



Community Advisory Group Meeting

June 8, 2023



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<https://ibr.news/captions>

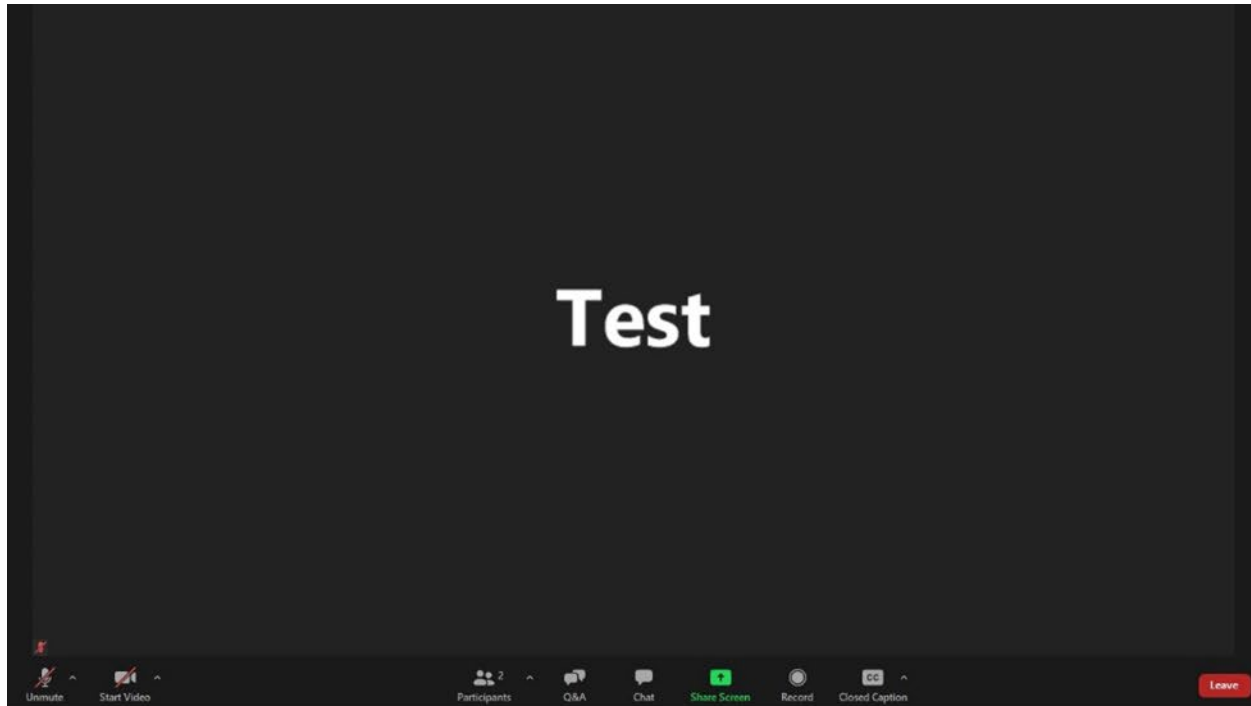
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Los subtítulos en Inglés están disponibles en Zoom y YouTube.

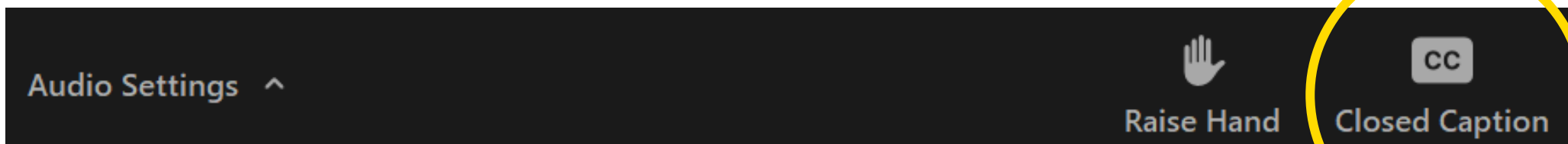
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1. At the bottom middle of your screen you should see a menu of options. If you can't see the menu, hover your mouse over the bottom middle of the screen.
2. Then click on the “CC” icon and a separate window with captions will appear.



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).**
- ▶ **Verbal public comment will be welcome in the Zoom Webinar during the designated time, with the option to turn on your web camera.**
 - Please use the link located in the meeting description on the YouTube meeting page or on the IBR CAG meeting webpage.
 - Commenters will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ **To comment by phone:**
 - Dial: +1 669 900 6833 or +1 408 638 0968
 - Enter 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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Our CAG Meeting Space

- ▶ 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

Time	Topic
4:00 p.m.	Welcome & Updates <ul style="list-style-type: none">• CAG Co-Chairs• CAG Members• Program Administrator
4:20 p.m.	<ul style="list-style-type: none">• Bridge Visualizations
4:35 p.m.	Design: <ul style="list-style-type: none">• Program area investments and aerial roll map
4:55 p.m.	<ul style="list-style-type: none">• Urban Design: Bridge Architecture-- Design Process & Goals• Discussion —<ul style="list-style-type: none">○ What will be important to you as an individual?○ What will be important to the organizations you represent?
5:50 p.m.	Public Comment
5:55 p.m.	Final Thoughts Meeting Adjourned

Welcome CAG Members

Ed Washington & Lynn Valenter

CAG Co-Chairs

CAG Sharing

- ▶ Welcome – Ed
- ▶ Open discussion – CAG Members
 - Please share your name, organizational affiliation or at-large status, and pronouns
 - Check in – What was your first job?

CAG Q2 2023 Meeting Topics:

*In alignment with our **CAG Community Values and Priorities**, our first quarter CAG focus will likely include an overview of the following topics with discussion*

~~▶ **May Focus: Equity in Urban Design**~~

~~*- A more in-depth discussion of equity in Urban Design*~~

▶ **June Focus: Urban Design**

- Bridge Architecture-- Design Process & Goals

▶ **July Focus: Urban Design**

- Hayden Island & Bridge Design Constraints

▶ **August Focus: Urban Design**

- Vancouver Waterfront & Bridge Configuration

***We will also include a discussion of recent community engagement efforts at every meeting*

Program Update

Ray Mabey, Assistant Program Administrator

Recent Program Updates

- ▶ **Neighborhood Forums**
 - Vancouver, 5/31
 - Portland, 6/6
- ▶ **Federal Grant Update**
- ▶ **Permitting Update**
- ▶ **Presentations**
 - Professional Engineers of Oregon
 - ODOT/ACEC Partnering Conference
 - ODOT Surveyors Conference
 - The Columbian Economic Forecast Breakfast
 - Heritage Study Group
 - Society of American Military Engineers



