



# Community Advisory Group Meeting

April 28, 2022



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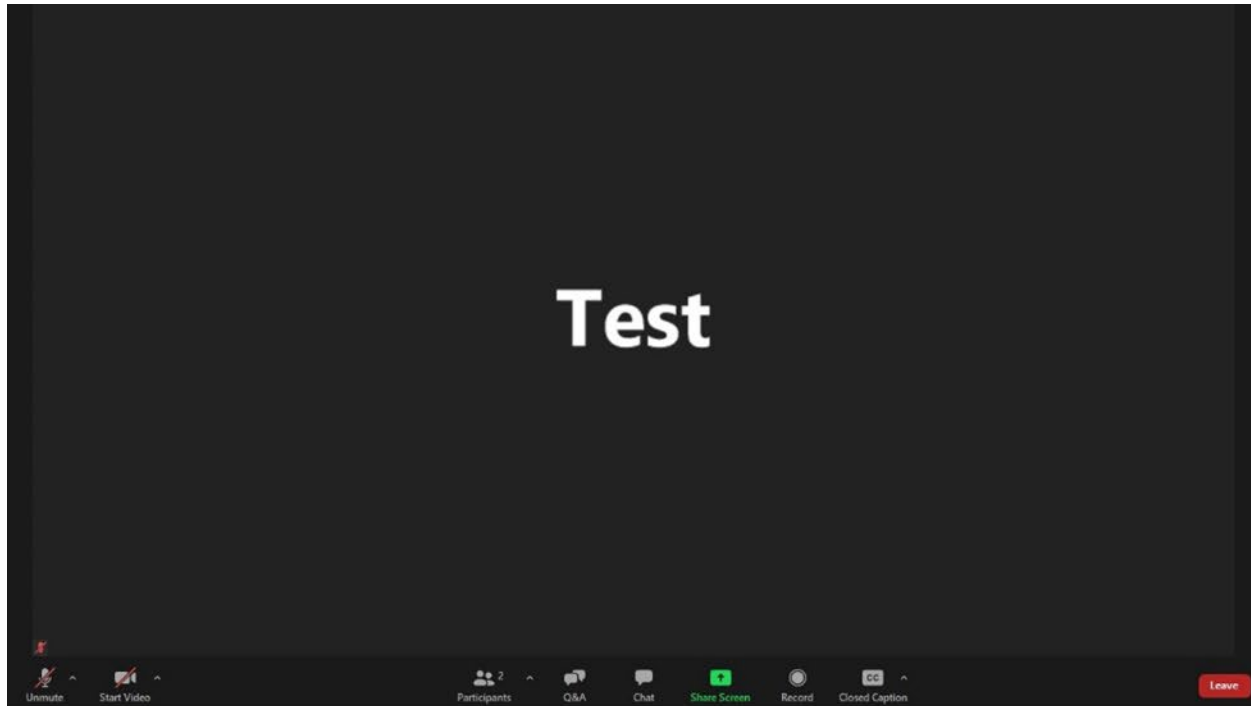
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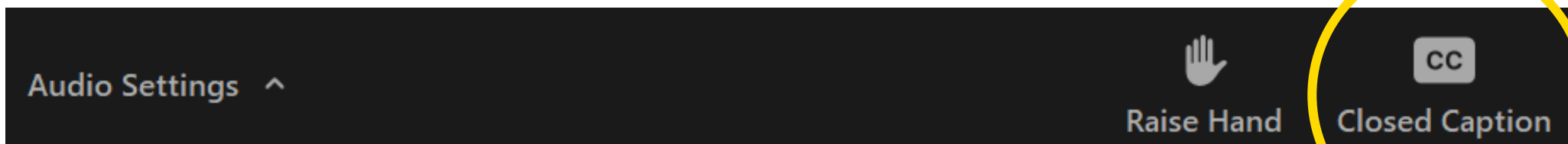
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2. Then click on the “CC” icon and a separate window with captions will appear.



# 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:

- Fill out the comment form on the program website or email your comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “CAG Public Comment” in the subject line.
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- All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.



# 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 update
3. Ramp to Ramp Connections (Auxiliary Lanes)
4. LPA component CAG feedback overview
5. CAG discussion
6. What's next, public comment, wrap up

# Program update

Greg Johnson, Program Administrator

# IBR Transit Investment

- ▶ **Three transit components to include in the LPA**
  - Alignment
  - Mode
  - IBR Terminus
- ▶ **Other components that will be studied further**
  - General station locations
  - General Park & Ride location and size
  - Operations and maintenance facility
  - System improvements to transit speed and reliability

# Alignment Takeaways

- ▶ **Any transit investment should be made with a desire to complement the C-TRAN BRT Vine system, including existing and planned service**
  - One BRT line is in operation, one in construction, and one in planning
  - The Vine and C-TRAN express bus service provide frequent and reliable service within Clark County and to downtown Portland, respectively
  - City of Vancouver has worked with C-TRAN to design robust station environments for the Vine system on Broadway and Washington in the Central Business District

# Supporting Vancouver Land Use & Development Goals

- ▶ Significant investment and redevelopment in downtown Vancouver has occurred since the *2013 LPA*, including new BRT stations on the Washington-Broadway couplet, where BRT and local routes are frequent
  - The addition of LRT infrastructure would duplicate BRT service and have property impacts
- ▶ The I-5 alignment has fewer potential property impacts than the *2013 LPA* alignment and integrates with transit-oriented development opportunities at Library Square and at nearby City-owned parcels
- ▶ A connection over I-5 near Library Square between downtown and the Historic Reserve has the potential to create a significant opportunity to integrate transit into an active station environment that connects to key destinations

