



Welcome

Bienvenida

欢迎

Добро пожаловать

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chào mừng

歡迎

soo dhawow

어서 오십시오

Active Transportation Community Working Group

November 23, 2021

Closed Captions in English and Spanish

English closed captions are available within Zoom and YouTube.

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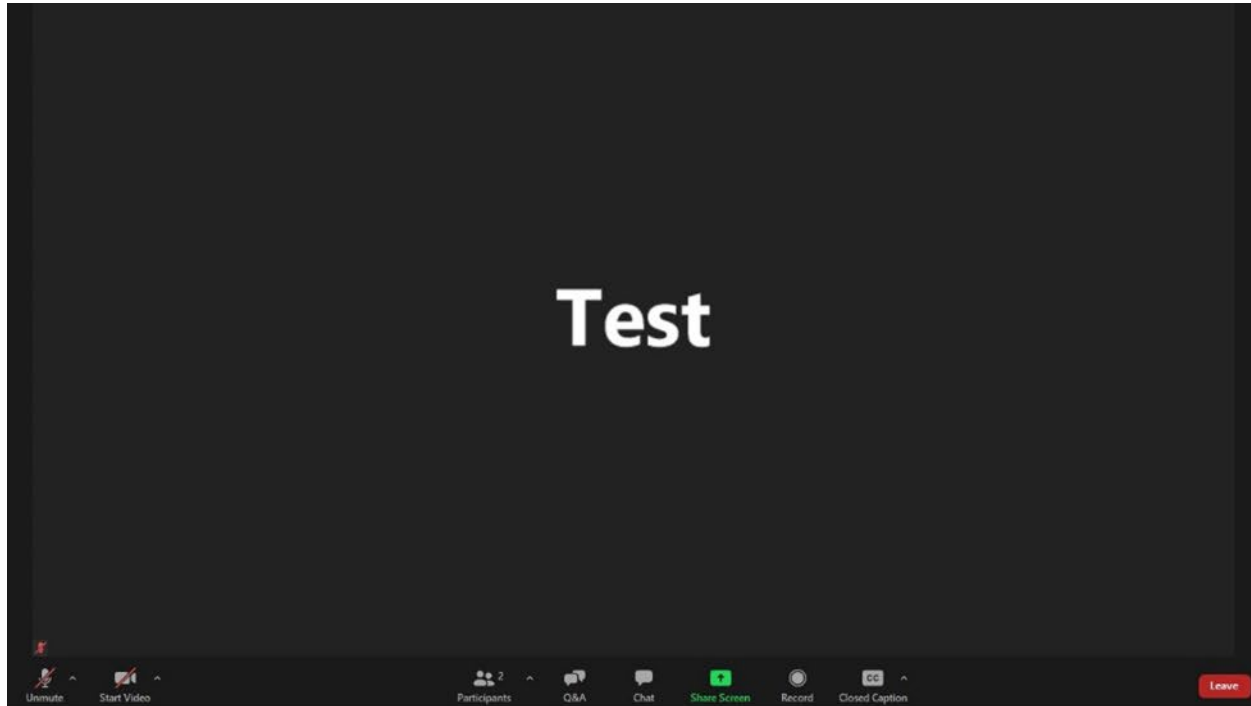
Subtítulos disponible en Inglés y Español

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How to access closed captions



1. At the bottom middle of your screen you should see a menu of options. If you can't see the menu, hover your mouse over the bottom middle of the screen.
2. Then click on the “CC” icon and a separate window with captions will appear.



Zoom Participation

- ▶ ASL interpretation is available
- ▶ Please join audio by either phone or computer, not both. We encourage participants to turn on your video
- ▶ If you have joined by phone, dial *9 to raise your hand; After invited to speak, dial *6 to unmute yourself
- ▶ Please keep your audio on mute when not speaking
- ▶ If you experience technical difficulties, please use the Zoom chat feature or call, **360-329-6744**

Agenda

- ▶ Introductions/icebreaker, meeting agreements and goals, review Community Working Group framework and roles
- ▶ Corridor overview, implementing the AT framework, preliminary design options
- ▶ Interactive sessions in breakout rooms
- ▶ Report out from breakout rooms
- ▶ Review other ways to engage

Meeting Agreements

- ▶ 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

Community Working Group Member Introductions

- ▶ Name, affiliation
- ▶ Take 2-3 minutes to find something in your house that is meaningful to you that represents your relationship to active transportation and/or your experience with the interstate bridge.
 - Show us your object and give a 1 minute description about what it is.

Your IBR Team

- ▶ Group Facilitator
- ▶ IBR Technical Leads

Community Working Group Framework

- ▶ Community Working Groups: Active Transportation, Downtown Vancouver, Hayden Island/Marine Drive, Multimodal Commuter
- ▶ Participants include at-large community members and organizational stakeholders that can provide insight on specific topics
- ▶ CAG members participate on Community Working Groups, providing a direct linkage to relay perspective and considerations in specific interest areas
- ▶ Each group will meet twice in 2021. Do not anticipate additional meetings but may reconvene on as-needed basis

Role of Community Working Groups

Provide feedback on specific transportation issues for the program's consideration.

- ▶ **Active Transportation:** Provide feedback on the Interstate Bridge user experience from a walking, biking, rolling perspective, including as well as the experience on the bridge, access to and from the bridge, and quality connections to local walking and biking networks
- ▶ Your feedback informs program staff and will be shared as a community input to IBR decision makers.
- ▶ **Recommendation and Decision-Making Framework:**
interstatebridge.org/advisory-groups



Preliminary Design: Corridor Overview

Katie Mangle, IBR Technical Lead

Program Timeline

▶ Now through end of 2021

- Preliminary design concepts
- Embed equity and climate considerations within the design concepts
- Finalize screening criteria
- Two-way dialogue with the community, sharing preliminary design concepts

▶ Early 2022

- Collaborate with partners and stakeholders to develop and reach consensus on the IBR multimodal design solution

What We Heard

- ▶ **In our last meeting, the top concerns you expressed regarding active transportation included:**
 - The width of walking, rolling, and biking facilities on the bridge
 - Access and ramp grades (how steep it will be to get on and off the path)
 - Desire for direct, easy to navigate routes AND placemaking opportunities and areas for people to enjoy
 - Attention to path surface materials and other design features like railings

Design Options in Response to Changes

- ▶ **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
- ▶ **Bike and pedestrian improvements are integrated into design options for all the above areas**

All Options Include...

- ▶ **ADA-compliant ramps and accessways**
- ▶ **Dedicated Shared Use Path on the bridges**
- ▶ **Separation of users moving at different speeds on Bridge**
- ▶ **Sidewalks on all new or reconstructed roads***
 - Sidewalks on local streets will be compatible with City standards
- ▶ **Bicycle facilities on new or reconstructed roads***
 - Bikeways on local streets will be compatible with City standards for creating low stress facilities, including providing separation from vehicles

All Options Include...

- ▶ Local street connections compatible with local agency plans
- ▶ Access to transit stations
- ▶ Accommodation of end of trip facilities at transit stations
- ▶ Re-construction of the 40 Mile Loop trail segment under I-5
- ▶ A local street connection between Vancouver Way and Expo Road in N Portland
- ▶ Sidewalk and bikeway on each side of Fourth Plain Blvd, Mill Plain Blvd, Evergreen Blvd, and other Vancouver I-5 overcrossings
- ▶ Wayfinding signage

