

HAYDEN ISLAND MARINE DRIVE COMMUNITY WORKING GROUP (CWG) MEETING #2

Subject: Community Working Group Meeting #2 Summary

Date and Time: December 7, 2021, 4:30 to 7:00 P.M.

Location: Zoom Webinar and YouTube Livestream

WELCOME REMARKS & INTRODUCTIONS

Sam Imperati, facilitator for the Hayden Island/Marine Drive Community Working Group (CWG), welcomed everyone to the meeting and provided an overview of accessible participation options including closed captions and ASL interpretation. Sam led an introductory exercise where each participant shared which physical element of the Interstate Bridge that they most identify with. Sam then provided an overview of the CWG framework, roles, and responsibilities. This was the second and final CWG meeting currently scheduled, with additional engagement opportunities throughout the process on an as-needed basis.

PROGRAM OVERVIEW

Brad Phillips, IBR Technical Lead, began by providing an overview of the program timeline between now and early 2022. The program will continue to refine design options to address changes since the previous planning effort in 2013, embed equity and climate considerations within the design options, finalize screening criteria to evaluate design options, and engage in a two-way dialogue with the community around design options. By early 2022, the program seeks to develop and reach consensus on the IBR multimodal design solution in collaboration with partners and stakeholders. Brad shared that design options were developed in collaboration with agency partners, and in response to changes since previous planning efforts, while incorporating current regional values and priorities. A summary of Interstate Bridge transportation concerns expressed by CWG participants during the previous meeting include dissatisfaction with the current Marine Drive interchange access on Hayden Island, existing heavy traffic conditions in the area, a desire to see a transit connection serving Hayden Island and Marine Drive, and a difficult pedestrian environment on Hayden Island.

OVERVIEW OF PRELIMINARY DESIGN OPTIONS

The program is evaluating a variety of options that differ in constructability and bridge footprint. All design options include a dedicated transit guideway, a multi-use path, and vehicle travel. Brad shared an overview of High Capacity Transit options under consideration by the program:

- 4 potential Light Rail Transit (LRT) options
- 3 potential Bus Rapid Transit (BRT) options
- 1 Dedicated BRT and LRT to Hayden Island
- 1 Bus on Shoulder (BOS) option

The three options for the bridge crossing over the Columbia River:

- 2013 Locally Preferred Alternative (LPA) option: Two separate bridges with a curved alignment. The curved alignment provides constructability challenges.
- Straight alignment option: Similar to the 2013 LPA option but a straight alignment, rather than curved, which allows for easier constructability.
- Stacked alignment option: One bridge with southbound traffic stacked on top of northbound traffic. This option has a smaller footprint over the Columbia River compared to other options.

The two options for how the Interstate Bridge will connect to downtown Vancouver and the I-5 corridor:

- 2013 Locally Preferred Alternative (LPA) option: Allows connectivity to downtown Vancouver and SR-14 via on/off ramps. This option includes all existing ramp connections that exist today.
- Option with stacked crossing: Limits direct access to downtown Vancouver via I-5 due to stacked alignment structural considerations.

The five options for Hayden Island and Marine Drive interchanges:

- Full folded diamond interchange option: 2013 Locally Preferred Alternative (LPA). Ability to access Hayden Island directly from I-5 in either direction. This option has one intersection on Marine Drive and includes a west arterial bridge.
- Full tight diamond interchange option: Ramps from WA that connect to Jantzen Drive and ramps from the OR side that would connect to Hayden Island Drive. This option has one intersection on Marine Drive and includes a west arterial bridge.
- Half interchange option with west arterial bridge: Hayden Island accessible via I-5 interchanges to and from Washington. Hayden Island access to and from Oregon available via Marine Drive interchange and west arterial bridge.