# IBR Terminus Considerations

- ▶ Evergreen terminus has fewer potential property impacts
- ▶ Connects directly to downtown library, jobs, services, and amenities
- ▶ Evergreen terminus supports transit-oriented development opportunities at Library Square and on nearby City-owned parcels
- ▶ Evergreen terminus maximizes transfer opportunities given direct connections to several local routes as well as planned BRT routes
- ▶ Evergreen connects east over I-5 to the Historic Reserve, and west through downtown to Main Street and Esther Short Park via planned 9<sup>th</sup> Street pedestrian way

# Preferred Transit Investment

- ▶ The IBR Preferred transit investment components:
  - Mode - Light Rail Transit
  - Alignment – I-5 Running/Adjacent
  - IBR Terminus - Near Evergreen
  
- ▶ After a preferred transit investment is selected project components will be optimized and refined as design advances and benefits and impacts are better understood

# Next Steps

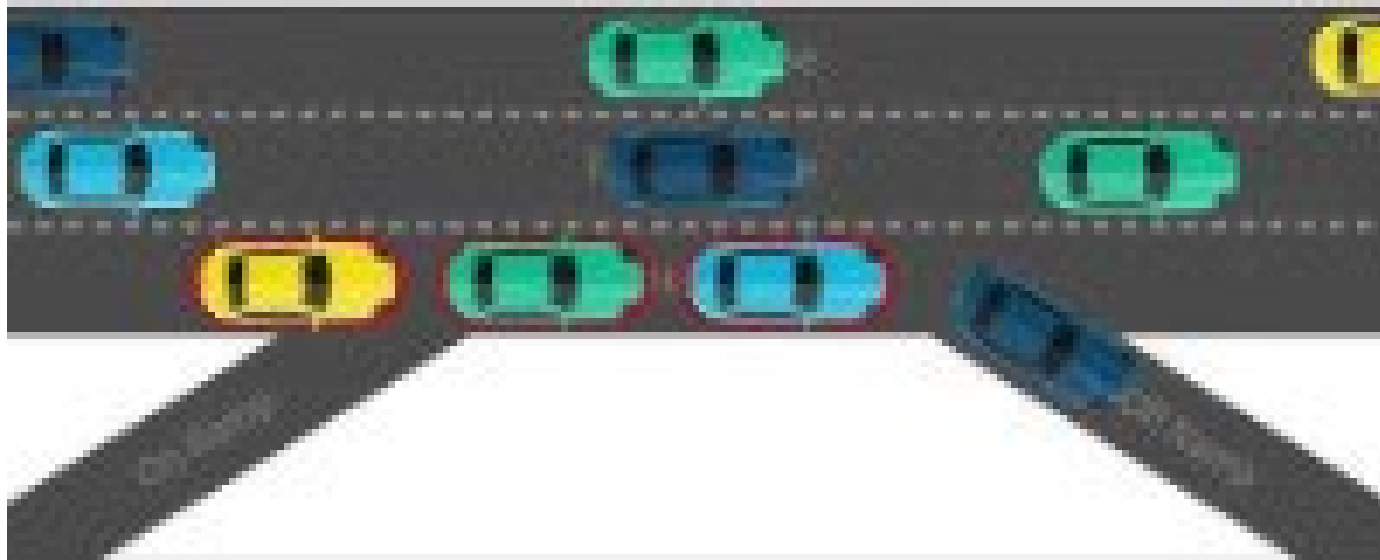
- ▶ Preferred transit investment → Modified Locally Preferred Alternative
- ▶ Optimize the Preferred Transit Investment
  - Access to transit investment
    - *Walk access*
    - *Transfer from existing/future transit*
    - *Park and ride*
  - Transit Operations - Working to meet transit demand
    - *Assumed frequency of HCT investment*
    - *Complimentary service via express bus, existing bus/BRT network, other*
    - *How the HCT investment will work within the built environment*
    - *Optimize service and connection within equity communities*
  - Fundability
    - *Understand how preferred option would rate for Federal Transit Administration Capital Investment Grant funding*