Issues/Elements/Qualities to Address for Each Option

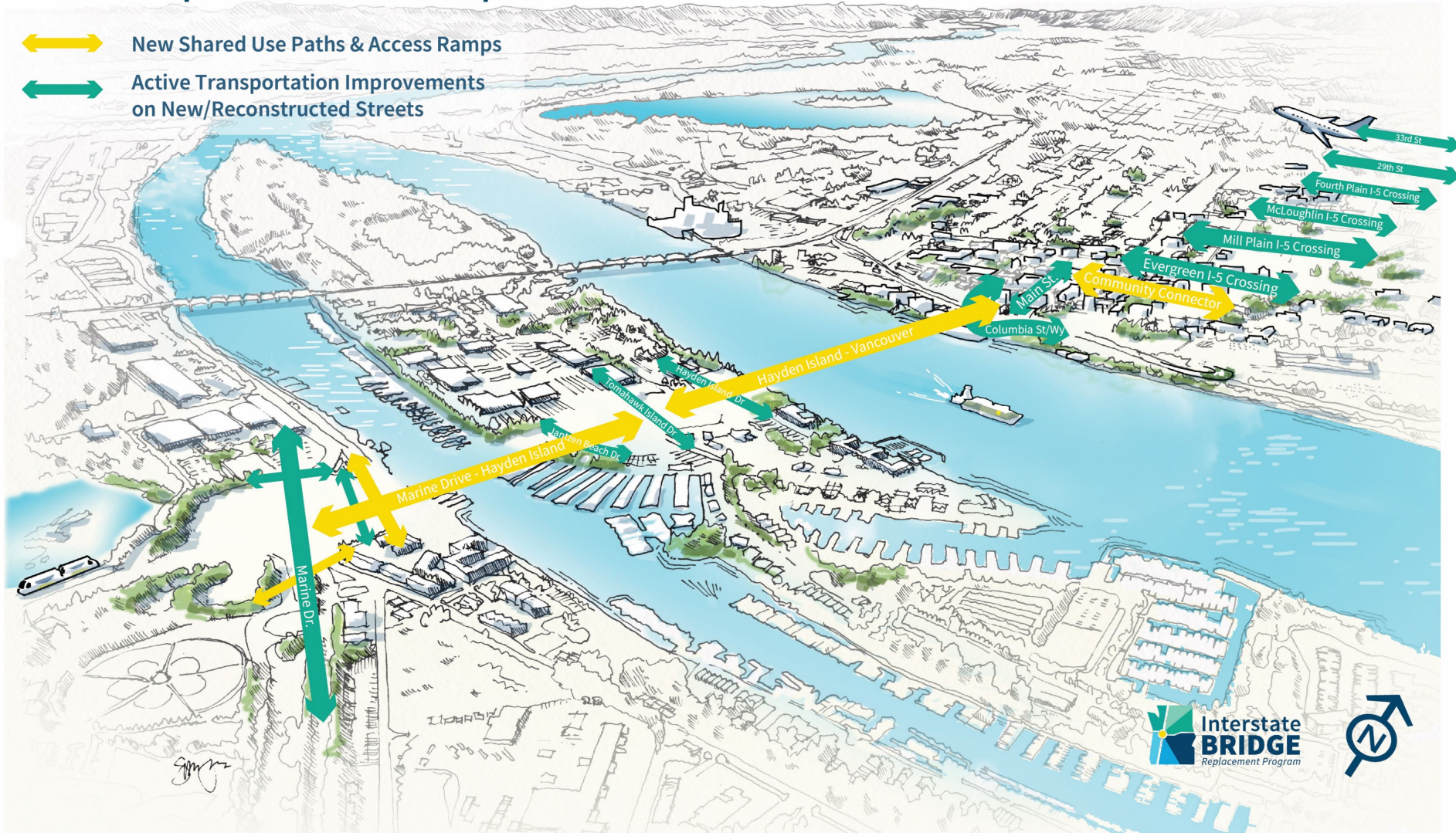
- ▶ Shared use path user experience (comfort, safety, security)
- ▶ Local street connections, transitions, and ramp grades
- ▶ Connections to local/regional shared use paths
- ▶ Potential transit crossings and access to transit stations
- ▶ End-of-trip facilities at transit stations
- ▶ Landscaping and environmental enhancement
- ▶ Opportunities for resting, staying, gathering
- ▶ Wayfinding

All Options Include...

New or Improved Active Transportation Connections

↔ New Shared Use Paths & Access Ramps

↔ Active Transportation Improvements on New/Reconstructed Streets



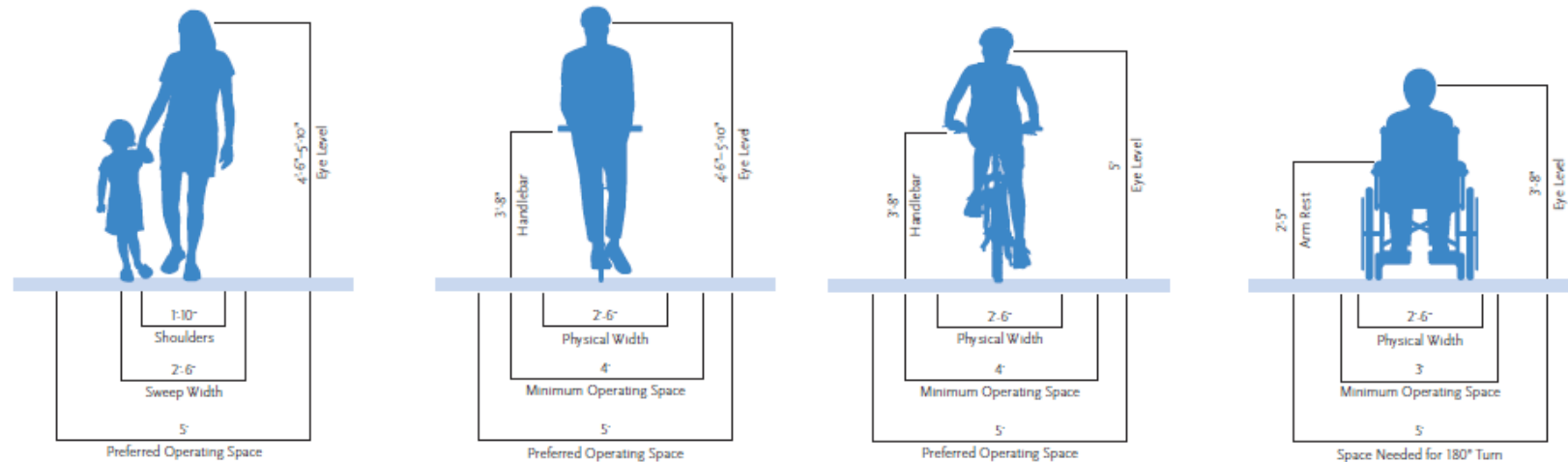


Applying our Active Transportation Framework

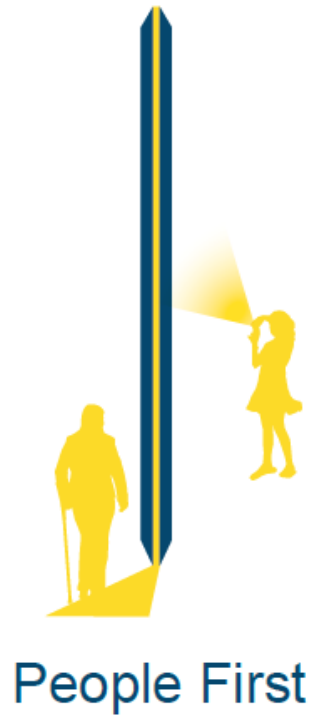
Derek Abe, IBR Technical Lead

Active Transportation Framework

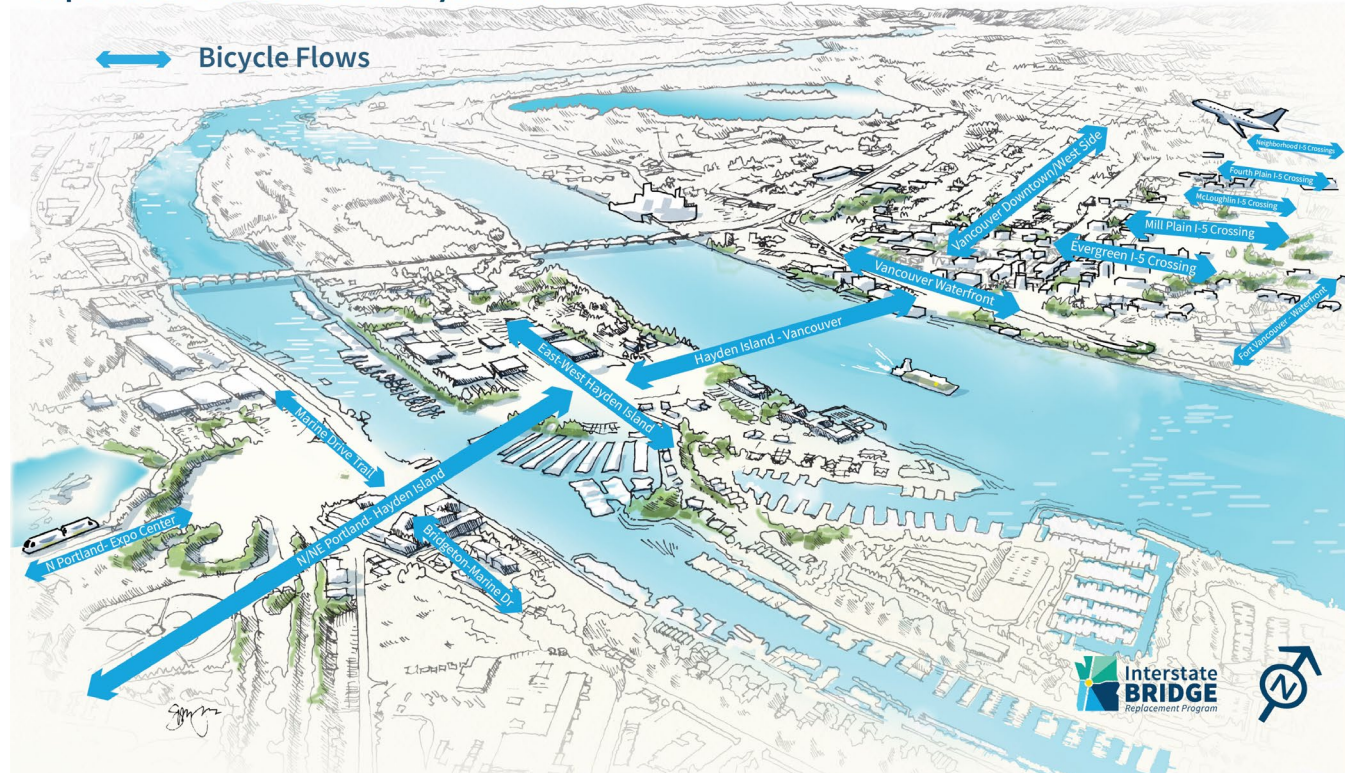
- **Premise:** Getting to and through the study area by walking, biking, and rolling should be intuitive, and not stressful. The facilities should be great and accessible to all.



