



# Workshop Agenda

**MEETING TITLE:** Project Sponsors Council  
**DATE:** Friday, April 23, 2010  
**TIME:** 10 a.m. – 12:30 p.m.  
**LOCATION:** Washington State Department of Transportation, SW Region  
 11018 NE 51<sup>st</sup> Circle, Vancouver, Washington 98662

TIME	AGENDA TOPIC
10:00 a.m.	Welcome Introductions of new PSC Members
10:05 a.m.	Integrated Project Sponsors Council Staff (IPS) Overview
10:10 a.m.	Background for Work Plan Discussion – Review Currently Proposed 10-Lane Project
10:40 a.m.	IPS Work Plan Progress Reports <ul style="list-style-type: none"> <li>• Remove Hayden Island Interchange &amp; Alternative Access</li> <li>• Redesigned Hayden Island Interchange</li> <li>• Remove City Center Access</li> </ul>
11:20 a.m.	Break
11:30 a.m.	IPS Work Plan Progress Reports continued <ul style="list-style-type: none"> <li>• Alternative 10-Lane Bridge</li> <li>• Managed Lanes</li> <li>• Post-Completion Transportation Demand Management</li> <li>• Performance Measures</li> <li>• Metroscope</li> </ul>
12:15 p.m.	Independent Review Panel Update
12:30 p.m.	Adjourn

**TRANSIT DIRECTIONS from PORTLAND:**

From Downtown Portland, take C-TRAN Express Bus #164 to the Fisher's Landing Transit Center. Transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Region Headquarters is 2 blocks north of this bus stop.

**TRANSIT DIRECTIONS from VANCOUVER:**

From Downtown Vancouver take C-TRAN Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Other buses to Vancouver Mall are #32, 72, 44 and 78. From the Mall Transit Center, transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Regional Headquarters is 2 blocks north of this bus stop.

For detailed trip planning, please contact the two transit agencies: C-TRAN, [www.c-tran.com](http://www.c-tran.com), 360-695-0123, or TriMet, [www.trimet.org](http://www.trimet.org), 503-238-RIDE

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) one week before the meeting or calling Washington State's TTY telephone number, 1-800-833-6388.

# Integrated Project Sponsors Council Staff (IPS)

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## Draft Work Plan

April 20, 2010

### Integrated Project Sponsor Council Staff representatives:

Henry Hewitt, Chair

Susie Lahsene, Port of Portland

Andy Cotugno, Metro

Alan Lehto, TriMet

Paul Smith, City of Portland

Richard Brandman, ODOT

Katy Brooks, Port of Vancouver

Dean Lookingbill, Regional Transportation Council

Jeff Hamm, CTRAN

Thayer Rorabaugh, City of Vancouver

Don Wagner, WSDOT

### Remove Hayden Island Interchange & Alternative Access

(Work group: Paul, Thayer, Katy, Kathryn, Andy, Don, Richard)

- On April 20, CRC staff will share with the IPS previous traffic analysis regarding an arterial bridge without the HI interchange. CRC recognizes that the previous analysis of an arterial bridge extended across the Columbia River. However, this work will inform the resultant trip redistribution to the Marine Drive interchange.
- This analysis will also be shared with the PSC at their workshop on April 23.
- Portland has hired URS to develop new concepts which would eliminate the Hayden Island interchange and provide the only access to Hayden Island from Marine Drive.
- CRC staff is providing background information to URS and will coordinate with the city of Portland and URS in this effort.
- Portland will provide a progress report to the IPS on this new concept on April 29.
- If further traffic analysis is desired by the IPS following the development of this new design, CRC staff, with Metro, RTC, and Portland assistance, will rerun the VISSIM traffic model to determine the resultant change on travel movements and functionality in the affected areas.
- This run will be completed and results returned to the IPS for review and presentation to the PSC, together with briefings on the status of the new design.
- If more work is desired by PSC, determine next steps and timeframe to complete work.

## **Redesigned Hayden Island Interchange**

(Work group: Paul, Thayer, Katy, Kathryn, Andy, Don, Richard)

- At the April 20 IPS meeting, CRC staff will share work performed to date on the design of this interchange. This will include a review of previous options and issues leading to the current design.
- Local government staff has suggested that alternatives to the current Hayden Island interchange design be examined.
- Andy Cotugno will take the lead in developing one new design proposal to present to the work group. CRC staff will assist in this effort.
- This workgroup should meet ASAP to finalize the new design concept to be evaluated and considered.
- The new design concept should be presented to the IPS on April 29.
- CRC will provide conceptual analysis of the new design and present it to the IPS on May 11 and to the PSC on May 14. If further work is desired, determine next steps and complete work by May 27.

## **Remove City Center Access**

(Work group: Paul, Thayer, Katy, Kathryn, Andy, Don, Richard)

- There has been no previous analysis of the project without the Vancouver interchange. CRC is coordinating with the city of Vancouver and is preparing an analysis of this concept using existing travel forecasts. The team will share the resultant trip redistribution to the Mill Plain interchange at the IPS meeting on April 20.
- Vancouver has also analyzed in detail traffic impacts at many intersections in their downtown for the current CRC design, which does not incorporate closing the City Center interchange. These results will also be presented to the IPS on April 20.
- Both of these analyses will be presented to the PSC on April 23.
- If further analysis is desired, CRC staff, with Metro, RTC and Vancouver assistance, will rerun VISSIM to further define traffic impacts to the Mill Plain interchange.
- This run will be completed and results returned to the IPS on May 11 and presented to the PSC on May 14.
- CRC staff will provide more information on the functionality of the current design and functionality of the Washington interchanges at the IPS meeting on April 20. Next steps, if any, will be determined at that meeting.

### **Alternative 10 Lane Bridge**

(Work group: To be determined)

- The City of Portland has hired URS to analyze the concept of a 10 lane bridge. URS and CRC will work together to evaluate possible changes in the design of the mainline, collector/distributor roads and interchange access to and from the mainline, along with management of traffic flow, to determine the functionality and performance of a 10 lane bridge option.
- Initial analysis will be brought to an IPS meeting as soon as practicable. The necessity and nature of any additional work will be determined at that meeting.
- CRC staff will also provide an analysis of the current shoulder widths, ODOT, WSDOT, and federal standards for Interstate bridges, and issues relating to variances of those standards.

### **Managed Lanes**

(Work group: Jeff & Don)

- Several HOV lane concepts have previously been considered by the Task Force. Review that work and its conclusions with the IPS on April 29.
- Determine at that meeting if additional work is desired.

### **Post-Completion Transportation Demand Management**

(Work group: Matt Ransom, Peter Hurley, John Replinger)

- TDM Workgroup to present post-completion TDM plan to IPS for discussion and consideration.

### **Performance Measures**

(Work group: Katy, Dean, Andy, Peter Hurley & Rob Fellows)

- Performance measures workgroup to present preliminary recommendation of 5-6 goals to the IPS on April 20.