- Half interchange option with west and east arterial bridges: This option includes an additional arterial bridge on the east side that connects directly to Vancouver Way and would provide local access to the Bridgeton and Kenton communities without needing to access I-5 or MLK Blvd.
- No interchange option: No access to Hayden Island via I-5 interchanges in either direction. All Hayden Island access available via Marine Drive interchanges and arterial bridges from Portland to Hayden Island.

All Hayden Island and Marine Drive interchange options include replacing the North Portland Harbor Bridge due to seismic vulnerability.

Brad stated that it is important to note that the program is currently conducting a screening process of these options and will soon have data showing the different impacts from each of the interchange options. We need to know how the change of traffic will be addressed by each of these options. We don't have that data yet, but we expect to have it in December or January.

QUESTIONS & COMMENTS

CWG Participant: People are saying that they really want to solve the problem of the interchange at I-5 and Marine Drive for traffic coming onto I-5 from the port. The flyover or braided ramp option may solve this; we want to see more information on that.

Brad: We need to do that traffic analysis to understand the differences and I appreciate the feedback and understand that this is a priority.

CWG: How are these options you are presented any better than the options that we've already created in the past? I don't have enough context about these options to know which option will be better. Has the traffic study been ordered and when should we expect to see it?

Brad: Yes, the traffic study is in process, and we expect to begin seeing results in December. The IBR team is currently working on this. The screening process and data analysis will tell us what "better" means from a data perspective.

Sam: It is important to note that the important technical analysis is happening right now and in the screening process, the IBR program will look at how each of these options perform under the various scenarios and that information will be considered before any decision is close to being made.

MATRIX OF PRELIMINARY INTERCHANGE DESIGN OPTIONS

Sam introduced a guiding document titled *Matrix of Preliminary Design Options* (Appendix A) that was developed to provide an understanding of the differences between each of the five preliminary design options for Hayden Island and Marine Drive interchanges. In the first column, the document lists each design option 1-5. The next six columns display different categories of screening criteria data that correspond to each option and illustrate their different design elements. The categories of screening criteria are:

- A. Marine Drive Interchange: Number of Intersections
- B. Hayden Island Interchange: Location of Intersections
- C. Access to Hayden Island
- D. Local Connectivity
- E. Shared Use Path
- F. Transit Station Access

See Appendix A.

QUESTIONS & COMMENTS

CWG Participant: The City of Portland has said that they want large trucks to travel on Columbia and Lombard and not on Marine Drive. I would like to know which of these options would allow large trucks going north or south on I-5 (or coming from the port) to have an option to travel east toward the airport without using Marine Drive.

CWG participant: When the traffic data has been gathered, what additional columns or categories will exist on this matrix document to show differences between the options?

Brad: There are quite a few. We're looking at how each of the options perform for freight, we're looking at environmental impacts, equity – there are so many additional categories of screening criteria that we will continue to look at.

Sam then stated that the matrix will be used to distinguish certain design elements of each interchange option from the existing conditions. He then introduced IBR Technical Lead Tom Bennett to present an in-depth look at the different design elements of each option.

ELEMENTS OF THE FIVE OPTIONS

Tom then presented data illustrations for each screening criteria category corresponding to preliminary design options 1-5.

QUESTIONS & COMMENTS

CWG Participant: I can't tell how these options would be different from what exists. These diagrams need to also show existing conditions. I can't tell what we're talking about without seeing what pieces already exist versus what you would be adding.

Tom: None of the existing highway structure that exists today would remain. We do not have diagrams showing existing conditions but thank you for that comment.

CWG Participant: One of the key concerns identified by our neighbors is the safety of the entrance onto I-5 north on Hayden Island and how it has a cascading effect across I-5. Am I correct in assuming that in Option 1 the interchange to get onto I-5 North on Hayden Island is going to basically be the same interchange structure as it is today? If it is the same, will it still create the same hazardous merge and congestion that backs up to Columbia?

Tom: It is basically the same, yes.

