



Interstate
BRIDGE
Replacement Program



Equity Advisory Group

March 20, 2023

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Reminders

- ▶ We encourage EAG members to turn on your video.
- ▶ Please say your name when you begin to speak.
- ▶ 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.
- ▶ To submit input after the meeting:
 - Email comments to info@interstatebridge.org with “EAG Public Comment” in the subject line
 - Call 888-503-6735 and state “EAG Public Comment” in your message



Today's agenda

- ▶ Icebreaker
- ▶ 2022 IBR Year in Review Video
- ▶ Program Administrator Update
- ▶ Urban Design Process
- ▶ Community Engagement Update
- ▶ Public comment
- ▶ Close out



Icebreaker

Icebreaker

- ▶ Name + pronouns
- ▶ Affiliation
- ▶ What's something on your desk, near your workspace, or out the window that cheers you up during the day?

2022 IBR Year in Review Video



Program Update

Greg Johnson, Program Administrator

Program Updates

▶ Bridge Tours

- Congresswoman Marie Gluesenkamp Perez and staff
- Congressman Rick Larsen
- Legislative Tour

▶ Washington DC Trip

▶ Presentations

- Westside Economic Alliance
- Columbia River Economic Development Council
- Greater Portland Inc.



Urban Design Process

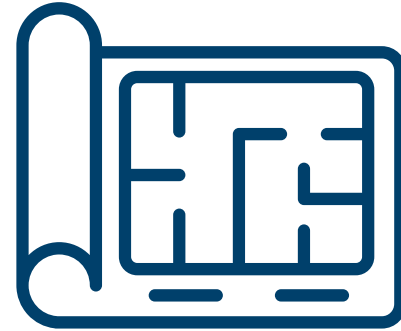
Nolan Lienhart, IBR Urban Design



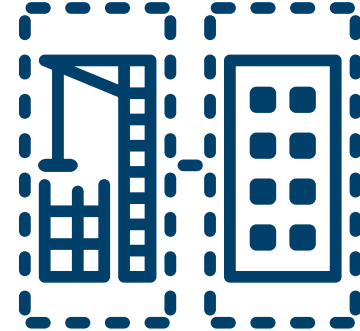
What do we mean when we say **URBAN DESIGN?**

URBAN DESIGN

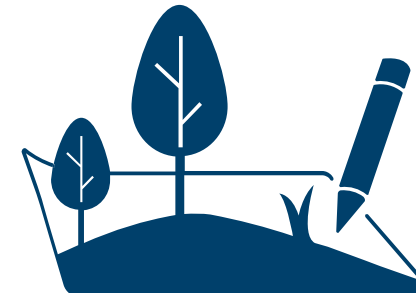
Urban Design brings together a variety of disciplines at different scales and overlays them on top of each other, synthesizing a unique product that is rooted in its context and shaped by objectives established by its community and stakeholders.



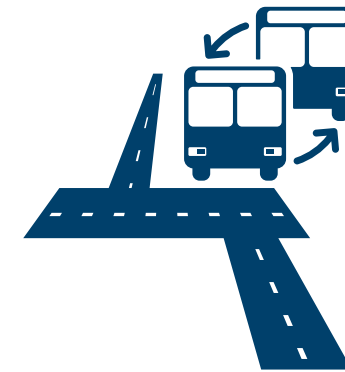
PLANNING



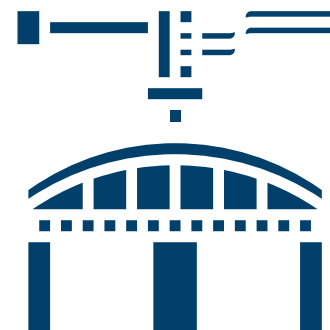
ARCHITECTURE



LANDSCAPE
ARCHITECTURE



TRANSIT
& MOBILITY



ENGINEERING
& INFRASTRUCTURE



URBAN ECONOMICS
(REAL ESTATE & MARKET)

WITH & WITHOUT URBAN DESIGN

QUANTITATIVE VS QUALITATIVE



PLAZA

Place de la Republique, Paris, FR

As the largest and one of the most important squares in Paris, the Place de la Republique attracts thousands of visitors every day. Before it became a social hub in the city in 2013, it was more of a traffic hub, surrounded by cars and streets taking up more than two-thirds of the area.



WITH & WITHOUT URBAN DESIGN

QUANTITATIVE VS QUALITATIVE



INFRASTRUCTURE

Klyde Warren Park, Dallas, TX

In 2006 Architect James Burnett unveiled his design to put a lid on the Freeway going through Dallas, Texas. The idea was first met with a lot of skepticism as a park including a theatre stage, sports facilities, and 322 trees weighs a lot. By using geof foam, the problem could be solved and by 2009 the city had enough funding to put the foundation over the streets.

WITH & WITHOUT URBAN DESIGN

QUANTITATIVE VS QUALITATIVE



TRANSPORTATION

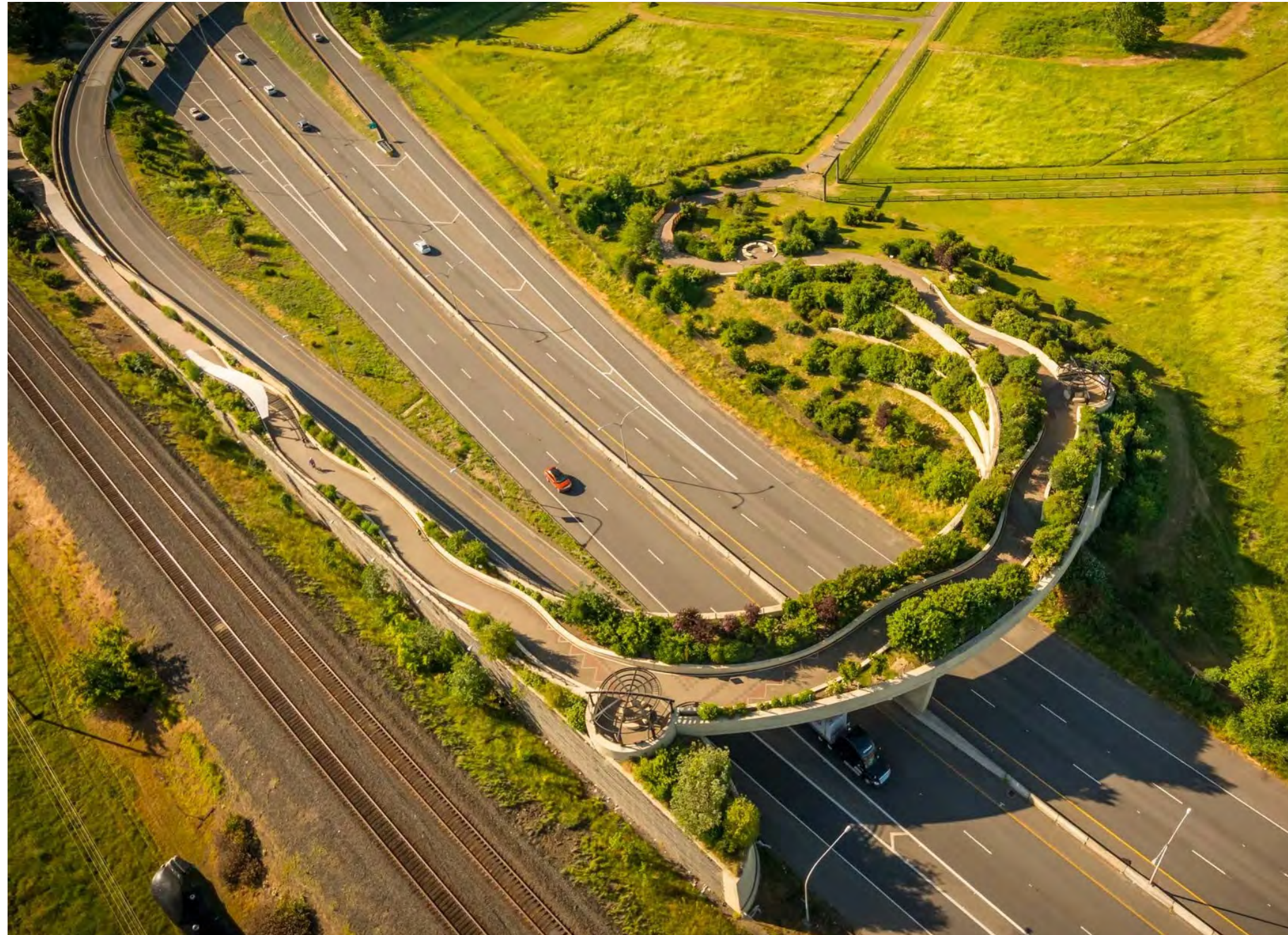
Alaskan Way Viaduct, Seattle, WA

An earthquake hit Seattle in 2001 and destroyed parts of the city, including the multi-lane freeway Alaskan Freeway, going along the pier. Instead of rebuilding it, the city decided to change parts of the lanes underground to allow the space to be used for pedestrians.



