Interstate BRIDGE Replacement Program

Community Engagement

Community Engagement Report

September — December 2021

Prepared for

Washington State Department of Transportation

Oregon Department of Transportation

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FIGURES

TABLES

APPENDICES

ACRONYMS AND ABBREVIATIONS

CAG	Community Advisory Group
CBO	Community-based Organization
CWG	Community Working Group
EAG	Equity Advisory Group
IBR	Interstate Bridge Replacement
LPA	Locally Preferred Alternative
MOI	Memorandum of Intent
NEPA	National Environmental Policy Act
SEIS	Supplemental Environmental Impact Statement

1. DOCUMENT OVERVIEW

In the fall of 2021, the IBR program shared design options with the public and sought feedback. This report summarizes input received from more than 9,600 survey responses and 1,700 survey comments, community briefings, listening sessions, advisory groups, community working groups, and public comments. This report is organized into four sections:

1. **Engagement Overview** provides background information and an overview of the community engagement goals and approach.
2. **Outreach and Notification Tactics** explains how engagement opportunities were shared with the public.
3. **Engagement Tactics and Findings** provides an overview of how the program engaged communities and the results from each engagement activity.
4. **Conclusion** summarizes how the community feedback will help shape the program.

While the program cannot report consensus on any specific design options, community feedback confirms a preference for design options that improve travel times, relieve congestion, improve safety, and mitigate negative impacts to people and the environment. The feedback gathered during this engagement period will inform design option analysis as the program works with stakeholders and agency partners to identify a Modified Locally Preferred Alternative (LPA).

2. ENGAGEMENT OVERVIEW

2.1 Program Context

Oregon Governor Kate Brown and Washington Governor Jay Inslee signed a Memorandum of Intent (MOI) in 2019 that directed the Oregon Department of Transportation (ODOT) and Washington Department of Transportation (WSDOT) to re-launch Interstate Bridge replacement efforts. There was clear direction from both governors, as well as the bi-state legislative committee, that the IBR program must use past work from the Columbia River Crossing project that remains valid to maximize the past investment and ensure efficient decision-making, while also considering physical and contextual changes that have occurred since the Columbia River Crossing project was discontinued.

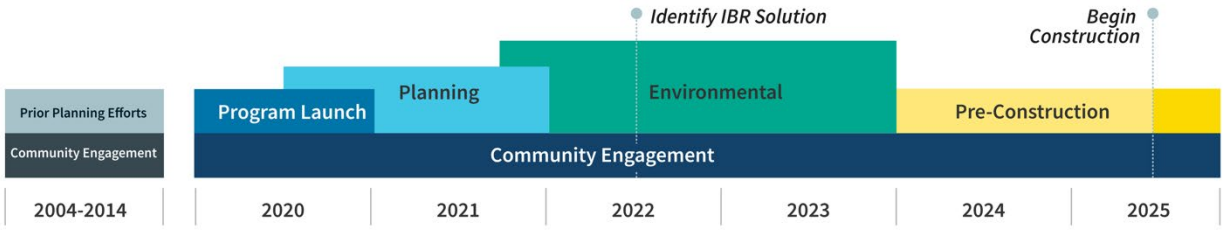
Analyses conducted in the 2 years since the program launched, including community engagement efforts summarized in the February 2021 Community Engagement Report, have confirmed that the six transportation problems previously identified remain valid today: seismic vulnerability, congestion and reliability, limited public transportation, impaired freight movement, inadequate active transportation facilities, and safety concerns with existing roadway design.

Program stakeholders and the community have also pinpointed equity and climate concerns as key issues to address, along with physical changes in the program area that have occurred since previous planning efforts. Design options were developed for each component of the Columbia River Crossing

Locally Preferred Alternative (LPA) that respond to a change, improve upon the overall design, or incorporate new equity and climate goals.

Community input—alongside partner agency feedback, screening results, modeling data, and technical expertise—will be used to evaluate the design options and identify a Modified LPA, also referred to as the IBR solution. The Modified LPA will undergo detailed environmental analysis, as required by the National Environmental Policy Act (NEPA), in the form of a supplemental environmental impact statement (SEIS). The supplemental environmental review process will document changes associated with the Modified LPA including changes in environmental impacts, benefits, and mitigation measures. Additional opportunities for community engagement and feedback will be provided during the supplemental environmental review process. The IBR program planning and design timeline is shown in Figure 1.

Figure 1. Interstate Bridge Replacement Program Planning and Design Timeline



2.2 Design Options

Design options were developed to address physical and contextual changes that have occurred within the program area since suspension of previous planning efforts. Changes have occurred in the following:

- Equity and climate priorities
- Oregon tolling and congestion pricing studies
- Program area demographics
- Growth in transportation demand
- Environmental regulations
- Continued ageing of structures and increased vulnerability to seismic events
- Expanded transit service in the corridor
- Updates to U.S. Army Corps of Engineers, U.S. Coast Guard, and Federal Aviation Administration requirements
- Land use policies, recent and planned development, and zoning changes
- Federal transit funding requirements
- Freight/industrial activity

Design options that respond to a change, improve upon design, or incorporate new equity and climate priorities pertain to the following program areas:

- **River Crossing Configuration** – Design options include both two-bridge and one-bridge river crossing options. Analysis will include measures such as ease of interchange connection with Interstate 5 (I-5), geometry of freeway interchange ramps, integration with active transportation, and environmental impacts, among others. Traffic modeling and the design option screening process will help identify tradeoffs to consider when analyzing design options.
  - Two-bridge configuration with highway north- and southbound lanes on the top levels and transit and shared-use path on the bottom levels.
  - One-bridge configuration with southbound highway lanes stacked on northbound highway lanes; transit and shared-use path on the lower level on each side of the bridge.
- **Hayden Island and Marine Drive Interchanges** – Design options being considered for roadway and interchange configurations include improvements to Marine Drive and a full interchange, partial interchange, or no interchange on Hayden Island. All options identify ways to connect local streets across I-5 and the island.
  - Option 1 – *Full interchange* configurations allow direct access to Hayden Island for north- and southbound traffic on I-5.
  - Option 2 – *Partial interchange* configurations provide ramps to/from the north to Hayden Island; a complete interchange at Marine Drive with access to/from the south is provided through the Marine Drive interchange and an arterial bridge connection between Marine Drive and Hayden Island.
  - Option 3 – *No interchange configurations* omit direct access to Hayden Island via I-5; access is available through the Marine Drive interchange and arterial bridges from Portland to Hayden Island.
- **Vancouver Interchanges** – The program will reconstruct Vancouver interchanges with ramps and auxiliary lanes at Mill Plain Boulevard, Fourth Plain Boulevard, and SR 500 and replace overpasses at other locations along I-5. The option being considered will incorporate other improvements that require additional analysis and engagement, such as improvements to connect bike and pedestrian access across I-5. Additional work is needed after screening and into the design phase to look more closely at interchange improvements at Mill Plan and Fourth Plain.
- **High-Capacity Transit** – Light rail transit (LRT) currently operates in Portland, with the MAX Yellow Line terminating at the Expo Center, near the southern border of the program area. Bus rapid transit (BRT) currently operates in Vancouver as The Vine, with its southernmost stop located at Turtle Place in downtown Vancouver. The program is analyzing various alignments and termini for both LRT and BRT including:
  - Four potential LRT options
  - Three potential BRT options
  - One dedicated BRT and LRT to Hayden Island option (hybrid)

- One bus-on-shoulder option

Transit options will have a unique set of data and analysis to inform decision-making and identify how each transit option performs. Analysis and modeling will include measures such as ridership, travel time, reliability, and costs, among other topics. The transit options will also be screened to understand how they perform regarding climate and equity goals. Future design work, informed by data, partner agency input, and the community will inform transit station locations and park and ride locations and size.

Active transportation facility improvements are integrated within all design options. To learn more about design options, review the IBR Preliminary List of Design Options document first shared during the October 21, 2021, Executive Steering Group meeting.

The map in Figure 2 highlights examples of change within the program area and design options under review.

2.3 Engagement Approach

Community engagement efforts seek to provide extensive, inclusive, and ongoing opportunities for meaningful two-way communication with stakeholders that prioritize equity, diversity, accessibility, transparency, and inclusion. From October 2021 to early January 2022, the program held a targeted period of community engagement to gather feedback around design options. A variety of engagement activities were offered. Each activity served a different purpose, helping the program gather different types of feedback from stakeholders and community members. The activities included:

- Online open house
- Community briefings
- Advisory groups
- Community-specific listening sessions
- Community working groups
- Freight leadership meeting
- Public comments
- Community input survey

Figure 2. Program Area Map

2.3.1 Equity

The program is committed to centering equity, which means elevating the voices of equity-priority communities so they can realize the program's economic and transportation benefits. A key element of centering equity is the work of the Equity Advisory Group (EAG) in tandem with the Community Advisory Group (CAG) and Executive Steering Group. The EAG makes recommendations directly to the program administrator and developed a draft Equity Framework outlining the program's approach and resources it will use to advance equity.

Beyond the EAG, the program is committed to applying an equity lens in all community engagement activities. This means meeting people where they are, if not physically then virtually, and reducing barriers to participation. The program continues to center equity in its community engagement process by:

- Partnering with community-based organizations to amplify engagement opportunities and host listening sessions for equity-priority communities in affinity spaces.
- Providing compensation to equity-priority communities for time spent participating in engagement activities.
- Meeting people where they are by scheduling events on a variety of days and times and allowing adequate time for feedback.

2.3.2 Accessibility

The program invests resources to ensure engagement events and materials are made accessible through:

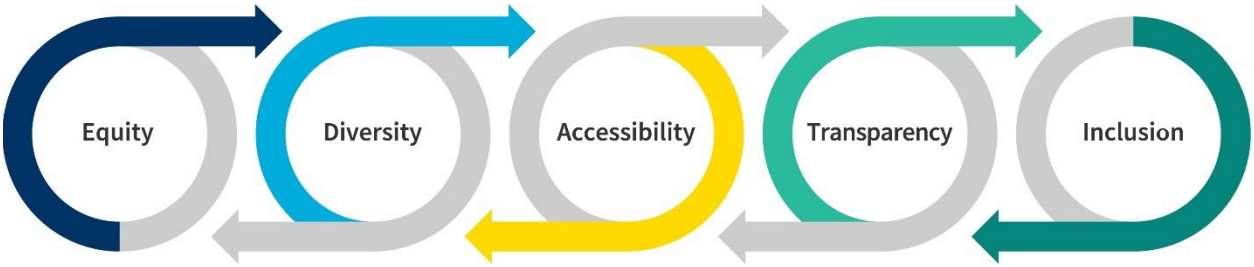
- Live closed captioning services in English and Spanish, and American Sign Language interpretation at engagement events.
- Translation of written materials into at least eight languages beyond English (Spanish, Korean, Vietnamese, Simplified Chinese, Traditional Chinese, Somali, Russian, and Ukrainian); translation into additional languages is provided as requested.
- Survey usability testing with individuals who experience varying levels of vision.
- Providing multilingual event options, including simultaneous translations services.
- Document remediation of all documents and presentations posted to the program website and sent out in advance of meetings.

2.3.3 Transparency

The program actively engages with agency partners, legislators, stakeholders, and the public from both Oregon and Washington to build consensus around a multimodal bridge replacement solution in an open and transparent public process. All advisory group meetings are open to the public with opportunity to provide comment. Common questions and public comment themes are documented and addressed on the program website. An accountability dashboard is published on the program

website and updated quarterly with information regarding community engagement metrics, what we've heard and how we're responding, and the most recent reporting. The program is committed to intentional outreach that clearly defines the decision-making process and opportunities for the public to inform and shape outcomes. Figure 3 shows the interdependency among equity, diversity, accessibility, transparency and inclusion in the PBR program.

Figure 3. Community Engagement Priorities



In response to the Oregon and Washington governors' directions to help slow and prevent the spread of COVID-19, all engagement events were held virtually. The program is aware of the technological barriers that virtual engagement may have on local communities, especially equity-priority communities. In response, the program used live closed captioning for all virtual events, provided American Sign Language interpretation, translated materials into at least eight different languages beyond English, and worked directly with community-based organizations to reach individuals who had not yet engaged with the program.

2.3.5 Who We Heard From

The public is not required to provide demographic information when engaging with the program. For individuals who did provide demographic information, almost all feedback came from residents of Oregon and Washington. Most participants speak English, but feedback was also received from community members who speak additional languages during community-specific listening sessions and via the community input survey.

3. OUTREACH AND NOTIFICATION TACTICS

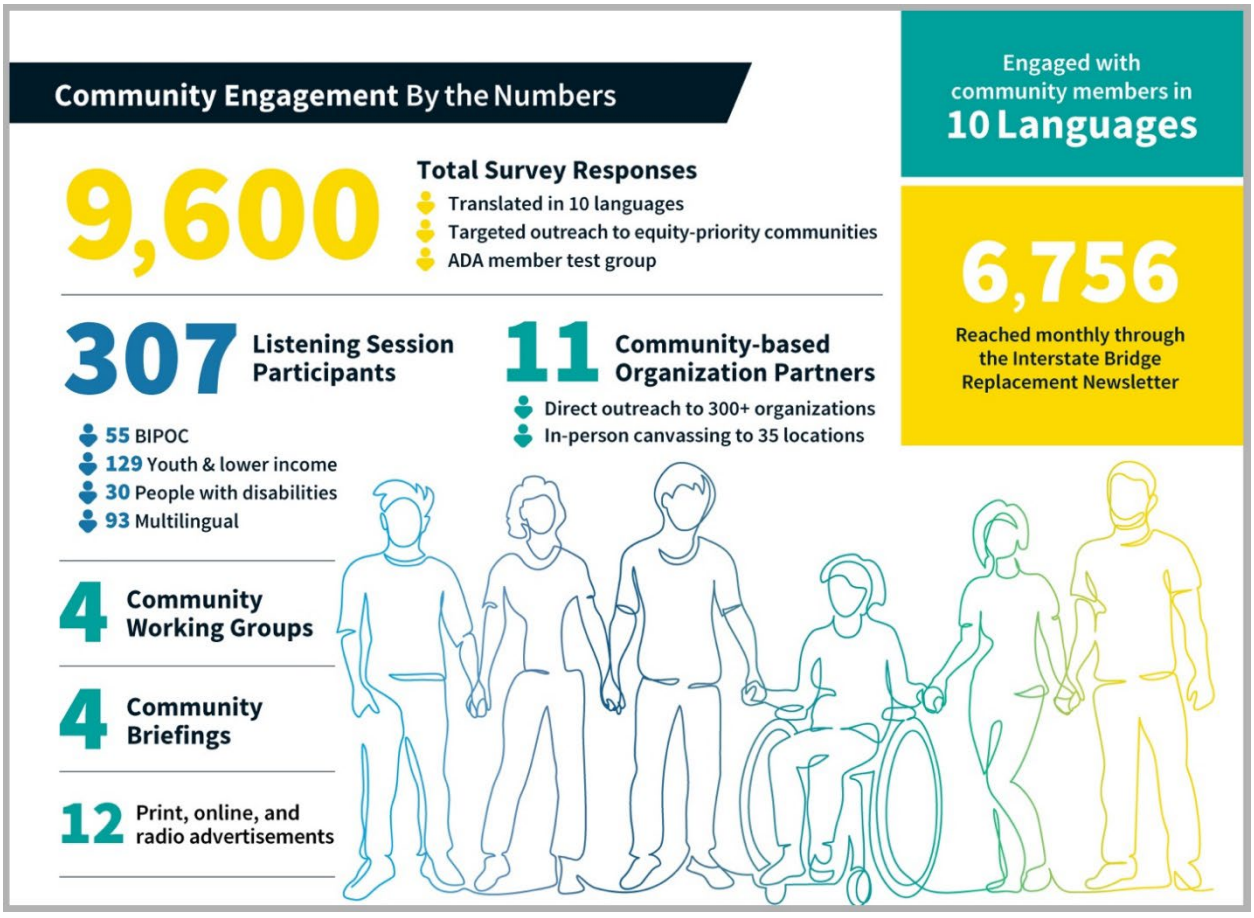
The program employed a variety of outreach tools to inform a broad range of stakeholders and community members about the opportunities to engage, with a specific emphasis on reaching equity-priority communities. This outreach included a mix of traditional tools, such as direct mail and newspaper advertisements, and digital tools, such as social media. A visual summary of the reach of these outreach and notification tactics is shown in Figure 4.

3.1 Media Outreach

Local, regional, and national media were all notified of the fall 2021 engagement period through a news release, calendar submissions, and targeted media follow-up. Stories that resulted include:

- November 3, Clark County Today: Public Invited to Interstate Bridge Replacement program Virtual Meetings and Events in November.
- November 4, The Seattle Times: How should new I-5 bridge, spanning the Columbia River, be laid out?
- November 5, KGW: Interstate Bridge Replacement Program asks residents to weigh in
- November 9, The Columbian: In Our View: Get Involved in Interstate 5 Bridge Replacement
- November 15, Portland Tribune: Public Feedback Sought on I-5 Bridge Replacement Project

Figure 4. Community Engagement by the Numbers



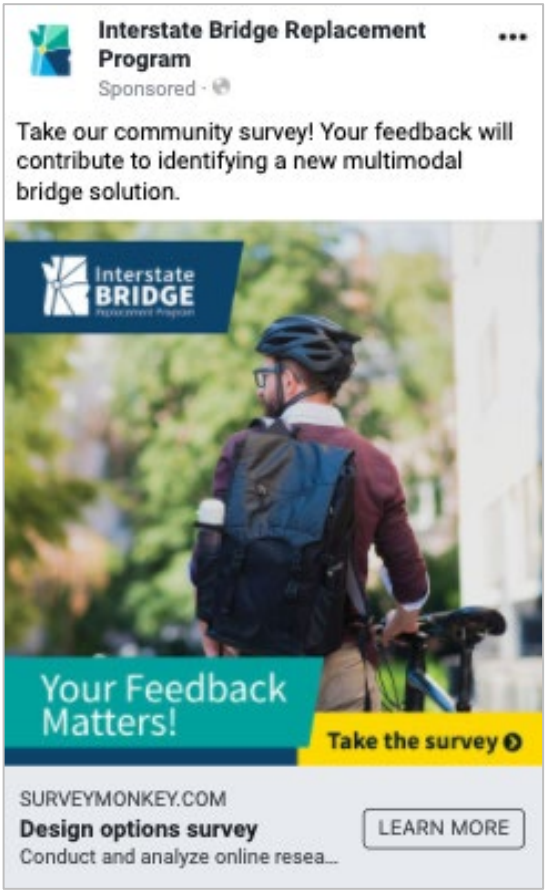
3.2 Social Media

Social media advertising and non-paid (organic) posts were used to direct social media users to the community input survey on four different platforms: Facebook, Instagram, LinkedIn, and TikTok. The social media ad campaign focused on reaching people in the program area, with special emphasis placed on getting in front of equity-priority communities through geographical targeting. Over 70 percent of survey respondents indicated that they heard about the survey via social media.

Between November 17 and December 10, 2021, a digital advertising approach was implemented on Facebook (see Figure 5) and Instagram, tailored to residents living in Oregon and Washington by zip code. Three ads were placed, with the same text and link but with three distinct photos.

- Total impressions: 718,472
- Reach: 169,065 people
- Link clicks: 8,956

Figure 5. Sample Facebook Advertisement



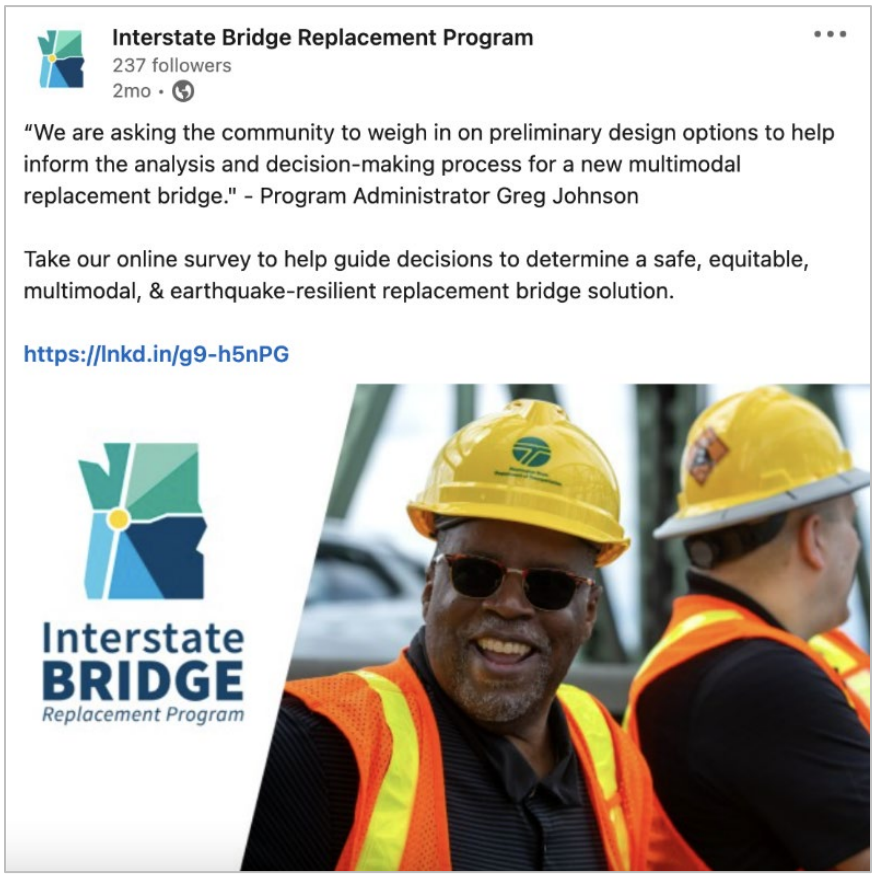
Two videos were promoted on TikTok, urging people to take the survey. TikTok is a platform that skews towards a younger audience—60 percent of TikTok users are between the ages of 16 and 24. The first TikTok ad ran from December 1 to 10, and a second video ad was up from December 6 to 10.

- Impressions: 209,285
- Link clicks: 992

LinkedIn ads (see Figure 6) provided reach to business professionals in Portland and Vancouver. Two posts from the IBR LinkedIn account ran from November 28 to December 10.

- Impressions: 56,866
- Link clicks: 383

Figure 6. Sample LinkedIn Advertisement



3.3 Community Outreach

The program reached out to over 330 community-based organizations directly, primarily via email with some phone outreach, informing them of the online open house and community input survey opportunity. Additionally, in-person canvassing was conducted at 35 businesses and community organizations within the program area. Printed postcards containing program information and a QR code linking to the program website were handed to individuals at canvassing locations.

3.4 Youth Press Conference

Two virtual student news conferences were hosted in November 2021 for college and high school journalists. The news conferences were moderated by program staff under 25 years old, and the IBR program administrator was a featured speaker. A CAG member shared her bridge story from the perspective of a youth community member.

The news conferences provided open and transparent opportunities for two-way dialog with student journalists and writers at high schools in Oregon and Washington. Resulting and ongoing coverage in student news media outlets is elevating awareness of the program among the important youth audience, facilitating youth participation in community engagement and helping the program achieve a greater understanding of youth concerns and interests pertaining to the replacement solution.

3.5 Direct Mail Postcards

More than 50,000 postcards were mailed to residents that live in Washington and Oregon zip codes along the I-5 corridor near the Interstate Bridge. The postcards provided a program overview, information on the engagement activities, and a QR code linking to the program website.

3.6 Print and Digital Advertising

Seven print and eight digital advertisements were published in local newspapers and email newsletters, including one print and digital newspaper in Spanish (see Figure 7) and another in Vietnamese. Two, 3-week-long digital advertisements also ran in The Columbian and The Oregonian/OregonLive. The OregonLive advertisements delivered the most click-throughs to the program website.

Figure 7. Sample Print Advertisement for Spanish-Language Newspaper *El Latino de Hoy*

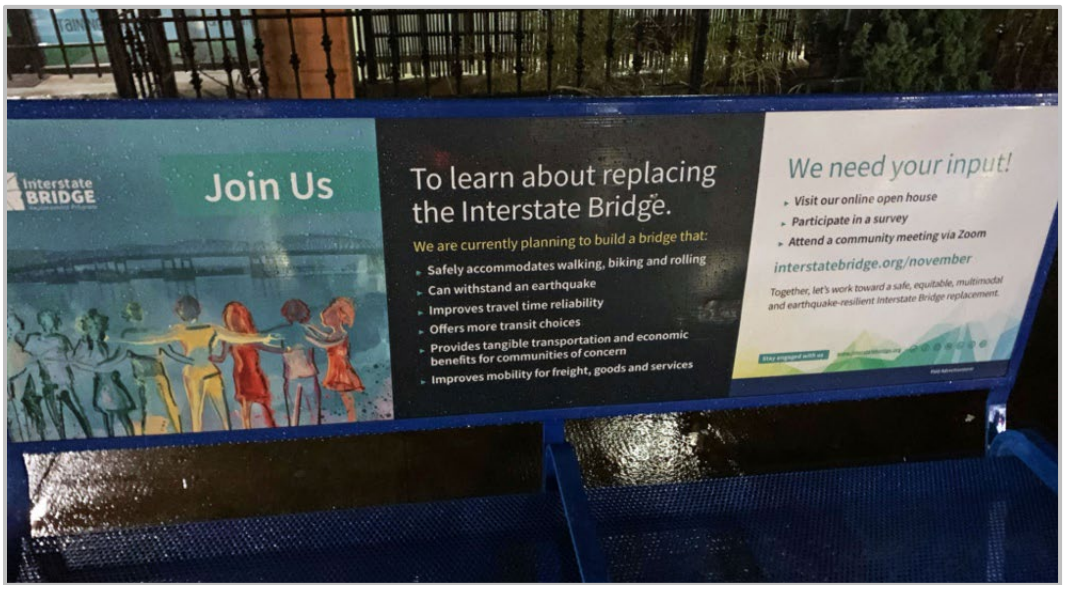
3.7 Radio Advertisements

Two radio advertisements were aired, one on KBMS and another on El Ray in Spanish, a total of 60 times over the course of one month. El Rey serves the largest Spanish-speaking audience in Oregon and Southwest Washington, serving 120,000 to 130,000 listeners. KBMS serves a primarily African American audience and has been an influential voice in the African American community in Portland and Vancouver since 1988. Today, it is the only African American locally owned and operated radio station in the state of Oregon. The KBMS headquarters and studio are in Vancouver, Washington.

3.8 Transit Advertisements

Advertisements were placed within both TriMet and C-TRAN fleets from mid-November to mid-December. Advertisements were also placed on TriMet benches (see Figure 8) located at various transit stations over a 4-week period.

Figure 8. Sample Transit Advertisement



3.9 Email Newsletters

Four email newsletters were sent to over 6,700 subscribers to notify them about the opportunities to engage:

- October 27 – provided a link to the online open house, a link to register for community briefing events, and information about forthcoming survey
- November 4 – promoted the online open house and community briefing events
- December 8 – promoted the online open house and provided survey reminder

4. ENGAGEMENT TACTICS AND FINDINGS

This section explains the types of feedback received and presents the community engagement findings, with one section per engagement activity. Each section contains key takeaways and themes in addition to a detailed analysis of "what we heard." The findings are presented as follows:

- Online open house
- Open-ended survey comments
- Community briefings
- Advisory groups
- Community-specific listening sessions
- Community working groups
- Freight leadership meeting
- Community input survey
- Public comments

4.1 Types of Feedback

Across all engagement activities, both quantitative and qualitative feedback was gathered. While this engagement period focused on obtaining specific feedback around design options, the public did not limit their feedback to this topic. This report reflects all community feedback received during the fall 2021 engagement period.

4.1.1 Quantitative Metrics

The program received and analyzed quantitative data from the community input survey, live audience participation at community briefing events, and pulse polls at Community Working Group (CWG) meetings regarding the design options. Quantitative findings were also used to understand the effectiveness and reach of the program's community outreach.

4.1.2 Qualitative Findings

Qualitative input was also received through advisory group discussions, CWG meetings, listening sessions, public comments received via email and web comment form, and open-ended responses from the survey.

4.2 Online Open House

An online open house webpage was launched on October 23 to support fall engagement activities by providing information regarding design options, the overall planning process, and the next steps towards identifying a bridge replacement solution. Community members were encouraged to attend a community briefing or listening session to hear directly from subject matter experts and have their questions answered. A translation tool allowed individuals to view the open house in eight different languages. The online open house consisted of the following elements:

- Link to participate in the online interactive survey

- Videos explaining existing conditions, seismic vulnerability, and why replacing the Interstate Bridge is essential for the region
- Exhibit boards providing information on previous planning efforts, design options, equity framework, climate framework, environmental compliance, and next steps for identifying a bridge replacement solution
- Interactive mapping tool to help visualize design options
- Comment form to provide open-ended input to the program
- Links to register for community briefings and listening sessions

The webpage will continue to be updated as work progresses towards identifying the Modified LPA.