Approach: Design



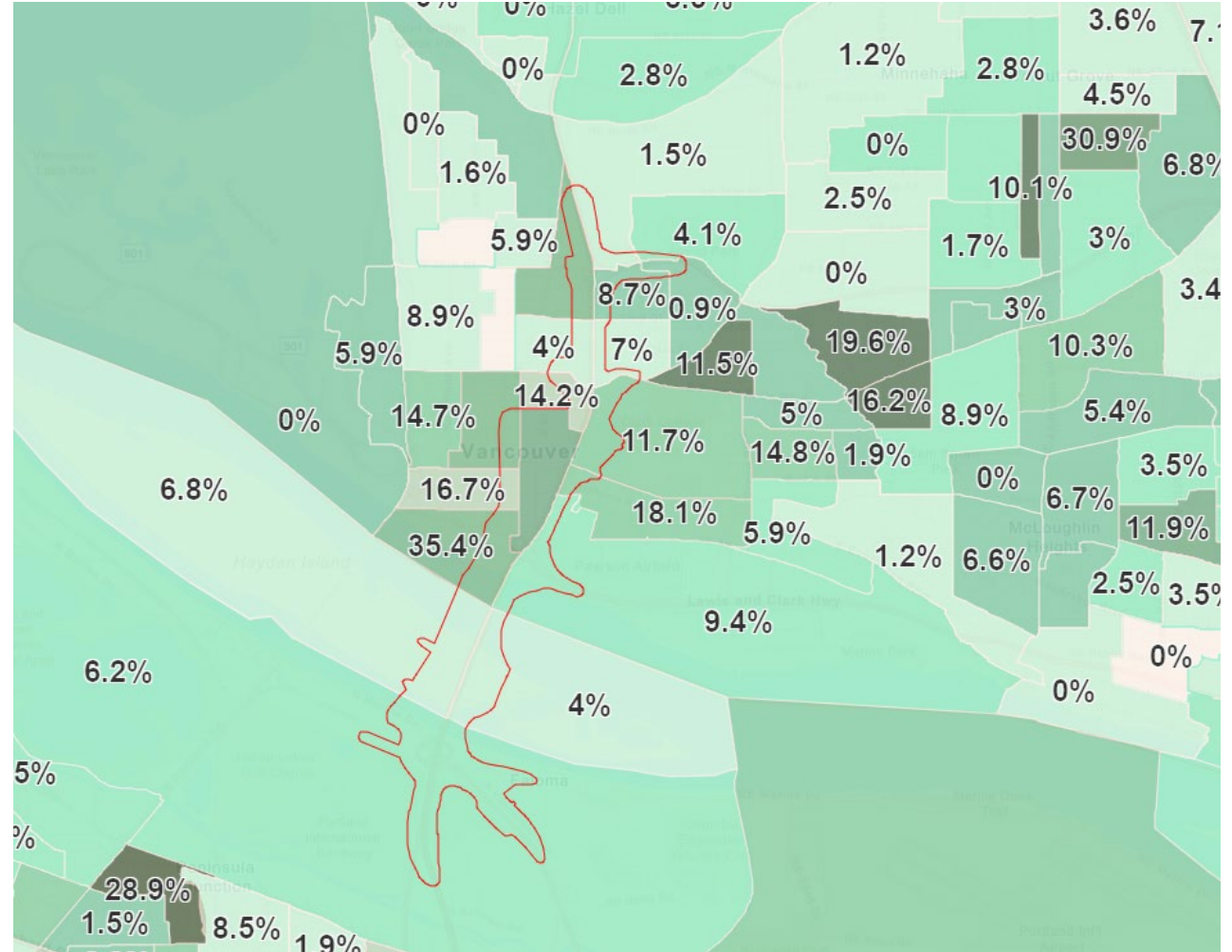
Expected Pedestrian and Bicycle Flows



Approach: Equity







Considerations:

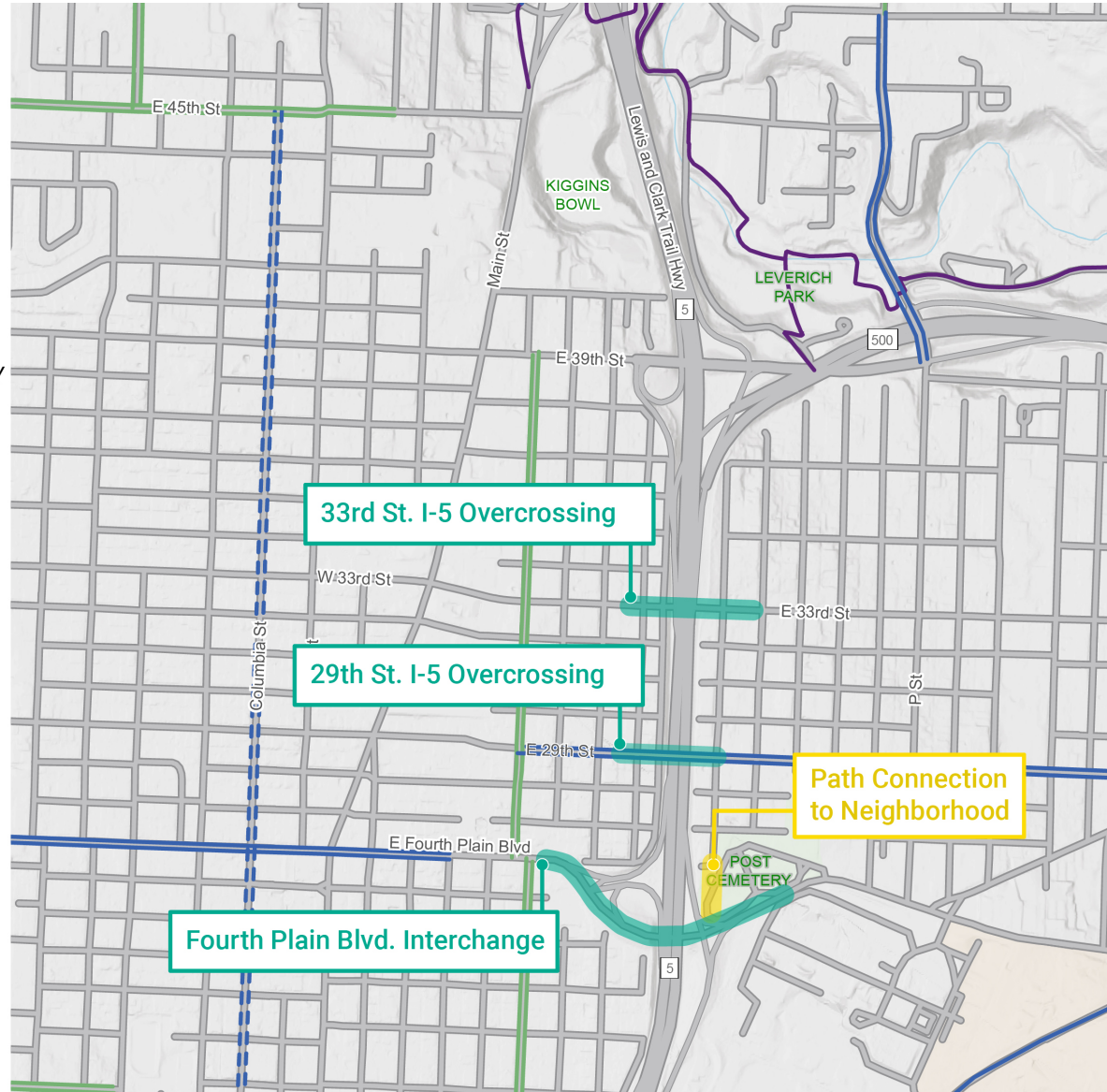
- ▶ Improve access options for:
 - People without vehicle access
 - Non-motorized commuters
- ▶ Strive for universal accessibility
- ▶ Connecting communities



IBR study area (APE) with Equity Index Score and percentage of households without vehicle access