Urban Design Process

Casey Liles, Rob Turton, & Laura Langridge, IBR Urban Design



Bridge Design Goals

Introduction to design process and setting design goals

Tom Osborne and
Laura Langridge
IBR Bridge Design Team

08 July 2023

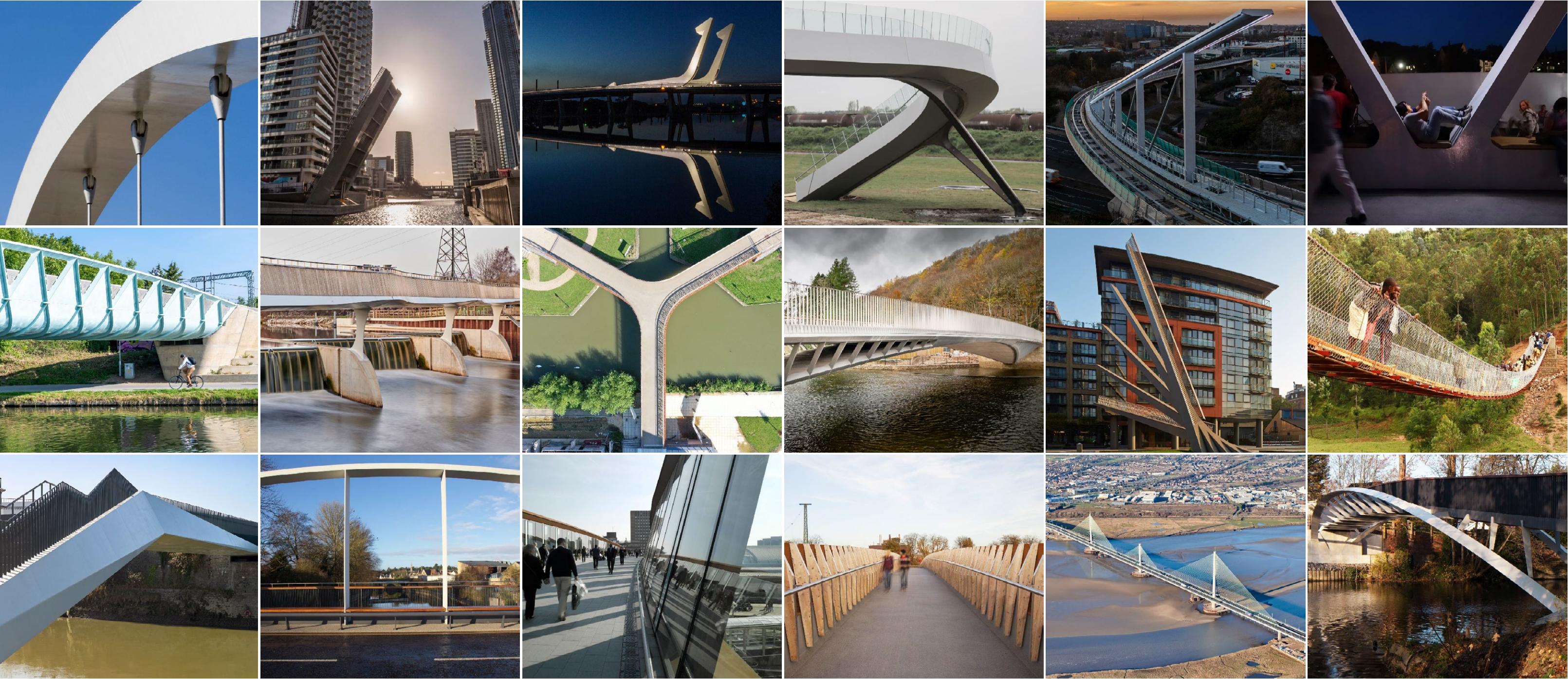
Meeting Topics

- Who are we?
- How will we get to a good design?
- Why and Who
- Exploring design goals for bridge users
- What is important to you as an individual?

Who are we?



Bridges are in our DNA...



Knight Architects

How do we get to a good design for IBR?

We want to arrive at the right design for IBR. To do that we need to establish what “good design” looks like for this site. This needs to be deliberate, clear and collectively understood.



How do we get to a good design for IBR?

Design is subjective, but we **do not** want to present you with solutions and simply ask you which you like best. The current renders simply illustrate a range of typologies, not finished designs.



How do we get to a good design for IBR?

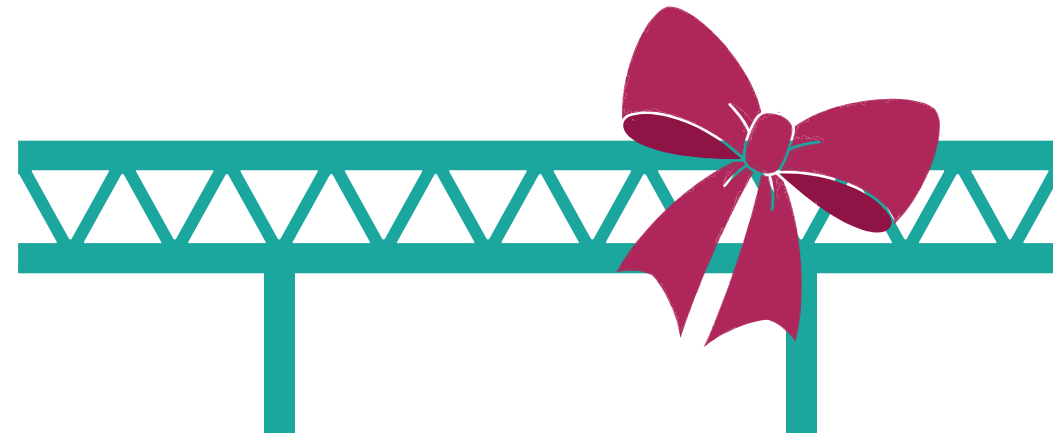
Assessing multiple options against multiple criteria can lead to confusing matrices, and may produce the 'least worst' design, but is unlikely to produce the 'best' design. This is **not the approach** we want to take.



Criteria	✓ ✓	✗	✗	✓	✓	✗
Criteria	✓	✗ ✗	✗ ✗	✓	✓	✗ ✗
Criteria	✓ ✓	✓ ✓	✓ ✓	✗	✓	✓ ✓
Criteria	✗	✓	✓	✗ ✗	✗	✓
Criteria	✗	✓	✓	✓ ✓	✗ ✗	✓
Criteria	✓ ✓	✗	✗	✓	✓ ✓	✗
Criteria	✓	✗	✗ ✗	✓	✓	✗
Criteria	✓	✓ ✓	✓	✗	✓	✓ ✓
Criteria	✗	✓	✓	✗ ✗	✗	✓
Criteria	✗ ✗	✓	✓	✓	✗ ✗	✓

How do we get to a good design for IBR?

We **do not** decorate bridge typologies, we develop site specific, integrated and efficient solutions that respond to their unique context.



Bridge Architecture ≠ Decoration

How do we get to a good design?

We don't yet know what the final design of the Interstate Bridge Replacement program will look like, but we do know how to get there - it involves asking the right questions.

Designers have a tendency to quickly jump to questions focused on the solution – “what does it look like?”, “how will it be built?” But good design must first begin with questions surrounding the challenge – “why is that required?” “who is that for?”

In short, the best solutions come from first thinking of people, and then thinking of the object.





WHY
WHO
—
WHAT
HOW

Considering the user in all parts of the design



Alignment Design

Structures

Urban/landscape design

Considering the user in all parts of the design



**BRIDGE
ARCHITECTURE**



**TRANSIT
NETWORK**



**STREET NETWORK
& STREETScape**

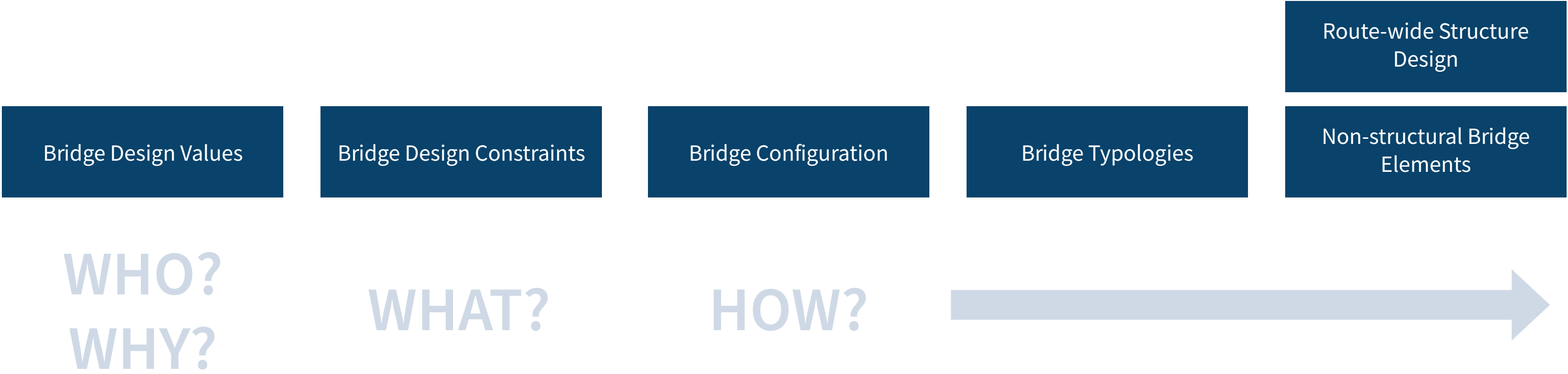


**SHARED USE PATH
& ACTIVE
TRANSPORTATION**



**PLACEMAKING
& OPEN SPACE**

Bridge Design Process



Why?

The project Purpose and Need and Desired Outcomes say a lot about the importance and needs of the program as a whole.

They don't tell us what the design of the bridge should be.

Problems we still face



Seismic vulnerability:

In a major earthquake, the bridge would likely be substantially damaged, potentially beyond repair.



Bike & pedestrian paths:

Narrow shared-use paths, low railing heights and proximity to travel lanes impede safe travel.



Public transportation:

Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.



Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and substandard ramp merging and diverging contribute to crashes.