## **Metroscope Modeling**

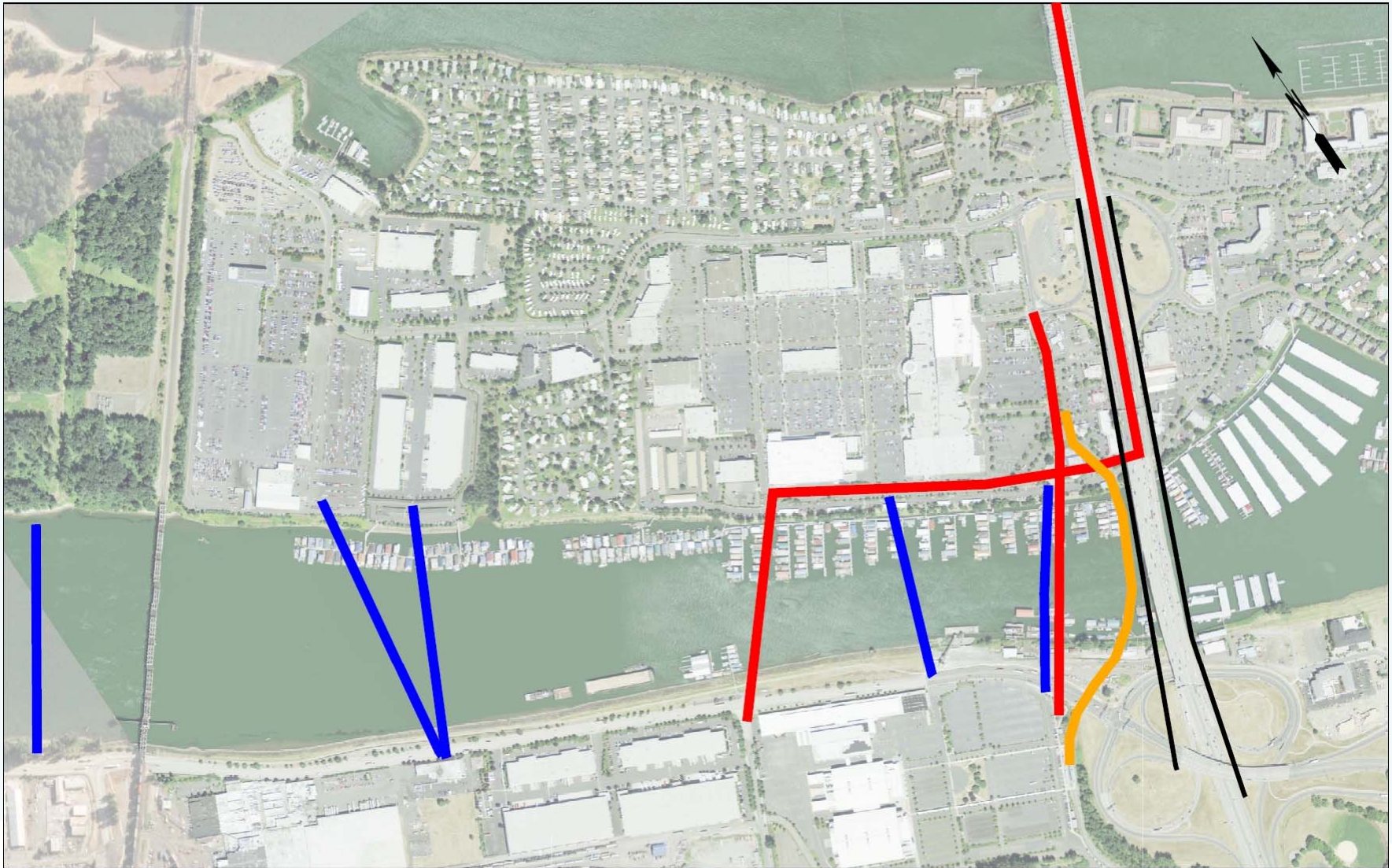
(Work group: Andy, Thayer, Alan, Susie & Richard)

- Andy Cotugno to meet with workgroup to review Metroscope modeling methodology and assumptions in the model on April 21.
- Modeling workgroup to report to the IPS on April 29 regarding Metroscope methodology and assumptions, with detail on changes in assumptions from those in previous models.
- Andy Cotugno to provide a budget and cost estimate for Metroscope modeling proposed for the CRC project (source of payment has been discussed, but not agreed).
- Modeling scenarios proposed are (i) no build, (ii) 12-lane bridge, light rail with no tolls, and (iii) the currently proposed 10-lane LPA.

## **IPS Principles:**

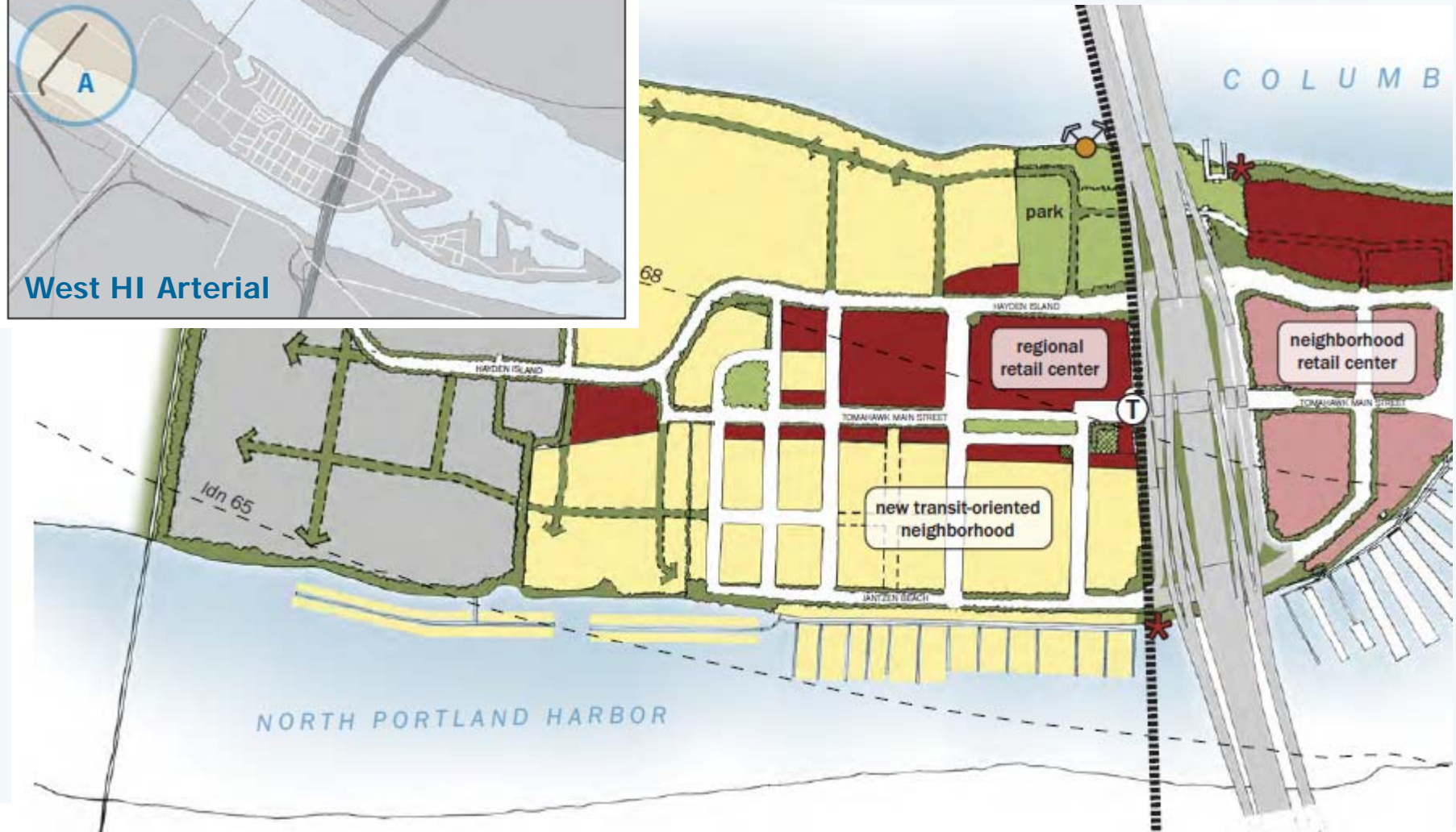
- Mutual respect.
- Collaboration/One-Team/One Region.
- Transparency.
- Find consensus, if possible.