4.2.1 Key Takeaway

More than 11,000 new users visited the program website between October 23 to December 10. The online open house webpage was the most visited webpage during this timeframe.

4.3 Community Briefings

The primary purpose of community briefings was to share program information and ensure participants understand design options in order to meaningfully engage with the online open house and community input survey. Ninety-one people attended four virtual community briefings held in November. Briefings were conducted on varied days of the week and times of day—including weekday, weekend, mid-day, and evening hours—providing a wide range of accessible participation options. Participants were able to join the webinar directly or watch a YouTube simulcast. An example advertisement encouraging participation in the community briefings is shown in Figure 9.

Briefings began with an overall update including an overview of work completed by the program, process for identifying a multimodal bridge replacement solution, and schedule. Subject matter experts presented design options currently under review and answered questions submitted by participants in writing before and during the briefing. Live audience participation was incorporated to gather feedback around how participants heard about the engagement opportunity, how often they use the Interstate Bridge, and what design elements were most important to them. The briefings closed with a call to action for participants to visit the online open house and complete the community input survey.

Figure 9. Community Briefings Advertisement

4.3.1 Key Takeaways and Themes

Interactive audience participation questions were used to engage attendees and solicit feedback throughout the community briefings. Results show that participants primarily cross the Interstate Bridge on a semi-regular basis, with the majority crossing a few times per month. They care most about transit options, the number of lanes, and where on- and off-ramps are located. The majority of attendees heard about the community briefing via the program website, advertisements, or the program newsletter. The combined results of responses received are highlighted in Figure 10 through Figure 12.

Figure 10. Responses to the Question: How often do you cross the Interstate Bridge?

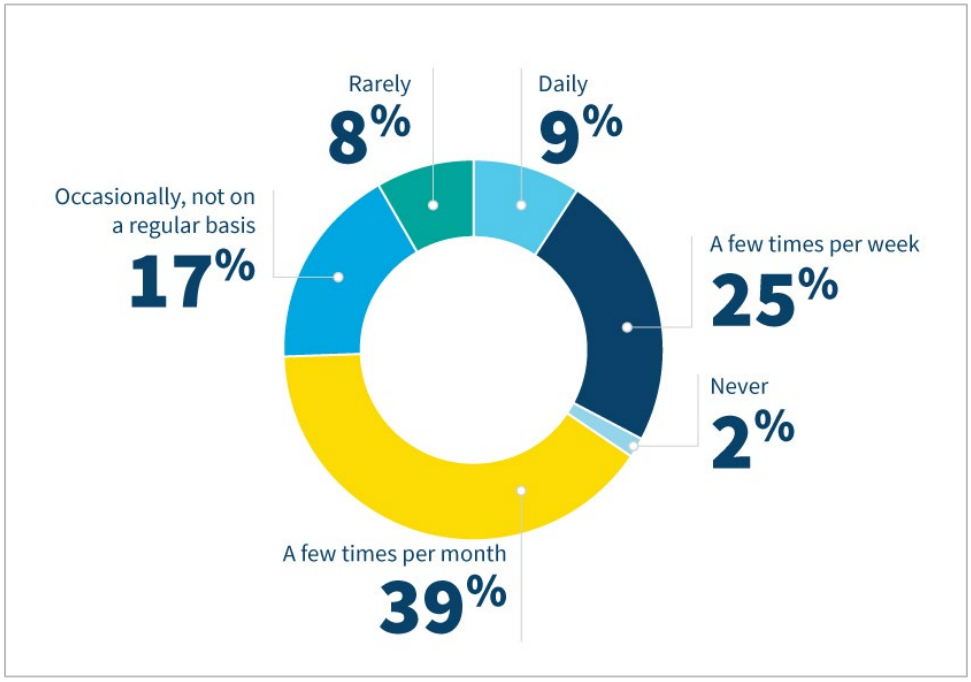


Figure 11. Responses to the Question: What aspect of the bridge design do you care about most? (select all that apply)

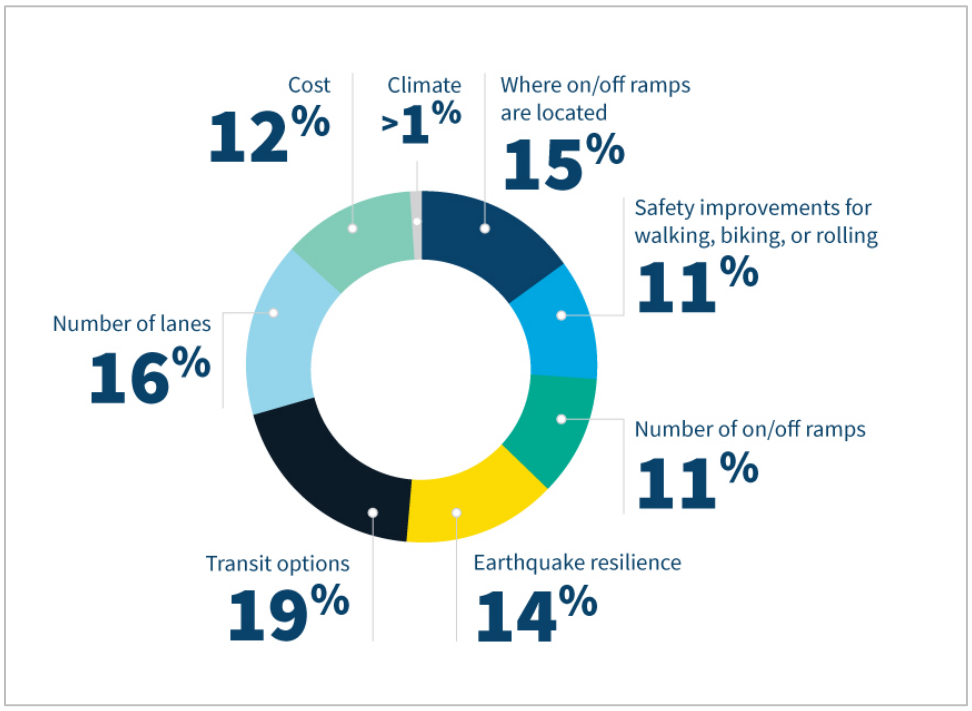
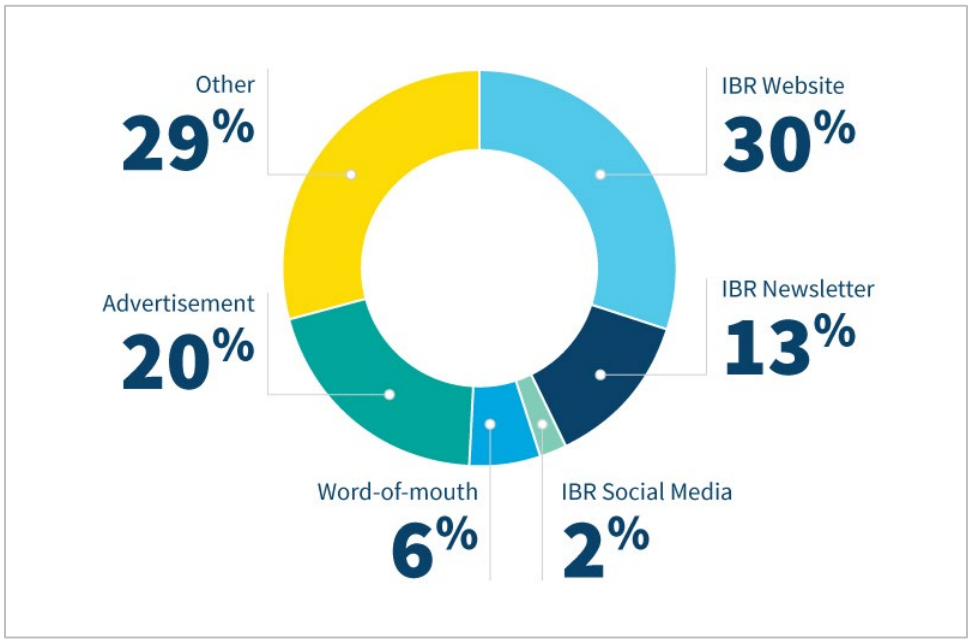


Figure 12. Responses to the Question: How did you hear about this event? (select all that apply)



4.3.2 What We Heard

For each community briefing, participants had the opportunity to submit questions prior to the event, at the time of registration, and live during the event using the Zoom Q&A feature. Questions asked in community briefings can be categorized into the following themes:

- The impact of COVID-19 on travel behavior
- Traffic flow disruptions during bridge construction
- Design details still under development, specifically structure height, number of lanes, location of guard rails, location of commuter park and ride facilities, bridge aesthetics, and more
- Tolling, specifically how fees will be implemented and how decisions around tolling will be made
- Funding details including federal and state funding commitments, how to ensure both Oregon and Washington are contributing funding, and how the federal infrastructure funding bill will impact the program
- Potential impacts to homeowners and neighborhoods
- Environmental impact mitigation, specifically how the program is mitigating risks to fish and wildlife and how climate impacts such as rising water levels influence design
- High-capacity transit options, primarily how high-capacity transit contributes to environmental goals, high-capacity transit utilization, flexibility of light rail for future expansion or connectivity, and ongoing maintenance and operation responsibility
- Light rail expansion to Vancouver and disapproval of light rail extension due to cost
- Bridge replacement alternatives such as high-speed rail, immersed tunnel, and a third bridge that have been dismissed by the program for not meeting the purpose and need of this project as detailed in the Memo of Solutions that Do Not Meet Purpose and Need
- Solutions potentially outside of the program scope such as a Portland bypass or expressway, and how to address the narrow corridor south of the Interstate Bridge
- Overall delivery method for the program, including procurement schedule

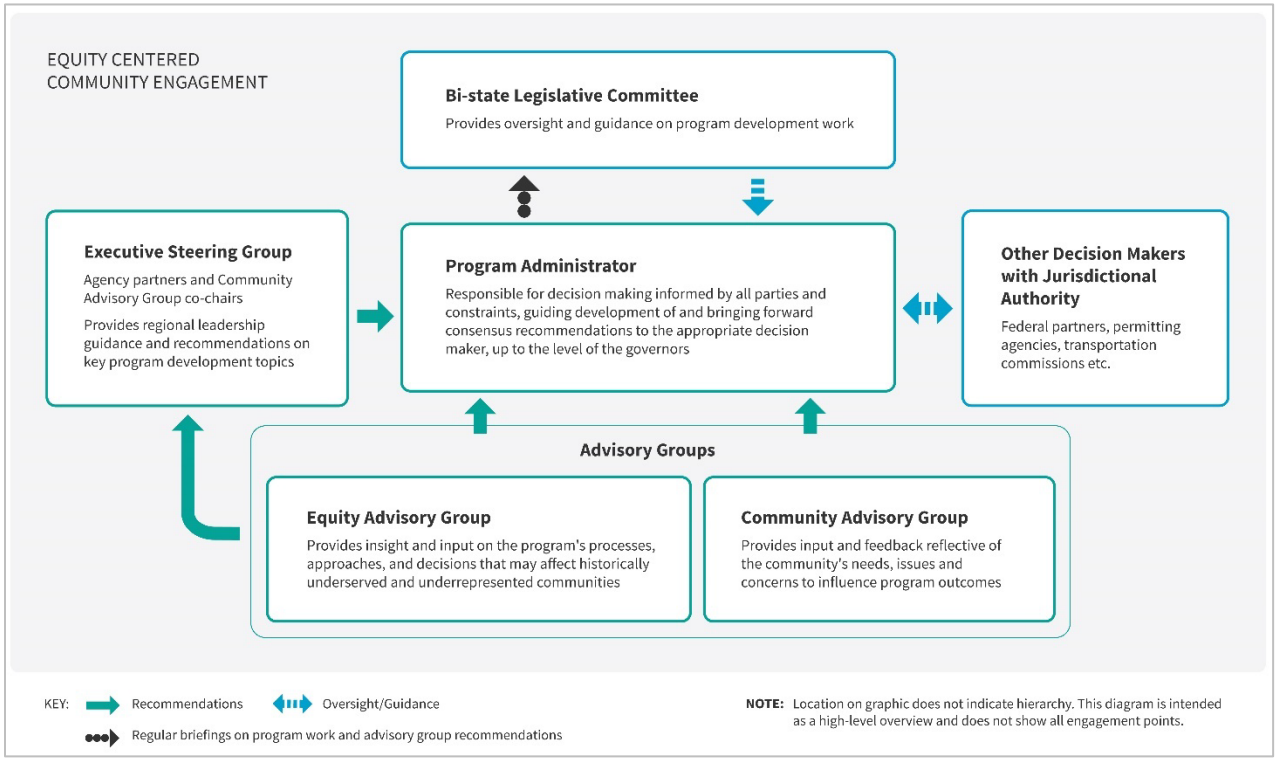
4.4 Advisory Groups

To ensure the program develops a multimodal bridge replacement solution that best serves the complex needs of communities in Washington and Oregon and fosters broad regional support, the program has three ongoing advisory groups that provide feedback and recommendations: (1) Executive Steering Group, (2) Community Advisory Group (CAG), and (3) Equity Advisory Group (EAG). All three groups have balanced representation from Oregon and Washington.

The Executive Steering Group is a 12-member steering group with representation from the 10 bi-state partner agencies, as well as a community representative from each state, who together serve as the co-chairs of the CAG. The CAG and EAG are specifically focused on representing diverse individuals and organizations who use the Interstate Bridge or live, work, or recreate within the program impact

area. Membership of the CAG and EAG includes community members selected through an open application process and appointed representatives of community-based organizations. EAG membership also includes equity-focused staff from each program partner agency. Figure 13 illustrates how the advisory groups provide recommendations and guidance to help shape program outcomes.

Figure 13. Equity-Centered Community Engagement



4.4.1 Community Advisory Group

The CAG was instrumental in establishing community values and priorities, a critical input for developing screening criteria and performance measures for design options. Design options were reviewed twice during CAG meetings in fall 2021, allowing for small group discussions with subject matter experts. Design option feedback from CAG members focused on issues of safety and traffic congestion. Concerns were expressed regarding the no interchange option on Hayden Island; would it increase congestion at Marine Drive and negatively impact residents and businesses? More information is needed on how various stakeholders would be impacted. CAG members expressed an interest in tolling and how tolling might be implemented on the replacement bridge, with an emphasis on implementing an equitable tolling program.

4.4.2 Equity Advisory Group

In addition to reviewing and discussing design options during meetings, the EAG has been involved in the development of equity-focused screening criteria to be used in the evaluation of design options. Developing screening criteria entailed several steps:

- Staff reviewed input from past EAG meetings to identify comments relevant to program design
- EAG members were briefed on the elements of design options and the purpose of screening criteria
- An EAG subcommittee was formed to delve into a draft menu of criteria, evaluating the criteria for their connection to program equity objectives
- The full EAG provided further input and refinements before delivering to the program

Throughout this process, the EAG emphasized the importance of the following design considerations:

- Designing for human-centered accessibility, including around interchanges
- Focusing on connecting communities
- Addressing air quality impacts to neighborhoods in and around the program area
- Exploring potential opportunities to support access to the Columbia River
- Improving access to cultural amenities and human services
- Focusing on east-west connectivity and mobility in addition to north-south
- Ensuring safe, convenient access to transit
- Understanding and addressing potential impacts on the houseless population
- Anticipating how certain options could result in gentrification and displacement

4.4.3 What We Heard

CAG and EAG members provided qualitative feedback during advisory group meetings and quantitative feedback through completion of the community input survey. The collective survey responses from CAG and EAG members are summarized in Section 4.8, Community Input Survey. Generally, the CAG and EAG expressed a need for more information and detailed maps to provide meaningful feedback on design options. Both groups expressed concern for how tolling will be implemented equitably and a desire to see a transportation system that integrates high-capacity transit with shared-use paths seamlessly, ensuring accessibility, safety, and improved travel time for all users. The CAG reminded the program to consider river traffic and guarantee that the bridge is tall enough for vessels to pass underneath. The EAG expressed a need for the program to produce physical models of each design option for blind and low-vision communities to better understand the differences. Both groups desired to better understand how all options would impact various communities and what those communities prefer.

4.5 Community-Specific Listening Sessions

Listening sessions enable the program to gather feedback from community members in affinity spaces and build relationships through transparent and accessible small group discussion opportunities. Four community-specific listening sessions were held in November in partnership with 10 community-based organizations (CBOs) that have established deep connections within equity-priority communities. CBO partners act as a trusted source of information, encouraging participation and spreading awareness of listening sessions among their networks through email blasts, social media posts, and authored newsletter articles. The purpose of these sessions was to share information on design options with equity-priority communities and solicit feedback in an affinity space. More than 300 community members participated in this series of listening sessions (see Table 1), many of whom report this being their first time engaging with the program.

Table 1. Number of Participants for Each Listening Session

Listening session	Number of participants
Black, Indigenous, and People of Color (BIPOC)	55
People Living with Disabilities	30
Youth and People Living with Lower Income	129
People with Limited English Proficiency, Immigrants, and Refugees	93

4.5.1 Listening Session for Black, Indigenous, and People of Color (BIPOC)

CBO Partners: Coalition of Communities of Color, Brown Hope

Participants posed more questions than provided comments during this session. Questions were focused on process, program oversight, community benefits when the time for construction begins, and bridge design. Participants reported using transit most frequently (~60 percent) to travel across the bridge. Others carpool and few use single-occupancy vehicles. Participants also shared that due to pandemic-related job loss they no longer travel across the bridge as frequently. Feedback also highlighted the need for ongoing engagement in an affinity space since participants felt it was a lot of information to process in a short period of time.

Example comments:

- Which commissions/committees or governing bodies will be a part of the approval process?
- Is there going to be any type of training for the upcoming positions, specifically opportunities for BIPOC and vulnerable populations to get the prerequisites required to qualify for those positions? How will it be communicated to the public?

4.5.2 Listening Session for People Living with Disabilities

CBO Partners: Activate Inclusion, Washington Advocates of the Deaf and Hard of Hearing

Participants showed high interest in accessible and dependable transit options. They also shared concerns over funding, project cost, sufficient signage on the new bridge, and construction signage and notices.

Example comments:

> *I am interested to know how the Hayden Island and Marine Drive interchange will impact high-capacity transit.*
>
> *I think the greater schedule frequency and passenger capacity of light rail would make it the preferred choice.*

4.5.3 Listening Session for Youth and People Living with Lower Income

CBO Partners: Partners in Career, The Street Trust, Next Up!

Participants shared strong concern over environmental impacts and support for infrastructure that promotes high-capacity transit and low-stress active transportation options.

Example comments:

> *If there were better transportation options, I would cross the bridge.*
>
> *I've walked across bridge- super scary and dangerous.*
>
> *Whatever replaces the current bridge it is important to find other ways other than cars and it has to be easy and accessible.*
>
> *A challenge is to get all folks to see all the issues related to the environment.*

4.5.4 Listening Session for People with Limited English Proficiency, Immigrants, and Refugees

CBO Partners: Somali American Council of Oregon, Unite Oregon, Slavic Community Center of NW

Participants provided a wide variety of feedback including concerns around how tolling will be implemented equitably and which design option will allow for dedicated freight, active transportation, and transit lanes. Safety and congestion relief are top priorities for a replacement solution. Several people expressed support for a stacked bridge crossing design.

Example comments:

> *Happy to hear that they are doing construction on the bridge because the traffic is bad. Also, it will help with the safety of people who ride their bikes.*

TriMet is necessary on the bridge, especially for older people.

4.5.5 Key Takeaways and Themes

Many participants felt that their travel patterns were impacted by COVID-19 and associated job loss. They rely on transit and have diverse needs for the bridge; they want to ensure the bridge replacement will fulfill those needs. The issue of equitable tolling was raised at each session. They expressed strong desire for confined affinity sessions to be heard by the program. Participants were very engaged in the conversations, often staying 30 minutes after the meetings to continue discussions.

4.6 Community Working Groups

Four CWGs, with a total of 81 participants, met twice in fall 2021 to provide feedback on specific transportation issues related to the program. Groups were convened on the following topics: active transportation, multimodal commuter, Hayden Island/Marine Drive, and downtown Vancouver. All meetings were held virtually and livestreamed on YouTube. Unlike advisory groups, CWGs do not meet on a regular basis and provide feedback, not recommendations, to the program.

CWG participants were selected based on their interest in serving on the program's advisory groups and their unique, organizational perspective relevant to the group's topic. All participants were intentionally selected to provide well-rounded representation to each discussion topic and spanned a variety of age ranges, income levels, and identities across both sides of the Columbia River. Each CWG includes representation from CBOs, at-large community members, and at least one CAG member.

Two orientation meetings were held to familiarize CWG participants with program history, work completed, and anticipated schedule. Next, each group met twice, first to learn about participants' experiences traveling through the program area and their transportation priorities. A second meeting was held with a focus to solicit feedback regarding design options.

The program does not anticipate regular meetings in 2022 but may reconvene the groups to meet on an as-needed basis. Additional CWGs may be formed in the future to advise the program on various topics when necessary.

4.6.1 Support for High-Capacity Transit

Most participants expressed positive feelings or strong support for the implementation of a high-capacity transit system. Many expressed a desire for LRT by name, and several were also supportive of BRT. Several participants expressed strong support for a transit connection on Hayden Island. Generally, there is a desire for greater connectivity between Portland, Vancouver, and the surrounding areas.

Participants across all four groups expressed a desire for more robust transit services, on both sides of the river, that can get them where they need to go quickly and efficiently. Suggestions included

increased bus stops, increased service times, more reliable and consistent routes, and high-quality transit facilities equipped with up-to-date trip information on service delays and closures.

4.6.2 Congestion Relief

Many participants expressed dissatisfaction with the current level of congestion throughout the program area, particularly on Marine Drive and in downtown Vancouver. Participants felt that the program should prioritize relieving congestion.

4.6.3 Accessibility and Mobility

Some participants expressed a desire for the program to consider design features that affect user experience and accessibility for non-vehicle users, such as attention to surface materials on a shared-use path, ramp grades, need for railings, and the necessity of dedicated rest locations on ramp inclines for those who may be walking, biking, or rolling.

4.6.4 Safety and Seismic Resiliency

Many participants expressed concern regarding safety conditions for all types of users and emphasized the need for safer user access and crossing. Seismic resiliency was highlighted as a top concern for any future replacement bridge.

4.6.5 Construction Impact Concern

Some participants expressed concern for the potential impacts that bridge construction will have on residents, businesses, and communities.

4.6.6 What We Heard

At each meeting, participants were asked to share their current experience related to their CWG topic. Material was presented with the intention of soliciting feedback to help inform the development of a Modified LPA. Presentations included an overview of current conditions, a preliminary active transportation framework, preliminary highway design options, and preliminary transit design options. Participants were asked to provide feedback on presentation material as it related to their CWG topic. This section summarizes participant feedback collected during each CWG meeting.

Active Transportation Community Working Group

The Active Transportation CWG focused on the design of walking, biking, and rolling facilities across the Interstate Bridge and its connections.

First Meeting

In the first meeting, participants shared personal experiences and requests including prioritization for safety, interest in wider sidewalks for pedestrians, a desire for physical barriers to support bike safety,

a desire for direct and easy to navigate routes, concern for the level of path incline for manual wheelchairs, attention to path surface materials and other design features such as railings, a desire for pathway separation for different speeds of travel, concern about proximity of cyclists to parked vehicles, concern about negative environmental impacts from rainwater runoff, and the importance of wayfinding for vehicular awareness of bikeways.

Second Meeting

In the second meeting, participants shared the need for active transportation facilities to be linked, forming a cohesive transportation network. Participants expressed a desire for elevators and other redundancies in case of bridge failure. Noise and safety concerns were emphasized, along with the importance of flat rest areas at regular intervals on bridge access ramps.

Example comments:

> *Safety and noise are primary concerns. Having the shared use path next to traffic on the bridge, instead of isolated underneath the bridge, may increase perceived and real safety.*
>
> *I prefer the no interchange option for Hayden Island/Marine Drive from the active transportation perspective. It has the smallest footprint and incentives different types of use.*
>
> *Bringing a shared use path across a freeway on/off ramp (on Hayden Island) makes the intersection less desirable to engage with.*

Hayden Island/Marine Drive Community Working Group

The Hayden Island/Marine Drive CWG focused on Hayden Island and Marine Drive interchanges and connections to the Interstate Bridge, including potential alternatives and design options.

First Meeting

In the first meeting, participants shared personal experience including concern about the ability to access Hayden Island easily; dissatisfaction with existing heavy traffic conditions on Marine Drive and interchanges; concern about the construction impact to residents, businesses, and community members; desire to separate local and interstate traffic; concern that Marine Drive is overburdened with freight traffic through residential areas east of the interstate; concern for pedestrian safety and accessibility challenges on Marine Drive; desire to eliminate cut-through traffic; and desire for safe parks and public spaces located under bridgeways.

Participants reviewed Hayden Island/Marine Drive interchange design options and were asked the following questions related to the concepts presented:

- In the moment, which concept do you lean toward, a full, half, or no interchange?
- In the moment, which interchange landing point concept do you lean toward?
- In the moment, which local access bridge concept do you lean toward?

The most frequent response was “currently unsure” based on the information provided in the meeting.

Second Meeting

In the second meeting, participants reviewed Hayden Island/Marine Drive interchange design options in more detail. Participant feedback included a suggestion to consider a flyover ramp from eastbound Marine Drive to northbound I-5 to alleviate congestion if a full or partial interchange is selected, an emphasis on the requirement for earthquake resiliency, a desire to alleviate existing congestion in the area, and the ability for large trucks to get where they need to go on Columbia Boulevard and Lombard Street. Many participants emphasized the desire to see projected traffic data related to each design option in order to better understand potential impacts.

Example comments:

> *We have this huge bottleneck and part of this process is trying to figure out how to solve the bottleneck; we need to figure out how best to do that.*
>
> *The problem of the interchange at I-5 and Marine Dr for traffic coming from the Port area onto I-5 needs to be solved; we want to see more on that.*
>
> *One of the key concerns identified by neighbors is the safety of the entrance onto I-5 north on Hayden Island; we would love to see what the data models show on cascading effects across I-5.*

Participants were asked their current level of support in the moment for each of the preliminary highway design options presented by staff. Participants expressed a desire to see more detailed design options. As shown in Table 2, given the information available during the meeting, most CWG participants support or support with suggestions the preliminary design options.

Table 2. Pulse Poll Results from Second Hayden Island/Marine Drive CWG Meeting

Option	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%

Multimodal Commuter Community Working Group

The Multimodal Commuter CWG provided feedback on the Interstate Bridge user experience from a commuter perspective, including access to public transit and other modes of transportation such as driving, biking, and rolling.

First Meeting

In the first meeting, participants shared personal commuting experiences across the bridge including desire for a ride without transfers on public transit, safer non-vehicle user access and crossing conditions, enhanced transit options, separate merging lanes heading southbound on I-5, electric signage to communicate travel times and accident notifications, and LRT expansion into Vancouver. Participants expressed dissatisfaction with current bus frequency and reliability, sight lines when crossing the bridge, and congestion and increased commute times due to freight movement.

Example comment:

> *It's really pretty circuitous [crossing] on Hayden Island, and I want to make sure that the complexity of that crossing is acknowledged.*

Second Meeting

In the second meeting, participants expressed that the following factors make transit appealing to them: shortened ride time, reduced or zero ride transfers, transit station linkages and reliable parking availability, a regional transit system with connectivity on both sides of the river, and the availability of wi-fi on transit. Participants provided specific feedback regarding highway and transit design options, including:

- Preference for a straight alignment
- Concerns about stacked alignment option due to lack of direct connections to downtown Vancouver
- Support for stacked alignment due to Vancouver access ramps causing traffic congestion
- Preference for a steel bridge construction over concrete
- Concern was express regarding the no interchange option on Hayden Island as it could increase existing traffic congestion by reducing access points to get on or off the island
- Desire to ensure connectivity between a high-capacity transit service and active transportation facilities

Example comments:

> *We should be thinking through what type of tools would be supportive to commuters to help change their behavior away from driving by making transit more attractive - such as providing wi-fi on transit.*

> *Reliability is key for transit. I don't mind if my commute takes longer on mass transit, it's much more important to me that the entire system is reliable.*

Downtown Vancouver Community Working Group

The Downtown Vancouver CWG provided feedback on downtown Vancouver transit and highway connections to the Interstate Bridge, including potential alternatives and design options.

First Meeting

In the first meeting, participants shared personal experience including concern about unsafe conditions for pedestrians and cyclists accessing and crossing the bridge, lack of parking availability downtown, existing heavy traffic and frequent congestion, lack of convenient and reliable access to transit including distance between stops, and difficulty accessing I-5 north from downtown due to congestion on local streets. Participants expressed desire for increased reliability and access to transit, additional lanes to increase capacity, improved local transit connectivity within downtown Vancouver, additional bike lanes, safe connections for non-vehicle users, and the extension of Main Street to the Vancouver waterfront.

