



Community Advisory Group Meeting

May 12, 2022



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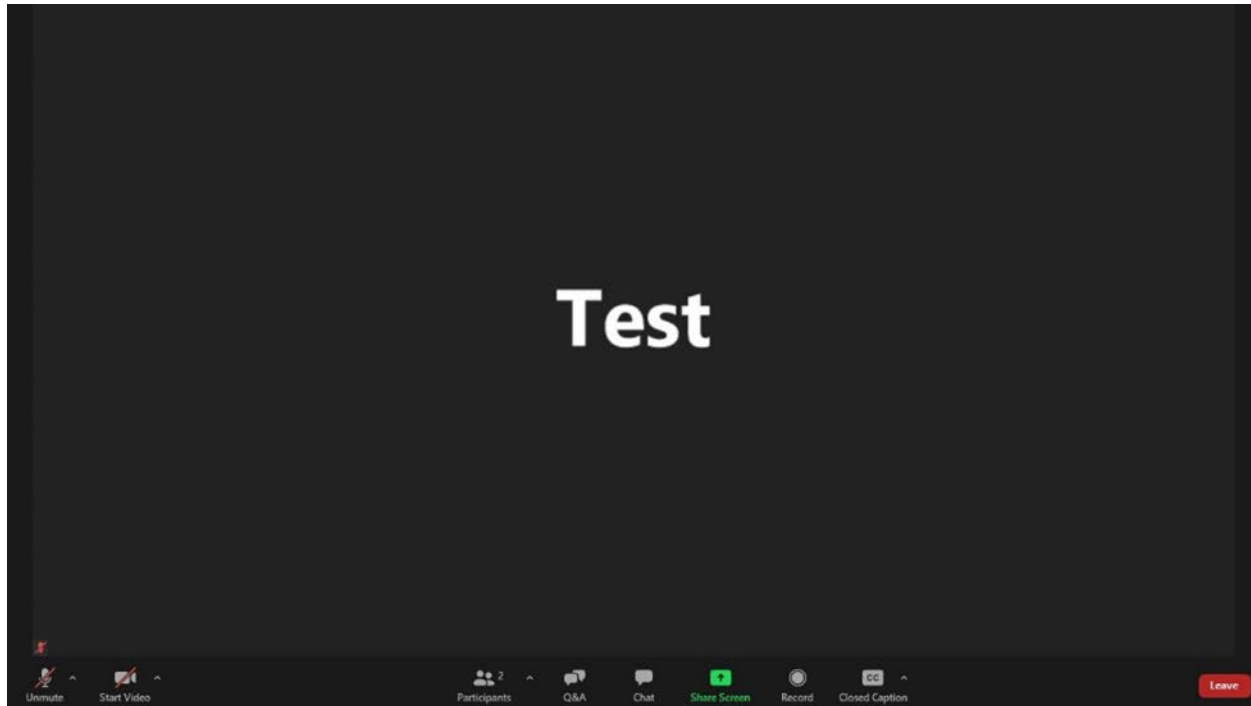
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- ▶ Please keep your audio on mute when not speaking.
- ▶ If you experience technical difficulties, please contact program staff at:
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Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today (around 5:45PM).
- ▶ Verbal public comment will be welcome in the Zoom Webinar during the designated time, with the option to turn on your web camera. Please use the link located in the meeting description on the YouTube meeting page or on the IBR CAG meeting webpage. Commenters will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- To comment by phone:
- Dial: +1 669 900 6833 or +1 408 638 0968
- Enter meeting ID: 993 5459 6043, passcode: 674942
- Dial *9 to raise your hand
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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. Recommended Modified LPA
4. CAG open discussion & questions
5. CAG schedule & discussion topics
6. What's next, public comment, wrap up

Program update

Greg Johnson, Program Administrator

Recommended Modified LPA

Greg Johnson, Program Administrator

John Willis, Program Manager

Section Overview

- ▶ Scenario Development
- ▶ Transit Investments
- ▶ Hayden Island / Marine Drive interchanges
- ▶ Auxiliary Lanes
- ▶ Program recommendation and other considerations



