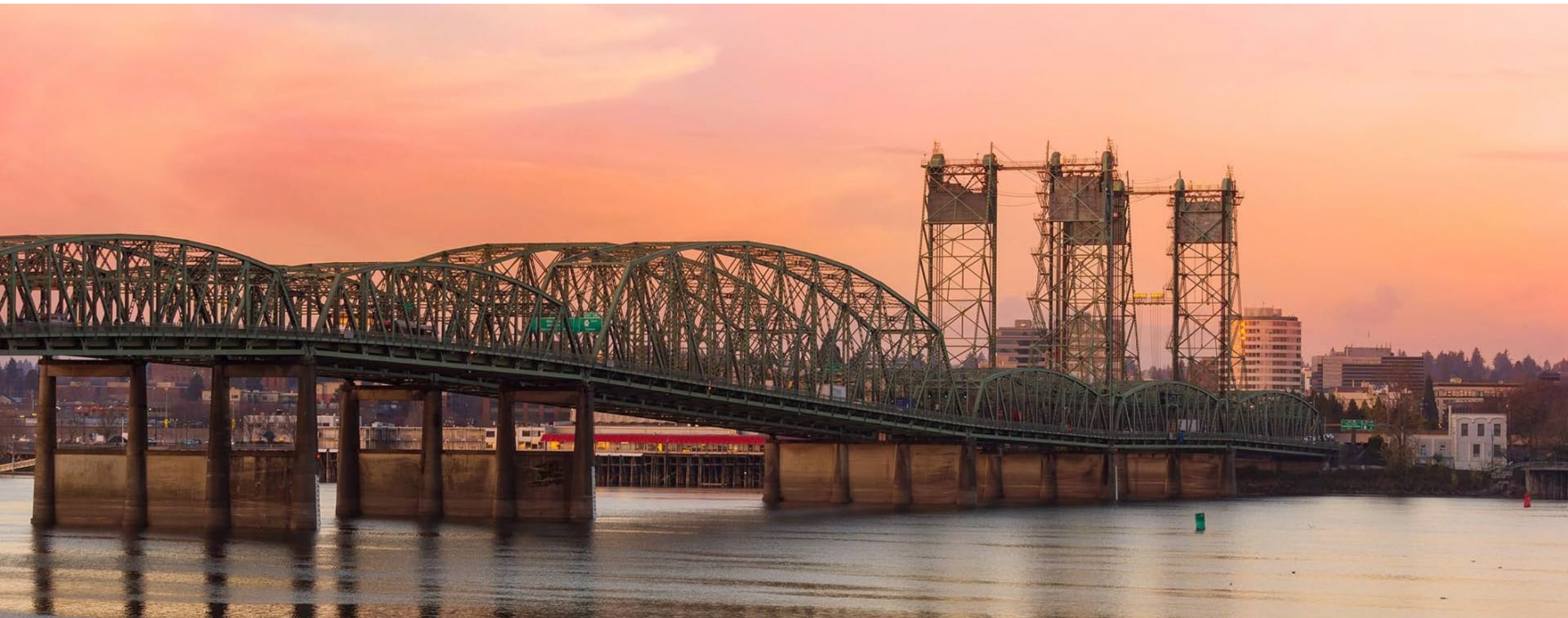
0 1 2 4 Miles



How does the
Interstate Replacement Bridge Program
fit into Portland's transportation strategy?

How can we optimize the investment?

Started as a **seismic resiliency** and **safety modernization** project; but needs to center **climate** and **equity**...



There are ways to **make this project work for Portland**



FOLLOWING COUNCIL GUIDANCE

Climate

WHERE WE STARTED

More GHGs emitted

from highway than are today, taking us further from our goals

Large project footprint and heat island effect requiring significant Federal, State, and local funding with higher tolls

FOLLOWING COUNCIL GUIDANCE

Climate

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from highway than are
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**Large project
footprint and heat
island effect** requiring
significant Federal,
State, and local funding
with higher tolls

HOW WE PUSHED

Established Desired
Outcome to **reduce
project GHGs** in
accordance with state
and local mandate

**Worked to limit size
of interchanges and
number of lanes** to
what is operationally
necessary

FOLLOWING COUNCIL GUIDANCE

Climate

WHERE WE STARTED

More GHGs emitted from highway than are today, taking us further from our goals

Large project footprint and heat island effect requiring significant Federal, State, and local funding with higher tolls

HOW WE PUSHED

Established Desired Outcome to **reduce project GHGs** in accordance with state and local mandate

Worked to limit size of interchanges and number of lanes to what is operationally necessary

WHERE WE ARE

Commitment to establish GHG reduction target relative to regional impact of project

Smaller footprint, specifically on Hayden Island, with **less embodied carbon and heat island effect**

ON THE WAY

Understanding possible **range of GHG impact for project**

FOLLOWING COUNCIL GUIDANCE

Equity

WHERE WE STARTED

Some **expansion of transit access**

Significant reduction in driving access for low-income travelers

More **traffic pushed into N/NE Portland neighborhoods** w/high concentrations of black Portlanders

FOLLOWING COUNCIL GUIDANCE

Equity

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Some **expansion of transit access**

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HOW WE PUSHED

Equity Advisory Group Equity Framework

Establishing **Desired Outcomes defining success on equity** outcomes and process

Informing and influencing **Transit equity analysis**

FOLLOWING COUNCIL GUIDANCE

Equity

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Some **expansion of transit access**

Significant reduction in driving access for low-income travelers

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Equity Advisory Group Equity Framework

Establishing **Desired Outcomes defining success on equity** outcomes and process

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WHERE WE ARE

Selected **transit option** with high **equity benefit**

Program will study and recommend **low income toll program**

ON THE WAY

Modeling how **traffic volumes** will change in **Portland neighborhoods**

FOLLOWING COUNCIL GUIDANCE

Transportation strategy

WHERE WE STARTED

More cars on
Portland's streets

Slower transit on
parallel streets

**Less safe local biking
and walking** networks

**Fewer people
walking, biking, and
taking transit**

FOLLOWING COUNCIL GUIDANCE

Transportation strategy

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HOW WE PUSHED

Worked for **effective
and capacious
integrated transit**
solution

Worked to more
**properly balance
operational needs**
with project right-sizing

Initiated modeling to
**understand traffic
changes on Portland
local streets**

FOLLOWING COUNCIL GUIDANCE

Transportation strategy

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WHERE WE ARE

Light rail extension across river
supported by Bus Rapid Transit

Only **one additional lane**
across the river (auxiliary lane)

ON THE WAY

Recommendations to support
**"No Transit Rider Left
Behind"**

Modeling how **traffic** will
change **in Portland**
neighborhoods



Thank you

IBRP Next Steps

- **Bicycle & Pedestrian Advisory Committee Briefing** *May 17*
 - **Historic Landmarks Briefing** *May 23*
 - **Planning & Sustainability Commission Briefing** *May 24*
 - **Design Commission Briefing** *June 2*
 - **Freight Advisory Committee Briefing** *June 2*
- | | |
|--|---------------|
| City Council Resolution Hearing | <i>July 6</i> |
|--|---------------|