

Bridgeton Neighborhood Association  
Land Use Committee  
Gayle Miller  
Michael Pope  
Bill Coffman  
Tom Hickey  
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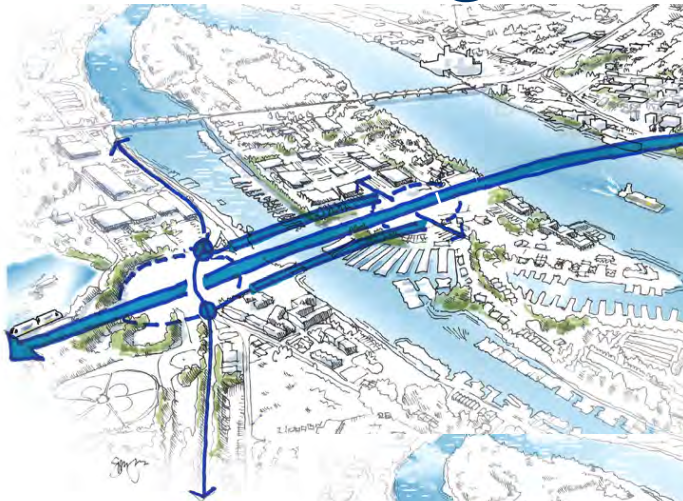
# Land Use Committee

*Interstate Bridge Replacement*

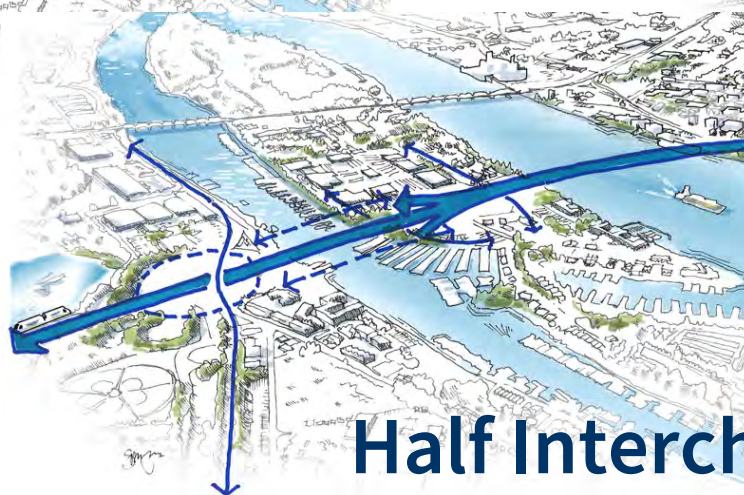
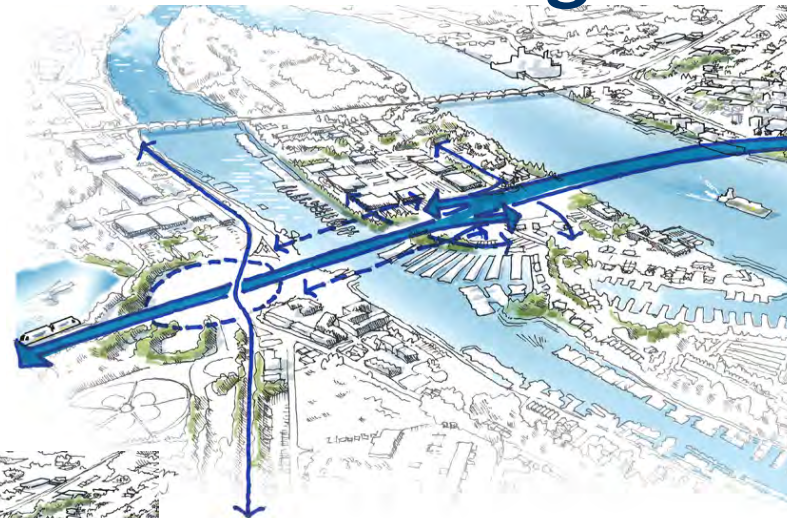


The design of the IBR will have a significant impact on the river communities multimodal transportation network.

## No Interchange



## Full Interchange



We need to think in terms of a complete set of options. Why wasn't a double deck bridge considered?



