



Community Advisory Group Meeting

March 24, 2022



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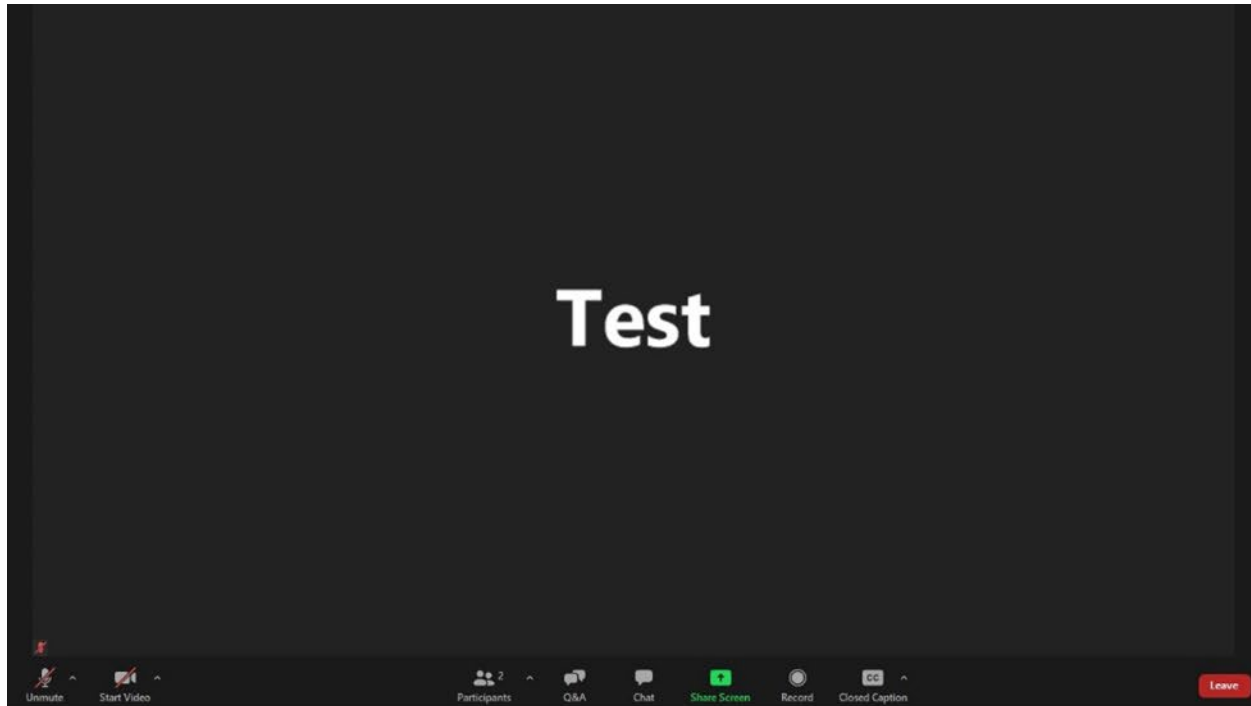
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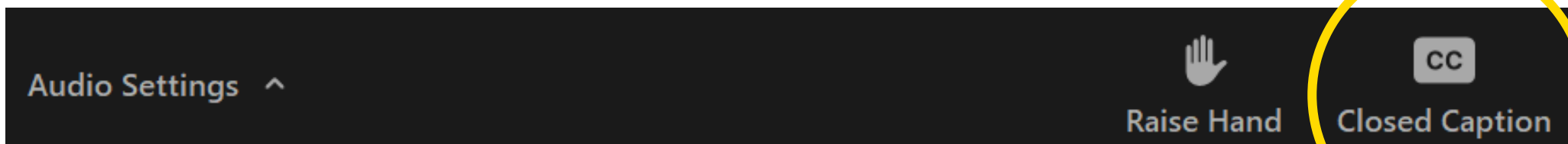
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2. Then click on the “CC” icon and a separate window with captions will appear.



ASL Interpretation

- ▶ In the effort to continue to center equity there is an ASL interpreter in addition to closed captioning.
- ▶ To make sure the interpreter is always visible please right click their video and select spotlight video.
- ▶ For those watching on YouTube, when we screenshare, you will be able to see the slideshow, closed captioning and the ASL interpreter. You will still be able to hear different people speaking but may not see them.

Webinar Participation Tips

- ▶ Thank you for joining us today!
- ▶ Please join audio by either phone or computer, not both. We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ If you experience technical difficulties, please contact program staff at:
(360) 329-6744

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today (around 5:45PM).
 - To dial in by phone use the following directions:
 - Dial: 1-669-900-6833
 - Meeting ID: 993 5459 6043 Passcode: 674942
 - Dial *9 to raise your hand; After you are invited to speak, dial *6 to unmute yourself.



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CAG member commitments & operating norms

- ▶ Put Relationships First
- ▶ Keep Focused on Our Common Goal
- ▶ Notice Power Dynamics in the Room
- ▶ Create a Space for Multiple Truths & Norms
- ▶ Be Kind and Brave
- ▶ Practice Examining Racially Biased Systems and Processes
- ▶ Look for Learning

Meeting Agenda

1. Welcome
2. Program update
3. February 24th CAG transit feedback
4. Hayden Island/Marine Drive Community engagement feedback
5. Hayden Island/Marine Drive technical presentation
6. CAG Hayden Island/Marine Drive discussion & breakout session
7. CAG report out
8. What's next, public comment, wrap up

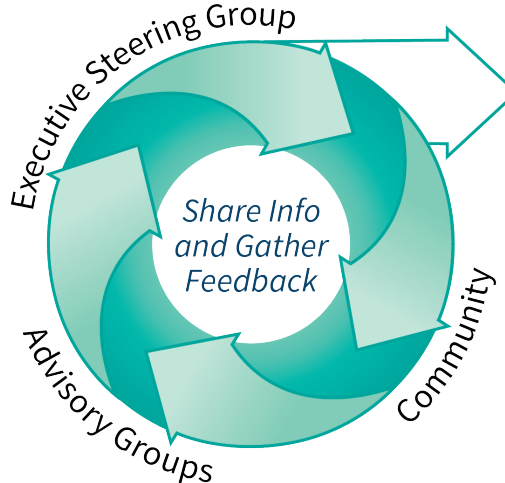


Program update

Greg Johnson, Program Administrator

IBR Iterative Process for Updating Purpose & Need and Establishing Community Vision & Values