Example comments:

> *Any way that you try to leave downtown on Northbound I-5 is really frustrating. It is much easier to get onto I-5 Southbound from downtown, as long as there isn't congestion. It takes an extra 15 minutes to get out of downtown going North.*
>
> *The ability to walk and bike across the bridge needs to be prioritized in a new design; it is so dangerous currently. I would like to do this, but it is too scary. The access getting off the bridge downtown is also dangerous if you're not travelling in a vehicle.*

Second Meeting

In the second meeting, participants provided specific feedback on highway design options, including support for the stacked alignment, concern regarding access to downtown Vancouver with a stacked alignment, and concern for safety of non-vehicle users next to speeding traffic. Participants expressed a desire for more information regarding expanded access to C Street, three-dimensional modeling or maps to understand impacts and implications of design options, and more information about each option in general. Some participants expressed desire for removal of the downtown Vancouver interchange due to speed and safety concerns.

Participants also provided specific feedback on high-capacity transit design options, including:

- Support for LRT, BRT, and combined LRT/BRT transit options
- Desire for multiple transportation options that are efficient and reliable
- Need for increased parking availability at park and rides to support transit use
- Desire for greater connectivity from Clark County into Portland
- Emphasis on the need for a convenient and user-friendly transit system
- Preference for a bus terminus at Jantzen Beach
- Desire for increased access to downtown to support economic development

Example comments:

> *A design option that reduces the footprint/reduces digging up the earth as much as possible is most appealing to me - especially surrounding Fort Vancouver.*
>
> *I would like this to serve as a fast, convenient interstate that moves freight across the city. It no longer works as a neighborhood connector.*

4.7 Freight Leadership Meeting

In November, the program hosted a meeting with the freight leadership community to discuss regional freight priorities, share program information, and review design options. The meeting was co-hosted by the Ports of Vancouver and Portland. Attendees included representatives from:

- Port of Camas-Washougal
- Port of Longview, Port of Moscow
- Port of Ridgefield
- Port of Umatilla
- Washington Public Ports Association
- Oregon Trucking Association
- Washington Trucking Association
- AAA Oregon
- Omega Morgan Trucking
- Oregon Business and Industry
- City of Vancouver
- Office of Washington State Senator Annette Cleveland

4.7.1 Key Takeaways and Themes

Feedback and discussion throughout the meeting produced several prominent themes:

- Desire for projections of future freight traffic data
- Desire for program attention to logistical details of high, wide, and heavy freight movement
- Concern that the program is trying to reduce single-passenger vehicle demand, which does not adequately address the need for increased freight traffic capacity
- Desire for more opportunities for the freight community to engage with the program and provide feedback

Regarding design options, participants expressed support for the full Hayden Island/Marine Drive interchange option and support for non-stacked river crossing options, pending review of design details such as signage and specific location of on- and off-ramps. Participants want to see more data relevant to freight traffic projections and desire more opportunities for the wider freight community to engage with the program and provide feedback. The program will continue to engage the freight community as the Modified LPA is developed.

4.8 Community Input Survey

An online community input survey was used to gather robust feedback around bridge replacement design options and participant transportation habits and priorities. The survey contained 26 questions with an opportunity to provide open-ended comment at the end of the survey. Questions were designed to elicit feedback on preferences and priorities associated with user experience and attributes of design options. Questions were not intended to produce a ranking among design options. This feedback on priorities and preferences will be an important consideration alongside other inputs as design options are evaluated.

- Travel patterns (10 questions)
- River crossing configuration (2 questions)
- Hayden Island/Marine Drive Interchange options (3 questions)
- Vancouver Interchange improvements (1 question)
- High-capacity transit options (3 questions)
- Demographics (6 questions)
- How respondents heard about the survey (1 question)

Images and text descriptions of design options prefaced each section of the survey. The survey was available to participants in 11 languages: English, Spanish, Vietnamese, Chinese (Traditional and Simplified), Korean, Russian, Romanian, Ukrainian, Somali, and Arabic.

The survey was open to the public from November 12 to December 10. After reviewing the demographics of the preliminary participants, the program identified a need to hear more from Oregon-based community members and equity-priority communities. Initially, 57 percent of survey respondents identified themselves as Washington residents, while 43 percent identified as Oregon residents. Only 18 percent of survey respondents identified as a race other than white/Caucasian and less than 6 percent of survey respondents were under the age of 25. The program also heard that certain communities need more time to understand, digest, and provide feedback on information as complex and technical as the design options.

As a result, the survey close date was extended to January 2, enabling the program to conduct targeted email and phone outreach to equity-priority communities and Oregon-based community organizations while also bolstering alternative text and audio descriptions within the survey to help better meet the needs of people living with disabilities and those who use screen readers and visual aids. The additional outreach yielded 118 additional responses. Of those respondents who provided demographic information, 71 percent were from Oregon and 37 percent were non-white/Caucasian.

While community participation in the survey was significant, the program recognizes this survey has limitations, including no guarantee of:

- Statistical significance within a margin of error
- Demographic representation of the program area
- Extensive input from those without internet access

The survey findings are presented in the following sections:

- Key takeaways and themes
- Survey demographic results
- Respondent travel patterns
- River crossing
- Vancouver interchanges
- Hayden Island/Marine Drive Interchanges
- High-capacity transit

The open-ended survey comment findings are summarized in the subsequent section.

4.8.1 Key Takeaways and Themes

The program received more than 9,600 survey responses. Approximately 10 percent of respondents skipped at least one question, with a higher percentage of respondents (approximately one-third) skipping the questions related to self-identifying demographic information.

Most respondents (72 percent) heard of the survey through social media. Social media use was higher among youth (80 percent) and lower among older adults (58 percent), but otherwise consistent among all respondents. Nine percent of respondents heard of the survey through either the program newsletter or website while only 4 percent heard of the survey through radio or print advertising.

The following sections summarize the key findings for travel patterns and design options. A separate analysis specific to the program's equity-priority communities is included. With some exceptions as noted in the analyses below, responses were consistent across all demographic groups.

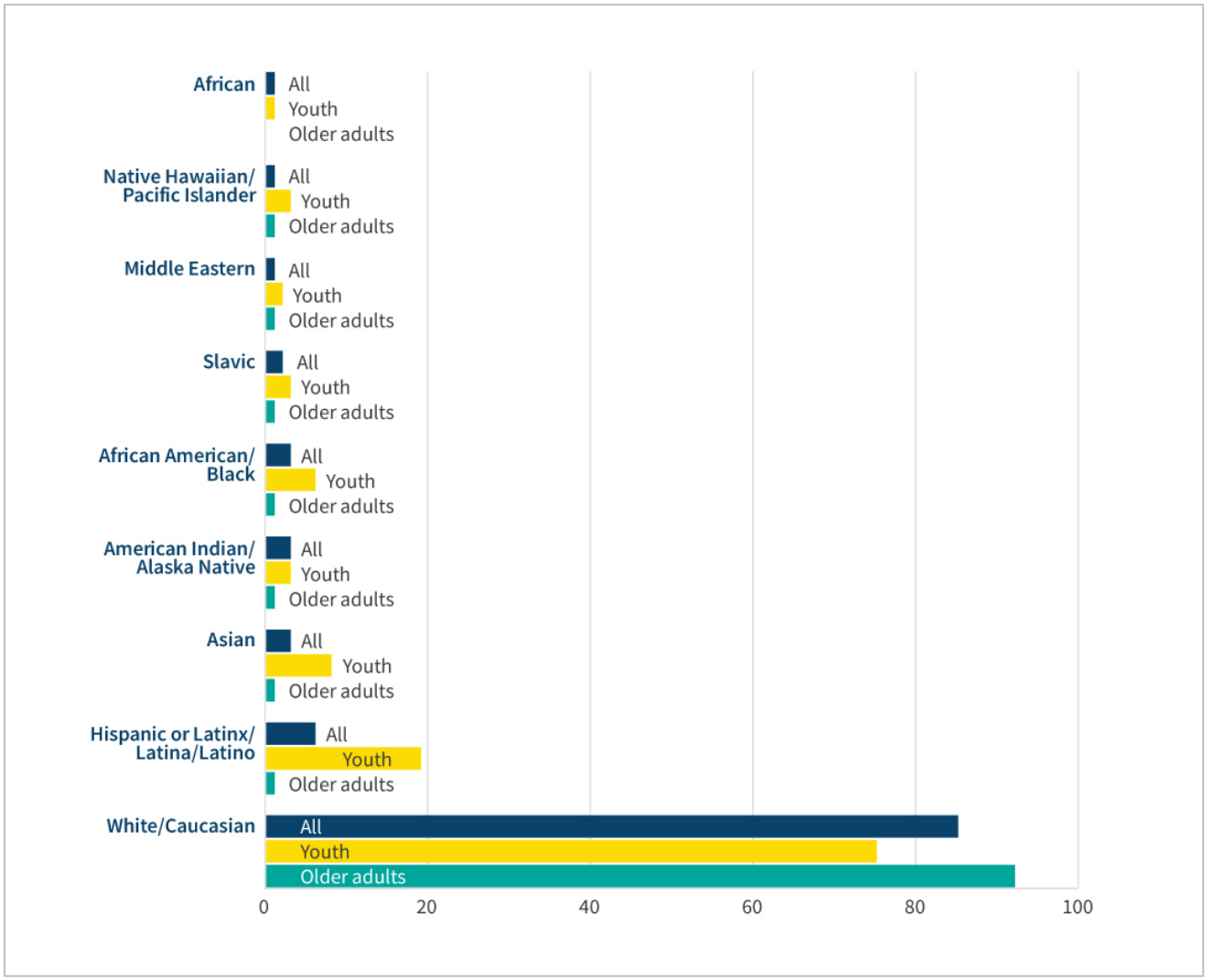
4.8.2 Survey Demographics

Survey participants were prompted to voluntarily provide demographic information and approximately one-third of participants chose not to respond.

Of those who identified their race, 85 percent identified as white/Caucasian. Among the non-white participants, the largest percentage identified as Hispanic/Latinx (6 percent). Census data indicates that the program area is 71 percent white/Caucasian, suggesting that the percentage of white survey participants may be disproportional to those living in the program area. Participants 65 years old or older indicated they are primarily white/Caucasian (92 percent). Participants younger than 25 years old primarily identify as white/Caucasian (75 percent), followed by Hispanic/Latinx (19 percent), and Asian (8 percent). (See Figure 14.)

Approximately one-third (32 percent) of respondents did not identify in what city they live, but of the respondents who did choose to identify their residence, 56 percent reside in Washington and 43 percent reside in Oregon.

Figure 14. Survey Demographics



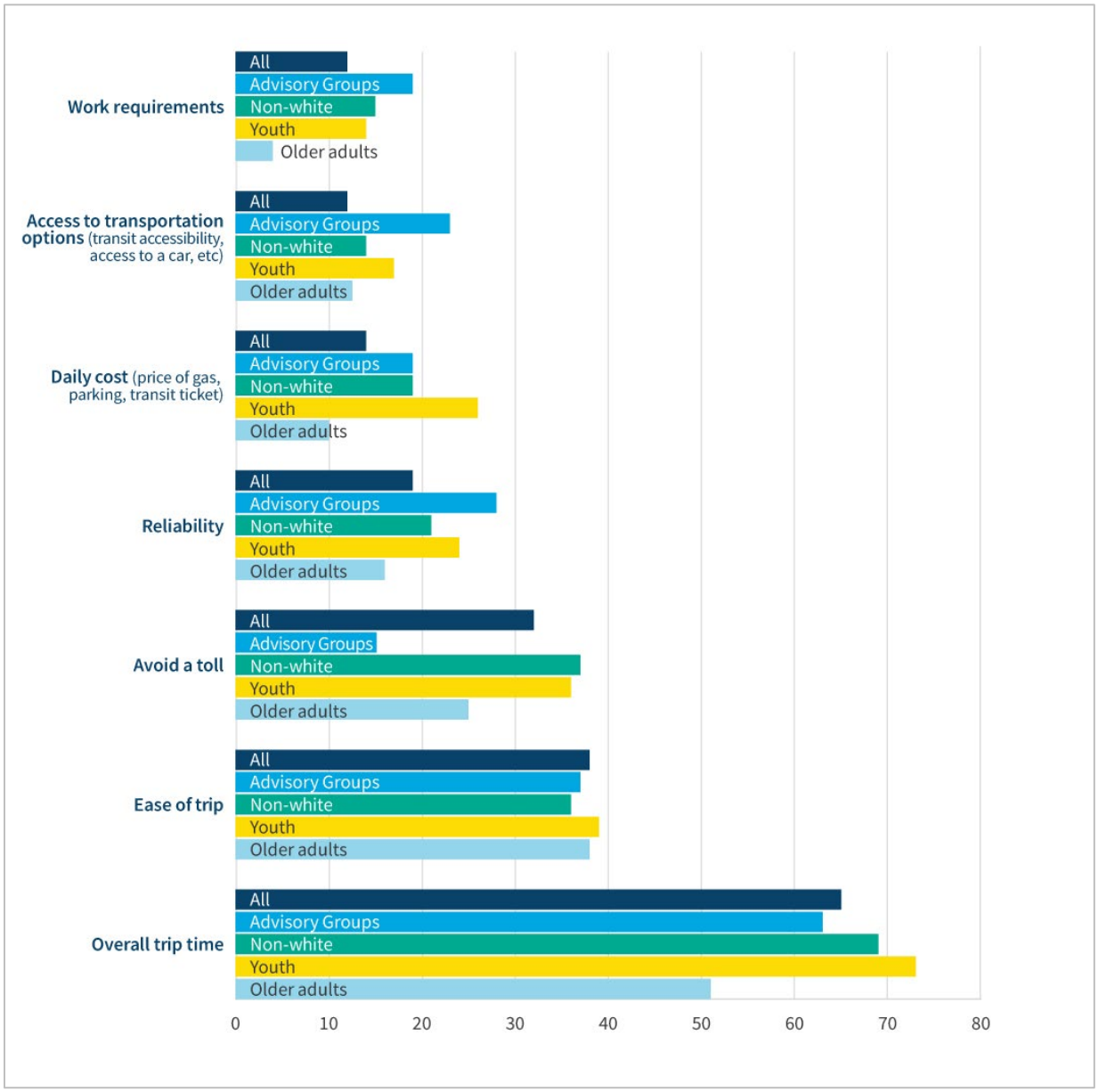
4.8.3 Travel Patterns

Participants were prompted with multiple transportation modes (car/motorcycle, public transit, walking, bicycle, mobility aid, freight vehicle, and other) and asked to identify all of the modes they rely on to get around. A very high majority of respondents, more than 96 percent, rely on a car or motorcycle. Oregon respondents indicated that they rely on public transportation nearly three times more than Washington respondents (39 percent and 14 percent respectively), and bike or walk more than twice as often (40 percent and 17 percent). Fewer than 2 percent of respondents marked other, but of those, many respondents rely on car share services such as Uber and Lyft.

When asked what will influence their decision when choosing how to make trips in the future, respondents across all groups indicated overall trip time was the most influential factor

(65 percent). Trip time was an even higher priority for younger respondents (73 percent) and slightly lower among older respondents, who still marked it as their top priority (51 percent). Ease of trip (38 percent) and avoiding a toll (32 percent) were the second and third most influential factors. No respondents indicated that parking costs would influence their decisions. Figure 15 shows responses to the survey question, "When choosing how you will make your trip in the future, what will be most influential in your decision? (select 2)."

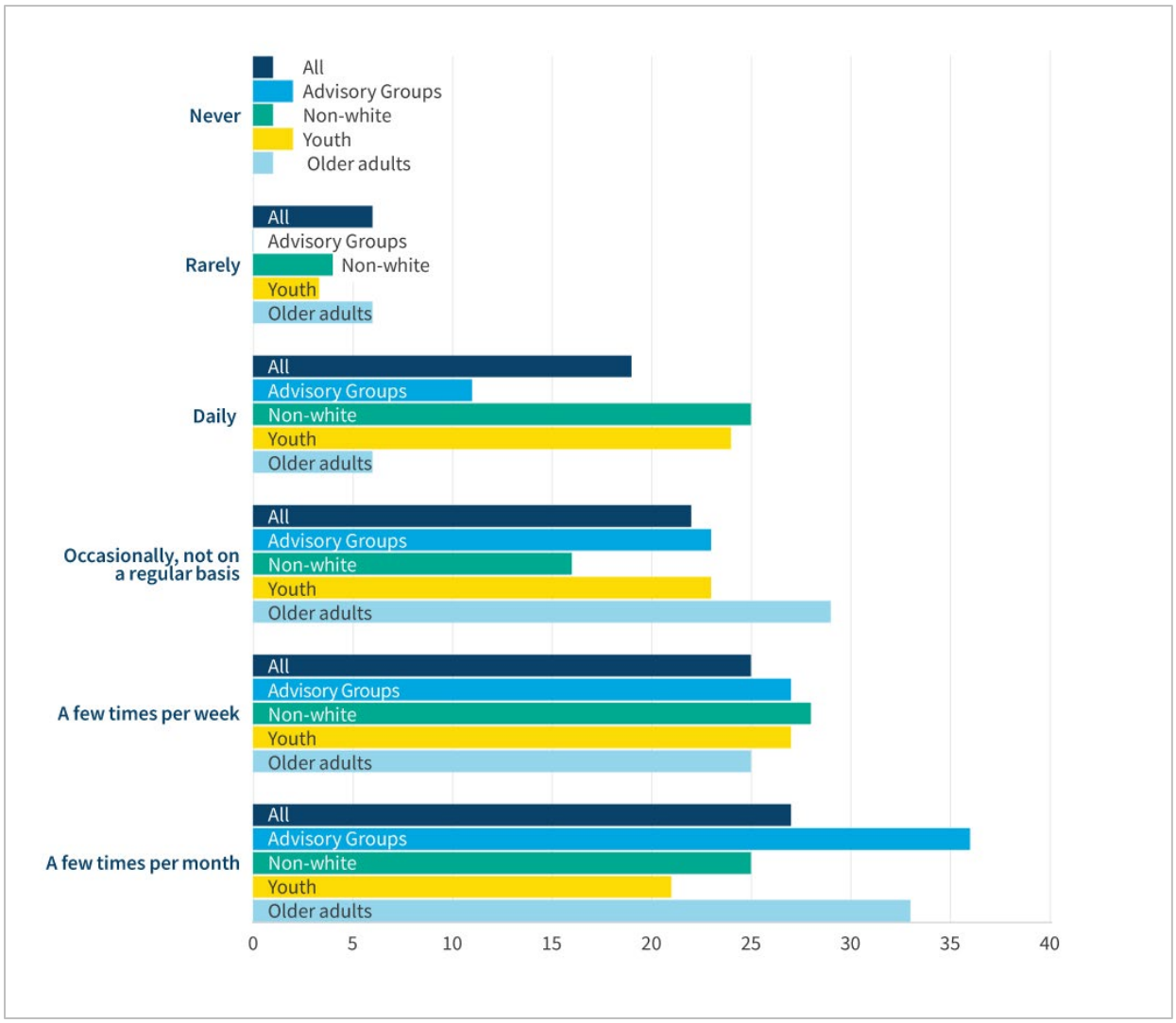
Figure 15. Future Travel Priorities



Most bridge crossings (59 percent) are part of a trip with total trip length of under 45 minutes. Older adults and Oregon respondents reported the highest rate of trips exceeding 90 minutes at 18 percent of respondents within both groups compared to 11 percent of all other respondents.

Less than 20 percent of respondents reported crossing the bridge in a vehicle daily and 44 percent report crossing daily or a few times a week. Washington residents report crossing the bridge daily or a few times a week more than twice as much as Oregon respondents (57 percent and 21 percent, respectively). Figure 16 shows the responses to the question, "How often do you travel across the bridge in a vehicle?"

Figure 16. Bridge Crossing Frequency in a Vehicle



Most respondents never or rarely use transit to cross the bridge (77 percent) or walk, bicycle, or roll across the bridge (87 percent).

Equity-Priority Communities

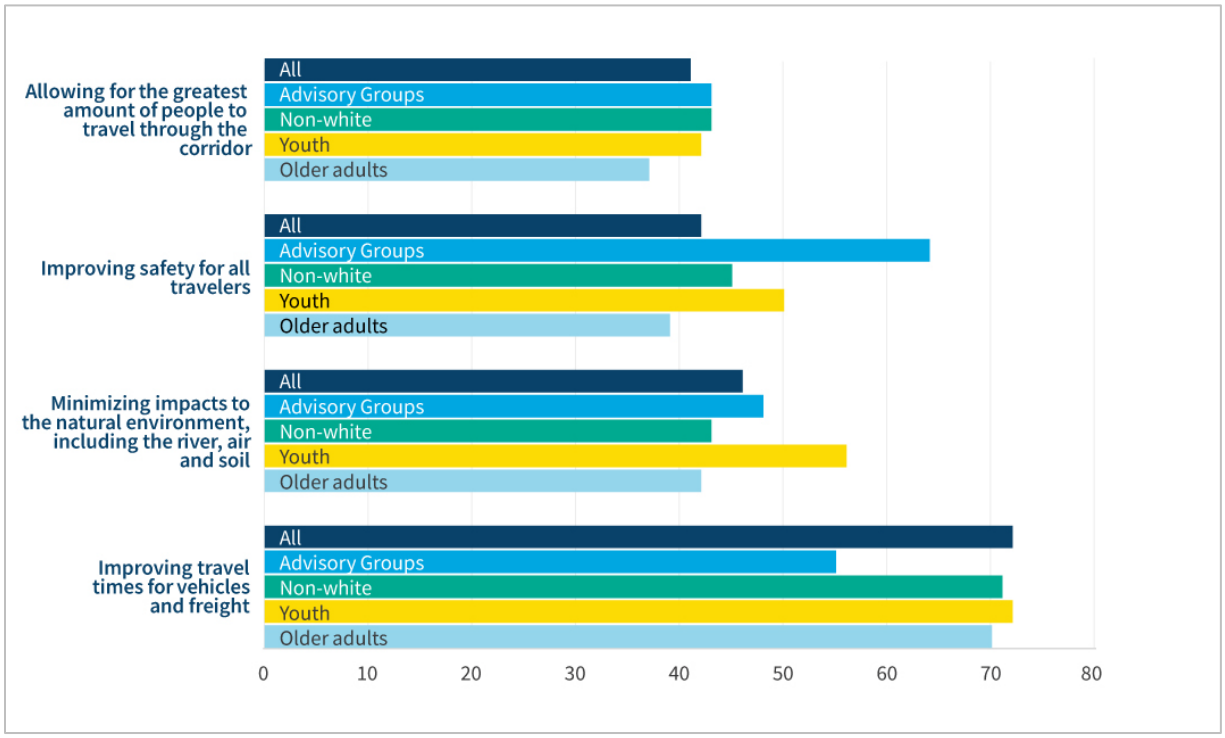
Non-white and youth respondents indicated more frequent travel across the bridge in a vehicle with 25 percent and 24 percent reporting daily use, respectively, compared to 17 percent of white/Caucasian respondents reporting daily use.

As noted in Figure 15, when considering the most influential factor in their decision on how they will make their trip in the future, non-white respondents were more likely to cite avoiding a toll (37 percent) compared to 30 percent of white respondents. After overall trip time, avoiding a toll ranked second amongst both demographic groups for the most influential factor, indicating the importance of examining any disproportionate impacts of tolling on equity-priority communities.

4.8.4 River Crossing

When asked to rank their top three considerations regarding a replacement river crossing, the majority of respondents (72 percent) identified improving travel times as a top priority. Minimizing impacts to the natural environment was the second highest priority among all respondents (46 percent). Oregon residents and youth placed a higher priority on minimizing impacts to the environment than the overall average (54 percent and 56 percent, respectively). Respondents from Washington placed a higher priority on improving travel time (78 percent) and a lower priority on environmental impacts (40 percent). Program advisory groups were the only demographic that placed improving traveler safety as the top priority (64 percent). Figure 17 shows responses to the inquiry, "When considering a replacement river crossing, I care most about: (select 3)."

Figure 17. Priorities for Replacement River Crossing



More than half of respondents reported that they do not bike, walk, or roll across the bridge or do not have a preference when it comes to features for crossing the river as a bicyclist or a pedestrian. Of the respondents who did report a preference, most favored an open path with views of the Columbia River that is at a different level than vehicle traffic. Oregon respondents, who previously in the survey indicated a greater propensity for biking and walking over the bridge, more strongly favored an open path than did respondents from Washington (42 percent and 25 percent, respectively).

Equity-Priority Communities

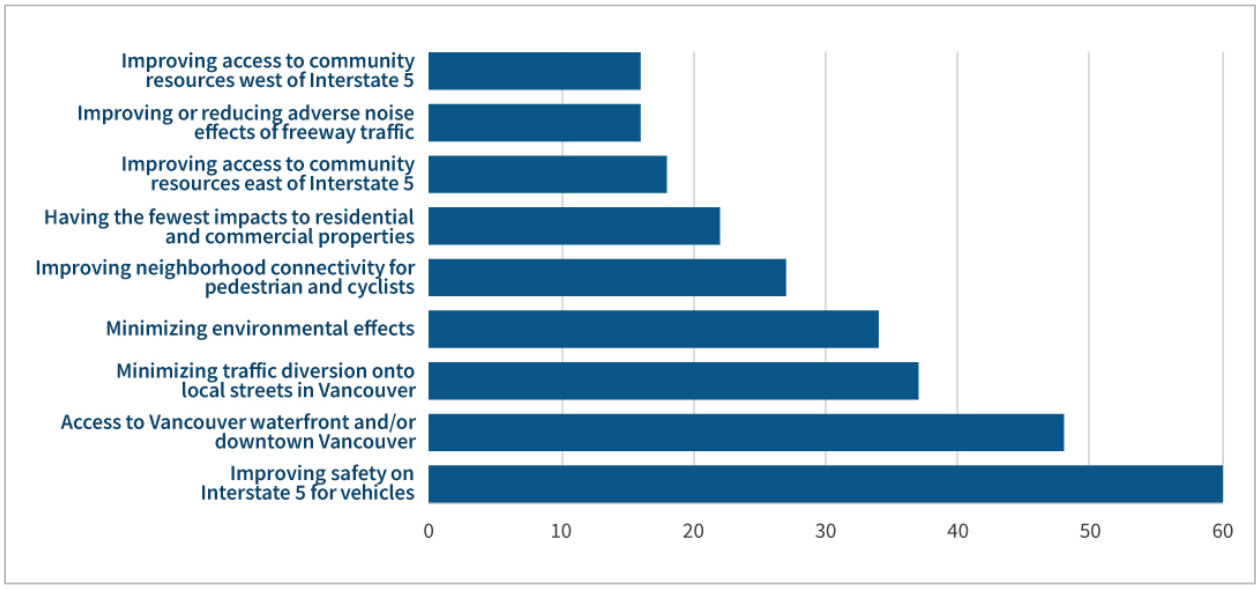
When ranking their top considerations for the replacement river crossing, there was minimal differentiation between the responses of non-white and white/Caucasian respondents, with 71 percent of respondents for both groups selecting improving travel time as their top priority. Responses for adults over 65 years old followed the same trend.

Youth respondents indicated slightly different priorities, as they were more likely to select minimizing impacts to the environment (56 percent) compared to respondents older than 24 years old (45 percent). Additionally, youth respondents were slightly more likely to select improving safety as a priority at 50 percent compared to 41 percent of their older counterparts.

4.8.5 Vancouver Interchanges

When considering improvements to the Vancouver interchanges, the top priority across all respondents was improving safety for vehicles on I-5 (60 percent). The second priority across all demographic groups, except youth, was access to the Vancouver waterfront or downtown Vancouver. The second highest priority for youth was minimizing environmental effects. Figure 18 shows responses across all demographics to the inquiry, "When considering interchange improvements to SR 14, Downtown Vancouver/City Center, Mill Plain, 4th Plain and SR 500, my top priorities are: (select 3)."