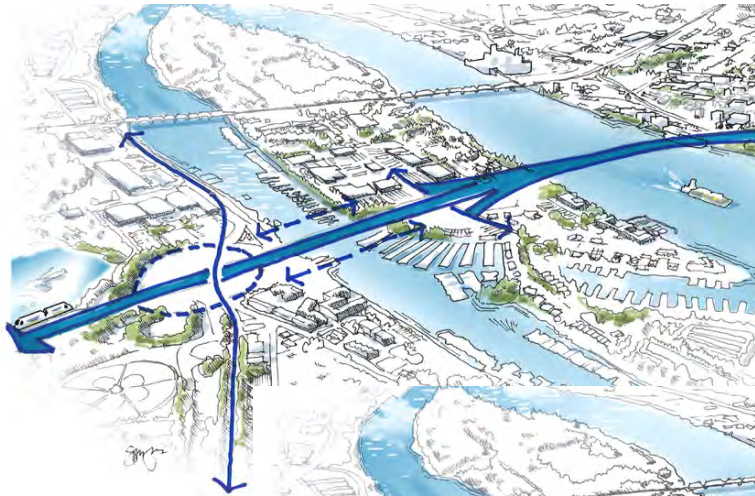
## Half Interchange



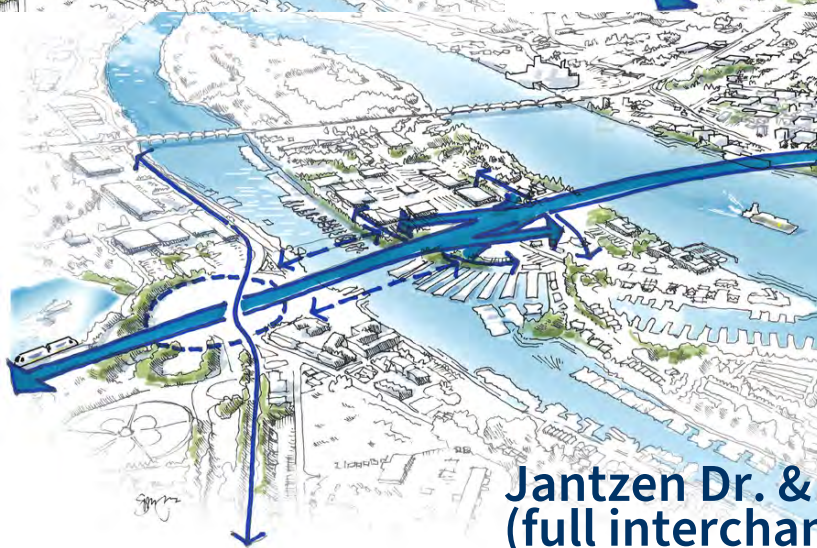
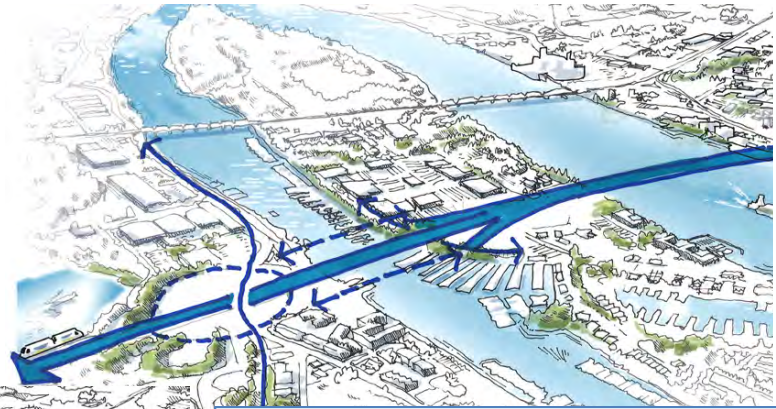


The location of the I-5 ramps will have a significant impact on intra-island traffic.