Information Sharing from Previous Program

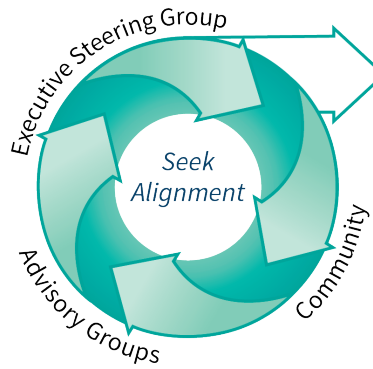


CAG and EAG Provides Input to the ESG

(Late March)



Bi-State Legislative Committee Gives Feedback



Consensus Recommendation to Program

(Late May)



CAG - Community Advisory Group
 EAG - Equity Advisory Group
 ESG - Executive Steering Group

CAG transit feedback

CAG facilitators

CAG transit feedback

▶ Funding

- A tolling program needs to be equitable
- Federal funding should be utilized & if there are “strings” to federal funding, program needs to be transparent
- Future generations should not be burdened with the cost of bridge replacement

▶ High-capacity transit

- Single seat rides and efficiency is important
- Reliability
- Light rail into Vancouver should be a priority
- A hybrid light rail and bus system should be considered

CAG transit feedback

► Other key themes

- Congestion relief needs to be a top priority
- Decisions need to be informed by data and data needs to be shared and transparent
- Bicycle and active transportation and multiple modes to cross the river are important
- Paying attention to climate change and protecting & honoring cultural history
- Focus on bi-state cooperation
- A seismically safe bridge
- Equity considerations for transit, modes, and access
- “The bridge just needs to be replaced”



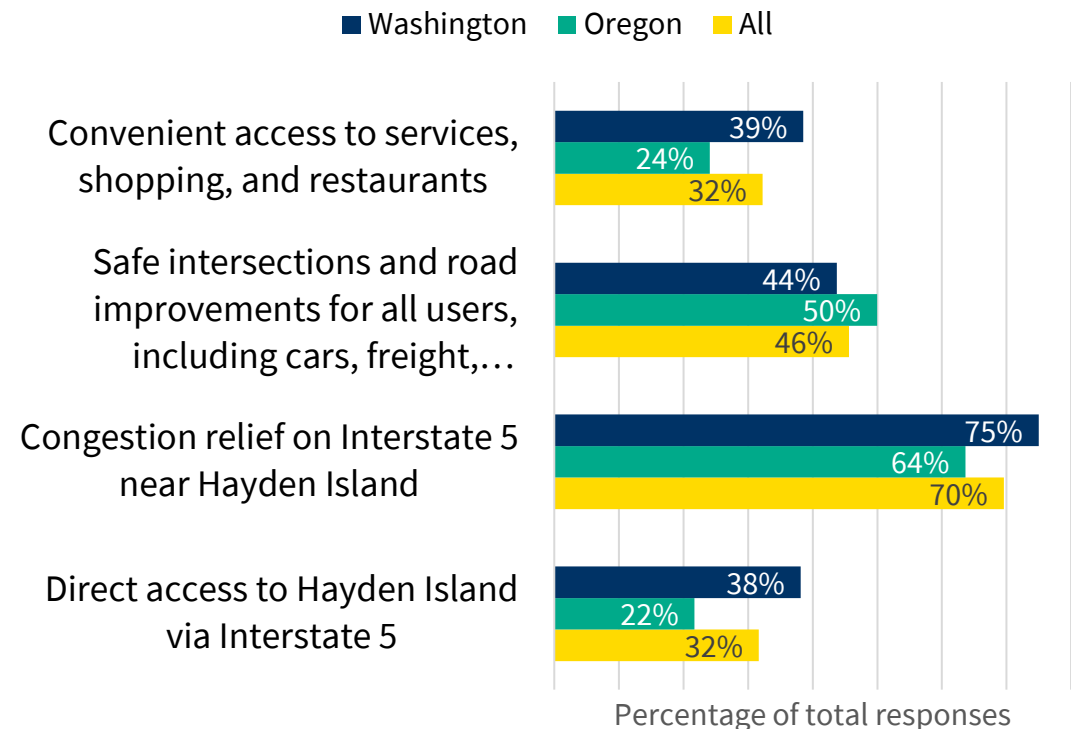
Hayden Island/Marine Drive Fall community engagement feedback

Nicole Sherbert, IBR Community Engagement team

Hayden Island/Marine Drive Feedback: Survey

- ▶ **Congestion relief and safety ranked as most important considerations**
- ▶ **1/3 have no preference regarding Hayden Island access**
 - Washington residents more likely to prefer direct access from I-5
 - Oregon residents more likely to prefer access via Marine Drive and arterial bridge
- ▶ **70% do not walk, bike, or roll to access Hayden Island**
 - Dedicated lanes and safety signals are highest priority for those who do walk/bike/roll

When selecting my preference for how to access Hayden Island, what I care most about is:



Community Feedback: Hayden Island/Marine Drive

► Key takeaways

- Concerns around potential impacts to residents and businesses
- Designs should support freight movement and consider high, wide, and heavy freight
- Interest in traffic data forecasts beyond 2045
- Need to understand benefits and tradeoffs of each design option more clearly
- Community Working Group generally supportive of Hayden Island full interchange options; strong opposition towards no interchange option



Hayden Island/Marine Drive

Recommendations overview

IBR Program Team

March 24, 2022



Hayden Island/Marine Drive Design Options

► Overview of design and screening process

- Identify changes since 2013
- Develop full, partial, and no interchange options to address changes
- Develop screening metrics and collect data to evaluate design options
- Identify design options (2013 LPA and Options 1 and 5) to move through screening

► Design Options

- **2013 Locally Preferred Alternative (LPA)**
- **Option 1: Full interchange**
- Option 2: Partial interchange
- Option 3: Partial interchange
- Option 4: No interchange
- **Option 5: Partial interchange**