Identifying Scenarios

Scenario Development



Bridge - **Replace**

Bridge - **Replace**

Bridge - **Replace**

Bridge - **Replace**

River Crossing Auxiliary
Lanes - **0**

River Crossing Auxiliary
Lanes - **1**

River Crossing Auxiliary
Lanes - **2**

River Crossing Auxiliary
Lanes - **3**

System and Demand
Management - **Yes**

System and Demand
Management - **Yes**

System and Demand
Management - **Yes**

System and Demand
Management - **Yes**

HI/MD - **No Interchange**

HI/MD - **Partial**

HI/MD - **Full**

HI/MD - **Full**

Transit- **Light Rail**

Transit- **Light Rail**

Transit- **Light Rail**

Transit- **Light Rail**



Scenario Development



Scenario A

Bridge - **Replace**

River Crossing Auxiliary Lanes - **1**

System and Demand Management - **Yes**

HI/MD - **Partial**

Transit- **Light Rail**

Scenario B

Bridge - **Replace**

River Crossing Auxiliary Lanes - **2**

System and Demand Management- **Yes**

HI/MD - **Full**

Transit- **Light Rail**



Transit Investments

Preferred Transit Investment

- ▶ The IBR Preferred transit investment components:
 - Mode – Light Rail Transit
 - Alignment – I-5 Running/Adjacent
 - IBR Terminus – Near Evergreen
- ▶ Other components that will be studied further:
 - General station locations
 - General Park & Ride location and size
 - Operations and maintenance facility
 - System improvements to transit speed and reliability
- ▶ After a preferred transit investment is selected project components will be optimized and refined as design advances and benefits and impacts are better understood.

Transit Investments

► Key Takeaways:

- A combination of Vine BRT, LRT, and express bus service utilizing Bus on Shoulder, where available, will be needed to serve identified markets and demand.
 - *Transfers from other transit vehicles are the highest mode of access for all representative transit investments, highlighting the importance of connecting the existing systems.*
- An LRT extension of the Max Yellow Line from Expo Center into Vancouver best integrates existing transit investment in the region.
 - *LRT allows for preservation of the C-TRAN Vine and express bus current and future system while providing convenient connections to new LRT stations.*
- Capacity on LRT options allows the program to maximize trips.
- LRT provides more competitive travel time compared with trips that require a transfer at Expo.
- LRT investments improve access to jobs to a greater degree than BRT alone.
- LRT is more competitive for FTA discretionary funding.

Transit Investments

▶ Additional Considerations:

- Evergreen terminus has fewer potential property impacts and connects directly to the downtown library, the Historic Reserve, jobs, services, and amenities.
- Evergreen terminus maximizes transfer opportunities given direct connections to several local routes as well as planned BRT routes.
- The City of Vancouver has worked with C-TRAN to design robust station environments for the Vine system on Broadway and Washington in the Central Business District.
- The City of Vancouver has seen substantial growth in the Waterfront District as planned for in the Waterfront Development Plan.

Transit Investments – What We’ve Heard

▶ Community Advisory Group Feedback:

- Overall, Community Working Groups were supportive of HCT options, with many preferring LRT or a combined LRT/BRT option.
- Congestion relief is a top priority.
- Reliability of mode is important.

▶ Equity Advisory Group Feedback:

- Equity-priority communities expressed high interest in accessible and dependable transit options, including:
 - *Desire for multiple transportation options that are efficient, reliable, and user-friendly.*
 - *Support for infrastructure that promotes HCT and low-stress active transportation options.*

Transit Investments – What We’ve Heard

▶ Community Survey Feedback:

- Overall support for implementation of a HCT system, with noted interest in LRT specifically.
- Desire for greater connectivity from Clark County into Portland and the regional transit system.
- Travel time ranked as most important transit priority.
- Highest preferences for potential transit stations located at or near Vancouver Waterfront, Clark College, Expo Center, Hayden Island, Vancouver Library (Evergreen).