## Tomahawk Island Dr.



## Jantzen Dr.



Significant details that impact island life are still missing:  
Location of Max Line / Transit  
Bicycle network  
Pedestrian path  
East / West intra-island traffic

## Jantzen Dr. & Hayden Island Dr. (full interchange only)

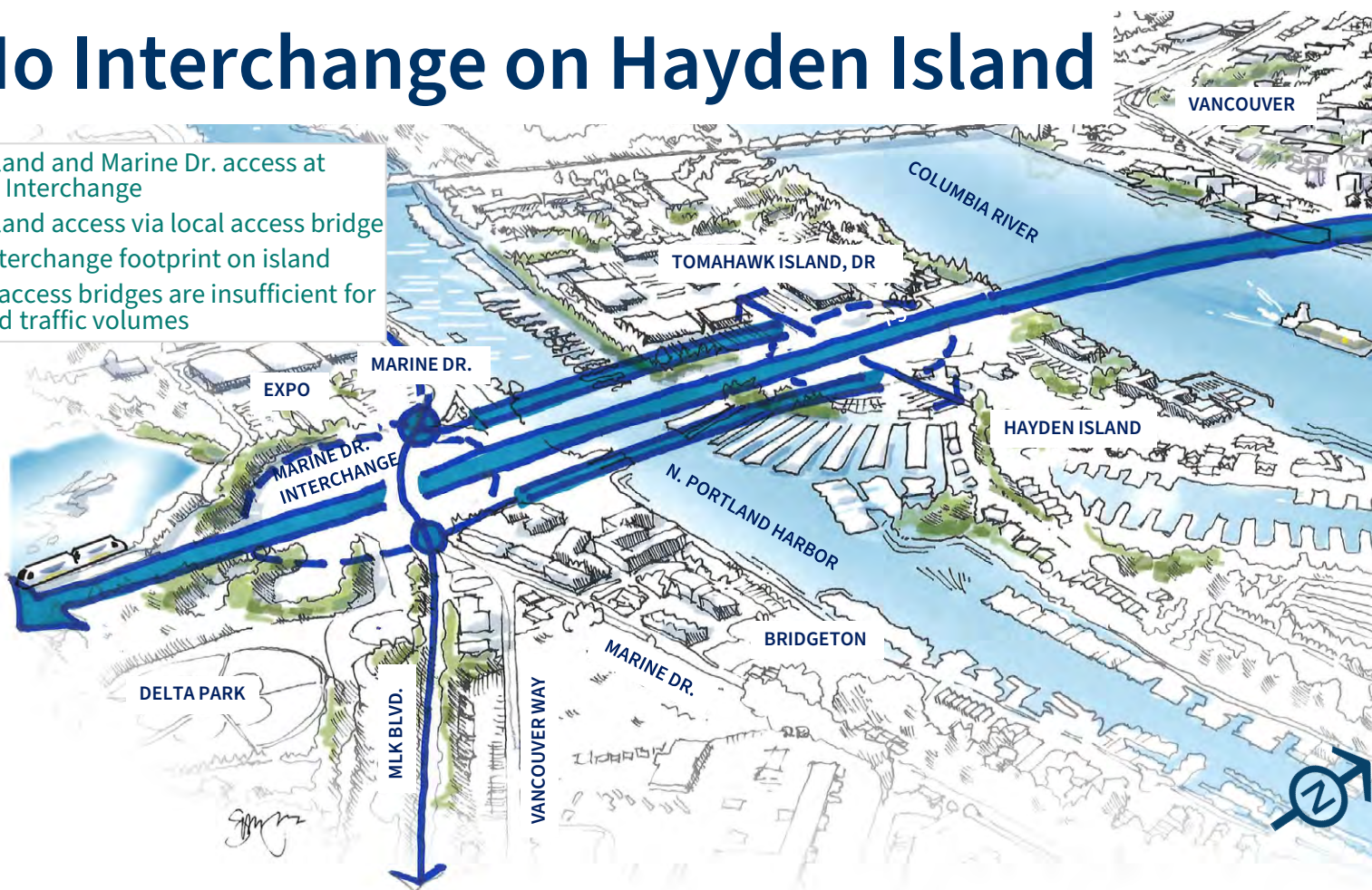




This option is impractical because the two access bridges are “insufficient for anticipated traffic volumes”

## A1. No Interchange on Hayden Island

- Hayden Island and Marine Dr. access at Marine Dr. Interchange
- Hayden Island access via local access bridge
- Smaller interchange footprint on island
- Two local access bridges are insufficient for anticipated traffic volumes