# Ramp to Ramp Connections (Auxiliary Lanes) Analysis

# Auxiliary Lanes Described

<https://www.youtube.com/watch?v=edNXrvcvAFI>



# Auxiliary lanes for IBR are proposed to address:

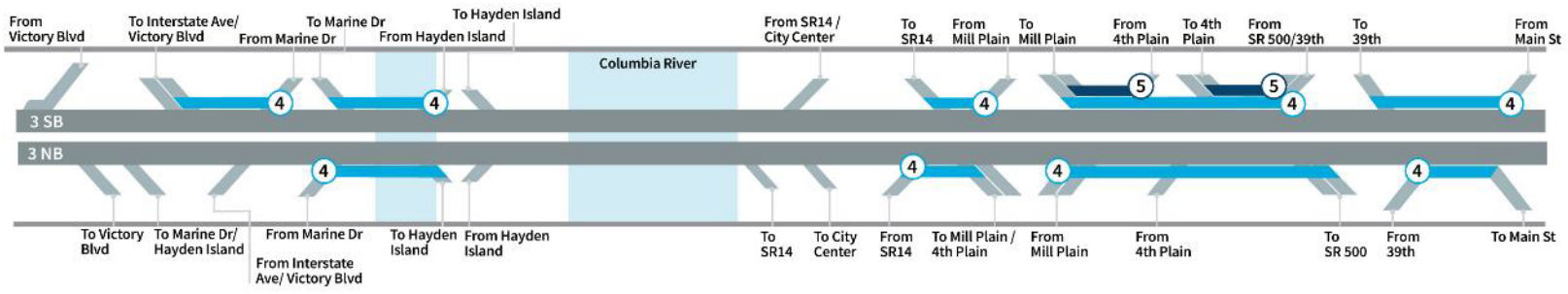
- ▶ **Close interchange spacing**
  - All interchanges are spaced below **minimum interchange spacing standards**: For example, Marine Drive to Hayden Island interchange spacing is 0.5 mile
- ▶ **Short Merges, weaves & diverges**
  - **Example Short Merge**: Northbound Hayden Island On-Ramp acceleration distance is not long enough to get up to freeway speeds
- ▶ **High on-ramp & off-ramp volumes**
  - **Example**: Southbound Marine Drive Off-Ramp is 1,400 – 1,800 vehicles per hour
- ▶ **High vehicle crashes**
  - **Example of Importance**: Substandard merge, diverge, weaving lengths combined with heavy volumes lead to more crashes, and crashes, of any severity increases congestion & impact reliability
- ▶ **Lane balancing**
  - Proper arrangement of traffic lanes on the freeway and ramps to realize efficient traffic operations by **minimizing the required number of lane shifts**

# Future Volume/Mode Share Forecasting

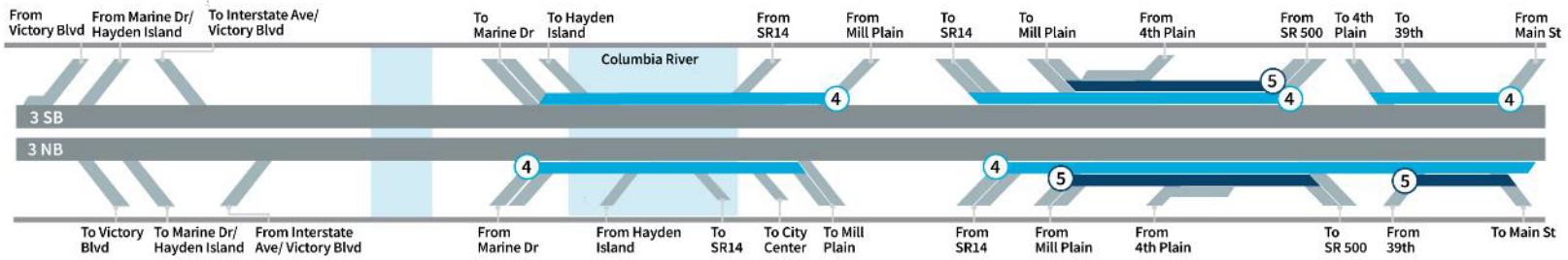
- ▶ **Travel Demand Modeling is the process used to predict travel behavior and resulting demand for a specific timeframe given a defined set of assumptions.**
- ▶ **Projects future demand, mode choice, traffic volumes, likely travel patterns (origins/destinations) out to 2045 based on current data**
  - The Model includes land use plans and transportation projects identified by the region to be built into the future, which are included in the Regional Transportation Plans (e.g., Rose Quarter, Division BRT Transit, etc.)
  - Metro/RTC (ESG partner agencies) owns this model, and other regional agencies use it to predict travel behavior

