



Community Advisory Group Meeting

November 4, 2021



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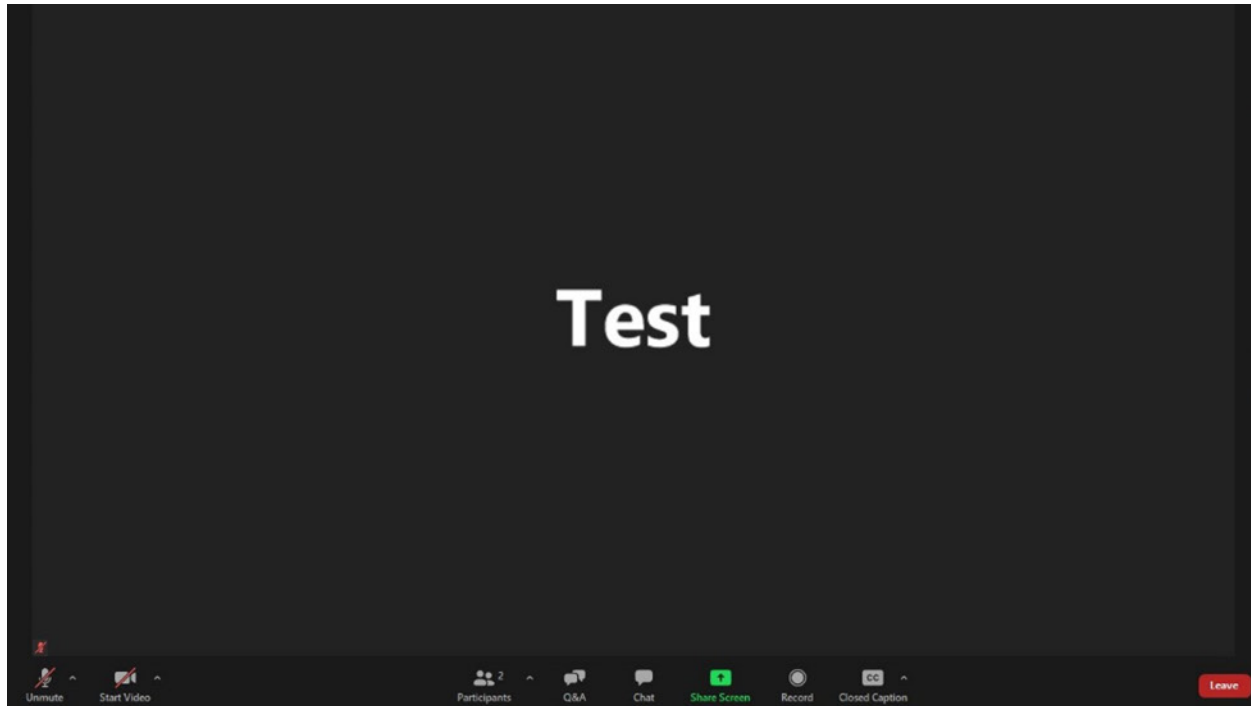
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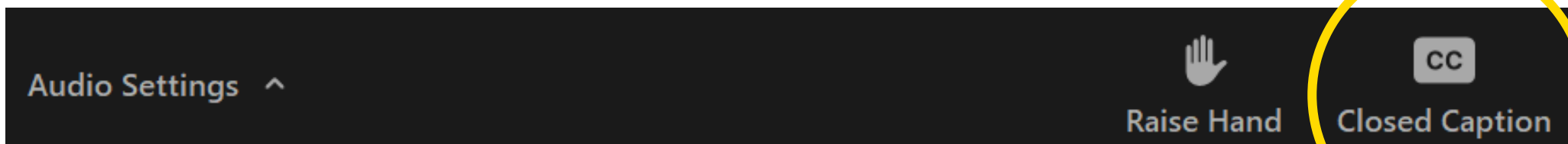
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2. Then click on the "CC" icon and a separate window with captions will appear.



ASL Interpretation

- ▶ In the effort to continue to center equity there is an ASL interpreter in addition to closed captioning.
- ▶ To make sure the interpreter is always visible please right click their video and select spotlight video.
- ▶ For those watching on YouTube, when we screenshare, you will be able to see the slideshow, closed captioning and the ASL interpreter. You will still be able to hear different people speaking but may not see them.

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 contact program staff at:
(360) 329-6744

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.



Public Input Instructions

- ▶ **To submit comment after the meeting:**
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CAG member commitments & operating norms

- ▶ Put Relationships First
- ▶ Keep Focused on Our Common Goal
- ▶ Notice Power Dynamics in the Room
- ▶ Create a Space for Multiple Truths & Norms
- ▶ Be Kind and Brave
- ▶ Practice Examining Racially Biased Systems and Processes
- ▶ Look for Learning

Meeting Agenda

1. Welcome
2. Program updates
3. Advisory group & program workplan draft
4. Community Working Group update
5. Desired outcomes & screening criteria update
6. Preliminary list of design options
7. What's Next, public comment, and wrap up

New IBR program video

Program Update

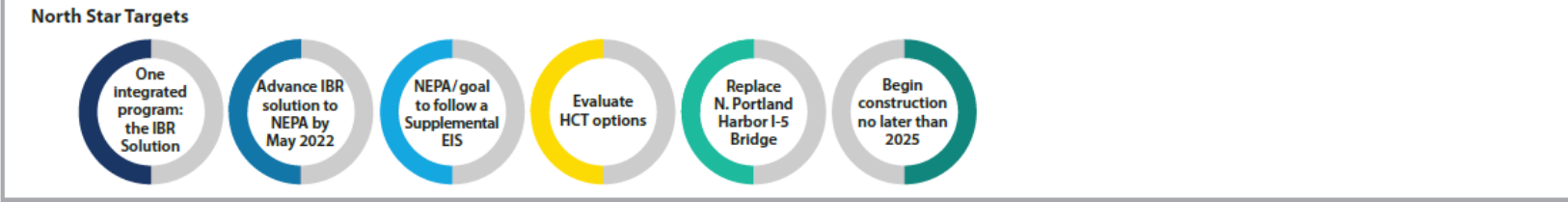
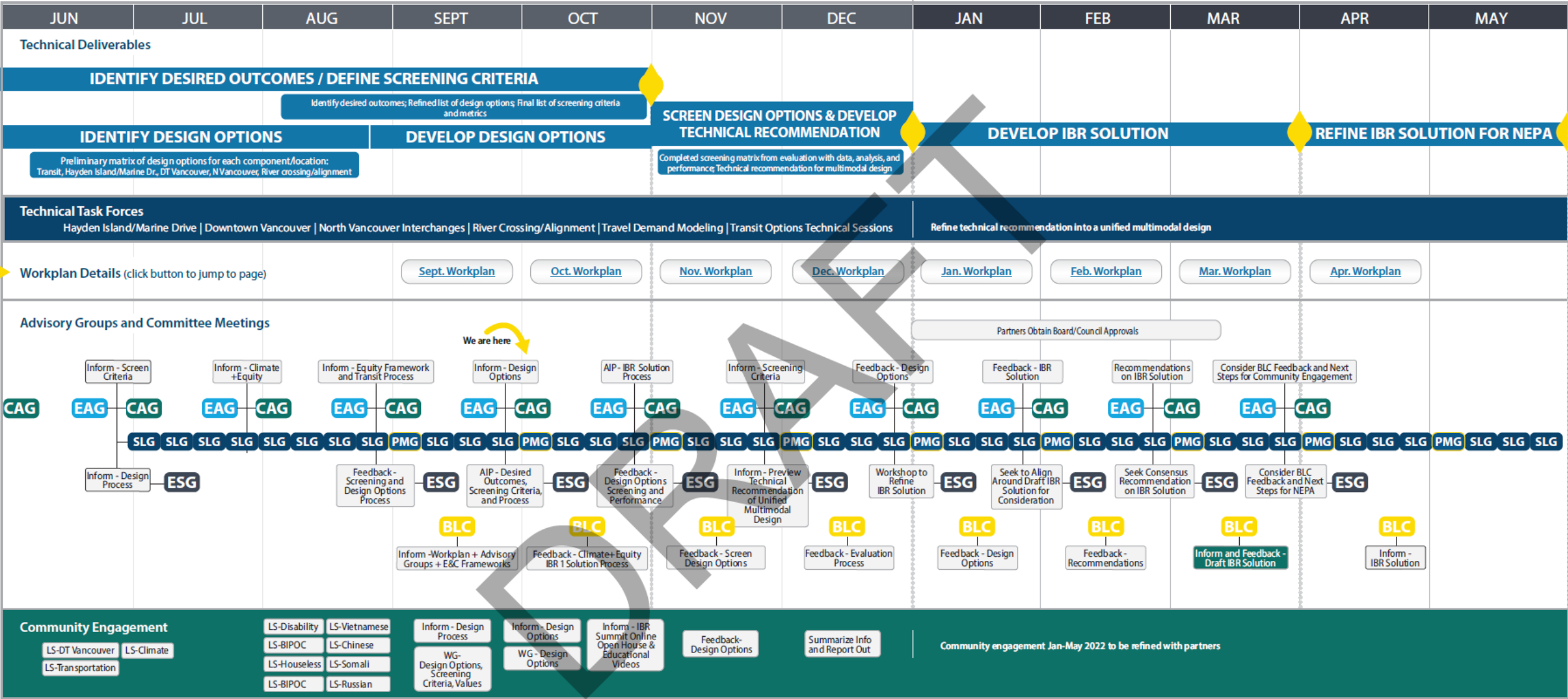
Greg Johnson, Program Administrator

