

JOINT COMMUNITY ADVISORY GROUP (CAG) AND EQUITY ADVISORY GROUP (EAG) MEETING SUMMARY

Date and Time: Wednesday, August 27, 2025, 11:45 a.m. to 2:45 p.m.

Location: In person and YouTube Livestream

Number of concurrent YouTube viewers: 36

OVERVIEW

The Design Team presented architectural elements for the Program, focusing on land-based structures, walls and landscape design. Presenters emphasized creating cohesive, functional, and welcoming spaces that reflect community identity and cultural values while ensuring safety and accessibility for all users.

Advisory group feedback emphasized:

- Safety and accessibility for pedestrians, cyclists, and transit users
- Cultural representation and storytelling through art, murals, and Indigenous history
- Welcoming, active public spaces that discourage unsafe activity and foster community connection
- Environmental stewardship through native landscaping, preserving existing trees and sustainable materials
- Consistency and cohesion across all structures to unify the corridor and reflect regional character

Public comments raised concerns about the proposed bridge design and specific impacts on Hayden Island residents.

WELCOME

CAG Co-Chair Lynn Valenter welcomed attendees and introduced Lisa Keohokolale Shauer, CAG Facilitator, who explained Zoom and YouTube logistics, and introduced the meeting agenda.

ARCHITECTURAL ELEMENTS

Casey Liles, IBR Delivery Manager, and Shilpa Mallem, IBR Design Manager, provided an overview of architectural elements and goals. Casey explained that the process was to identify the Program-wide vision and guidelines for architecture and aesthetics. Casey shared that the IBR Program is building on the previous work from the Columbia River Crossing project's architectural guidance process. Casey then

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stated the overarching goal of the workshop series: to communicate the Program's current work and obtain feedback, which will inform Program-wide guidelines on architecture that will be incorporated into design and construction documents. Casey noted that most of what will be shown in the presentation is based on a single-level fixed span bridge configuration, but the guidelines would apply the Program elements irrespective of bridge type or configuration.

Shilpa then discussed cultural representation. She explained that the Program has been receiving great feedback from the community and the Tribes to incorporate what's meaningful in representing the identity, history, and culture of the area into the guidelines. She emphasized being intentional about adding the elements of place-keeping, inclusive of artwork, elements, structure and color. Shilpa shared that the Design Team is looking at what type of themes reflect nature and how they can be applied. Shilpa described places, experiences and activities of significance, themes for integration, and locations for integration. She showed image examples from US-95 in Las Vegas, US-31 in Hamilton County, and Portland's Tilikum Bridge Crossing.

LAND-BASED STRUCTURES

Arianna Levantesi and Tom Osborne, IBR Architects, presented architectural characteristics. Tom began by reminding the group that they discussed the main crossing in July's meeting, and that this discussion would focus on the approach structures. He then discussed design plans related to land-based structures, emphasizing functionality and connection to the environment. Tom explained that the focus for the presentation was land-based structures, the shared use path, and the light rail train.

Arianna shared a host of images to illustrate her explanation of key rules to ensure the design will align with core principles and goals. Arianna highlighted the bridge approaches and how those structures will have the most impact on the user experience, showing images for the shared use path, the light rail train and the roadway structure as the three elevated structures, followed by images of the walls and landscape, with a goal of consistency of design and user experience throughout the entire Program area. Arianna emphasized the importance of the bridge feeling connected to the places it joins, rather than imposing itself or splitting communities into isolated places.

Arianna and Tom explained the intentionality of positioning the shared use path and light rail train to be visible to pedestrians. They explained that travelers in vehicles already have wayfinding on the roadways whereas those outside of a car will be more drawn to their modes of transportation if they are visible from the ground. Arianna then described the fundamental goal of the shared use path is to create a safe, comfortable and welcoming crossing that encourages its use. She explained that those using the shared use path are the most vulnerable users, so their safety is of primary importance.

Arianna displayed images to demonstrate that individual pieces of structures will be designed to intentionally create a sense of unity and cohesion across structures. She also showed variations of multiple elements to demonstrate how much singular elements can impact the overall design. Tom added that the attractiveness of the design is also practical, saying that bridges have often been designed only with vehicles in mind and that by making the design attractive to all users, multimodal transportation will be better supported. Tom

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then shared a 3D printed model to demonstrate the structure and the ribbon design that is intended to weave throughout the bridge.