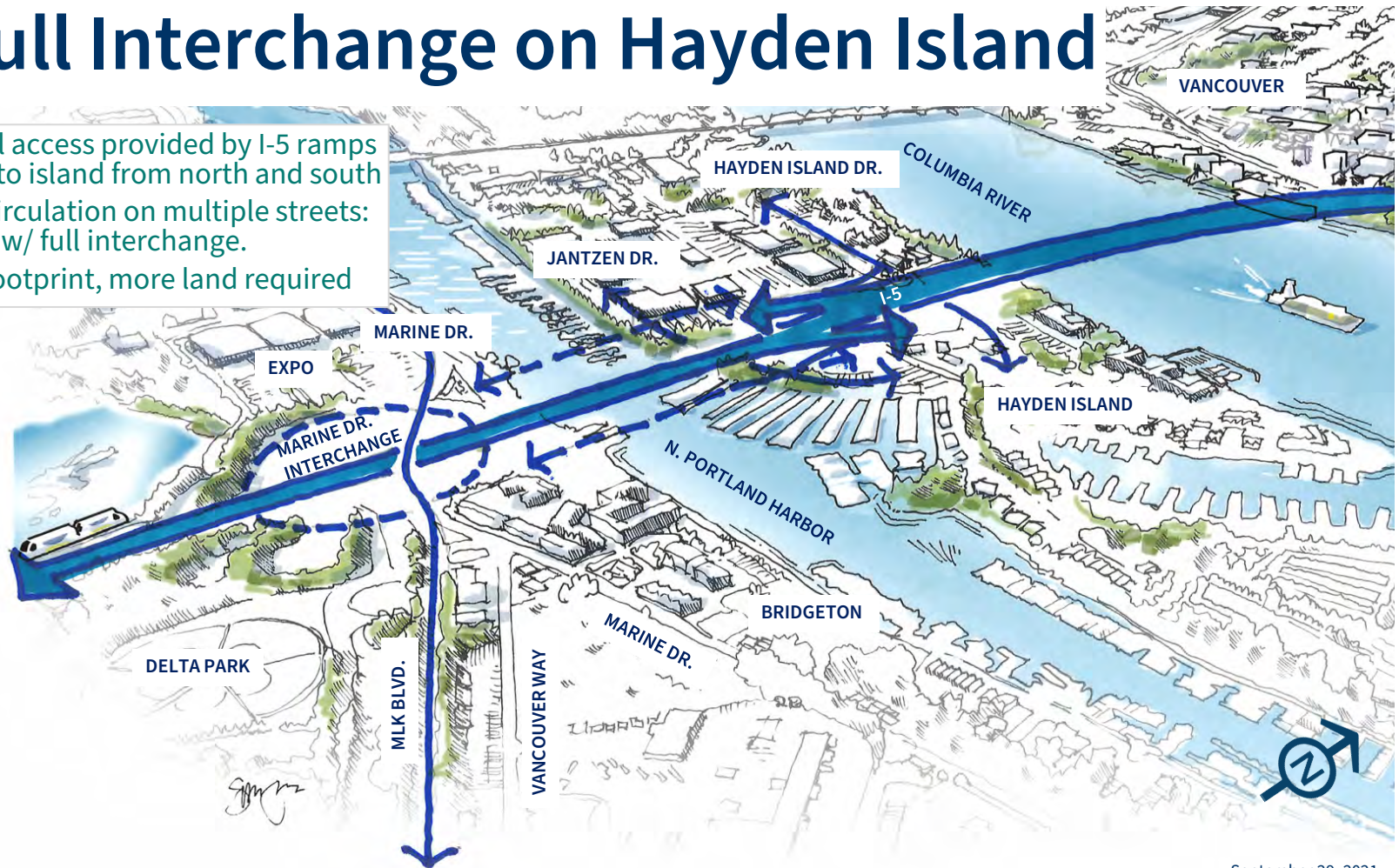
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This option retains the current functionality on Hayden Island

## A2. Full Interchange on Hayden Island

- Regional access provided by I-5 ramps directly to island from north and south
- Traffic circulation on multiple streets: 4 ramps w/ full interchange.
- Larger footprint, more land required

