



Community Advisory Group Meeting

February 24, 2021



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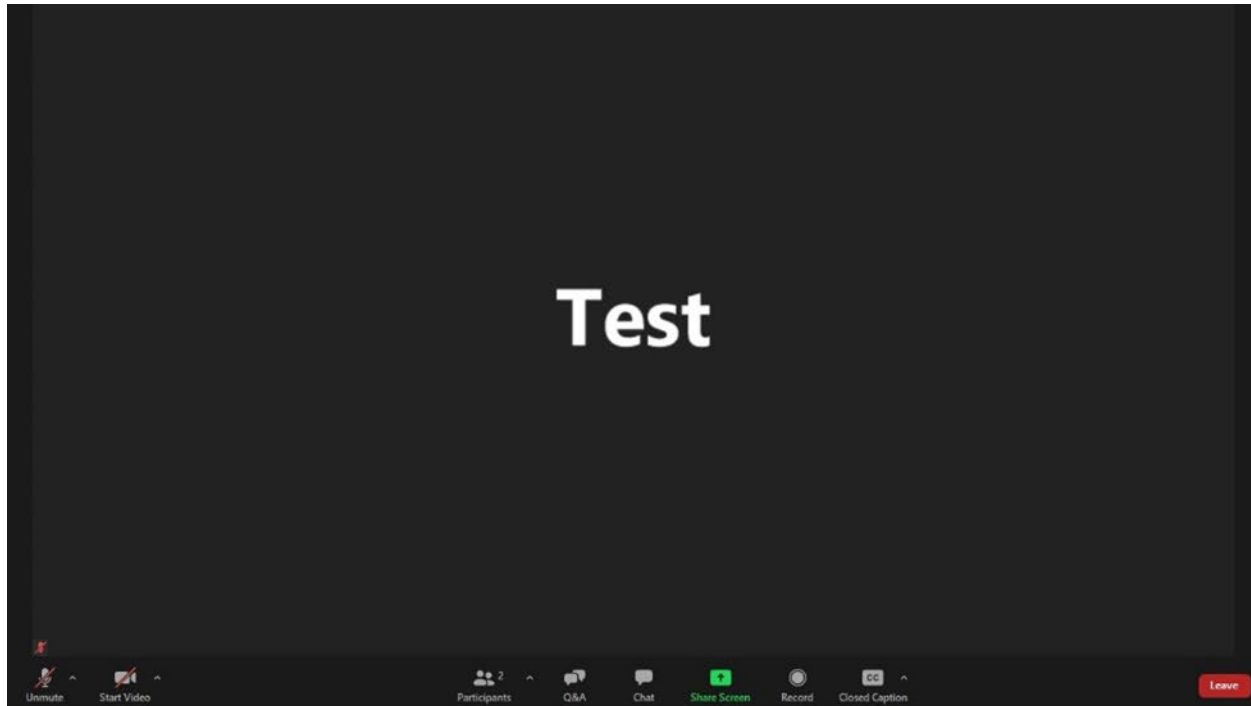
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Webinar Participation Tips

- ▶ Thank you for joining us today!
- ▶ Please join audio by either phone or computer, not both. We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ If you experience technical difficulties, please reach out to program staff.

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today (around 5:45PM).
 - To dial in by phone use the following directions:
 - Dial: 1-669-900-6833
 - Meeting ID: 993 5459 6043 Passcode: 674942
 - Dial *9 to raise your hand; After you are invited to speak, dial *6 to unmute yourself.



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Meeting Agenda

1. Welcome
2. Purpose & Need
3. Community Vision & Values
4. Public Comment
5. Wrap up

Meeting Outcomes

- ▶ Develop understanding of previous planning effort's Purpose and Need, community Vision and Values statements
- ▶ Discuss and provide input on developing the IBR Purpose and Need, community Vision and Values statements
- ▶ Identify what may be missing from the previous Purpose and Need, community Vision and Values

EQUITY CENTERED
COMMUNITY ENGAGEMENT



KEY: Recommendations Oversight/Guidance
 Regular briefings on program work and advisory group recommendations

NOTE: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points.