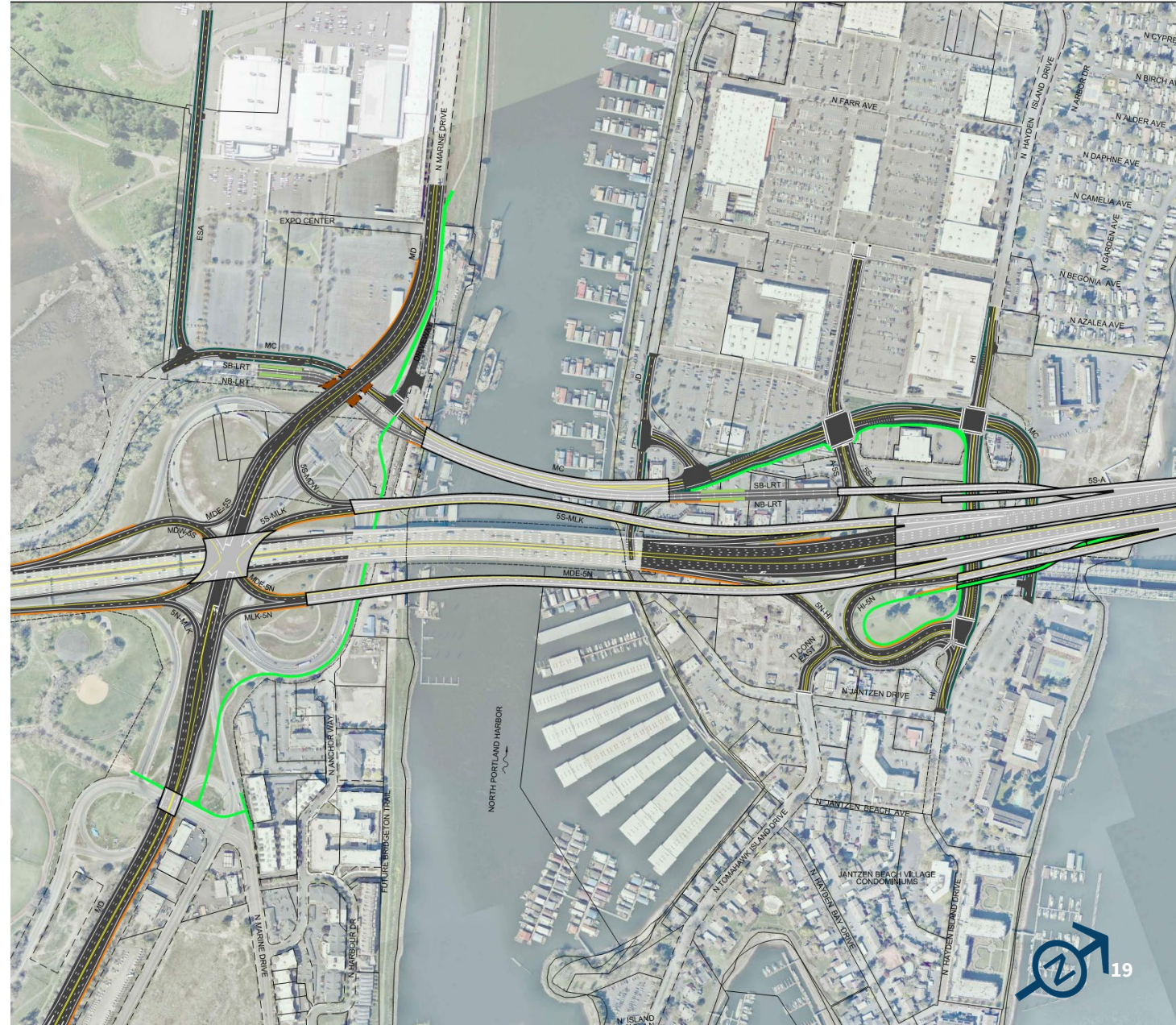
Hayden Island/Marine Drive Solution

► Changes since 2013

- Increased off-ramp traffic volumes for southbound Marine Drive exit
- Changes in business development
- Port of Portland marine terminal no longer planned for Hayden Island
- Increased need to replace aging North Portland Harbor bridge
- Proposed levee system improvements

► Design Assumptions

- North Portland Harbor bridge replacement
- Local auto access bridge between North Portland and Hayden Island
- Local pedestrian/bicycle connections with shared use path
- HCT station on Hayden Island



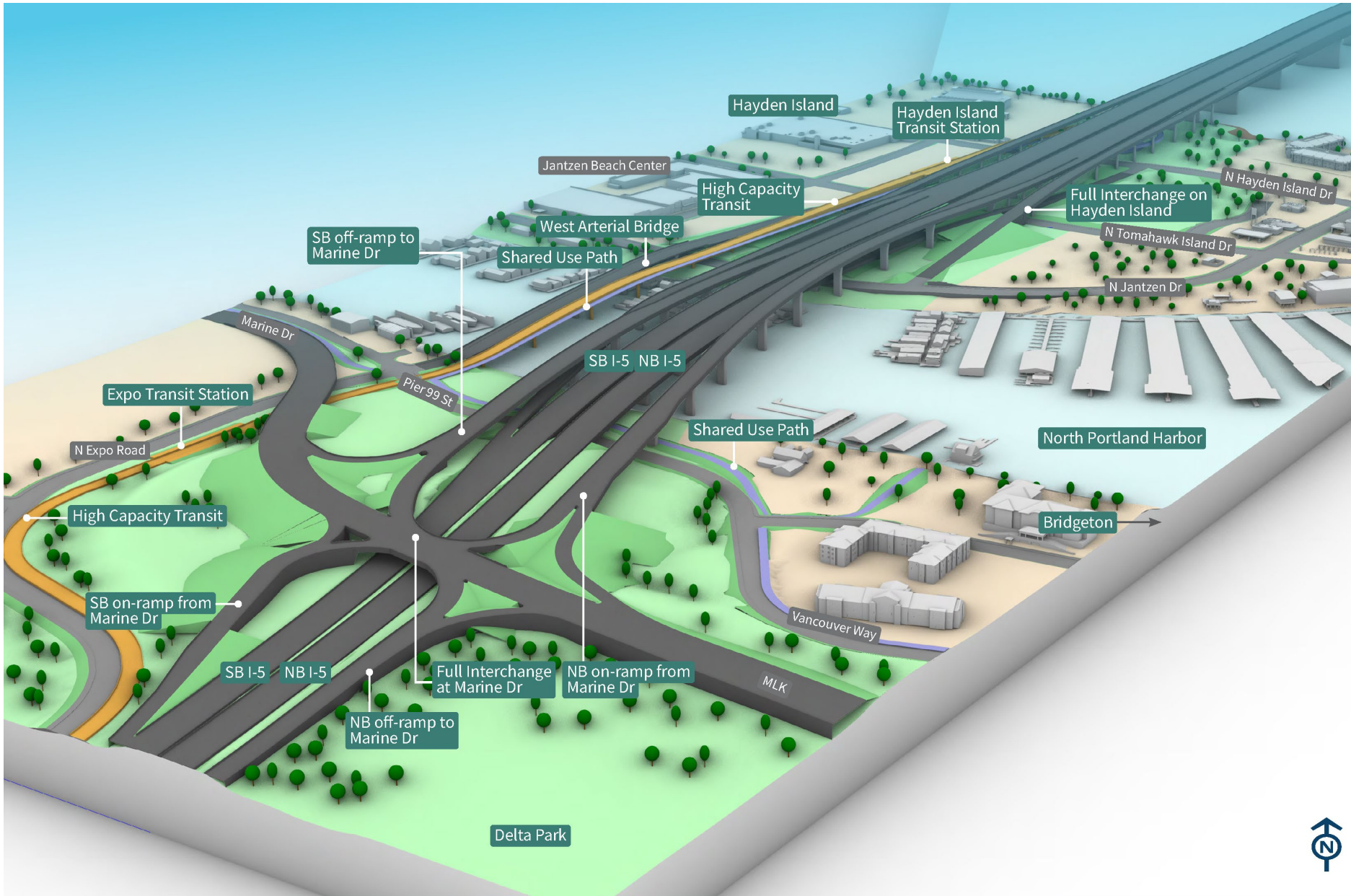
Hayden Island/Marine Drive Partial Interchanges