Figure 18. Vancouver Interchange Priorities



Equity-Priority Communities

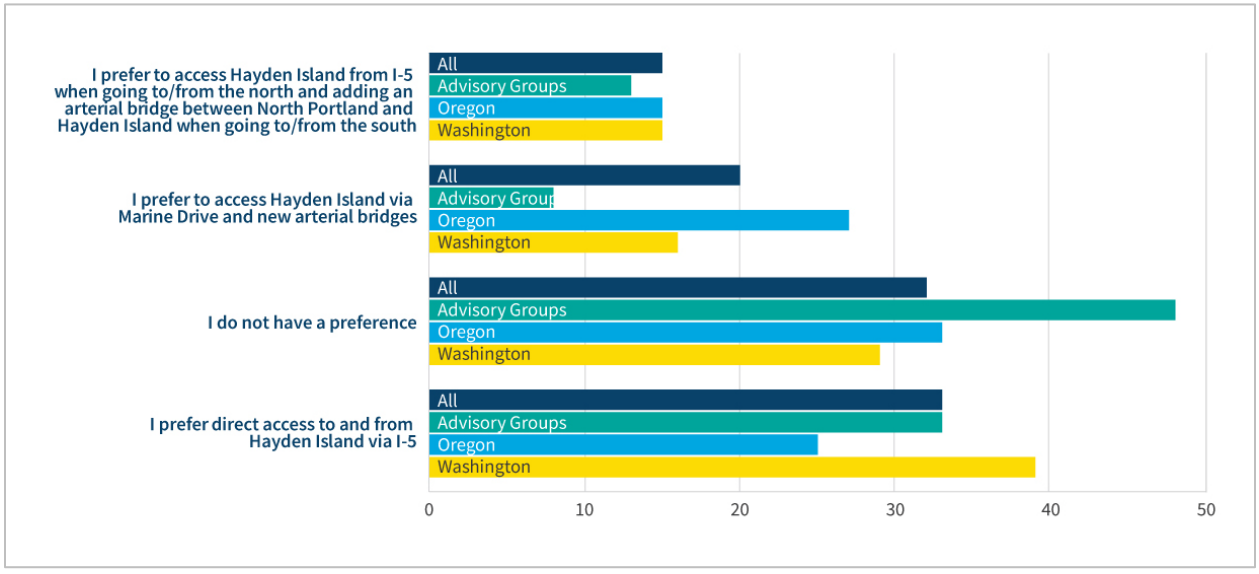
The results indicate that the priorities in consideration of the Vancouver interchanges were largely consistent across demographic groups, reflecting minimal differences among equity-priority communities and the rest of the respondents. However, consistent with the overall trend for youth respondents, they were more likely to report that minimizing the impacts on the environment is a top priority at 48 percent, compared to 34 percent of older respondents.

4.8.6 Hayden Island/Marine Drive Interchanges

Nearly one-third (32 percent) of respondents who chose to answer this question indicated they do not have a preference regarding access to Hayden Island and Marine Drive. Respondents from Washington prefer direct access to and from Hayden Island via I-5 regardless of the direction they are traveling (39 percent) more so than Oregon respondents (25 percent). Conversely, Oregon respondents prefer to access Hayden Island via Marine Drive and new arterial bridges that connect to Hayden Island from North Portland (27 percent) more than Washington respondents (16 percent).

While preference for *how to access* Hayden Island and Marine Drive was heavily influenced by the respondents' geographic location, when asked to identify *the priority* for any Hayden Island Interchange design, nearly 70 percent of all respondents agreed that congestion relief on I-5 near Hayden Island is most important. Oregon respondents' fourth highest priority was local road connectivity between North Portland neighborhoods and Hayden Island. Hayden Island and Marine Drive access priorities are shown in Figure 19.

Figure 19. Hayden Island/Marine Drive Access Priorities



Regarding a shared-use path to Hayden Island, nearly 70 percent of respondents reported that they do not bike, walk, or roll to access Hayden Island. Of the respondents who did express a preference,

dedicated lanes and safety signals were prioritized among all respondents, more than three times higher than fastest route and access to transit facilities.

Equity-Priority Communities

Responses remained consistent for the top considerations regarding access to Hayden Island across equity-priority communities, with little to no differentiation from the rest of the respondents. Since most respondents belonging to equity-priority communities reported that they do not walk, bike, or roll across Hayden Island, there were no meaningful differences in their priorities for the multi-use path when compared to the rest of the respondents.

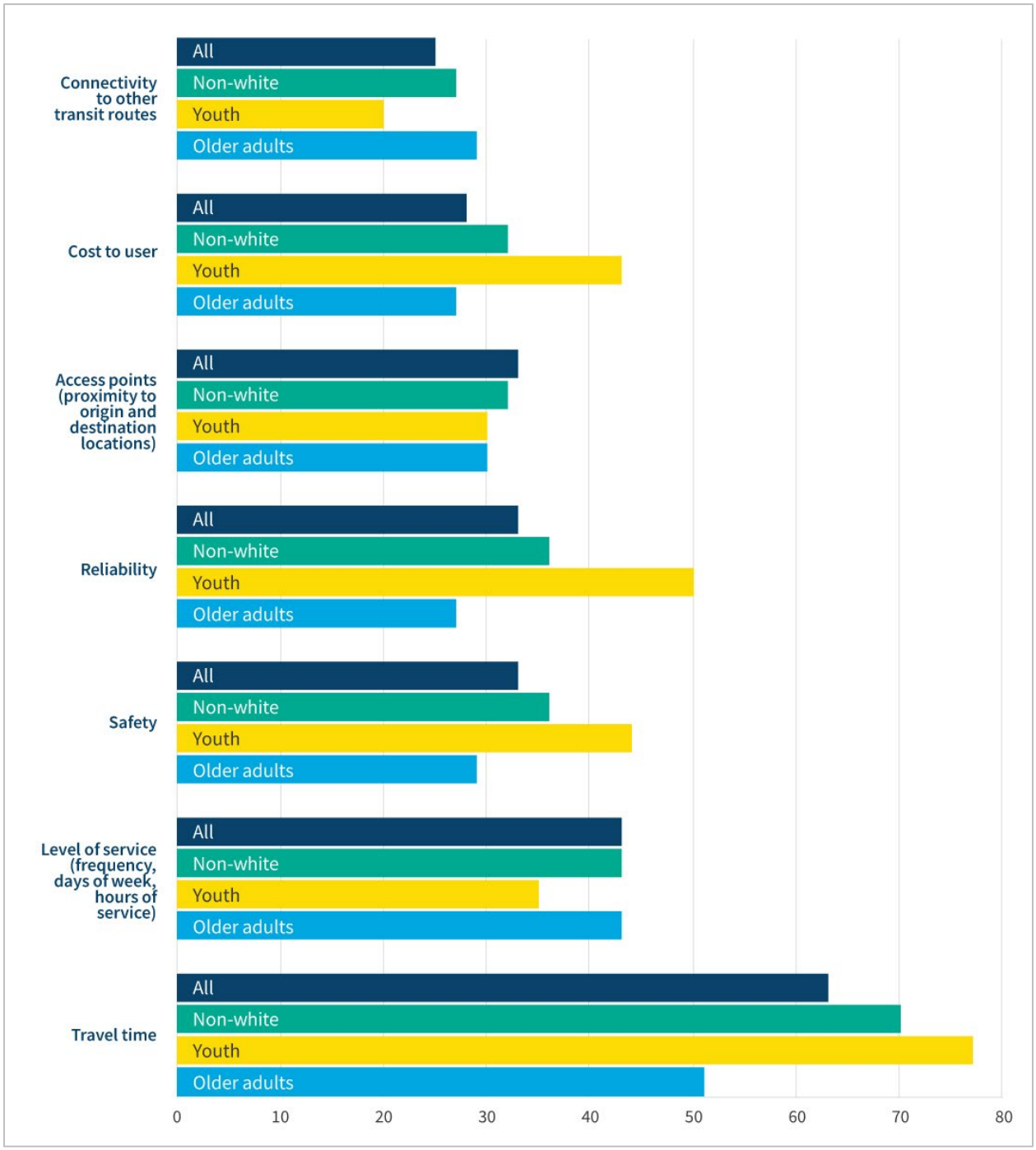
4.8.7 High-Capacity Transit

Approximately half of all survey respondents chose to skip questions related to transit. Of respondents who chose to answer questions, travel time ranked as most important (63 percent). This preference was stronger among youth (77 percent), program advisory groups (71 percent), and non-white (70 percent) respondents. Conversely, older adults placed a lower emphasis on travel time, although still ranked it as the top priority (51 percent).

Level of service was the second highest preference among all respondent groups except youth, followed by safety, reliability, and access points. Youth placed a higher priority on cost to user than on level of service. Figure 20 shows the responses to the question “When comparing transit options, which attributes are most important to you? (select 3).”

The majority of respondents (55 percent) indicated they would access transit options by car via a park and ride location. This option was highest among advisory group respondents (71 percent) and Washington respondents (62 percent) and lowest among Oregon respondents (45 percent). Oregon respondents prioritized walking, biking, or rolling to a transit station higher than all other respondent groups (45 percent).

Figure 20. Transit Option Priorities



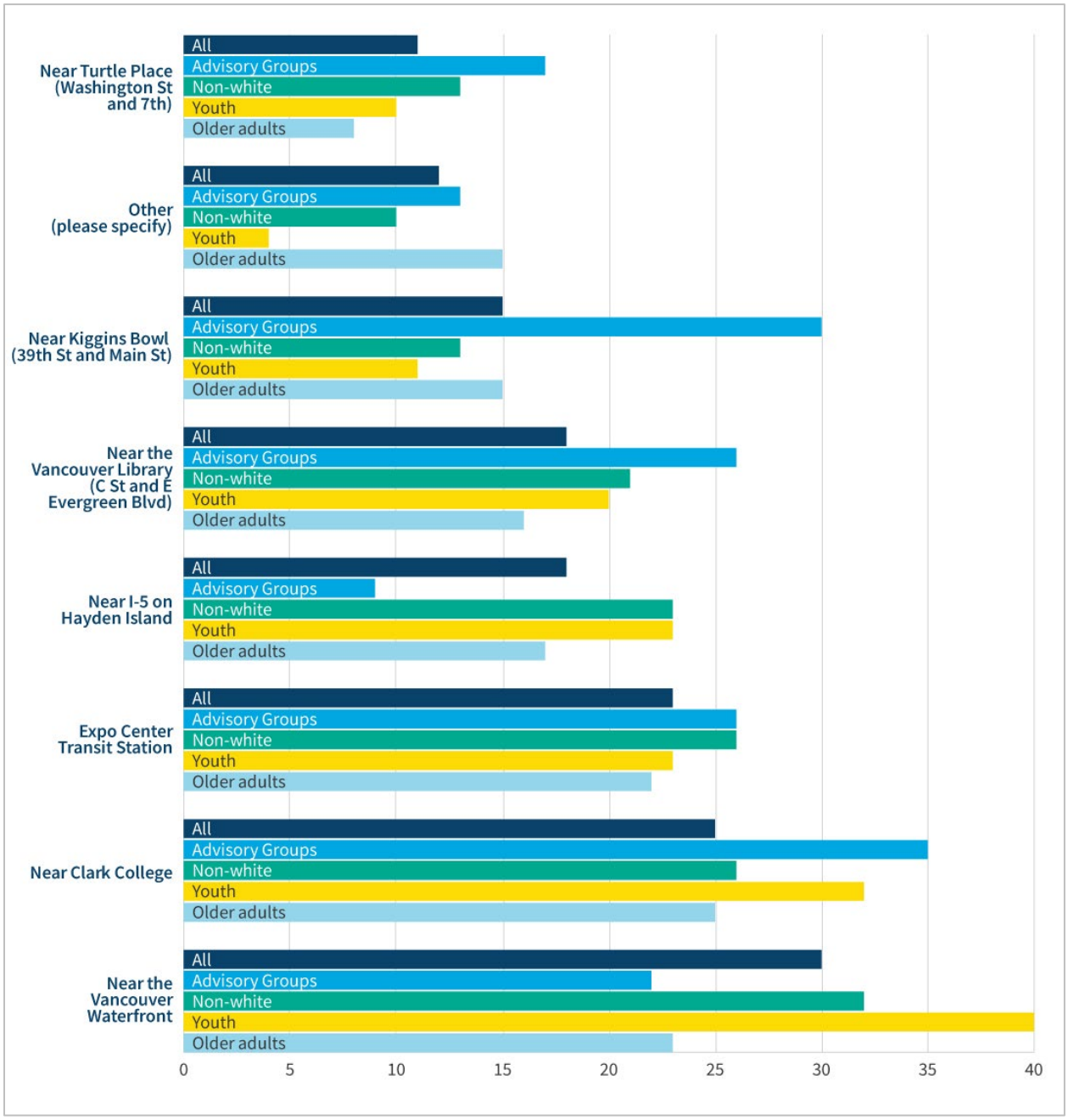
Equity-Priority Communities

While the majority of both non-white and white/Caucasian respondents selected travel time as the most important consideration when comparing transit options, non-white respondents were somewhat more likely to say so compared to their white counterparts (70 percent vs. 63 percent, respectively).

The primary differentiation for equity-priority communities was seen in the results for the youth respondents vs. respondents older than 24 years old, as they were more likely to cite that the following attributes are most important for transit options: cost to user (43 percent vs. 27 percent), reliability (50 percent vs. 32 percent), safety (44 percent vs. 32 percent), and travel time (77 percent vs. 63 percent). In comparison, this particular question appeared to be a lower priority for non-youth respondents overall, including adults over 65 years old, with about one-third of respondents from these groups choosing to skip the question without responding.

Non-white respondents reported they would most often use transit station locations near the Vancouver waterfront (32 percent), near Clark College (26 percent), at the EXPO Center Transit Station (26 percent), and near I-5 on Hayden Island (23 percent). Youth respondents indicated similar preferences with an emphasis on station locations near the Vancouver waterfront (40 percent) and Clark College (32 percent). See Figure 21 for more details.

Figure 21. Transit Station Location Preferences



4.9 Open-Ended Survey Comment Summary

More than 1,700 open-ended comments were received through the survey. For the purpose of this report, these comments were analyzed and grouped to provide a high-level overview by topic.

4.9.1 River Crossing and Alignment

At least 200 survey comments touch on the theme of river crossing and alignment. Approximately 50 percent of these comments suggest an additional crossing is needed across the Columbia River. Other comments urge the program to consider bridge design aesthetics, desiring a beautiful iconic landmark, or wish the program to consider alternatives to a bridge crossing such as a tunnel, ferry, or high-speed rail. Many of the alternatives suggested have been reviewed by the program and dismissed for not providing solutions to all the transportation problems specific to the current Interstate Bridge and surrounding corridor.

The number of lanes on the Interstate Bridge and throughout the program area was also discussed in survey comments. Those who express support for increasing the number of lanes cite congestion relief and the need to build capacity for future growth. Those opposed to increasing the number of lanes are primarily concerned with environmental impacts, citing induced demand which may lead to increased greenhouse gas emissions.

Comments that mention the stacked alignment option express noise and safety concerns for people using a shared-use path or desire one level to act as a vehicle expressway. Other comments prefer alignment options that include two bridge spans, citing height concerns and the ability to continue use of one span should the other be inoperable due to an emergency or natural disaster.

Comment examples:

> *Why is no one considering building a bridge across the Columbia dedicated to long haul trucks that can bypass the i5 until outside of Portland/Vancouver proper? This would mitigate traffic congestion tremendously.*
>
> *The pedestrian bicycle walkway should be ABOVE the traffic! This would make it a complete destination and a pleasant crossing. The noise and fumes when you're on the same level of the traffic or below the traffic are horrendous.*
>
> *I'd like to see two separate spans. One north one south. The best option in case of catastrophe. Also highest for all ships to pass under without raising.*
>
> *Invest in a beautiful and uplifting bridge structure that unites north and south sides of the river. It should be an iconic structure and a symbol for our region.*
>
> *I think what Washington and Oregon need most is a high-volume bridge, 5 lanes in each direction for cars and trucks. Our population continues to grow, so should our roads.*

My most important priority is having a plan that will reduce greenhouse gas emissions by incentivizing use of non-car modes of transportation. No option that increases lanes for cars is acceptable in the current climate emergency. Adding lanes will only serve to induce additional demand for car trips and have no long-run effect on traffic congestion, while significantly increasing overall greenhouse emissions.

4.9.2 Hayden Island/Marine Drive Access and Interchanges

At least 100 survey comments mention Hayden Island or Marine Drive. While commenters were not unified on which Hayden Island/Marine Drive Interchange option they prefer, many cited congestion relief and safety as top priorities. Desire for a local access connection to the island separate from I-5 was expressed. Commenters expressed a need to have more information in general, with a particular focus on the potential impacts of each design option.

Comment examples:

I think Hayden Island needs at least two routes on and off the island for emergencies. Swan Island was cut off a few years ago due to a derailment on the railroad tracks at the only road that gives access to it. Please don't repeat this mistake.

I live on Hayden Island and getting home after work via I-5 is horrible. I want direct access to Hayden Island so I don't have to sit on I-5 in traffic with everyone else that is crossing the bridge.

My neighborhood school has children that live on Hayden island in attendance. The local access road would be a benefit to those children and rectify the social harm done to that group by forcing the children onto the highway each day in a long bus ride.

Please do not destroy the businesses on the Island with poor access or restriction.

Tolled express lanes that are access restricted and bypass downtown Vancouver and Hayden Island would be a blessing!

I live in the Bridgeton Neighborhood and it is very unclear how I am to get from Marine Drive westbound to I-5 or Hayden Island, same concern as to how to get home from I-5 N or SB. The concept plans show no connectivity to Bridgeton.

No matter what type of bridge is built, the marine drive exit is HORRIBLE for those returning to Washington from Oregon. Due to the poor intersection design to get onto the I5 ramp and the amount of semi-trucks coming from both directions can trap you for 1.5 hours just to travel 1 mile.

4.9.3 Vancouver Access and Interchanges

Approximately 60 survey comments discuss Vancouver interchanges and/or access to Vancouver from the bridge. Safety and congestion relief priorities were echoed in comments discussing Vancouver

interchanges. Concerns were expressed regarding potential impacts to homes, businesses, and historic properties.

Comment examples:

> *The 14 interchange is unsafe and a bottle neck.*
>
> *A MAJOR concern of mine, which is not addressed in this survey, is how a new bridge will affect downtown Vancouver. Will the new bridge and its approaches, align directly over existing approaches? We've worked very hard to revitalize downtown.*
>
> *Current freeway interchanges on both sides of the river are haphazard, inefficient, and archaic messes. Please also include northbound I-5 connector from SR-500.*
>
> *The options, particularly those on the Vancouver side, really are not going to be understood by strictly looking at the pictures and descriptions included in the survey by many people looking at this survey. I tend to think that somewhat invalidates the responses regarding those interchanges.*
>
> *More than anything, I'd love an easy way to bike to downtown Vancouver. The bike connections with the current bridge right now are not at all direct.*

4.9.4 Transit

At least 750 survey comments mention public transit with approximately 67 percent expressing support for expanding transit options across the Interstate Bridge and 30 percent unsupportive of transit expansion. Of those who express support for transit expansion, nearly 70 percent specify LRT as their preferred mode. Of comments unsupportive of transit, 77 percent indicated opposition towards LRT specifically. LRT opponents tend to prefer BRT options, while some oppose any form of rapid transit on the Interstate Bridge.

Comment examples:

> *Light rail is a must, I grew up in Vancouver. We need to build for a future 50 years from now, not just for today.*
>
> *I strongly believe that greater access to/from downtown Portland via public transit will increase the migration of crime to Vancouver. The experience of Gresham is an experience of this phenomenon. Therefore, I oppose inclusion of a Tri-Met train service to Vancouver from Portland.*
>
> *I live near the Kenton max station. I frequently take my kids to the Vancouver library, farmers market, waterfront, and fort Vancouver. I would happily take the max to these locations instead of driving. My employer provides a transit subsidy so for me, Transit is free. I know Clark college also has nice paths and would take the max there too.*

My neighbors and I don't want light rail in Vancouver...it brings crime and our bus system is far superior to TriMet's. Save money on this project by eliminating light rail!!!!!

4.9.5 Tolling

More than 170 survey comments indicate they do not support tolling on the Interstate Bridge and/or have concerns around the impacts of tolling. Approximately 76 survey comments expressed support for tolling and/or provide suggestions for how to implement tolls.

Comment examples:

Tolls hurt people who have to commute by car every day. These will hurt lower income families the most. These people also include students and those relying on others to get around. I am one of those people.

Please implement tolls for cars, and prioritize transit, walking, and cycling. I am a middle-aged mom who will fight tooth and nail against an IBRP that prioritizes cars. We need visionary leadership to avoid climate catastrophe.

4.10 Public Comment

In addition to open-ended comments received through the survey, the public was invited to submit comments to the program through the following methods:

- Email: info@interstatebridge.org
- Digital comment form available on the program online open house webpage: www.interstatebridge.org/november

4.10.1 Key Takeaways and Themes

The program received 98 public comments between October 21 and December 10. Eleven responses were sent to community members who requested or required a response to their comment. Forty-seven comments were received via email and 51 comments were received via digital comment form.

The majority of comments can be categorized into the following categories:

- Number of lanes
- Hayden Island
- Public transit
- Tolling
- Tunnel
- Additional river crossing

Generally, comments agree that a bridge replacement solution is required, emphasizing the need to relieve congestion and improve safety. Potential negative impacts on neighborhoods, businesses, and the environment capture the majority of expressed concerns.

4.10.2 User Demographics

The digital comment form on the online open house webpage contained optional demographic fields, including state of residence and frequency of bridge use. Demographic information was provided by 49 of the 51 people who commented via this method. The comments from Washington residents outweighed comments from Oregon, with 15 from Oregon and 34 from Washington.

Crossing Frequency

Of those who answered the travel pattern question about river crossing frequency, most (18) cross several times per month, followed closely by occasionally (15).

Table 3. Travel Patterns Reported from the Digital Comment Form

Self-identified river crossing usage	Number of respondents
2-3 times a week	7
Daily	8
Never	1
Occasionally	15
Several times a month	18

Number of Lanes

Twelve comments were received regarding number of lanes. Eight comments expressed opposition to expanding the number of lanes on the Interstate Bridge, while four supported lane expansion. Supporters suggest at least four or five lanes each direction, while opponents fear more lanes will increase congestion and emissions.

Comment examples:

> *Please reconstruct I5 bridge with at least four lanes in each direction, transit or BRT lane depending on coordination with Washington, and a multi-use path so that the bridge will accommodate future I5 expansions. Please improve I5 through Portland to a minimum of three lanes each way with added capacity at the I 84 interchange to accommodate the transition without bottle neck.*

> *Adding lanes to a freeway will only lead to more driving. There is plenty of science behind it, it's called induced demand and I strongly suggest you all look it up (see link at end of email). More space for cars means cars will come to fill them. More cars means more driving. More driving means more warming emissions, regardless of if the cars are in congestion or moving. More driving leads to increased dangerous driving behavior. In the*

end, it is the same car that will travel on this larger freeway that will speed through a stop sign in your neighborhood and slay your neighbor.

Hayden Island

Nine comments were received regarding Hayden Island. Four community members commented on access, two commented on property destruction and three comments fell in other categories.

Comment examples:

I like the layout of the Stacked bridge option with no-interchange on Hayden Island. I feel that gives traffic much more room to "spread out" across the bridge. Since the no-interchange option for Hayden Island includes two arterial bridges over the Columbia Slough, access to the island should be perfectly fine for residents and shoppers. Having your only way on or off the island via land be directly tied up into traffic via a single interchange seems unsafe in the first place.

I've looked at drawings for the 3 different alignments (LPA, straight, stacked)... and separately, drawings for the 3 of the Hayden Island interchange options (full, half, and local-access bridge only). For the life of me, I can't figure out exactly what land-use impact all these permutations will have -- specifically, what part of the Jantzen Beach mall will need to be demolished in each case.

Public Transit

Sixteen comments were received regarding transit. Ten comments expressed support for increased high-capacity transit options on the Interstate Bridge, and six expressed opposition for adding public transit. Supporters believe transit will reduce vehicle emissions and increase access, while opponents fear transit will increase crime in Vancouver.

Comment examples:

Crime follows public transportation that is free and unmonitored. It became too dangerous and filthy to use light rail in many areas of Portland years ago.

We need a light rail system over the new bridge. A light rail system that provides express morning and evening services to Portland would provide a system that would be better than one that goes down Interstate Avenue.

Tolling

Seventeen comments were received regarding tolling. Thirteen comments expressed opposition to tolls and four comments expressed support for tolls. Opponents fear tolls will be too expensive for daily commuters, while supporters believe tolls provide funding and decrease congestion.

Comment examples:

> *If you try to add tolls or light rail, this project is doomed. We will fight it, object to it, and point out the dramatic and inequitable impact that tolling has on Washington residents.*
>
> *Tolls are not necessarily evil. When the southbound bridge was added, reasonable tolls were collected for many years. Tolls are collected on major highways throughout the United States as well as bridges over the Columbia River east of the metropolitan area.*

Tunnel

Seven comments were received regarding tunnels. All community members who commented on this topic are interested in seeing a tunnel as a possible solution to replacing the Interstate Bridge or constructed as an additional way to cross the Columbia River.

Comment examples:

> *Have we considered a tunnel? This to me seems easier on design, and it does not impact the river traffic.*
>
> *I think you should build a tunnel for the traffic that is not using any local exits in the bridge area. The Tunnel traffic would bypass the congested areas and there would be no shutdowns while the project is under construction.*

Additional River Crossing

Eight comments were received regarding additional river crossings. All comments suggested or supported an additional river crossing corridor east or west of the existing Interstate Bridge corridor.

Comment examples:

> *I think the best place to build the new I-5 bridge over the Columbia River is on the East, (Upriver), side of the existing bridges. Looking at a map, I-5 veers to the East, especially on the North, (Vancouver), side. That way the bridge could be shorter, have a smaller footprint, cost less, and displace fewer businesses, etc.*
>
> *A bridge that merely relieves the old bridge congestion but does not address the downtown Portland I-5 bottlenecks is a monumental waste. Build a "real" bypass bridge and new Interstate between Salmon Creek and Hillsboro, reconnecting to I-5 well south of Portland, just like 205 does to the east. Follow Cornelius Pass and go west of 217 south to Wilsonville. Interstates are supposed to facilitate through-traffic between states, bypassing crowded urban bottlenecks!*

5. CONCLUSION

The program's targeted community engagement around design options was successful in reaching many community members and providing the program with extensive feedback. While the program cannot report consensus on preferences for any specific design options, community feedback confirms a preference for design options that improve travel times, relieve congestion, improve safety, and mitigate negative impacts to people and the environment. Equity-priority communities continue to advocate for affordable, fast, and reliable multimodal transportation options. Hayden Island residents and businesses voiced considerable concern around potential access and equity issues and should be prioritized in future outreach efforts. The freight community should also be closely consulted to ensure their voices are heard and their concerns are addressed as design refinements continue.

Qualitative and quantitative feedback from the survey and community-based active participation opportunities confirm the program's importance. This is reinforced by the continued and increasing amount of interest and active engagement in program outreach opportunities. Outside of this targeted engagement period, opportunities for community engagement and feedback continue through the program website, direct email/public comment, and CAG meetings. The program will also continue to hold conversations with equity-priority communities, regional stakeholders, and community organizations to keep them apprised of program development and ongoing feedback opportunities.

5.1 Incorporating Community Feedback

Community feedback captured in this report will be considered in the decision-making process for identifying a bridge replacement solution alongside technical expertise, partner agency feedback, screening results, traffic modeling data, and equity analysis.

The program anticipates identifying a recommended Modified LPA, also referred to as the IBR solution, by the spring of 2022 for consideration by partner agency boards and councils and review by the bi-state legislative committee. The Modified LPA will then undergo detailed analysis as required by the federal environmental review process. The environmental review process will document changes associated with the Modified LPA, including changes in environmental impacts, benefits, and mitigation measures. Additional opportunities for community engagement and feedback will be provided during the environmental process and throughout all stages of the program.

APPENDIX A – OREGON-WASHINGTON MEMORANDUM OF INTENT

Oregon – Washington

Memorandum of Intent

on

Replacing the I-5 Bridge over the Columbia River

Whereas replacing the I-5 bridge over the Columbia River remains a high priority for Washington state and Oregon;

Whereas the current I-5 bridge is a major seismic risk and traffic bottleneck for the region and the entire nation;

Whereas, as governors of Oregon and Washington state, we have worked to align our states for a restart of the project, and community leaders from both sides of the Columbia river have expressed interest in coming back to the table;

Whereas Washington state and Oregon have allocated a combined $44 million to reopen an office for the I-5 bridge project, and;

Whereas, we encourage the community to join us in advancing a bi-state effort that moves this critical project forward.

Now, therefore, be it resolved that:

We commit our states to the reopening of a joint Oregon-Washington state project office (project office) to replace the Interstate 5 bridge over the Columbia River.

The work of this project office should include, but is not limited to, the reevaluation of the purpose and need identified for the project previously known as the Columbia River Crossing, the reevaluation of permits and development of a finance plan, the reengagement of key stakeholders and the public, and the reevaluation of scope, schedule and budget for a reinvigorated bi-state effort for replacement of the Interstate 5 Columbia River bridge.

APPENDIX B – IBR SURVEY: DESIGN OPTIONS

** An ADA compliant version of Appendix B can be made available upon request*

Interstate BRIDGE Replacement Program

Interstate Bridge Replacement Program - Fall 2021 Community Input Survey

Welcome!

Your feedback matters! Combined with stakeholder input, data and technical analysis, your feedback will contribute to identifying a new multimodal bridge replacement solution that meets the transportation needs of the region – now and for future generations.

If you haven't already visited our online open house, we suggest you take a few minutes and learn about the Interstate Bridge Replacement (IBR) program and the process for identifying a multimodal design solution in the spring of 2022. The full list of design options being studied and the descriptions are available on the IBR webpage.