Equity Advisory Group (EAG) Update

▶ Current work:

- Developing a program-specific definition of Equity
- Developing an Equity Framework (with Equity definition as the foundation) to help guide program decision-making in a way that centers equity
- Informing Purpose & Need, Community Vision & Values

▶ Next meetings:

- March 8, 5:30-7:30pm
- March 29, 5:30-7:30pm

Executive Steering Group – Recent Activities

▶ January 20, 2021 Meeting

- Reviewed CAG/EAG membership process and provided full consensus support to endorse CAG membership
- Developed an understanding of approach for updating Purpose & Need and establishing Community Vision & Values

▶ February 17, 2021 Meeting

- CAG Co-Chairs shared information on CAG activities
- Received information on EAG and Community Engagement activities
- As related to Purpose & Need and Vision & Values, discussed what's changed in the region to inform IBR program.

Executive Steering Group - Upcoming Activities

▶ March 17, 2021 Meeting

- Receive information on feedback from recent community engagement activities
- Review and discuss draft language for Purpose & Need and Community Vision & Values, including input and feedback from CAG and EAG



Purpose & Need, Community Vision & Values

Agenda

- ▶ Framework
- ▶ Program Needs
- ▶ Community Values
- ▶ Report Out
- ▶ What's Next

Framework

Purpose and Need Statement

Purpose

- ▶ Concisely identifies what the proposed action is intended to accomplish
- ▶ Stated broadly enough that more than one solution can be considered

Need

- ▶ Explains why the proposed action has been undertaken
- ▶ Identifies existing or expected future problems within a defined area

Why Community Vision and Values?

- ▶ Guide program development
- ▶ Foundation for developing criteria and performance measures to evaluate alternatives
 - *Criteria are lined up against each other to determine which alternative satisfies which criteria*
 - *For example: one alternative may do better than another with bike/pedestrian access. This allows the program to see which does what, to make informed choices.*

Using Purpose & Need in Alternatives Screening

Purpose & Need

- Pass/Fail evaluation criteria (example shown below)
- At minimum, reasonable alternatives must address the program’s problems

Early Screening Results		Increase vehicular capacity or decrease vehicular demand?	Improve transit performance?	Improve freight mobility	Improve safety and decrease vulnerability to incidents?	Improve bicycle and pedestrian mobility?	Reduce seismic risk of the I-5 Columbia River Crossing?	Overall
F = Fail P = Pass U = Undetermined – components were not dropped based upon this result								
RC-3	Replacement Bridge-Downstream/Mid-level	P	P	P	P	P	P	P
RC-4	Replacement Bridge-Upstream/Mid-level	P	P	P	P	P	P	P
RC-5	Replacement Bridge-Downstream/High-level	P	P	P	F	P	P	F
RC-6	Replacement Bridge-Upstream/High-level	P	P	P	F	P	P	F

Example screening results are from past planning work and are shown for illustration only.

Using Vision & Values in Alternatives Screening

Vision & Values

- Comparative evaluation criteria
- Quantitative (e.g., the number of businesses displaced)
- Qualitative (e.g., high/medium/low visual impacts)

Criteria	EC-1	EC-2	EC-3	No Action
Impacts to the natural, built and aesthetic environment				
Fish & Wildlife	M	M	M	L
Vegetation & Wetlands	L	L	L/M	L
Air Quality	L	L	L	L
Energy	L	L	L	L
Hazardous Materials	H	M	L	L
Visual	H	M	M	L
Noise	L	L	L	M

Example screening results are shown for illustration only.

How to approach our conversation

Purpose & Need:

- ▶ We undertake IBR to fix _____ at the site.

Vision & Values:

- ▶ To uphold community values, the program must address _____.

Needs

- ▶ Seismic vulnerability
- ▶ Substandard bicycle and pedestrian facilities
- ▶ Growing demand for more public transportation options
- ▶ Safety and vulnerability to incidents
- ▶ Impaired freight movement
- ▶ Growing travel demand and congestion

Values

- ▶ Bi-state Cooperation
- ▶ Climate Change
- ▶ Community Engagement
- ▶ Cost-effectiveness and Financial Resources
- ▶ Equity
- ▶ Mobility, Reliability, Accessibility, Congestion Reduction and Efficiency
- ▶ Modal Choice
- ▶ Quality of Life
- ▶ Regional Economy and Freight Mobility
- ▶ Safety
- ▶ Stewardship of the Environment and People

Problem Statements

We undertake IBR to fix _____ at the site.

Seismic vulnerability

- ▶ The bridge is located in a high seismic activity region and is not up to current seismic design standards.
- ▶ If subjected to a strong earthquake, the bridge would suffer significant damage and potentially collapse, resulting in multiple fatalities.
- ▶ If a collapse or damage renders the bridge unusable, it would hinder emergency services and evacuation efforts, likely increasing the loss of life.
- ▶ A collapse would hinder long-term recovery and rebuilding of the community and economy, including significant disruption to surface and marine transportation.