▶ Community Opinion Polling Results:

- There is strong support among residents in the entire region and solid majority support throughout Clark County for the concept of extending the Max Yellow Line from Expo Station to Vancouver in a dedicated space across the new I-5 bridge.
 - *79% of total respondents strongly or somewhat support light rail across the bridge:*
 - Portland Metro Area (OR): 84%
 - City of Portland: 90%
 - Clark County: 61% (Clark County excluding Vancouver: 57%)
 - City of Vancouver: 69%

Hayden Island / Marine Drive Interchanges

Hayden Island/Marine Drive Design Assumptions

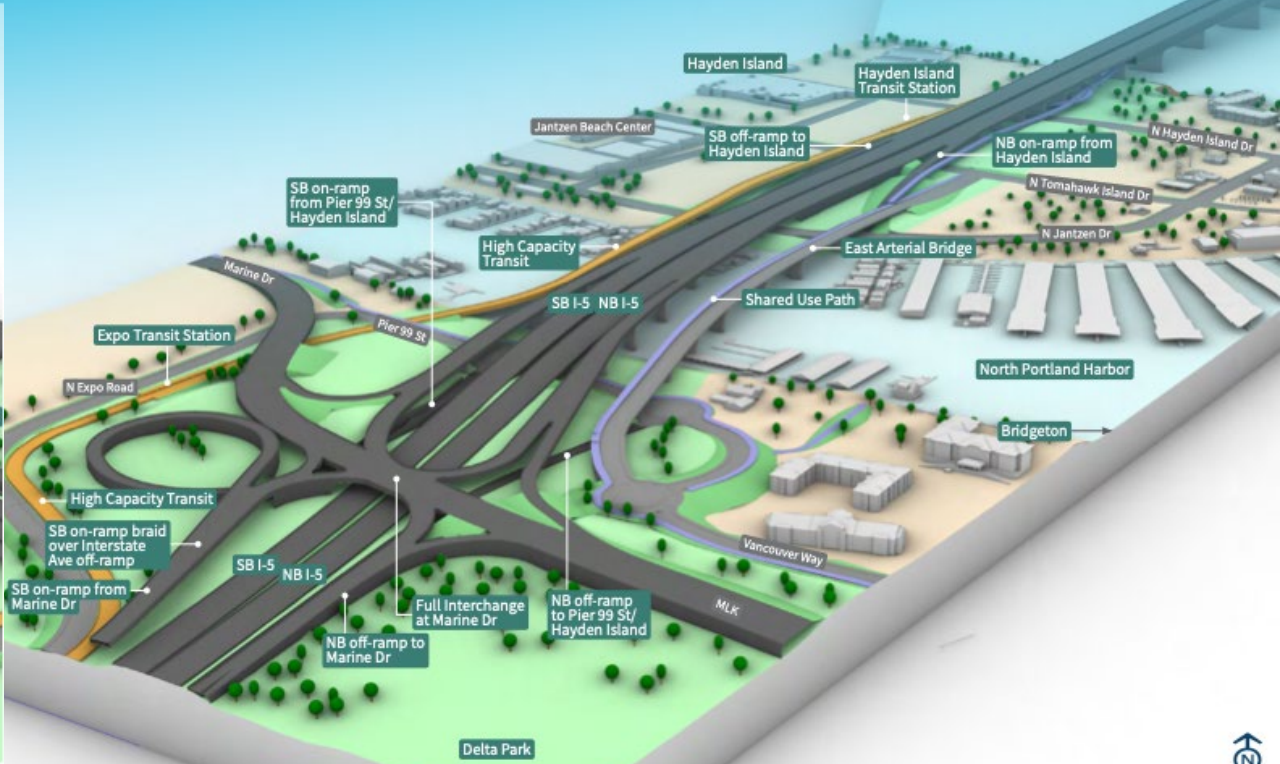
- ▶ North Portland Harbor bridge replacement
- ▶ Local auto access bridge between North Portland and Hayden Island
- ▶ Local pedestrian/bicycle connections with shared use path
- ▶ High-Capacity Transit station on Hayden Island

Program Recommendation: Hayden Island/Marine Drive Interchange

Partial Interchange



Partial Interchange



*Visualization is intended as a high-level example for illustration purposes only and does not reflect property impacts or indicate that decisions on design options have been made.