WITH & WITHOUT URBAN DESIGN

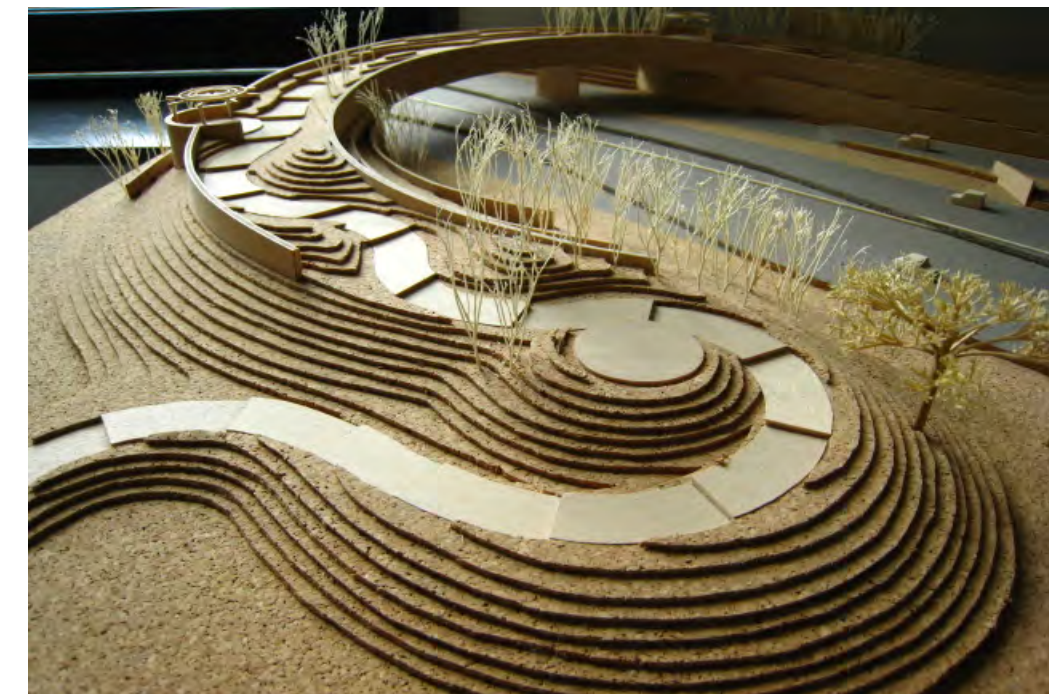
QUANTITATIVE VS QUALITATIVE



OPEN SPACE

Vancouver Land Bridge, Vancouver, WA

The Vancouver Land Bridge was among six public art landscapes that were part of the Confluence Project. This site was chosen by Columbia River tribes to mark a significant place where bodies of water and cultures converge.



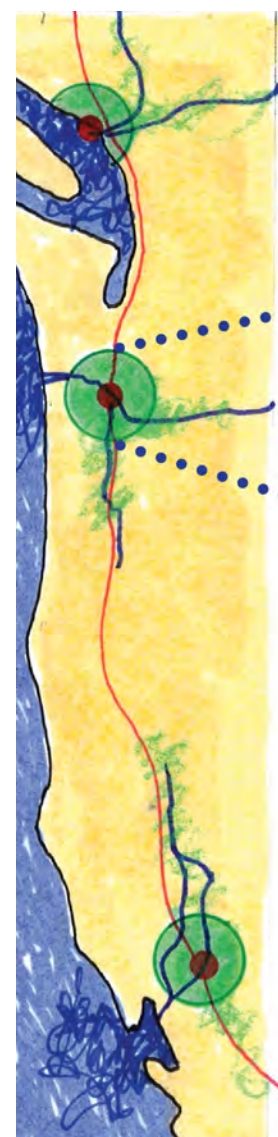
URBAN DESIGN SCALES

XL

L
PROJECT MAP
Existing Conditions

M

S
103



PROJECT SCOPE

Vancouver BC

- Hamilton Street Station and light rail infrastructure
- SW Barbur Blvd bike and pedestrian improvements
- Pedestrian staircase up to SW View Point Terrace and SW Hamilton St
- New signals at SW Hamilton St/ SW Corbett Ave and SW Bancroft St/ SW Corbett Ave intersections

Portland/Vancouver WA

- SW Bancroft Blvd realignment
- Short-term and long-term bike parking
- Revised bus stop routing and stop locations

Sacramento/West Sacramento

- Roadway
- Sidewalk
- New/Enhanced Signal
- Gated Crossing
- Crosswalk
- Enhanced Ped. Crossing
- Project Feature

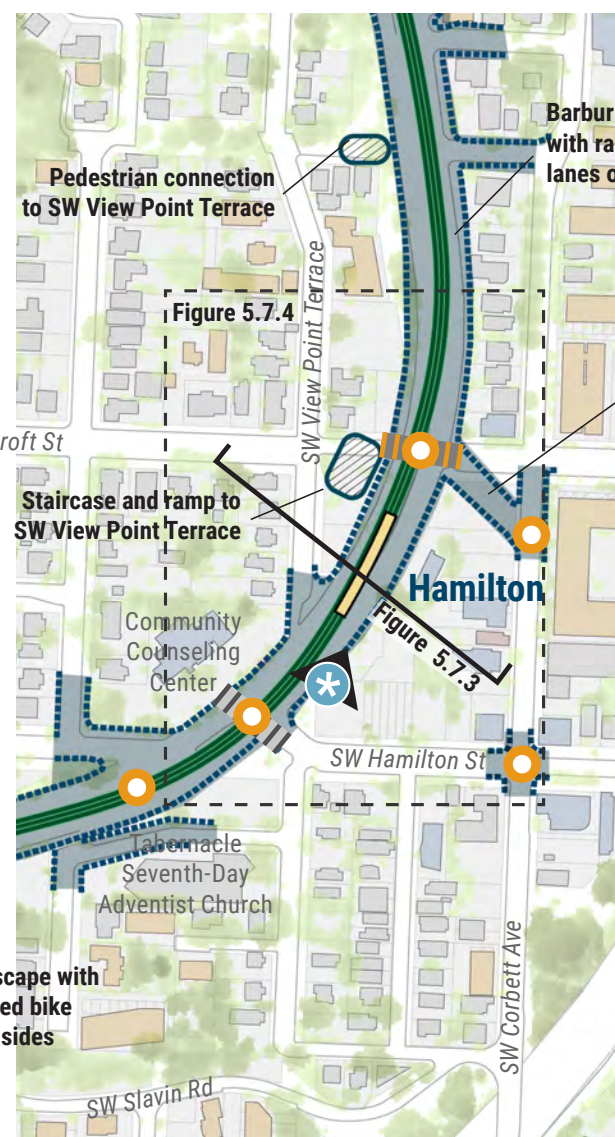
New or Enhanced Project Elements



Terwilliger Parkway
Clark College
Downtown Vancouver
Fort Vancouver
Pearson Field
Columbia River
Hayden Island
North Portland Harbor
Expo Center
Delta Park
Delta Park Center
Columbia Slough
Kenton

Figure 5.7.2 DRAFT Hamilton Street Viewpoint
SCALE: 1" = 1000'