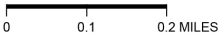
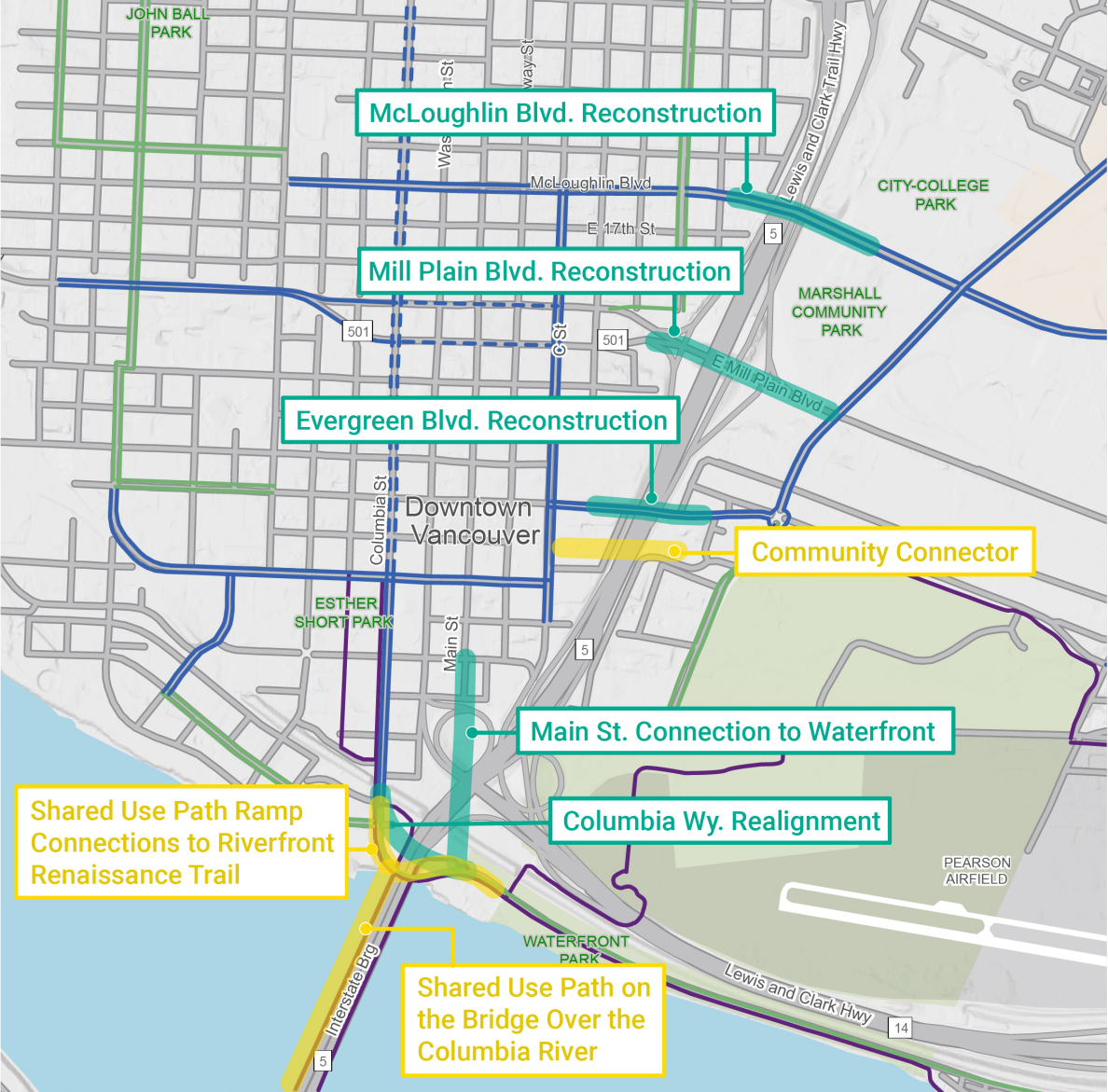
Vancouver Neighborhoods

-  EXISTING BIKE LANE
-  PLANNED BIKE FACILITY
-  EXISTING SHARED ROADWAY
-  EXISTING OFF-STREET PATH/TRAIL
-  NEW SHARED USE PATH & ACCESS RAMPS
-  ACTIVE TRANSPORTATION IMPROVEMENTS ON NEW/ RECONSTRUCTED STREETS



Downtown Vancouver

- EXISTING BIKE LANE
- - - PLANNED BIKE FACILITY
- EXISTING SHARED ROADWAY
- EXISTING OFF-STREET PATH/TRAIL
- NEW SHARED USE PATH & ACCESS RAMP
- ACTIVE TRANSPORTATION IMPROVEMENTS ON NEW/RECONSTRUCTED STREETS



Bridge Crossing over the Columbia

North Portland Harbour Bridge
Approx 0.2 mile crossing



10 seconds drive



4 minutes walk

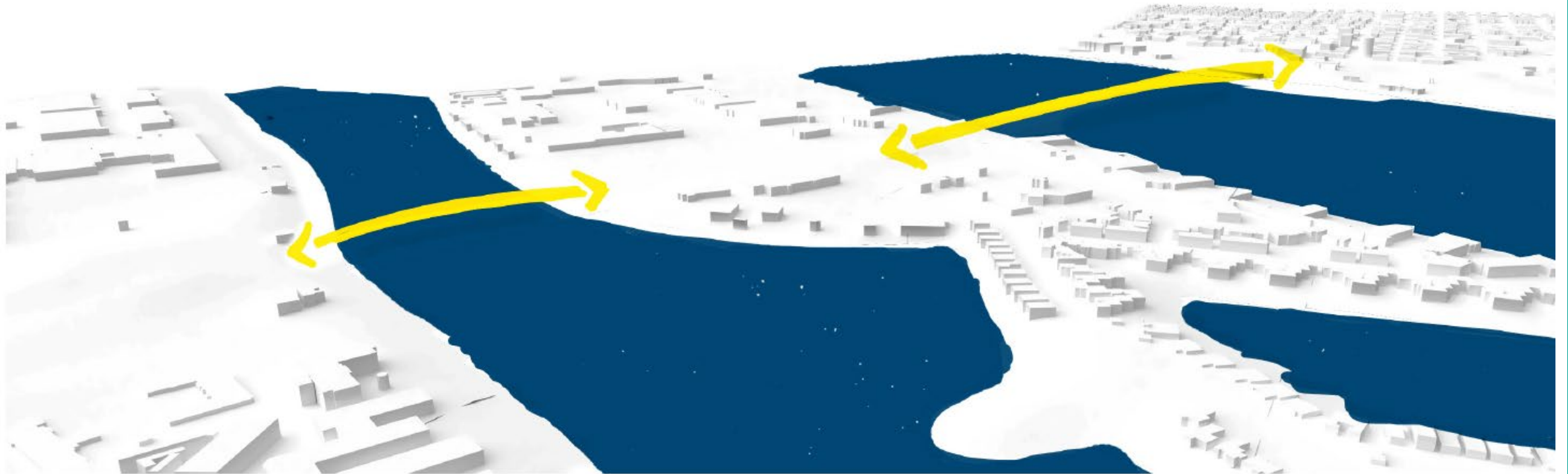
Columbia River Bridge
Approx 0.5 mile crossing



25 seconds drive

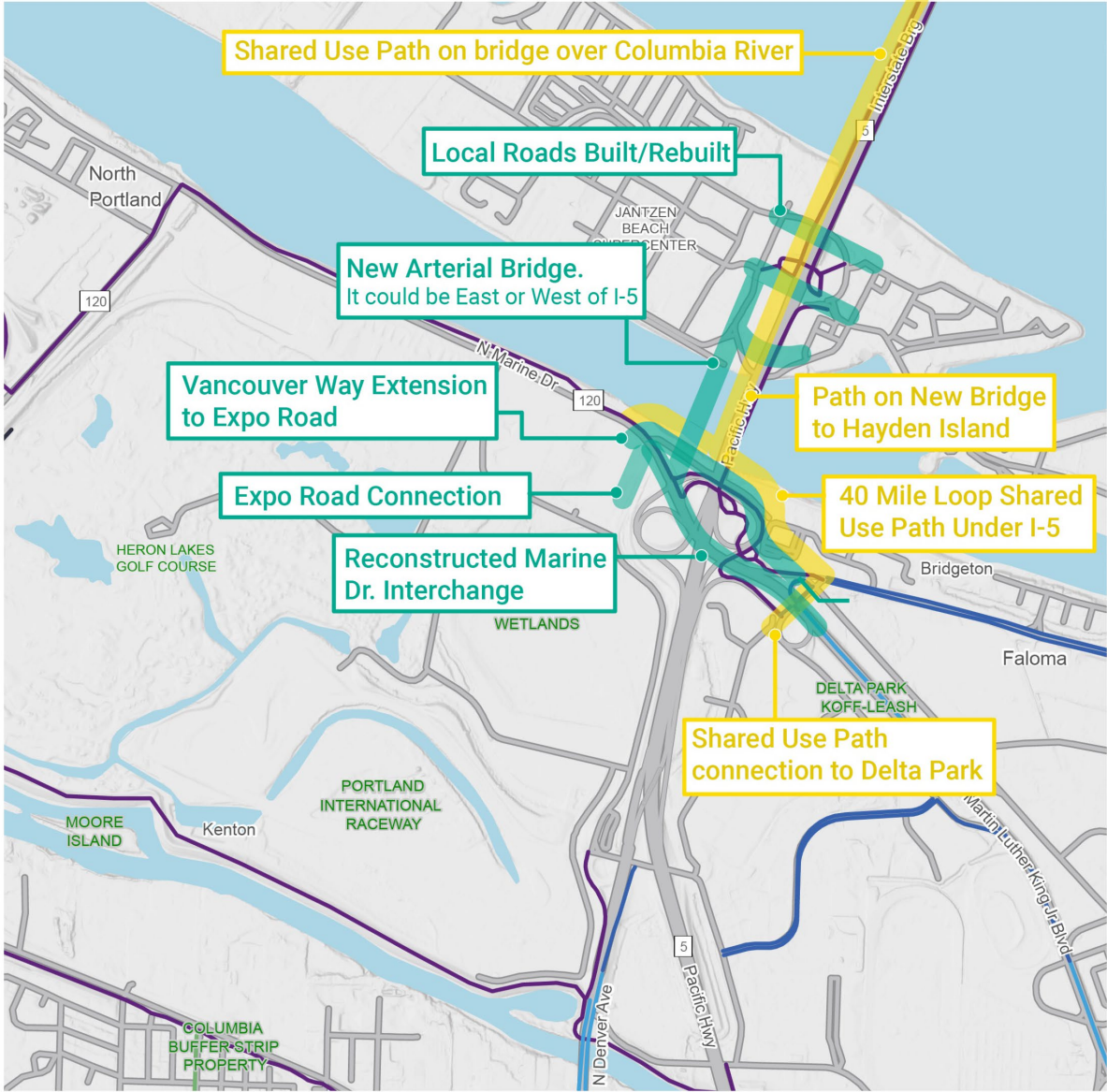


10 minutes walk



Marine Drive and Hayden Island

- EXISTING BUFFERED BIKE LANE
- EXISTING BIKE LANE
- EXISTING SHARED ROADWAY
- EXISTING OFF-STREET PATH/TRAIL
- NEW SHARED USE PATH & ACCESS RAMPS
- ACTIVE TRANSPORTATION IMPROVEMENTS ON NEW/RECONSTRUCTED STREETS