# IBR Program - Auxiliary Lane Options

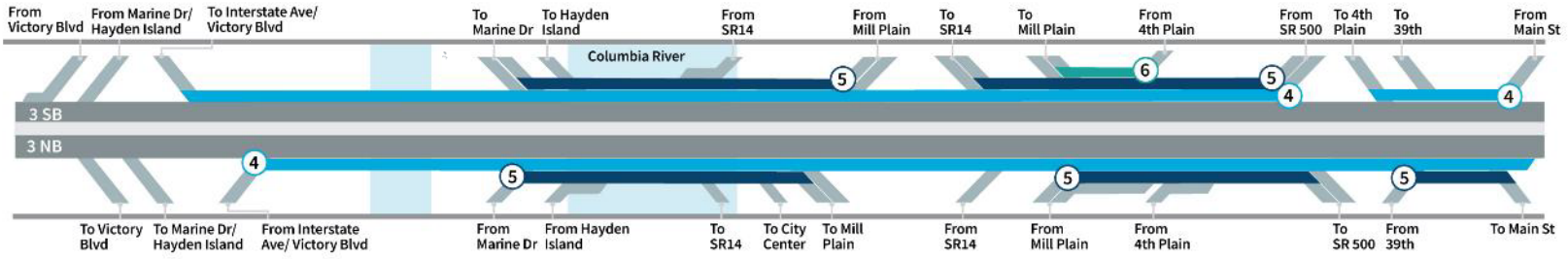
No Build



1 Auxiliary Lane



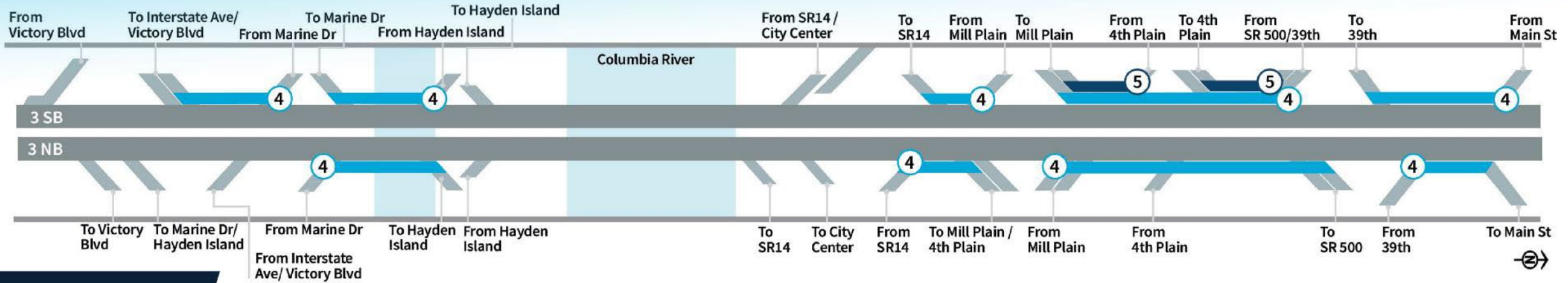
2 Auxiliary Lane



All options, have 3 lanes thru traffic Northbound and Southbound

- Through lanes
- Auxiliary lane 4
- Auxiliary lane 5
- Auxiliary lane 6
- Collector-distributor roads and ramps

# Auxiliary Lanes - No Build



## Data Summary

Equity

N/A

Climate

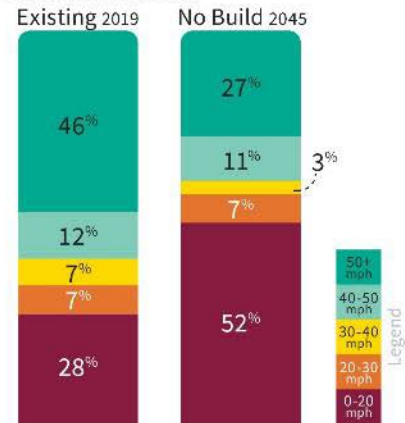
N/A

Travel Time (minutes)

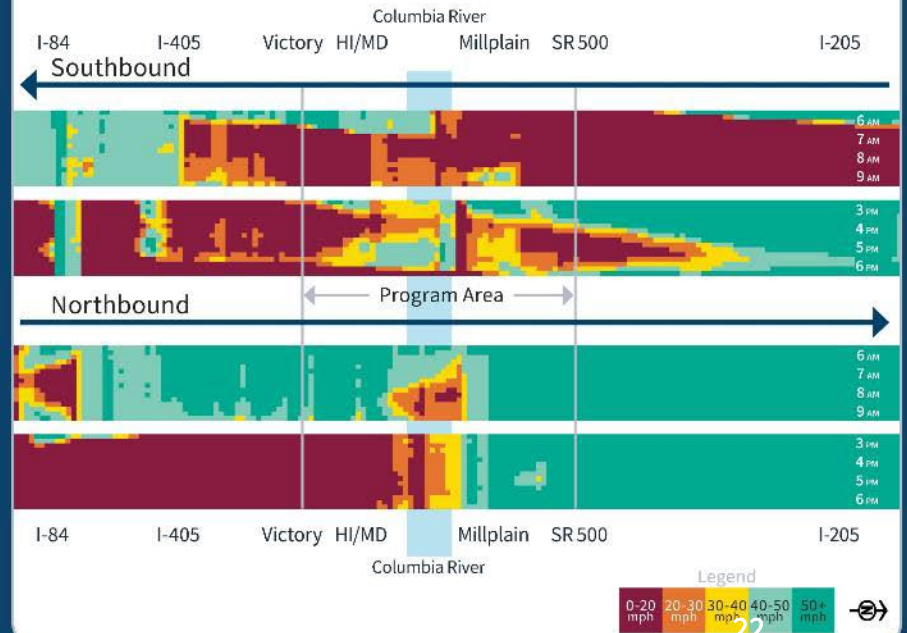
	Existing 2019	No Build 2045
<b>AM Peak SB</b>		
I-205 to I-405	29	63
99th to Victory Blvd	16	35
<b>PM Peak NB</b>		
Broadway to SR 500	35	35
I-405 to I-205	38	38

Congestion Index

(Peak Period, Peak Direction Only)



Heat Maps | No Build 2045



Daily Mode Share

(PM 1-Hour)



Transit demand exceeds peak 1-hour capacity on all modes of transit crossing the river. The mode share numbers shown assumes excess peak 1-hour demand cannot be accommodated and therefore has been shifted back to the auto mode.