Advisory Group & program timeline

John Willis, IBR Deputy Program Manager

Getting to the IBR Solution

2021 | 2022



Legend

- CAG** Community Advisory Group
- EAG** Executive Advisory Group
- SLG** Staff Level Group
- PMG** Policy Managers Group
- ESG** Executive Steering Group
- BLC** Bi-state Legislative Committee
- LS** Listening Session
- WG** Working Groups
- AIP** Agreement in Principle

Community Working Group update

Kayla Dunn, IBR Communications Team

Community Working Groups (CWGs)

▶ Active Transportation

– CAG liaisons:

- *Ashton Simpson and Robin Jay Richardson*
 - First Meeting: 9/23
 - Next meeting: 11/23

▶ Downtown Vancouver

– CAG liaisons:

- *Michelle Brewer, Whitney Mosback, and Jasmine Tolbert*
 - First meeting: 9/29
 - Next meeting: 11/18

▶ Hayden Island/Marine Drive

– CAG liaison:

- *Thomas Hickey*
 - First meeting: 9/27
 - Next meeting: 12/8

▶ Multimodal Commuter

– CAG liaisons:

- *Victor Caesar and Mikaela Williams*
 - First meeting: 10/14
 - Next meeting: 11/16

Community Working Groups (CWGs)

▶ Downtown Vancouver

– 9/29 meeting topics:

- *Highway*
- *Interchanges*
- *Local Streets: Access, Connectivity and Community Integration*

▶ Multimodal Commuter

– 10/14 meeting topics:

- *Transit*
- *Highway access/capacity*
- *Commuter experience*

Desired outcomes & screening criteria

Angela Findley, IBR Environmental team

Moving towards an IBR Solution

July – Sept 2021

Oct 2021

Nov – Dec 2021

Early 2022

Link Desired Outcomes to Program-Level Performance Measures and Design Option Screening Criteria

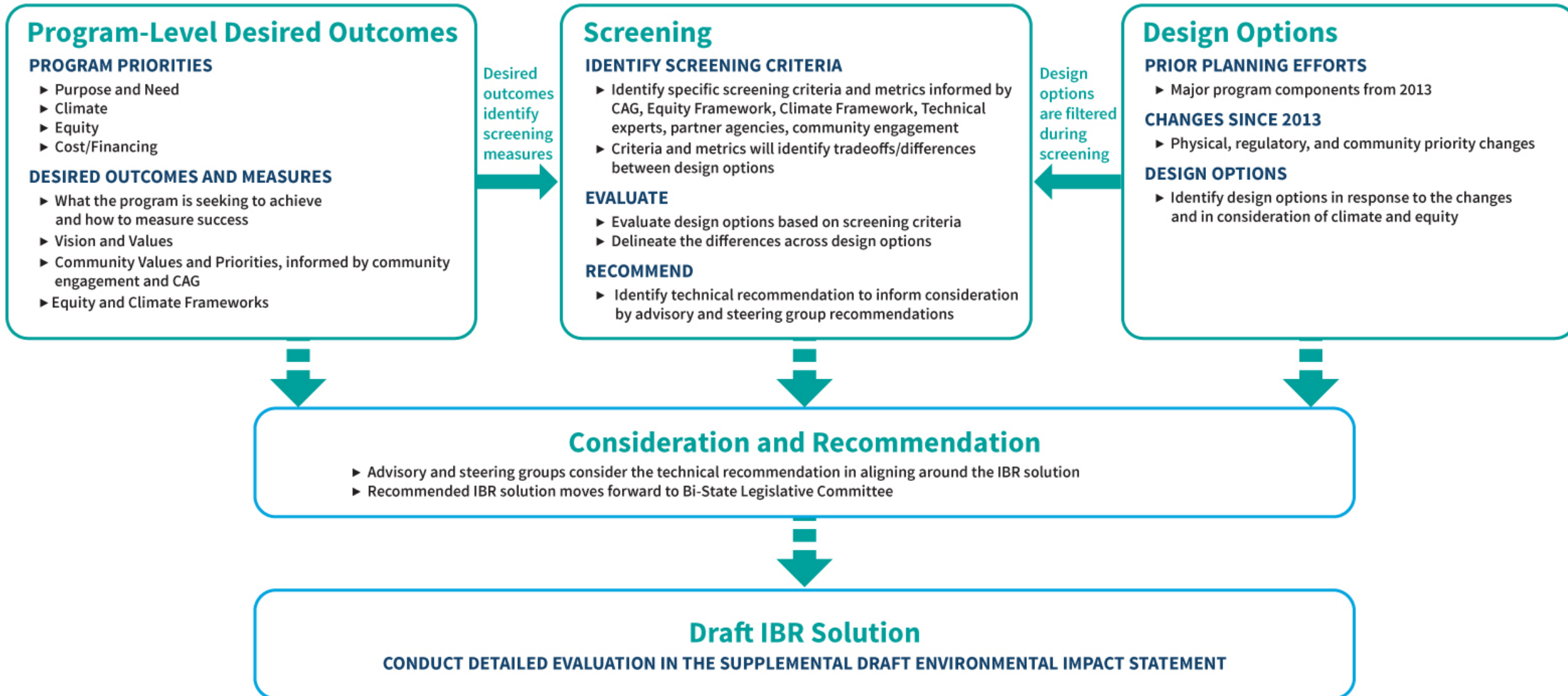
Develop Preliminary Design Options that Respond to Changes since Prior Work

Reach Concurrence on Desired Outcomes, Screening Criteria Process, and Preliminary List of Design Options