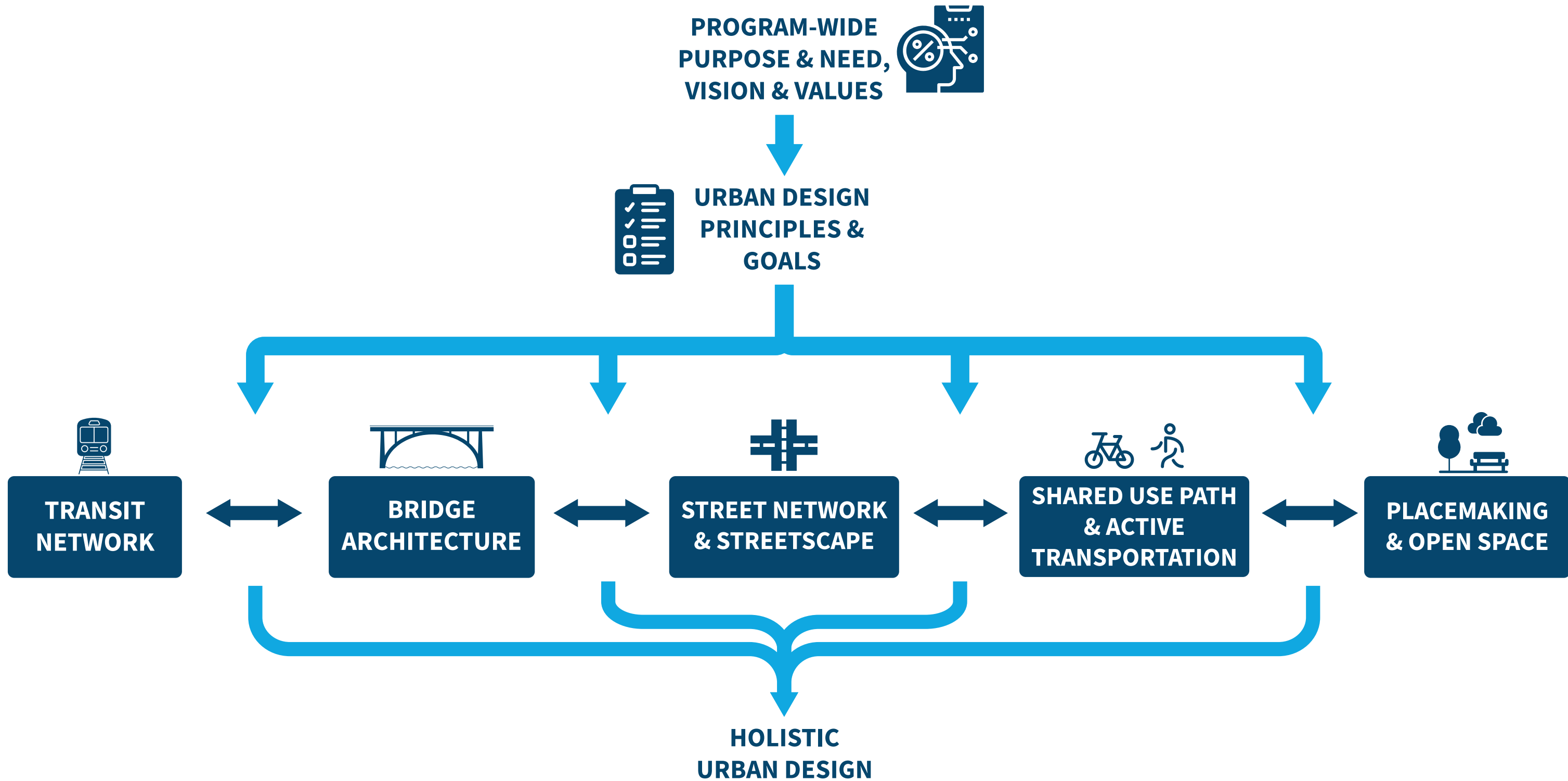
Freight movement:

Congestion and bridge lifts slow down freight carrying goods to and from Ports and along I-5, a critical economic trade route on the west coast.



Congestion: Over 138,000 vehicles crossed the Interstate Bridge each week day in 2018, resulting in 7 to 10 hours of congestion during peak travel times.

Developing Principles and Goals



IBR Desired Outcomes

Table 1. Desired Outcomes Associated with the Purpose and Need Statement

Purpose and Need for IBR	Desired Outcomes
Growing travel demand and congestion	More people can move through the program area.
	People of all ages, abilities, and incomes have access to move through the program area, regardless of mode.
	Regional trips stay on I-5.
	Travel times through the program area are faster and more predictable.
	Increase transportation choices and efficient travel patterns through coordinated land use and transportation planning.
Impaired freight movement	Freight travel through the program area is more reliable.
	Freight travel times through the program area are faster.
	Accommodate high, wide, and heavy cargo in existing and future routes.
Limited public transportation operations, connectivity, and reliability	More people have access to high-quality, affordable, and reliable transit.
	Transit connects people to their origins and destinations.
	Travel by transit is competitive with other modes.
	More people use transit.
Safety and vulnerability to accidents	Travel by transit is predictable, reliable, and consistent.
	Reduce overall crashes on I-5, including severe injury and fatal crashes.
	Reduce overall crashes, including severe injury and fatal crashes, on I-5 ramps, local streets, and active transportation networks in the program area.
	Safety is reflected in the design of all modes.
Substandard bicycle and pedestrian facilities	Fewer diverted trips from I-5 to local streets.
	Active transportation is an attractive mode, and more people walk and cycle, both to access transit and instead of traveling by autos.
	More people have access to high-quality active transportation facilities.
	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.
	The high-quality networks for walking/biking/rolling are convenient and connect destinations that are important for most trips.
Seismic	Bridges will be designed and constructed so that they will not collapse and will remain operable in a Cascadia subduction zone earthquake.

What Does this Mean Relative to Urban and Bridge Design?

Some Desired Outcomes will be met by all design options being studied.

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Some Desired Outcomes will be addressed in coordination with other disciplines

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What Does this Mean Relative to Urban and Bridge Design?

Some Desired Outcomes will be met by all design options being studied.

Some Desired Outcomes will be addressed by other disciplines

Some Desired Outcomes are directly linked to the design of the bridges and urban realm.

CAG Values & Priorities

- 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
-

Formulating the Design Goals

Some of the Desired Outcomes are so broad, it is difficult to respond to them specifically with design.

We need to establish specific design goals to guide us, build consensus and to evaluate options against.

These design goals are being built together with the Urban Design Team (Urban design Principles & Goals) and we have started building on these at the March CAG.



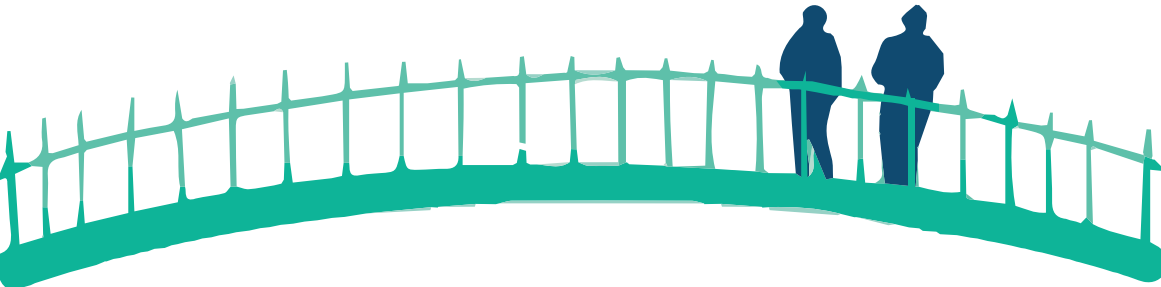
Thinking at a Human Scale

This is a very large program with big goals, yet the ‘human scale’ remains constant. The difference between the large scale of the program and the human scale is a significant challenge. Sometimes we can forget the scale of people remains constant.

If the perception of scale difference is too big, the program will not be successful for the people using it.

So far, we have discussed the zoomed out high level program investments. We want to focus attention today to the small scale people centered goals which are equally critical to the success of the program.

Architecture tries to reduce this scale differential.



Who?



Who?

There will be a wide variety of people who use this program; different needs, different modes of transport, different viewpoints. Good design responds to them all.