- ▶ **Option 5** was developed to address design and traffic issues identified in Partial Interchange Options 2 and 3. It:
 - Solves the Marine Drive traffic and design issues identified with Options 2 and 3 by maintaining the separation of Hayden Island vehicles from Marine Drive.
 - Includes an efficient Marine Drive interchange
- ▶ **Options 2 and 3:**
 - Include design and operational flaws on the I-5 SB Marine Drive loop off-ramp
 - Do not meet Freight Purpose & Need
 - Create safety issues due to speed differentials

Draft Findings: No interchange **Option 4**

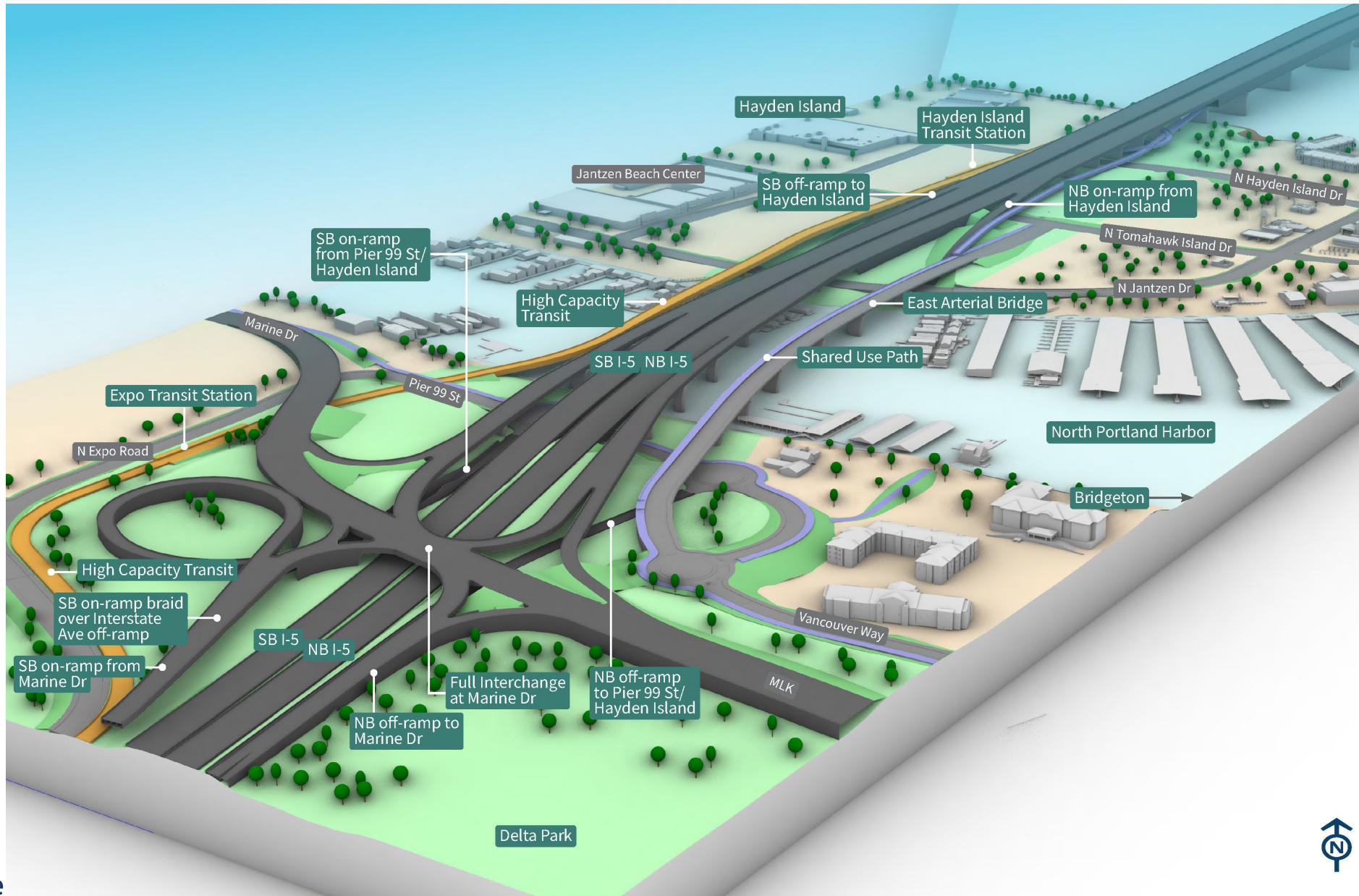
- ▶ Screening preliminary traffic data revealed that Option 4 has the same issues as Options 2 and 3, but the issues are much greater because all Hayden Island traffic must use the Marine Drive interchange. These impacts include:
 - Substantial traffic/freight impacts on Marine Drive and ramp terminal intersections
 - Ramp queuing from Marine Dr. onto I-5 would create unsafe conditions due to speed differential with I-5 through traffic
- ▶ These findings are consistent with previous planning studies that investigated combining the Hayden Island and Marine Drive interchanges into one interchange