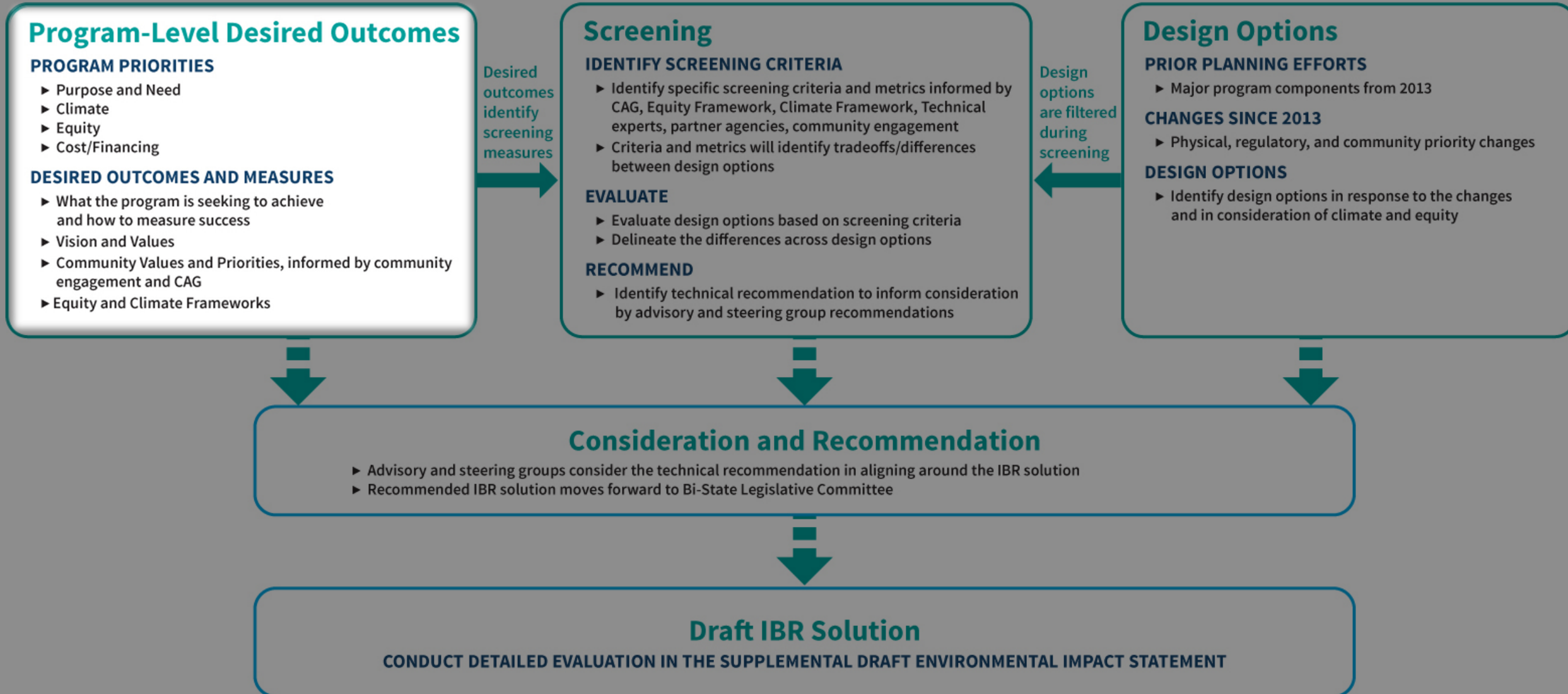
Screen Developed Design Options

Identify IBR Solution

Moving towards an IBR Solution



Moving towards an IBR Solution



IBR Desired Outcomes

PURPOSE AND NEED DESIRED OUTCOMES

1. Travel demand and congestion

- More people can move through the program area.
- Travel times through the program area are faster and more predictable.
- People of all ages, abilities, and incomes have access to move through the program area, regardless of mode.
- Regional trips stay on I-5.

2. Freight movement

- Freight travel through the program area is more reliable.
- Freight travel times through the program area are faster.
- Accommodates high, wide, and heavy cargo in existing and future routes.

3. Public transportation

- More people use transit.
- Travel by transit is competitive with other modes.
- Transit connects people to their origins and destinations.
- Travel by transit is predictable, reliable, and consistent.
- More people have access to high-quality, affordable, and reliable transit.

IBR Desired Outcomes

PURPOSE AND NEED	DESIRED OUTCOMES
<p>4. Safety</p>	<p>Reduce overall crashes on I-5, including severe injury and fatal crashes.</p> <hr/> <p>Reduce overall crashes, including severe injury and fatal crashes, on I-5 ramps, local streets, and active transportation networks in the program area.</p> <hr/> <p>Fewer diverted trips from I-5 to local streets.</p> <hr/> <p>Safety is reflected in designs for all modes.</p>
<p>5. Bicycle and Pedestrian</p>	<p>Active transportation is an attractive mode, and more people walk and cycle, both to access transit and instead of travelling by autos.</p> <hr/> <p>Traveling by walking, biking, and rolling feels safe because facilities are separated from moving vehicles and the shared use path environment is visible and connected.</p> <hr/> <p>The high-quality networks for walking/biking/rolling are convenient and connect destinations that are important for most trips.</p> <hr/> <p>More people have access to high-quality active transportation facilities.</p>
<p>6. Seismic</p>	<p>Bridges will be designed and constructed so that they will not collapse and will remain operable in a Cascadia subduction zone earthquake.</p>

IBR Desired Outcomes

CLIMATE CHANGE & RESILIENCY

Reduce GHG emissions in support of state climate goals.

Minimize operational and embodied carbon during construction.

All structures are resilient to and operable following anticipated climate disruptions (e.g., heat events, flooding, sea level rise).

Program limits other environmental impacts that exacerbate effects of climate change (e.g., heat island, runoff).

IBR Desired Outcomes

EQUITY (as excerpted from the Equity Framework and to be refined by EAG)

Improved mobility, accessibility, and connectivity especially for lower income travelers, people with disabilities, and communities who experience transportation barriers.

Fewer identity-based disparities in travel time, access, transportation costs, and exposure to air pollution, road noise, and traffic crashes.

Local community improvements are implemented in addition to required mitigations.

Economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.

Equity priority communities have access, influence, and decision-making power throughout the program in establishing objectives, design, implementation, and evaluation of success.

Disproportionate impacts on equity priority communities are avoided rather than simply mitigated.