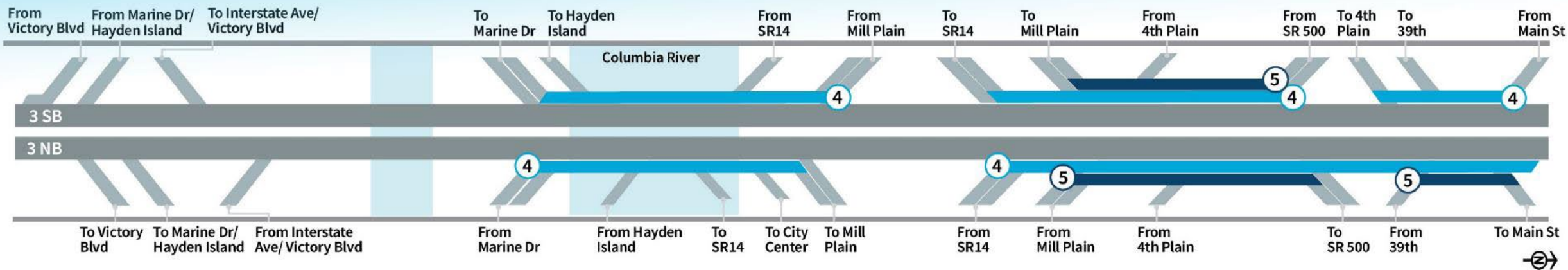
Cost

N/A

Footprint

N/A

# Auxiliary Lanes - 1 Aux Lane



## Data Summary

**Equity**

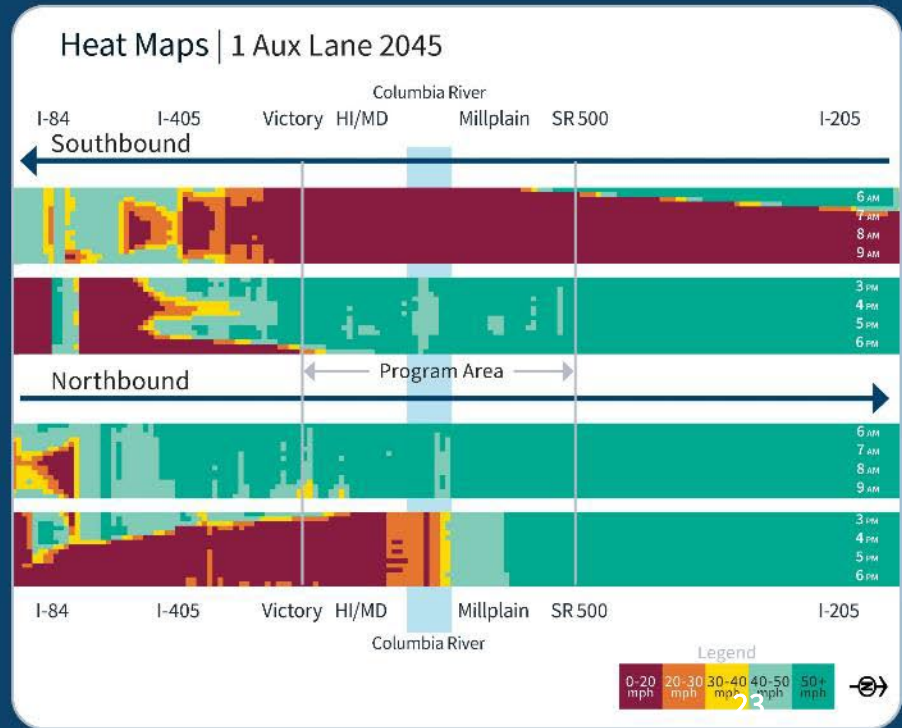
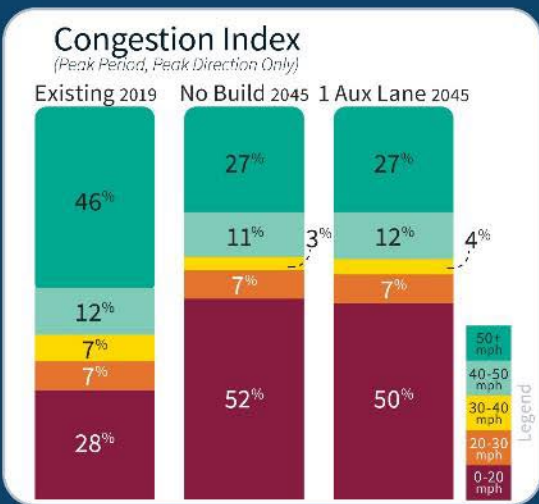
**Increased Modal Options**

**Climate**

- Anticipated GHG Reduction
- Mode Shift from SOV
- Variable Rate Tolling
- No Bridge Lift Scenarios

**Travel Time (minutes)**

	Existing 2019	No Build 2045	1 Aux Lane 2045
<b>AM Peak SB</b>			
I-205 to I-405	29	63	60
99th to Victory	16	35	33
<b>PM Peak NB</b>			
BDWY to SR 500	35	35	24
I-205 to I-405	38	38	27



**Daily Mode Share (PM 1-Hour)**

<b>76%</b> (76%)	<b>11%</b> (17%)	<b>11%</b> (5%)	<b>2%</b> (2%)
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Transit demand exceeds peak 1-hour capacity on all modes of transit crossing the river. The mode share numbers shown assumes excess peak 1-hour demand cannot be accommodated and therefore has been shifted back to the auto mode.