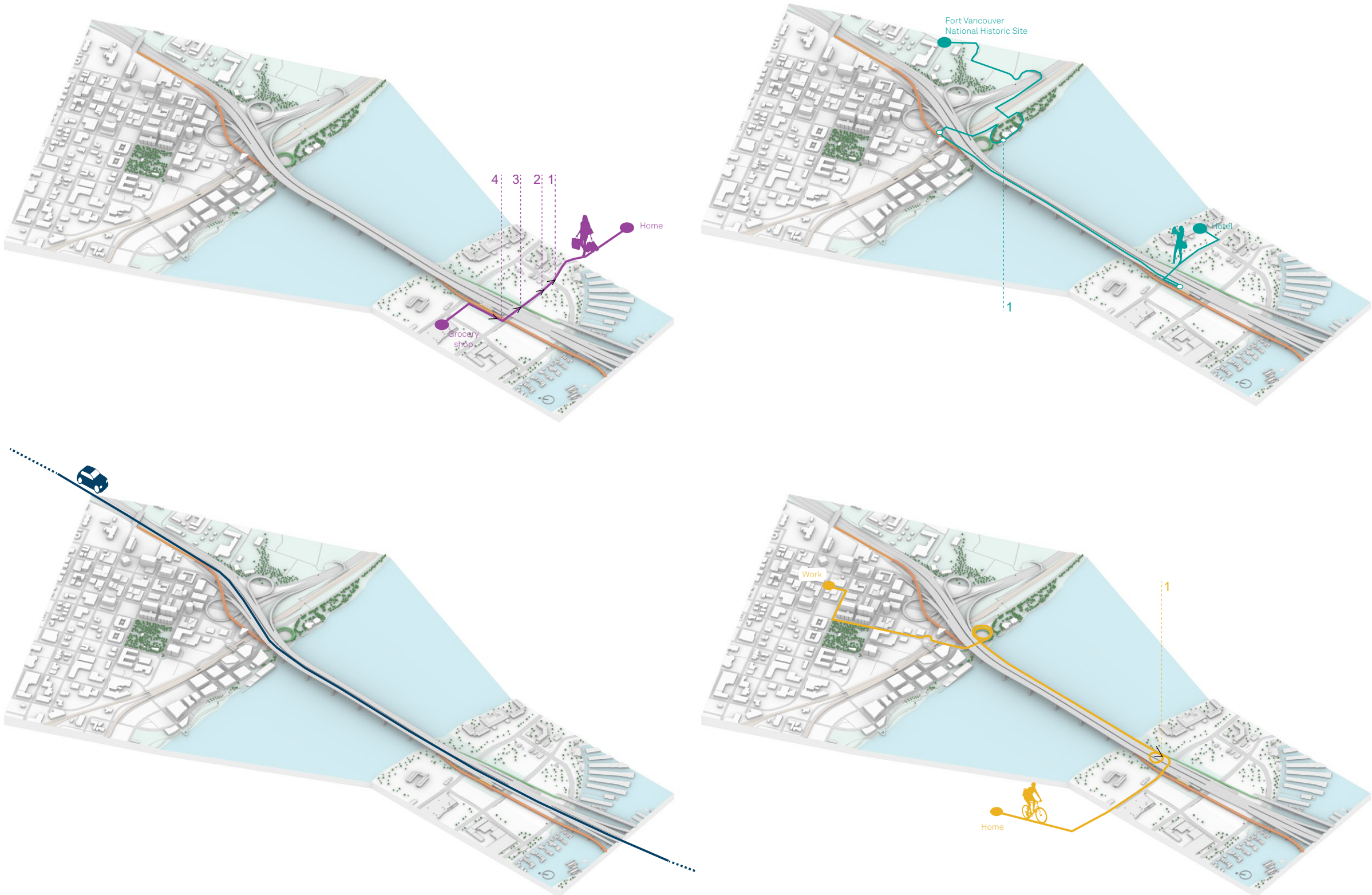
- On
- Under
- Around

Across the whole program and not only the main river crossing.



Who?

Rather than simply zooming around a 3D model, considering typical journeys can help to understand how the program impacts different users at the human scale



Trip to the grocery



Who: Lizzy and her nephew, residents

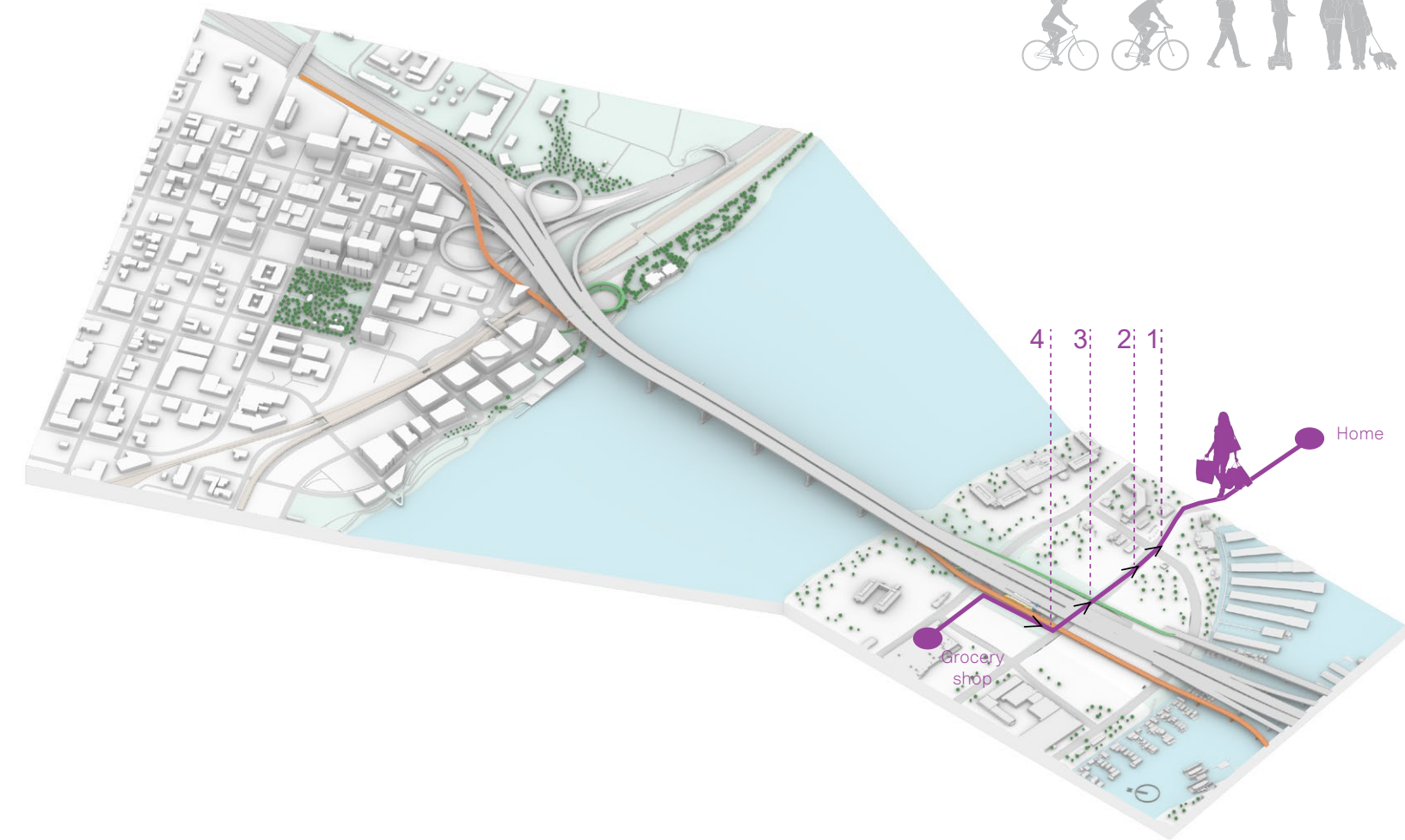
10 mins

On the bridge |

Under the bridge

Around the bridge

What is important for Lizzy at these points along the route?



1. I-5 visible in distance



Wayfinding

2. Near the threshold

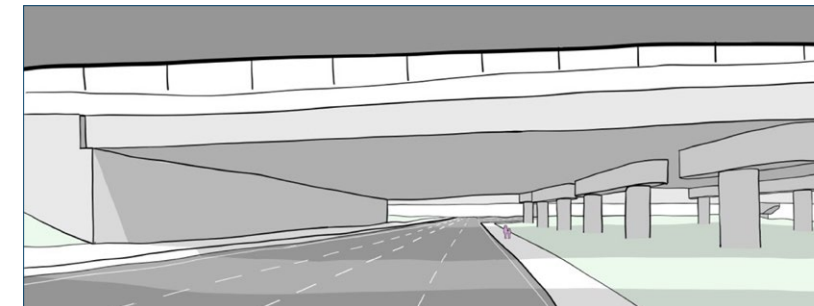


Welcoming threshold

Gradual transition between two different environments

Good onward visibility

3. Underbridge crossing



Proportions of space underneath

Desire for no blind corners

Finer detailing scale

Environment comfort (noise, odors)