# Hayden Island Arterials Studied



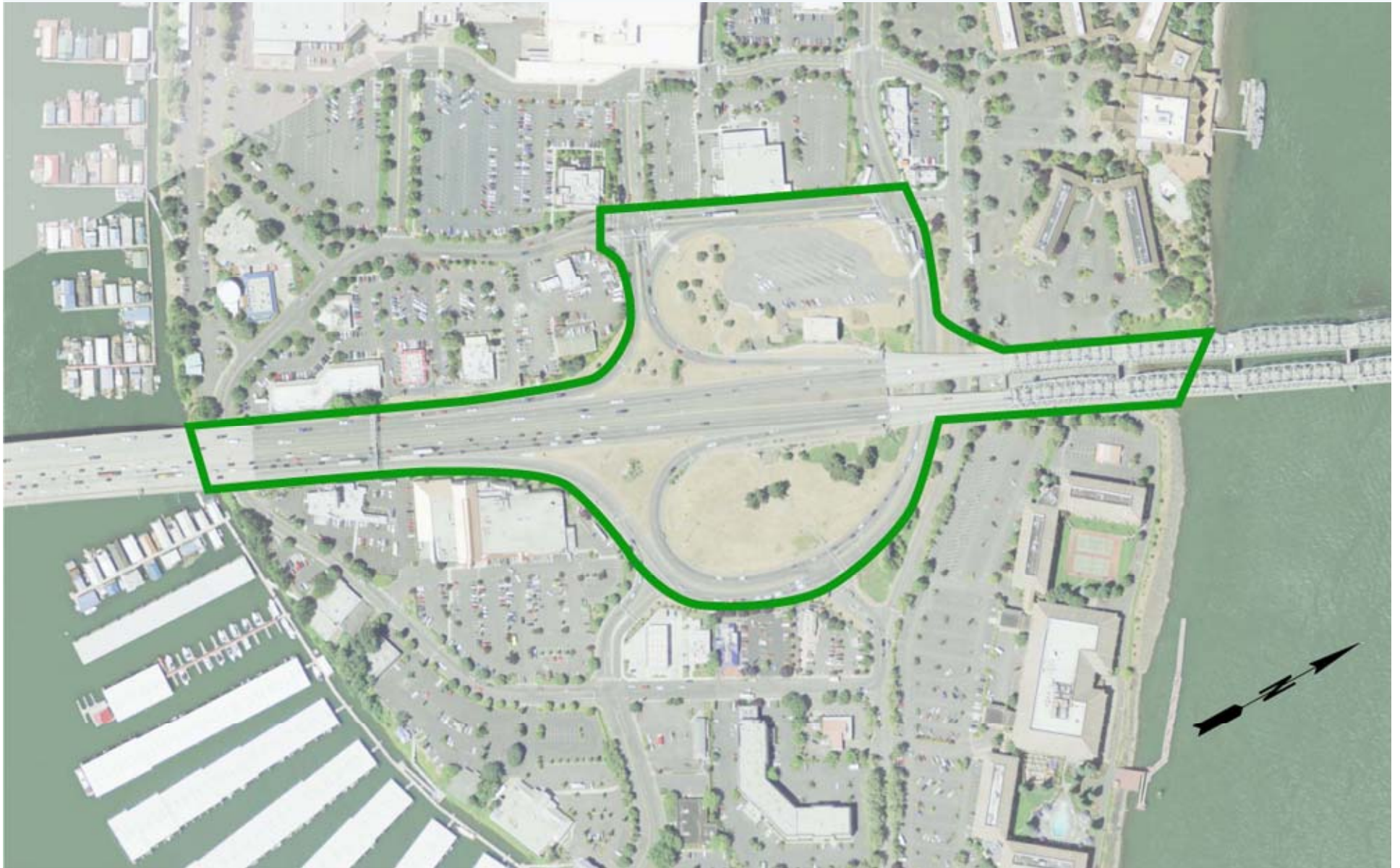


# Hayden Island Concept Plan



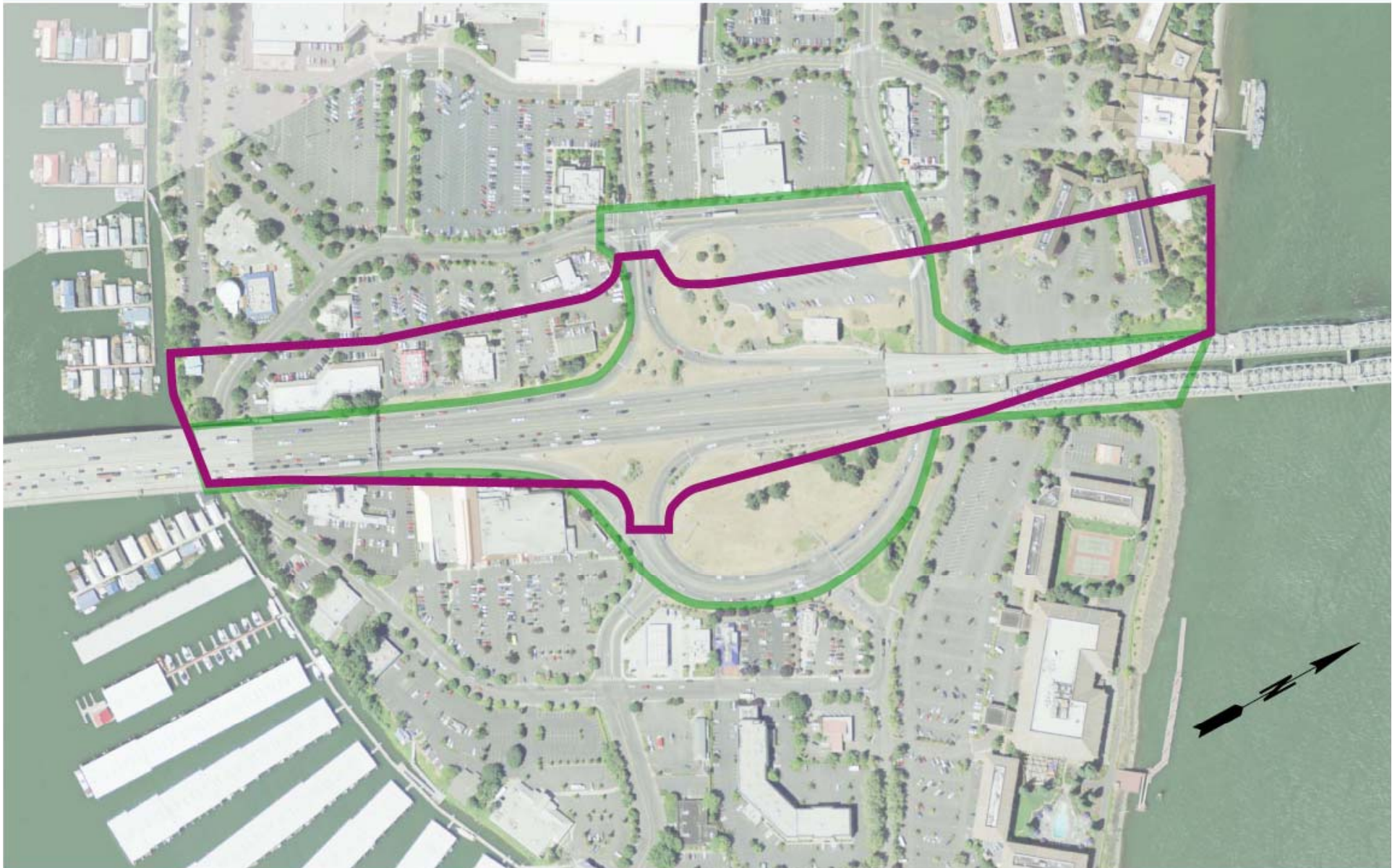