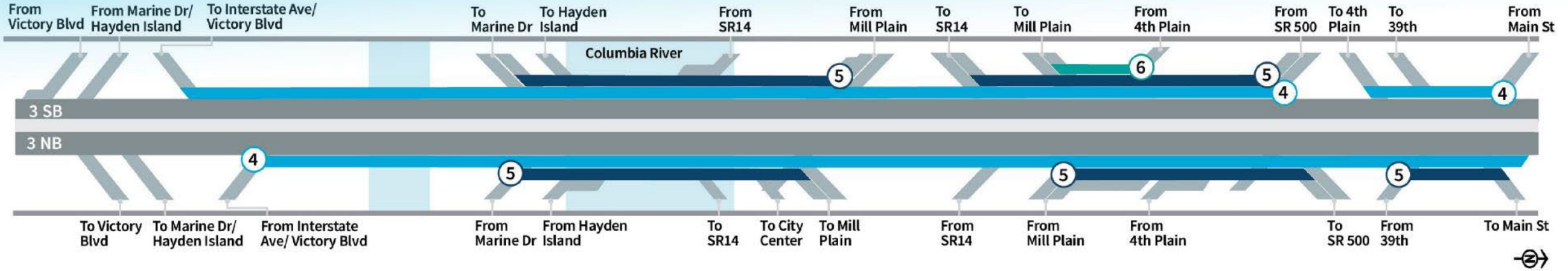
**Cost**

**75 - 100 Million Dollars Less Than the 2013 LPA**

**Footprint**

**2013 LPA Minus 16 Feet**

# Auxiliary Lanes - 2 Aux Lanes



## Data Summary

**Equity**

**Increased Modal Options**

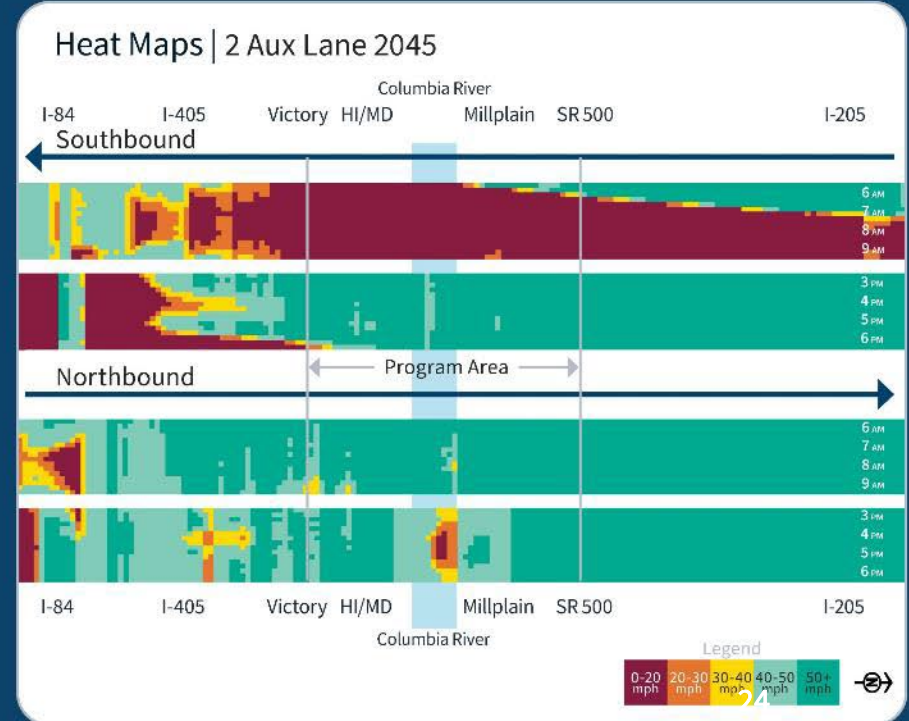
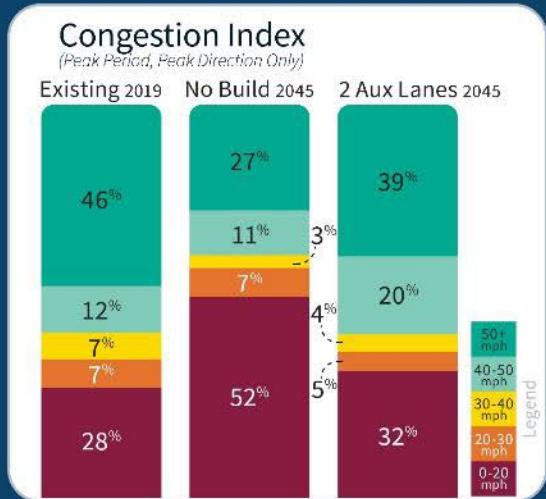
**Improved Travel Time**

**Climate**

- Anticipated GHG Reduction
- Mode Shift from SOV
- Variable Rate Tolling
- No Bridge Lift Scenarios

**Travel Time (minutes)**

	Existing 2019	No Build 2045	2 Aux Lane 2045
<b>AM Peak SB</b>			
I-205 to I-405	29	63	57
99th to Victory	16	35	31
<b>PM Peak NB</b>			
BDWY to SR 500	35	35	10
I-405 to I-205	38	38	15



**Daily Mode Share (PM 1-Hour)**

Car: **76%** (76%)

Bus: **11%** (17%)

Truck: **11%** (5%)

Bike/Ped: **2%** (2%)

Transit demand exceeds peak 1-hour capacity on all modes of transit crossing the river. The mode share numbers shown assumes excess peak 1-hour demand cannot be accommodated and therefore has been shifted back to the auto mode.