IBR Desired Outcomes

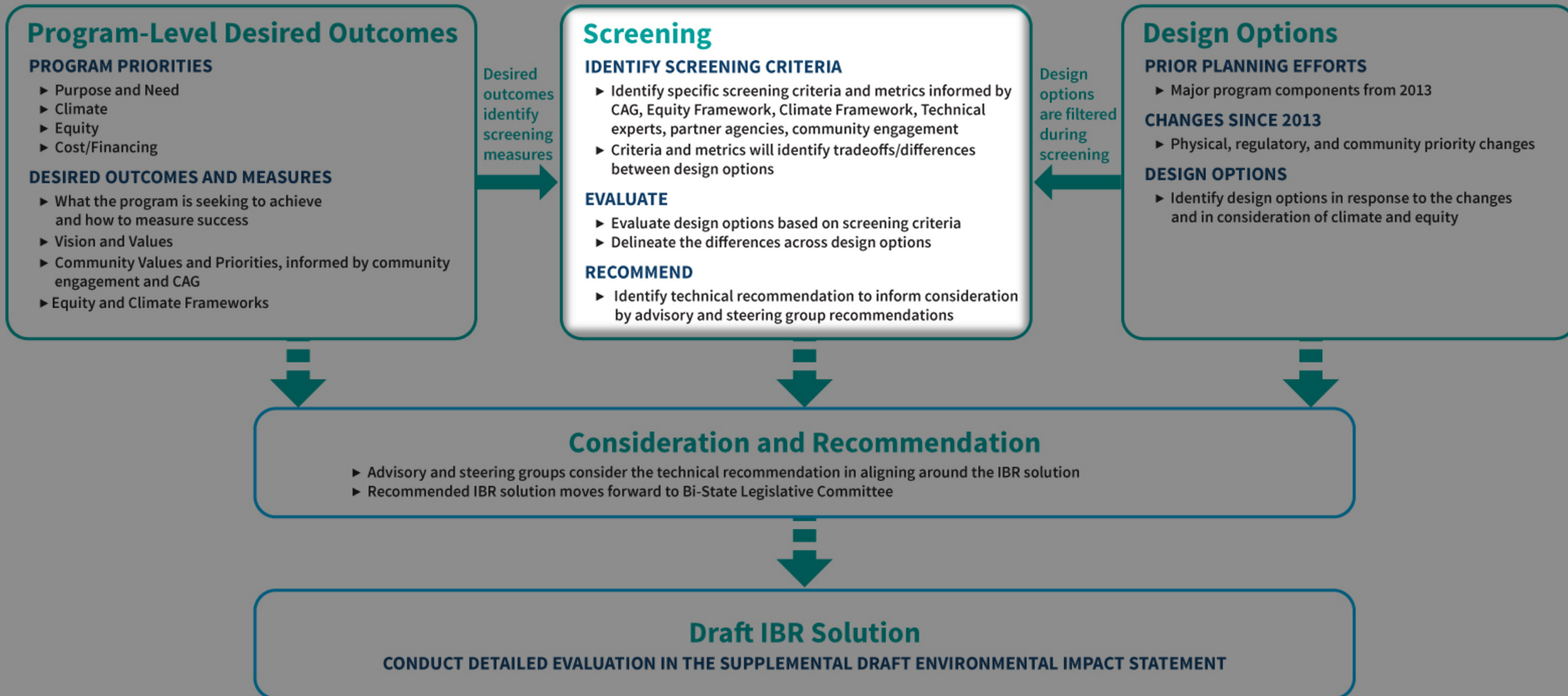
COST EFFECTIVENESS AND FINANCIAL RESOURCES

Pursue and leverage any and all federal, state, and other funding sources that support all modes and address long-term needs.

Identify equitable tolling and pricing strategies supporting multimodal construction costs and improved operations and access, in coordination with statewide tolling programs and in support of each state's climate goals.

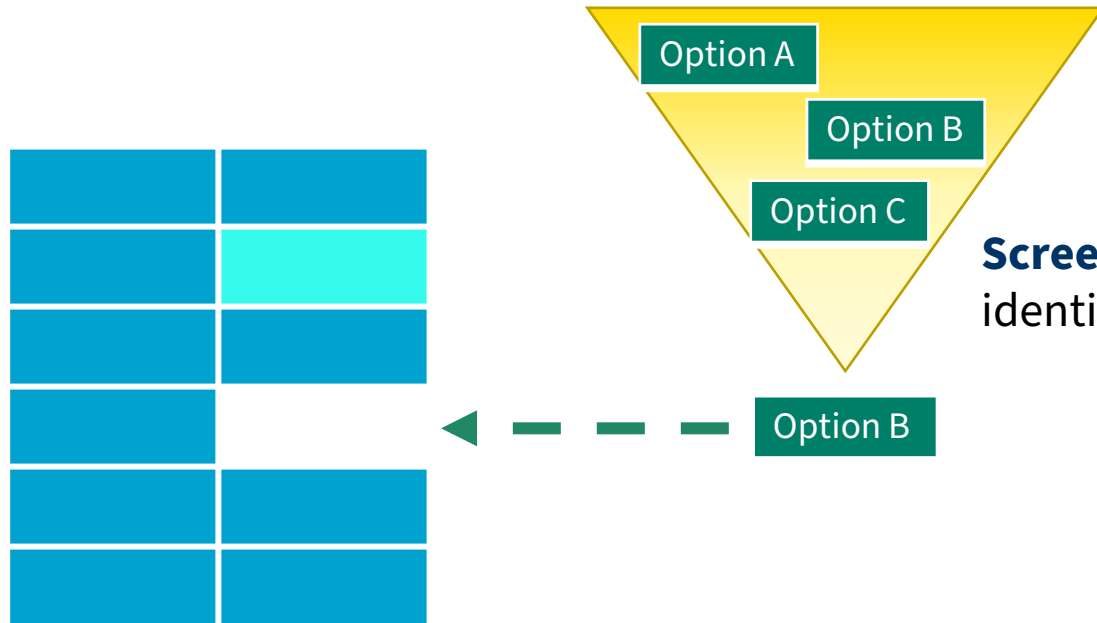
Ensure fiscal responsibility across the program and into the future, including new technology to solve future problems.

Moving towards an IBR Solution



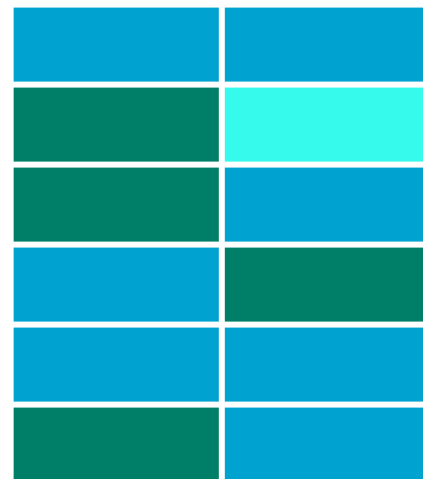
Screening Process

Screening criteria and metrics informed by:
CAG, EAG, Equity Framework, Climate Framework, technical experts, partner agencies, community engagement













Screening criteria:
identify tradeoffs/differences between design options

IBR Solution



**Detailed evaluation in
Supplemental NEPA
document**

Screening Criteria Process: Example Matrix

Screening Criteria	Design Option 1	Design Option 2	Design Option 3
Environment and Community Health			
Environmental impacts  			
Efficient Movement of People and Goods			
Diversion  			
Mobility  			
Modal Choice  			
Safety  			
Cost/Financing			
Construction cost			
Recommendation			