4. Walking alongside the structure



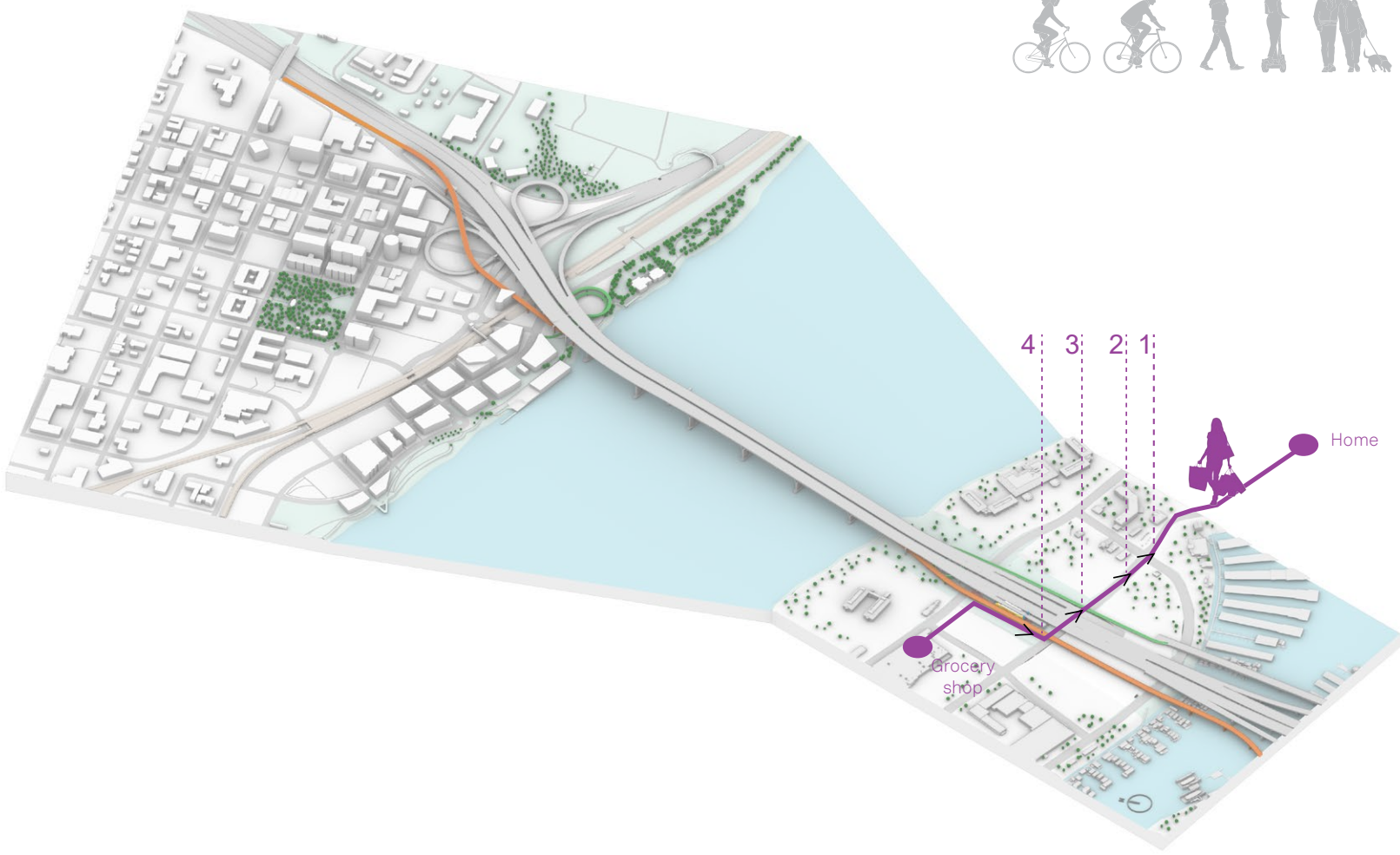
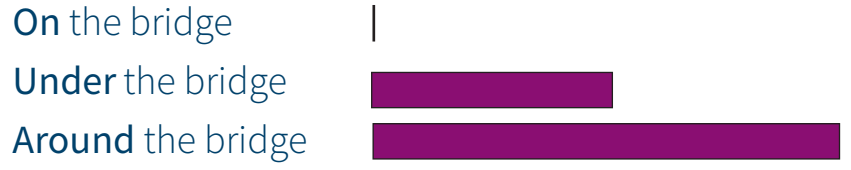
Desire for no unprogrammed areas requiring fencing

Visibility of train is exciting for nephew

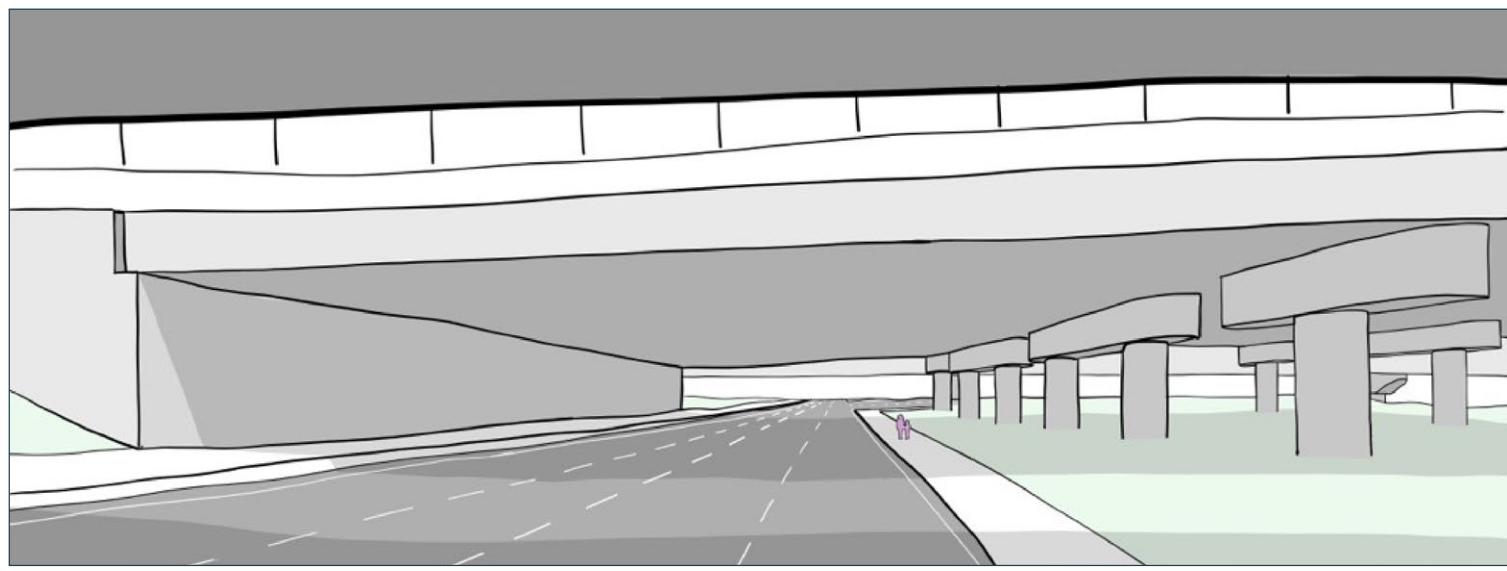
Trip to the grocery

Who: Lizzy and her nephew, residents

10 mins ⌚



3. Underbridge crossing



How can the structure design support equity?

- Feels safe for all users
- Does not negatively affect the quality of the surrounding community
- Shape and number of piers should reduce blind corners
- Human scale
- Material finishes and quality of appearance
- Clarity of structure
- Lighting

Trip to the grocery

What might be important at underbridge crossings



- Lighting
- Clear view of whole route to other side
- Clearly defined pedestrian zone
- No unprogrammed space