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Hayden Island/Marine Drive Interchange: Partial Interchange

► Key Takeaways:

- Smaller footprint over North Portland Harbor.
- Fewer floating home impacts.
- Smaller scale/complexity of I-5 over Hayden Island provides higher quality experience for active transportation and transit access on east-west streets.
- Hayden Island vehicle/freight access to/from Portland via local roads and I-5 ramps that cross under Marine Drive.
- Hayden Island vehicle/freight access to/from Vancouver via Jantzen Drive I-5 ramps.

Hayden Island/Marine Drive Interchange: What We've Heard

- ▶ **Community Advisory Group Feedback:**
 - Preference for option with smallest footprint over Hayden Island.
 - Important to consider freight needs.
 - Consider active transportation safety and access.
- ▶ **Equity Advisory Group Feedback:**
 - Screening summary demonstrates that **equity was incorporated** into the process. However, it is difficult to understand all the information and tradeoffs.
 - Crucial to focus on the **human experience** and impact.
 - **Wayfinding** signage needs to be a priority given the complexity.

Hayden Island/Marine Drive Interchange: What We've Heard

▶ Community Survey Feedback:

- Prioritized congestion relief on I-5 near Hayden Island, safe intersections and road improvements, and convenient access to services, shopping, and restaurants.
- Survey respondents who indicated they live in Washington were more likely to prefer direct access to Hayden Island.
- Oregon residents more likely to prefer island access via Marine Drive and local access bridge.

▶ Community Opinion Polling Results:

- Oregon residents drive to Hayden Island only a few times a year, if at all. They don't express much interest in what happens regarding the highway interchange options.
- Washington residents are more likely to drive to Hayden Island and are more likely to be interested in the highway interchange options.

Auxiliary Lanes

What are Auxiliary Lanes?

- ▶ **Ramp-to-ramp connections** to facilitate acceleration and deceleration, weaving, merging, and diverging for automobiles and trucks between two or more interchanges.