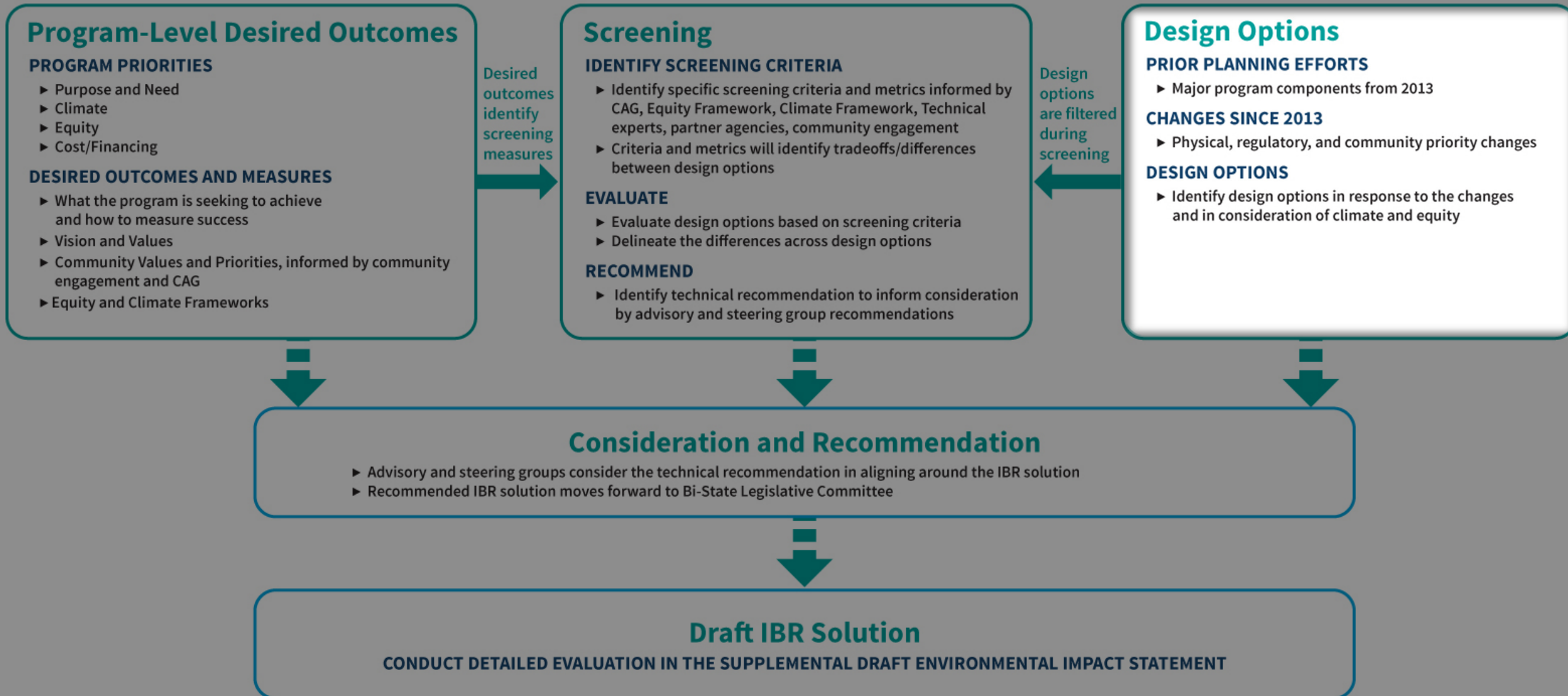


Supports Equity objectives



Supports Climate objectives

Moving towards an IBR Solution





Preliminary list of Design Options

Brad Phillips, IBR Design Lead

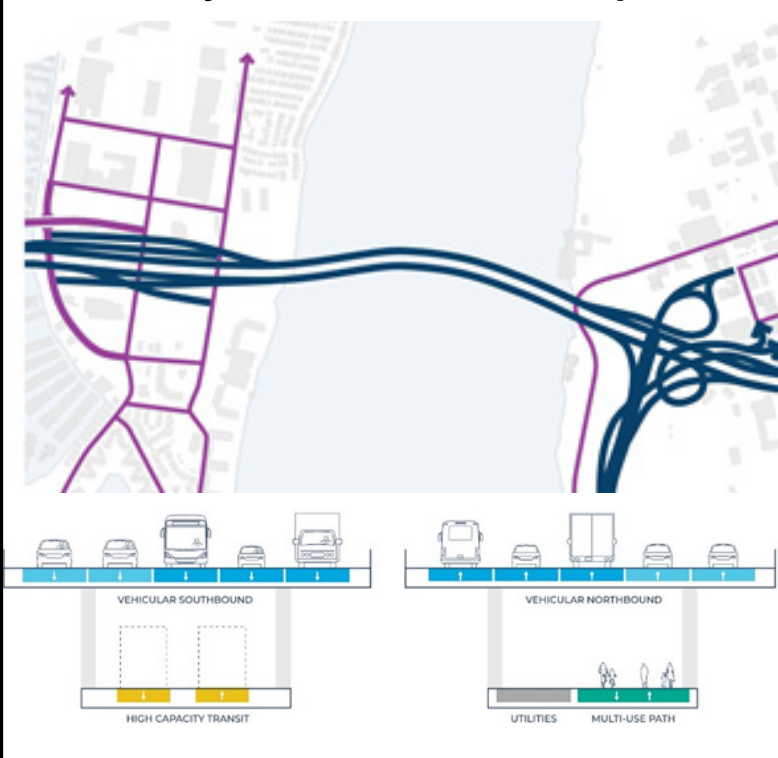
List of Design Options in Response to Changes

- ▶ In the years since the previous planning efforts, the baseline conditions, regulatory and policy context, and community priorities have changed.
- ▶ The program, in collaboration with agency partners, developed high-level design options to respond to changes while incorporating current regional values and priorities into the IBR Solution.
- ▶ The design options pertain to the following program areas:
 - ▶ Bridge Crossing over the Columbia and Alignment
 - ▶ Downtown Vancouver
 - ▶ Vancouver Interchanges
 - ▶ Hayden Island and Marine Drive Interchanges
 - ▶ Transit
 - ▶ Active transportation improvements are integrated into design options for all the above areas

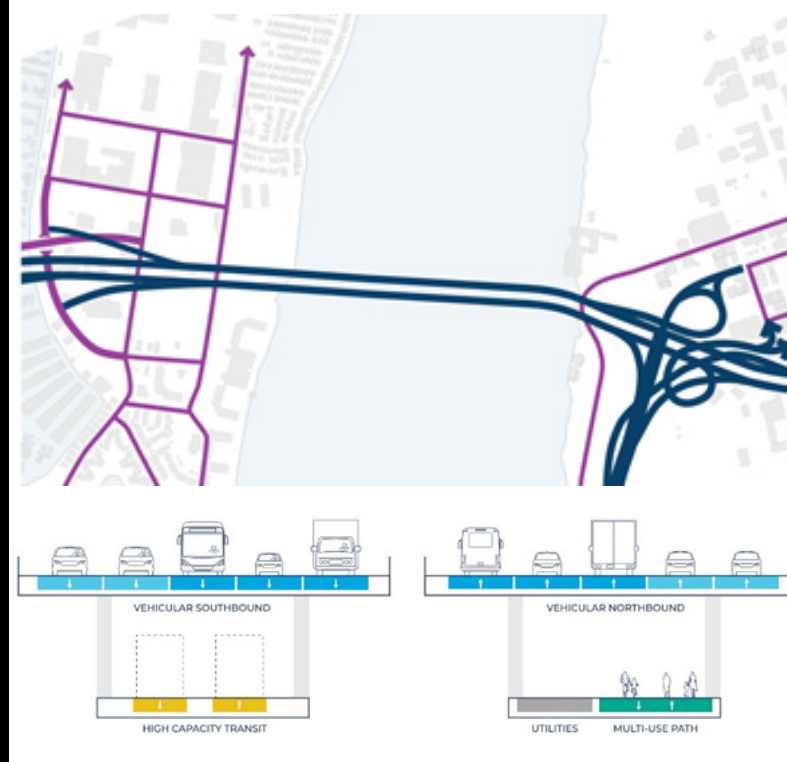
Bridge Crossing over the Columbia and Alignment

- ▶ Variety of options that differ in constructability and bridge footprint
- ▶ All options provide dedicated transit guideway and wide multi-use path
- ▶ Future design work, informed by data, partners, and community engagement, will determine the bridge height and bridge type