Break

15 minutes

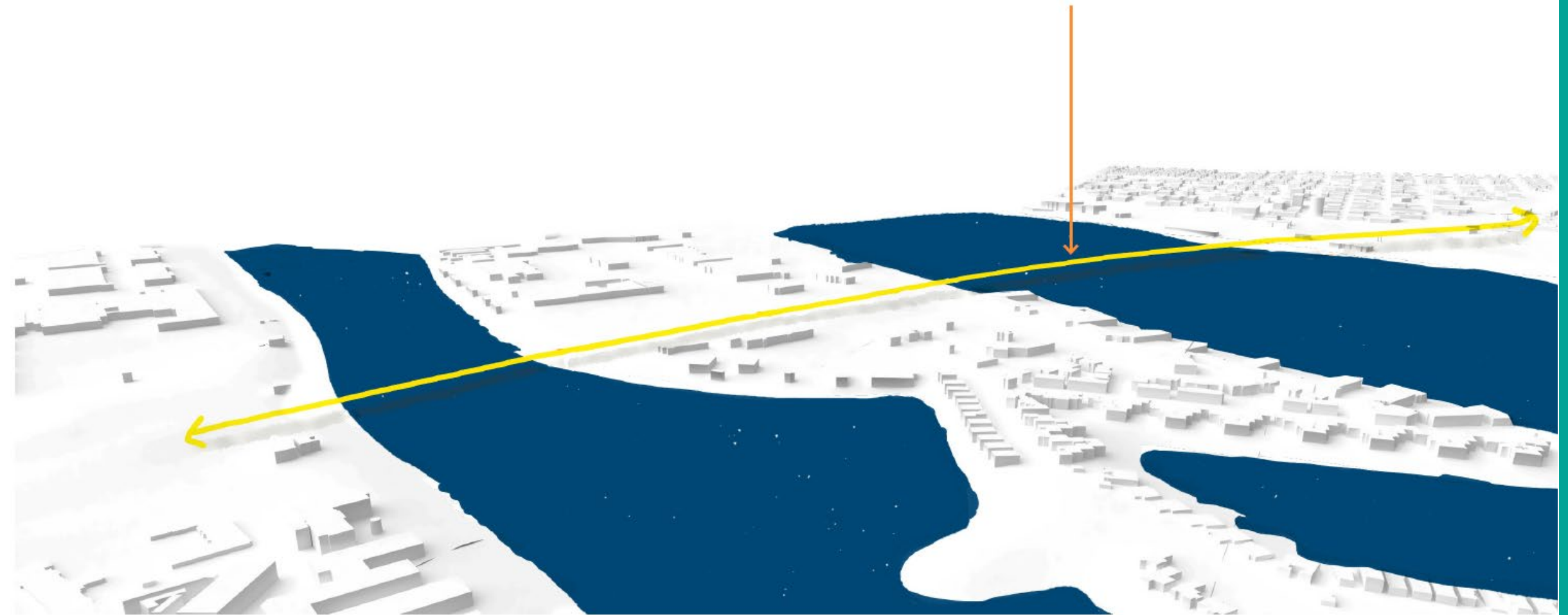
Preliminary Design Options

Katie Magle, IBR Technical Lead
Derek Abe, IBR Technical Lead

Design Options for Q1 2022 Decision

- ▶ **Bridge Crossing over the Columbia**
 - Location of Shared Use Path within the structure
- ▶ **Downtown Vancouver bridge connection**
 - Height and nature of the ramps
- ▶ **Hayden Island and Marine Drive Interchange types**
 - Shared Use Path location
 - Access ramps – length, location, legibility
 - Local street connections

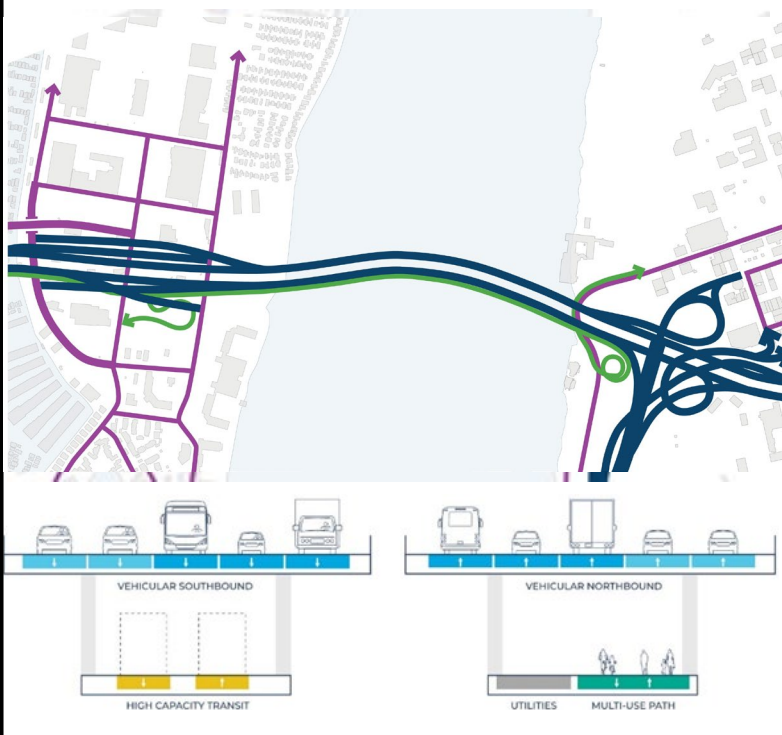
Bridge Crossing over the Columbia



Bridge Crossing over the Columbia

- ▶ 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

Option 1: 2013 LPA



Option 2: Straight Alignment

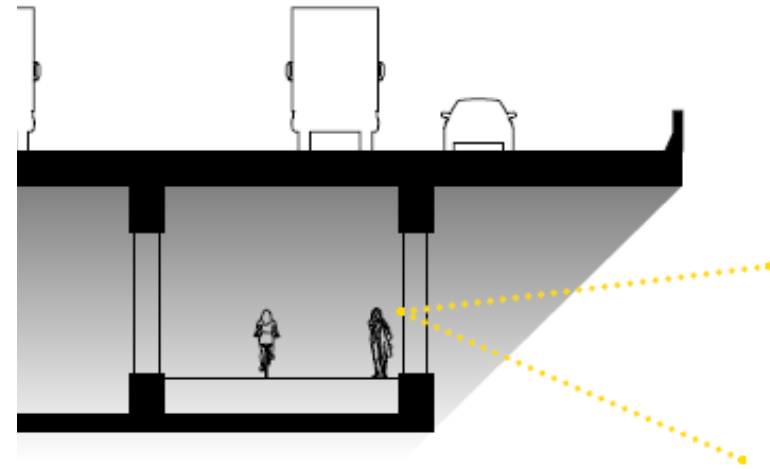
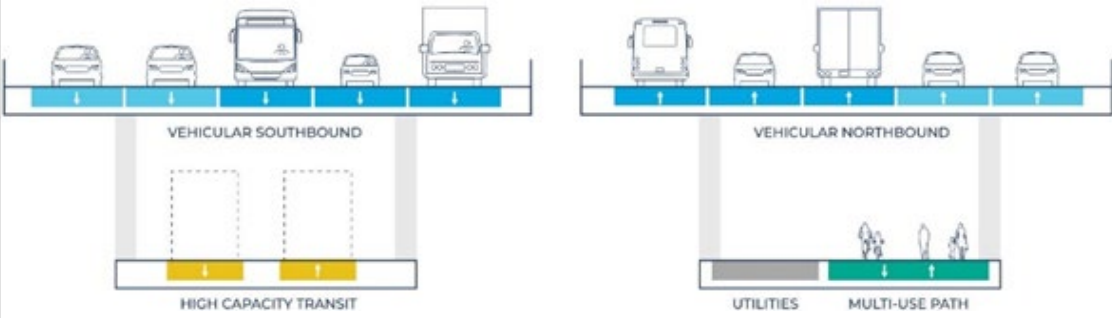
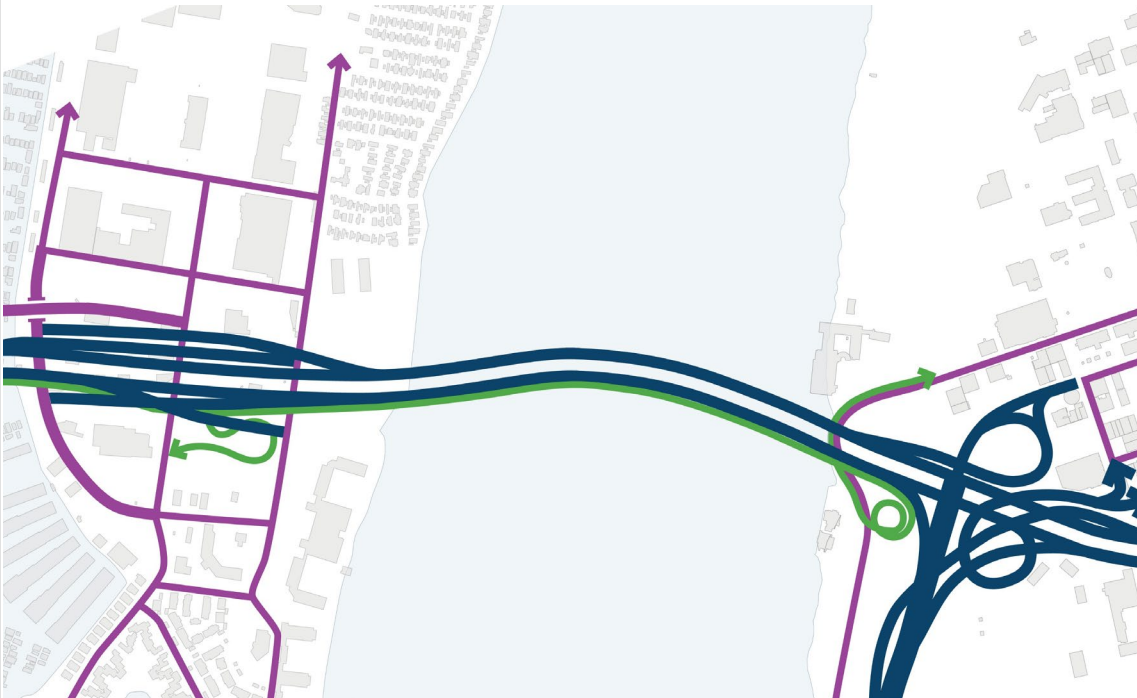