Barbur streetscape with raised protected bike lanes on both sides



Pedestrian connection to SW View Point Terrace

Figure 5.7.4

Staircase and ramp to SW View Point Terrace

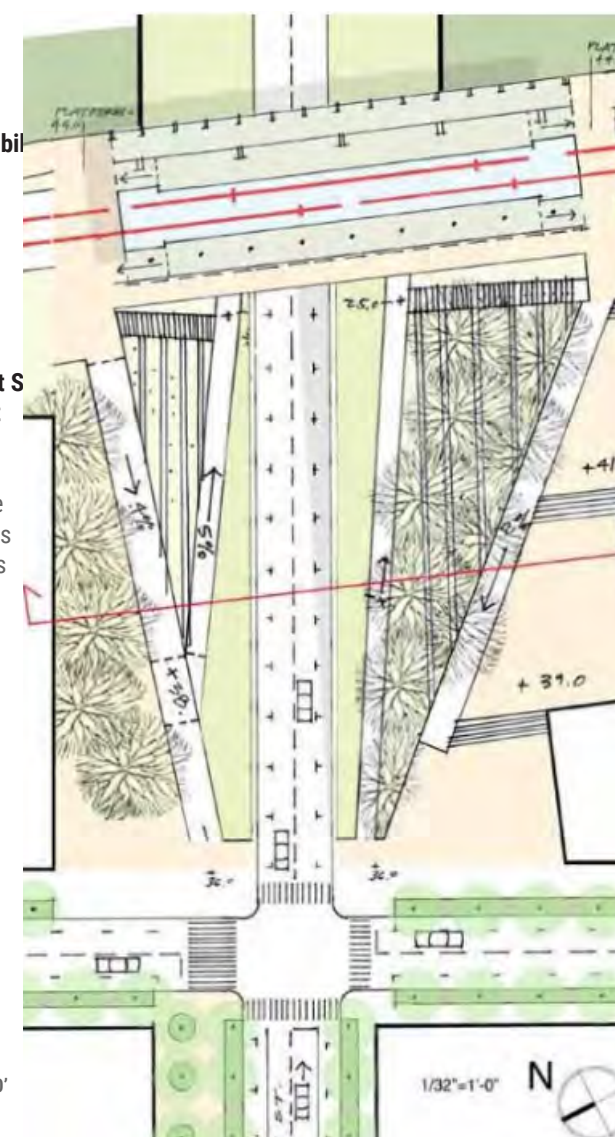
Barbur streetscape with raised protected bike lanes on both sides

SW Bancroft S realignment

Renaissance School of Arts and Sciences

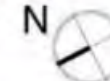
I-5 Freeway

Barbur streetscape with raised protected bike lanes on both sides



0'

1/32" = 1'-0"



URBAN DESIGN TOOLKIT

(NOT AN EXHAUSTIVE LIST)



COMMUNITY INPUT



NEIGHBORHOOD CHARACTER



EQUITY



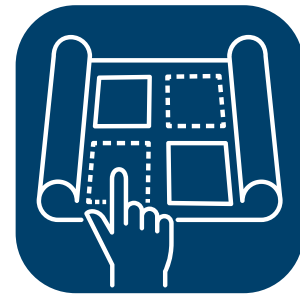
DEMOGRAPHICS



PLACEMAKING



ZONING



LAND USE



TRANSIT & MOBILITY



INFRASTRUCTURE



PEDESTRIAN FOCUSED



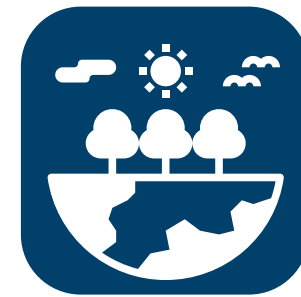
VISIONING



PARKS/ OPEN SPACE



WATERWAYS



ENVIRONMENTAL



STREET ACTIVATION



SAFETY & SECURITY



ENGINEERING



MARKET ANALYSIS



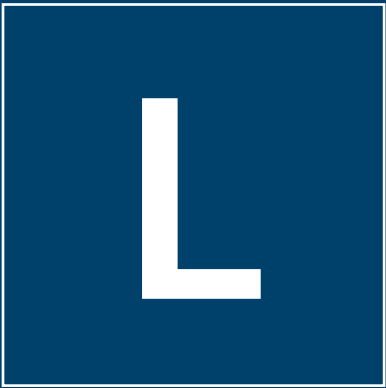
ECONOMIC GROWTH



CONNECTIVITY



How is **URBAN DESIGN** applied to **IBR**?