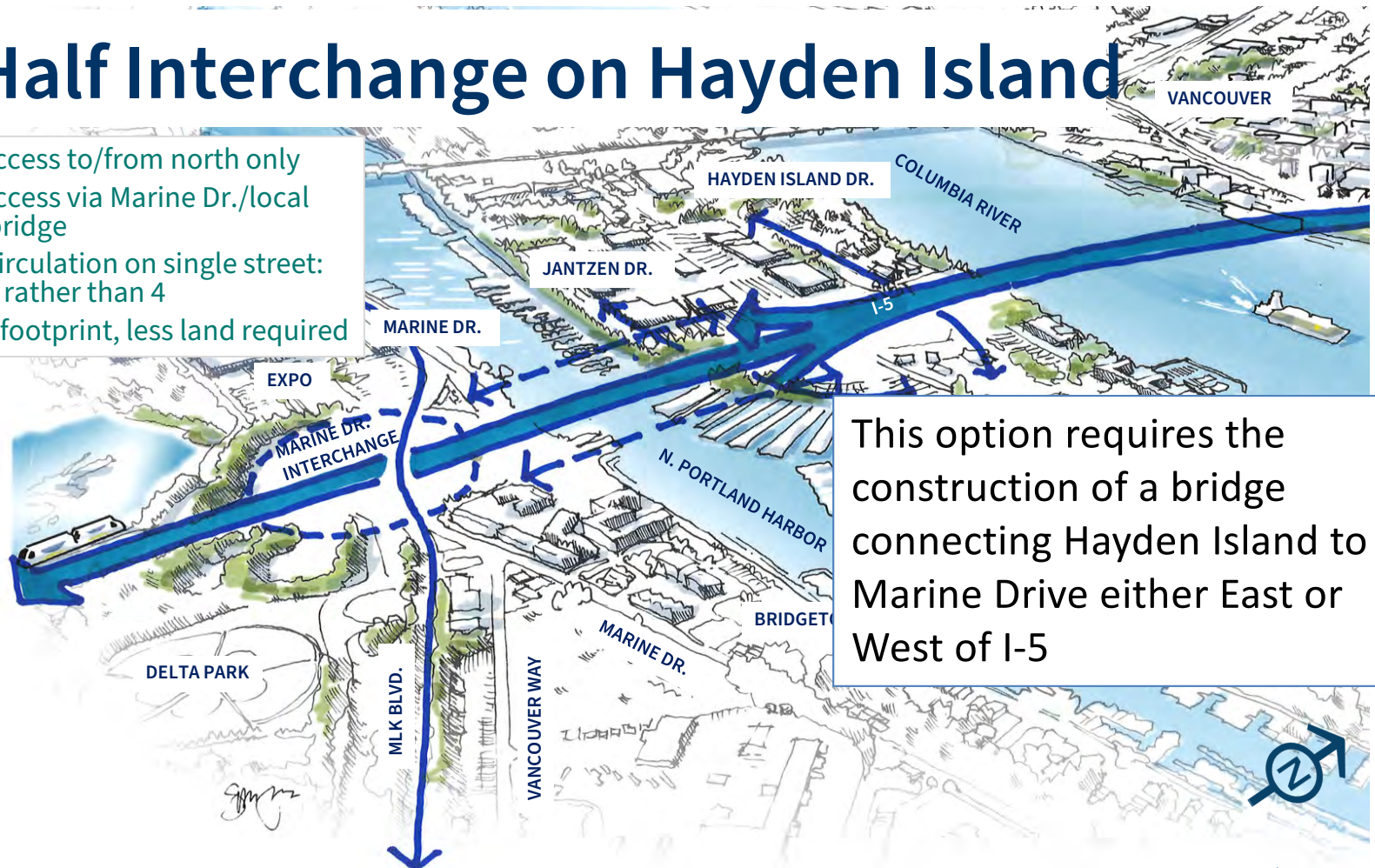




This options serves one use case particularly well –  
Washingtonians shopping on Hayden Island.

## A3. Half Interchange on Hayden Island

- Direct access to/from north only
- South access via Marine Dr./local access bridge
- Traffic circulation on single street: 2 ramps rather than 4
- Smaller footprint, less land required

