



JUST CROSSING ALLIANCE

Active Transportation and Transit Vision

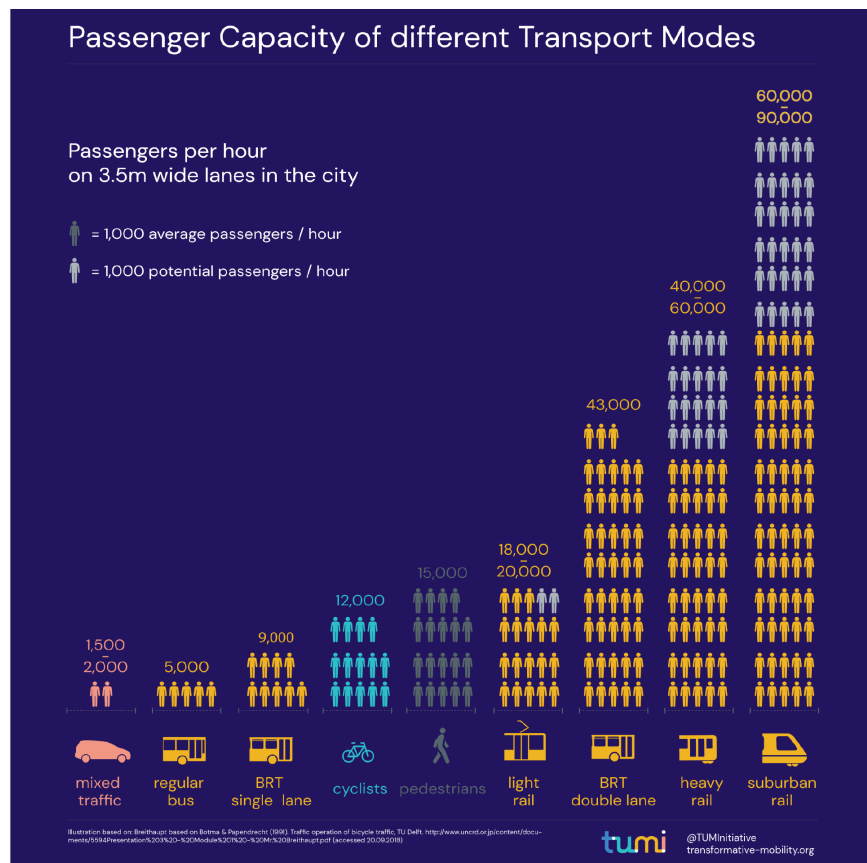
The Just Crossing Alliance seeks the most equitable and sustainable outcomes possible from the Interstate Bridge Replacement Project. We believe that one of the ways to optimize these outcomes is to substantially improve and future-proof the active transportation and transit components of the project in comparison to what is suggested in the Draft Supplemental EIS (DSEIS).

The Alliance would like to acknowledge the excellent work of the community-centered Active Transportation Working Group. This document incorporates a number of their ideas and we look forward to their separate and more detailed comments on the DSEIS

Future-proofing the Bridge with Transit Capacity

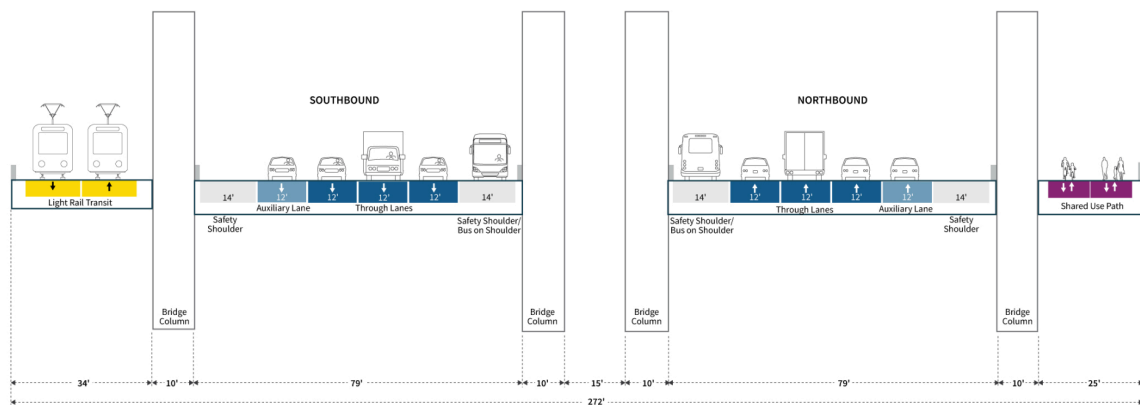
The new bridge will last long past the 2045 horizon year in the DSEIS. It behooves us to ensure that it is capable of supporting passenger travel levels beyond what is considered in the DSEIS. Widening the bridge is likely to be cost prohibitive. We need to look at how space on the structure could be allocated to maximize mobility.

This chart helps us understand the lane capacity of various methods of mobility, and



makes it clear that forms of high capacity transit represent the most efficient use of space. We acknowledge that when the bridge opens, none of the lanes or modes will function to their highest capacity due to bottlenecks or lack of connectivity elsewhere in the corridor. We are looking past opening day, and even beyond the 2045 DSEIS horizon year to a century or more of operation of this bridge.