2013 Locally Preferred Alternative Option



Straight Alignment Option

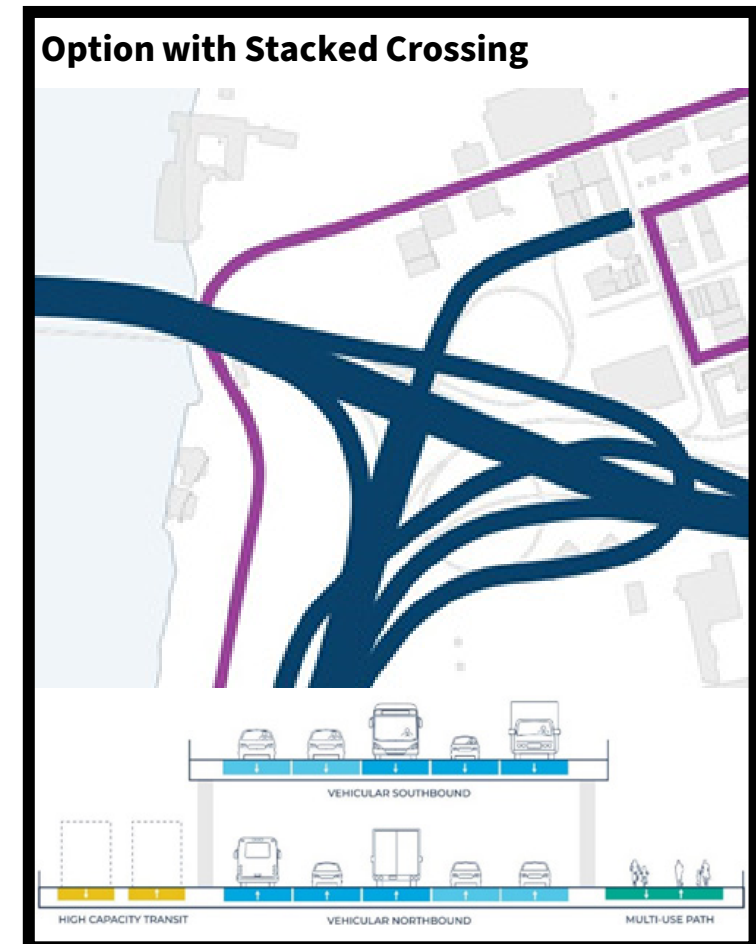
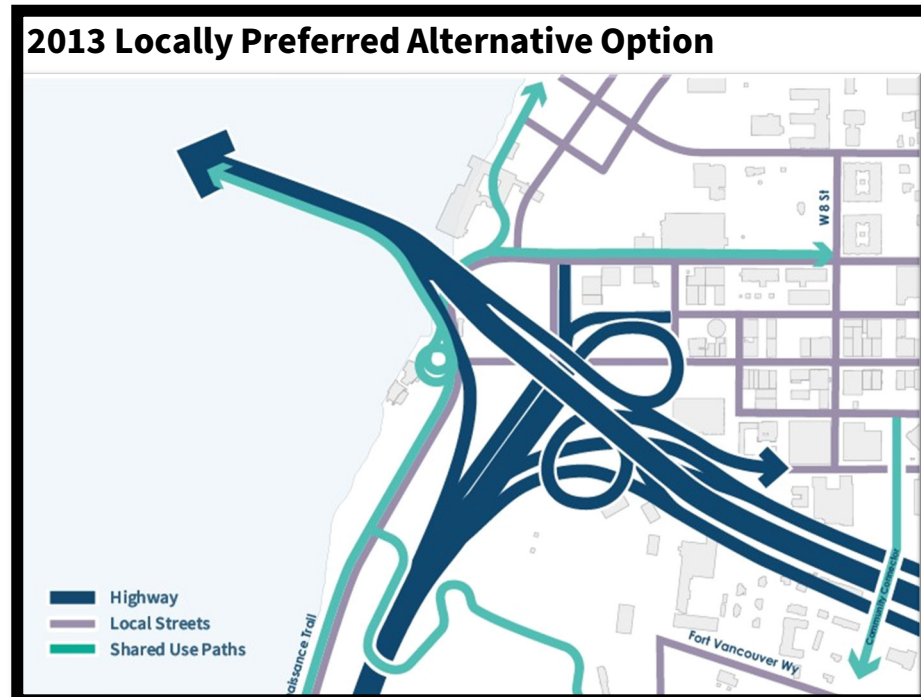


Stacked Alignment Option



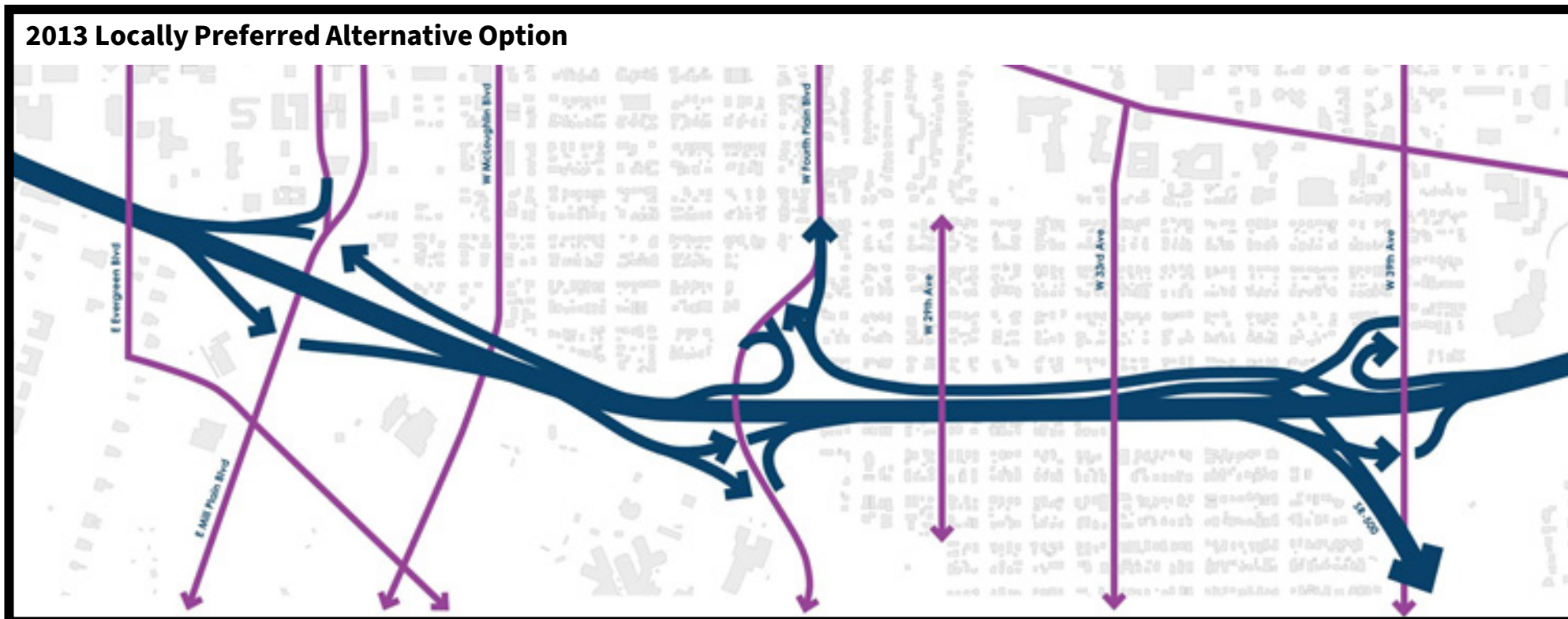
Downtown Vancouver

- ▶ Options consider ways to connect downtown into a higher I-5 corridor, necessary for bridge replacement options
- ▶ All design options connect the transit and multi-use path to downtown Vancouver
- ▶ Additional analysis is needed to identify how to connect from downtown into the river crossing options