# Existing Hayden Island Interchange



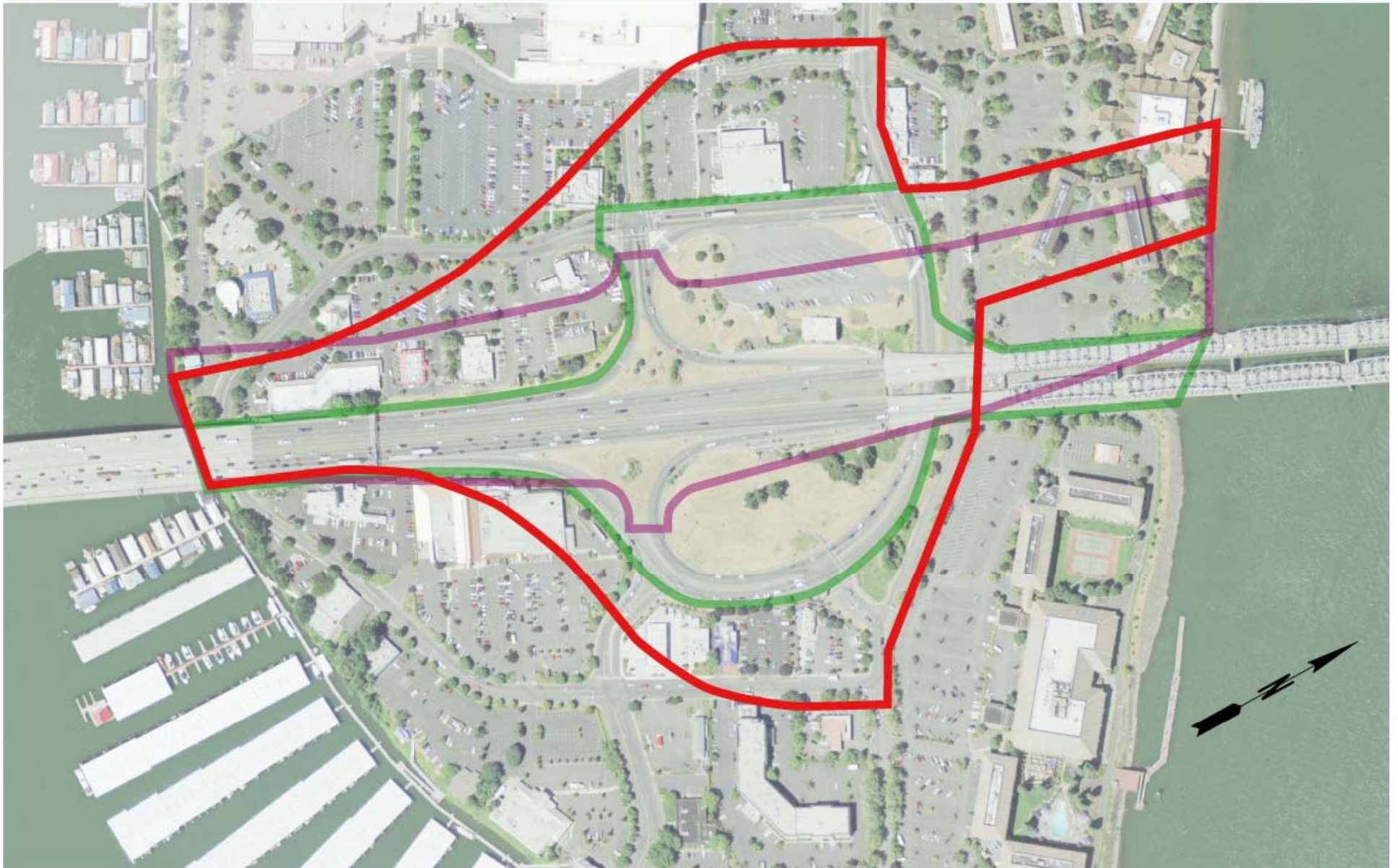


# Single Point Urban Interchange (SPUI)