This survey contains 27 questions, and may take between 10 and 20 minutes to complete. It will cover each of the following areas:

- **Travel Patterns**
- **River Crossing Configuration**
- **Hayden Island/Marine Drive Interchange Options**
- **Vancouver Interchange Improvements**
- **High Capacity Transit Options**
- **Demographic Questions**

All questions are optional, please feel free to answer any of the questions you feel are relevant or important to you.

Thank you for your participation!

1. How did you hear about this survey: (check all that apply)

- [ ] IBR website
- [ ] IBR newsletter
- [ ] Social media
- [ ] Other (please specify)
- [ ] Word-of-mouth (family, friend, coworker, etc)
- [ ] Print or radio advertisement
- [ ] Community-based organization

Interstate BRIDGE Replacement Program

Interstate Bridge Replacement Program - Fall 2021 Community Input Survey

Travel Patterns

The following set of questions will help us understand how you typically travel in and around the program area.

2. Which of the following do you rely on to get around? (select all that apply)

- [ ] Car or motorcycle
- [ ] Bicycle
- [ ] Public transportation
- [ ] Walking
- [ ] Mobility aid
- [ ] Freight Vehicle
- [ ] Other (please specify)

3. Does your employer provide incentives for taking transit, walking, biking, and/or carpooling to work?

- ○ Yes
- ○ No
- ○ This does not apply to me

4. When you use the Interstate Bridge, what is your average trip length?

- ○ Under 30 minutes
- ○ 30-45 minutes
- ○ 45-60 minutes
- ○ 60-90 minutes
- ○ Over 90 minutes
- ○ I don't travel using the Interstate Bridge

5. When choosing how you will make your trip in the future, what will be most influential in your decision? (select 2)

- [ ] Overall trip time
- [ ] Reliability
- [ ] Daily cost (price of gas, parking, transit ticket, etc)
- [ ] Avoid a toll
- [ ] Ease of trip
- [ ] Cargo or passenger needs
- [ ] Work requirements
- [ ] Need to travel to multiple locations
- [ ] Safe connections and accessibility
- [ ] Access to transportation options (transit accessibility, access to a car, etc)

6. How often do you travel across the existing bridge **using transit** (bus)?

- ○ Daily
- ○ A few times per week
- ○ A few times per month
- ○ Occasionally, not on a regular basis
- ○ Rarely
- ○ Never

7. Describe for what purpose(s) you use transit: (select all that apply)

- ☐ To get to and from work or school
- ☐ To travel to events
- ☐ To access services and amenities
- ☐ Recreation
- ☐ As part of my job
- ☐ I don't use transit for any of these purposes

8. How often do you travel across the bridge **in a vehicle**?

- ○ Daily
- ○ A few times per week
- ○ A few times per month
- ○ Occasionally, not on a regular basis
- ○ Rarely
- ○ Never

9. Describe for what purpose you use a vehicle: (select all that apply)

- ☐ To get to and from work or school
- ☐ To travel to events
- ☐ To access services and amenities
- ☐ Recreation
- ☐ As part of my job
- ☐ I don't use a vehicle for any of these purposes

10. How often do you travel across the bridge **by bicycling, walking or rolling**?

- ○ Daily
- ○ A few times per week
- ○ A few times per month
- ○ Occasionally, not on a regular basis
- ○ Rarely
- ○ Never

11. Describe for what purpose(s) you bike, walk or roll:

- ☐ To get to and from work or school
- ☐ To travel to events
- ☐ To access services and amenities
- ☐ Recreation
- ☐ As part of my job
- ☐ I don't bike, walk or roll for any of these purposes

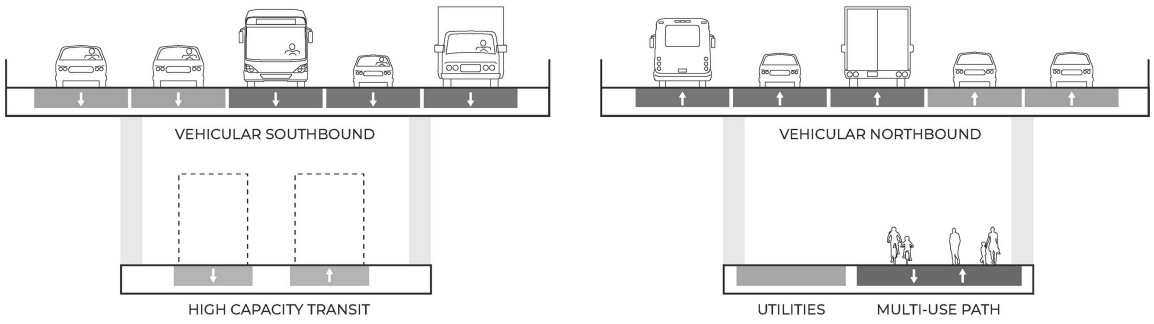
River Crossing Configuration

The design options being considered include variations designed for a two-bridge or one-bridge river crossing option. Analysis will include measures such as ease of interchange connection with Interstate 5, geometry of freeway interchange ramps, integration with active transportation, and environmental impacts, among others.

Option 1: Two Bridge Option

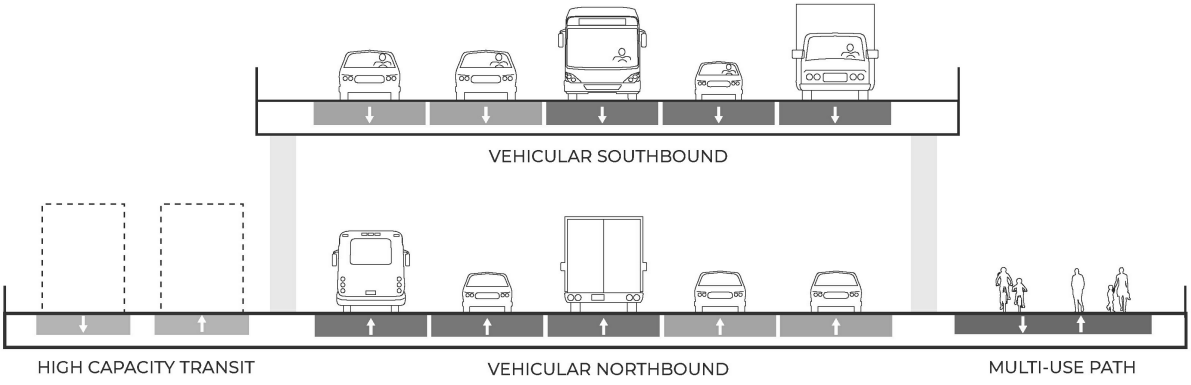
- **Two side-by-side bridges, with southbound highway on one bridge and the northbound highway on the other bridge**
- **Highway lanes on top, transit/shared-use path on bottom**
- **Wider footprint with more piers in the water than the one-bridge option**

The number of lanes planned for a replacement bridge will be decided in the future. The images below are meant to show the vertical and horizontal bridge configuration, and are not a representation of the number of lanes planned for the river crossing.



Option 2: One Bridge Option

- One bridge stacked highway, southbound highway lanes on top, northbound highway lanes on bottom
- Transit and shared-use path on lower level
- Smaller footprint compared to a two-bridge option due to reduced number of bridge foundations in the water



12. When considering a replacement river crossing, I care most about: (select 3)

- [ ] Improving travel times for vehicles and freight
- [ ] Fewest impacts to residential and commercial properties
- [ ] Minimizing impacts to the natural environment, including the river, air and soil
- [ ] Allowing for the greatest amount of people to travel through the corridor
- [ ] Providing the most accessible shared-use pathway for bicyclists and pedestrians
- [ ] Improving safety for all travelers
- [ ] Improving travel times for public transit
- [ ] The option that is the lowest cost to construct
- [ ] The option that can be built fastest
- [ ] Maximizing connectivity to areas on either side of the bridge

13. As a bicyclist or pedestrian, which features would be most desirable when crossing the new bridge (select 2):

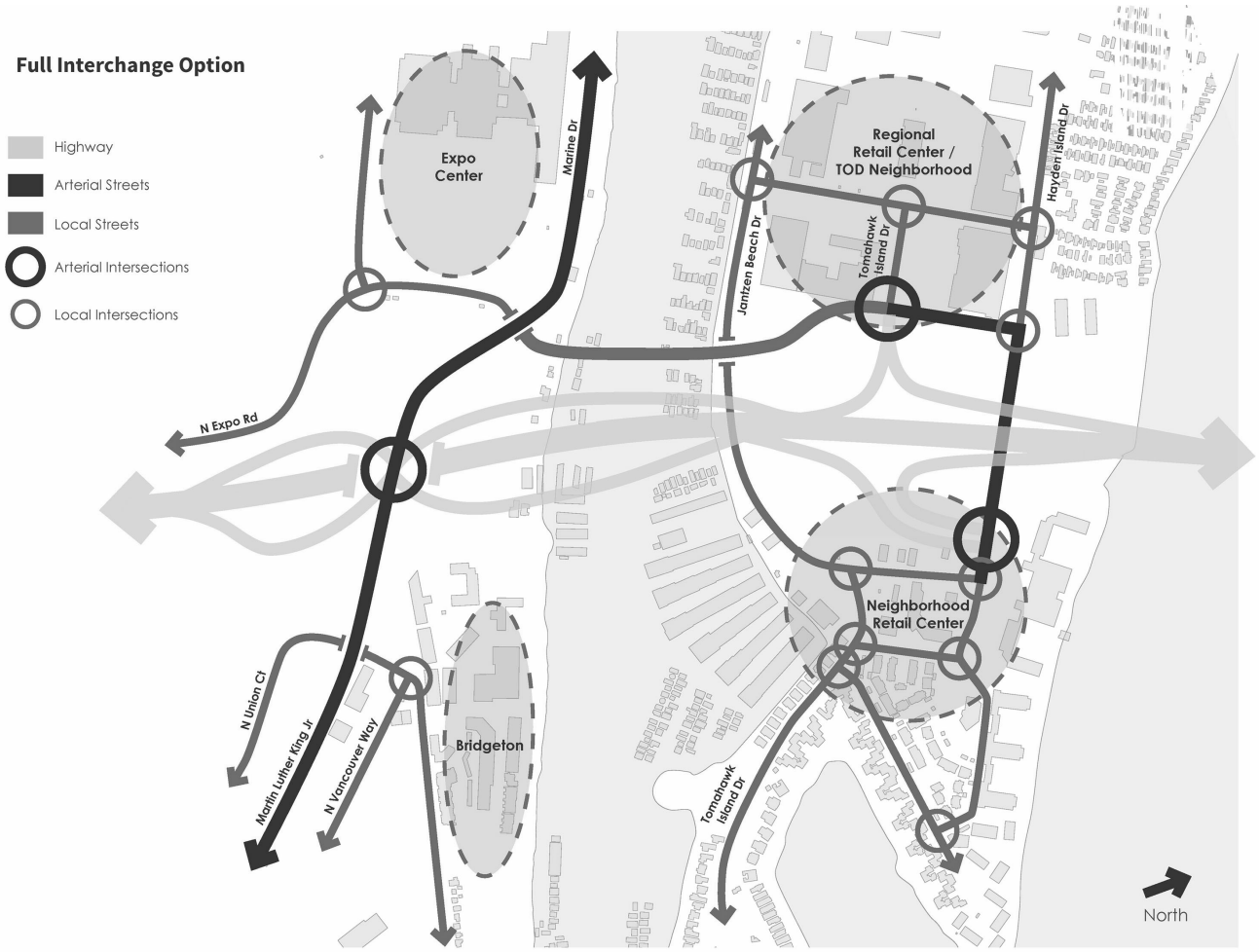
- [ ] A path that is covered
- [ ] A path at a different level than vehicle traffic
- [ ] A path this has open views of the Columbia River
- [ ] A path that reduces the level of climb required to access the path on the river crossing
- [ ] I do not bike, walk or roll across the bridge
- [ ] I do not have a preference

Hayden Island/Marine Drive Interchange Options

Design options being considered for roadway and interchange configurations include improvements to Marine Drive and a full interchange, partial interchange, or no interchange on Hayden Island. These options identify ways to access Hayden Island through Marine Drive if access from Interstate 5 is not on the island and identify ways to connect local streets under Interstate 5.

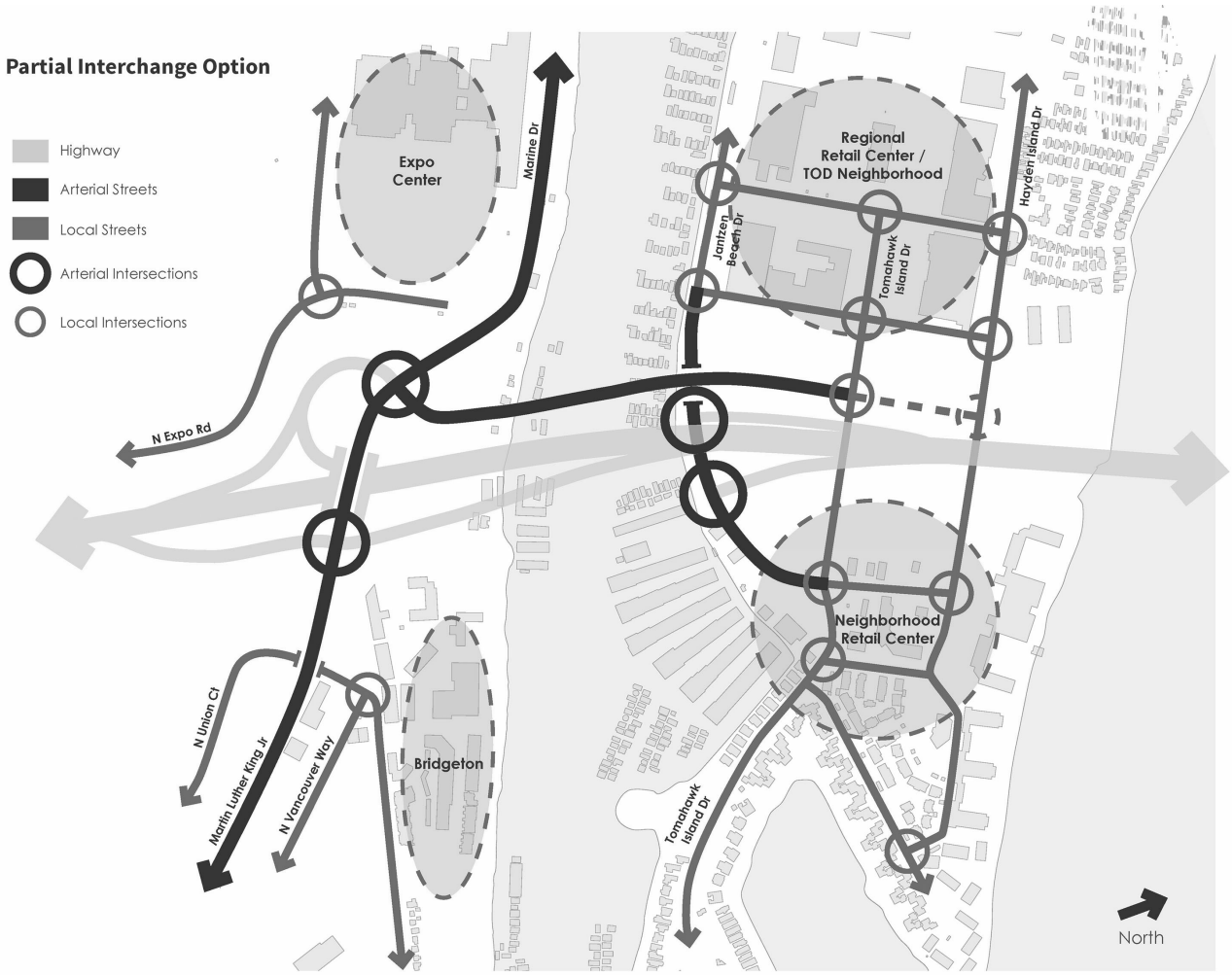
Option 1: Full Interchange Option:

- **Includes full interchange access for northbound and southbound Interstate 5 traffic to Hayden Island.**
- **Local streets are reconnected under Interstate 5 with some variations, including a third crossing under Interstate 5 for Tomahawk Island Drive and an arterial bridge connecting Hayden Island to Expo Road.**
- **This configuration has the greatest overall width, footprint, and associated impacts of the infrastructure improvements across North Portland Harbor and Hayden Island.**



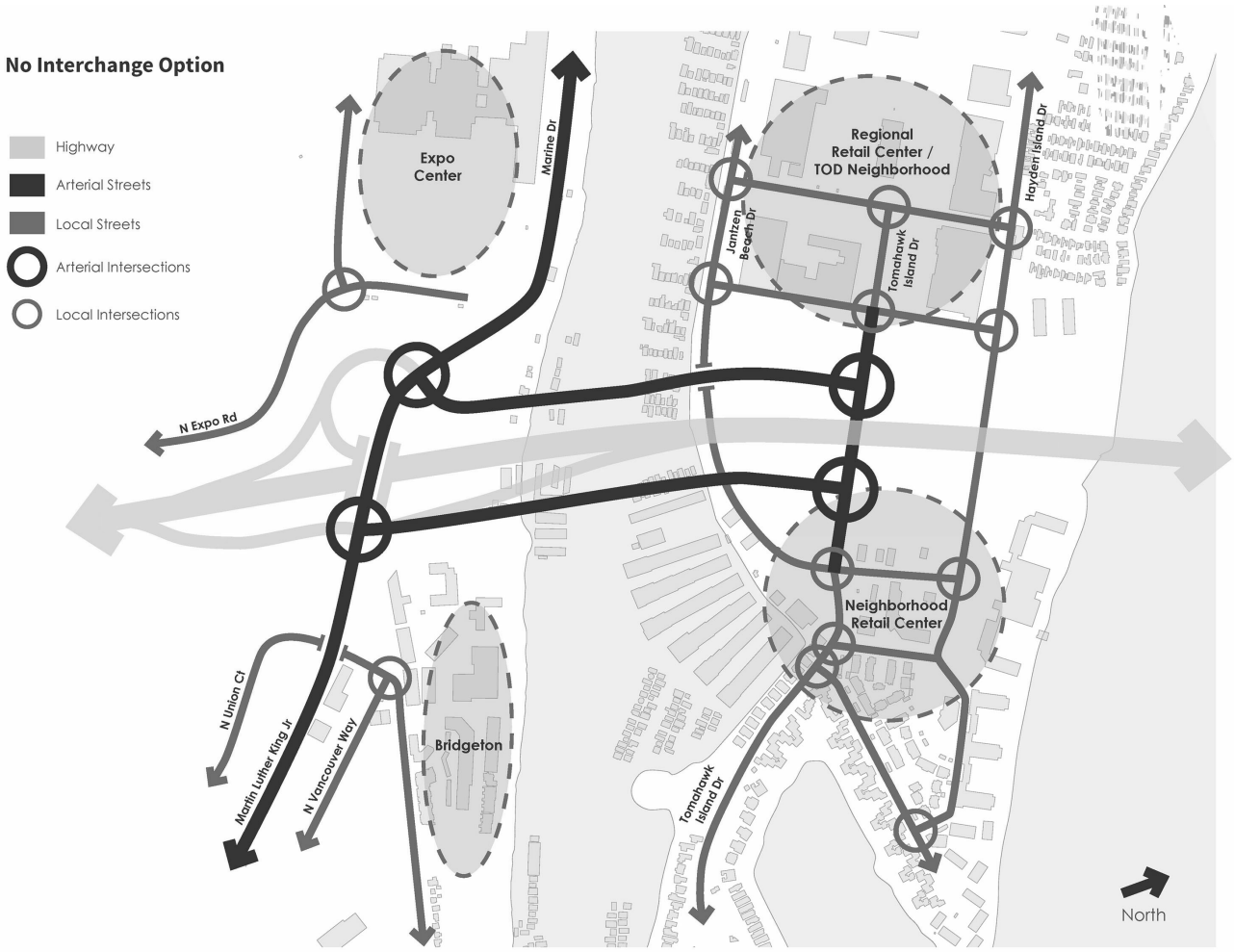
Option 2: Partial Interchange Option:

- Provides ramps to/from (I-5) the north to Hayden Island.
- Traffic accessing Hayden Island to/from (I-5) the south will use an upgraded interchange at Marine Drive and an arterial bridge connection between Marine Drive and Hayden Island.
- Local streets are reconnected under Interstate 5, including a third crossing under I-5 for Tomahawk Island Drive.
- This configuration reduces the overall width, footprint, and associated impacts of the infrastructure improvements across North Portland Harbor and Hayden Island when compared to option 1.



Option 3: No Interchange Option:

- No direct access to/from Hayden Island from Interstate 5.
- Access to Hayden Island is only available through the Marine Drive interchange and arterial bridges between Marine Drive and Hayden Island.
- This configuration minimizes the overall width, footprint, and associated impacts of the infrastructure improvements across North Portland Harbor and Hayden Island.
- This option requires substantial interchange and road expansion to the Marine Drive interchange to accommodate additional traffic volumes associated with the removal of a Hayden Island interchange.



14. What is your preference for access to and from Hayden Island?

- I prefer direct access to and from Hayden Island via Interstate 5 regardless of the direction I am traveling
- I prefer to access Hayden Island from Interstate 5 when going to/from the north, and adding an arterial bridge between North Portland and Hayden Island for access from Interstate 5 via Marine Drive when going to/from the south
- I prefer to access Hayden Island via Marine Drive and new arterial bridges that connect to North Portland
- I do not have a preference

15. When selecting my preference for how to access Hayden Island, what I care most about is: (select 3)

- [ ] Direct access to Hayden Island via Interstate 5
- [ ] Congestion relief on Interstate 5 near Hayden Island
- [ ] Safe intersections and road improvements for all users, including cars, freight, bicyclist, transit and pedestrians
- [ ] Improved connectivity to local streets and neighborhoods on Hayden Island for cars and freight
- [ ] Improved connectivity to local streets and neighborhoods on Hayden Island for bicyclists and pedestrians
- [ ] Minimizing impacts to residential and commercial properties
- [ ] Improved connectivity to community resources such as trails, parks, and community centers
- [ ] Local road connectivity between North Portland neighborhoods and Hayden Island
- [ ] Convenient access to services, shopping, and restaurants
- [ ] Maintaining land for future development

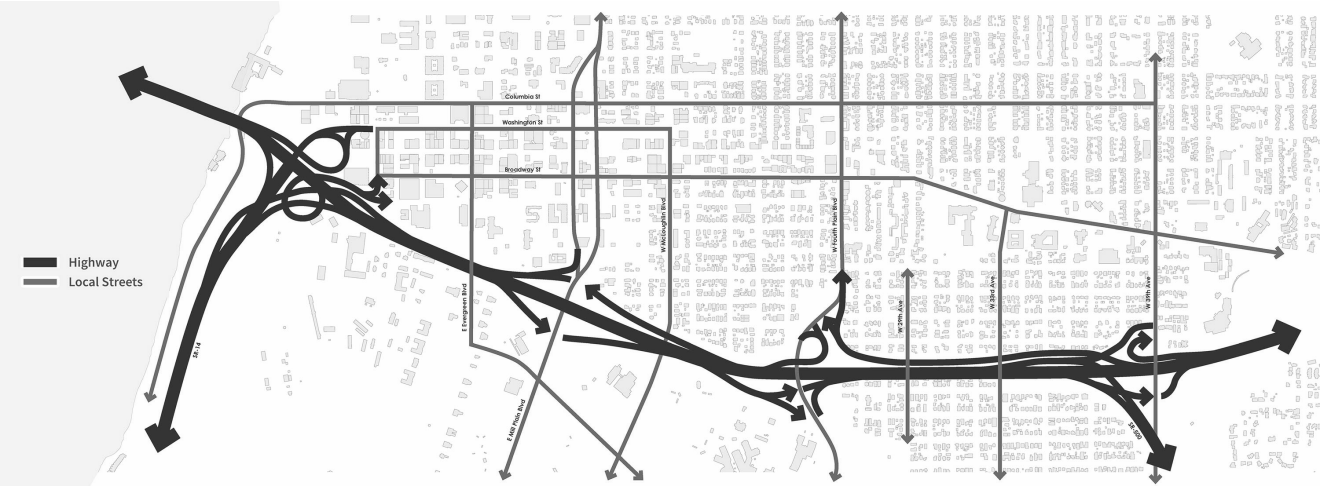
16. As someone who bikes, walks, or rolls to access Hayden Island, my top priority for multi-use path improvements is:

- ( ) Improvement should provide dedicated lanes and safety signals for bicycles and pedestrians to travel across Hayden Island
- ( ) Improvement should provide the most direct route, and fastest route through or across Hayden Island
- ( ) Improvement should provide easy access to transit facilities on Hayden Island via walking, bicycling or rolling
- ( ) I do not bike, walk or roll across Hayden Island

Interstate Bridge Replacement Program - Fall 2021 Community Input Survey

Vancouver Interchange Improvements

The preliminary design option for the Vancouver interchanges reconstructs the interchanges with braided ramps and auxiliary lanes at Mill Plain Blvd, Fourth Plain Blvd, and SR 500 and replaces overpasses at other locations along Interstate 5. Braided ramps separate incoming and exiting traffic by having one ramp pass over the other, thereby eliminating traffic weaving maneuvers, improving safety and easing congestion. The option being considered will incorporate other improvements that require additional analysis and engagement, such as improvements to connect bike and pedestrian access across Interstate 5. Additional work is needed after screening and into the design phase to look more closely at interchange improvements at Mill Plan and Fourth Plain.



17. When considering interchange improvements to SR 14, Downtown Vancouver/City Center, Mill Plain, 4th Plain and SR 500, my top priorities are: (select 3)

- ☐ Improving safety on Interstate 5 for vehicles
- ☐ Improving neighborhood connectivity for pedestrian and cyclists
- ☐ Improving access to community resources east of Interstate 5
- ☐ Improving access to community resources west of Interstate 5
- ☐ Minimizing environmental effects
- ☐ Improving or reducing adverse noise effects of freeway traffic
- ☐ Minimizing traffic diversion onto local streets in Vancouver
- ☐ Having the fewest impacts to residential and commercial properties
- ☐ Access to Vancouver waterfront and/or downtown Vancouver

High Capacity Transit Options

High capacity transit (HCT) options include dedicated space for HCT between the Expo Center and Hayden Island, dedicated space for HCT on the replacement bridge, and express buses operating on the shoulder of the freeway, where possible in the program area. Transit options will have a unique set of data and analysis to inform decision making and identify how each transit option performs. Analysis and modeling will include measures such as ridership, travel time, reliability, and costs, among others. The transit options will also be screened to understand how they perform in regard to climate and equity goals. Future design work, informed by data, partners, and the community will inform transit station locations, and Park & Ride locations and size.

Currently, light rail transit (LRT) operates in Portland, with the MAX Yellow Line terminating at Expo Center, near the southern border of the program area. Bus rapid transit (BRT) currently operates in Vancouver as The Vine, with its southernmost stop located at Turtle Place in downtown Vancouver.