Arianna next discussed the design of the parapets, the low protective wall or railing on the bridge, explaining that they will follow the user along the entire journey on the path, so it is important to consider their contribution to both the overall experience and the sense of safety. She highlighted the opportunity to incorporate a handrail, lighting, artwork, and information panels along the parapets. Tom added that places for pedestrians to rest along the journey can also be leveraged as opportunities for artwork and storytelling. Arianna then presented on the light rail transit structures, stating that its consistent elevation and placement compared to other structures will be an opportunity to define a clean edge to the bridge. Arianna explained that elements like piers and columns can be integrated for a clean, unified design.

Lastly, Arianna discussed the roadway structures. She shared that the considerations for the roadway structures include how they will be experienced by users around it, meaning how pedestrians interact with them. Arianna and Tom emphasized the need to consider roadway design beyond vehicular utility. Arianna demonstrated several design elements that would make overpasses more welcoming for pedestrians to travel under. Arianna displayed several methods by which the roadway structures can be designed to be less imposing on the surrounding land, emphasizing the importance of consistency, cohesion, and intentionality in the intersection of the various land structures.

First Breakout Session

Dr. Roberta Hunte, EAG Facilitator, next introduced how the breakout group discussions would work. The session focused on land structures and asked the following questions:

1. *Shared Use Path: How do we increase active mobility usage?*
2. *Light Rail Transit: How do we promote coherent identity within city transit network?*
3. *Roadway: How can we create positive spaces and thresholds (referring to the transition between two different environments – i.e. indoor/outdoor)?*

Group A Report Out Themes – Shared Use Path

- Safety and comfort: lighting (both natural and artificial), separation of pedestrian and bicycle paths, clear signage for distance, grade and restrictions.
- Accessibility: concerns about long walking distances. Some suggestions for elevator connections and alternatives to spirals.
- User experience: visibility from the waterfront, weather resilience (wind/rain shields), shade and noise buffering.

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- Amenities: benches, bike rentals, scenic overlooks, and integration of natural elements (like Vancouver's Land Bridge).
- Cleanliness: features to prevent litter, nesting, or misuse.

Group B Report Out Themes – Light Rail Transit

- Identity and cohesion: integration with city transit systems, signage consistency and station accessibility.
- Safety and comfort: ensuring ease of journey.
- Public readiness: potentially having staff to support the public navigate the new structure.
- Additional input: aligning pathways with transit levels to create smoother transfers.

Group C Report Out Themes – Roadway and Corridor Elements

- Community use: discouraging encampments by designing active, inviting spaces. Suggestions included skateparks, farmers markets, and food cart pods.
- Connectivity: creating destinations on both sides of the bridge to foster cohesion.
- Design: lighting under structures, reflective surfaces, arches to reduce bird nesting, and thoughtful landscaping that encourages visibility, discourages camping, and doesn't obstruct freight movement.
- Identity: light rail and landscaping seen as opportunities to create attractive destinations.

WALLS

Morgan Maiolie, IBR Urban Designer, began by stating that there will be a large number of walls incorporated in the structural design, which will ultimately impact the user experience. Morgan explained that a key point of design is the speed at which the end-user moves through the environment and the mode of transportation used. This will influence wall needs, structure and design. She displayed different graphics for types of walls that will need to be used, including retaining, abutment and noise-buffering walls, noting that the walls are experienced from both sides of the wall. Morgan shared the impact of various advisory groups, tribal consultants, and Program partners who have added to the considerations. Morgan underscored that the most interesting thing that walls can do is "tell our story" by serving as an art piece for local identity. She emphasized that the walls can become an expression of the community. Morgan shared examples of wall art and included The Path Most Travelled in Scottsdale, AZ, the JEDunn Building and a Vancouver B.C. mural telling a story that honors Indigenous leadership.

Morgan discussed the principle of continuity, meaning how the walls share an aesthetic that relates to the bridge architecture while integrating with the landscape. In addition to the beauty, storytelling, and community tie-in, wall art and design serve to mitigate costs associated with graffiti removal, which can be significant for departments of transportation, as the art or natural walls (trees, plants) are less likely to be painted on than flat surfaces. Morgan stated that the arguably most important principle relating to walls is comfort. She explained that it is easier to create comfort next to a wall when on the roadway, but that it is necessary to be more thoughtful in designing walls within neighborhoods due to the human scale. This can be achieved through grade steps, textural changes, and use of different materials.