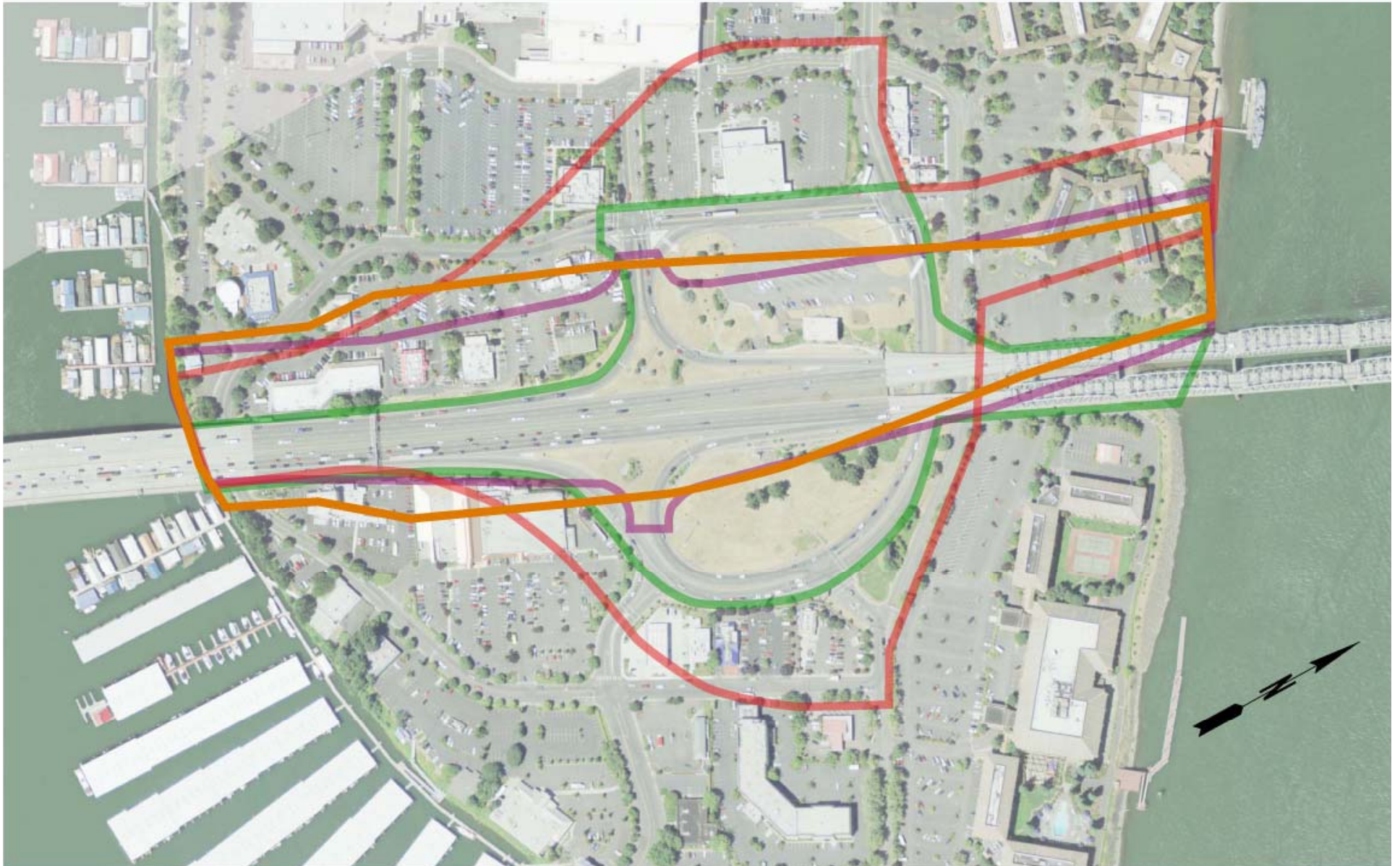


# Folded Diamond



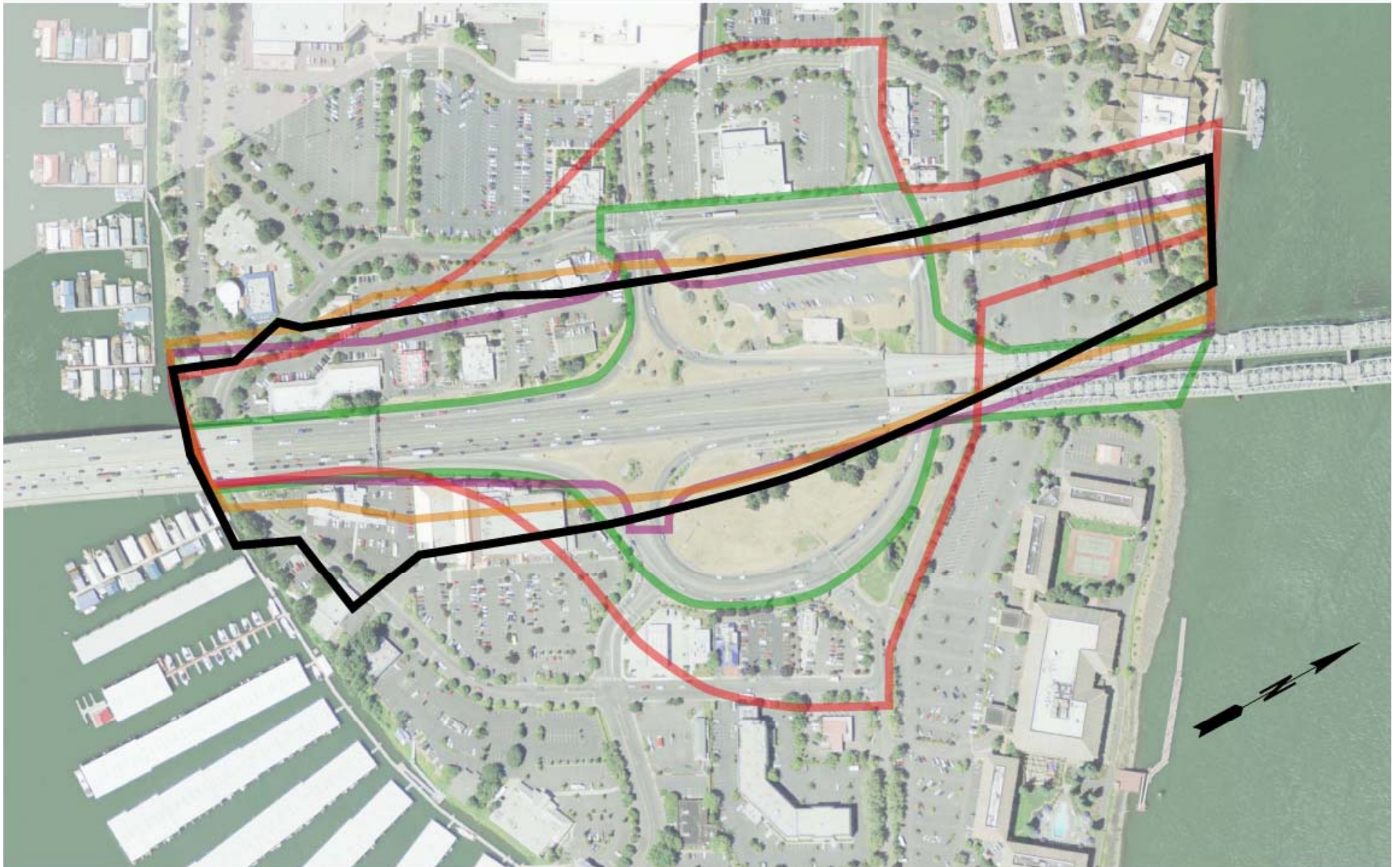


# Split Overlapping SPUI



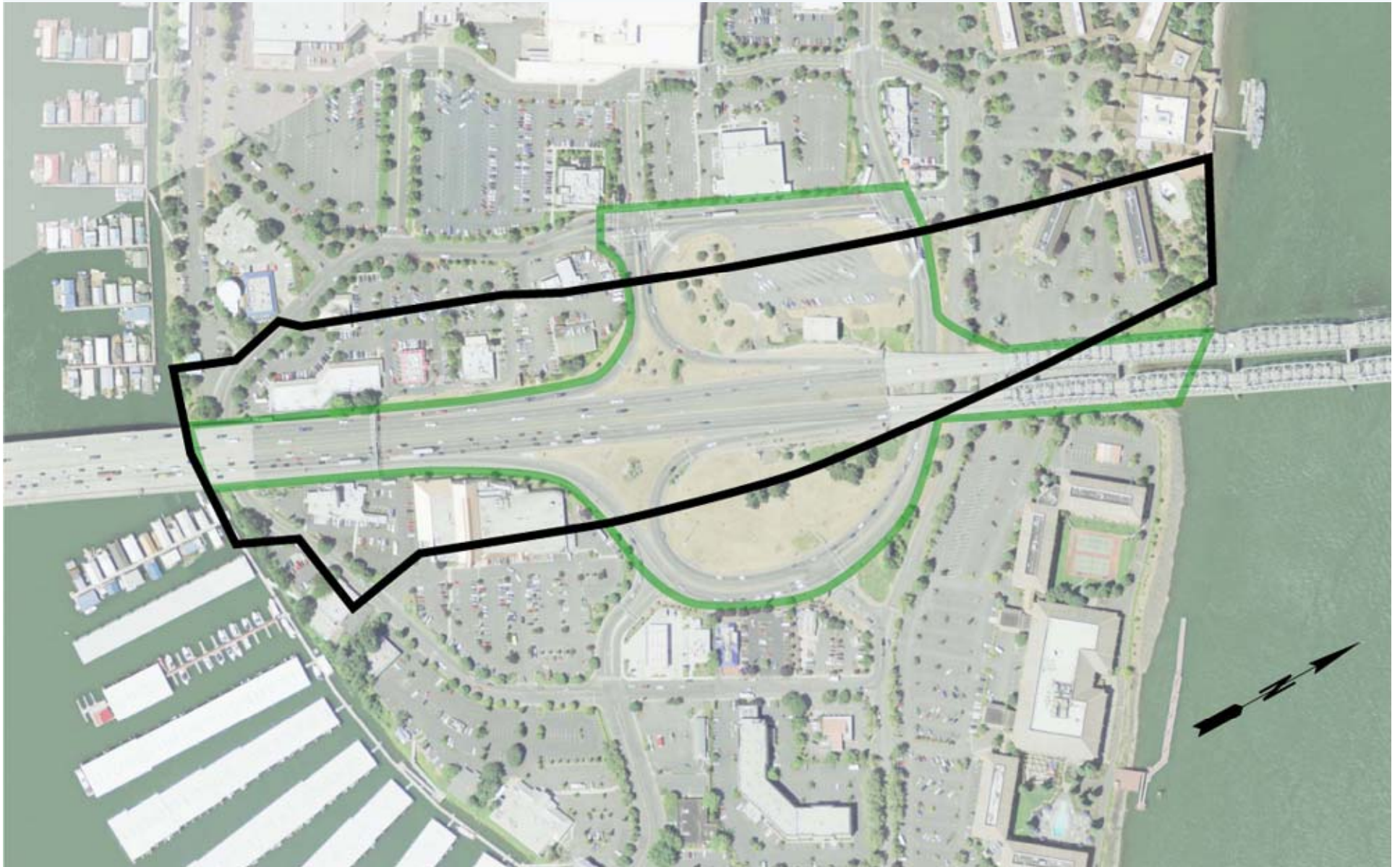


