



Auxiliary Lanes

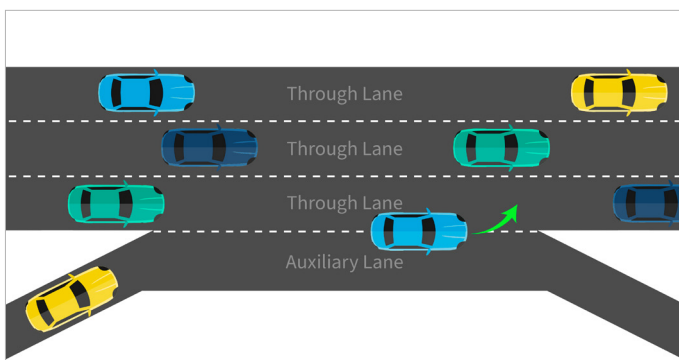
The Interstate Bridge provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies.

Over 143,000 vehicles cross the Interstate Bridge each weekday. Within a 24-hour period, the bridge corridor experiences 7 to 10 hours of congestion during peak travel times due to congestion 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, which improves safety in the corridor. 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. The IBR program is analyzing the impacts and benefits associated with the addition of one auxiliary lane, as part of the Modified LPA. The program will also study a two auxiliary lane design option and an alternative that looks at what happens if we build no improvements to better understand the full range of impacts of various levels of investment 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



This is a photo of an auxiliary lane currently in place to connect the Fourth Plain on-ramp to the Mill Plain off-ramp to reduce merging and weaving.

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