Second Breakout Session

The session focused on walls and posed the following questions to the groups:

1. *What wall design ideas did you like or not like, and why?*
2. *Do you have a favorite example of good wall design?*
3. *What patterns, art, or themes express our region's character well?*

Group A Report Out Themes

- Strong support for murals and artwork, including representation of local history (Columbia Gorge, salmon, aviation, Fort Vancouver) and Indigenous perspectives.
- Suggested interactive or educational elements, like in the Portland Zoo tunnel which has murals for children and visitors.
- Clear opposition to plain concrete walls.

Group B Report Out Themes

- Interest in walls that promote comfort and reduce anxiety through design.
- Desire to integrate Indigenous art and natural elements beyond concrete.
- Examples appreciated: walls along the Columbia River Gorge highway and The Deck Park Bridge in Dallas (Texas).

Group C Report Out Themes

- Positive response to designs that feel welcoming and non-intimidating.
- Desire for water elements including waterfalls, referencing to shipbuilding and timber industries, and ivy or landscaping to soften blank surfaces.

- Recognizing Tilikum Crossing as a strong example of identity expression.

LANDSCAPE ELEMENTS

Sam Jones, IBR Landscape Architect, presented how landscape design ties into all Program areas, with goals of integrating habitat, stormwater management, and user experience. Sam discussed the fundamental design tools of: elements, speed/scale and hierarchy, as well as principles of continuity, context and ecology. Sam emphasized that landscape includes consideration for topography, planting, circulation, hardscape, surface, materials, and site furnishings, and how all of those components can express identity. Sam demonstrated how landscape can be leveraged to provide natural wayfinding. He also showed how structural pieces like columns can interact with landscape to create a feeling of distinct spaces. Sam provided examples of how elements can repeat throughout the Program area to provide a continuous language of design. He also emphasized the importance of day and night lighting to create welcoming spaces for pedestrians.

Sam then discussed the importance of context, meaning how the landscape reflects the identity of place, as well as the intentionality behind designing transition spaces to move from natural areas to an urban environment. Sam provided examples of pedestrian gateways in the local area including Cathedral Park in Portland and the Vancouver Waterfront, which both integrate the natural and built environment into a cohesive space with a clear and complimentary transition. In addition to this function, Sam discussed how landscape can also be used as a screen and buffer between pedestrian areas and roadways.

Lastly, Sam discussed the importance of ecology, meaning using the ecosystem services to further the goals of the project. This includes thinking about resiliency and sustainability in the selection of plant species and locations to ensure their survivability. It also includes considering the biodiversity of the area, including soil, water, and air.

Third Breakout Session

The session focused on landscape and posed the following questions to the groups:

1. *Is something missing in the landscape design?*
2. *What elements along the corridor should be celebrated/highlighted in the landscape?*

Group A Report Out

- Minimize removal of existing trees; incorporate mature growth where possible.
- Celebrate sacred and historic areas; use landscaping to buffer noise.
- Provide shade in transit and riverbank areas; consider scenic stops (such as Mt. Hood views).

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- Desire for continuity with bridge design, incorporating features like waterfalls and tiered plantings.

Group B Report Out

- Emphasis on using native and local plants and moving away from heavy concrete use.
- Celebrate natural landscapes, including water and consider seasonal cycles.
- Consider reusing local rock and materials.
- Tiered design of structures to integrate into the natural landscape.

Group C Report Out

- Celebrate fish, wildlife, and natural systems through plantings and design.
- Promote tree symmetry and mindful planning to ensure line of sight and safety.
- Interest in colorful plantings (such as roses) and potential wildlife crossings.
- Keep dense plants away from walkways for visibility and comfort.

PUBLIC COMMENT

Dave Rowe: I'm Dave Rowe, and I made a model that's similar to the model that Dave showed here, but you have more spirals on it, but I'm a commuter from Battleground to Lake Oswego. Been that way for 13 years. But this model shows how... how much of a pathway you're going to have to follow to go 80 to 90 feet from the highway down to the waterfront. The Hurley Building, which is as an example here, it's gonna be tore down. But it's 4 stories high from that Hurley building. So, the Hurley Building is going to be demolished. So, the citizens, do the really citizens really want this mega-bridge built on the beautiful waterfront? You've talked about landscaping, but you've got a lot of... To cover this huge bridge is gonna take a lot of landscaping. A MERS tube tunnel would be better. They're doing it up in, Vancouver, BC, for half the price under the Fraser River, and I think they should spend more time and... and actually see that. See what they're doing up there, and do the same thing. And I'm wearing the train conductor uniform. Before 1920, there was 4 million people a year ran from Vancouver, Washington up and down the Willamette Valley, all the way to Eugene, riding trains. There's pictures of them all over. They had freight movement and passengers. 4 million a year. According to the history books, for 4 years, from 1915 to 1920. And we still have those train tracks in place. So we could start putting, expand, build those freight railroads that are still there, and add, passenger trains. So, that's my spiel. Thank you. Thank you. I've got some handouts if anybody want to read a little bit more about what I just said.