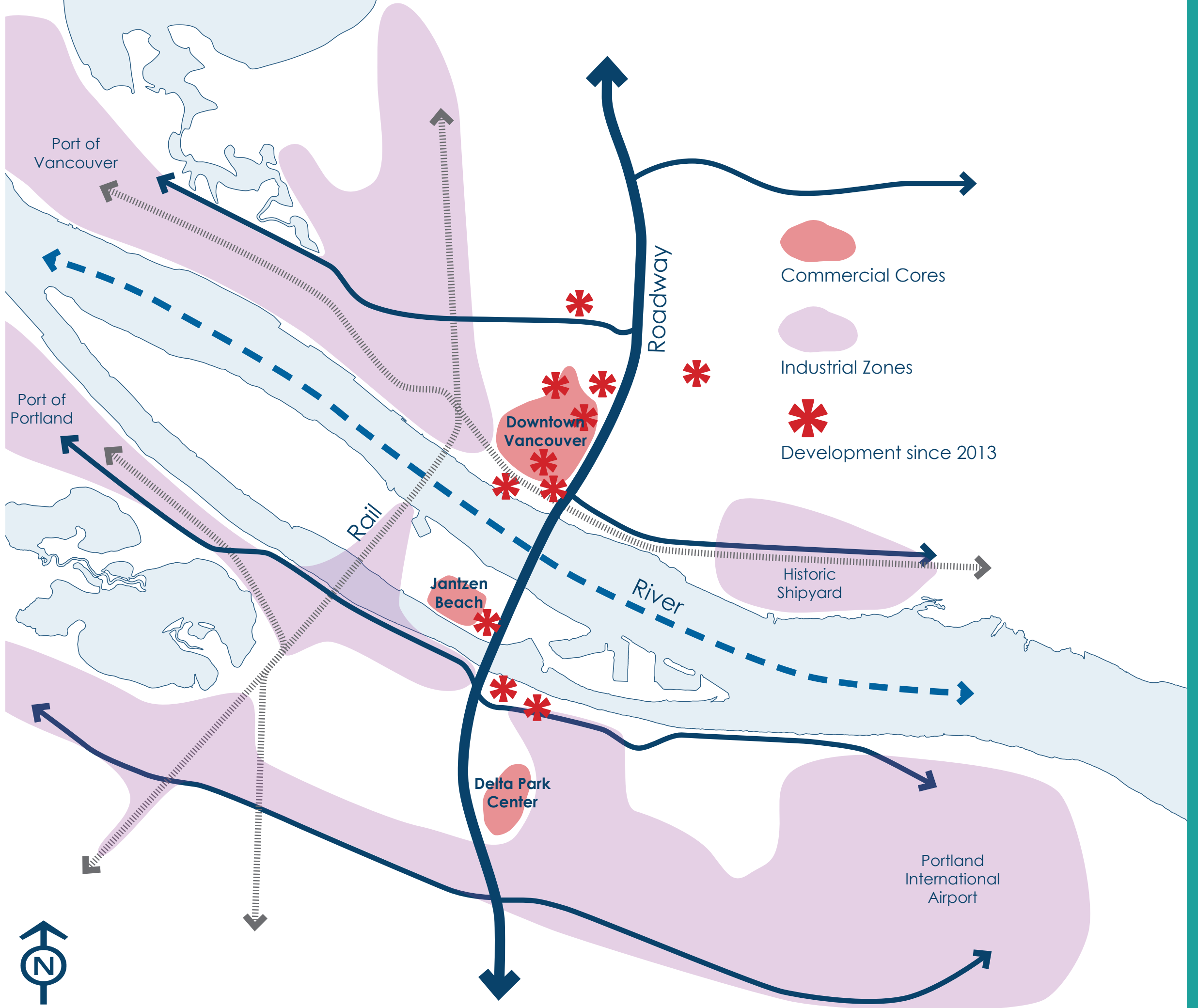
EXISTING CONDITIONS: COMMERCE

IBR PROGRAM AREA CONNECTS THREE
MAJOR COMMERCIAL CORES

-  COMMERCIAL CORES
 - Downtown Vancouver
 - Hayden Island
 - Delta Park Center

 IBR Program area ties to
intersections of rail, river, and
roadway networks

 There has been notable new
development in the program
area since 2013



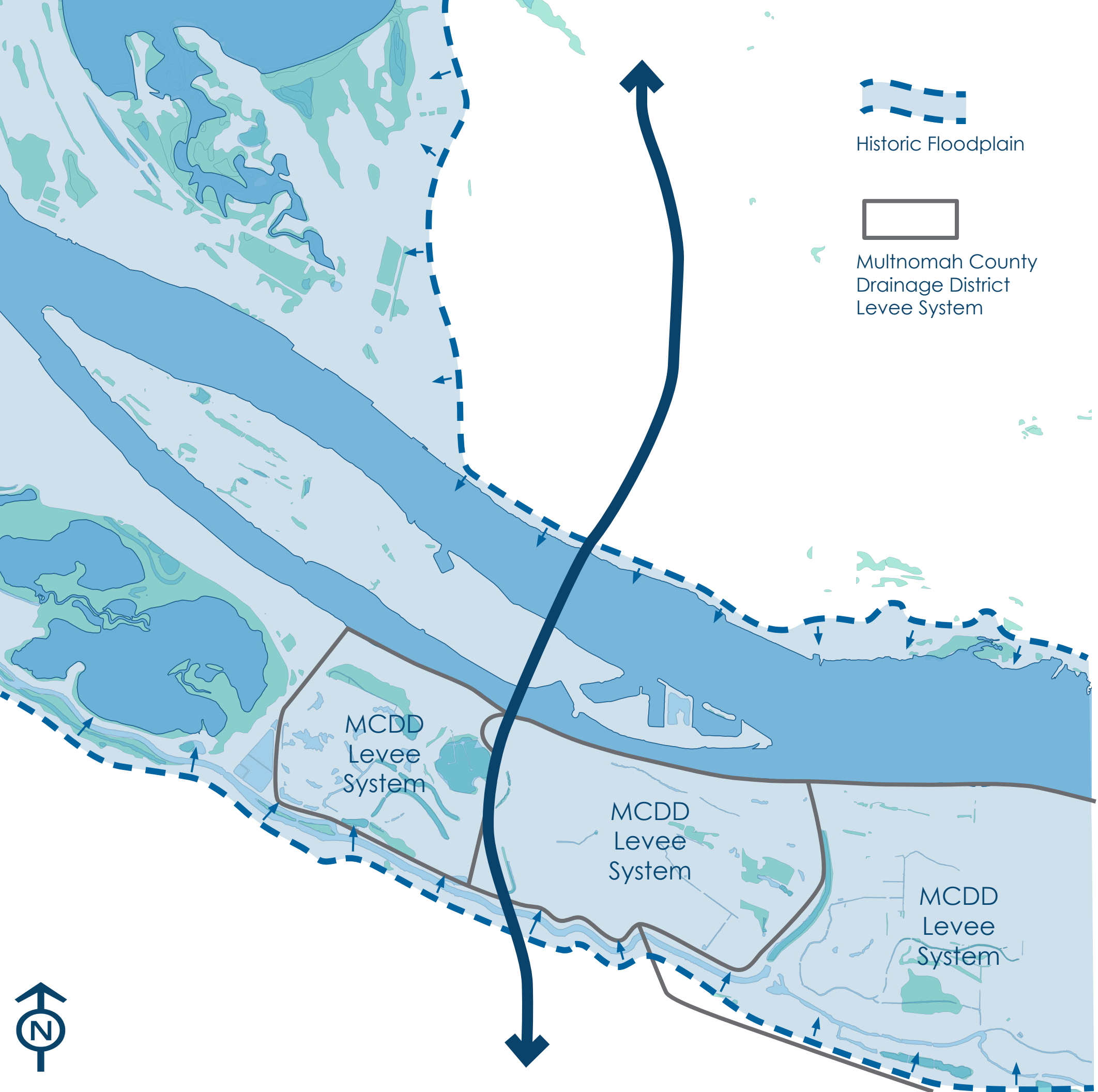
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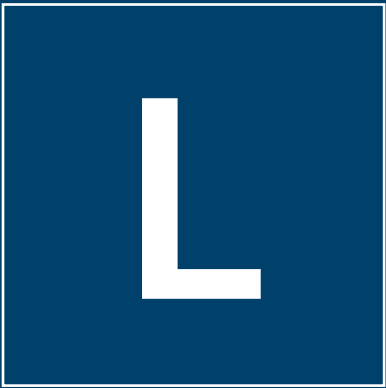
M

EXISTING CONDITIONS: HYDROLOGY

COLUMBIA RIVER GEOLOGY DEFINES
THE TOPOGRAPHY OF THE REGION

- IBR Program area is within the Columbia River watershed, treatment will be critical (no volume control required)
- Numerous wetlands in North Portland are within the IBR Program area
- Existing levee systems need to be considered, for example at I-5 / Marine Drive
- City of Portland proposing new cut/fill requirements

