

COMMUNITY BENEFITS ADVISORY GROUP (CBAG)

MEETING SUMMARY #16

Date and Time: Thursday, Dec. 19, 2024 / 9:30 – 11:30 a.m.

Location: Hybrid (In-person and Zoom meeting) and [YouTube livestream](#)

Number of concurrent YouTube viewers: 9

OUTCOMES

- CBAG members continued the review and refinement of potential community benefit recommendations in the Mobility & Accessibility and Physical Design categories (Tranche 3).
- CBAG members used modified consensus to confirm potential community benefit recommendations from the Mobility & Accessibility and Physical Design categories (Tranche 3).

WELCOME

Johnell Bell, IBR Principal Equity Officer and co-facilitator, opened the December 2024 CBAG meeting. He then reviewed instructions to access closed captioning, meeting participation tips, sign language interpretation reminders, public input instructions and group agreements.

Greg Johnson, IBR Program Administrator, welcomed attendees and thanked them for their participation.

Bell and Emilee Thomas-Peralta, IBR equity team member and co-facilitator, led a round of introductions by asking members to share their names, organizational affiliation or at-large status and pronouns if they wished. Members also answered a check-in question, "What is a future hobby you would like to start?" as part of their introductions.

Bell then provided an overview of the meeting agenda.

PUBLIC COMMENT

Bell shared information on the process for submitting CBAG public comments during and after the meeting. No written comments were submitted prior to the meeting and no members of the public provided comments during the meeting.

PROGRAM UPDATES

Johnson shared that the public comment period for the Draft Supplemental Environmental Impact Statement (SEIS) concluded on Nov. 18. The Program received over 3,400 submissions, encompassing nearly 5,000 individual comments and questions. The IBR team is currently categorizing the feedback, with plans to release a summary in the new year.

Johnson then shared the following Program update:

- Recent presentations: The Program delivered presentations to a variety of audiences, including neighborhood associations, business groups, regional leaders and professional organizations.

REVIEW/REFINE COMMUNITY BENEFITS IN THE MOBILITY & ACCESSIBILITY AND PHYSICAL DESIGN CATEGORIES – TRANCHE 3

Thomas-Peralta explained that CBAG began refining Tranche 3 benefit recommendations in November, with today's discussion focused on completing this work. If time allowed, members would use the fist-to-five model to confirm recommendations. Edits to the language were made live in a Word document using track changes and shown during the confirmation segment.

Thomas-Peralta read each potential recommendation, provided context and invited members to share comments, feedback and suggested edits to the language. Bell and Thomas-Peralta moderated the discussion.

Mobility and Accessibility (MA) category:

MA – 21: Design team to consider integration of acoustic enhancements in designs to better accommodate individuals with visual impairments, ensuring path support.

CBAG members refined the recommendation by replacing "acoustic enhancements" with "sensory enhancements" to address a broader range of needs, including auditory, touch and proprioceptive (ability to sense movement, action and location) features. They emphasized universal design to ensure inclusivity for all abilities and suggested more directive language, changing "consider" to "integrate." Examples like truncated domes, artistic paving textures and consulting affected communities during the design phase were discussed to ensure the enhancements are effective and inclusive.

MA – 23: Provide shelters, water and bathrooms for different users of the multi-use paths, with a focus on those using paths for both recreation and essential travel.

CBAG members discussed integrating MA-23 with MA-24 into a comprehensive recommendation. While some supported combining the two for better alignment, others noted the distinction between providing amenities and ensuring connectivity. Members emphasized the importance of collaborating with local jurisdictions for

maintenance and operation of facilities near connection points, rather than placing amenities directly on the bridge. Suggestions included adding signage to inform users about nearby amenities and clarifying language to ensure these features are accessible at key trail locations.

Over-Trail Accessibility and Connectivity:

MA – 19: Explore creative solutions to ensure accessibility in the connections from the multimodal trail to transit stations at the elevated station and Hayden Island, including an elevator, ramp and stairs.

- Elevators should be designed to accommodate multimodal transit options such as bikes, scooters, etc.