Option 1 Full Interchange



March 24, 2022

Option 5 Partial Interchange



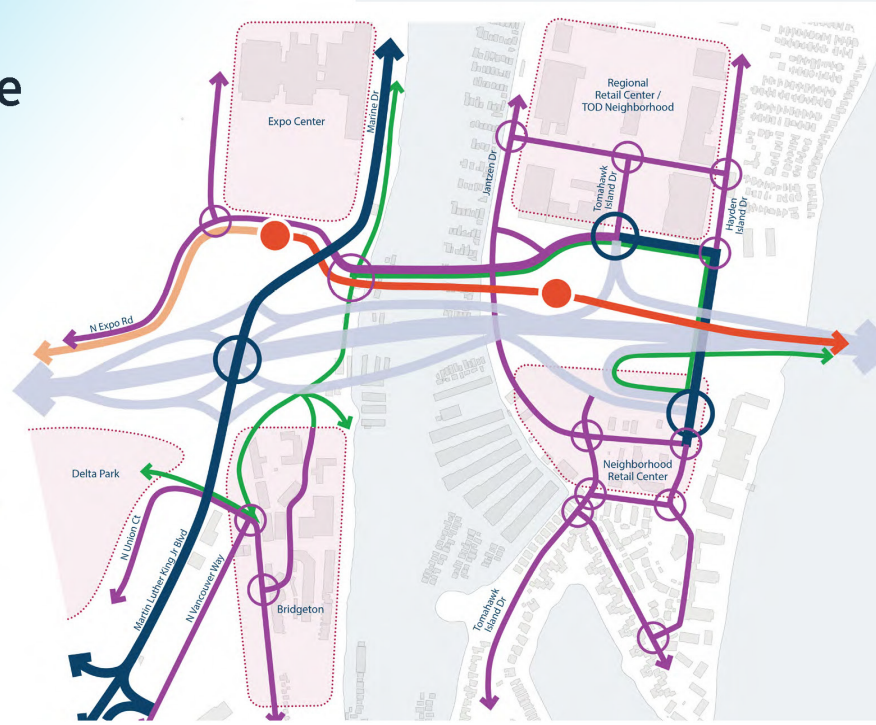
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Hayden Island/Marine Drive

2013 Design

☑ Meets Purpose and Need

- Highway
- Arterial Streets
- Local Streets
- Optional Connection
- Shared Use Paths
- Existing LRT Alignment
- LRT Alignment
- Arterial Intersections
- Local Intersections
- LRT Station
- Destinations



Screening Summary

2013 Design

Climate Impacts/Adaptation	<ul style="list-style-type: none"> - Larger construction footprint (comparison is not based on expected user emissions) - Addresses future river elevation and integrates with new Levee Ready Columbia flood protection improvements (RE)
Natural Environment	<ul style="list-style-type: none"> - Larger footprint over aquatic habitat - Larger footprint over terrestrial habitat - Most non-residential building impacts (AH) - More floating home displacements (AH)
Built Environment	<ul style="list-style-type: none"> - Large scale and complexity of I-5 structures over Hayden Island challenge for local placemaking opportunities (AH, CB, CC) - Does not include Tomahawk Island Drive crossing (CC) - Less direct north-south shared use path (MA, ME)
Active Transportation	<ul style="list-style-type: none"> - Lower quality of active transportation experience on east-west streets (MA, ME) - Higher number of shared use path road/transit crossings (MA)
Transit Access	<ul style="list-style-type: none"> - Less east-west island connectivity because it does not include Tomahawk Island Drive (MA, ME) - Wider highway footprint (ME)
Vehicles	<ul style="list-style-type: none"> - Intersection traffic operations meet ODOT and City of Portland performance standards at Hayden Island and Marine Drive study area intersections (RI)
Freight	<ul style="list-style-type: none"> - Freight to/from Marine Drive area operates acceptably with minimal delay through the interchange (RI)
Cost	<ul style="list-style-type: none"> - Lower construction cost - Higher estimated O&M cost
Seismic	<ul style="list-style-type: none"> - Seismic retrofits North Portland Harbor Bridge; does not replace

Equity Lens



- ⓘ Avoids Harm **(AH)**
- ⓘ Community Benefit **(CB)**
- ⓘ Mobility/Accessibility **(MA)**

Climate Lens



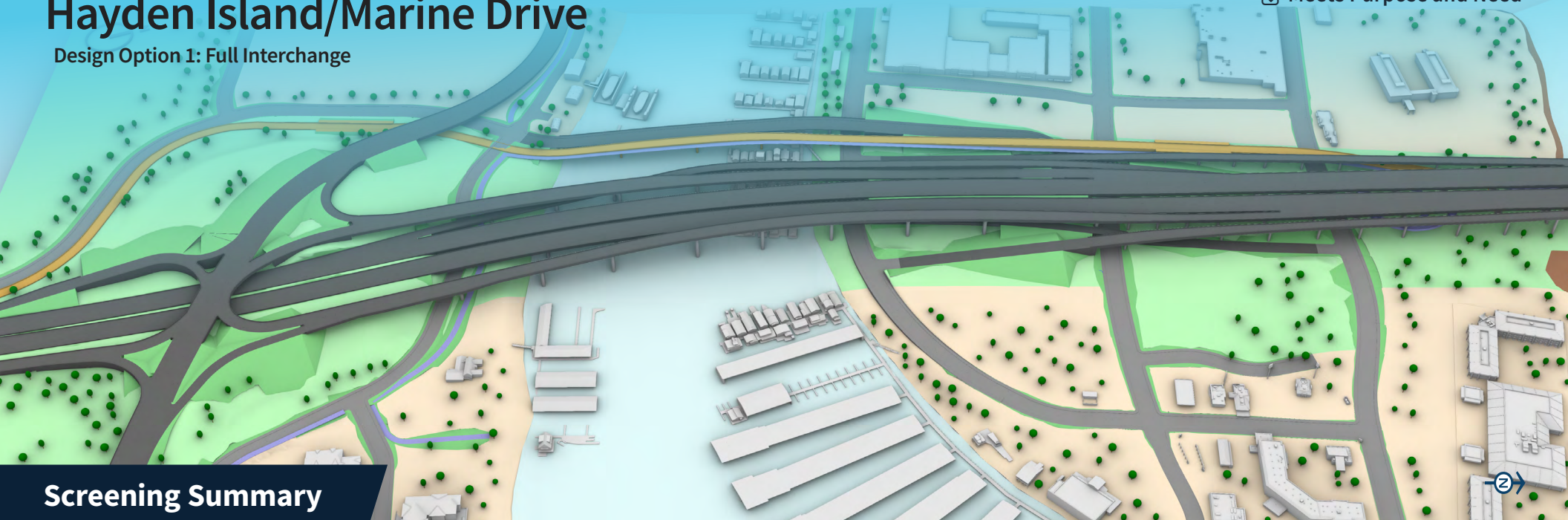
- ⓘ Multimodal Environmental Factors **(ME)**
- ⓘ Complete Communities **(CC)**
- ⓘ Reduces Idling **(RI)**
- ⓘ Resilience **(RE)**