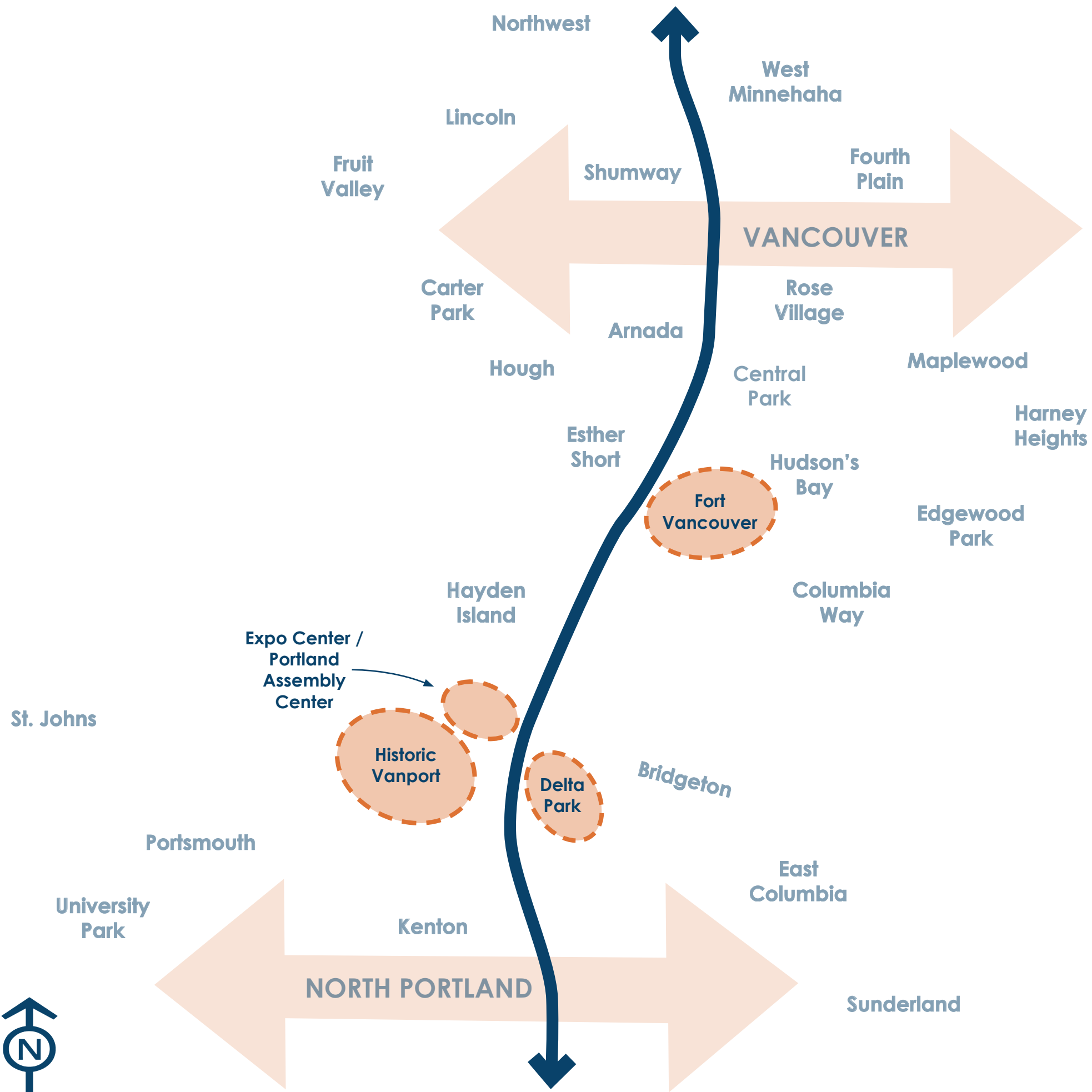




EXISTING CONDITIONS: COMMUNITY & EQUITY

IBR PROGRAM IS COMMITTED TO
CENTERING EQUITY IN OUR PROCESSES

- Original freeway project impacted and displaced thriving African-American communities in the corridor
- Historic Vanport, Portland Assembly Center, Fort Vancouver, and Delta Park each have significance for affected communities which may inform program design outcomes



L M S

EXISTING CONDITIONS: BARRIERS

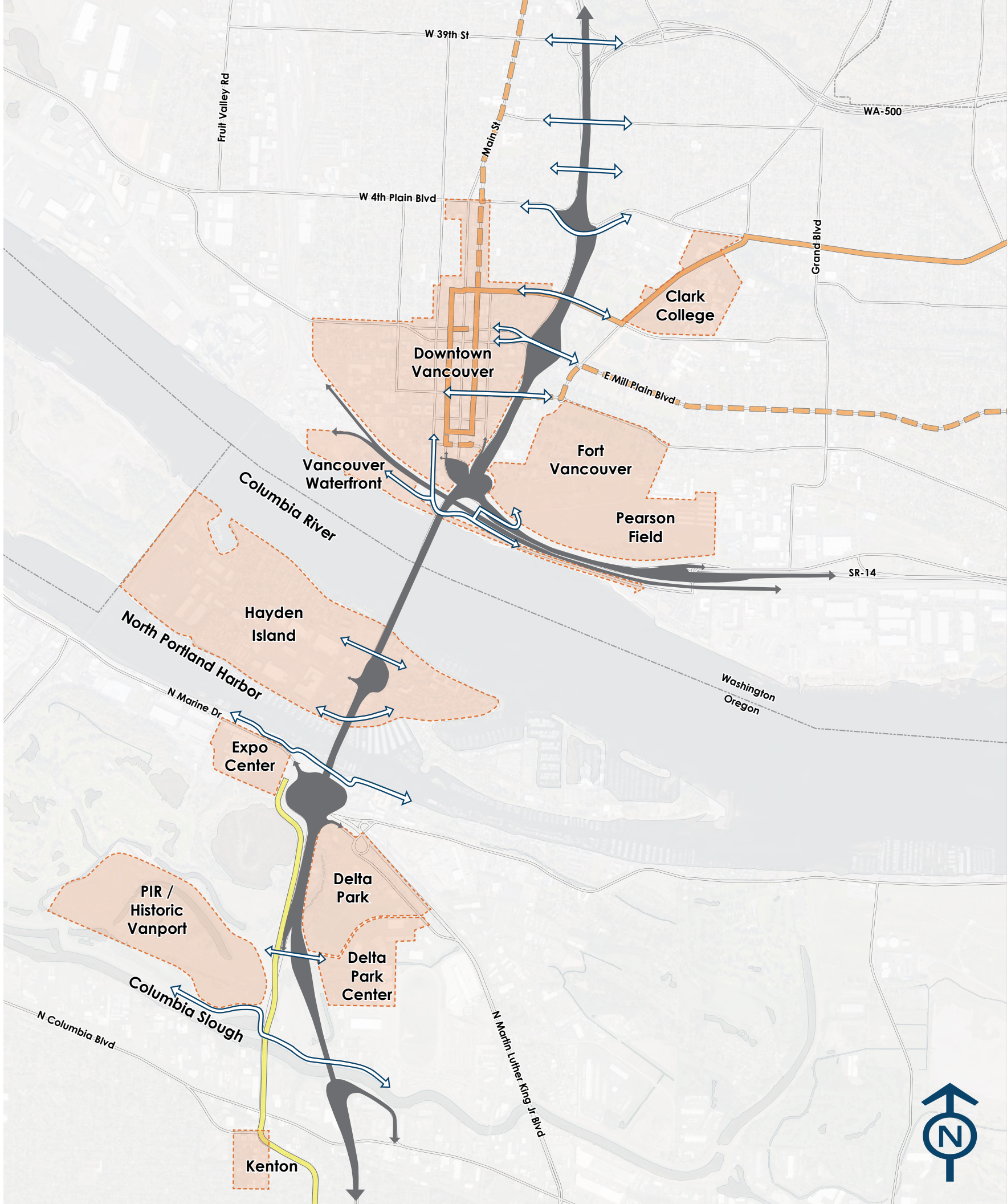
- Freeway and highway infrastructure, railroads, and even the rivers can act as barriers to movement, especially for those who bike, walk, and roll



L M S

EXISTING CONDITIONS: CONNECTIONS

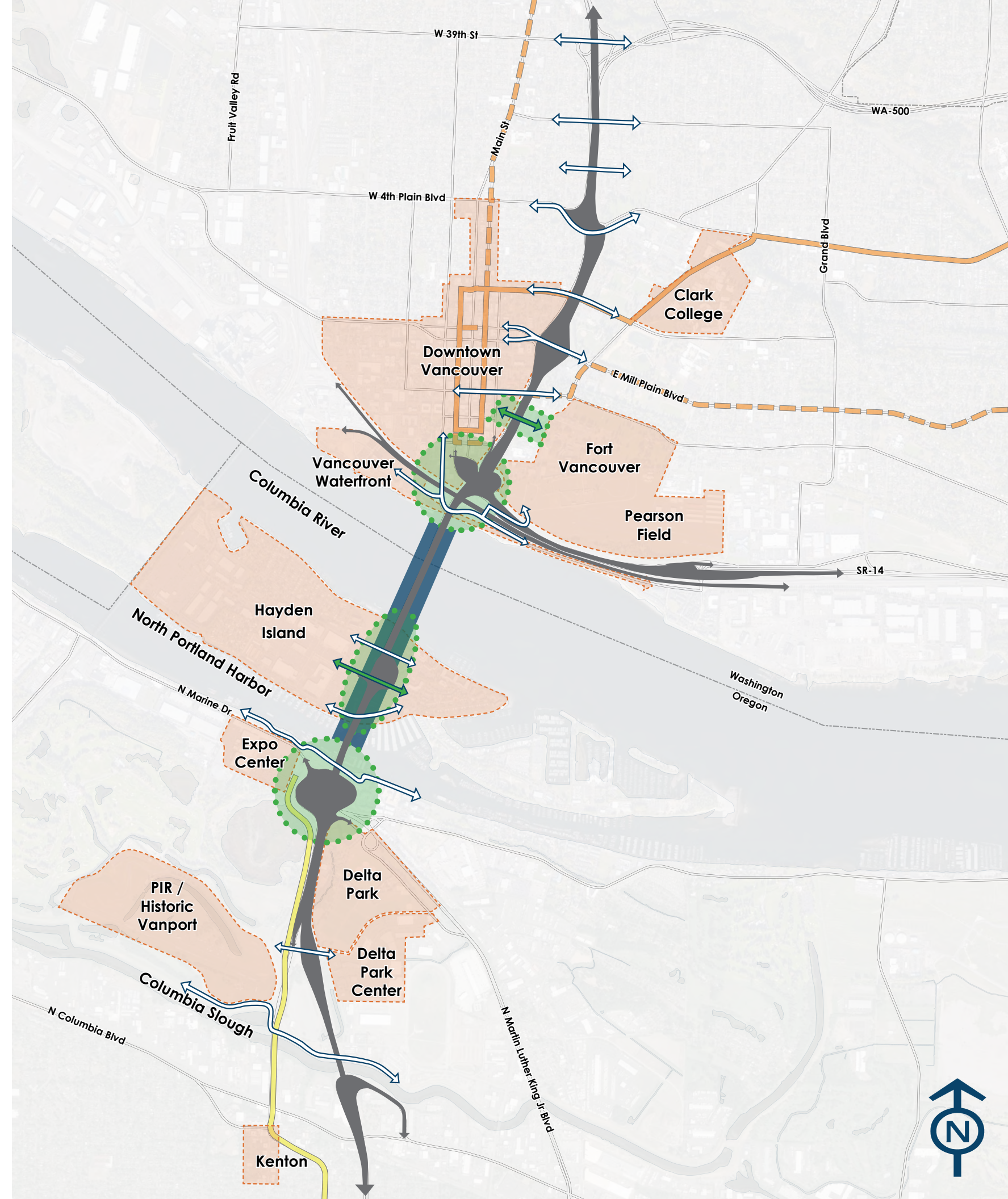
- The IBR Program can strengthen the bike, walk, & roll network, by reinforcing existing connections and potentially creating new connections