Option 3: Stacked Alignment



Bridge Crossing over the Columbia

Option 1: 2013 LPA

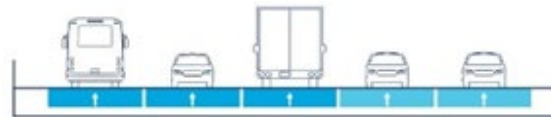


Bridge Crossing over the Columbia

Option 2: Straight Alignment



VEHICULAR SOUTHBOUND



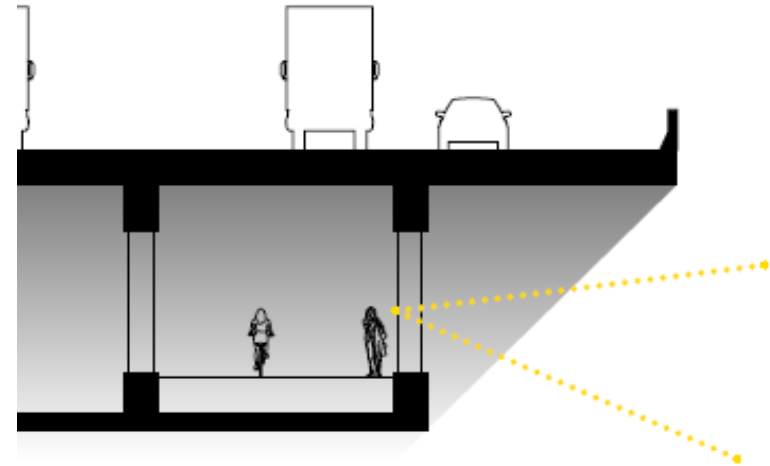
VEHICULAR NORTHBOUND



HIGH CAPACITY TRANSIT

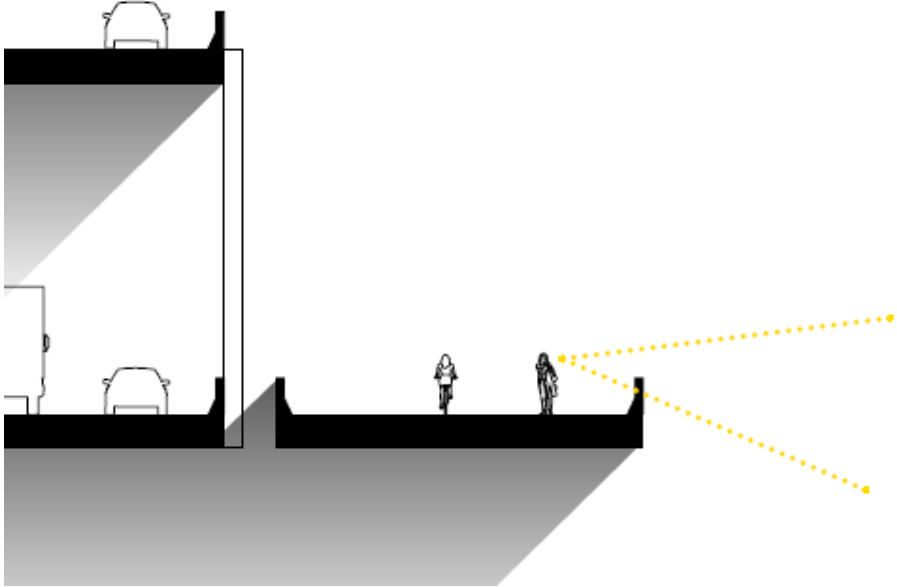
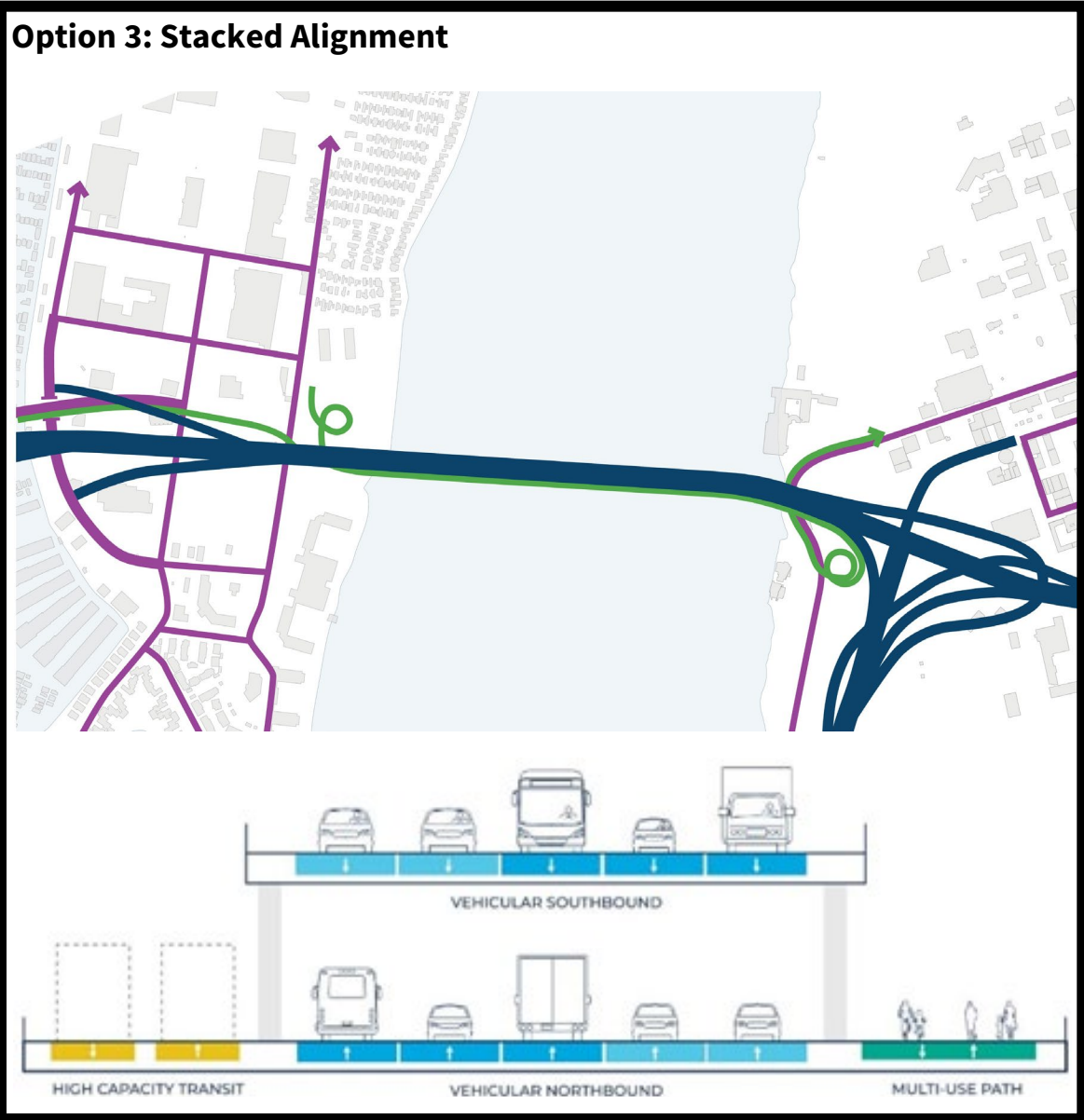