Hayden Island/Marine Drive

Design Option 1: Full Interchange

☑ Meets Purpose and Need



Screening Summary

Design Option 1: Full Interchange

Climate Impacts/Adaptation	<ul style="list-style-type: none"> - Larger construction footprint (comparison is not based on expected user emissions) - Addresses future river elevation and integrates with new Levee Ready Columbia flood protection improvements (RE)
Natural Environment	<ul style="list-style-type: none"> - Larger footprint over aquatic habitat - Larger footprint over terrestrial habitat - Fewer non-residential building impacts (AH) - Most floating home displacements (AH)
Built Environment	<ul style="list-style-type: none"> - Large scale and complexity of I-5 structures over Hayden Island challenge for local placemaking opportunities (AH, CB, CC) - Includes Tomahawk Island Drive crossing (CC) - More direct north-south shared use path (MA, ME)
Active Transportation	<ul style="list-style-type: none"> - Lower quality of active transportation experience on east-west streets (MA, ME) - Higher number of shared use path road/transit crossings (MA)
Transit Access	<ul style="list-style-type: none"> - Inclusion of Tomahawk Island Drive improves east-west island connectivity (MA, ME) - Wider highway footprint (ME)
Vehicles	<ul style="list-style-type: none"> - Intersection traffic operations meet ODOT and City of Portland performance standards at Hayden Island and Marine Drive study area intersections (RI)
Freight	<ul style="list-style-type: none"> - Freight to/from Marine Drive area operates acceptably with minimal delay through the interchange (RI)
Cost	<ul style="list-style-type: none"> - Higher construction cost
Seismic	<ul style="list-style-type: none"> - Replaces North Portland Harbor Bridge

Equity Lens



- ⓘ Avoids Harm **(AH)**
- ⓘ Community Benefit **(CB)**
- ⓘ Mobility/Accessibility **(MA)**

Climate Lens



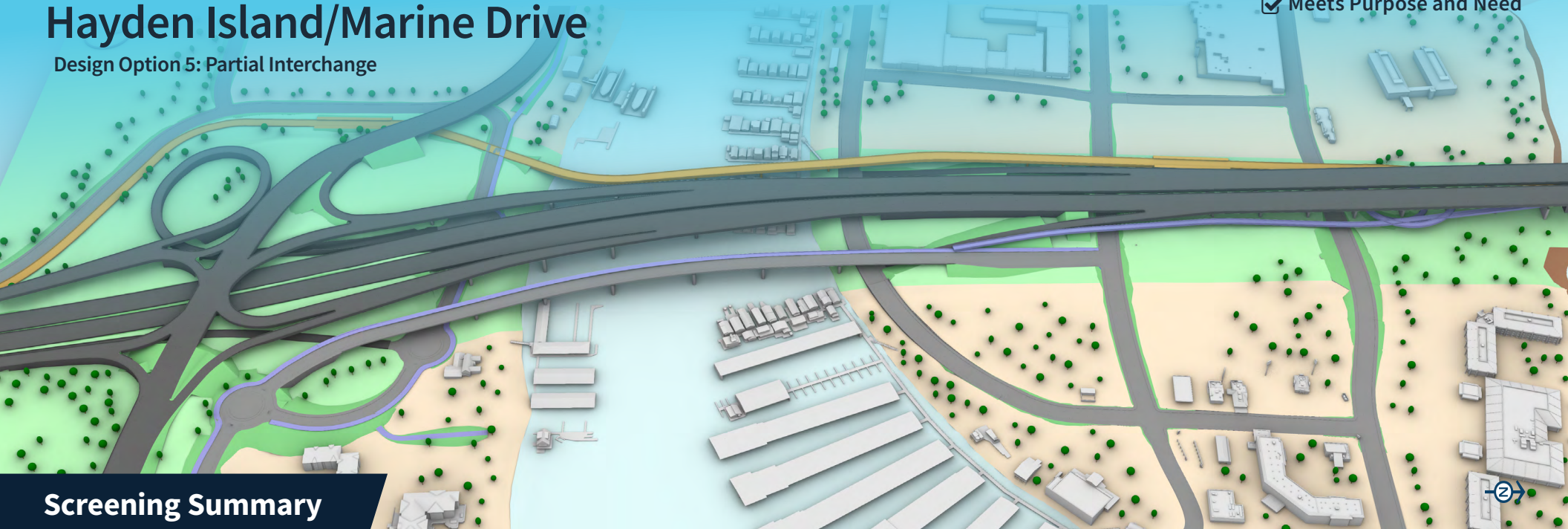
- ⓘ Multimodal Environmental Factors **(ME)**
- ⓘ Complete Communities **(CC)**
- ⓘ Reduces Idling **(RI)**
- ⓘ Resilience **(RE)**



