

COMMUNITY ADVISORY GROUP MEETING #11

HIGH-LEVEL MEETING SUMMARY

Subject: Community Advisory Group Meeting #10 Summary

Date and Time: December 2, 2021 4:00-6:00 pm

Location: Zoom Webinar and YouTube Livestream

WELCOME AND OUTCOMES

Ed Washington, CAG co-chair, welcomed the group and reviewed the agenda and Johnell Bell, CAG co-facilitator, reviewed the technical instructions for the meeting.

A CASE FOR IBR

Ed Washington then introduced the newest [Case for IBR video](#) featuring Senator Beyer before playing it for the group.

PROGRAM UPDATE

Greg Johnson, IBR program administrator, provided a brief update on the IBR program as a whole. IBR is working to position itself to be able to apply for the grant funding recently available through the new federal infrastructure package. He reviewed the different programs IBR may be eligible for and will consider applying for.

Question and Answer

CAG Member: I know we haven't chosen a design, but do we know if the cost of the project fits into any of the funding options you just reviewed?

Greg: we know from previous studies we are in the ballpark of \$3.5 to \$4.5 billion based on the mode of HCT and number of auxiliary lanes, so we will definitely qualify for any of the grants I just reviewed.

CAG Member: that 3.5-4.5 billion is in today's USD, yes?

- Greg: yes, we have converted to today's dollars, including the assumption that construction isn't slated to start until 2025 and then could take 7 years.

PROGRAM WORKPLAN UPDATE

John Willis, Deputy Project Manager, shared the program milestones through July of 2022, leading to a technical recommendation for the IBR solution (also known as the draft modified Locally Preferred Alternative).

TRANSPORTATION DATA

Ryan LeProwse, Transportation Planning Lead, shared the existing transportation systems data including current conditions (using 2019 as the baseline). The overall average weekday traffic increased 12% between 2005 and 2019. Currently, the Interstate Bridge primarily serves passenger vehicles as the lack of dedicated transit and active transportation networks limit the amount of use. Ryan then reviewed the existing transit routes and ridership including 3 regular routes and 2 express routes. Ryan then shared details on the existing park and rides, their size, and utilization rates. He also shared the origin/destination travel patterns and crashes. Lastly, Ryan shared when bridge lifts are occurring by time of day.

Question and Answer

CAG Member: I want to note that as congestion has reached peak capacity on the interstate bridge, the trucks that choose to use the bridge are the ones that are essential to the Portland/Vancouver areas. Trucks that are driving from Canada to Mexico, use Interstate 205 and avoid that congestion. So, what the traffic patterns we are seeing, have the potential to change if the congestion is resolved.

CAG Member: does the transit ridership include paratransit or only fixed route buses?

- Ryan: these are fixed routes, just river crossing flows.

CAG Member: I noticed that you're including the Beaverton area on the bridge user slides but did not include it in the park and ride information. Are those park and rides being counted?

- Ryan: for now, we were just looking at the ones within the program area, this is a larger area. that could be good information to support the system though so we can add them.

CAG Member: the I-5 Bridge users slide includes freight, yes?

Ryan: yes, and the next slide will be exclusively for freight.

CAG Member: for freight carriers frequenting this area, whatever routing system they use would put them up I-5 because its less distance but then they discover the congestion issue, so all these numbers make sense.

CAG Member: what kinds of boats/ships are impacted by bridge lifts?

- Ryan: I can investigate cross referencing to find that.

PRELIMINARY LIST OF DESIGN OPTIONS, CAG FEEDBACK

Brad Phillips, IBR Design Lead, quickly reviewed the design options that CAG had previously seen. He then shared the new interchange options being evaluated for Hayden Island and Marine Drive.

The CAG members separated into breakout groups to discuss the IBR design options. Upon returning, each group provided a summary of their answers to each of the following questions:

1. Which of the proposed design options do you think would improve your drive time the most; and why?
2. From a commuter perspective are there concerns you have about any of these proposed design options?
3. What are the most important considerations for making transit an attractive option for users?
4. What factor would most likely change your travel behavior?

Group 1:

- Question 1: as long as it's not impacting the river, it does not matter what option is chosen. However, the biggest issue to solve is the increased traffic and option 5 seems to do that best.
- Question 2: having equitable tolling so that everyone can afford the toll and how the different bridge crossing designs are ranked in terms of seismic resilience and safety.
- Question 3: having transit stations be close to home/work, speed of transit, and "a one seat ride" would all make transit attractive.
- Question 4: the ability to remain in one mode for all travel and safety would both influence a change in behavior.