UTILITIES MULTI-USE PATH



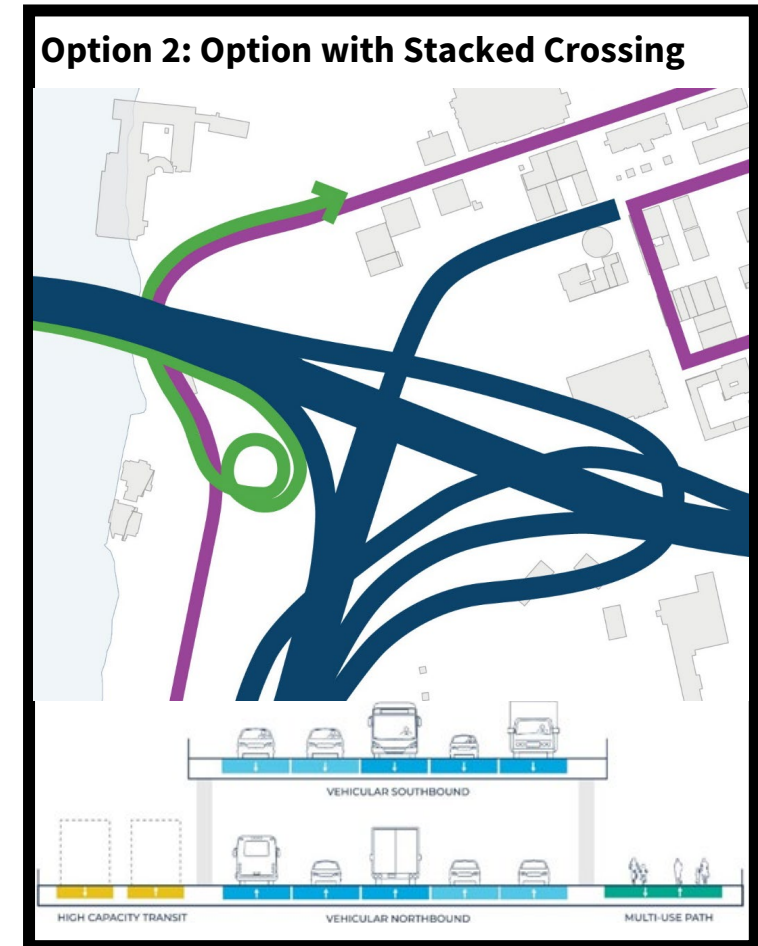
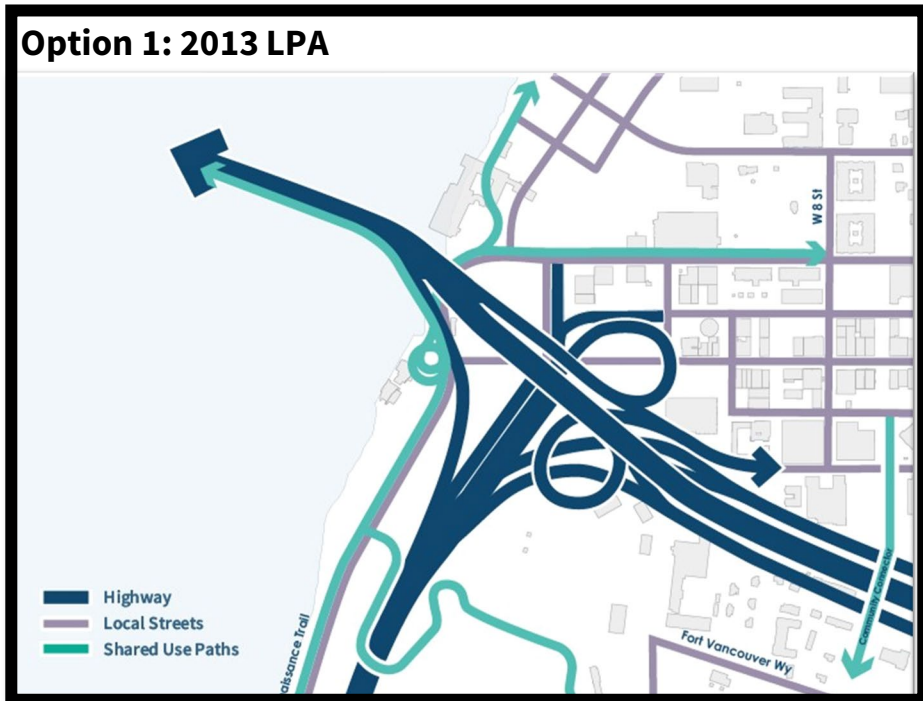
Bridge Crossing over the Columbia