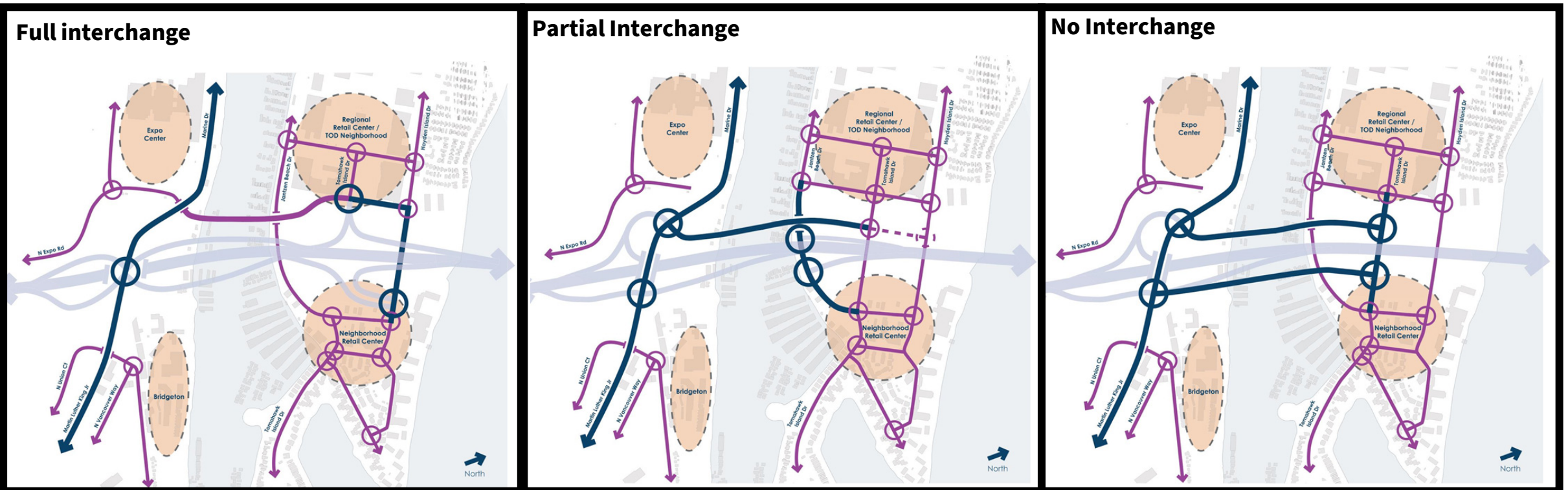
Vancouver Interchanges

- ▶ Reconstructs the interchanges with braided ramps and auxiliary lanes at Mill Plain and Fourth Plain and replaces overpasses at other locations along I-5 leading up to the river
- ▶ All designs will improve bike and pedestrian connections to support east to west travel
- ▶ Future design work, informed by community engagement, will continue to refine Mill Plain/Fourth Plain intersection improvements and bike/pedestrian connections



Hayden Island and Marine Drive Interchanges

- ▶ Options that consider different ways to access Hayden Island by foot, bike, transit, and car
- ▶ All options include replacing the North Portland Harbor Bridge
- ▶ Future design work, informed by community engagement, will develop details for connecting multi-use paths, with the intention to connect to the 40-mile loop trail



Note: this shows a high-level graphic representation of a variety of concepts being considered with small variations to local roadway connections

Transit Options - Overview

- ▶ **The IBR program is analyzing ten transit options:**

- (1) No-Build Option:

- *Assumes no transit improvements from the IBR program but does include other planned transit improvements in the next 25 years. This option is used as a tool for measuring the effects of other options.*

- (1) Bus on Shoulder option

- (3) Bus Rapid Transit (BRT) options

- (4) Light Rail Transit (LRT) options

- (1) BRT/LRT option

- ▶ **High-Capacity Transit (HCT) options include:**

- Dedicated space for HCT between the Expo Center and Hayden Island

- Dedicated space for HCT on the replacement bridge

- Express buses operating on the shoulder of the freeway, where possible in the program area

- ▶ **Future design work, informed by data, partners, and community engagement, will inform:**

- Specific transit terminus location

- *Transit termini shown in preliminary list of design options are indicative of general locations being studied for current analysis*

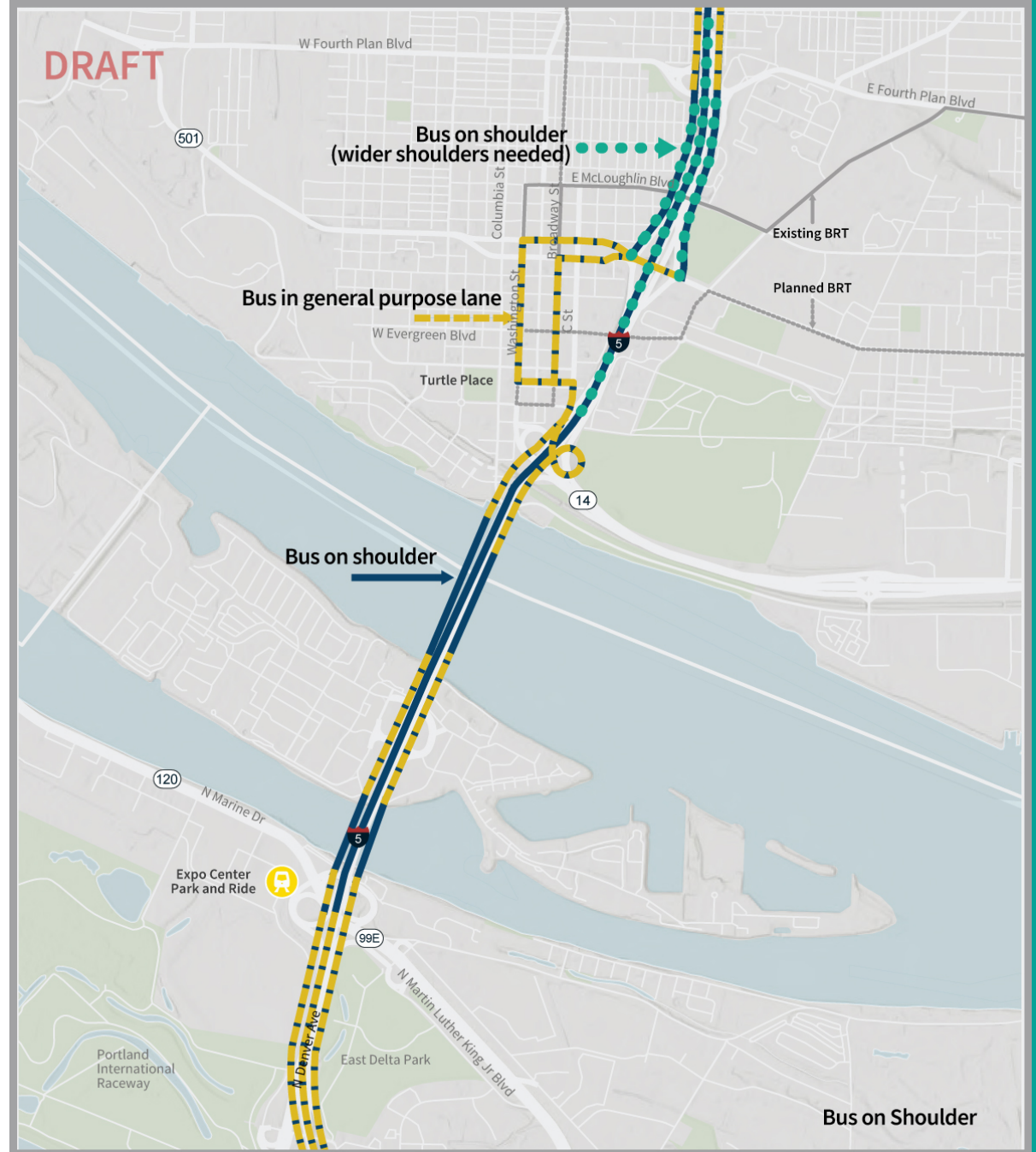
- Transit station details and specific locations

- Park & Ride size and specific locations

Transit Options

▶ Bus on Shoulder (BOS)

- Assumes C-TRAN express routes 101 and 105X operate as bus on shoulder in the bridge influence area (both directions). Route 101 operates from downtown Vancouver to downtown Portland, Route 105X operates from Salmon Creek to 99th to downtown Portland.