Growing travel demand and congestion

- ▶ Mobility and travel reliability for all users are compromised by congestion, and delay is increasing.
- ▶ Heavy congestion and delay last approximately 10 hours daily.
- ▶ Accidents are more than twice as likely to occur during peak travel periods.
- ▶ Cut-through traffic increases local congestion on other roads on both sides of the river.
- ▶ Congestion and delay increase vehicle idling, which is contributing to vehicle emissions and greenhouse gases.
- ▶ The unreliability of travel times negatively affects access to jobs and community resources.

Impaired freight movement

- ▶ Medium and heavy trucks account for just under 10 percent of daily traffic.
- ▶ The bridge provides direct highway connections to the Port of Vancouver, Port of Portland, and other industrial sites.
- ▶ Navigation channels under the bridge provide access to the ports as well as deep-water shipping channels.
- ▶ The bridge impairs the movement of truck and marine freight due to congestion and bridge lifts.
- ▶ The bridge has experienced an increase in freight traffic and freight tonnage.
- ▶ Growing demand and congestion will result in increased delays, costs, and uncertainty for all businesses that rely on this corridor for freight movement.

Growing demand for more public transportation options

- ▶ Population growth and land use changes have contributed to a growing demand for public transportation.
- ▶ Congestion adversely impacts service reliability and travel speed.
- ▶ Southbound bus travel times across the bridge are up to 4 times longer during parts of the a.m. peak compared to off-peak.
- ▶ Ridership growth is constrained by access, reliability and low customer satisfaction.
- ▶ Constrained ridership growth is an equity concern for transit-dependent populations.
- ▶ Lack of access to transportation options limits access to jobs, community resources, and modal choice.

Safety and vulnerability to incidents

- ▶ Safety concerns exist for vehicles, bicycles, and pedestrians.
- ▶ Pedestrians and bicyclists share a narrow path, are close to vehicles, and have low barriers separating them from the river and vehicles.
- ▶ Vehicle crashes are generally attributable to traffic congestion and weaving movements associated with closely spaced interchanges and short merge distances.
- ▶ Vehicle crashes are getting more frequent.
- ▶ Collision rates are nearly 3 times higher than statewide averages for comparable facilities
- ▶ Number of collisions is up to 4 times higher during bridge lifts
- ▶ 6 fatal collisions in the past five years
- ▶ Without breakdown lanes or shoulders, even minor traffic accidents or stalls cause severe delays or more serious accidents.

Substandard bicycle and pedestrian facilities

- ▶ Strong local and regional demand for improved pedestrian and bicycle facilities.
- ▶ The bridge hinders cross-river pedestrian and bicycle movement due to discomfort and safety issues, as well as bridge lifts.
- ▶ The shared use paths are about 3.5 to 4 feet wide (standard is 14-feet).
- ▶ Proximity to traffic lanes increases exposure to noise, vibrations, and emissions.
- ▶ Lack of direct connectivity to pedestrian and bicycle facilities in Portland and Vancouver.
- ▶ The facilities are not accessible for all ages and abilities.
- ▶ The facilities do not meet current or future demand, and development along the Columbia River will further increase activity and interest in active transportation connections.



Community Vision & Values

Values

- ▶ **Bi-state Cooperation**
- ▶ **Climate Change**
- ▶ **Community Engagement**
- ▶ **Cost-effectiveness and Financial Resources**
- ▶ **Equity**
- ▶ **Mobility, Reliability, Accessibility, Congestion Reduction and Efficiency**
- ▶ **Modal Choice**
- ▶ **Quality of Life**
- ▶ **Regional Economy and Freight Mobility**
- ▶ **Safety**
- ▶ **Stewardship of the Environment and People**

Breakouts

CAG Members are currently in a breakout room. We will return for a report out shortly.

Bi-state and local cooperation

- ▶ Fostering regional cooperation and planning.
- ▶ Supporting existing growth management plans in both states.
- ▶ Supporting balanced job growth.
- ▶ Supporting alignment with partner agency policies.