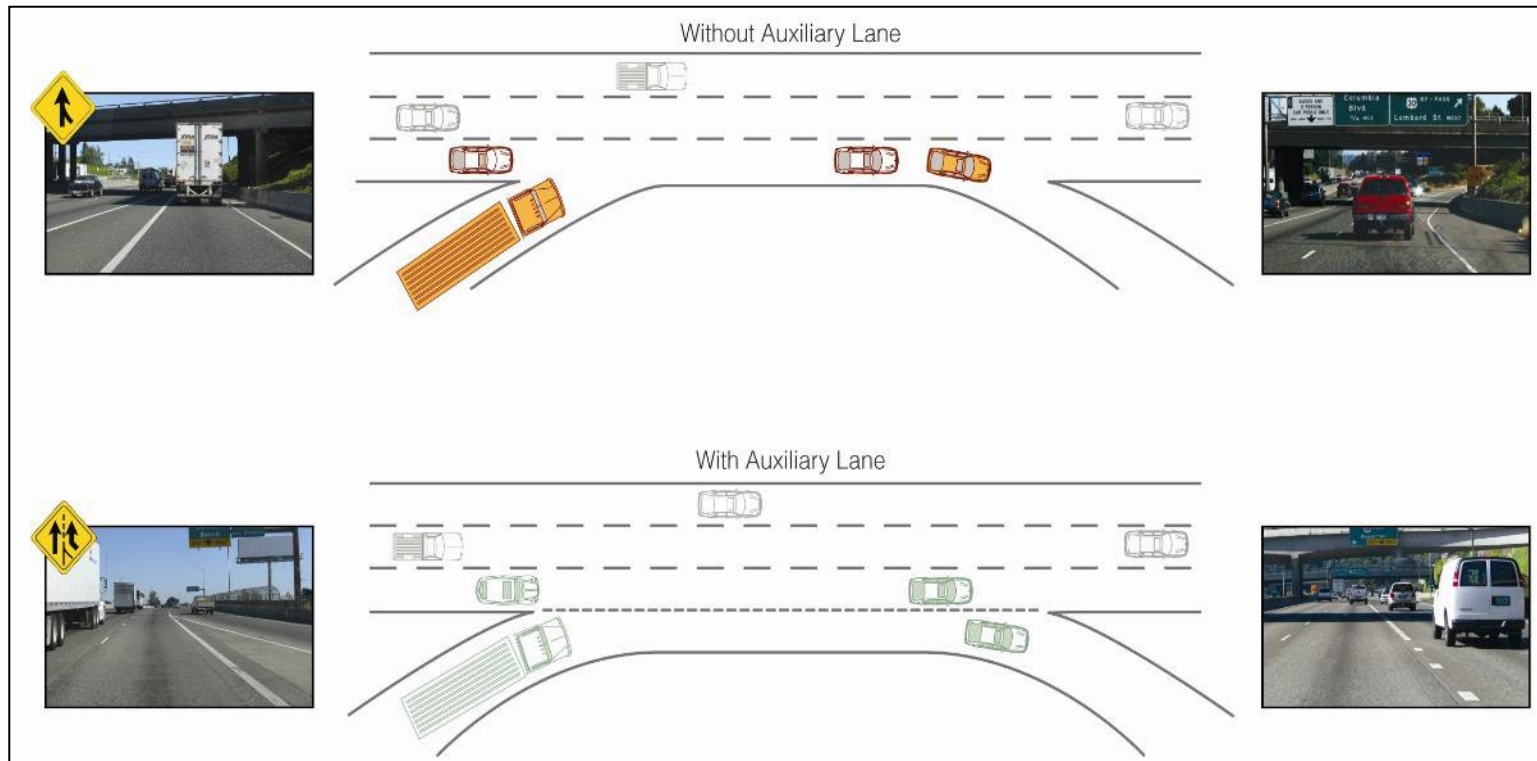
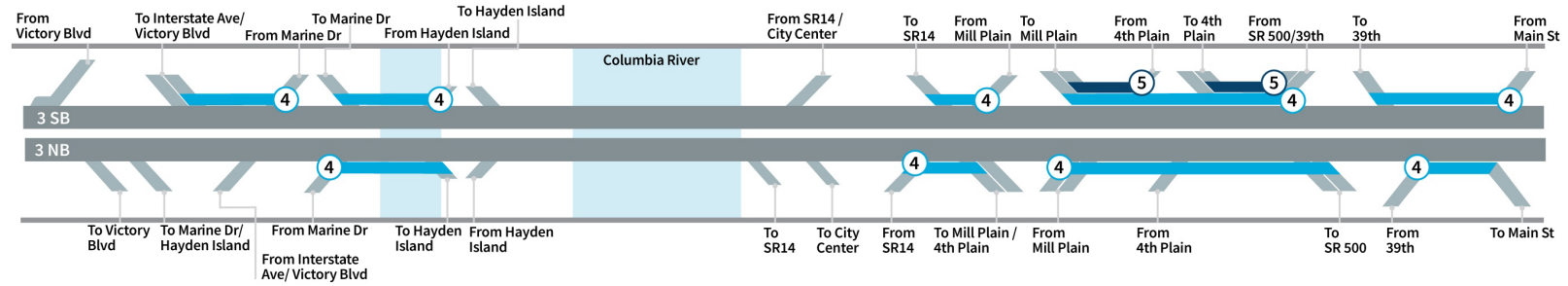


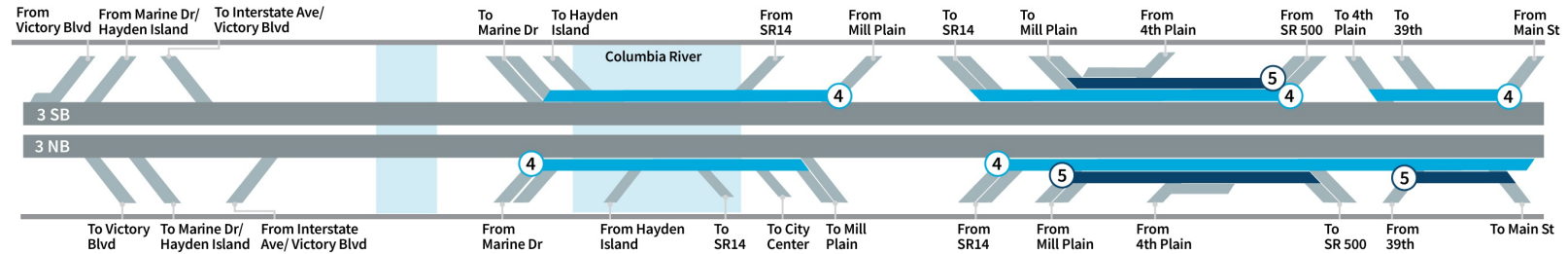
Figure shows typical highway Merge and Diverge Conditions, with (top) and without (bottom) an auxiliary lane.