Light Rail Transit (LRT) Options

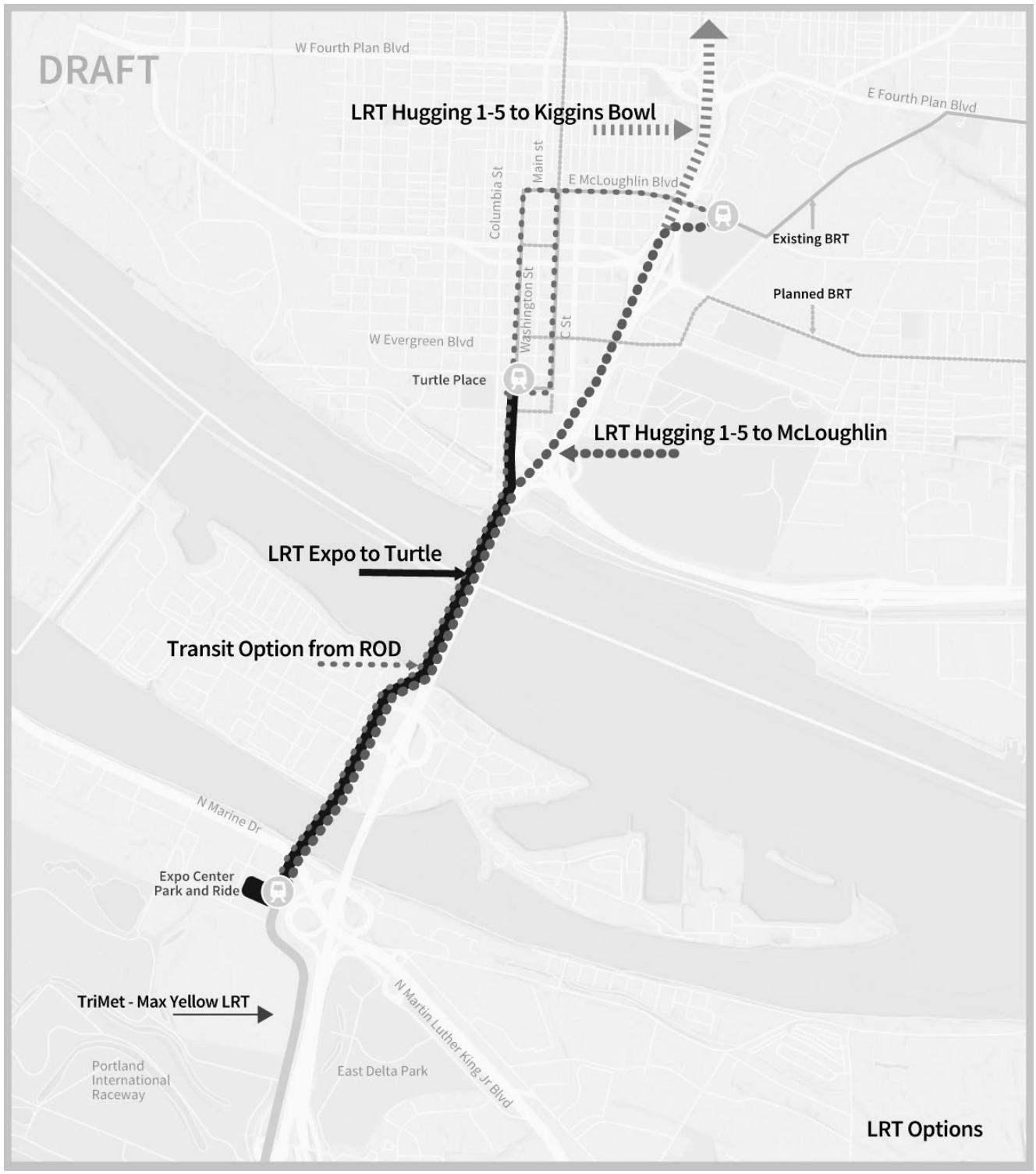
Four potential LRT options could extend the Yellow Line from the Expo Center in North Portland into Vancouver. All of these options would also feature express bus service between the two cities. Location and size of transit stations and Park & Ride facilities will be determined through future design work informed by data, partners, and community input.

The 2013 LPA – LRT would extend from the Expo Center in Portland to a terminus near Clark College in Vancouver. This option would include five new transit stations: one near McLoughlin/Interstate 5, three in Vancouver Central Business District, and one on Hayden Island.

LRT One Station in Vancouver – LRT would extend from Expo Center in Portland to a location near Turtle Place or a nearby Vancouver location. This option would include two new transit stations: one on Hayden Island and one terminus near Turtle Place.

LRT Hugging I-5 to Near McLoughlin – LRT would extend from the Expo Center to a terminus near McLoughlin Boulevard in Vancouver via dedicated guideway adjacent to Interstate 5. This option would include three new stations: Hayden Island, Evergreen Boulevard, and a terminus near McLoughlin.

LRT Hugging I-5 to Kiggins Bowl – LRT would extend from the Expo Center to Kiggins Bowl just north of State Route 500 in a dedicated guideway adjacent to Interstate 5. This option would include five new stations: Hayden Island, Evergreen Boulevard, McLoughlin Boulevard/Interstate 5, 33rd Street, and a terminus near Kiggins Bowl.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W Fourth Plan Blvd
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LRT Hugging 1-5 to Kiggins Bowl
Columbia St
Main st
E McLoughlin Blvd
Existing BRT
Planned BRT
Washington St
C St
W Evergreen Blvd
Turtle Place
LRT Hugging 1-5 to McLoughlin
LRT Expo to Turtle
Transit Option from ROD
N Marine Dr
Expo Center
Park and Ride
TriMet - Max Yellow LRT
N Martin Luther King Jr Blvd
Portland
International
Raceway
East Delta Park
LRT Options

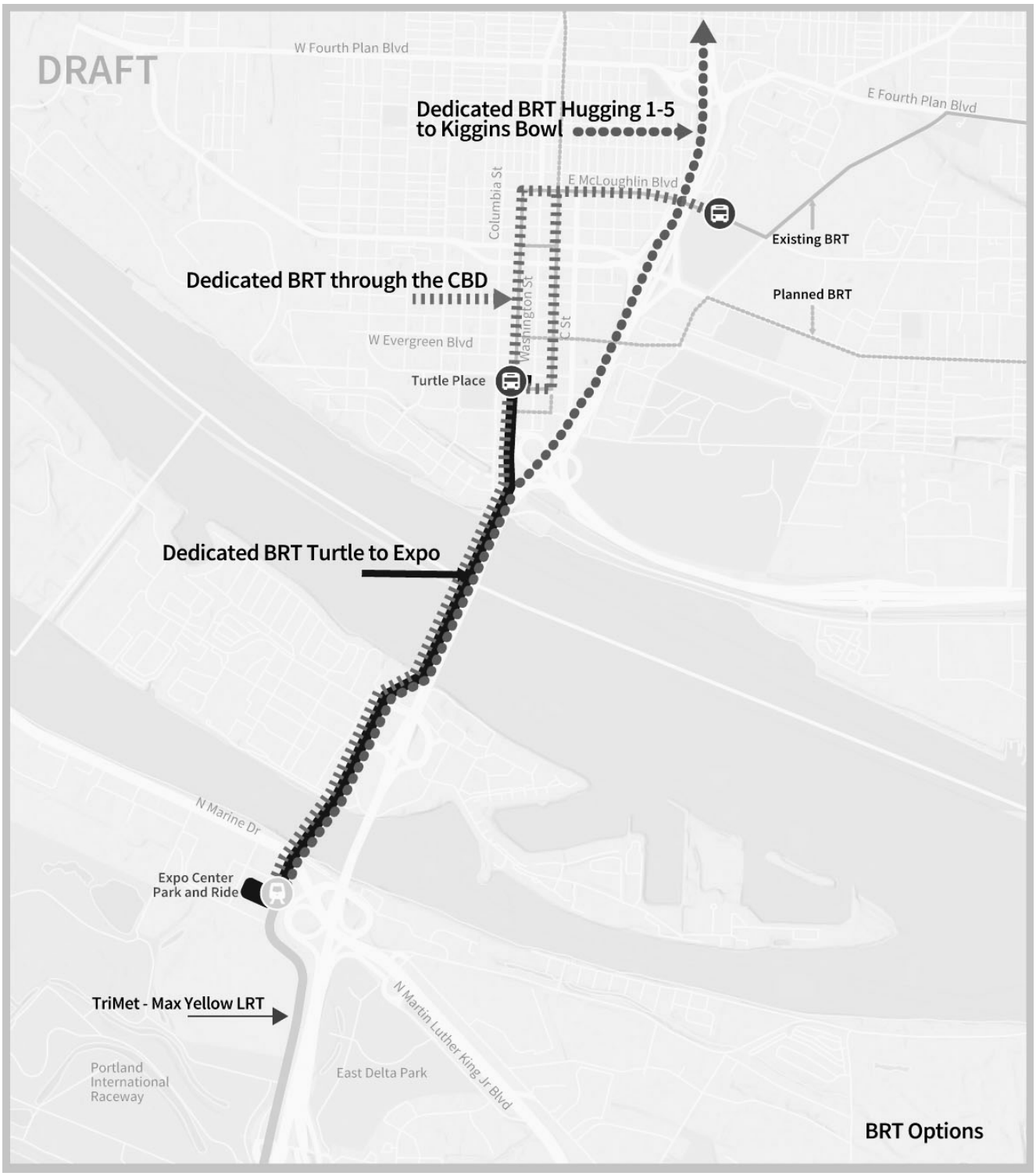
Bus Rapid Transit (BRT) Options

Three potential bus rapid transit (BRT) options could extend C-TRAN's, The Vine, from Vancouver into Portland. All of these options would also feature express bus service between the two cities. Location and size of transit stations and Park & Ride facilities will be determined through future design work informed by data, partners, and community input.

Dedicated BRT Turtle to Expo – The Vine BRT lines would extend via dedicated guideway from Turtle Place in Vancouver to a terminus near the Expo Center in Portland. This option would include three stations: one near Turtle Place, one on Hayden Island, and another near the Expo Center.

Dedicated BRT Hugging I-5 – The Vine BRT lines would extend via dedicated guideway from Kiggins Bowl south to the MAX Expo Center Station on a dedicated guideway adjacent to Interstate 5. This option would include six stations: near Kiggins Bowl, 33rd Street, McLoughlin/Interstate 5, Evergreen Boulevard, Hayden Island, and Expo Center.

Dedicated BRT through the Central Business District – The Vine BRT lines would extend via dedicated guideway from McLoughlin Boulevard through Vancouver's Central Business District before crossing the river to Hayden Island with a terminus near the Expo Center. This option would include six stations: one near McLoughlin/Interstate 5, three in the Vancouver Central Business District, one on Hayden Island, and one at Expo Center.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Dedicated BRT Hugging 1-5
to Kiggins Bowl
E McLoughlin Blvd
Columbia St
Existing BRT
Dedicated BRT through the CBD
Planned BRT
Washington St
C St
W Evergreen Blvd
Turtle Place
Dedicated BRT Turtle to Expo
N Marine Dr
Expo Center
Park and Ride
TriMet - Max Yellow LRT
N Martin Luther King Jr Blvd
Portland
International
Raceway
East Delta Park
BRT Options

Additional Options

Dedicated BRT and LRT to Hayden Island is a hybrid option where The Vine BRT lines would extend via dedicated guideway from a station near Turtle Place in Vancouver to a terminus on Hayden Island. The MAX Yellow Line would extend from the current terminus at Expo Center to a new terminus on Hayden Island.

Bus on Shoulder Option assumes C-TRAN express routes 101 and 105X operate as bus on shoulder in the bridge influence area (both directions). Route 101 operates from downtown Vancouver to downtown Portland, Route 105X operates from the Salmon Creek Park & Ride (with a stop at the 99th Street Transit Center) to downtown Portland.


DRAFT
W Fourth Plan Blvd
E Fourth Plan Blvd
Main st
Broadway St
Columbia St
E McLoughlin Blvd
Existing BRT
Planned BRT
Washington St
C St
W Evergreen Blvd
Turtle Place
BRT to Turtle Place
LRT to Hayden Island
N Marine Dr
Expo Center
Park and Ride
TriMet - Max Yellow LRT
N Martin Luther King Jr Blvd
Portland
International
Raceway
East Delta Park
BRT + LRT Option

Interstate Bridge Replacement Program - Fall 2021 Community Input Survey

High Capacity Transit Options

Please answer the following questions regarding the High Capacity Transit options described on the previous pages.

18. When comparing transit options, which attributes are most important to you? (select 3)

- [ ] Travel time
- [ ] Cost to user
- [ ] Level of service - frequency, days of week, hours of service
- [ ] Reliability
- [ ] Safety
- [ ] Access points (proximity to origin and destination locations)
- [ ] Connectivity to other transit routes
- [ ] Fewest transfers
- [ ] Park and ride accessibility
- [ ] A system that can carry the most people

19. When using one of the transit options described above how would you access the system? (select all that apply)

- [ ] Walking, biking, or rolling directly to a transit station
- [ ] By car via a park and ride location
- [ ] By car via a drop-off by another driver
- [ ] A connecting transit route
- [ ] I am unsure

20. Which transit station location would you use most often? (select up to 2)

-Future design work, informed by data, partners, and the community will inform transit station locations.These station location options are not specific to a transit mode.-

- [ ] Near Turtle Place (Washington St and 7th)
- [ ] Near the Vancouver Waterfront
- [ ] Near the Vancouver Library (C St and E Evergreen Blvd)
- [ ] Near Kiggins Bowl (39th St and Main St)
- [ ] Other (please specify)
- [ ] Near Clark College
- [ ] Near I-5 on Hayden Island
- [ ] Expo Center Transit Station

Interstate BRIDGE Replacement Program

Interstate Bridge Replacement Program - Fall 2021 Community Input Survey

Demographic Questions

The following questions are optional and anonymous. Your responses will help the IBR program better understand the unique perspectives and priorities for different groups of people.

21. What city do you live in?

22. What is your age?

- ○ Under 25
- ○ 25-34
- ○ 35-44
- ○ 45-54
- ○ 55-64
- ○ 65+

23. How would you describe your race? (select all that apply)

- ☐ African
- ☐ African American/Black
- ☐ Asian
- ☐ Slavic
- ☐ American Indian/Alaska Native
- ☐ Middle Eastern
- ☐ White/Caucasian
- ☐ Hispanic or Latinx/Latina/Latino
- ☐ Native Hawaiian/Pacific Islander
- ☐ None of the above

24. Which of the following describes your gender? (select all that apply)

- ☐ Male
- ☐ Transmasculine
- ☐ Female
- ☐ Transfeminine
- ☐ Non-binary
- ☐ Gender queer
- ☐ None of the above

25. Currently, what is your annual household income?

- ○ Less than $20,000
- ○ $20,000-$34,000
- ○ $35,000-$49,000
- ○ $50,000-$74,000
- ○ $75,000-$99,000
- ○ Over $100,000

26. How many people are in your household?

- ○ Only myself
- ○ 2 or 3
- ○ 4 or 5
- ○ 6 or 7
- ○ 8 or 9
- ○ 10+

27. Additional Comment:

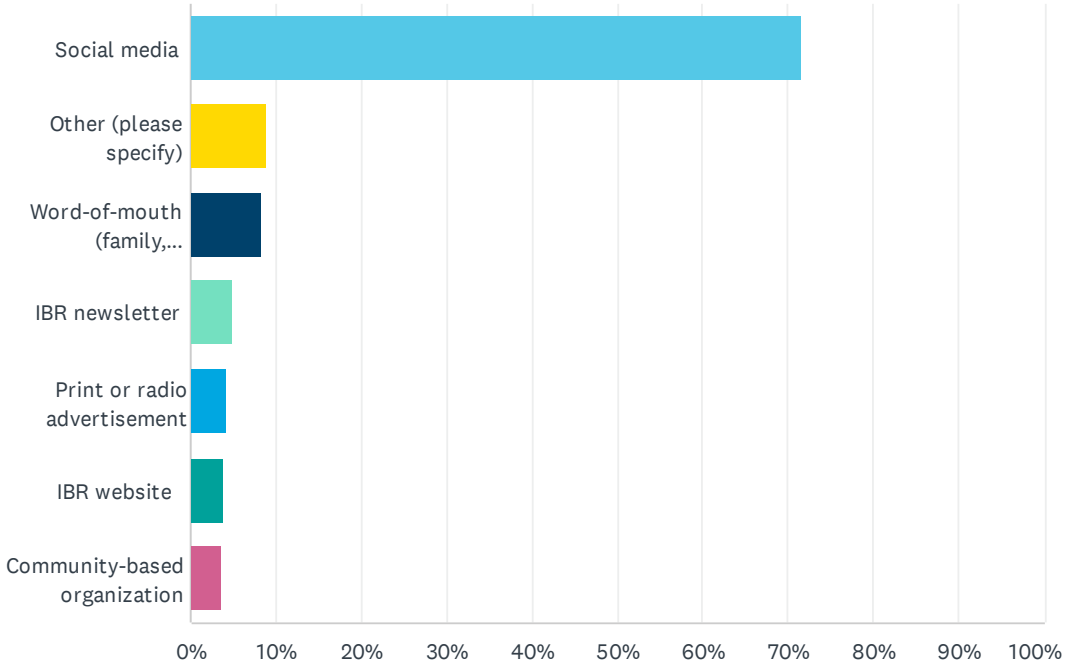
Thank you! We appreciate your time and input!

APPENDIX C – IBR SURVEY: ALL RESPONSES

** An ADA compliant version of Appendix C can be made available upon request*

Q1 How did you hear about this survey: (check all that apply)

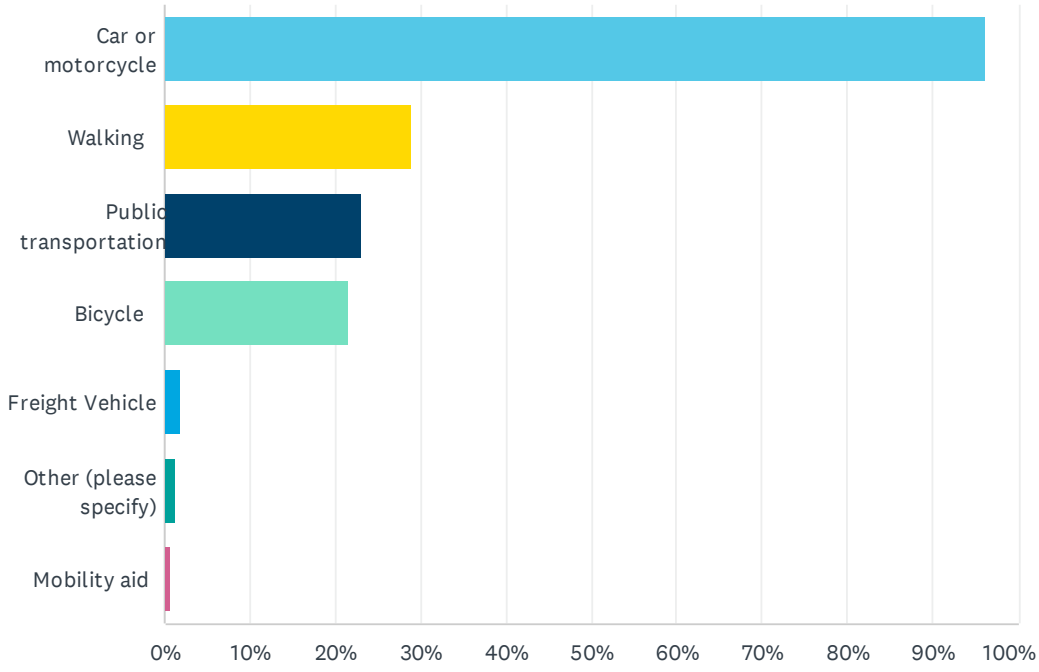
Answered: 9,537 Skipped: 67



ANSWER CHOICES	RESPONSES	
Social media	71.58%	6,827
Other (please specify)	9.04%	862
Word-of-mouth (family, friend, coworker, etc)	8.38%	799
IBR newsletter	4.90%	467
Print or radio advertisement	4.22%	402
IBR website	3.87%	369
Community-based organization	3.61%	344
Total Respondents: 9,537		

Q2 Which of the following do you rely on to get around? (select all that apply)

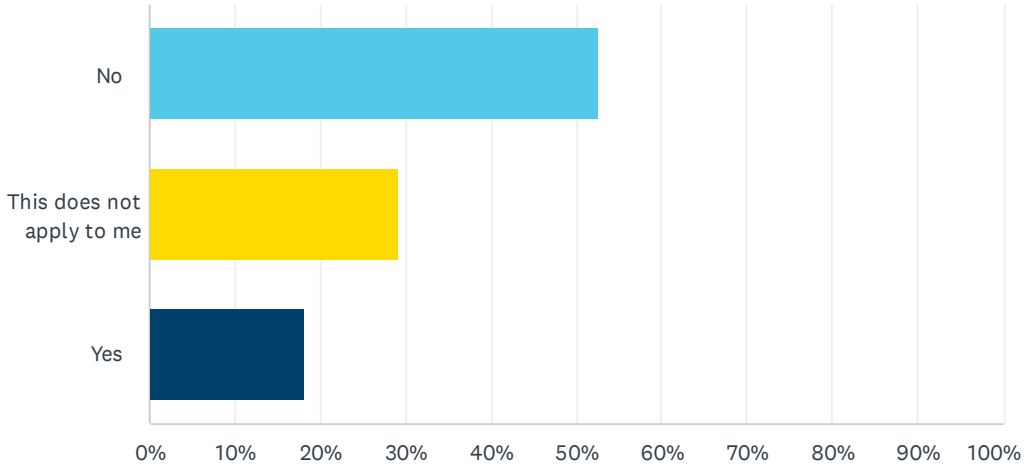
Answered: 8,699 Skipped: 905



ANSWER CHOICES	RESPONSES	
Car or motorcycle	96.26%	8,374
Walking	28.90%	2,514
Public transportation	23.01%	2,002
Bicycle	21.51%	1,871
Freight Vehicle	1.90%	165
Other (please specify)	1.33%	116
Mobility aid	0.56%	49
Total Respondents: 8,699		

Q3 Does your employer provide incentives for taking transit, walking, biking, and/or carpooling to work?

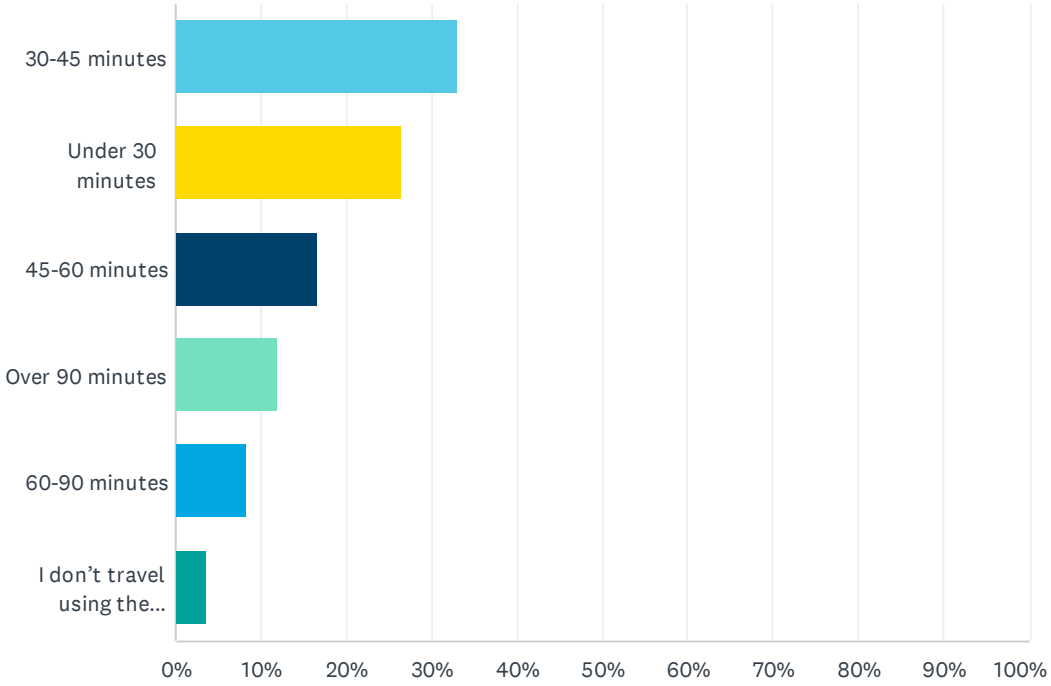
Answered: 8,683 Skipped: 921



ANSWER CHOICES	RESPONSES	
No	52.61%	4,568
This does not apply to me	29.30%	2,544
Yes	18.09%	1,571
TOTAL		8,683

Q4 When you use the Interstate Bridge, what is your average trip length?

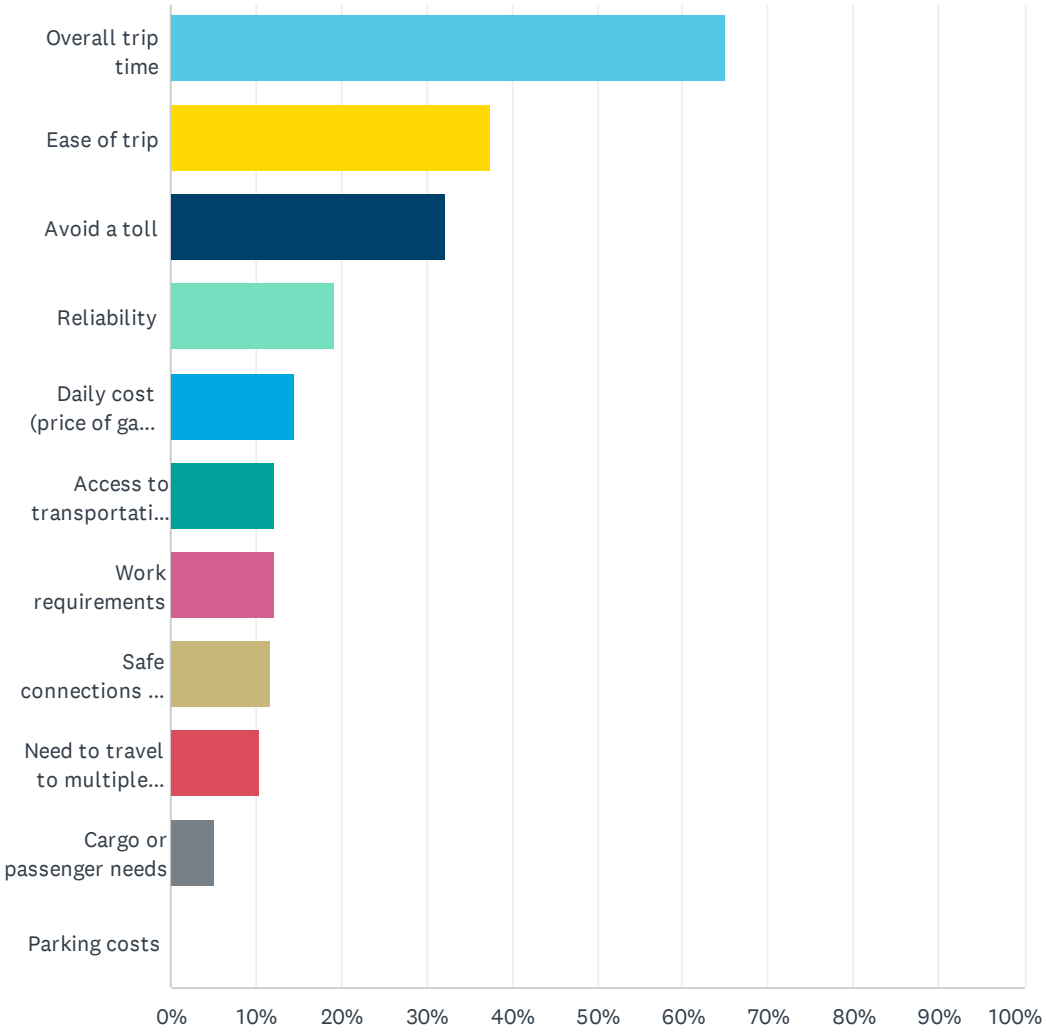
Answered: 8,681 Skipped: 923



ANSWER CHOICES	RESPONSES	
30-45 minutes	32.99%	2,864
Under 30 minutes	26.36%	2,288
45-60 minutes	16.56%	1,438
Over 90 minutes	11.99%	1,041
60-90 minutes	8.39%	728
I don't travel using the Interstate Bridge	3.71%	322
TOTAL		8,681

Q5 When choosing how you will make your trip in the future, what will be most influential in your decision? (select 2)

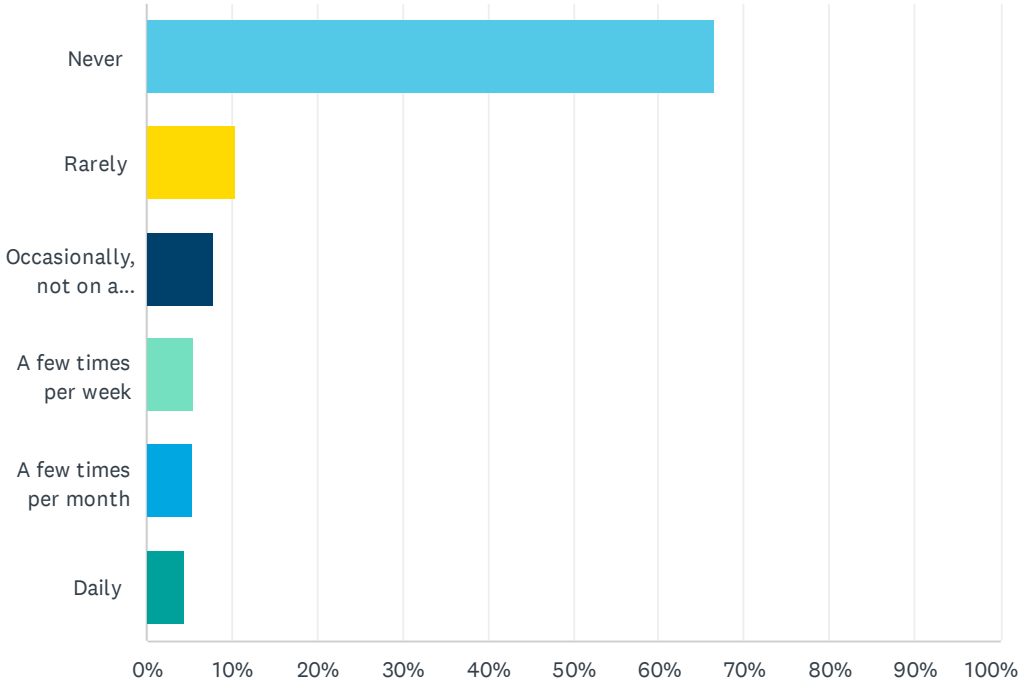
Answered: 8,659 Skipped: 945



ANSWER CHOICES	RESPONSES	
Overall trip time	64.96%	5,625
Ease of trip	37.58%	3,254
Avoid a toll	32.23%	2,791
Reliability	19.18%	1,661
Daily cost (price of gas, parking, transit ticket, etc)	14.46%	1,252
Access to transportation options (transit accessibility, access to a car, etc)	12.22%	1,058
Work requirements	12.17%	1,054
Safe connections and accessibility	11.72%	1,015
Need to travel to multiple locations	10.49%	908
Cargo or passenger needs	5.07%	439
Parking costs	0.00%	0
Total Respondents: 8,659		

Q6 How often do you travel across the existing bridge using transit (bus)?