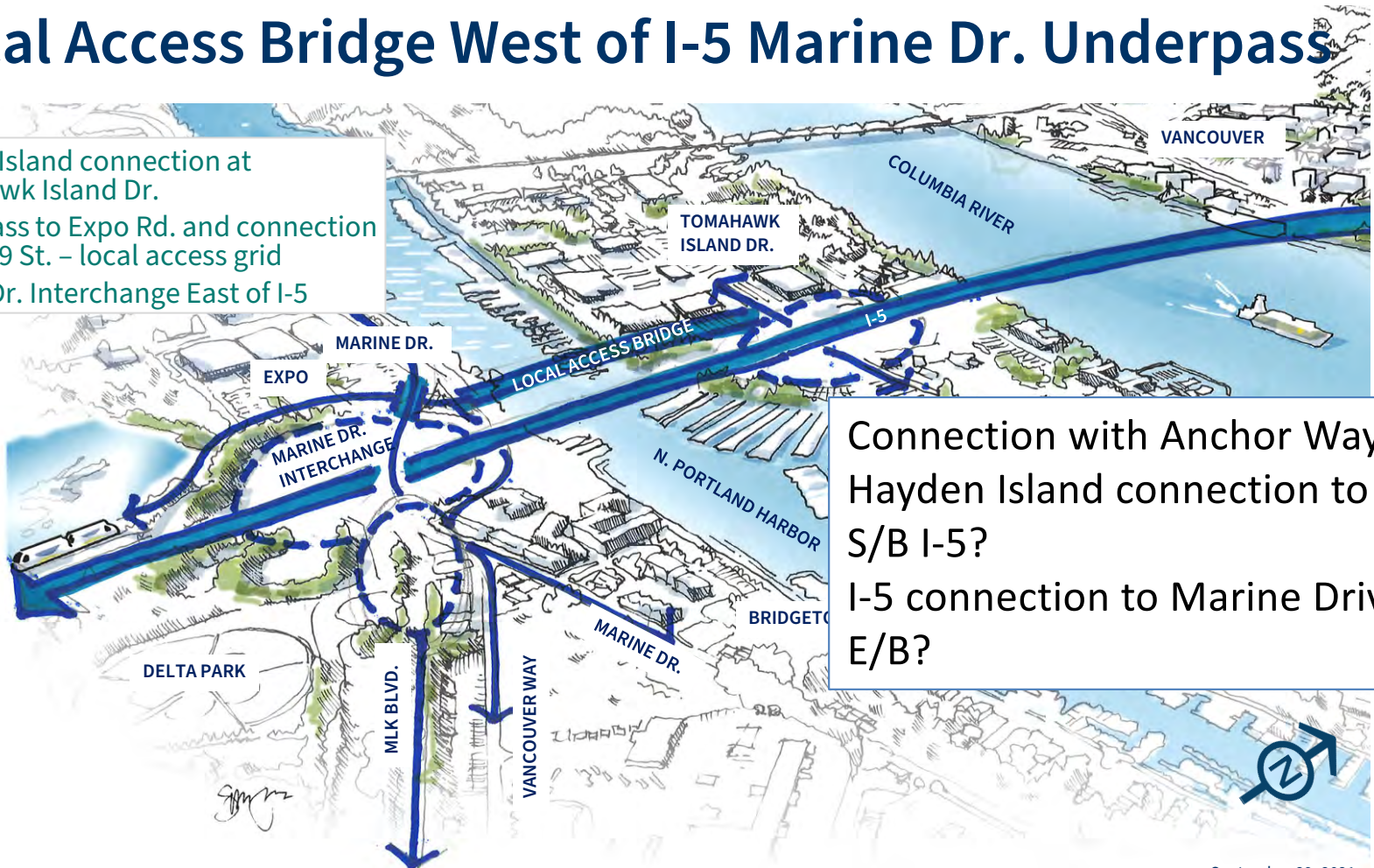


This option requires the construction of a bridge connecting Hayden Island to Marine Drive either East or West of I-5

Significant details on this plan are still missing

## C1. Local Access Bridge West of I-5 Marine Dr. Underpass

- Hayden Island connection at Tomahawk Island Dr.
- Underpass to Expo Rd. and connection to Pier 99 St. - local access grid
- Marine Dr. Interchange East of I-5