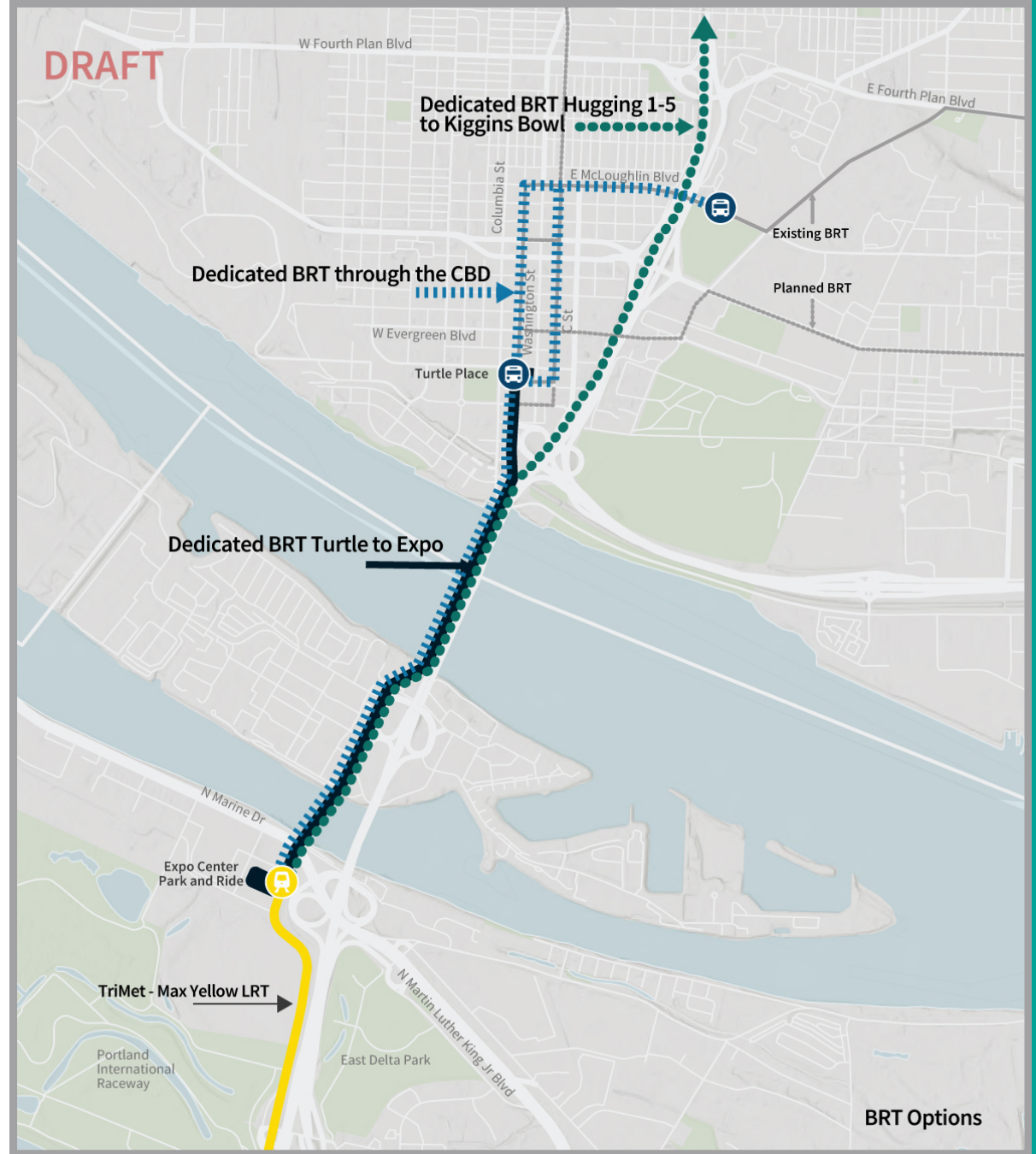


Bus on Shoulder

Transit Options

▶ 3 BRT options

- **Dedicated BRT Turtle to Expo:** Vine BRT lines would extend via dedicated guideway from Turtle Place to a terminus near Expo Center.
- **Dedicated BRT Hugging I-5:** Vine BRT lines would extend via dedicated guideway from Kiggins Bowl south to MAX Expo Center Station on a dedicated guideway adjacent to I-5.
- **Dedicated BRT Connection through the Central Business District:** Vine BRT lines would extend via dedicated guideway from McLoughlin Boulevard through Vancouver's CBD before crossing the river to Hayden Island with a terminus near Expo Center.



Transit Options

- ▶ 4 LRT options
 - **The 2013 Locally Preferred Alternative:** LRT would extend from the Expo Center to a terminus near Clark College
 - **LRT One Station in Vancouver:** LRT would extend from Expo Center to Turtle Place.
 - **LRT Hugging I-5 Near McLoughlin:** LRT would extend from Expo Center to McLoughlin in a dedicated guideway adjacent to I-5.
 - **LRT Hugging I-5 to Kiggins Bowl:** LRT would extend from Expo Center to Kiggins Bowl in a dedicated guideway adjacent to I-5.



Transit Options

- ▶ **Dedicated BRT and LRT to Hayden Island**
 - Vine BRT lines would extend via dedicated guideway from a station near Turtle place to a terminus on Hayden Island.
 - MAX Yellow Line would extend from the current terminus at Expo Center to a new terminus on Hayden Island.



Community Engagement on Design Options

- ▶ **Community feedback will be considered alongside modeling data and screening results to help differentiate between options**
 - CAG and EAG
 - Online Open House - Starting Late October
 - Community Input Survey - November
 - *Questions will seek feedback on preferences and priorities associated with the user experience and/or attributes of design options, not a ranking between options*
 - Community Briefings - November
 - *Includes program events and listening sessions co-hosted with community-based organizations serving communities of concern*
 - Community Working Groups
 - *Active Transportation, Hayden Island/Marine Drive, Downtown Vancouver, Multimodal Commuter*
 - Freight Focus Group



Discussion & Feedback:

Do you feel these options provide sufficient space to address changes since the previous project ended?

Do they reflect CAG identified community values and priorities?

Recent and Upcoming Community Engagement

- ▶ **Online open house launched in late October**
- ▶ **Hosted nine Elevating Equity Listening Sessions**
- ▶ **Awarded 11 Small Scale, Low Barrier Grants to community-based organizations to increase the program's ability to connect with communities of concern**
- ▶ **Launched four Community Working Groups (CWGs)**
 - Active Transportation, Hayden Island/Marine Drive, Downtown Vancouver, Multimodal Commuter
 - Sept/Oct: Discussion on existing conditions, user experience, and priorities for program
 - Nov: Feedback on preliminary list of design options
- ▶ **Extensive fall community engagement effort**
 - Highlight the process to identify an IBR design solution
 - Gather feedback on preliminary list of design options



What's Next

Next Program Meetings

- ▶ Equity Advisory Group –
 - November 15, 5:30-7:30 p.m.
- ▶ Executive Steering Group –
 - November 18, 10:00-12:00 p.m.
- ▶ Bi-State Legislative Committee –
 - November 23, 9:00-12:00 p.m.
- ▶ Community Advisory Group –
 - December 2, 4:00-6:00 p.m.

At our next meeting – December 2, 2021

- ▶ Program workplan update
- ▶ Screening update
- ▶ Equity and climate in design/screening
- ▶ Community Working Group update and recap



Public Comment

Comment Instructions

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- ▶ To make a live comment via phone, dial: +1 669 900 6833 or +1 408 638 0968
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 - ▶ Passcode: 674942
- ▶ Dial *9 to raise your hand
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- ▶ Please provide your name and affiliation.
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Wrap up

Final Thoughts