Option 3: Stacked Alignment



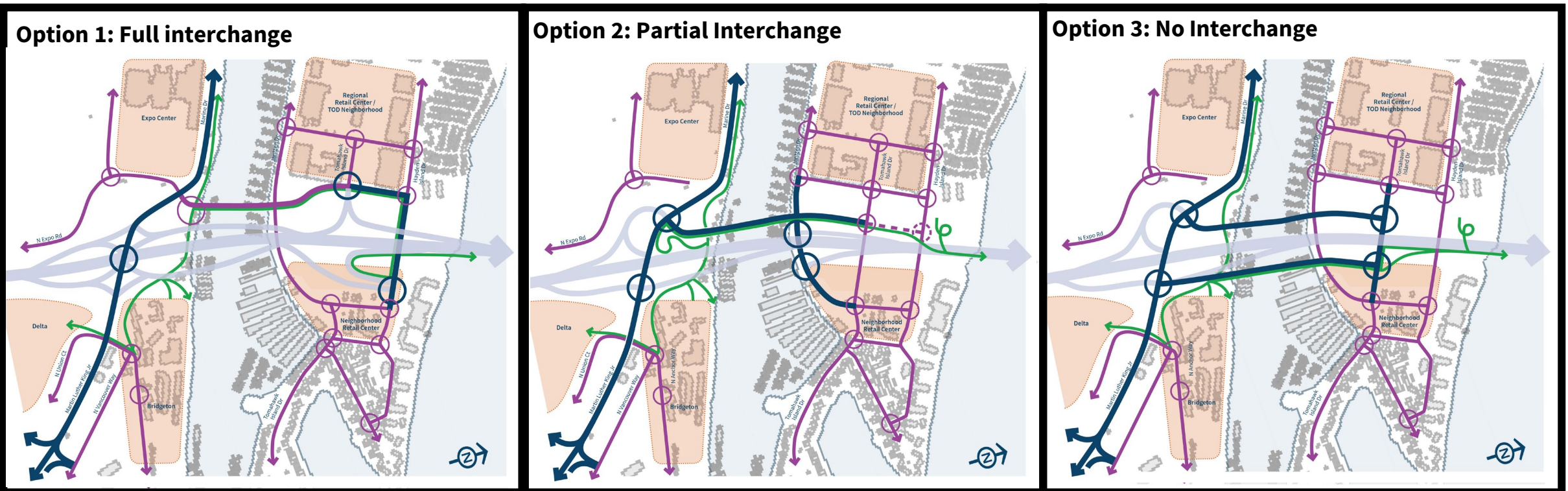
Downtown Vancouver

- ▶ 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



Hayden Island and Marine Drive Interchanges

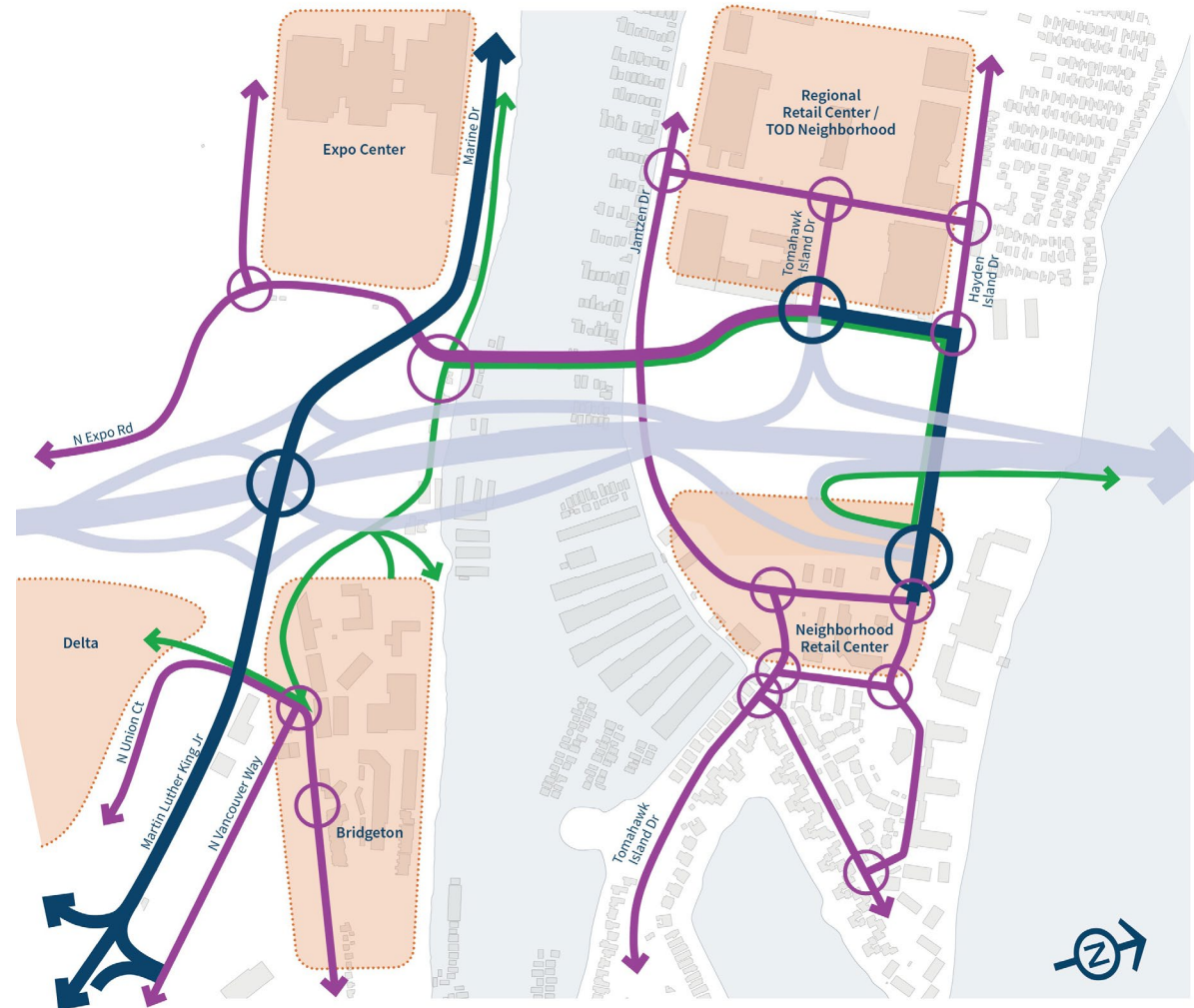
- ▶ Options that consider different ways to access Hayden Island by foot, bike, transit, and car
- ▶ All options include replacing the North Portland Harbor Bridge
- ▶ Future design work, informed by community engagement, will develop details for connecting multi-use paths, with the intention to connect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

Hayden Island and Marine Drive Interchanges

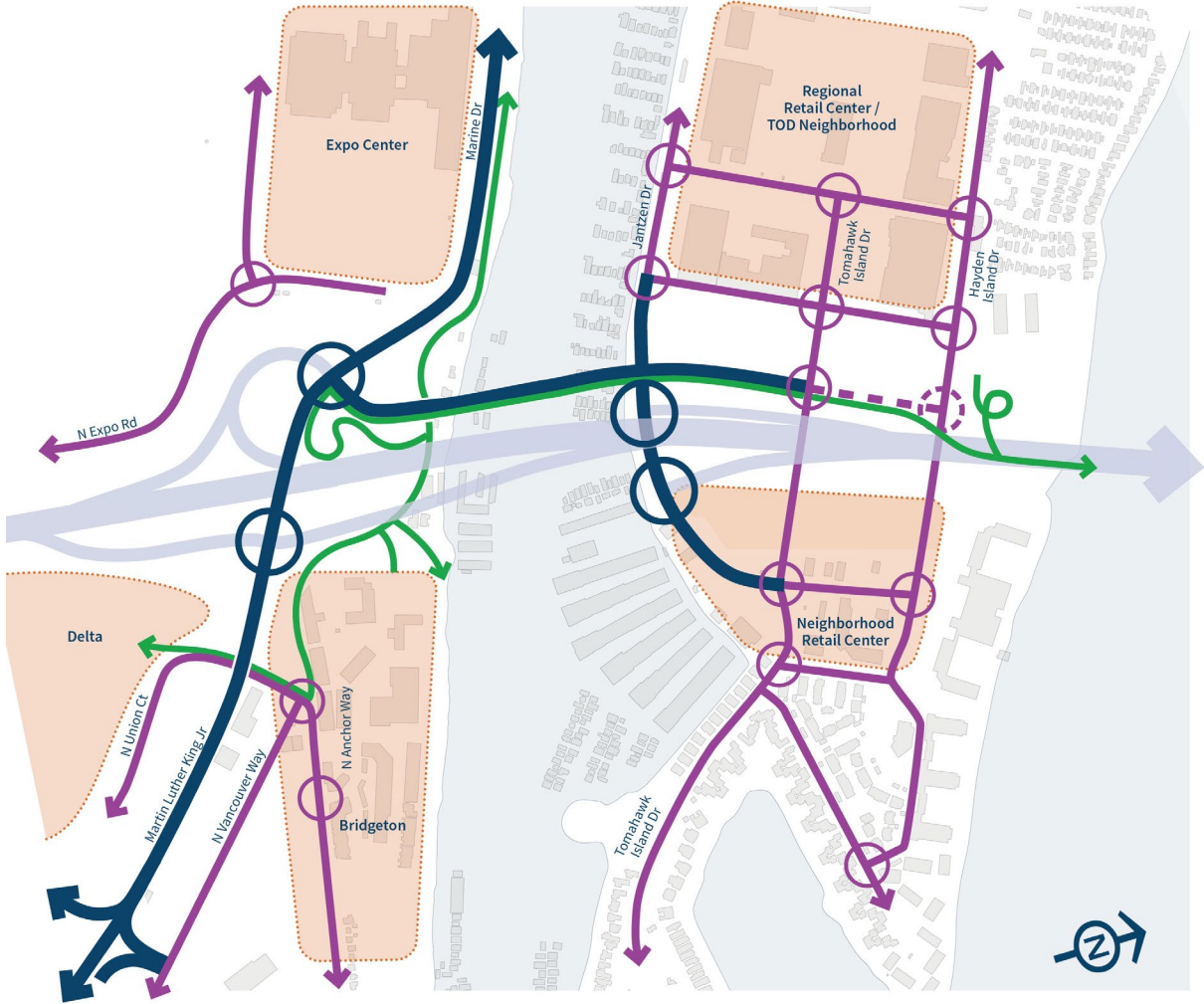
Option 1: Full interchange



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

Hayden Island and Marine Drive Interchanges

Option 2: Partial Interchange



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

Hayden Island and Marine Drive Interchanges

Option 3: No Interchange



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

Breakout Session Questions

- ▶ **Reflecting on the images we presented this evening,**
 - What do you feel strongly about?
 - What inspires you about these proposed options?
 - Are there any concerns that you haven't heard addressed yet this evening?

Participants are currently in a
breakout session

Breakout session report out

Program timeline & next steps

Program Timeline



Design Options Survey

▶ November 10 – December 10

- **Purpose:** Gather community feedback on preferences and priorities associated with the user experience and/or attributes of design options (not a ranking between options).
- Translations available in eight languages: Spanish, Vietnamese, Korean, Chinese (Simplified and Traditional), Slavic (Russian and Ukrainian), Somali
- interstatebridge.org/november

Online Open House

► Live Now!

- **Purpose:** Provide overview of potential design options, timeline, and process for getting to an IBR Solution

- Translations available in eight languages: Spanish, Vietnamese, Korean, Chinese (Simplified and Traditional), Slavic (Russian and Ukrainian), Somali

- interstatebridge.org/november

Getting to the IBR Solution

Developing a safe and equitable solution for future generations...

Your feedback matters! Combined with stakeholder, advisory groups and partner input, your suggestions will contribute to identifying a new multimodal bridge replacement solution that meets the transportation needs of the region - now and for future generations. Below, find out about where the program is in the planning process. Starting in November, you can share your feedback in an online survey. Your input will help guide the decisions to identify a bridge replacement solution that meets everyone's needs.

Look for our online survey coming November

Receive a notification when the survey is live!

Stations

- Previous Planning Efforts**
In 2004, the Columbia River Crossing (CRC) project was formed by the Washington and Oregon Departments of Transportation to address Interstate 5 corridor transportation issues identified by regional leaders through long-range planning studies.
[LEARN MORE](#)
- Design Options**
The program is working to identify a solution to address changes that have occurred since the previous solution was identified. For each component that responds to a change, the IBR program and local partners are developing preliminary design options for consideration.
[LEARN MORE](#)
- Equity Framework**
An essential first step of the IBR program's commitment to centering equity is to develop a shared understanding of what the program seeks to achieve and how it will be accomplished. The IBR Equity Framework outlines the program's approach and the resources it will use to advance equity.
[LEARN MORE](#)
- Climate Framework**
- Environmental Compliance**
Environmental compliance is foundational to the
- Identifying an IBR Solution + Next Steps**

Additional Engagement Opportunities

- ▶ Follow us on social media
- ▶ Sign-up for our newsletter, interstatebridge.org/news
- ▶ Email info@interstatebridge.org
- ▶ Today's meeting recording and materials: interstatebridge.org/community-working-groups
- ▶ Program information library: interstatebridge.org/library



Thank you!

info@interstatebridge.org

<https://www.interstatebridge.org>