Group 2:

- Question 1: direct access to Hayden Island is most important so that people don't need to take I-5 to Hayden Island. This group wanted to know what Hayden Island residents said.
- Question 2: it's hard to tell from the graphics what the tradeoffs between design options is. From the bike perspective it seems unclear. Option 2 seems to have more bike access. The group wanted to know if there were any slope issues to consider. There are specially when it comes to how steep hills are. With the stacked options, the higher you go the more subjugated you are to climb.
- Question 3: location of the stations, predictability, and reliability are all the most important aspect to transit being an attractive option.
- Question 4: avoidance of the I-5, predictability, reliability, location of the transit stations, speed of the transit, ease of use for bikes/pedestrians, and cost of travel.

Group 3:

- Question 1: residents of Hayden Island would like access to I-5. Diverting Hayden Island traffic would create congestion on Marine Drive. How would lack of access to Hayden Island affect businesses? Hayden Island is already losing opportunity/businesses are leaving the area, if access is lost this will only worsen.
- Question 2: fewer interchanges are better for travel time. Placing all the interchanges on Marine Drive will create congestion and increase drive time.
- Question 3: desire for Light rail to come into Vancouver and access points all the way up to Clark College, drivers being educated so that they are more willing to interact with transit systems, heightened security on the Max and Metro and focus on the “last mile of transit” path.

Group 4:

- Question 1: the stacked option seems to provide quicker access and puts fewer piers in the water.
- Question 2: the group mostly had questions in response to this question. Their questions and the answers are listed below:
 - is there any option that’s the best for commuters during construction? Not substantially.
 - what are the opportunities for expansion long-term? None of the bridge options are designed to be increased later.
- Question 3: safety- particularly within park and rides, reliability, congestion, and commute time. Users want the path of least resistance.
- Question 4: ease of access, reliability, speed, ease of transfer and transfer options, real-time traffic predictions.

WHAT’S NEXT, PUBLIC COMMENT

Johnell reviewed the upcoming meetings beginning with the Bi-State Legislative Committee on December 6 from 9:00-12:00 p.m. and the Executive Steering Group on December 16 from 10:00-12:00 p.m.

CAG Member: I was wondering if there will be any transit meeting this month or in January and if that’s something one of us could attend.

- Johnell: our transit partners have been meeting on a regular basis and am unsure if there have been any public meetings, but I can find out and get back to you.

CAG member: How long is the survey going to be available?

- Jason: the survey is live until December 10th.

WRAP UP AND THANK YOU

Ed thanked CAG members for their continued engagement and authentic perspectives as the program moves forward. He reminded anyone who has not yet filled out the survey to do so. The meeting adjourned at 5:55 p.m.

MEETING PARTICIPANTS

CAG Members or Alternatives

Attendees	Organization
Andrew Hoan	Portland Business Alliance
Bill Prows	Oregon Association of Minority Entrepreneurs
Dena Horton	Pacific Northwest Waterways Association
Dr. Karin Edwards	Clark College
Ed Washington	Co-Chair
Irina Phillips	At-Large Community Member
Jana Jarvis	OR Trucking Association
Jasmine Tolbert	Vancouver NAACP
Javier Navarro	League of Latin American Citizens
Lynn Valenter	Co-Chair
Martha Wiley	WA Transit Representative
Michael A. Martin-Tellis	Vancouver Neighborhood Association
Michael Kelly	Human Services Council
Michelle Brewer	Columbia River Economic Development Council
Mikaela Williams	At-Large Community Member
Robin Richardson	At-Large Community Member
Ryan Webb	The Confederated Tribes of Grand Ronde
Sam Kim	At-Large Community Member
Sarah Hall	At-Large Community member
Sheri Call	WA Trucking Association
Thomas W. Gentry	At-Large Community member
Tom Hickey	Bridgeton Neighborhood Association
Victor Cesar	Public Transit Representative, Oregon
Miriam Halliday	Workforce SW Washington

Facilitators and Presenters

Attendees	Organization
Brad Phillips	IBR Design Lead

Greg Johnson	IBR Program Administrator
Jason Hagen	IBR Program Staff
John Willis	IBR Deputy Project Manager
Johnell Bell	IBR CAG Co-Facilitator
Ryan LeProwse	IBR Transportation Planning Lead

Additional Participants

13 members of the public, partner agency staff, and the IBR Team viewed the meeting via the Zoom webinar and the YouTube livestream during the meeting.

MEETING RECORDING AND MATERIALS

Meeting Recording

A recording of the meeting is available here: <https://www.youtube.com/watch?v=cn9cFCPeXlo>

Meeting Materials

The meeting materials are available here: <https://www.interstatebridge.org/get-involved-folder/calendar/cag-dec-2-2021-meeting/>