- Shape of abutments
- Profile of edge of deck



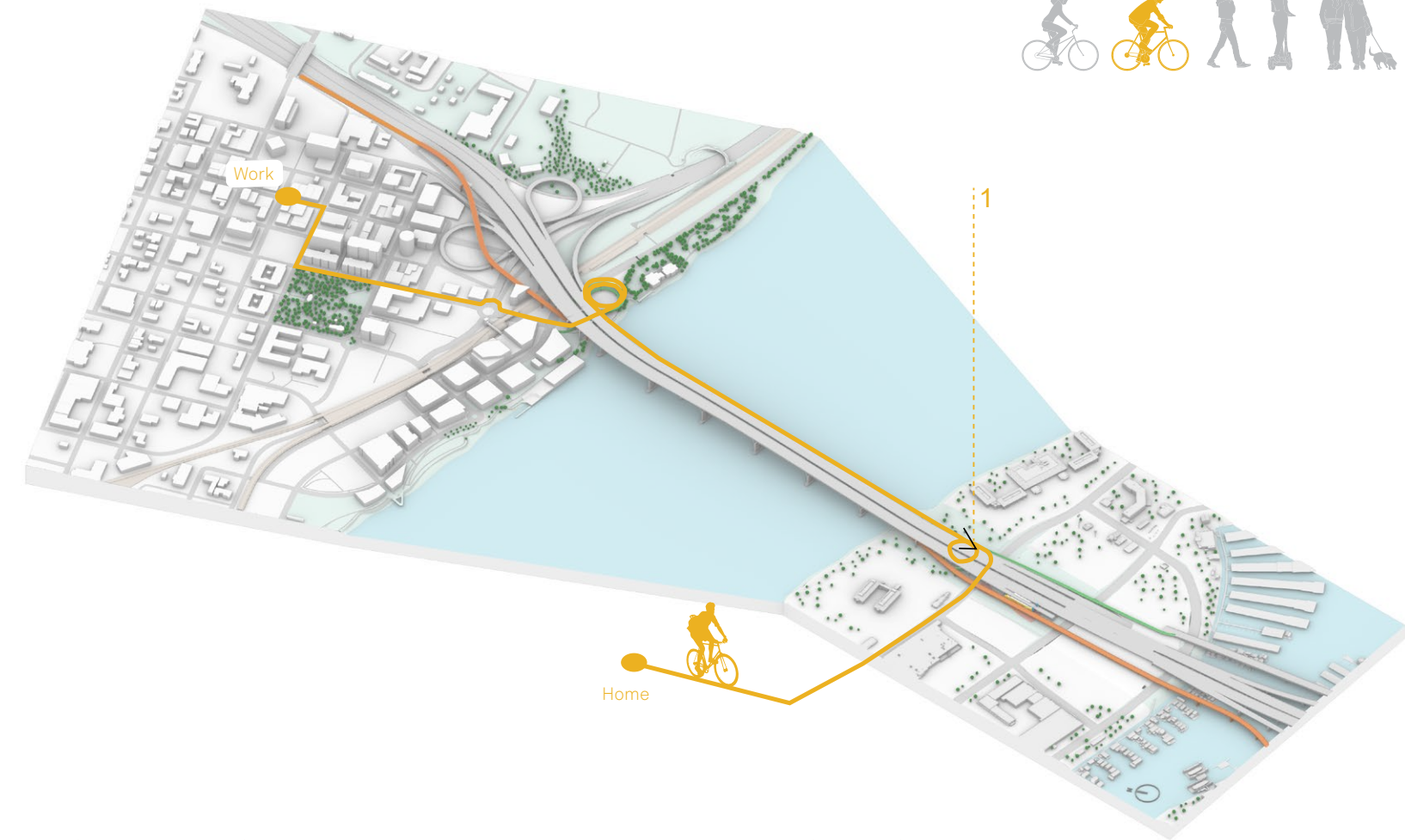
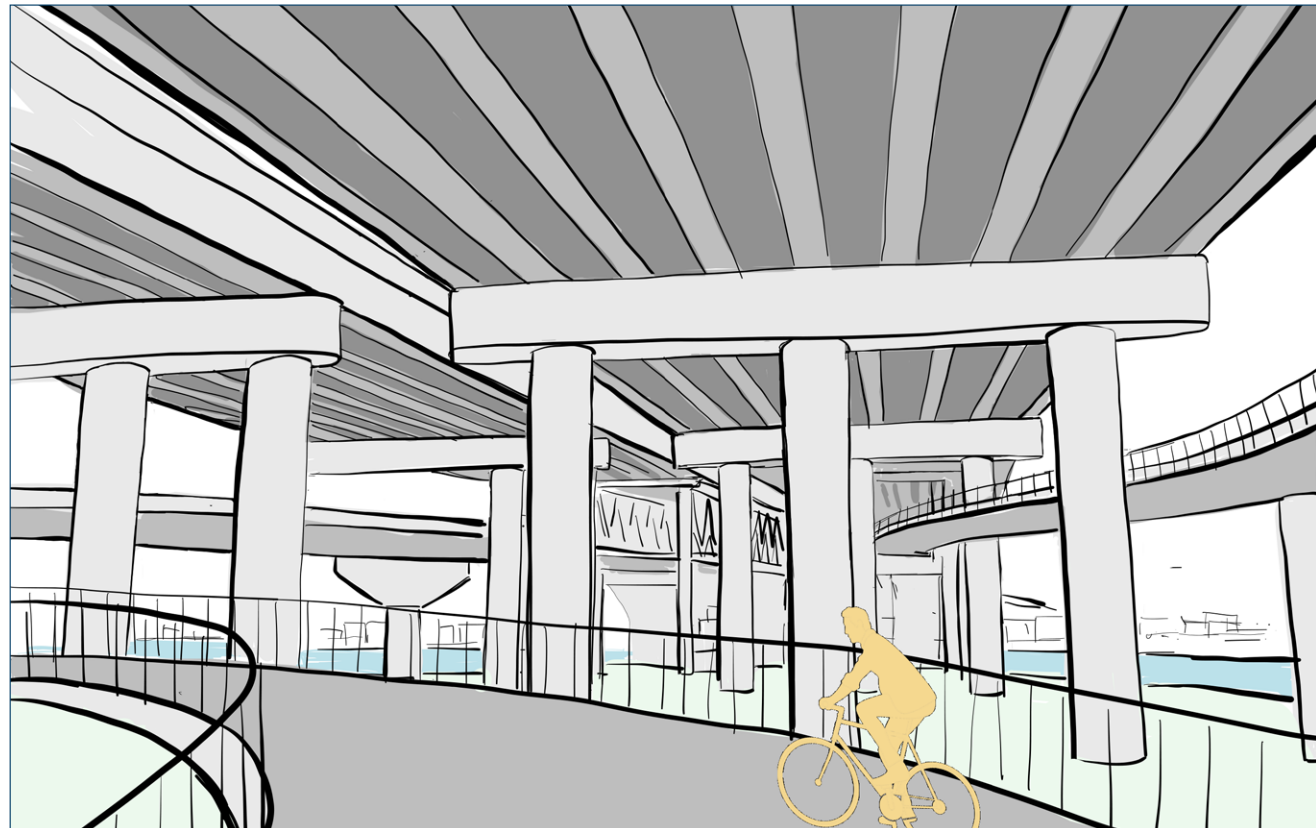
Precedents projects are shown here as relevant examples. Not all of these solutions will be possible exactly as shown, but lessons can be learned and applied for the IBR Program.

Route to work

Who: Rob, cyclist

On the bridge 
Under the bridge 
Around the bridge 

1. Shared Use Path approach ramp on Hayden Island



What might be important to Rob when climbing the approach ramps on his bike?

- Effort to climb ramps
- Natural wayfinding
- Visibility of route and perceived safety
- Views of the river
- Adequate light below the structures
- Shade
- Safety
- Appearance of materials and finishes including bridge soffit (underside of deck)

We will discuss more about the experience on deck at a later meeting.

Route to work

What might be important to Rob on the main crossing?



Separation from traffic
Clear views to the landscape
Wind protection

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Precedents projects are shown here as relevant examples. Not all of these solutions will be possible exactly as shown, but lessons can be learned and applied for the IBR Program.

Route to work

What might be important to Rob on the main crossing?