# Footprint Comparison





# LPA Phase 1



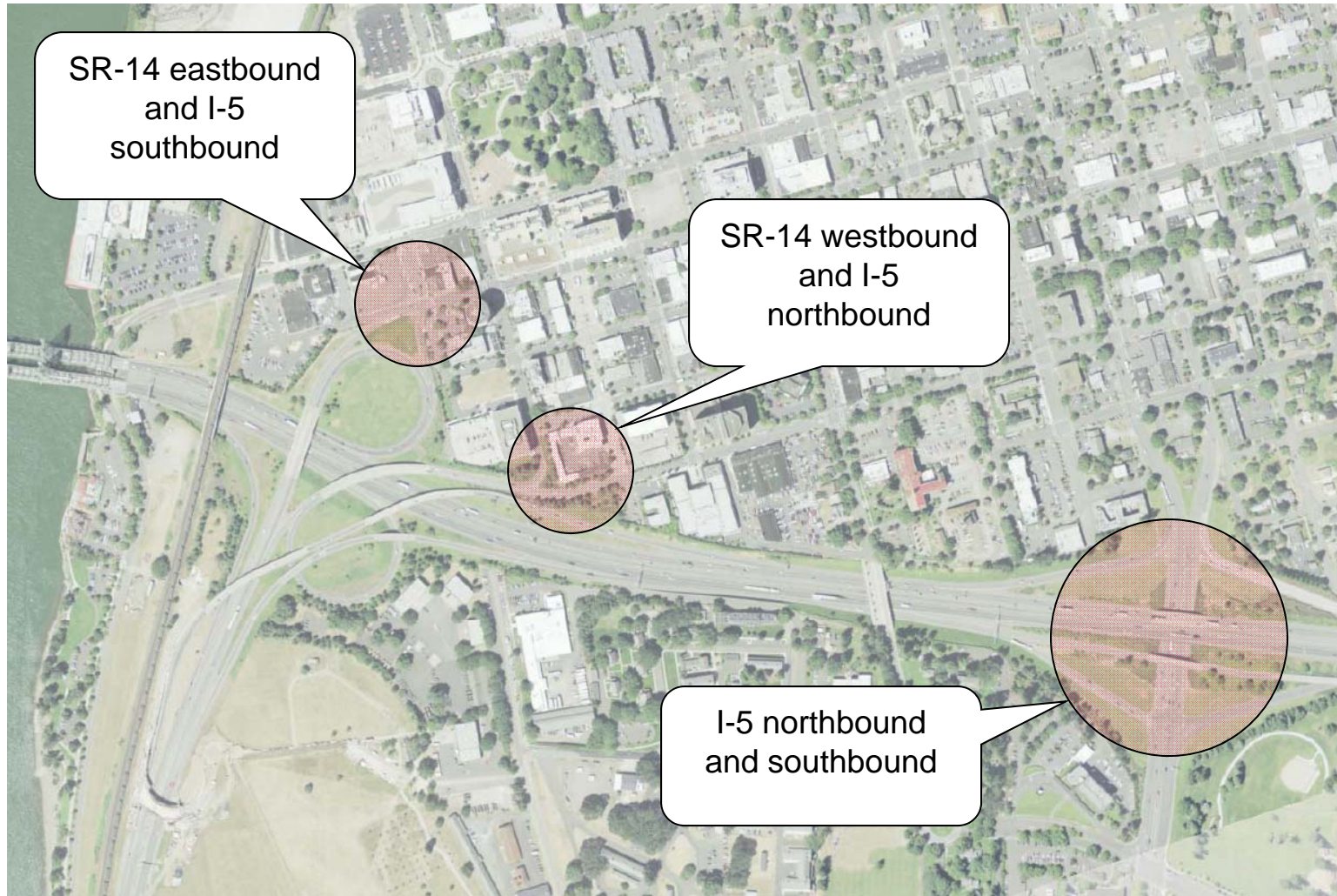
# Refinement Study Question: Downtown Vancouver Access