Hayden Island/Marine Drive

Design Option 5: Partial Interchange

☑ Meets Purpose and Need



Screening Summary

Design Option 5: Partial Interchange

Climate Impacts/Adaptation	<ul style="list-style-type: none"> Smaller construction footprint (comparison is not based on expected user emissions) Addresses future river elevation and integrates with new Levee Ready Columbia flood protection improvements (RE)
Natural Environment	<ul style="list-style-type: none"> Smaller footprint over aquatic habitat Smaller footprint over terrestrial habitat Levee closure structure part of freeway interchange ramps Fewer non-residential building impacts (AH) Least floating home displacements (AH)
Built Environment	<ul style="list-style-type: none"> Smaller scale and complexity of I-5 structures over Hayden Island is less challenging for local placemaking opportunities (AH, CB, CC) Includes Tomahawk Island Drive crossing (CC) Most direct north-south shared use path (MA, ME)
Active Transportation	<ul style="list-style-type: none"> Higher quality of active transportation experience on east-west streets (MA, ME) Lower number of shared use path road/transit crossings (MA)
Transit Access	<ul style="list-style-type: none"> Inclusion of Tomahawk Island Drive improves east-west island connectivity (MA, ME) Narrower highway footprint (ME)
Vehicles	<ul style="list-style-type: none"> Intersection traffic operations meet ODOT and City of Portland performance standards at Hayden Island and Marine Drive study area intersections (RI) Longer routing and more challenging wayfinding for Hayden Island traffic to/from Portland via I-5 and/or Interstate Ave
Freight	<ul style="list-style-type: none"> Freight to/from Marine Drive area operates acceptably with minimal delay through the interchange (RI)
Cost	<ul style="list-style-type: none"> Higher construction cost
Seismic	<ul style="list-style-type: none"> Replaces North Portland Harbor Bridge

Equity Lens



- 4 Avoids Harm (AH)
- 4 Community Benefit (CB)
- 4 Mobility/Accessibility (MA)

Climate Lens



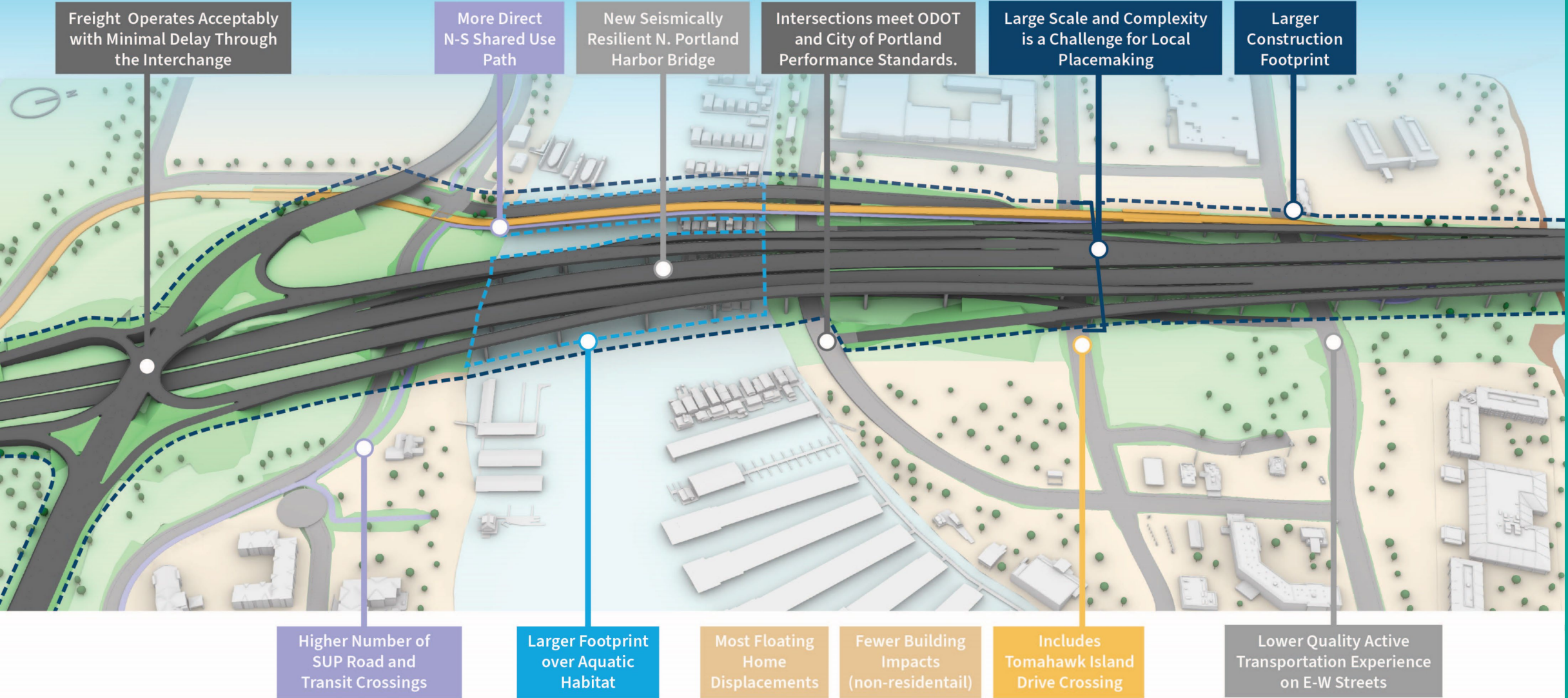
- 4 Multimodal Environmental Factors (ME)
- 4 Complete Communities (CC)
- 4 Reduces Idling (RI)
- 4 Resilience (RE)



Hayden Island/Marine Drive

Design Option 1: Full Interchange

Higher Construction Cost



Freight Operates Acceptably with Minimal Delay Through the Interchange

More Direct N-S Shared Use Path

New Seismically Resilient N. Portland Harbor Bridge

Intersections meet ODOT and City of Portland Performance Standards.