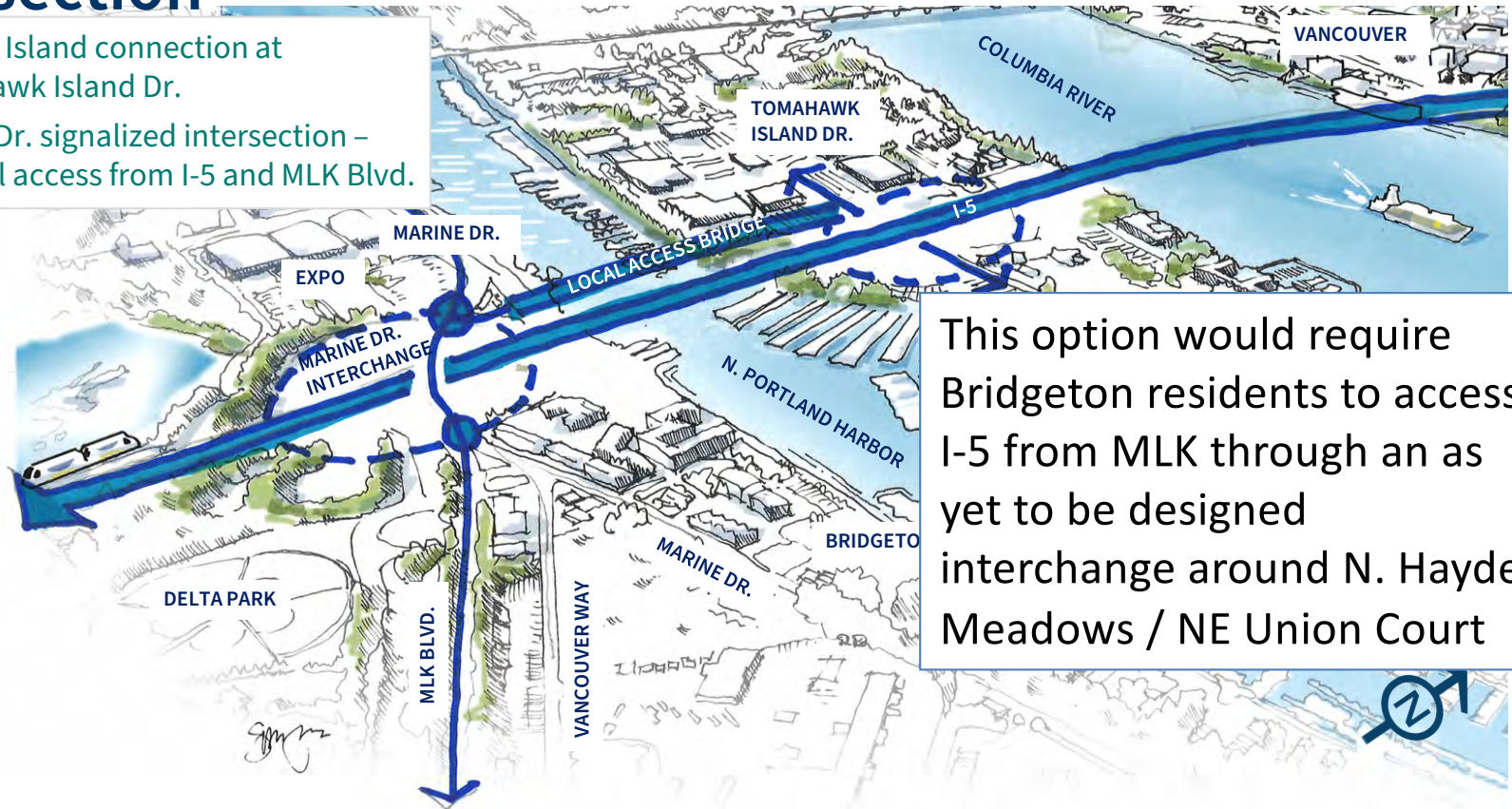
Connection with Anchor Way?  
Hayden Island connection to S/B I-5?  
I-5 connection to Marine Drive E/B?



This option only compounds the existing bottleneck at Marine Drive and I-5 N/B

## C2. Local Access Bridge West of I-5 Marine Dr. Intersection

- Hayden Island connection at Tomahawk Island Dr.
- Marine Dr. signalized intersection - regional access from I-5 and MLK Blvd.