April 23

Project Sponsor Council

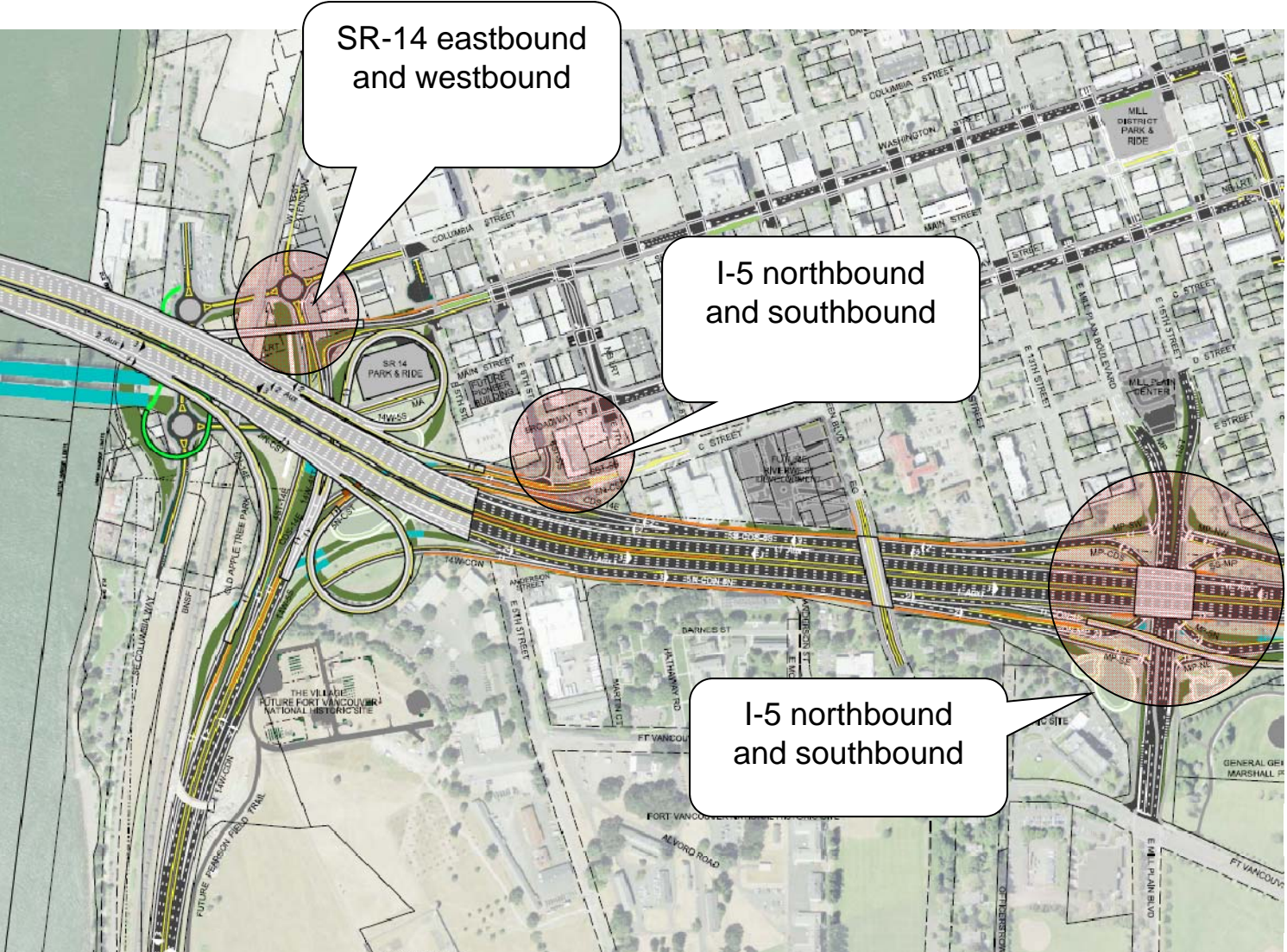


# Vancouver Access - Existing



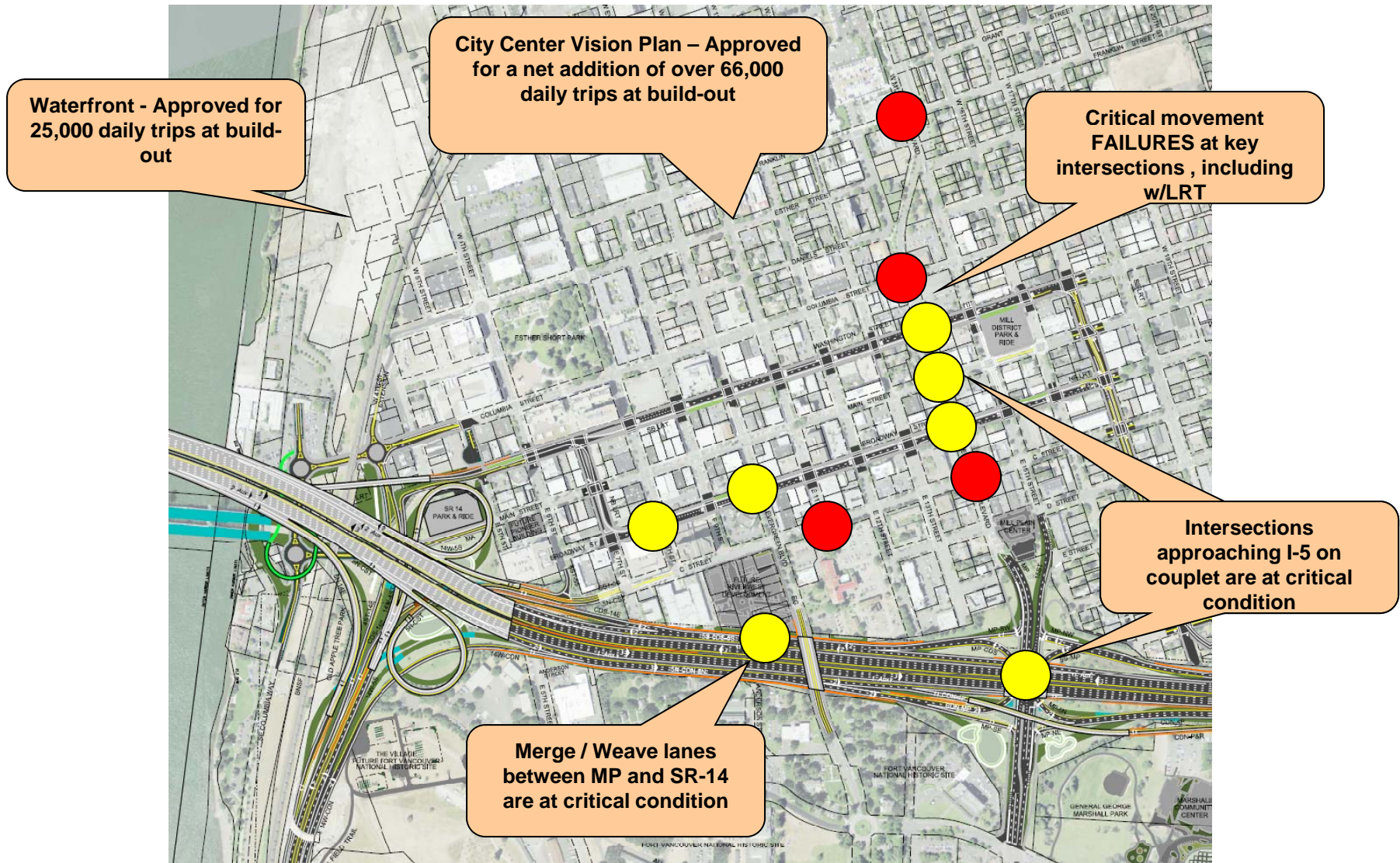


# Vancouver Access - Proposed



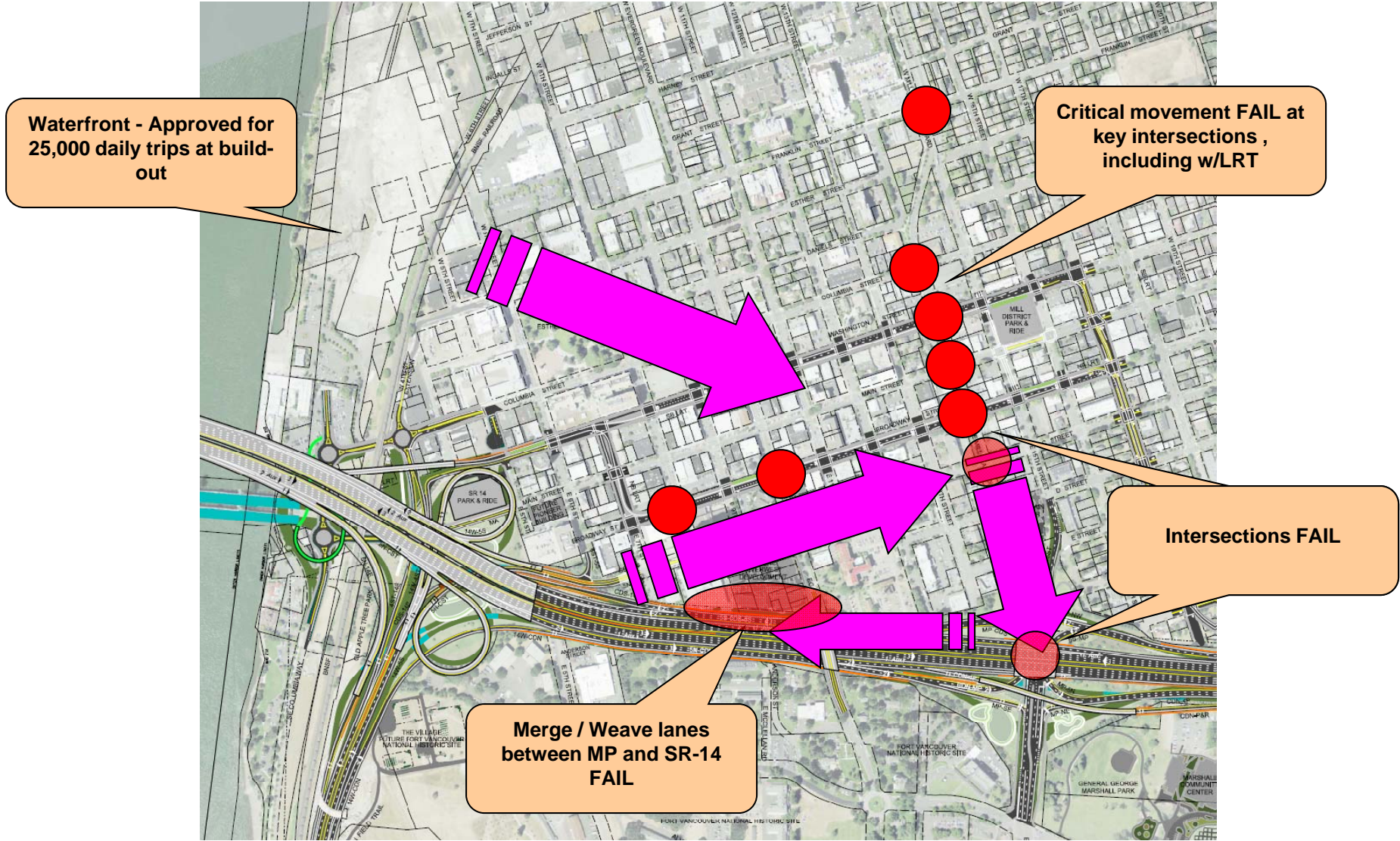


# Traffic Flows - *no ramp closure*





# Traffic Flows - *with ramp closure*



# Impacts of Closure

- Bridge Size
  - No effect on proposed I-5 bridge size because SR-14 and “C Street” traffic merge into Mill Plain and Fourth Plain lanes; not carried across the bridge
- Traffic Flow
  - Traffic re-routed to Mill Plain intersections causes increased failure at key intersections
  - Re-routed traffic causes more delay on Mill Plain which further impacts LRT progression due to priority for Mill Plain traffic
  - Freeway merge/weave area between Mill Plain and SR-14 degrades further creating a critical hot spot