**Cost**

**2013 LPA**

**Footprint**

**2013 LPA**



# Aux Lane (1 or 2) Tradeoffs compared to No Build

- ▶ **Mode choice benefits (High-Capacity Transit, Bus on Shoulder and Active Transportation)**
- ▶ **Variable rate tolling**
- ▶ **Reduces overall congestion**
  - Off-peak benefits, including weekends
  - Less diversion to local streets
  - Faster congestion recovery from crashes and incidents
- ▶ **Fewer lane changes required (i.e., lane balance)**
- ▶ **Large safety improvements**
  - **Lane widths** to allow for current vehicle widths, turning, and comfort
  - **Fewer sideswipe** crashes
  - **Full shoulders** to allow BOS and to recover from breakdowns and emergency vehicle access
  - **Improved visibility** (hills and curves)
  - **No bridge lifts**

# Benefits of 1-Aux Lane compared to 2045 No Build

## ▶ Travel time improvements

- SB AM travel time is reduced by 3 minutes between I-5/I-205 split and I-405
- NB PM travel time is reduced by 11 minutes between Broadway Ave. and SR 500

## ▶ Reduced Congestion

- Congestion is similar during AM/PM peak period peak direction, but reduces in off-peak periods

## ▶ Safety benefits

- Likelihood of crashes is expected to decrease

## ▶ Mode shift

- Daily transit mode share is expected to increase 4% from No Build to 11% total

## ▶ Climate

- Anticipated GHG reduction due to less congestion, mode shift away from single occupant vehicles (transit and active transportation), variable rate tolling, no bridge lifts

## ▶ Equity

- Increased modal options

# Benefits of 2-Auxiliary Lane compared to No Build

## ▶ Travel time improvements

- SB AM travel time is reduced by 6 minutes between I-5/I-205 split and I-405
- NB PM travel time is reduced by 25 minutes between Broadway Ave. and SR 500

## ▶ Reduced congestion

- Congestion reduces 20% during AM/PM peak period peak direction

## ▶ Safety benefits

- Likelihood of crashes is expected to decrease

## ▶ Mode shift

- Daily transit mode share is expected to increase 4% from No Build to 11% total

## ▶ Climate

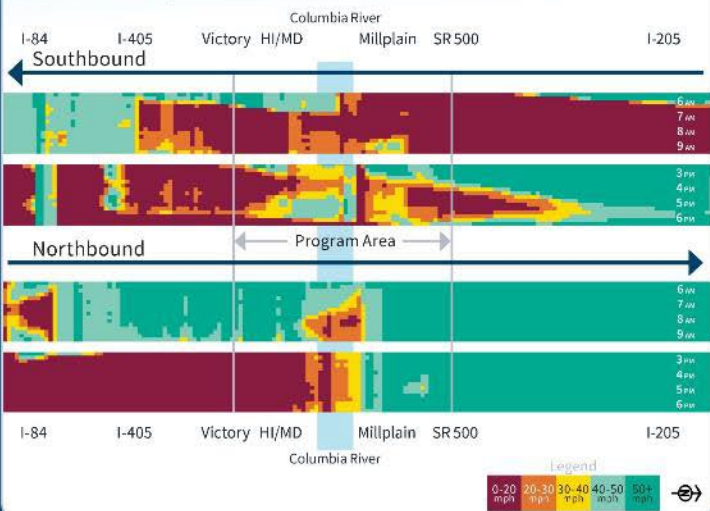
- Anticipated greater GHG reduction due to less congestion, mode shift away from single occupant vehicles (transit and active transportation), variable rate tolling, no bridge lifts

## ▶ Equity

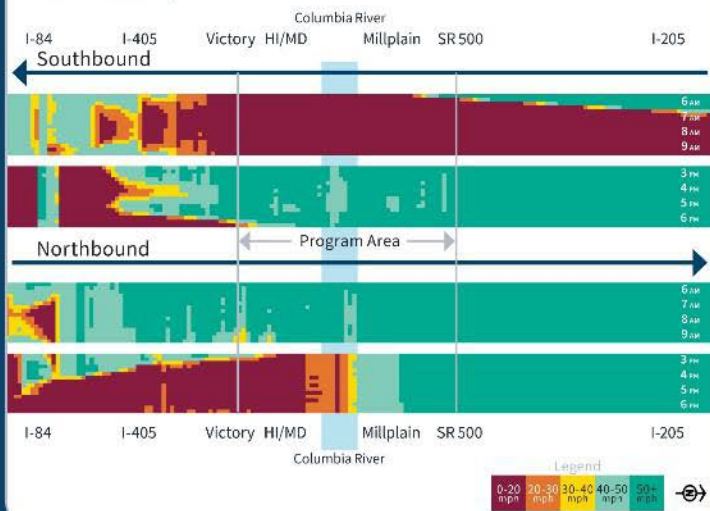
- Increased modal options, improved travel time reliability