Joshua Landry: Hello, everybody. My name is Joshua Landry. I live here on beautiful Hayden Island. I belong to JBMI, Jansen Beach Mooreage. Our... A good part of our moorage gonna be demolished by the light rail, so we're a little less enthusiastic about that, obviously. I don't want to lose my home, as do my neighbors, or the disruption it will happen... have... ugh. That will happen to our homes. Yeah, I'm just looking at these design

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elements. I live really close to the bridge. I can see it... it's... just the pictures of some of the things I've saved are just kind of ugly, boxy, they're kind of gross, honestly. It feels more like a prison, and I just don't see a lot of community involvement with Hayden Island in particular. We're, we're... we're on... being very highly affected by this, and it seems like we've been closed out of these proceedings before, and I've tried to visit these meetings, and I'm given a heads up, like, an hour before, and I've missed them before, I've been locked out the last minute, it's really frustrating trying to get my get myself heard, my neighbors heard, and trying to represent them, and trying to make these meetings. Yeah, and diversionary tolling's gonna destroy our economy. Like, at first, do no harm. I mean, could put a bridge up, but ultimately, this is all about light rail, and about House Bill 1491, which grants huge tax breaks within half a mile of light rail, which conveniently encompasses the waterfront project. So, we're gonna lose our homes so developers can get a huge 20-year tax break and 50% of local impact fees. That doesn't seem fair, and it feels like our representatives have failed us in insulating us and protecting us, you know. I've also been following, sort of the house bill for... I'm running out of time here, so, thank you for your time. Have a good day.

Paige Schlupp, Assistant Program Administrator, closed the meeting by thanking the presenters and advisory group members. She noted that feedback will inform decisions around architectural elements as the Program advances into design and construction.

ADJOURN

ACTION ITEMS

- None

ATTENDEES

Attendees	Organization/Affiliation
CAG & EAG Members	
Brenda Martin	Portland Bureau of Transportation
Chandra Washington	C-TRAN
Darcy Hoffman	Workforce Southwest Washington
Dena Horton	Pacific Northwest Waterways Association
Gerina Hatch	Community in Motion
Irina Phillips	East European Coalition
Jana Jarvis	Oregon Trucking Association

Attendees	Organization/Affiliation
John Gardner	TriMet
Jonathan Eder	Port of Vancouver
Lynn Valenter	CAG Co-Chair
Martha Wiley	Public Transit Representative, Washington
Meg Johnson	Community Member
Nicole Chen	City of Vancouver
Robin Richardson	Community Member
Sebrina Owens-Wilson	Metro
Sokho Eath	IRCO
T.J McHugh	Portland Metro Chamber
Tom Hickey	Bridgeton Neighborhood Association
Vicki Nakashima	Community Member
Zachary Lauritzen	Oregon Walks
IBR Staff	
Dr. Roberta Suzette Hunte	EAG Facilitator
Lisa Keohokalole Schauer	CAG Co-facilitator
Paige Schlupp	Assistant Program Administrator
Arianna Levantesi	Program Architect
Tom Osborne	Program Architect
Casey Liles	Delivery Manager
Shilpa Mallem	Design Manager

Attendees	Organization/Affiliation
Morgan Maiolie	Program Urban Designer
Sam Jones	Landscape Architect
Ray Mabey	Assistant Program Administrator
Fabiola Casas	Community Benefits Team
Robert Turton	Structures Lead
Steve Katko	Civil Design Lead
Bryan Stebbins	Public Affairs Team
Brenda Torres Siragusa	Community Benefits Team
Amanda and Andrea	ASL Interpreters
Christine	Captioner
Amanda Hart	Tech Support

MEETING RECORDING AND MATERIALS

Meeting Recording

A recording of the meeting is available here: https://www.youtube.com/live/SNHndmfhkuM?si=i2-h_PLWEMRjFERB

Meeting Materials

The meeting materials are available here: [Joint Advisory Group August 27, 2025 | Interstate Bridge Replacement Program](#)