IBR Program - Auxiliary Lane Options

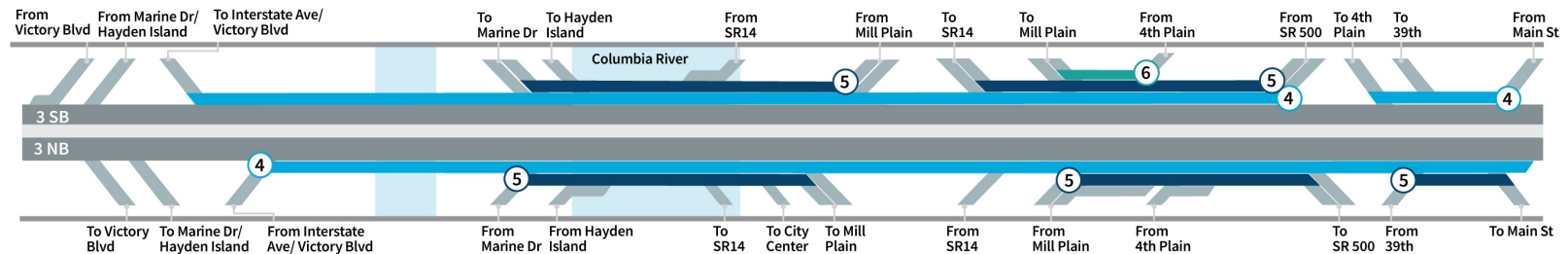
No Build



1 Auxiliary Lane



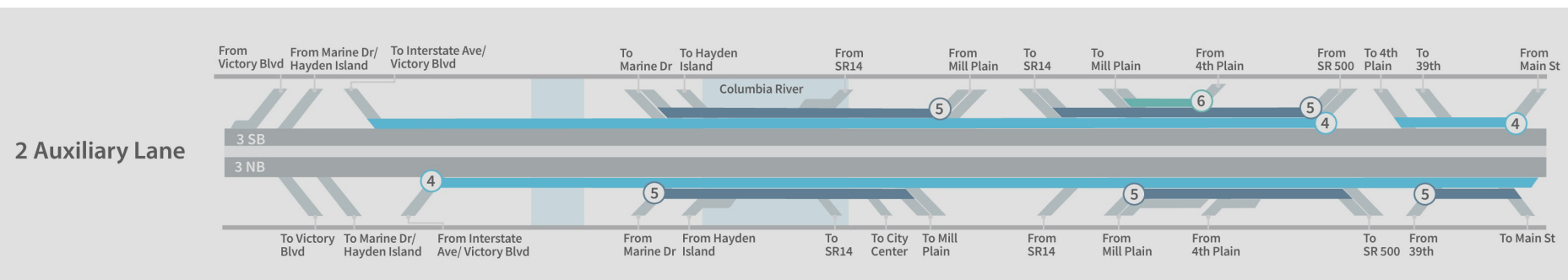
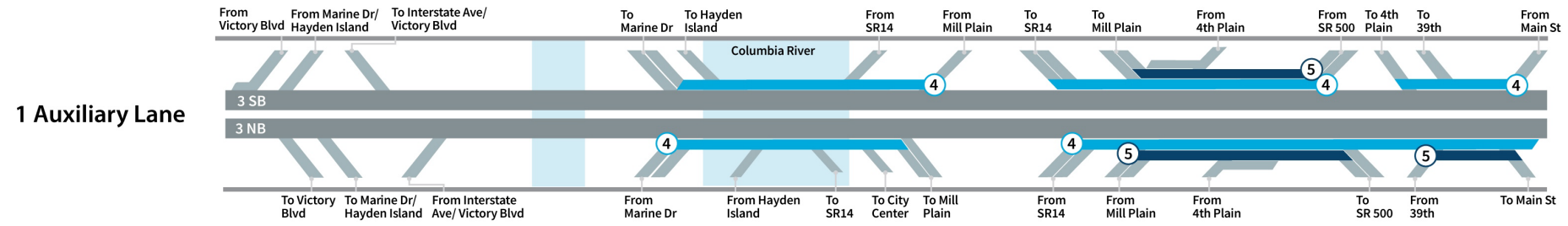
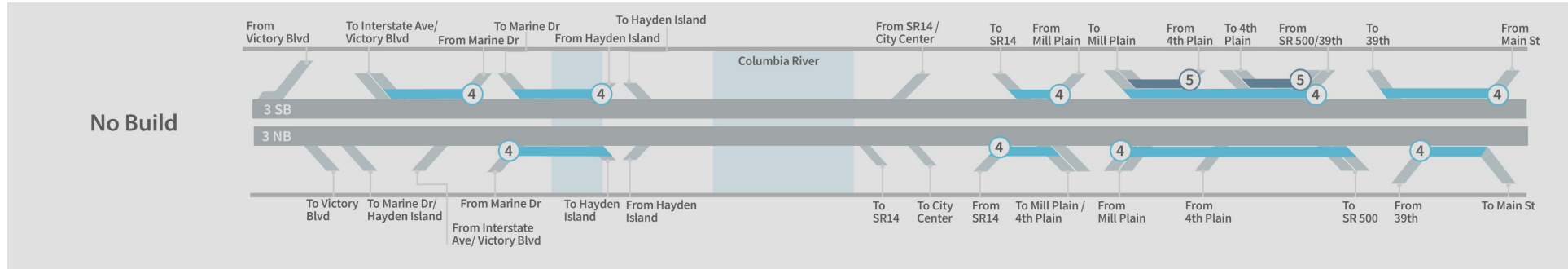
2 Auxiliary Lane