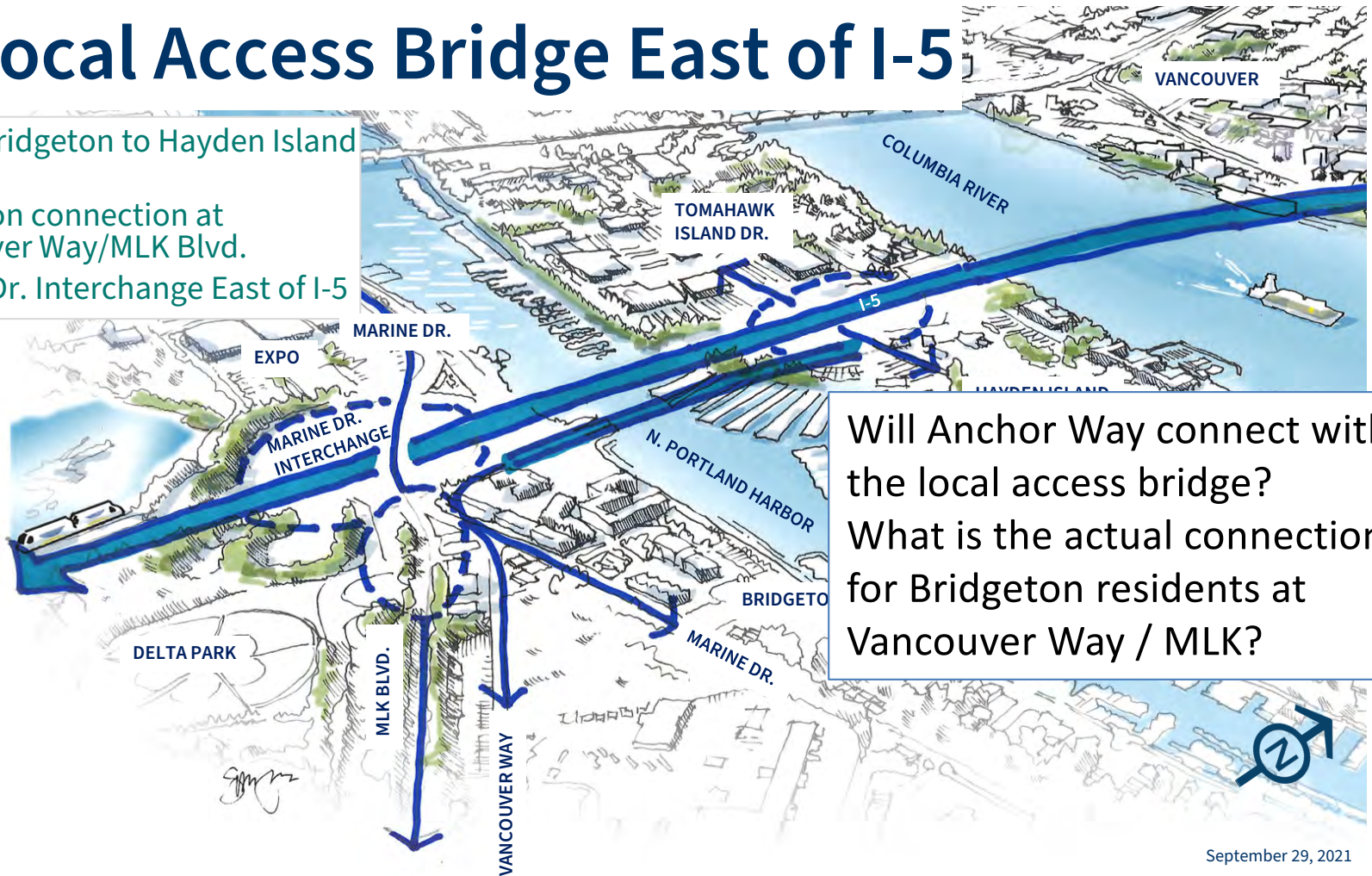
This option would require Bridgeton residents to access I-5 from MLK through an as yet to be designed interchange around N. Hayden Meadows / NE Union Court



This option should include the flyover for truck traffic on Marine Drive entering I-5 N/B

### C3. Local Access Bridge East of I-5

- Direct Bridgeton to Hayden Island access
- Bridgeton connection at Vancouver Way/MLK Blvd.
- Marine Dr. Interchange East of I-5



Will Anchor Way connect with the local access bridge?  
What is the actual connection for Bridgeton residents at Vancouver Way / MLK?



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# IBR Take Aways

- Need to consider all the alternatives including the double deck bridge with the lower portion being a “collector distributor” section
- Need to have enough detail to the plan to be able to discuss the impact on our transportation network.
- Create an effective multi-modal public transportation plan for East Columbia, Bridgeton and connections to Hayden Island. Plan for safe pedestrian crossing to new North Vancouver Way transit hub.