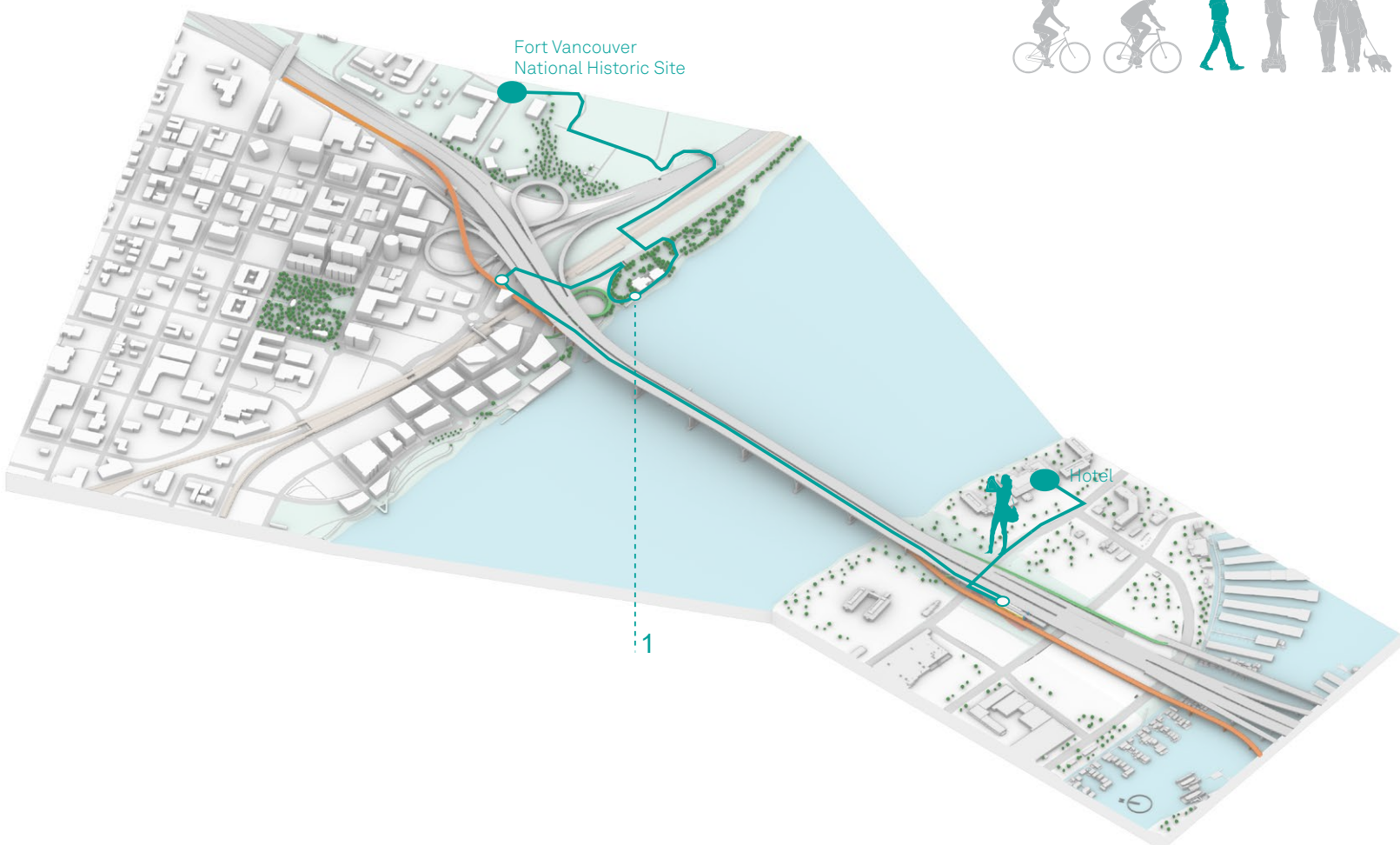


Enclosure (is it a good thing?)
 Eyes on path
 Safe environment

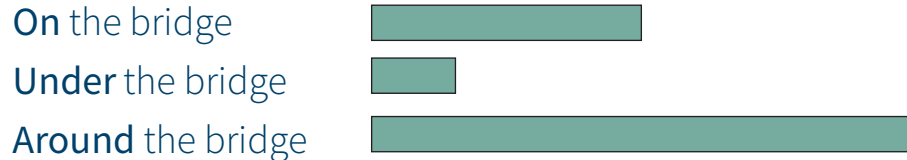
Segregated cycle lanes?
 Rest areas
 Open views through parapet(railing)?

Shade

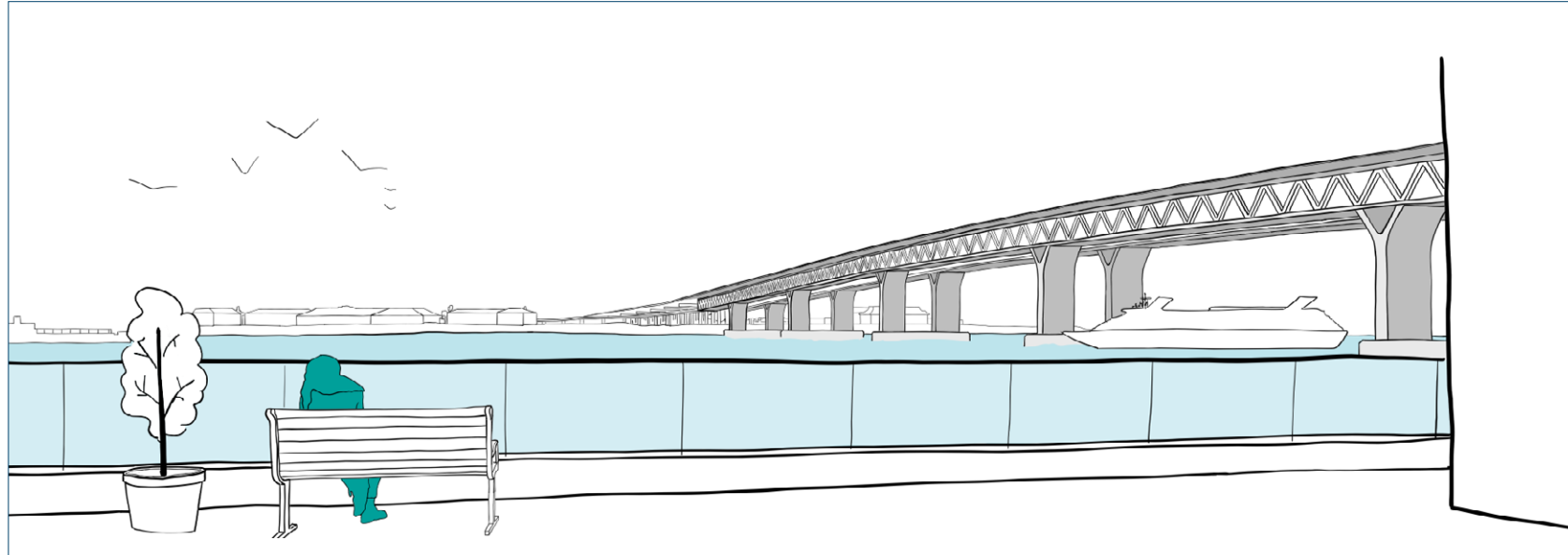
Sightseeing in the area



Who: Silvia, tourist



1. View of Bridge from Vancouver



What might be important to Silvia when sitting with a view of the bridge?

- Identity of the structure
- Transparency of views under bridge

We will discuss more about bridge type at a later meeting.