All options, have 3 lanes thru traffic Northbound and Southbound

- Through lanes
- Auxiliary lane 4
- Auxiliary lane 5
- Auxiliary lane 6
- Collector-distributor roads and ramps

IBR Program - Auxiliary Lane Options



All options, have 3 lanes thru traffic Northbound and Southbound

- Through lanes
- Auxiliary lane 4
- Auxiliary lane 5
- Auxiliary lane 6
- Collector-distributor roads and ramps

Auxiliary Lanes

► Benefits of one auxiliary lane compared to 2045 No Build:

- Travel time improvements:
 - *SB AM travel time is reduced by 3 minutes (5% faster) between I-5/I-205 split and I-405.*
 - *NB PM travel time is reduced by 11 minutes (30% faster) between Broadway Ave and SR-500.*
- Reduces overall congestion:
 - *While congestion is similar in the AM/PM peak, there are off-peak benefits, including weekends.*
 - *Less diversion to local streets.*
 - *Faster congestion recovery from crashes and incidents.*
 - *Decrease in crashes, improving safety.*
- Mode shift—daily transit share is expected to increase from 7% in No Build to 11% in the Build.
- Fewer lane changes required (i.e. lane balance).
- Climate—GHG reduction due to less congestion, VMT reduction, mode shift, and tolling.
- Large safety improvements:
 - *Lane widths to allow for current vehicle widths, turning, and comfort.*
 - *Fewer sideswipe crashes.*
 - *Full shoulders to recover from breakdowns and allow for emergency vehicle access and Bus on Shoulder.*
 - *Improved visibility.*
 - *No bridge lifts.*

Auxiliary Lanes – What We’ve Heard

▶ Community Advisory Group Feedback:

- The option that maximizes capacity and minimizes congestion.
- Two auxiliary lanes seems like the right decision.
- Combined with transit considerations, one auxiliary lane is appropriate.
- Two auxiliary lanes addresses congestion and is the best value.
- Congestion and safety are major CAG values and priorities, having auxiliary lanes addresses these priorities.