L M S

LANDSCAPE & PLACEMAKING OPPORTUNITIES

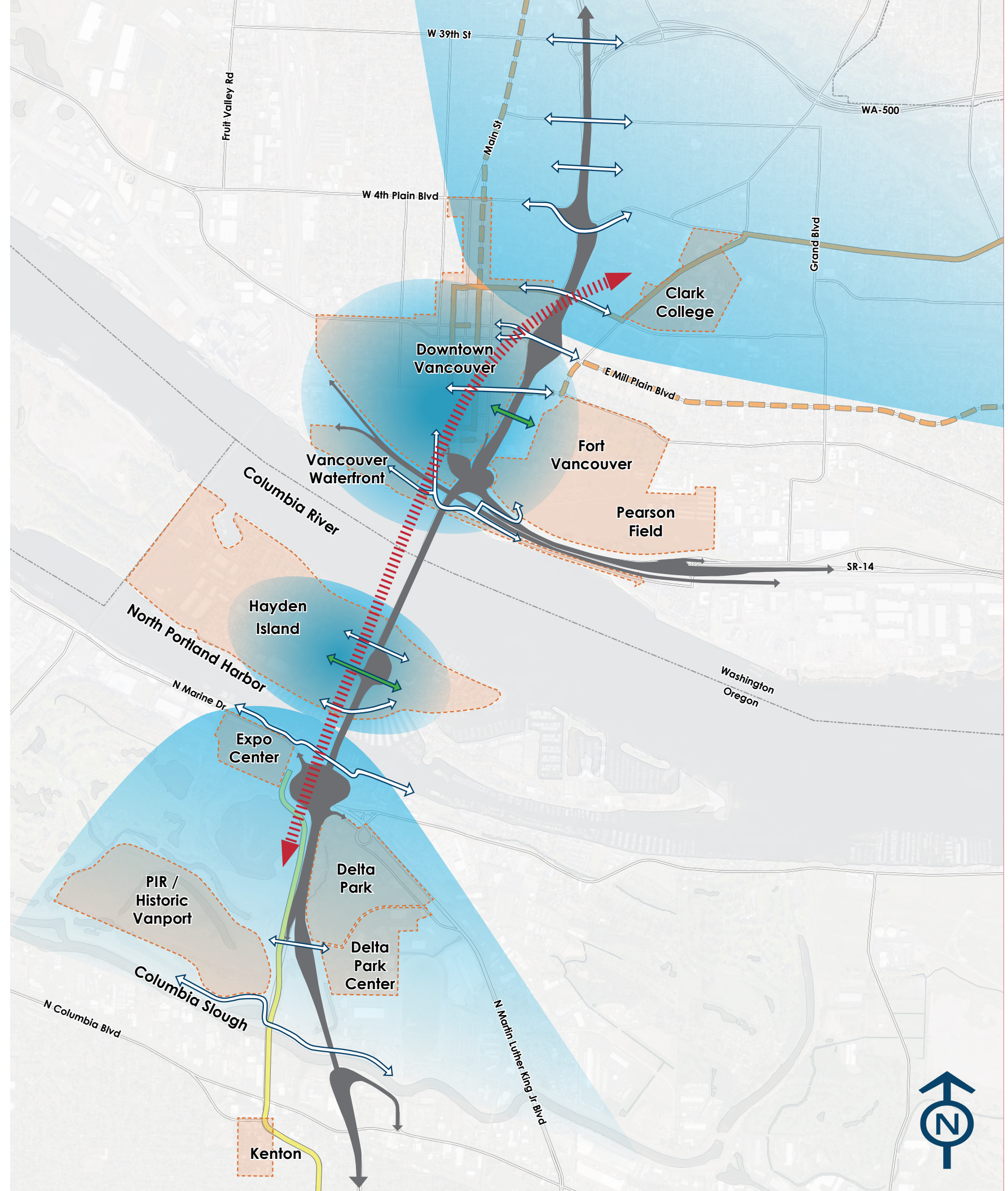
- The bridgeheads offer unique opportunities for placemaking and should act as gateways for Vancouver/Washington and Portland/Oregon
- Remnant property from the existing bridge can be leveraged for parks and open space while acknowledging the region's history

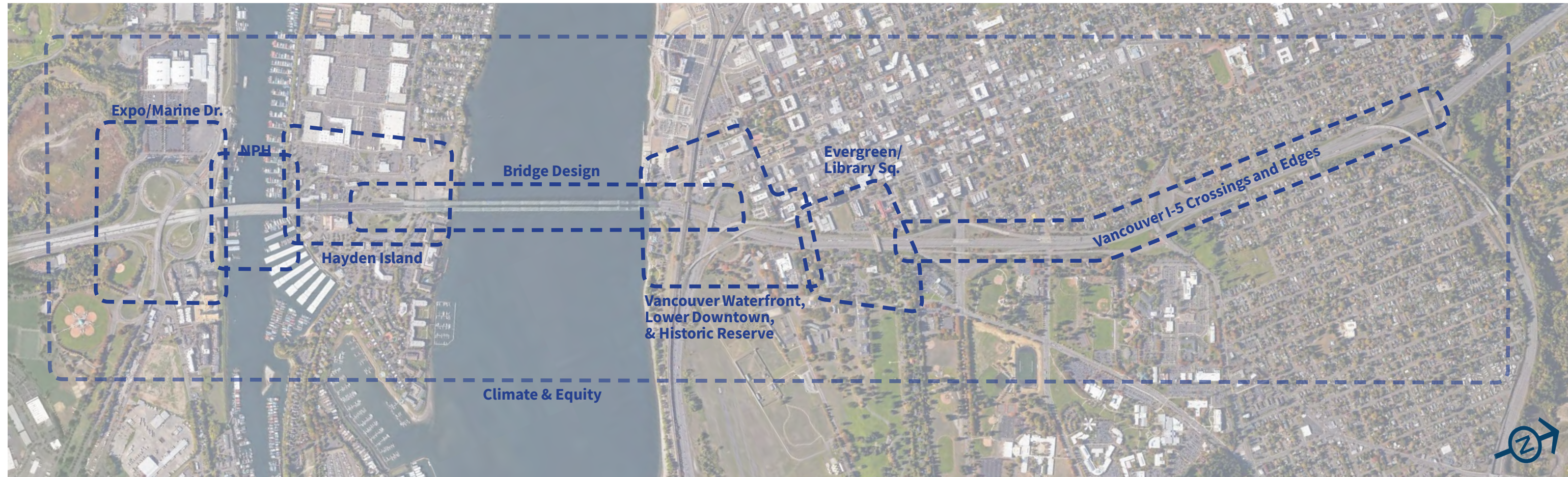


L M S

HIGH CAPACITY TRANSIT OPPORTUNITIES

- Ridership areas for High Capacity Transit will draw from key urban centers such as Vancouver's downtown and waterfront and Hayden Island





Expo/Marine Dr:

- Station Area Planning
- Local Street Connectivity
- Active Transportation

Hayden Island:

- Station Area Planning
- Local Street Connectivity
- Under-structure/Waterfront Activation
- Remnant Parcel LU

Main River Crossing & NPH Bridge Design:

- LRT Alignment
- SUP Alignment
- SUP Bridgehead Access

Vancouver Waterfront/Downtown/Reserve:

- Station Area Planning
- Local Street Connectivity
- SUP Access/Extension
- Under-structure/Waterfront Activation
- Park & Ride Structure
- Main St./Street Grid Extension

Evergreen/Library Sq:

- Station Area Planning
- Local Street Connectivity
- Community Connector
- Park & Ride Strategy
- SUP Access/Integration

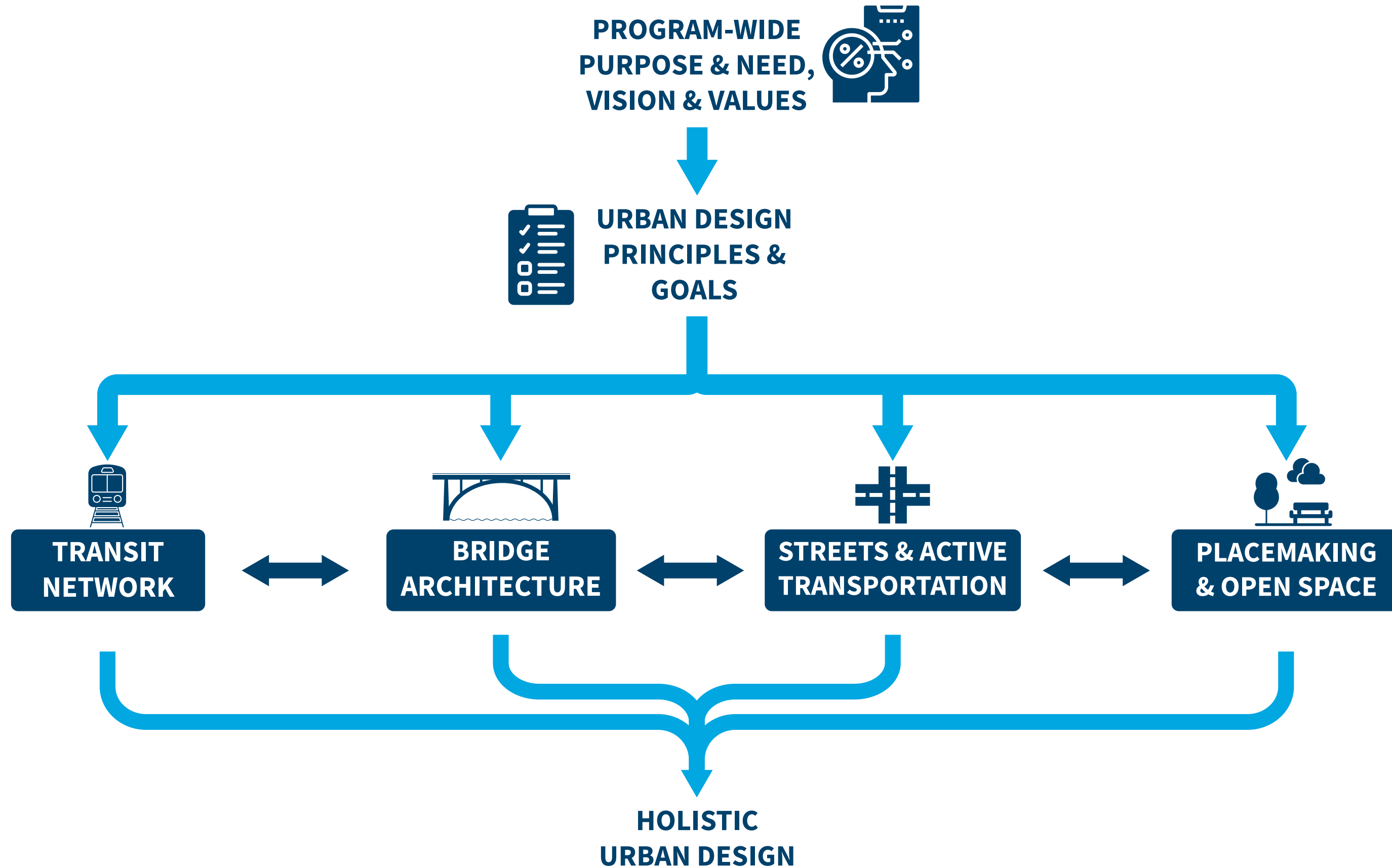
Vancouver I-5 Crossings and Edges:

- Crossings
- Edges

Corridor-wide:

- Climate
- Equity

HOLISTIC CONCEPTUAL URBAN DESIGN PROCESS

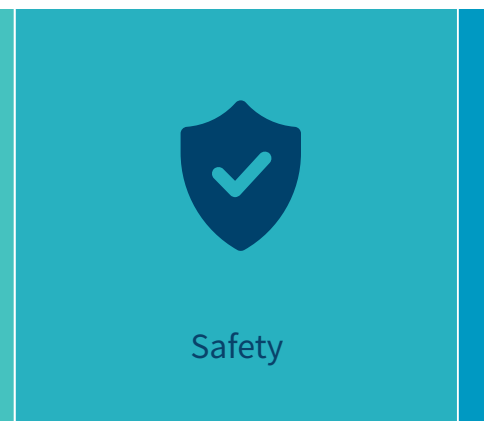
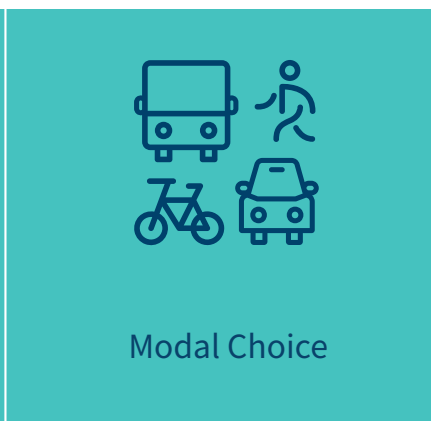
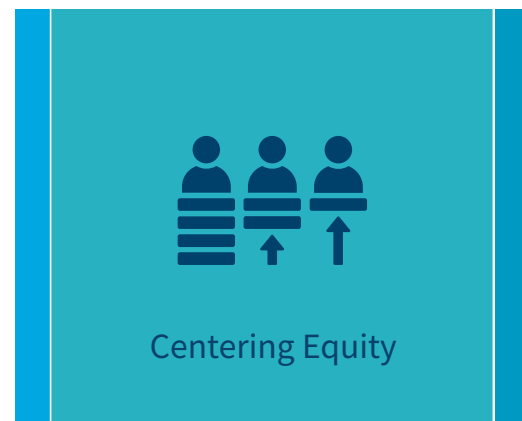


IBR PROGRAM PURPOSE & NEED, VISION & VALUES

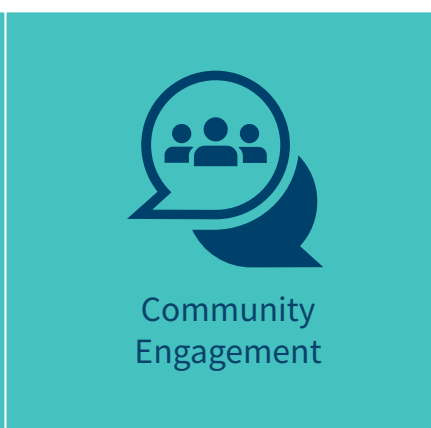
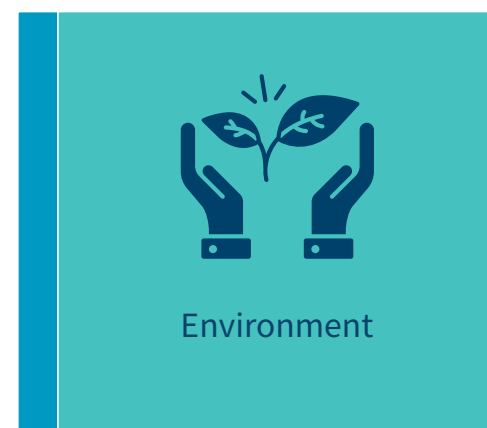
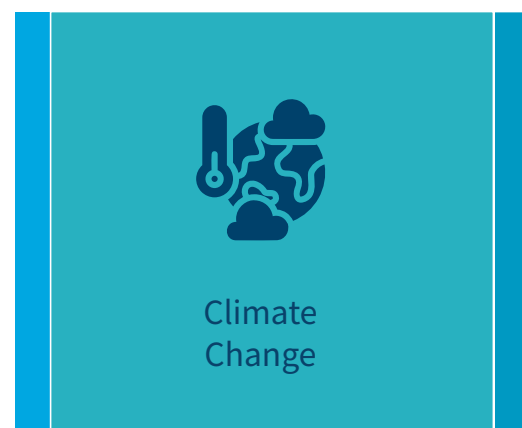
PURPOSE & NEED | Resolving the following project needs:



DESIRED OUTCOMES



DRAFT VISION & VALUES



DEFINING URBAN DESIGN GOALS

POTENTIAL GOALS FOR DISCUSSION:

Provide a landmark bridge that is both inspired and inspiring

Use sustainable and low-carbon materials and practices

Respect the variety of mobility options

Respect community values vested in buildings and landscape features affected by the program

Achieve design excellence that can be embraced by affected communities and users

Provide better community connectivity

Support the long-term economic viability of adjacent properties

Sustain the uncontaminated qualities of air, water, and earth

Respect the heritage of land forms, distant views, and natural features

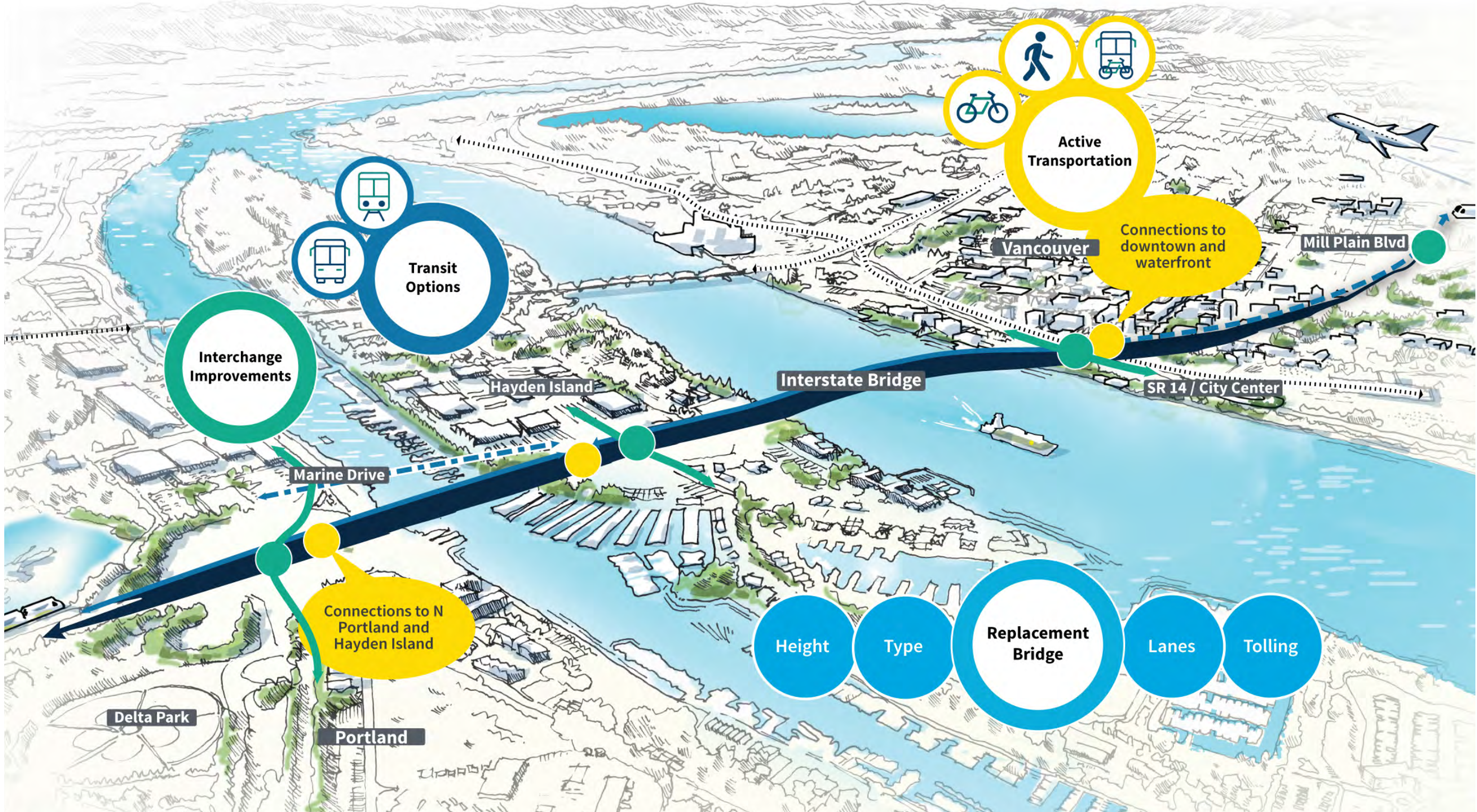
Use a consistent vocabulary of architectural and landscape elements throughout the program

Repair the fabric of built and natural environments affected by the program

Strengthen the gateways to Oregon & Washington by providing a sense of entry & exit

What other principles and goals are important to you and you community?

DISCUSSION





IBR Community Engagement

Bryan Stebbins, IBR Community Engagement Team



Upcoming Engagement

2023

► Potential engagement options prior to release of the Draft Supplemental Environmental Impact Statement (SEIS)

- Briefings to Community-Based Organizations (CBOs) and Neighborhoods
- **Mini-Grant Partnerships with CBOs**
- Affinity Listening Sessions
- **Equity Roundtables**
- Community Briefings
- **Neighborhood Forums**
- Youth Press Conferences
- **Tabling at Fairs & Festivals**
- IBR Staff Office Hours



2023 -
2026

► Future engagement

- Design elements such as bridge design, transit station design/access, bridge aesthetics, and active transportation design
- Community benefits and workforce opportunities

Equity Roundtable | March 23

- ▶ **Topic: Women Paving the Way**
 - Thursday, March 23 from 6:00pm – 7:30pm
- ▶ **Panel discussion focusing on women in infrastructure**
 - Discuss experience in working in what has historically been considered a male-dominated field
 - What motivated them to work in the field
 - The impact women have in the field
 - What the program is doing to encourage women to join this field

Neighborhood Forum | This Spring

- ▶ **Mission: Meet residents of neighborhoods adjacent to the program corridor this spring**
- ▶ **Provide information on the Draft SEIS process including:**
 - What to expect, including program timeline and upcoming milestones
 - When the community can provide public input, and how public input influences program outcomes



Breakout Room Discussion



What are the **top 3 events** you want IBR to attend this spring/summer?



Which **community organizations** should IBR partner with?



Share with us your equity priority **media outlets/contacts**, if you have them.

Public comment

Comment Instructions

To make a verbal comment:

- ▶ To make a live comment via phone, dial: 253-215-8782
- ▶ Meeting ID: 986 0940 5983
 - ▶ Passcode: 701376
- ▶ Dial *9 to raise your hand
- ▶ The facilitator will call on participants to provide comment
- ▶ Dial *6 to unmute yourself
- ▶ Please provide your name and affiliation.
- ▶ Commenters will be given 2 minutes to speak.

If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.



Comment Instructions

To submit comment after the meeting:



- ▶ Fill out the comment form on the program website or email your comments to info@interstatebridge.org with “EAG Public Comment” in the subject line.



- ▶ Call **888-503-6735** and state “EAG Public Comment” in your message.
- ▶ Written comments need to explicitly say “**EAG Public Comment**” in the subject line or in the body of the message for them to be identified and distributed to EAG members.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.

Wrap up

- Takeaways
- Meeting evaluation
- Next meeting: April 17th, 5:30 pm – 7:30 pm



Thank you!