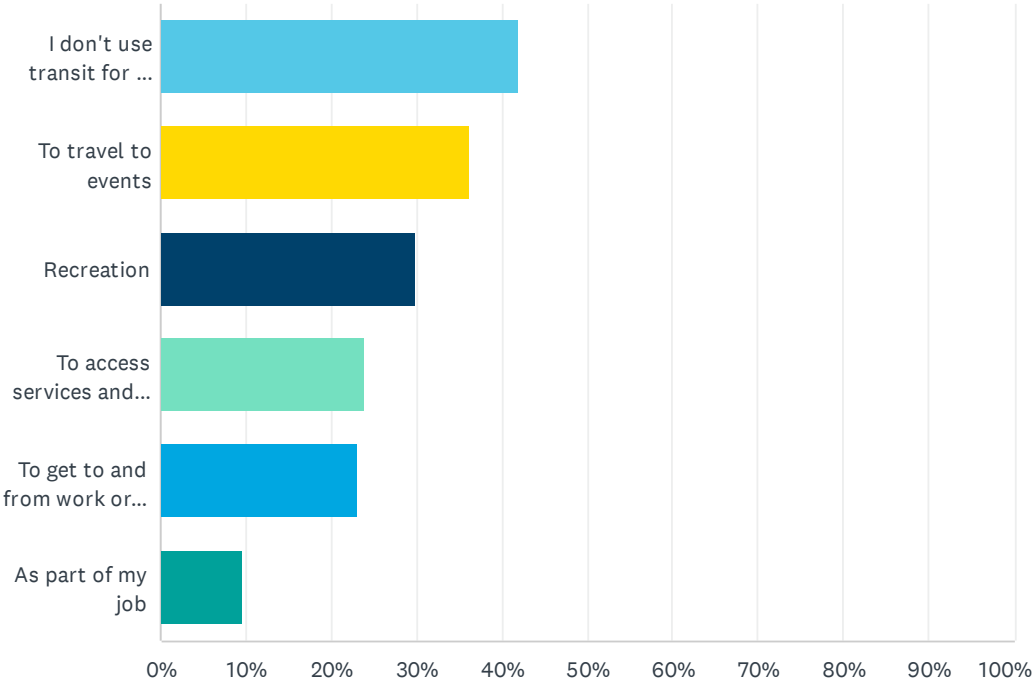
Answered: 8,679 Skipped: 925



ANSWER CHOICES	RESPONSES	
Never	66.44%	5,766
Rarely	10.35%	898
Occasionally, not on a regular basis	7.95%	690
A few times per week	5.53%	480
A few times per month	5.33%	463
Daily	4.40%	382
TOTAL		8,679

Q7 Describe for what purpose(s) you use transit: (select all that apply)

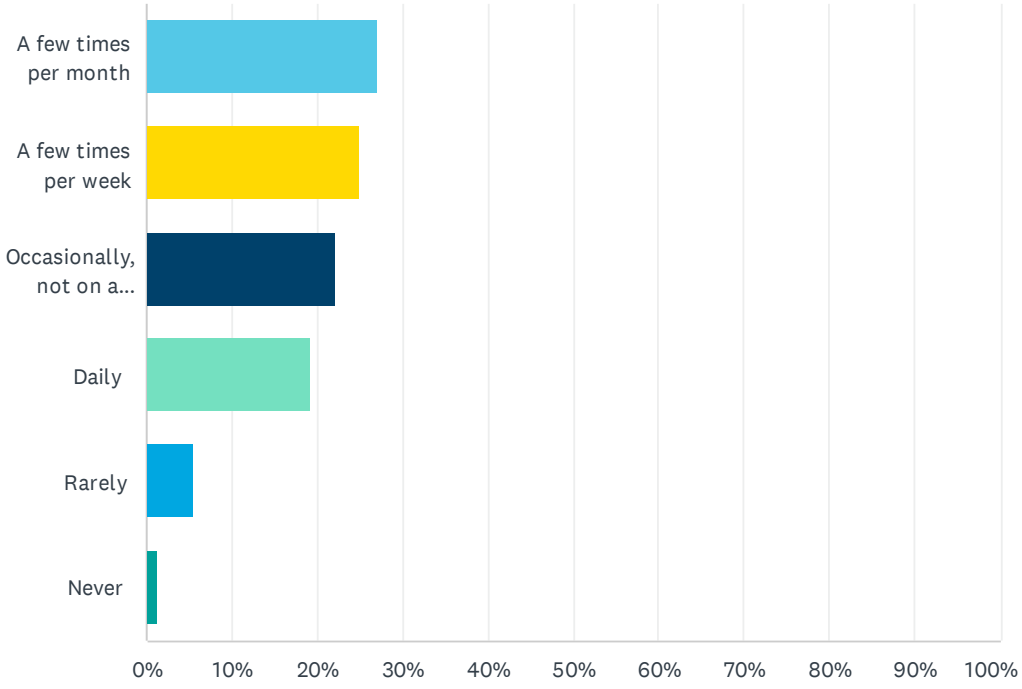
Answered: 8,566 Skipped: 1,038



ANSWER CHOICES	RESPONSES	
I don't use transit for any of these purposes	42.08%	3,605
To travel to events	36.25%	3,105
Recreation	29.82%	2,554
To access services and amenities	23.96%	2,052
To get to and from work or school	23.03%	1,973
As part of my job	9.50%	814
Total Respondents: 8,566		

Q8 How often do you travel across the bridge in a vehicle?

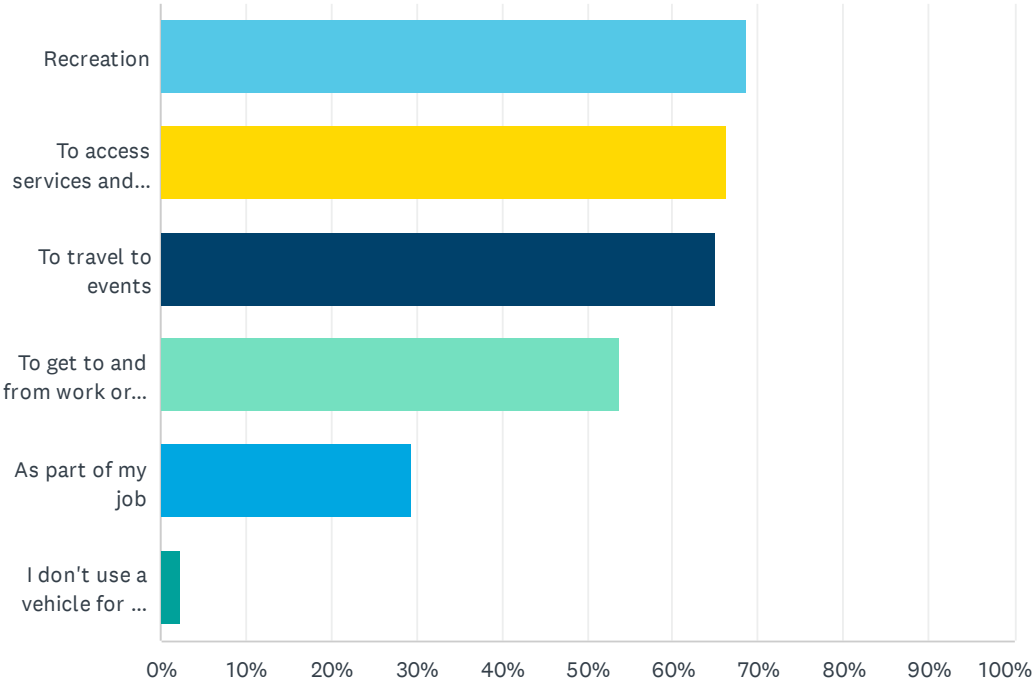
Answered: 8,679 Skipped: 925



ANSWER CHOICES	RESPONSES	
A few times per month	26.97%	2,341
A few times per week	24.99%	2,169
Occasionally, not on a regular basis	22.25%	1,931
Daily	19.09%	1,657
Rarely	5.52%	479
Never	1.18%	102
TOTAL		8,679

Q9 Describe for what purpose you use a vehicle: (select all that apply)

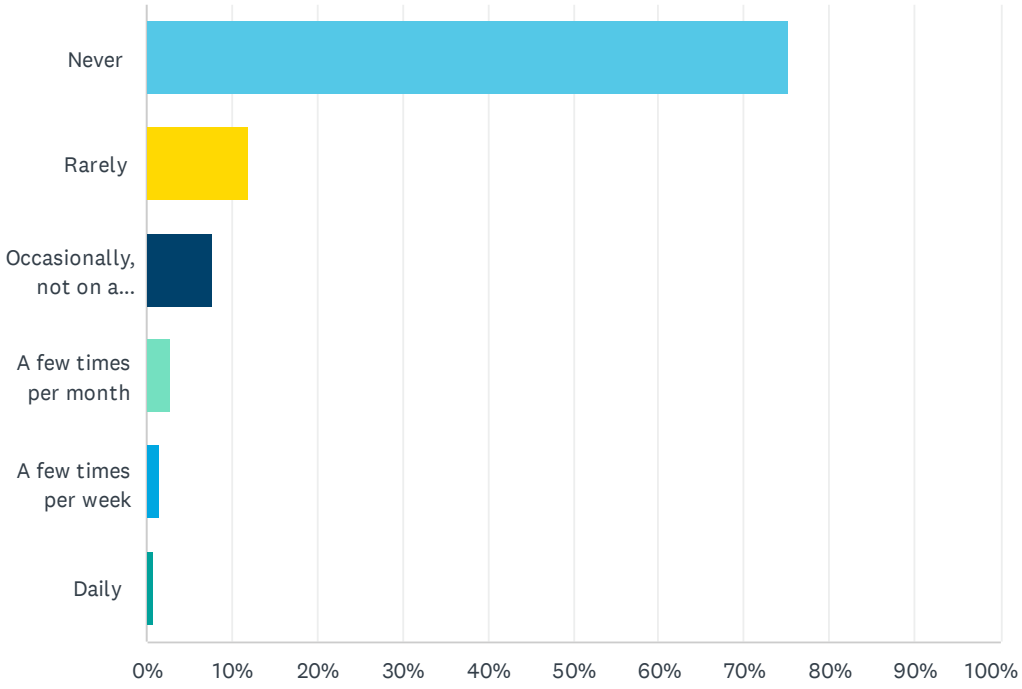
Answered: 8,667 Skipped: 937



ANSWER CHOICES	RESPONSES	
Recreation	68.61%	5,946
To access services and amenities	66.31%	5,747
To travel to events	64.97%	5,631
To get to and from work or school	53.74%	4,658
As part of my job	29.43%	2,551
I don't use a vehicle for any of these purposes	2.39%	207
Total Respondents: 8,667		

Q10 How often do you travel across the bridge by bicycling, walking or rolling?

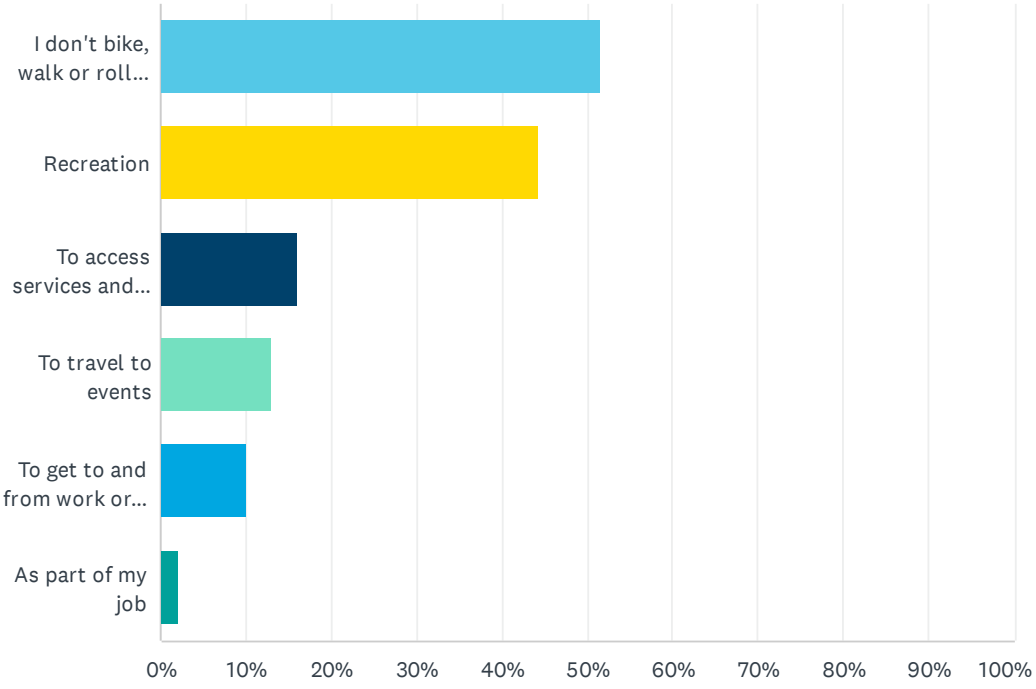
Answered: 8,670 Skipped: 934



ANSWER CHOICES	RESPONSES	
Never	75.28%	6,527
Rarely	11.87%	1,029
Occasionally, not on a regular basis	7.69%	667
A few times per month	2.83%	245
A few times per week	1.53%	133
Daily	0.80%	69
TOTAL		8,670

Q11 Describe for what purpose(s) you bike, walk or roll:

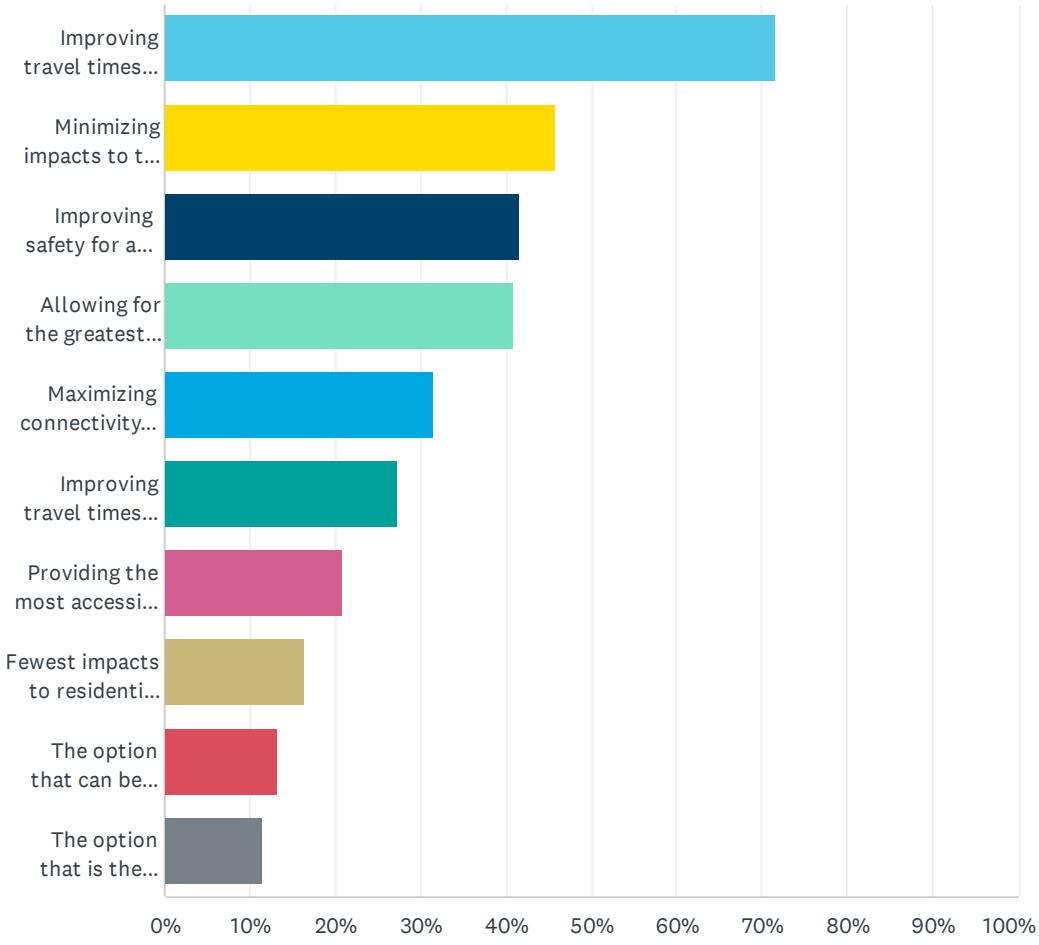
Answered: 8,449 Skipped: 1,155



ANSWER CHOICES	RESPONSES	
I don't bike, walk or roll for any of these purposes	51.58%	4,358
Recreation	44.34%	3,746
To access services and amenities	16.03%	1,354
To travel to events	13.04%	1,102
To get to and from work or school	9.95%	841
As part of my job	2.13%	180
Total Respondents: 8,449		

Q12 When considering a replacement river crossing, I care most about: (select 3)

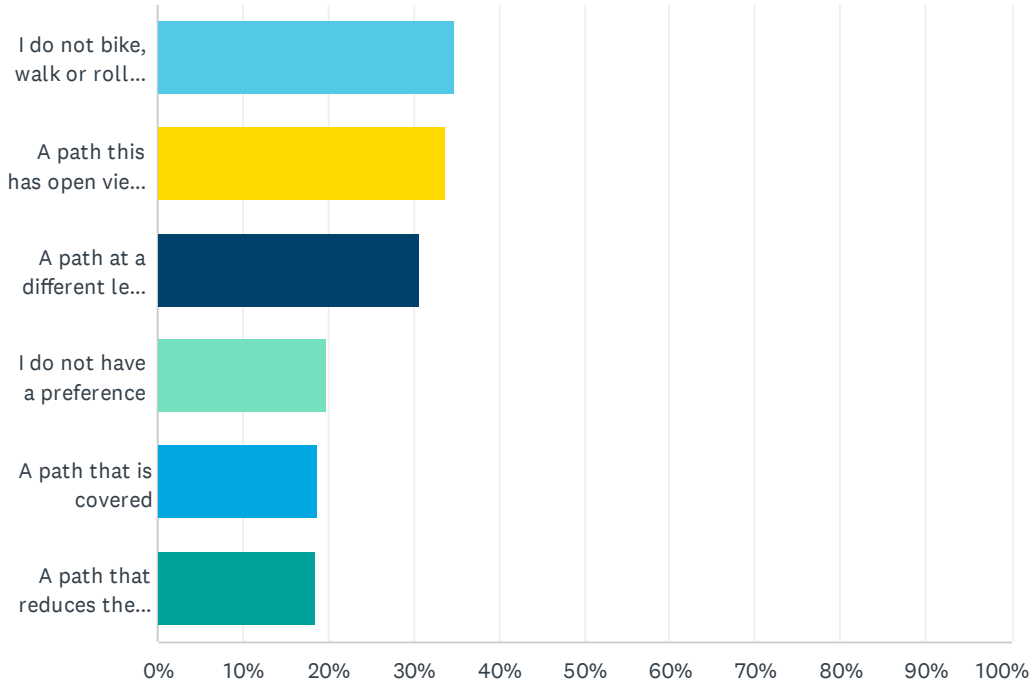
Answered: 8,096 Skipped: 1,508



ANSWER CHOICES	RESPONSES	
Improving travel times for vehicles and freight	71.58%	5,795
Minimizing impacts to the natural environment, including the river, air and soil	45.75%	3,704
Improving safety for all travelers	41.58%	3,366
Allowing for the greatest amount of people to travel through the corridor	41.02%	3,321
Maximizing connectivity to areas on either side of the bridge	31.58%	2,557
Improving travel times for public transit	27.40%	2,218
Providing the most accessible shared-use pathway for bicyclists and pedestrians	20.83%	1,686
Fewest impacts to residential and commercial properties	16.38%	1,326
The option that can be built fastest	13.12%	1,062
The option that is the lowest cost to construct	11.55%	935
Total Respondents: 8,096		

Q13 As a bicyclist or pedestrian, which features would be most desirable when crossing the new bridge (select 2):

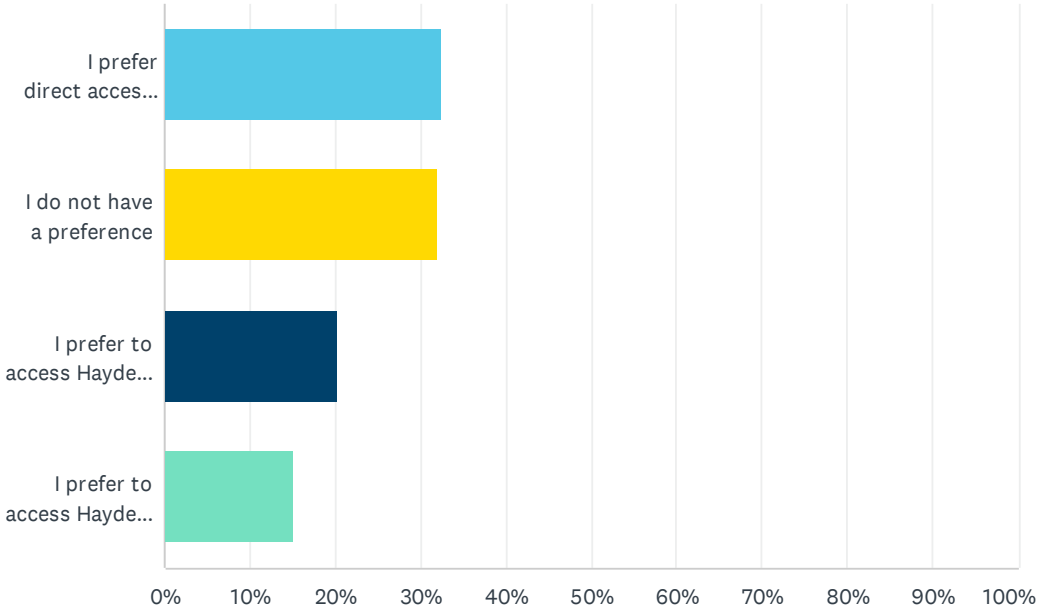
Answered: 8,048 Skipped: 1,556



ANSWER CHOICES	RESPONSES	
I do not bike, walk or roll across the bridge	34.82%	2,802
A path this has open views of the Columbia River	33.78%	2,719
A path at a different level than vehicle traffic	30.78%	2,477
I do not have a preference	19.76%	1,590
A path that is covered	18.69%	1,504
A path that reduces the level of climb required to access the path on the river crossing	18.48%	1,487
Total Respondents: 8,048		

Q14 What is your preference for access to and from Hayden Island?

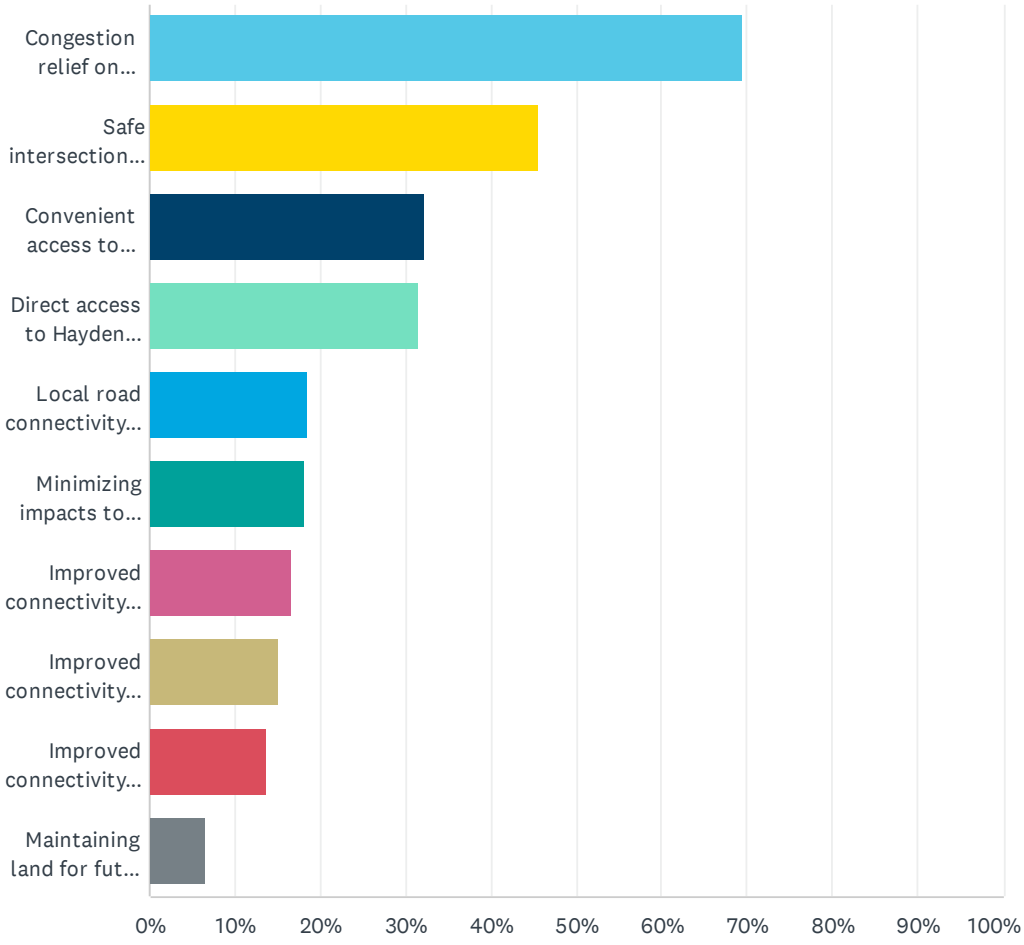
Answered: 7,212 Skipped: 2,392



ANSWER CHOICES	RESPONSES	
I prefer direct access to and from Hayden Island via Interstate 5 regardless of the direction I am traveling	32.52%	2,345
I do not have a preference	32.09%	2,314
I prefer to access Hayden Island via Marine Drive and new arterial bridges that connect to North Portland	20.16%	1,454
I prefer to access Hayden Island from Interstate 5 when going to/from the north, and adding an arterial bridge between North Portland and Hayden Island for access from Interstate 5 via Marine Drive when going to/from the south	15.24%	1,099
TOTAL		7,212

Q15 When selecting my preference for how to access Hayden Island, what I care most about is: (select 3)

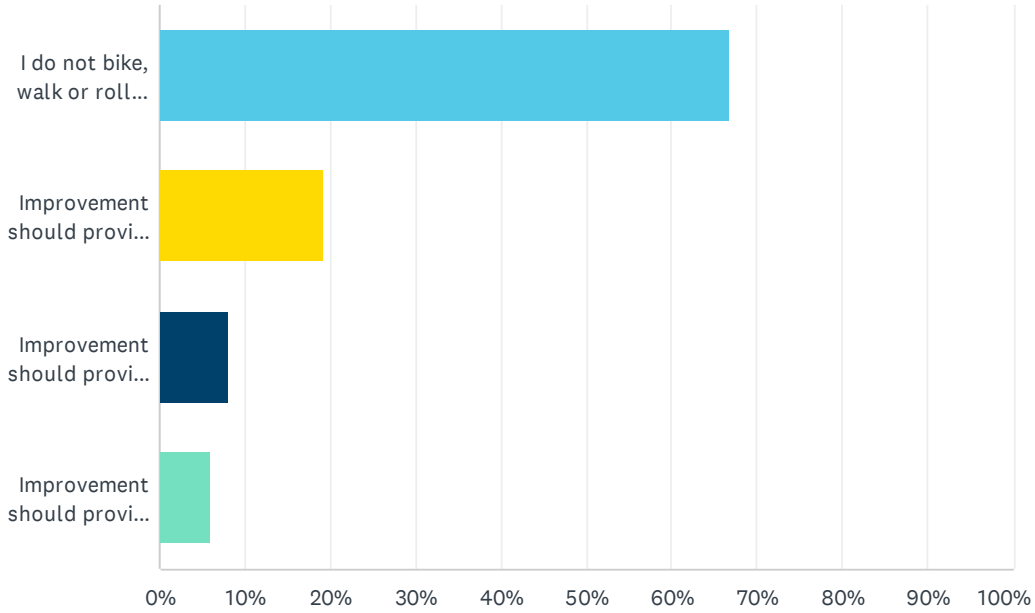
Answered: 6,919 Skipped: 2,685



ANSWER CHOICES	RESPONSES	
Congestion relief on Interstate 5 near Hayden Island	69.45%	4,805
Safe intersections and road improvements for all users, including cars, freight, bicyclist, transit and pedestrians	45.64%	3,158
Convenient access to services, shopping, and restaurants	32.16%	2,225
Direct access to Hayden Island via Interstate 5	31.65%	2,190
Local road connectivity between North Portland neighborhoods and Hayden Island	18.63%	1,289
Minimizing impacts to residential and commercial properties	18.05%	1,249
Improved connectivity to community resources such as trails, parks, and community centers	16.64%	1,151
Improved connectivity to local streets and neighborhoods on Hayden Island for cars and freight	15.06%	1,042
Improved connectivity to local streets and neighborhoods on Hayden Island for bicyclists and pedestrians	13.59%	940
Maintaining land for future development	6.52%	451
Total Respondents: 6,919		