▶ Equity Advisory Group Feedback:

- Want to understand differences in property impacts & displacements between one and two auxiliary lanes.
- Both travel time and environmental impacts are important from an equity standpoint.
- Consider projected demographic changes.

Auxiliary Lanes – What We’ve Heard

▶ Community Survey Feedback:

- Desire to both relieve congestion and reduce greenhouse gas emissions.
 - *Mixed feedback on the number of lanes (some want to see the number of lanes increased, other do not due to environmental concerns).*
- Concern around potential impacts to residences, businesses, and neighborhoods.

▶ Community Opinion Poll Results:

- Large majorities of support overall, with one auxiliary lane receiving slightly more support than the two auxiliary lane option:
 - *85% of total respondents strongly or somewhat support the one auxiliary lane option.*
 - *74% of total respondents strongly or somewhat support the two auxiliary lane option.*
 - *After hearing potential tradeoffs, respondents tended to favor the two auxiliary lane option by a slim majority:*
 - Clark County residents were more likely to select the two auxiliary lane option.
 - Oregon residents were more split with the two auxiliary lane option slightly more preferred by those living outside of Portland city limits.

Scenario Development



Scenario A

Bridge - **Replace**

River Crossing Auxiliary Lanes - **1**

System and Demand Management - **Yes**

HI/MD - **Partial**

Transit- **Light Rail**

Scenario B

Bridge - **Replace**

River Crossing Auxiliary Lanes - **2**

System and Demand Management- **Yes**

HI/MD - **Full**

Transit- **Light Rail**



IBR Recommendation: Modified LPA

Hayden Island/
Marine Drive:

**Partial
Interchange**

Transit:

**Light Rail to
Evergreen near
I-5**

River Crossing
Auxiliary Lanes:

1

Variable Rate
Tolling:

Yes



Partial Interchange Summary



Hayden Island Drive local-only trips and Tomahawk Island Drive extension increase Hayden Island east-west connectivity



Smaller interchange leaves space for a comfortable pedestrian environment and opportunities for open space



Addresses safety and congestion by improving active transportation, adding shoulders, increasing lane widths and improving ramp merges

Benefits of Expanding LRT from Expo to Evergreen

4 Stations* 

3,000+ Residents are within a half mile walk

26% BIPOC  **41%** Low-income

*Includes the existing Expo station and 3 new stations.

Equity - Jobs Accessible via Transit (% increase)*

68%

General

73%

BIPOC

59%

Low-income

71%

People w/
disabilities

*Increase in jobs accessible from the program area within a 45 minute midday transit ride. Percent increase determined by adding LRT Expo to Evergreen compared to 2045 No Build.

Climate - GHG Reduction*

36,000 metric tons/year
or the equivalent of



7,000

homes' electricity
for one year

OR



89,400,000

miles driven by gas
powered car

*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.

Strategies to Combat Climate Change



- Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)
- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies

Other Components of the Recommended Modified LPA

- ▶ Current I-5 bridge replacement with a seismically sound bridge with three through lanes northbound and southbound.
- ▶ Prioritizing a comprehensive transit network.
- ▶ Safe and comfortable active transportation.
- ▶ Replacement of the North Portland Harbor Bridge with three through lanes, northbound and southbound.
- ▶ Assumption that Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multimodal mobility within the I-5 corridor.
- ▶ Improvements to additional interchanges within the program corridor.

Developing Program Commitments

- ▶ Identifying a Modified LPA provides an important foundation for what to study in the federal environmental review process.
- ▶ The program is developing a draft list of additional work that will need to be part of considerations moving forward.



Questions or Feedback?

CAG open discussion

CAG schedule & discussion topics

CAG schedule & discussion topics

- ▶ CAG will meet 2nd Thursday of the month
- ▶ CAG summer break
- ▶ CAG/EAG program area tour early June, more information coming
- ▶ CAG will continue past 2022
 - Topics TBD

Next Program Meetings

- ▶ Equity Advisory Group
 - May 16, 5:30-7:30 p.m.
- ▶ Executive Steering Group
 - May 19, 10:00-12:00 p.m.
- ▶ Community Advisory Group
 - June 9, 4:00-6:00 p.m.

Public Comment

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Wrap up

Final Thoughts



Thank you!