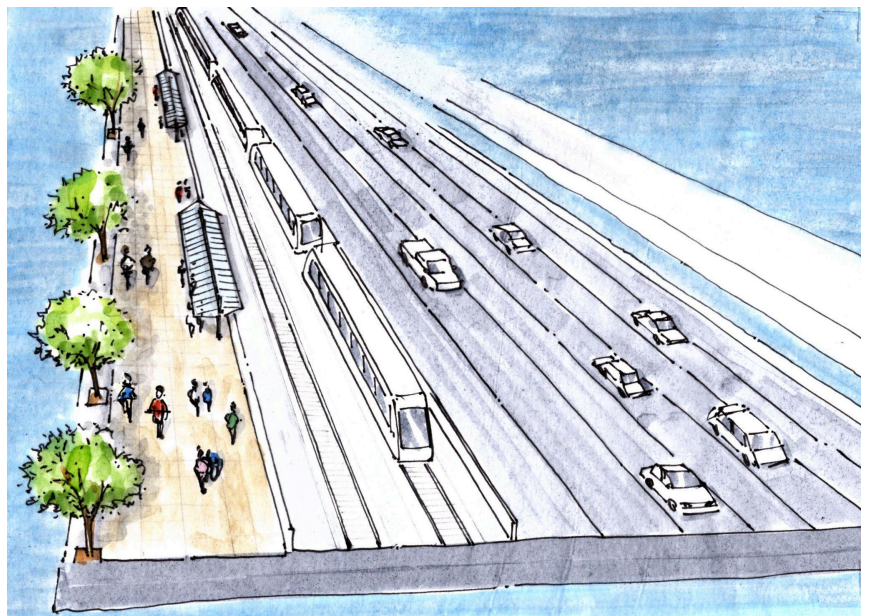
Currently the Modified Locally Preferred Alternative (MLPA), as documented in the diagram below from the DSEIS, allocates 158 feet to motor vehicle capacity, the lowest throughput opportunity, and only 59 feet to transit and active transportation. We don't consider bus-on-shoulder to be an allocation of space, only a borrowing of space from mixed traffic operations.



Ensuring that there are options to reallocate this space to higher throughput uses of transit and active transportation in the future is vital to a responsibly designed project for a climate-resilient future.

Prepare Now for Near Term Light Rail Improvements

The Draft SEIS makes clear that in the immediate future the full potential of Light Rail between Vancouver and Portland cannot be achieved because of the capacity limitations of the Steel Bridge. The Regional Transportation Plan anticipates a future transit tunnel under the Willamette River and downtown Portland. When that happens, **four-car trains will greatly increase transit capacity.** IBR should anticipate that happening within a few decades



and design the four transit stations in the project area to accommodate four-car trains without having to be redesigned and reconstructed.

Consider Now How Transit Capacity Could be Dramatically Increased in the Long Term

When the capacity of Light Rail in the I-5 corridor is maxed out we will need to consider supplementing or replacing it with additional modes like heavy rail or multi-lane BRT. IBR's design should include conceptual approaches for how we would make this fit on the structure we're about to build. Would we have a way to increase the width of the transit way? Or would we convert auto lanes to exclusive bus lanes? Or...? We should be thinking about that now, not in 20 years.

Active Transportation and Transit Should be Partnered, not Separated

The project configuration proposed in the Draft SEIS places active transportation on one edge of the project and transit on the opposite edge of an adjoining structure (or in the two level configuration, underneath separate structures).

We share a view with the Active Transportation Working Group that for numerous reasons, these two modes should be adjacent to each other. Some of these reasons include:

- Users should be able to transition from active transportation to transit or vice versa at any of the transit stations within no more than a few steps (and no grade changes).

- Active transportation users should have elevator access at elevated egress points. Making use of the transit station elevators removes the need for multiple sets of elevators.

- Transit operators and passengers will serve as “eyes on the path” countering a sensation of isolation and increasing the user security and comfort of the multi-use path.

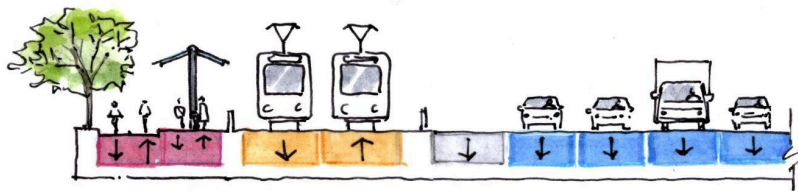


- The multi-use path can serve as emergency egress for the transit way.
- Inclusive design principles should be employed to make sure that the transit and active transportation components are as accessible as possible.

Furthermore, if a single-level configuration is selected, the multi-use path should be on the outside of one of the structures, next to the transit way which will serve as a buffer from noise, vibration and debris from the motor vehicle lanes.

Protect and Connect Active Transportation

The Climate section of the DSEIS makes it clear that ambient temperatures around the bridge will frequently exceed 100°F in summer months. Factoring in heat island effects, this will make the active transportation path unusable **unless the multi-use path is shaded**. Shading with plantings could additionally act as “the lungs of the bridge” helping with air quality.



On the Washington side, the multi-use path stops at the waterfront. This does not match the need and leaves us with a challenging spiral path ascending/descending more than 100 feet. It also puts travelers from northern parts of Vancouver in the challenging position of traveling downhill through the city, then having to gain that elevation back on the ramp system. The Active Transportation Working Group has identified this as “the Vancouver dip.” Instead, the multi-use path should continue north, at least to the “community connector” at Evergreen and most appropriately to the northern extent of the project area.

On the Oregon side, while the connection to the Kenton neighborhood appears reasonably robust, the connections to the MLK corridor area will leave active transportation users in no-man’s land. Securing a complete, safe and comfortable connection to the popular Vancouver/Williams corridor is a priority. The Active Transportation Working Group has also identified a lack of connections to the 40-mile loop and we look forward to additional detailed connectivity suggestions in their comments.