CBAG members discussed refining MA-19 to ensure accessibility in multimodal trail connections to elevated stations at the Vancouver Waterfront and Hayden Island. Feedback included explicitly naming both stations, emphasizing the importance of elevators accommodating multimodal options (e.g., bikes and scooters), and addressing maintenance and operation challenges. Members proposed exploring creative solutions such as public-private partnerships or interagency agreements to manage elevators effectively. Some highlighted the need to design infrastructure that allows for future additions, like elevators, if not implemented immediately, to ensure inclusivity and avoid barriers for users with disabilities.

MA – 24: Enhance multimodal connectivity to trails, including but not limited to, the 40-mile loop and existing trails at the North Portland Marine Drive interchange and City of Vancouver Waterfront, making trails intuitive to traverse.

*This recommendation was discussed alongside MA-23 in a previous section, with members agreeing to combine the two into a single, comprehensive recommendation.

MA – 26: Enhance safety for multimodal users crossing the bridge by incorporating protective features into the design, with special considerations for medical issues and suicide prevention.

Based on CBAG’s discussions in the previous meeting, the team refined the language of MA-26 by removing specific mentions of railings and safety nets, replacing them with broader terms like "protective features" to allow for various design solutions. In today's meeting, members also clarified that "medical issues" should be revised to "emergencies" to better encompass scenarios like medical emergencies and suicide prevention. The group agreed to keep the language broad while providing specific examples, such as suicide intervention and emergency call boxes, to guide implementation.

Physical Design (PD) category:

PD – 15: Consider the inclusion of additional connectors such as Fourth Plain, 23rd Avenue and 49th Avenue to ensure all areas are connected.

CBAG clarified that the referenced connectors likely referred to existing overcrossings, such as 33rd, 39th and 29th Streets, which already include active transportation enhancements in the program design. Because the intent and need for this recommendation could not be recalled, members agreed to remove it from the list.

PD – 17: Create a community garden near the waterfront as part of the bridge design to serve as a resource for local residents.

CBAG members discussed the feasibility and scope of a community garden, noting challenges such as maintenance, infrastructure support (e.g., water access) and the need for partnerships with entities like Master Gardeners or nonprofits for upkeep. Concerns were raised about liability, ensuring sustainable programming, and the viability of food production due to proximity to exhaust fumes. Members pivoted toward a broader recommendation to program spaces under the bridge, incorporating opportunities for community participation (e.g. community, non-edible garden) while addressing maintenance and infrastructure considerations. The importance of explicitly addressing under-bridge areas was emphasized to avoid future hazards and maximize the potential of the space.

PD – 18: Design team to consider advanced signage on the bridge, including digital displays along the shared-use path displaying relevant information and real-time updates, and enhancing the sense of place.

CBAG members discussed key concerns such as avoiding sign clutter, defining maintenance responsibilities and managing digital content. A future-proof approach, such as installing conduits or designated spaces for future technology, was suggested. While some members emphasized real-time transit updates and dynamic wayfinding, the discussion highlighted the need to balance innovation with practicality, ensuring signage enhances functionality without detracting from the bridge’s design.

CONFIRM POTENTIAL COMMUNITY BENEFITS IN THE MOBILITY & ACCESSIBILITY AND PHYSICAL DESIGN CATEGORIES (TRANCHE 3)

Bell reminded members that they were using the fist-to-five modified consensus decision-making model. This model involves a five-point scale to gauge participants' agreement or reservations about each recommendation. The scale ranges from 0, representing a strong disagreement or a 1, need for further discussion, to 5, indicating enthusiastic agreement. The points on the scale are:

- Fist - Strong disagreement or a 'no-win' feeling.
- One finger – Hold on, we need to talk about this.
- Two fingers – I have reservations, but I could be convinced.
- Three fingers – I guess I’m okay with it.
- Four fingers – Sounds good.

- Five fingers – Love it

Bell explained that if participants voted with a fist, 1 or 2, they could share their concerns so they can be documented in the record. While these votes won't block the recommendations if others vote 3 or higher, the concerns will still be included so they can be considered as part of the Program leadership's decision-making process.