Casey Liles (IBR): The ramps that you see crisscrossing on Jantzen Drive are called braided ramps. Today's condition is a weaving section between those ramps and they have to crisscross traffic. In Option 1, those ramps are separated and it's a much safer condition. For the traffic getting onto northbound I-5, the ramp is much longer and we have auxiliary lanes that we are planning for this section as well.

CWG Participant: Pertaining to Option 3. It looks like you've straightened out Jantzen Drive in this diagram, which would have a lot of impact on businesses that are there now. In Option 3, would Jantzen Drive be flattened out with the freeway passing up over it? The configuration of local streets and arterials is very different here in addition to the suggested freeway changes.

Brad: We haven't completed our design yet but yes that is our intention. Since we are replacing North Portland Harbor Bridge, we have flexibility in what we can do with Jantzen Drive (widening it, straightening it, raising it up). We do not have all of the details of what that would like yet but our next step is determining that.

CWG Participant: Will travel on Interstate Avenue and Victory Blvd be affected by any of these options? Will this travel remain the same as it is today?

Brad: Yes it would stay the same, we are not modifying Victory Blvd.

CWG Participant: This question pertains to all of the options, but especially Options 3-5. Have you considered a flyover ramp from eastbound Marine Drive to northbound I-5 to alleviate congestion in the options with two proposed intersections, and will you include the option for a future flyover ramp with any of these designs?

Casey: It isn't something that we have looked at yet in current designs, but I think it is a great comment that this is something we could consider in our designs, whether that be for the base design or as a future option.

PULSE POLLING

Sam led participants through a series of pulse polls containing questions intended to capture participants' initial impressions of each interchange design option based on the information that was just presented. Each question had four categories for response: Support; Support with Suggestions; Do Not Support; Currently Unsure.

The first poll asked, "In the moment, what is your current level of support for Option 1 (Full Folded Diamond Interchange on Hayden Island)?"

- 5 participants selected "Support" (45%)
- 1 participant selected "Support with Suggestions" (9%)
- 2 participants selected Do Not Support (18%)
- 3 participants selected "Currently Unsure" (27%)

The second poll asked, "In the moment, what is your level of support for Option 2 (Full Tight Diamond Interchange on Hayden Island)?"

- 2 participants selected "Support" (18%)
- 6 participants selected "Support with Suggestions" (55%)
- 1 participant selected "Do Not Support" (9%)
- 2 participants selected "Currently Unsure" (18%)

The third poll asked, "In the moment, what is your level of support for Option 3 (Half Interchange to Jantzen Drive)?"

- 1 participant selected "Support" (9%)
- 1 participant selected "Support with Suggestions" (9%)
- 8 participants selected "Do Not Support" (73%)
- 1 participant selected "Currently Unsure" (9%)

The fourth poll asked, "In the moment, what is your level of support for Option 4 (Half Interchange to Tomahawk Island Drive)?"

- 0 participants selected "Support" (0%)
- 3 participants selected "Support with Suggestions" (27%)
- 5 participants selected "Do Not Support" (45%)

- 3 participants selected “Currently Unsure” (27%)

The fifth poll asked, “In the moment, what is your level of support for Option 5 (No Hayden Island Interchange)?”

- 0 participants selected “Support” (0%)
- 0 participant selected “Support with Suggestions” (0%)
- 9 participants selected “Do Not Support” (91%)
- 1 participant selected “Currently Unsure” (9%)

See Appendix B.

WRAP UP

Sam shared additional engagement opportunities with the group including upcoming advisory group meetings, social media, and the program newsletter, as well as links to the recording of the current meeting, meeting material presented, and the program information library. Feedback on specific preliminary transportation design options from these meetings will be presented to advisory groups, program stakeholders, and legislators to help them better understand the public perspective. There are currently no plans for the Hayden Island Marine Drive CWG to meet again, however the program may wish to reconvene the group for additional feedback in the future. Sam shared additional ways to learn about design options and provide feedback including an online open house and design options survey.