# Auxiliary Lanes - Traffic Summary

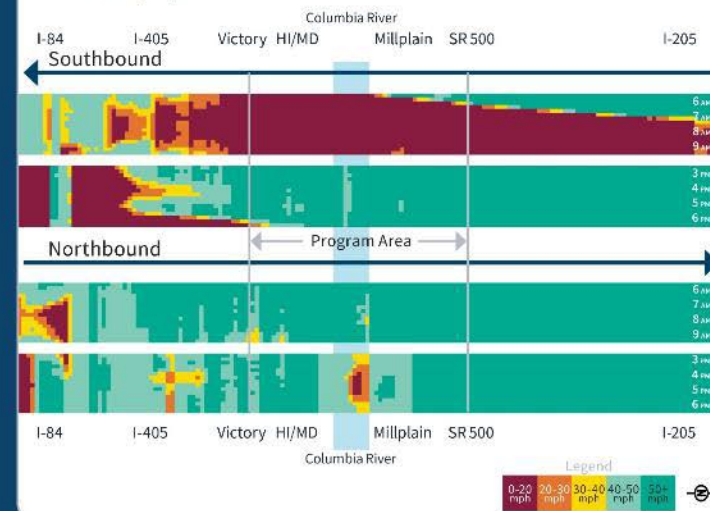
## Heat Maps | No Build 2045



## Heat Maps | 1 Aux Lane 2045



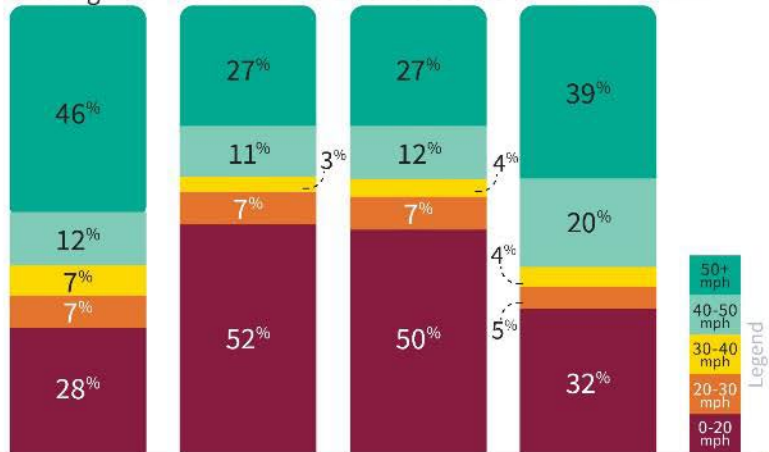
## Heat Maps | 2 Aux Lane 2045



## Congestion Index

(Peak Period, Peak Direction Only)

Existing 2019 No Build 2045 1 Aux Lane 2045 2 Aux Lanes 2045



## No Build Daily Mode Share (PM 1-Hour)



Transit demand exceeds peak 1-hour capacity on all modes of transit crossing the river. The mode share numbers shown assumes excess peak 1-hour demand cannot be accommodated and therefore has been shifted back to the auto mode.

## 1 Aux Lane & 2 Aux Lane Daily Mode Share (PM 1-Hour)



Transit demand exceeds peak 1-hour capacity on all modes of transit crossing the river. The mode share numbers shown assumes excess peak 1-hour demand cannot be accommodated and therefore has been shifted back to the auto mode.

## Travel Time (minutes)

	Existing 2019	No Build 2045	1 Aux Lane 2045	2 Aux Lane 2045
<b>AM Peak SB</b>				
I-205 to I-405	29	63	60	57
99th to Victory	16	35	33	31
<b>PM Peak NB</b>				
BDWY to SR 500	35	35	24	10
I-405 to I-205	38	38	27	15



# Questions or Feedback?

# CAG Breakout session

# Breakout session

## ▶ Does 1 or 2 auxiliary lanes most closely align with CAG values and priorities? Why?

- All modes of transportation to increase capacity of river crossing is essential to effectively & safely move more people, goods, & services
- Congestion relief
- Informed, data-driven decision-making
- Bi-State cooperation
- Economic Empowerment
- Transportation facilities must reflect the needs of all ages & abilities, & remove barriers, including language, to access and ensure availability to transportation choices
- Cost effectiveness (affordability & Future planning)
- Centering Equity & avoid further harm
- Cultural & historical heritage & resources protected & honored
- Improve resiliency to global climate change
- Protect natural resources
- Opportunities for meaningful and equitable Community Engagement



# CAG MEETING BREAK



# LPA component CAG overview

# What's Next

# Near Term Timeline

## ▶ Early May

- Identify program recommendation on Modified LPA components
- Bi-State Legislative Committee: May 6, 9:00-12:00

## ▶ May - July

- Review and endorsement of the recommended Modified LPA by partner boards, councils, and commissions
- Bi-State Legislative Committee: May 20, 2:00-5:00; June 17, 9:00-12:00

## ▶ July

- ESG consensus recommendation to move Modified LPA into SDEIS
- Bi-State Legislative Committee consideration of Modified LPA: July 21, 2:00-5:00

# Timeline Beyond Summer 2022

- ▶ Continued engagement and outreach as the program moves into the federal environmental review process.
- ▶ Fall 2022
  - Updates to the conceptual finance plan in preparation for the 2023 legislative session.
    - *We know transportation projects of this size require multiple funding sources including federal, state, and tolling revenue.*
- ▶ Ongoing through late 2023
  - Additional analysis as part of the NEPA process with the Final Supplemental EIS estimated to be published late next year.
- ▶ Ongoing through mid-2024
  - Additional development of design details such as bridge type, active transportation facilities, transit details, etc.

# Next Program Meetings

- ▶ Executive Steering Group
  - May 5, 7:30-9:30 a.m.
- ▶ Bi-State Legislative Committee
  - May 6, 9:00-12:00 p.m.
- ▶ Community Advisory Group
  - May 12, 4:00-6:00 p.m.
- ▶ Equity Advisory Group
  - May 16, 5:30-7:30 p.m.
- ▶ Executive Steering Group
  - May 19, 10:00-12:00 p.m.

# 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

## Final Thoughts



Thank you!