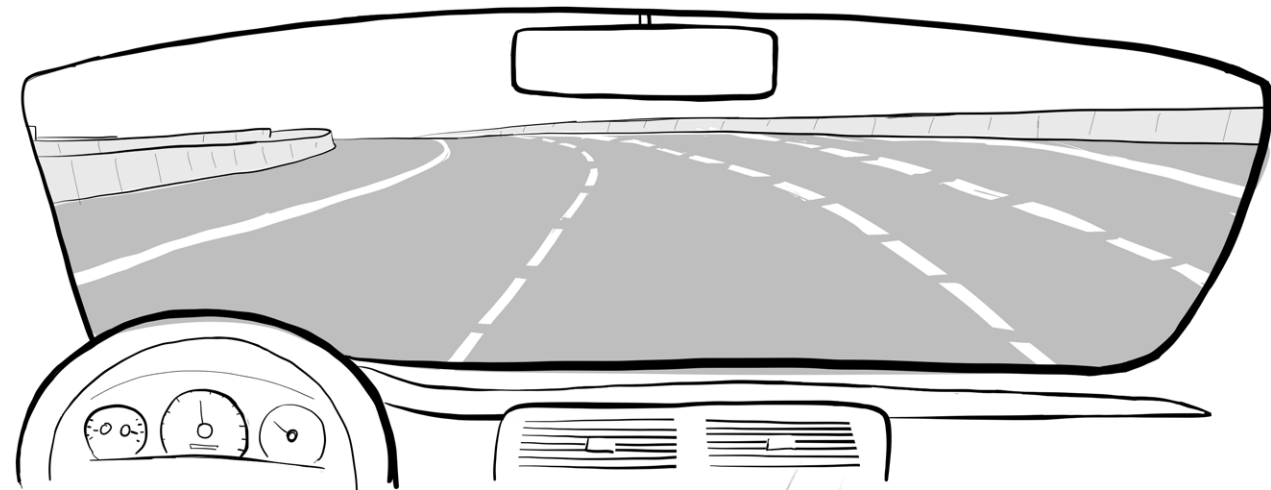
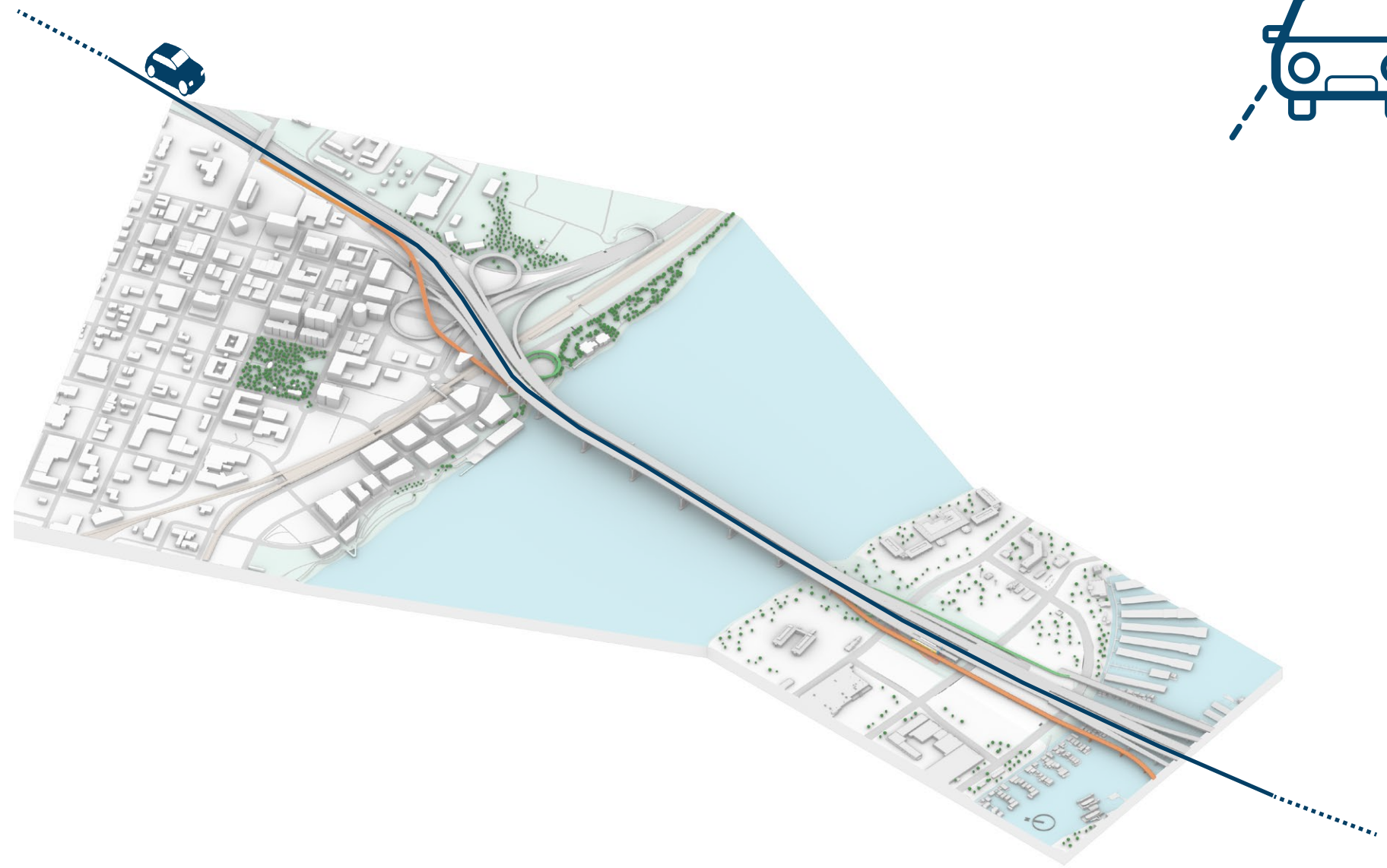
Driving on I-5

Who: Matt, driver

On the bridge

Under the bridge

Around the bridge



What might be important to Matt when driving across the bridge?

Understanding of gateway between states
Comfort is secured through private vehicle



Do you agree with this ‘people first’ approach to design?



**What will be important to you
as an individual?**

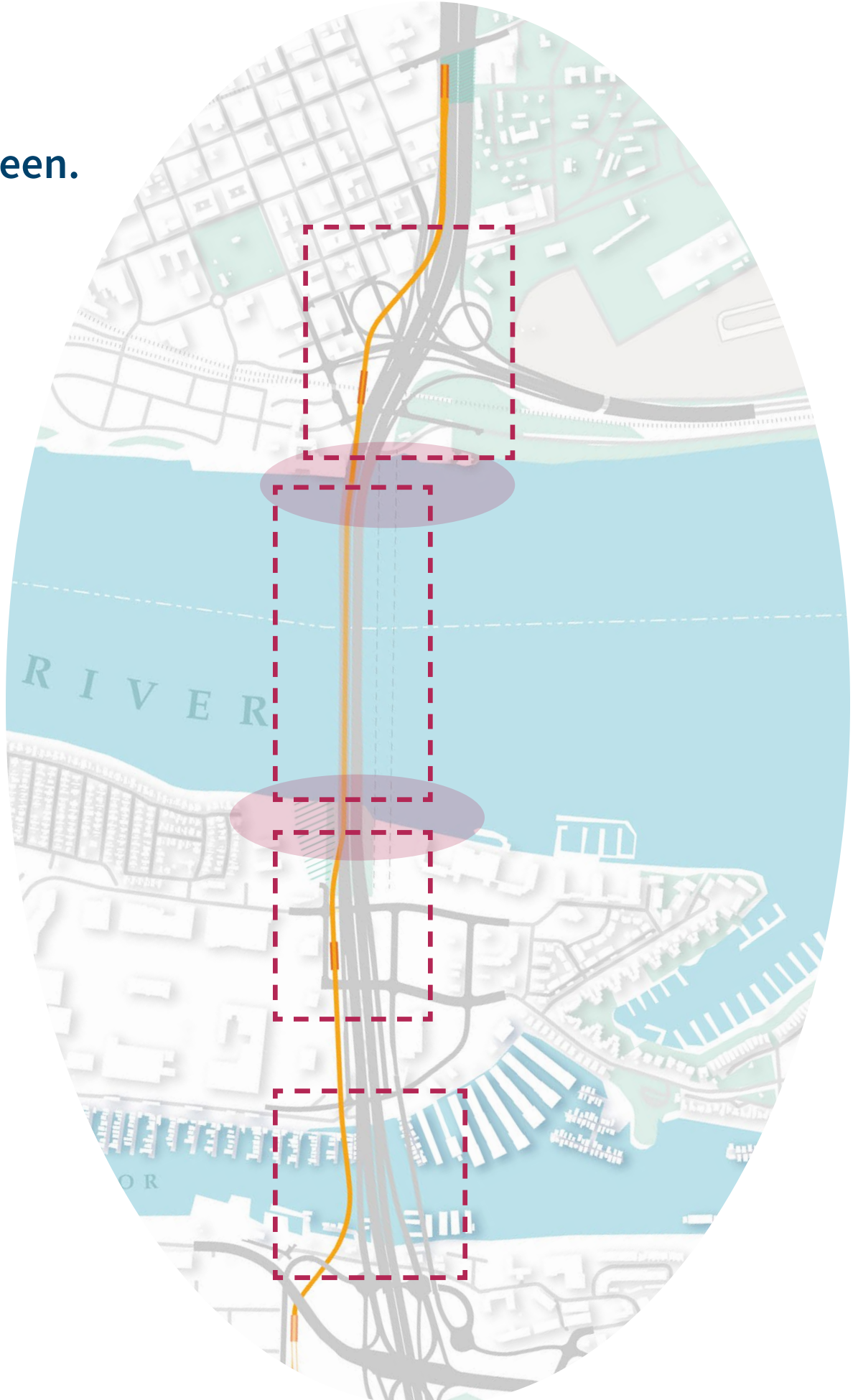
Design Approach

Applies to study areas and transitions between.

Desired Outcomes
User Needs
Feedback from you



Agree Bridge Design Goals



Evaluate designs against Goals

WHO?
WHY?

Design Approach

Applies to crossings over and under I-5

Desired Outcomes
User Needs
Feedback from you



Agree Bridge Design Goals



Evaluate designs against Goals

WHO?
WHY?

Design Approach

Applies to the influence the bridge/structures will have on the wider community.

Desired Outcomes
User Needs
Feedback from you



Agree Bridge Design Goals



Evaluate designs against Goals

WHO?
WHY?

Questions / Thoughts



What's Next?

Next Program Meetings

- ▶ Equity Advisory Group
 - June 26, 2023
- ▶ Community Advisory Group
 - July 13, 2023
- ▶ Equity Advisory Group
 - July 17, 2023
- ▶ Community Advisory Group
 - August 10, 2023
- ▶ Equity Advisory Group
 - August 21, 2023



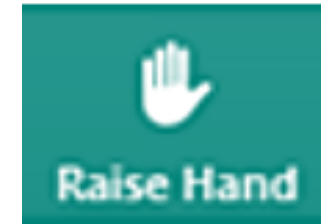
Opportunity for Public Input

Comment Instructions

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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!



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