Large Scale and Complexity is a Challenge for Local Placemaking

Larger Construction Footprint

Higher Number of SUP Road and Transit Crossings

Larger Footprint over Aquatic Habitat

Most Floating Home Displacements

Fewer Building Impacts (non-residential)

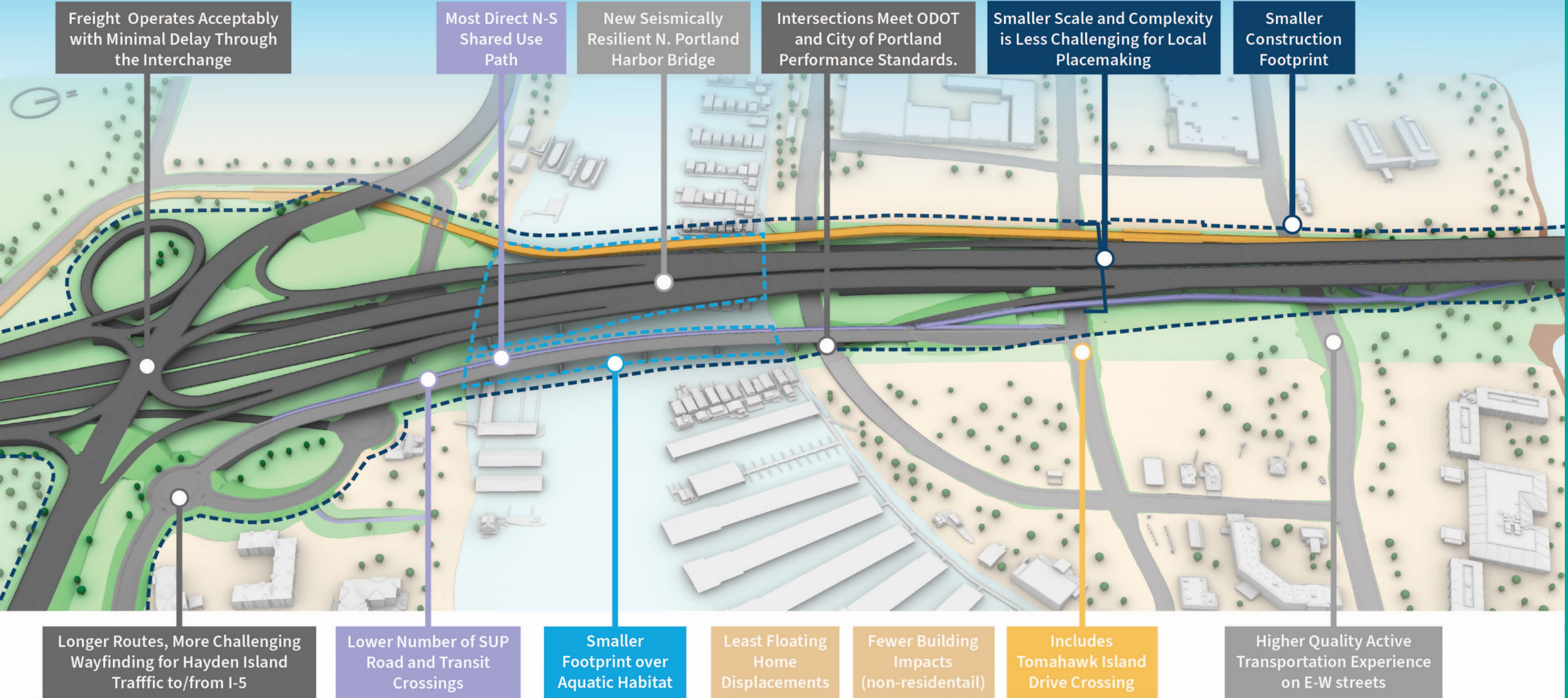
Includes Tomahawk Island Drive Crossing

Lower Quality Active Transportation Experience on E-W Streets

Hayden Island/Marine Drive

Design Option 5: Partial Interchange

Higher Construction Cost



Hayden Island/Marine Drive | Relative Design Option Comparison

2013 Design

- Climate Impacts/Adaptation
- Natural Environment
- Built Environment
- Active Transportation
- Transit Access
- Vehicles
- Freight
- Cost
- Seismic

Design Option 1: Full Interchange

- Climate Impacts/Adaptation
- Natural Environment
- Built Environment
- Active Transportation
- Transit Access
- Vehicles
- Freight
- Cost
- Seismic

Design Option 5: Partial Interchange

- Climate Impacts/Adaptation
- Natural Environment
- Built Environment
- Active Transportation
- Transit Access
- Vehicles
- Freight
- Cost
- Seismic

Equity Lens

Medium

- Avoids Harm
- Community Benefit
- Mobility/Accessibility

Equity Lens

Medium

- Avoids Harm
- Community Benefit
- Mobility/Accessibility

Equity Lens

High

- Avoids Harm
- Community Benefit
- Mobility/Accessibility

Climate Lens

Medium-High

- Multimodal Environmental Factors
- Complete Communities
- Reduces Idling
- Resilience

Climate Lens

Medium-High

- Multimodal Environmental Factors
- Complete Communities
- Reduces Idling
- Resilience

Climate Lens

High

- Multimodal Environmental Factors
- Complete Communities
- Reduces Idling
- Resilience

Design Option 2: Partial Interchange

Does not meet Purpose and Need.

Design Option 3: Partial Interchange

Does not meet Purpose and Need.

Design Option 4: No Interchange

Does not meet Purpose and Need.





CAG breakout session

CAG facilitators

CAG breakout session question

▶ Of the two remaining options, which one most closely aligns with the CAG Values & Priorities?

- All modes of transportation to increase capacity of river crossing is essential to effectively & safely move more people, goods, & services
- Congestion relief
- Informed, data-driven decision-making
- Bi-State cooperation
- Economic Empowerment
- Transportation facilities must reflect the needs of all ages & abilities, & remove barriers, including language, to access and ensure availability to transportation choices
- Cost effectiveness (affordability & Future planning)
- Centering Equity & avoid further harm
- Cultural & historical heritage & resources protected & honored
- Improve resiliency to global climate change
- Protect natural resources
- Opportunities for meaningful and equitable Community Engagement

Breakout session report out

What's Next

What's Next?

- ▶ Final Transit investment options
- ▶ Number of auxiliary lanes
- ▶ Draft Modified LPA discussion and consensus

Next Program Meetings

- ▶ Equity Advisory Group –
 - April 4, 5:30-7:30 p.m.
- ▶ Executive Steering Group -
 - April 7, 2:00-5:00 p.m.
- ▶ Community Advisory Group
 - April 14, 4:00-7:00 p.m.
- ▶ Equity Advisory Group –
 - April 18, 5:30-7:30 p.m.
- ▶ Executive Steering Group –
 - April 21, 10:00-12:00 p.m.
- ▶ Community Advisory Group
 - April 28, 4:00-7:00 p.m.

Public Comment

Comment Instructions

To make a verbal comment:

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 - ▶ Passcode: 674942
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- ▶ Dial *6 to unmute yourself
- ▶ Please provide your name and affiliation.
- ▶ 10-minute timeframe will be divided among the number of requested speakers.

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Wrap up

Final Thoughts



Thank you!