Sam thanked the participants for their time and adjourned the meeting at 7:05 PM.

MEETING PARTICIPANTS

Attendees	Role/Organization
Erik Molander	Bridgeton Neighborhood Association
Corky Collier	Columbia Corridor Association
Amy Cooney	East Columbia Neighborhood Association
Michael Strahs	Kimco Realty
Tom O’Connor	At-Large Community Participant
Ellen Churchill	Hayden Island Neighborhood Network (HINooN)

Attendees	Role/Organization
Tom Dana	Hayden Island Manufactured Home Community
Tom Hickey	Bridgeton Neighborhood Association/CAG Member
Martin Slapikas	Hayden Island Neighborhood Network (HINooN)
Ryan Webb	Confederated Tribes of Grand Ronde
Sam Imperati	Facilitator
Brad Phillips	IBR Technical Lead
Tom Bennett	IBR Technical Lead
Casey Liles	IBR Technical Lead
Katy Belokonny	IBR Communications

Additional Participants

Members of the public viewed the meeting via the YouTube livestream during the meeting.

MEETING RECORD AND MATERIALS

Meeting Recording

A recording of the meeting is available here:

<https://www.youtube.com/watch?v=lzNDruXOy4g&t=1194s>

Meeting Materials

The meeting materials are available here:

<https://www.interstatebridge.org/get-involved-folder/calendar/hayden-island-marine-drive-working-group-2/>

APPENDIX A – MATRIX OF PRELIMINARY INTERCHANGE DESIGN OPTIONS

MATRIX OF DESIGN OPTIONS	Elements	A. Marine Dr. Interchange: # of Intersections	B. Hayden Island Interchange: Location of Intersections	C. Access to Hayden Island	D. Local Connectivity	E. Shared Use Path	F. Transit Station Access
Existing Conditions		1 intersection	“Center Ave” & Hayden Island Dr.	I-5 NB I-5 SB	Hayden Island Dr. Jantzen Dr. Pier 99 St.	Narrow and indirect	Local bus service
Full Interchange	Option 1: Full Folded Diamond	1 intersection	“Center Ave” & Hayden Island Dr.	I-5 NB I-5 SB West Arterial Bridge (Expo Rd.)	Hayden Island Dr. Jantzen Dr. Pier 99 St.	Connection to Hayden Is Dr. West Arterial Bridge to 40 Mile Loop	LRT station West of I-5, access to be determined
	Option 2: Full Tight Diamond	1 intersection	Jantzen Dr. & Hayden Island Dr.	I-5 NB I-5 SB W. Arterial Bridge (Expo Rd.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.
Half Interchange	Option 3: Half with West Arterial Bridge	2 intersections	Jantzen Dr.	I-5 SB W. Arterial Bridge (Marine Dr.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Hayden Is Dr. West Arterial Bridge to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.
	Option 4: Half with West and East Arterial Bridges	2 intersections	Jantzen Dr.	I-5 SB W. Arterial Bridge (Marine Dr.) E. Arterial Bridge (Vancouver Way)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. and Hayden Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.
No Interchange	Option 5: None	2 intersections	None	West Arterial Bridge (Marine Dr.) East Arterial Bridge (Marine Dr.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. and Hayden Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.

APPENDIX B – PULSE POLLING RESULTS

Pulse Polling Results

	Support	Support with Suggestions	Do Not Support	Currently Unsure
Option 1 (Full Folded Diamond Interchange on Hayden Island)	45%	9%	18%	27%
Option 2 (Full Tight Diamond Interchange on Hayden Island)	18%	55%	9%	18%
Option 3 (Half Interchange with West Arterial Bridge)	9%	9%	73%	9%
Option 4 (Half Interchange with West and East Arterial Bridges)	0%	27%	45%	27%
Option 5 (No Hayden Island Interchange)	0%	0%	91%	9%