Climate Change

- ▶ Designed to meet federal planning goals related to resiliency and climate change.
- ▶ Reflecting state and federal goals to reduce congestion and idling as well as increase active transportation and public transit capacity.
- ▶ Emphasizing mobility and managing demand to reduce GHG emissions in the program area.
- ▶ Designed in anticipation of rising river levels, increased flood risk, and other forecasted climate conditions.
- ▶ Adaptable to technological changes and designed to enhance natural areas, tree canopies and program area “greening.”

Community engagement

- ▶ Providing opportunities for meaningful community engagement.
- ▶ Incorporating community feedback to influence key decisions regarding design, engineering, and scope.

Cost-effectiveness and financial resources

- ▶ Ensuring cost-effectiveness in design, construction, maintenance, and operation.
- ▶ Ensuring a reliable funding plan for the program.
- ▶ Ensuring alignment with State and Federal funding programs to maximize funding and consider congestion pricing and tolling component for commuters.
- ▶ Ensuring the ability of the program to be phased as needed.

Equity

- ▶ Ensuring the fair distribution of benefits and adverse effects of the program for the region, communities, and neighborhoods adjacent to the program area.
- ▶ Understanding the historical context of the program and the harm that BIPOC and economically vulnerable populations have experienced in the corridor.
- ▶ Particular focus on benefits for historically marginalized and underserved communities while avoiding further harm.
- ▶ Engaging diverse community groups to reflect cultural context and celebrate diversity & area history.
- ▶ Strong participation by minority-owned, women-owned, and small businesses throughout the course of the program.
- ▶ Engaging an anti-displacement strategy for communities that builds on existing community assets.
- ▶ Addressing potential inequities related to tolling and/or other funding.

Mobility, reliability, accessibility, congestion reduction and efficiency

- ▶ Providing congestion reduction and mobility, reliability, and accessibility for all users, and recognizing the requirements of local, intra-corridor, and interstate movement now and in the future.
- ▶ Providing an efficient transportation system through transportation system management, encouraging reduced reliance on single-occupancy vehicles, improved incident management, and increased capacity measures.

Modal choice

- ▶ Providing modal choice for users of the river crossing, including highway, transit, high-capacity transit, bicycle, and pedestrian modes.
- ▶ Improving local connectivity and connections to the interstate system.

Quality of life

- ▶ Supporting a healthy and vibrant land use mix of residential, commercial, industrial, recreational, cultural, and historic areas.
- ▶ Supporting access to affordable housing and housing choice.
- ▶ Supporting access to transportation options and an active lifestyle.
- ▶ Supporting aesthetic quality that achieves a regional landmark.
- ▶ Recognizing the history of the community surrounding the program area, supporting improved community cohesion, and avoiding neighborhood disruption.
- ▶ Preserving parks, historic and cultural resources, and green spaces.

Regional economy and freight mobility

- ▶ Supporting access to jobs for a sound regional economy and job growth.
- ▶ Enhancing the I-5 corridor as a global trade gateway by addressing the need to move freight efficiently and reliably through the program area, and allowing for river navigational needs.

Safety

- ▶ Ensuring safety for vehicles (freight trucks, personal vehicles, emergency, and transit), pedestrians, bicyclists, river users, and air traffic at the crossing.
- ▶ Providing short and long-term resiliency to an earthquake.

Stewardship of environment and people

- ▶ Respecting, protecting, and improving natural resources including fish, wildlife habitat, and water quality.
- ▶ Supporting improved air quality.
- ▶ Minimizing impacts of noise, light, and glare on both people and the natural environment.
- ▶ Supporting energy efficiency through design, construction, and use.



Report Out

Jamboard

What's Next

At our next meeting – March 10, 2021

- ▶ Review feedback from community engagement opportunities in February
- ▶ Discuss how community feedback impacts Purpose & Need, Vision & Values

Public Comment

Comment Instructions

To make a verbal comment:

- ▶ To make a live comment via phone, dial: +1 669 900 6833 or +1 408 638 0968
 - ▶ Meeting ID: 993 5459 6043
 - ▶ Passcode: 674942
- ▶ Dial *9 to raise your hand
- ▶ The facilitator will call on participants to provide comment
- ▶ Dial *6 to unmute yourself
- ▶ Please provide your name and affiliation.
- ▶ 10-minute timeframe will be divided among the number of requested speakers.

If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.



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Wrap up

- Online Open House February 16 – March 1
- CAG Meeting #4, March 10, 4:00 – 6:00 p.m.
- CAG Meeting #5, March 24, 4:00 – 6:00 p.m.



Thank you!