Q16 As someone who bikes, walks, or rolls to access Hayden Island, my top priority for multi-use path improvements is:

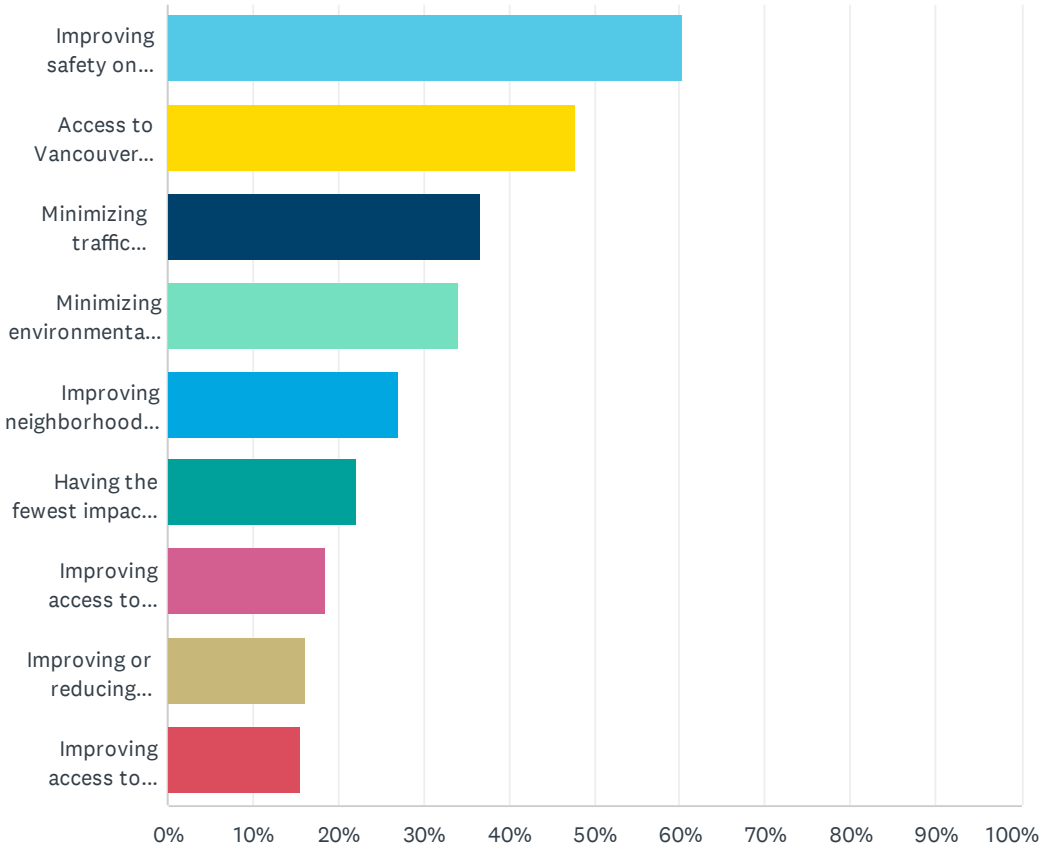
Answered: 7,116 Skipped: 2,488



ANSWER CHOICES	RESPONSES	
I do not bike, walk or roll across Hayden Island	66.65%	4,743
Improvement should provide dedicated lanes and safety signals for bicycles and pedestrians to travel across Hayden Island	19.22%	1,368
Improvement should provide easy access to transit facilities on Hayden Island via walking, bicycling or rolling	8.05%	573
Improvement should provide the most direct route, and fastest route through or across Hayden Island	6.07%	432
TOTAL		7,116

Q17 When considering interchange improvements to SR 14, Downtown Vancouver/City Center, Mill Plain, 4th Plain and SR 500, my top priorities are: (select 3)

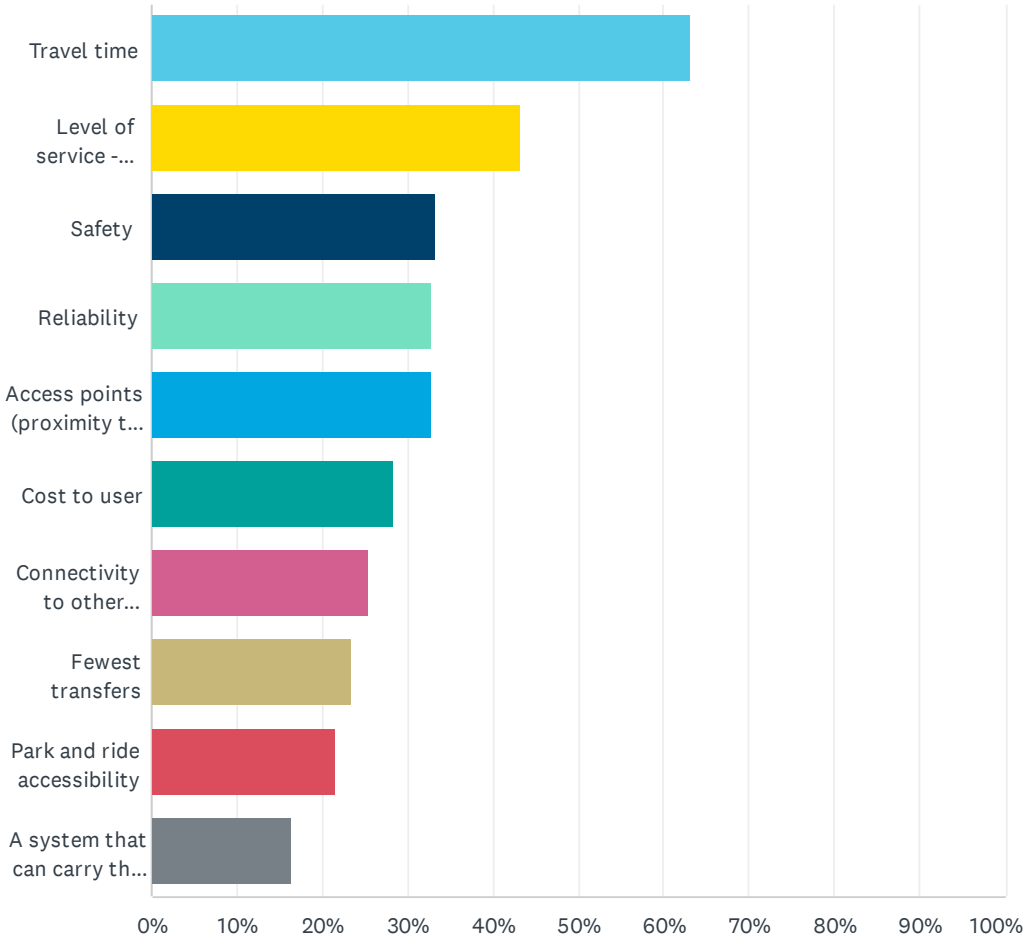
Answered: 6,778 Skipped: 2,826



ANSWER CHOICES	RESPONSES	
Improving safety on Interstate 5 for vehicles	60.36%	4,091
Access to Vancouver waterfront and/or downtown Vancouver	47.82%	3,241
Minimizing traffic diversion onto local streets in Vancouver	36.59%	2,480
Minimizing environmental effects	34.15%	2,315
Improving neighborhood connectivity for pedestrian and cyclists	27.00%	1,830
Having the fewest impacts to residential and commercial properties	22.17%	1,503
Improving access to community resources east of Interstate 5	18.49%	1,253
Improving or reducing adverse noise effects of freeway traffic	16.27%	1,103
Improving access to community resources west of Interstate 5	15.67%	1,062
Total Respondents: 6,778		

Q18 When comparing transit options, which attributes are most important to you? (select 3)

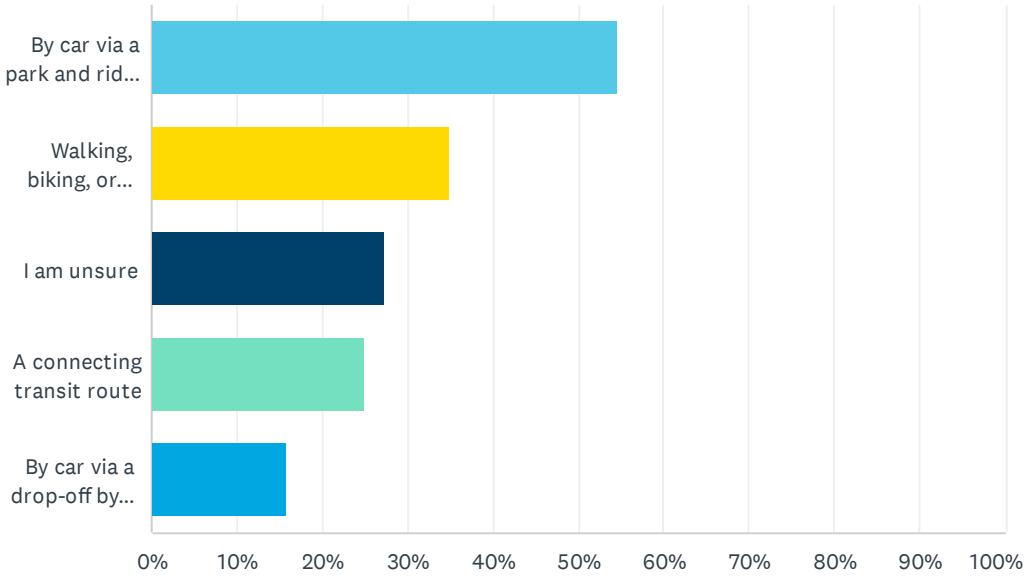
Answered: 4,961 Skipped: 4,643



ANSWER CHOICES	RESPONSES	
Travel time	63.15%	3,133
Level of service - frequency, days of week, hours of service	43.24%	2,145
Safety	33.22%	1,648
Reliability	32.84%	1,629
Access points (proximity to origin and destination locations)	32.78%	1,626
Cost to user	28.28%	1,403
Connectivity to other transit routes	25.48%	1,264
Fewest transfers	23.42%	1,162
Park and ride accessibility	21.61%	1,072
A system that can carry the most people	16.35%	811
Total Respondents: 4,961		

Q19 When using one of the transit options described above how would you access the system? (select all that apply)

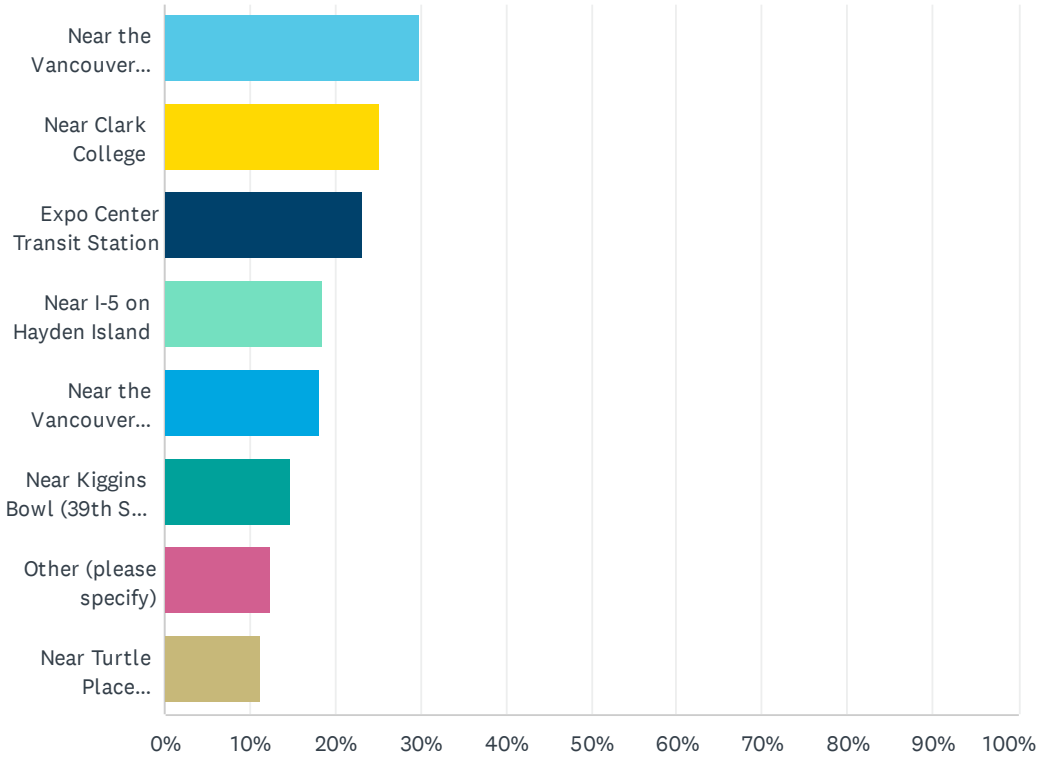
Answered: 4,954 Skipped: 4,650



ANSWER CHOICES	RESPONSES	
By car via a park and ride location	54.52%	2,701
Walking, biking, or rolling directly to a transit station	34.94%	1,731
I am unsure	27.33%	1,354
A connecting transit route	24.85%	1,231
By car via a drop-off by another driver	15.72%	779
Total Respondents: 4,954		

Q20 Which transit station location would you use most often? (select up to 2)-Future design work, informed by data, partners, and the community will inform transit station locations. These station location options are not specific to a transit mode.-

Answered: 4,649 Skipped: 4,955



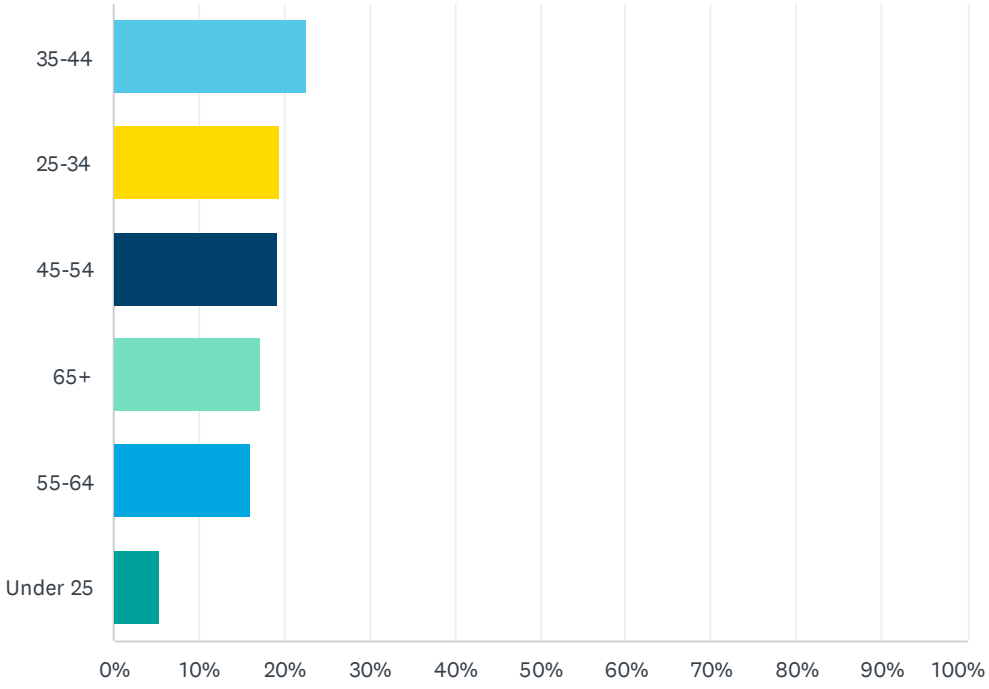
ANSWER CHOICES	RESPONSES	
Near the Vancouver Waterfront	29.94%	1,392
Near Clark College	25.15%	1,169
Expo Center Transit Station	23.32%	1,084
Near I-5 on Hayden Island	18.48%	859
Near the Vancouver Library (C St and E Evergreen Blvd)	18.15%	844
Near Kiggins Bowl (39th St and Main St)	14.80%	688
Other (please specify)	12.33%	573
Near Turtle Place (Washington St and 7th)	11.31%	526
Total Respondents: 4,649		

Q21 What city do you live in?

Answered: 6,502 Skipped: 3,102

Q22 What is your age?

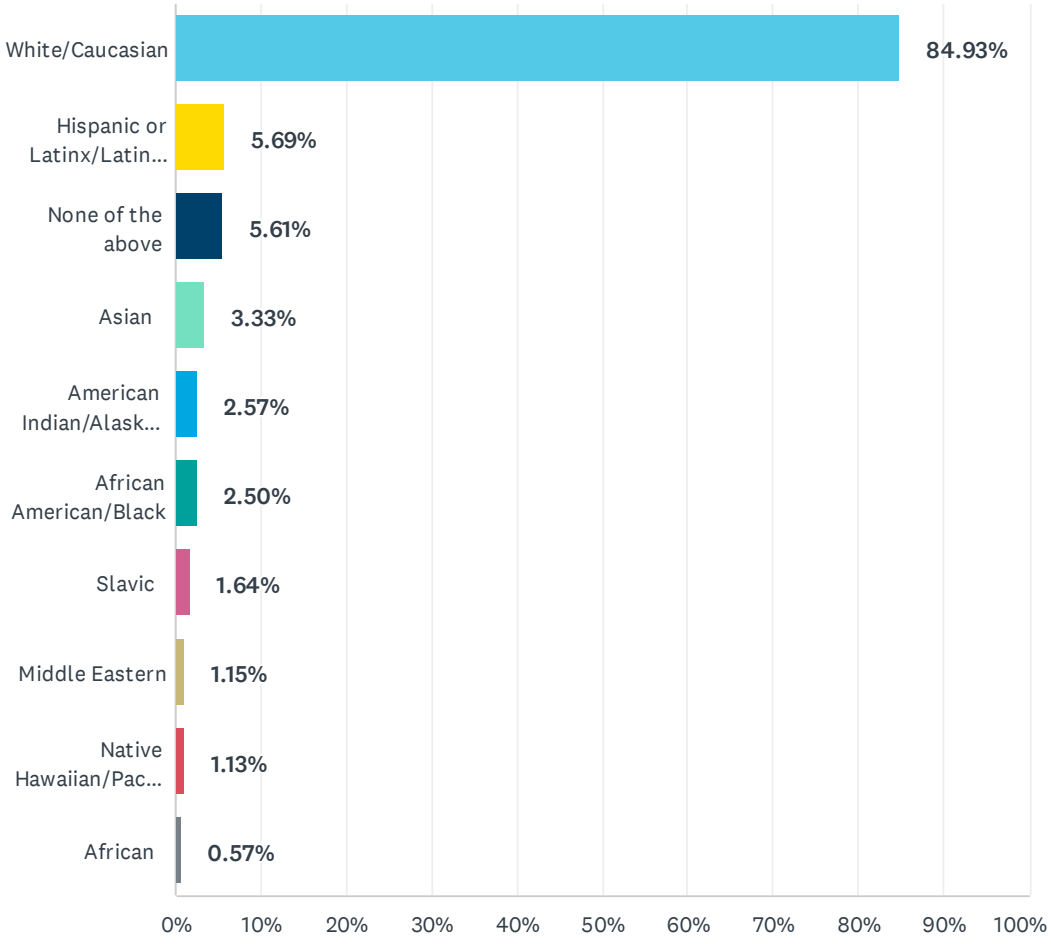
Answered: 6,689 Skipped: 2,915



ANSWER CHOICES	RESPONSES	
35-44	22.62%	1,513
25-34	19.45%	1,301
45-54	19.20%	1,284
65+	17.34%	1,160
55-64	16.09%	1,076
Under 25	5.31%	355
TOTAL		6,689

Q23 How would you describe your race? (select all that apply)

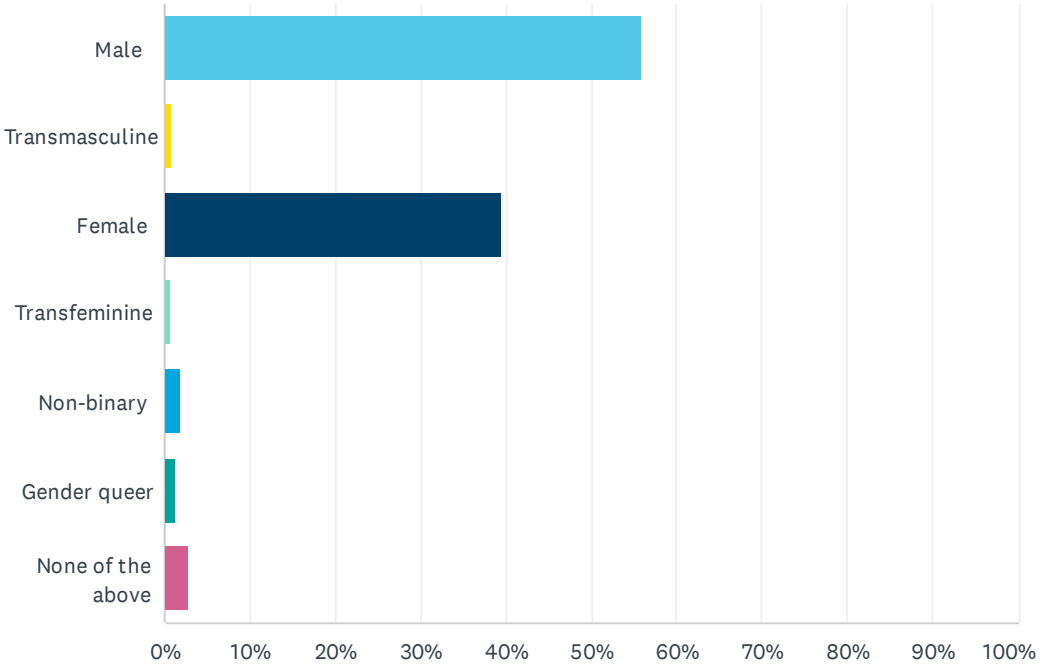
Answered: 6,525 Skipped: 3,079



ANSWER CHOICES	RESPONSES	
White/Caucasian	84.93%	5,542
Hispanic or Latinx/Latina/Latino	5.69%	371
None of the above	5.61%	366
Asian	3.33%	217
American Indian/Alaska Native	2.57%	168
African American/Black	2.50%	163
Slavic	1.64%	107
Middle Eastern	1.15%	75
Native Hawaiian/Pacific Islander	1.13%	74
African	0.57%	37
Total Respondents: 6,525		

Q24 Which of the following describes your gender? (select all that apply)

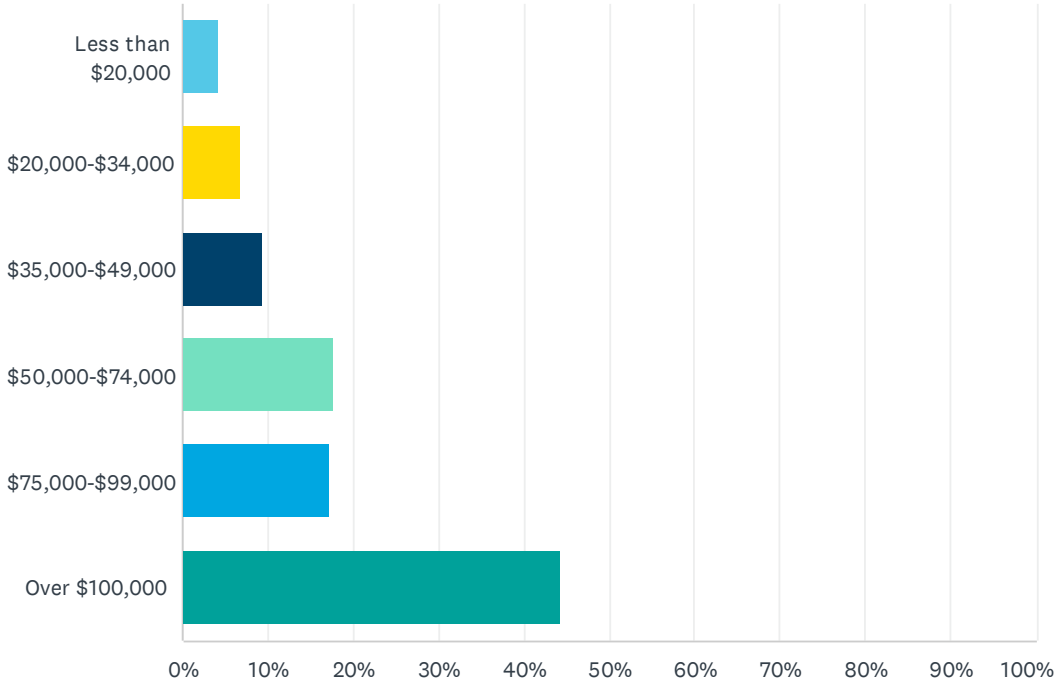
Answered: 6,587 Skipped: 3,017



ANSWER CHOICES	RESPONSES	
Male	55.76%	3,673
Transmasculine	0.77%	51
Female	39.40%	2,595
Transfeminine	0.67%	44
Non-binary	1.94%	128
Gender queer	1.29%	85
None of the above	2.70%	178
Total Respondents: 6,587		

Q25 Currently, what is your annual household income?

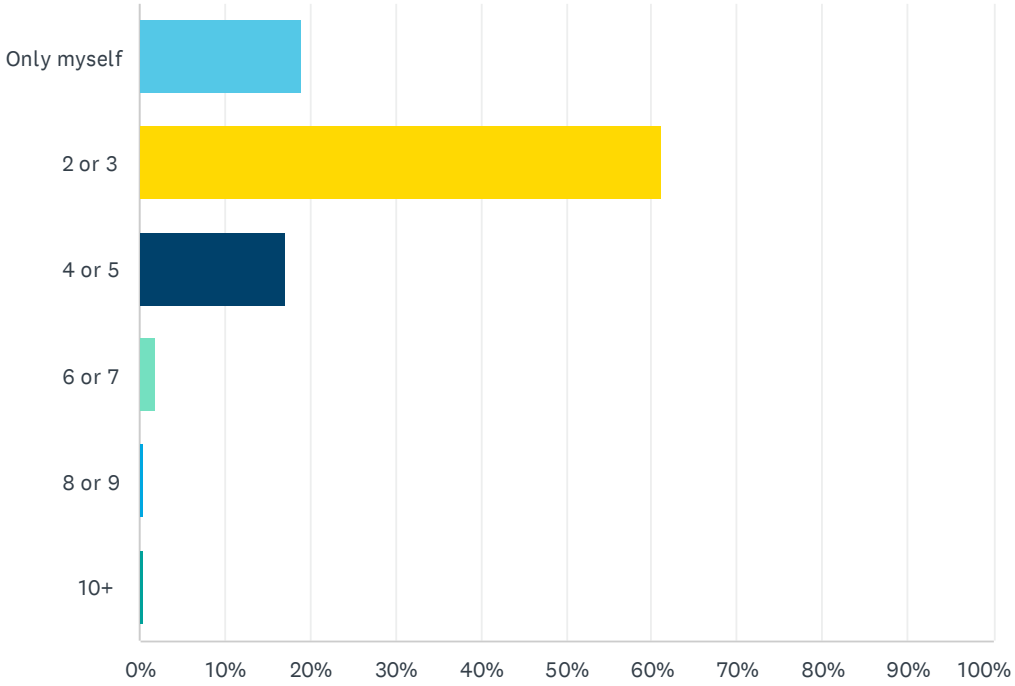
Answered: 6,353 Skipped: 3,251



ANSWER CHOICES	RESPONSES	
Less than $20,000	4.33%	275
$20,000-$34,000	6.86%	436
$35,000-$49,000	9.48%	602
$50,000-$74,000	17.66%	1,122
$75,000-$99,000	17.24%	1,095
Over $100,000	44.44%	2,823
TOTAL		6,353

Q26 How many people are in your household?

Answered: 6,581 Skipped: 3,023



ANSWER CHOICES	RESPONSES	
Only myself	18.98%	1,249
2 or 3	61.15%	4,024
4 or 5	17.16%	1,129
6 or 7	1.98%	130
8 or 9	0.33%	22
10+	0.41%	27
TOTAL		6,581

Q27 Additional Comment:

Answered: 1,734 Skipped: 7,870