Thomas-Peralta read aloud the potential benefit recommendations from Tranche 3, noting updates and edits from members in real time using track changes in a shared Word document. The final language for the Tranche 3 recommendations reads as follows:

Mobility & Accessibility (MA) category:

- MA - 21: Design team to integrate sensory enhancements (e.g. auditory, touch, proprioceptive, etc.) in designs to better accommodate individuals with disabilities, ensuring clear wayfinding.

Over-Trail Accessibility and Connectivity:

- MA – 19: Explore creative solutions to ensure accessibility in the connections from the multimodal trail to transit stations at the elevated stations on the Vancouver Waterfront and Hayden Island, including an elevator, ramp and stairs. Elevators should be designed to accommodate multimodal transit options such as bikes, scooters, etc.
- MA – 24: Enhance multimodal connectivity to trails, including but not limited to, the 40-mile loop and existing trails at the North Portland Marine Drive interchange and City of Vancouver Waterfront, making trails intuitive to traverse and well supported (e.g. access to shelters, water and bathrooms).
- MA – 26: Enhance safety for multimodal users crossing the bridge by incorporating protective features into the design, with special considerations for emergencies (e.g. suicide intervention, medical assistance, etc.) and rain/sun shelter.

Physical Design (PD) category:

- PD – 17: Consider programming and design for all land underneath and adjacent to the new project footprint with opportunities for community participation which could lead to new community investments (e.g. community, non-edible, garden).
- PD – 18: Design team to consider advanced signage on the bridge, including digital displays along the shared-use path displaying relevant information and real-time updates, and enhancing the sense of place.

Bell moved CBAG members through the modified consensus decision making process, with all present members voting 4, and affirmed that the recommendations would move forward based on these results.

CLOSING REMARKS

Bell transitioned to the next agenda item, informing members about upcoming CBAG and program meetings.

City of Vancouver Mayor Anne McEnerny-Ogle commended members for their hard work and dedication to community benefits.

ATTENDEES

Attendees	Organization
CBAG Members	
Greg Johnson	IBR Program Administrator
Rian Windsheimer	Oregon Department of Transportation
Anne McEnerny-Ogle	City of Vancouver
Priya Dhanapal	Deputy City Administrator, City of Portland
Anthony Samperio	Worksystems Inc
Scott McCallum	Washington State School for the Blind
Peter Fels	Alliance for Community Engagement
Jayne Haygood	Vancouver Parks and Recreation Advisory Commission
Darcy Hoffman	Workforce Southwest Washington
Farleigh Winters	LSW Architects
Holly Williams	At-large Community Member
Michael Strahs	Kimco Realty
Farleigh Winters	LSW Architects
Carley Francis	Washington State Department of Transportation
Tom Hickey	Community Advisory Group (CAG) Representative

Attendees	Role
IBR Staff	
Frank Green	Assistant Program Administrator
Ray Mabey	Assistant Program Administrator
Paige Schlupp	Assistant Program Administrator
Grace Crunican	Executive Advisor
Aidan Gronauer	Assistant Director of Civil Rights & Equity
Johnell Bell	Principal Equity Officer

Josh Todd	Equity Team
Emilee Thomas-Peralta	Community Benefits Lead
Eric Trinh	Equity Team
Fabian Hidalgo Guerrero	Community Engagement Team
Coral Egnew	Transit Team
Steve Witter	Transit Team
Brenda Siragusa	Equity Team
Amanda Hart	Technical Support

Other Attendees	Organization/Agency
Serena Stoudamire Wesley	Oregon Department of Transportation
Katherine Kelly	City of Vancouver
Brenda Martin	City of Portland
Shawnea Posey	City of Portland

Additional Participants

Online viewing is open to the public, partner agency staff and IBR team members. Nine participants viewed the meeting via YouTube livestream during the meeting.

MEETING RECORDING AND MATERIALS

Meeting Recording

[Community Benefits Advisory Group \(CBAG\) Dec. 19, 2024, 9:30AM PST \(youtube.com\)](https://www.youtube.com/watch?v=...)

Meeting Materials

The meeting materials are available here: [CBAG Meeting Dec. 19, 2024 | Interstate Bridge Replacement Program](https://www.youtube.com/watch?v=...)